

Consultation on the

St Dunstan's

regeneration scheme



kent.gov.uk/stdunstans
0300 333 5540



Introduction

During 2012, an experimental traffic layout was implemented in the St Dunstan's area of Canterbury. During the trial vehicles were unable to travel through the Westgate Towers. Only buses and taxis were allowed in Lower St Dunstan's Street and any normal traffic in North Lane had to turn right by the towers back into Lower St Dunstan's Street. As the Westgate Towers were closed, traffic signals were installed to the southwest of the Westgate Towers to control single file traffic in both directions. St Peters Place was open to all traffic through the traffic signals and Pound Lane was closed for the duration of the trial.

Alongside the restrictions, an area wide weight limit, 20mph zone and widened footway in Lower St Dunstan's were introduced.

The scheme improved air quality and provided local businesses with opportunities to use the widened footway and improved pedestrian routes. However, there was significant queuing and delays in Station Road West and London Road. The trial changes have since been returned to the original traffic layout.

Kent County Council is now consulting with the community to determine what they would like to see happen to improve the St Dunstan's area.

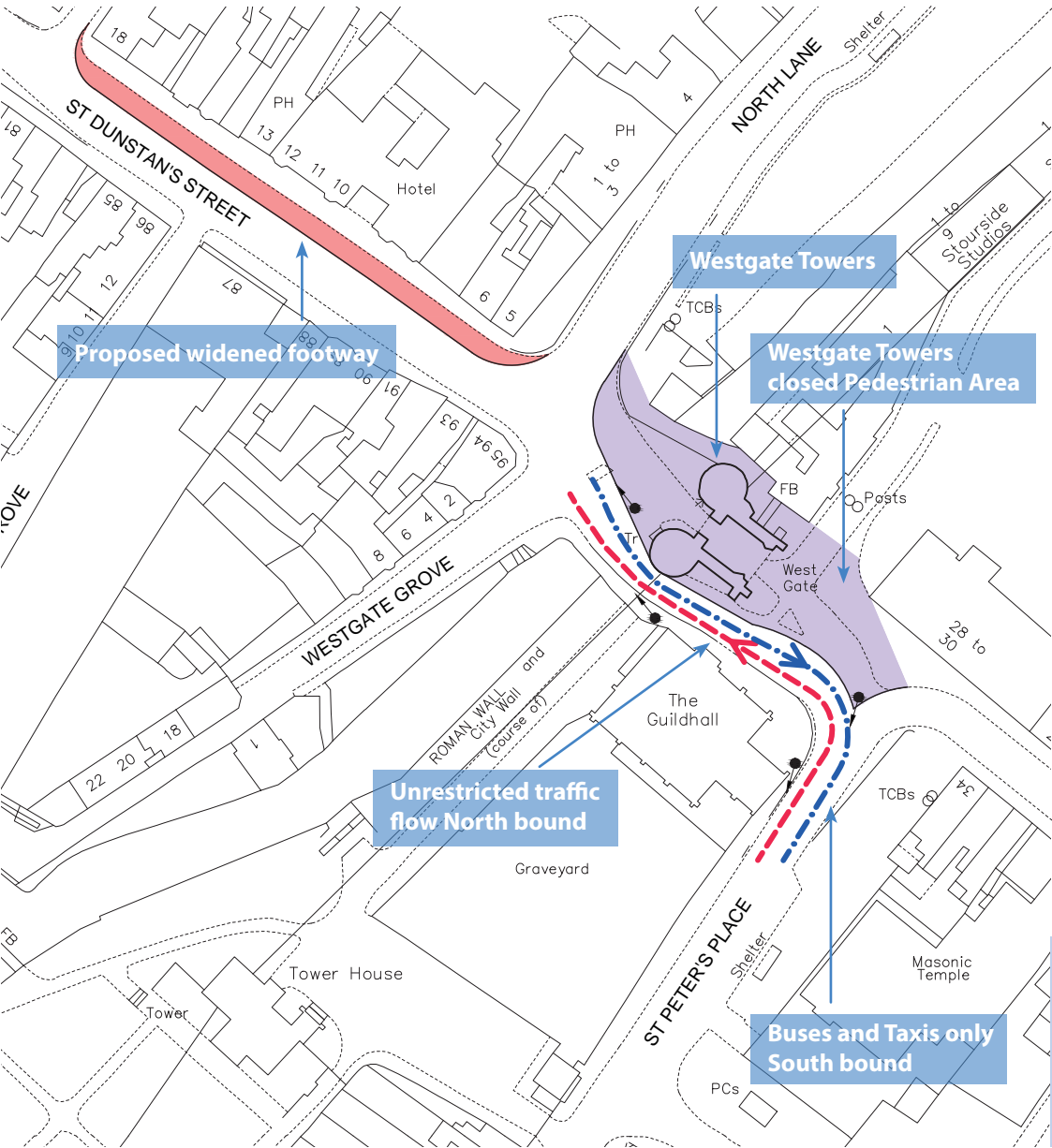
This scheme's aim is ***to regenerate the St Dunstan's area of Canterbury by consulting fully with the community to identify a scheme that will deliver benefits to residents, local business, the wider community and visitors.***

Scheme objectives:

- positive economic impact for the community
- improve walking and cycling routes between Canterbury West Station and the city centre
- improve public transport (both buses and taxis)
- enhance the street scene
- improve air quality
- preserve and promote the historic Westgate Towers
- to maintain the quality of life, mitigate any changes in congestion and gain community support by engaging in a full consultation

Kent County Council has had meetings with key stakeholders, where a choice of options have been drafted and illustrated in this booklet.

Option A



Traffic signals were installed to the southwest of the Westgate Towers to control single file traffic in both directions. Traffic restrictions were introduced on Lower St Dunstan's Street where buses and taxis only were allowed southbound, all other traffic coming from North Lane had to turn right. In this option, Pound Lane would be closed. This was the trial layout which was installed from April 2012 until April 2013.

Advantages

Protects the Westgate Towers

Improved pedestrian links from Canterbury West station

Buses can use Lower St Dunstan's Street and go around the towers to the St Peters Place bus stop

Reduced traffic on North Lane and St Peters Place

Businesses could use the widened footways for tables and chairs for customers

Disadvantages

Traffic congestion on Station Road West

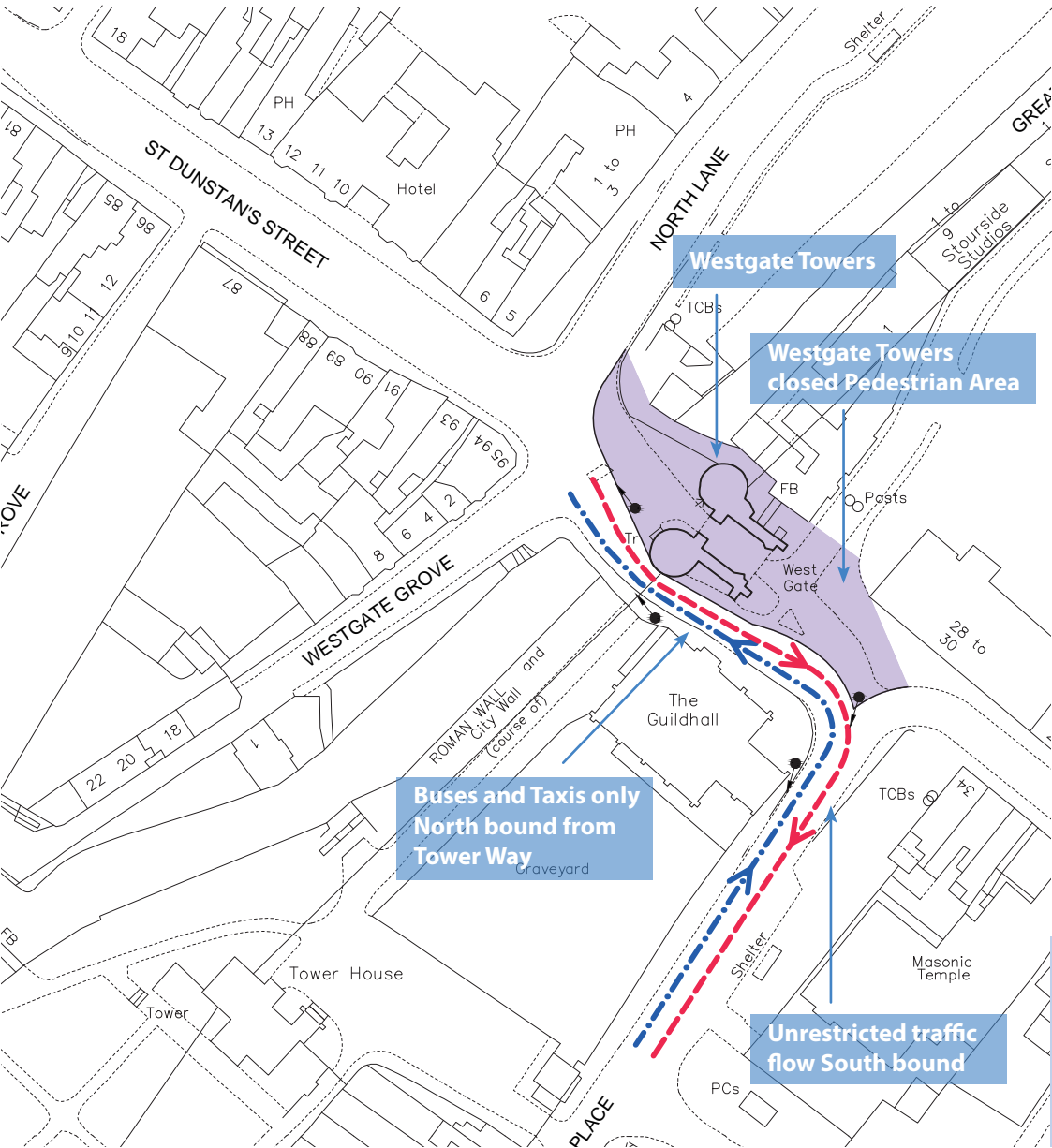
Increased congestion on Military Road and Sturry Road

Prohibited traffic could ignore the traffic signs and travel through the restricted areas

Summary

This was the trial layout that resulted in congestion on Station Road West and London Road, but improved air pollution on North lane and St Peters Place and protected the towers.

Option B



**Buses and Taxis only
North bound from
Tower Way**

Westgate Towers

**Westgate Towers
closed Pedestrian Area**

**Unrestricted traffic
flow South bound**

Traffic signals would be installed to the southwest of Westgate Towers to control single file traffic in both directions. Traffic would be restricted on St Peters Place with buses and taxis only being able to travel northbound round the Towers. All traffic would be able to use St Dunstan's Street and North Lane. In this option Pound Lane would be closed.

Advantages

Protects the Westgate Towers

Improved pedestrian links from Canterbury West station

Buses are able to use St Dunstan's Street

Improved links between the city and St Dunstan's to help improve the appearance of the streets

All traffic still able to use North Lane and Lower St Dunstan's Street

Unlikely to increase congestion

Disadvantages

Perceived to be similar to the trial

Increased traffic demand on Rheims way and London Road with the restriction on St Peters Place

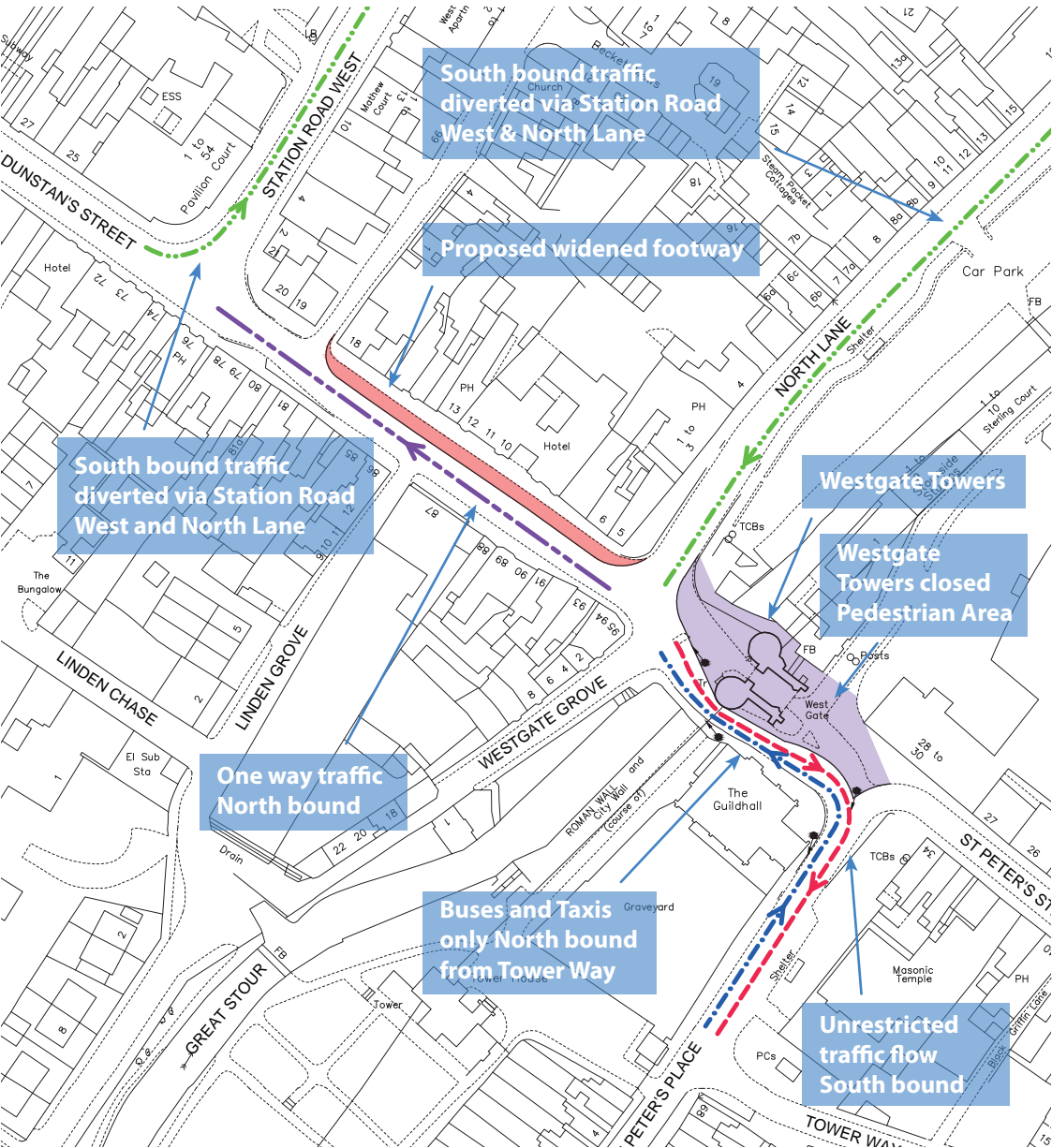
Prohibited traffic could ignore the traffic signs and travel through the restricted areas

The location of traffic signals could be confusing to drivers and pedestrians

Summary

This option will reduce air pollution in St Peters Place, allow buses into the St Dunstan's Street, will not cause the congestion that occurred in the trial and protects the towers.

Option C



Traffic signals would be installed to the southwest of Westgate Towers to control single file traffic in both directions. St Dunstan's Street would be closed for south bound buses (one way traffic northbound). Southbound traffic (including buses) must turn left into Station Road West and use North Lane to access St Peters Place. In this option Pound Lane would be closed.

Advantages

Protects the Westgate Towers

Improved pedestrian links from Canterbury West station

Buses can use St Dunstan's Street, but the number of buses will be reduced as they are diverted along Station Road west and North Lane

Improved links between the city and St Dunstan's to help improve the appearance of the streets. This will also enable widening of both sides of St. Dunstan's Street

Businesses could use the widened footways for tables and chairs for customers

Traffic still able to use North Lane

Unlikely to increase congestion

Disadvantages

Perceived to be similar to the trial

Increased traffic demand on Rheims way and London Road with the restriction on St Peters Place

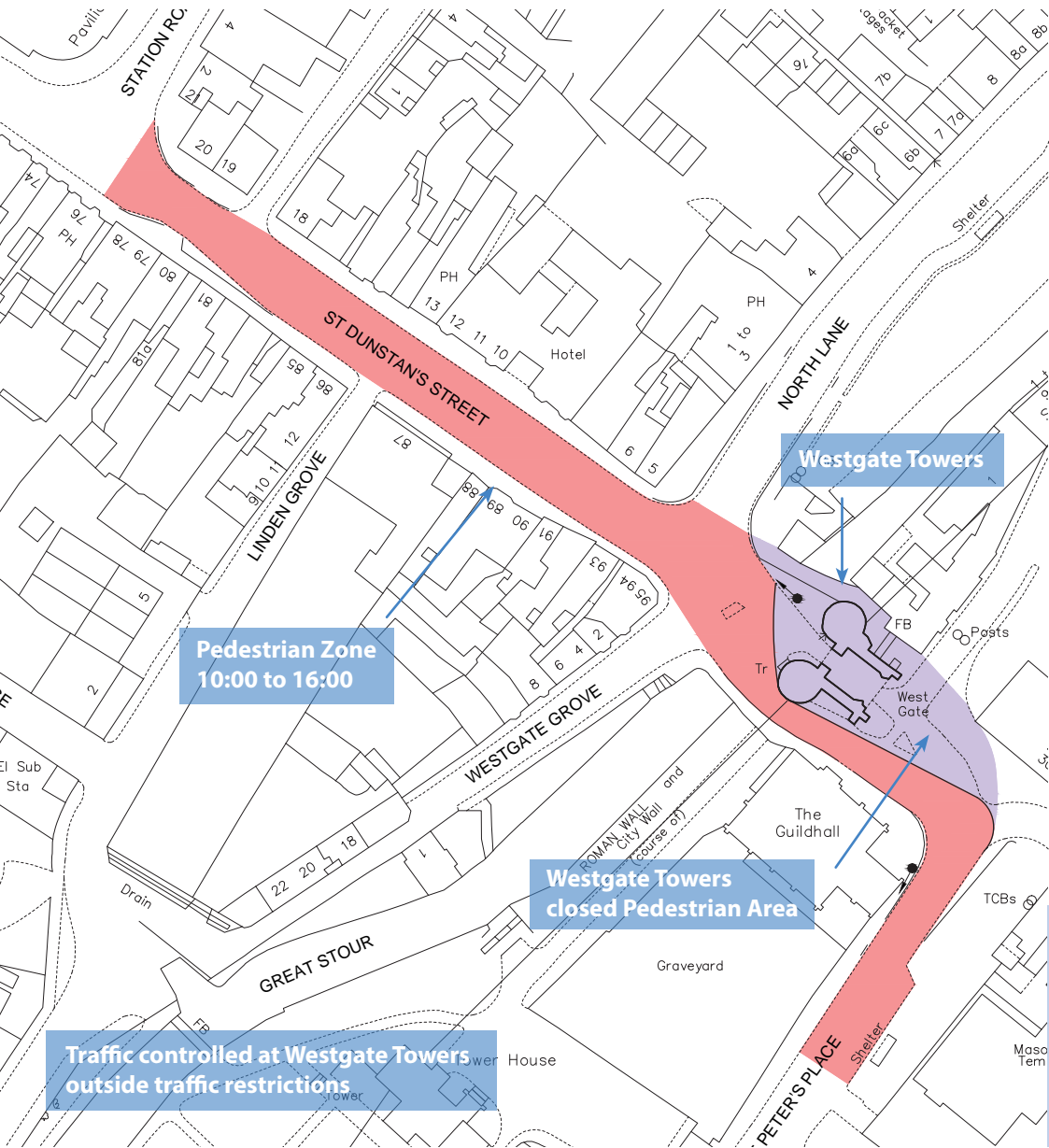
Prohibited traffic could ignore the traffic signs and travel through the restricted areas

Longer route for southbound buses

Summary

This option will reduce air pollution in St Peters Place, allow buses into the St Dunstan's Street, will not cause the congestion that occurred in the trial, improves public transport connections to the railway station, allows more pedestrianisation of Lower St Dunstan's and protects the towers.

Option D



Traffic signals would be installed to the southwest of Westgate Towers to control single file traffic in both directions. St Dunstan's Street would be pedestrianised between 10.00am and 4.00pm and through the Westgate Towers (24hour closure). In this option Pound Lane would be closed.

Advantages

Protects the Westgate Towers

Buses are able to use area at non restricted times

Improved links between the city and St Dunstan's to help improve the appearance of the roads.

Businesses could use the widened footways for tables and chairs for customers

Pedestrians are given priority

Disadvantages

Diversion for buses at restricted times

Increased traffic on Station Road West

Possible delays at traffic signals

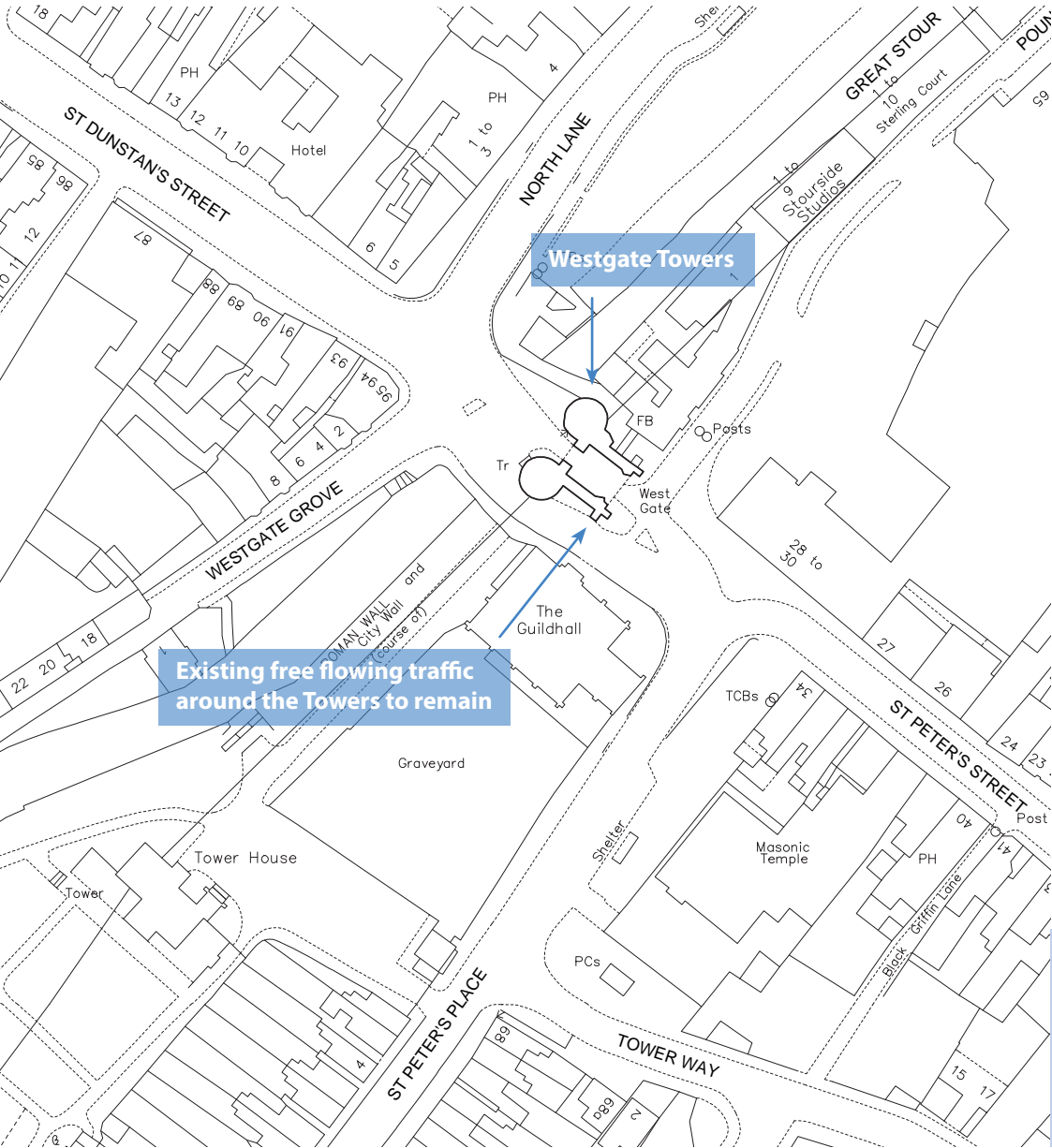
Affects may be similar to the trial scheme with wider congestion around Canterbury

Confusing for the community

Summary

This option removes traffic during restricted times, but will increase congestion on Station Road West, reduces public transport provision for St Dunstan's area, protects the towers and will increase queuing on North Lane and St Dunstan's during the peak periods.

Option E



Option E is to leave the St Dunstan's area traffic movements as they are at present. A width restriction would be implemented through the Westgate Towers.

Advantages

- No changes required
- No funding needed
- No restrictions on traffic movement

Disadvantages

- Westgate Towers not fully protected
- No improved links between the city and St Dunstan's Street to help improve the appearance of the streets
- Poor pedestrian links from Canterbury West station
- Buses unable to use the St Dunstan's area
- No cycling improvements
- No improvement for businesses

Summary

This option is the existing layout, but does not protect the towers, has poor pedestrian links, traffic levels will increase and buses are unable to access the St Dunstan's area.

All options – suggested proposals

Please note that with all of the above outlined options, further suggested proposals can be applied. You are asked for your opinion on all of the proposals as part of the response questionnaire:

Weight limit

A weight restriction was introduced within the trial and feedback with key stakeholders showed general support.

20mph zone

A 20mph speed limit was also popular with the stakeholders and could be introduced with any of the options.

Pound Lane closure

Some residents have asked for this feature to be retained within any scheme. Pound Lane was closed by the Westgate Towers during the experimental scheme.

Widened footways

The widening of the footway in Lower St Dunstan's Street was popular with business who want to keep this feature. It was installed during the trial and there have been some issues with blocking of footways. A permanent scheme will be fully controlled and licensed that should prevent this from happening.

Pedestrian crossing on Station Road West

A large amount of feedback received from the community supported a formal crossing across Station Road West at its junction with St Dunstan's Street.

Remove the level crossing

Concern was raised about the impact of the level crossing on traffic moving around the city. Investigation into the possibility of removing the crossing by lowering the railway line could be carried out, but this would require significant financial investment.

More Information

For a more detailed view of the consultation drawings, please go to kent.gov.uk/stdunstans

There will be a public exhibition at Canterbury Library from 14 October to 11 November 2013 between 10am and 4pm showcasing the plans. There will also be a post box to drop your completed form if you would prefer not to do it online.

This exhibition will have KCC representatives in attendance on the following days if you wish to discuss the proposals further:

Thursday 24 October, 9am-8pm

Saturday 2 November, 10am-2pm

Thursday 7 November, 9am-8pm

What happens next?

Following the close of the consultation on 9 December 2013, responses will be collated and analysed. The results will be taken to the St Dunstan's Regeneration Scheme Steering Group for discussion. A final decision on which option and proposals (if any) should be implemented will be taken to Cabinet by the Member for Transport and Environment.

Consultation questionnaire

Please let us know your thoughts on the St Dunstan's scheme by either:

- Visiting kent.gov.uk/stdunstans to fill in the online form
- Post your response in the comments box at Canterbury Library
- Return the form to the freepost address:

**Kent County Council, Highways and Transport, 1st Floor,
Invicta House, County Hall, Maidstone, ME14 1BR**

The deadline for responses is 9 December 2013

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