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To: Environment & Transport Cabinet Committee – 5 December 2014

Subject: 12/01923 Canterbury District Local Plan & Transportation Strategy

Classification: Unrestricted

Past Pathway of Paper: Canterbury Joint Transportation Board (JTB)

Future Pathway of Paper: Cabinet Member Decision

Electoral Division: All Canterbury District Divisions

Summary: The report sets out an overview of the draft Canterbury District Transportation Strategy and its consultation progress.

Recommendations:

The Cabinet Committee is asked to consider and endorse the principles of the draft Canterbury Transportation Strategy.

## **1. Introduction**

The draft Canterbury Transportation Strategy, attached as Appendix 1, has been jointly produced with Canterbury City Council. It reflects the fact that the car will be the primary mode of travel for the foreseeable future and it proposes significant investment in highway infrastructure. It provides potential highway solutions to facilitate the proposed growth of 15,600 homes and 6,500 jobs identified in the Canterbury District Local Plan up to 2031.

## **2. Financial Implications**

The majority of the measures detailed in the strategy, and in particular the significant elements of highway infrastructure estimated to be worth over £70m, are linked to the larger developments and therefore have identified sources of developer funding. Other measures have gained funding through KCC's bid to the Local Enterprise Partnership.

## **3. Bold Steps for Kent and Policy Framework**

3.1 The Draft Strategy directly addresses our three Bold Steps for Kent. It helps the Kent economy to grow by detailing new highway infrastructure which will unlock significant development; it puts the citizen in control by designing transportation

services that meet their needs and it tackles disadvantage by promoting choice in travel.

3.2 The Draft Strategy also closely relates to the Local Transport Plan for Kent 2011 – 2016 and Growth without Gridlock in Kent and Medway (2014).

#### **4. The Report**

4.1 The existing transportation strategy for Canterbury District, Unlocking the Gridlock, was adopted in 2004. The majority of the measures identified 10 years ago have been implemented and have been successful, but with the growth proposed in the Canterbury District Local Plan and the existing transport challenges, a new transportation strategy is required.

4.2 The headline aim of the draft strategy is “to improve access to services, goods and opportunities”. The draft strategy reflects the fact that the car will be the primary mode of travel for the foreseeable future and it proposes significant investment in highway infrastructure. It seeks to achieve reliable vehicle journey times and support sustainable development. The draft strategy also aims to protect the historic environment in the city of Canterbury and retain the distinctive character of the coastal towns and rural communities.

4.3 Transport computer modelling of the impact of the growth has been undertaken to provide the evidence base required by the planning process. The modelling demonstrates that only 13% of traffic on the city’s road network is through traffic. The model has been used to predict the increase in travel demand and traffic growth for two future scenarios:

- With general background economic growth to 2031 travel demand would increase by 17% and traffic growth would increase by 18%.
- With general background economic growth plus all of the proposed Local Plan development to 2031 and the proposed significant new developer funded highway improvements, travel demand would increase by 30% and traffic by 28%.

4.4 Given these predicted increases the draft strategy aims to protect the extra capacity created by the highway improvements and keep traffic levels to those existing at present. The philosophy is to provide new road building solutions funded substantially by development to unlock growth at known pinch points and, in order that this additional capacity is not simply backfilled with additional traffic, to absorb the increase in the demand to travel by increasing walking, cycling, public transport and home working. A key target of the strategy is that traffic levels in the centre of Canterbury should not increase beyond the current levels which have been static since 2001. The success of the previous balanced transport strategies, the current high usage of public transport, and the high student population make this target ambitious but achievable.

4.5 The 4 key themes of the draft strategy are:

- i) Managing and Improving the Network:  
A2 Interchange at Bridge

Sturry Relief Road  
Herne Relief Road  
A28-A257 Barracks Link Road  
A2 Off-Slip Road at Wincheap  
Wincheap Relief Road  
Extend Intelligent Traffic Systems and Urban Traffic Management and Control

- ii) Car Parking Strategy:
  - Increase Park and Ride Capacity in Canterbury
  - Gradual reduction in City Centre Parking Capacity
  - Use Parking Tariffs to Encourage Use of Park and Ride and Sustainable Transport
  - Park and Ride for Whitstable
- iii) Reducing the Demand to Travel:
  - Mixed Use Developments
  - Increase car sharing & home-based working
  - Establish a Car Club in Canterbury
  - New walking and cycling routes
- iv) Encouraging Travel Choice:
  - New 20mph Zones
  - Extend Bus Services and Increase Frequencies
  - Reduce the relative Cost of Bus Travel Compared with Driving
  - Fast Bus Route from South Canterbury
  - Complete the Sturry Road Bus Lane
  - Bus Priority Measures on Old Dover Road, New Dover Road & Wincheap
  - Improve Rail Provision on High Speed and North Kent Mainline Routes
  - Increase Parking Provision at Canterbury West and Sturry Stations

4.6. Public consultation was undertaken on the draft transportation strategy for 6 weeks from 5 June 2014. The results of this were reported to the Joint Transportation Board on 15 October 2014 and the JTB recommended that the draft strategy should be approved as supporting evidence for the Canterbury Local Plan with the proviso that development would not be permitted until legally binding agreements have been entered into with developers to provide the necessary quantum of funding to enable the provision of necessary highway infrastructure.

4.7 The draft Canterbury Transportation Strategy was approved by the Executive of Canterbury City Council on 22 October 2014 and was deposited as part of the Local Plan supporting evidence on 21 November 2014. It is expected that the Examination in Public will take place in Spring 2015.

## **5. Conclusions**

The draft transportation strategy for Canterbury reflects the fact that the car will be the primary mode of travel for the foreseeable future and it proposes significant investment in highway infrastructure. However, to ensure that this additional capacity is not simply backfilled with additional traffic, the balanced approach of the draft strategy will absorb the increase in the demand to travel by increasing walking, cycling, public transport and home working. This approach is essential in order to

tackle the existing transport related problems of congestion and poor air quality and to accommodate additional travel demand from new development.

## **6. Recommendation**

The Cabinet Committee is asked to consider and endorse the principles of the draft Canterbury Transportation Strategy.

## **7. Background Documents**

[Canterbury VISUM Transport Model: Local Plan Preferred Option Testing Report 2014](#)

## **8. Contact details**

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Plan showing strategic land allocations and proposed highway improvements