

From: Barbara Cooper, Director Economic & Spatial Development

To: Matthew Balfour, Cabinet Member for Environment and Transport

Decision No: 12/01923: Canterbury District Local Plan & Transportation Strategy

Electoral Division: All Canterbury Divisions

Summary: The report sets out an overview of the Canterbury District Transportation Strategy, its progress and amendments, in order that the Cabinet Member for Environment and Transport may endorse its principles.

Recommendations: The Cabinet Member for Environment and Transport is asked to endorse the principles of the updated draft Canterbury District Transportation Strategy as follows:

- (1) That the car will be the primary mode of travel for the foreseeable future
- (2) That significant investment in highway capacity will be funded largely by development. Where this is the case, the developers must be legally bound to fund the necessary infrastructure at no cost to the public purse and before the development begins.
- (3) That to ensure that new 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.
- (4) That the County Council does not support further reductions in City Centre car parking and welcomes assurances received from the City Council that these will not be pursued without evidence of public support and adequate supply remaining

1. Introduction

1.1 The draft Canterbury Transportation Strategy, attached at appendix 2, has been jointly produced with Canterbury City Council. It provides potential highway and transport solutions to facilitate the proposed growth of 15,600 homes and 6,500 jobs identified in the Canterbury District Local Plan up to 2031.

1.2 The Canterbury Local Transport Strategy was considered by the Environment and Transport Cabinet Committee at its meeting on 5 December 2014. Unfortunately at that time the most up to date and recent version of the plan was not attached to the report, instead a version from March 2014 was referenced, and consequently contained outdated information. It was initially considered that the matter could be dealt with outside the committee as the Environment and Transportation Cabinet Committee is not a decision making

body and was being asked to endorse the principles rather than the detail of the strategy which is still on deposit and not yet formally adopted.

- 1.3 However, following representations from members of the public that the principles of the strategy were not clear and the documentation published with the proposed decision remained incorrect, it was decided to defer any decision until the correct documentation was published.
- 1.4 In the interests of openness, clarity and good governance, the Cabinet Member for Environment and Transport asks the Cabinet Committee to re-consider the Canterbury Local Transport Scheme in the light of the correct and up to date documentation attached to this report.

2. Changes to the Draft Strategy

- 2.1 The Draft Strategy was amended by Canterbury City Council Executive in April 2014 prior to its being released for public consultation. It was then approved in principle, subject to suggested amendments and conditions, by the Canterbury JTB in October 2014 and further amended to reflect issues that had been raised during the public consultation process.

2.2 Amendments made in April 2014 by Canterbury City Council Executive

The minutes of the Canterbury City Council Executive, detailing all of the changes to the draft strategy agreed, are linked to this report as a background document; of particular note were the resolutions to:

- Delete action E8: Land at Faulkners Lane, Harbledown is identified in the Local Plan if alternative or additional capacity is needed for Park and Ride.
- Delegate authority to the relevant Cabinet Member and Officer to update references to Manston airport
- Include the need to investigate opportunities for taxi facilities in Roper Road as part of the options for a new access to Canterbury West Station.

2.3 Consideration by the Canterbury JTB October 2014

The draft strategy, as amended by Canterbury CC Cabinet, was considered by the Canterbury JTB on 15 October 2015. Representations were made by members of the public, a full discussion took place, amendments and conditions put forward and the resolutions were agreed as follows:

[From the minute of the meeting]

“The Joint Transportation Board was asked to approve the principles of the Transport Strategy, the suggested revisions to the draft Strategy and the submission of the revised Strategy as supporting evidence to the Local Plan Examination.

RECOMMENDED (to the **City Council** and the **Kent County Council Executive** as appropriate)

1. *That having considered the issues set out in the document the Board endorse the principles of the draft Canterbury District Transportation Strategy*
2. *That development will not be permitted until legally binding commitments are made between Kent County Council, Canterbury City Council and developers to provide the necessary quantum of funding to enable the provision of essential highway infrastructure.*

(At the request of Mr Vye it is recorded that he abstained from voting on this resolution).

3. *That changes to the draft strategy are made in accordance with the officer recommendations contained in Appendix 4*

(At the request of Mr Vye it is recorded that he abstained from voting on this resolution).

4. *That the revised draft strategy is submitted as supporting evidence to the Local Plan Examination”*

2.4 Amendments made in October 2014 as a result of the consultation and consideration by Canterbury JTB

A full list of agreed changes to the draft strategy as a result of consideration and consultation is included as an addendum to the deposited draft of the transportation strategy.

In particular the amendments included:

- Additional clarity in the strategy and action plan that city centre parking will only be reduced if there is clear evidence that there is an adequate overall supply of parking and following public consultation,
- A number of suggested amendments to proposed cycle routes,
- Better integration of cycle routes and cycle facilities on public transport,
- Suggested cycle routes on existing roads
- The use of broadband to inform real time travel information,
- A road link between the proposed Sturry link road and Broad Oak Road will be added,
- A paragraph will be added to the strategy on the need for transport operators to comply with the Disability Discrimination Act,
- An action to create a Transport Forum will be added,
- The estimated cost of providing the fast bus link will be added,
- A paragraph on noise pollution and road noise will be added,
- The wording around the text on Herne relief road will be changed to reflect the fact that the relief road will be required,
- The LEP funding of £5.9M towards Sturry link road will be included,
- An action to re-establish a travel plan forum for city centre employers will be added,

- School travel plans will be changed to education travel plans to include student travel.

3. Financial Implications

- 3.1 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.
- 3.2 None of the amendments to the draft strategy being considered from that considered in December will change the identified sources of funding or create an additional requirement for KCC funding.

4. Principles of the draft Canterbury Transportation Strategy

- 4.1 The principles remain unchanged from the previous versions of the draft strategy which were endorsed by Members on 5 December 14.

4.2 These principles are:

- (1) That the car will be the primary mode of travel for the foreseeable future
- (2) That significant investment in highway capacity will be funded largely by development. Where this is the case, the developers must be legally bound to fund the necessary infrastructure at no cost to the public purse and before the development begins.
- (3) That to ensure that new 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.
- (4) That the County Council does not support further reductions in City Centre car parking and welcomes assurances received from the City Council that these will not be pursued without evidence of public support and adequate supply remaining

- 4.3 As discussed at the December meeting of the Cabinet Committee, 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.

4.4 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%.

4.5 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.

4.6 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
- Increase Home-Based Working
- Establish a Car Club in Canterbury
- Robust Travel Plans to encourage the use of alternative modes of transport:
- New walking and cycling routes

iv. **Encouraging Travel Choice:**

- New Walking and Cycling Routes
- 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

4.7 Public consultation was undertaken on the draft transportation strategy for 6 weeks from 5th June 2014. The results of this were reported to the Joint Transportation Board on 15th 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.

4.8 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 Summer 2015.

5. Conclusions

5.1 The latest 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. Recommendations

Recommendations: The report sets out an overview of the Canterbury District Transportation Strategy, its progress and amendments, in order that the Cabinet Member for Environment and Transport may endorse its principles.

- (1) That the car will be the primary mode of travel for the foreseeable future
- (2) That significant investment in highway capacity will be funded largely by development. Where this is the case, the developers must be legally bound to fund the necessary infrastructure at no cost to the public purse and before the development begins.
- (3) That to ensure that new 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.
- (4) That the County Council does not support further reductions in City Centre car parking and welcomes assurances received from the City Council that these will not be pursued without evidence of public support and adequate supply remaining

7. Appendices, background documents and further information

Appendices

Appendix 1 – Proposed Record of Decision

Appendix 2 - Draft Canterbury District Strategy & addendum of changes

Background Documents

[Minutes of the Canterbury City Council Cabinet meeting – April 2014](#)

[Minutes of the Canterbury Joint Transportation Board meeting – October 2014](#)

Letter from Canterbury City Council

<https://democracy.kent.gov.uk/documents/s51892/Assurance%20Letter.pdf>

Further information

VISUM

<https://democracy.kent.gov.uk/documents/s51883/VISUM%20Transport%20Modelling.pdf>

Examination documents - Link to Documents on deposit:

<https://www.canterbury.gov.uk/planning/planning-policy/examination-documents/>

8. Contact details

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Plan showing strategic land allocations and proposed highway improvements