

Sturry Link Road

Consultation Report



Sturry Link Road
Public Consultation

Have your say!
Find out about our proposal for a Sturry Link Road and tell us your views

Graphical Impression of the proposed viaduct

Consultation open from
26 July to 6 September 2017
kent.gov.uk/sturrylinkroad

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Public Consultation

26 July – 6 September 2017

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Alternative Formats

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Executive Summary

This consultation was held to present and gather feedback on the Sturry Link Road proposals prior to submission of a detailed planning application. The Consultation took place over a 6 week period from 26 July to 6 September 2017 and offered the opportunity to open a dialogue with stakeholder organisations and the public so their comments and concerns could be incorporated into the on-going work to finalise the scheme design.

Details of the proposals were available to view and download online with feedback obtained via a questionnaire which asked for views on the road layout, its features and its impact on the surrounding environment including suggestions for improvement. In total, 116 questionnaires were received. Consultees were also asked to consider and comment if they had a preference for one of three junction options presented for the A28/A291 junction. Three local exhibition events were also held with over 250 people attending. KCC also hosted a virtual exhibition online which received 928 views and 170 comments.

Overall, there is generally good support for the link road in the wider surroundings however locally there is an equal mix of opinion. Key reasons for support were; reduced congestion through Sturry, improved journey times and the opportunity to avoid the Sturry level crossing. Wider congestion and increased air pollution were the main concerns of consultees not in support of the Link Road, many of whom took the view

that the Link Road would not reduce congestion but just move it to another area.

Comments on the layout of the Link Road proposals focused heavily on pedestrian and cycle provisions and if the balance between all the competing transports demands were equitable. Examples included suggestions for additional and wider cycle routes, segregated cycle/pedestrian provisions and requests for more signal controlled crossings.

The proposed options for the A28/A291 junction attracted much local interest and were for many the key focal point of the consultation. Whilst most consultees understood the need and reasons to alter the junction, particularly the need to restrict some traffic turning movements, concerns over traffic re-routing through the local estate roads and the impact on accessibility to local facilities were the main issues. The junction layout shown in Appendix F has been selected for the final scheme design comprising a fully signalised configuration including signal controlled pedestrian crossings.

Representations from organisations including Sturry, Chestfield and Westbere Parish Councils, CPRE (Campaign to Protect Rural England), SPOKES East Kent Cycling Campaign and Broad Oak Preservation Society, whilst not stating any clear support or objection to the Link Road proposals, made a number of comments in relation to their specific area of interest with suggestions for improvement. Many of these were cycling and pedestrian related.

After consideration of all the suggestions and representations from the consultation, alterations to the design will be made and the scheme design finalised.

The next step is to submit a detailed planning application for the Link Road. This will be followed by determination of the planning applications for both the Link Road and adjacent development sites at Sturry and Broad Oak.

It is anticipated that construction works will commence in 2020.

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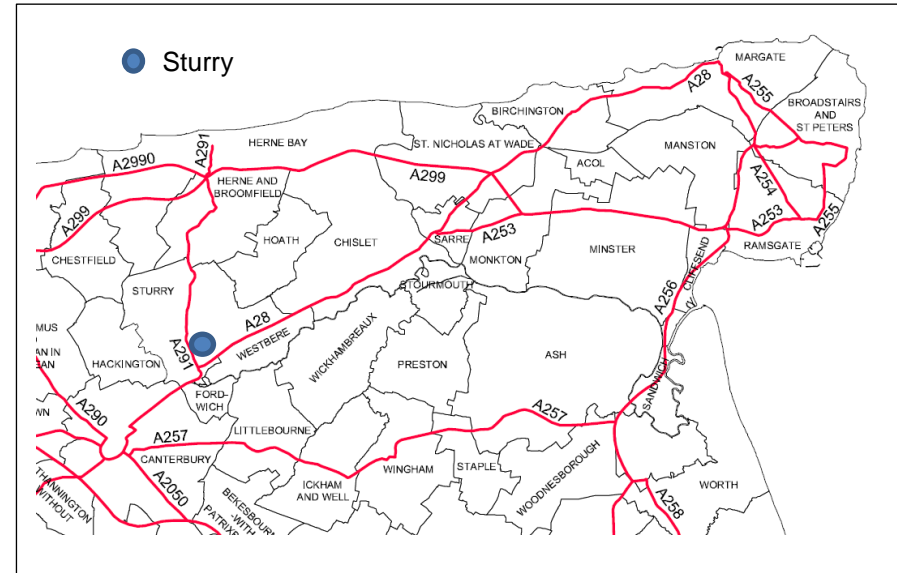
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1. Introduction

1.1. Background

The proposed Sturry Link Road aims to reduce traffic through Sturry, ease congestion at the Sturry level crossing and cater for the extra traffic from the new housing proposed at Sturry, Broad Oak and beyond at Herne Bay. Sturry experiences high levels of traffic which combined with frequent operation of the level crossing can lead to severe congestion, making journey times unreliable. The proposed new road with its dual role to serve new housing provides the opportunity to deliver an alternative route for traffic to avoid the level crossing and help tackle and reduce traffic congestion in Sturry.

The proposed new road will be located to the north and west of Sturry providing a new 1.5km route to link the A28 Sturry Road in the south to the A291 Sturry Hill in the east. A section of new road is also proposed to provide a direct link to Shalloak Road to the west. The new road will follow an east to westerly route to the north of the Canterbury to Ramsgate railway before heading in a southerly direction to cross over the railway and the Great Stour to join the A28 Canterbury Road. A key feature is the proposal for a 250m long continuous bridge structure (viaduct) spanning both the railway and both arms of the Great Stour.



In the wider context, new home allocations of around 16,000 have been identified in the Canterbury District Local Plan (adopted July 2017) over the plan period of 2011 to 2031. This includes strategic allocations of land at Sturry and Broad Oak for 1,150 new homes. The Local Plan acknowledges and accepts that these new homes will create additional traffic and that, in accordance with the Local Plan policies, Canterbury City Council (CCC) will seek to implement a Sturry Link Road. Kent County Council (KCC) in conjunction with the developers of the Sturry Site will be planning and delivering the Sturry Link Road.

Plans for the development at Sturry and Broad Oak were presented at two local exhibition events (January and April 2017). This included Masterplan proposals and high-level plans for the Link Road. Whilst these Masterplan proposals will be subject to two separate planning applications by the developers, KCC will be developing and submitting a detailed planning application for the Link Road. The KCC application will also include proposals for alterations to the existing A28/A291 junction necessary to encourage reassignment of through traffic to the Link Road and improve the junction for pedestrians and its overall performance.

The proposals were presented at the Environment and Transport Cabinet Committee (E&T) on 15 June 2017.

1.2. Purpose of the Consultation

KCC's project team, working together in close liaison with Canterbury City Council (CCC) and organisations responsible for new housing at Sturry and Broad Oak, are preparing a detailed planning application to deliver the Sturry Link Road. This consultation was carried out at the pre-planning stage to provide the public and stakeholder organisations with the opportunity to provide feedback and make suggestions on the road scheme before plans are finalised for the planning application.

The consultation enabled the public and organisations to:

- Understand in some detail the road scheme being proposed

- Consider the possible impacts and benefits of the proposed scheme
- Interact with other members of the public and with organisations to understand their views
- Ask KCC questions on the proposals

This report presents the analysis and findings of the feedback to the public consultation on the proposals. In addition, the report summarises the consultation process and the engagement and promotional activities that took place. The report also states how the feedback has been used to update and enhance the proposal.

1.3. Proposals Presented for Consultation

Through the Master Planning process for the development at Sturry and Broad Oak, and as a result of other significant physical and environmental constraints, the proposed route corridor for the Link Road had essentially been determined. Proposals presented for this consultation for the Link Road therefore comprised a detailed scheme layout along a single route corridor. Consultees were asked to examine and comment on the road layout, its features and its impact on the surrounding environment including suggestions for improvement.

Three alternative layout proposals were presented for the A28/A291 junction improvement. Consultees were asked to consider and comment if they had a preference for one of the

three junction options shown, giving reasons for their preference.

Details of the proposals were presented and made available in several formats as explained in Section 2. Such details included:

- Detailed layout plans for each road section (Figure 1.2)
- Detailed layout plans for each of the A28/A291 junction alternatives (Figure 1.2)
- 3D visualisations and elevations of the proposed viaduct (Figure 1.1)
- Environmental constraints plan
- Aerial photography (with scheme superimposed)

1.4. Decision Making Process

Following the consultation report being published, the proposals will be amended, taking into consideration comments raised through the consultation. This consultation report along with a project update will then be taken to Environment and Transport Cabinet Committee to provide an update on the proposal.

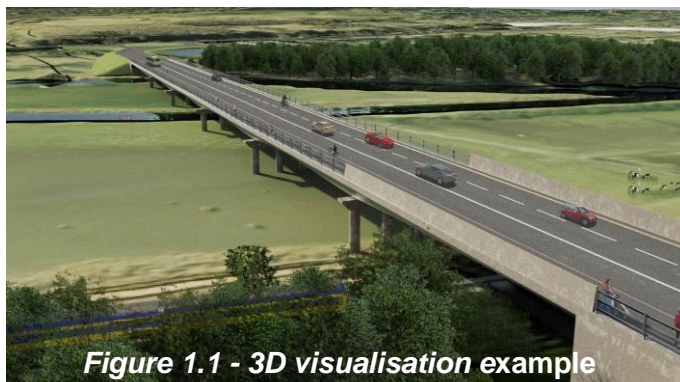


Figure 1.1 - 3D visualisation example

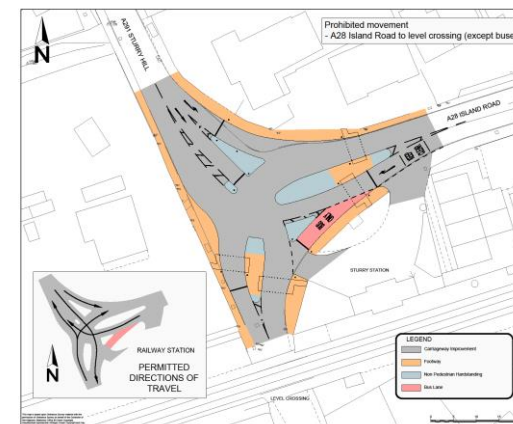
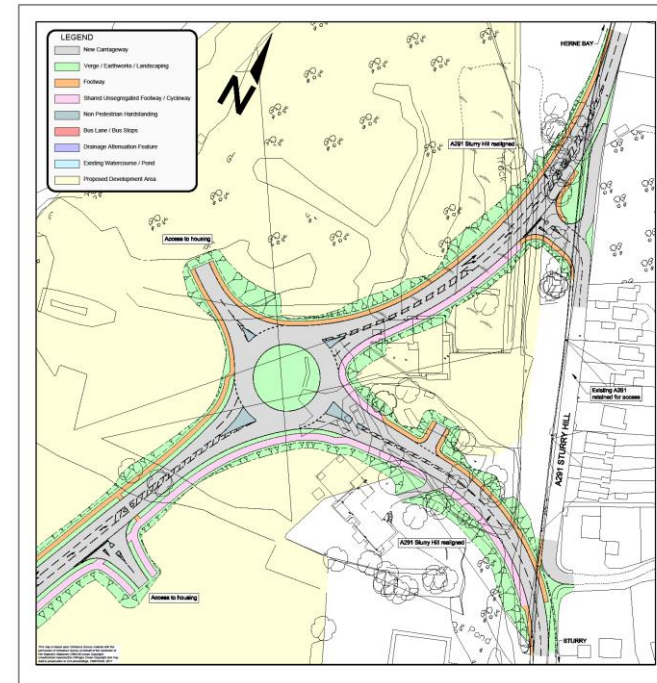


Figure 1.2 - Examples of scheme presentations

2. Consultation Process

This Section outlines the process followed to deliver the consultation and details the activities and documentation developed to support the delivery of the consultation. The consultation was divided into the five stages shown in Figure 2.1. Detailed information on each stage is given below.

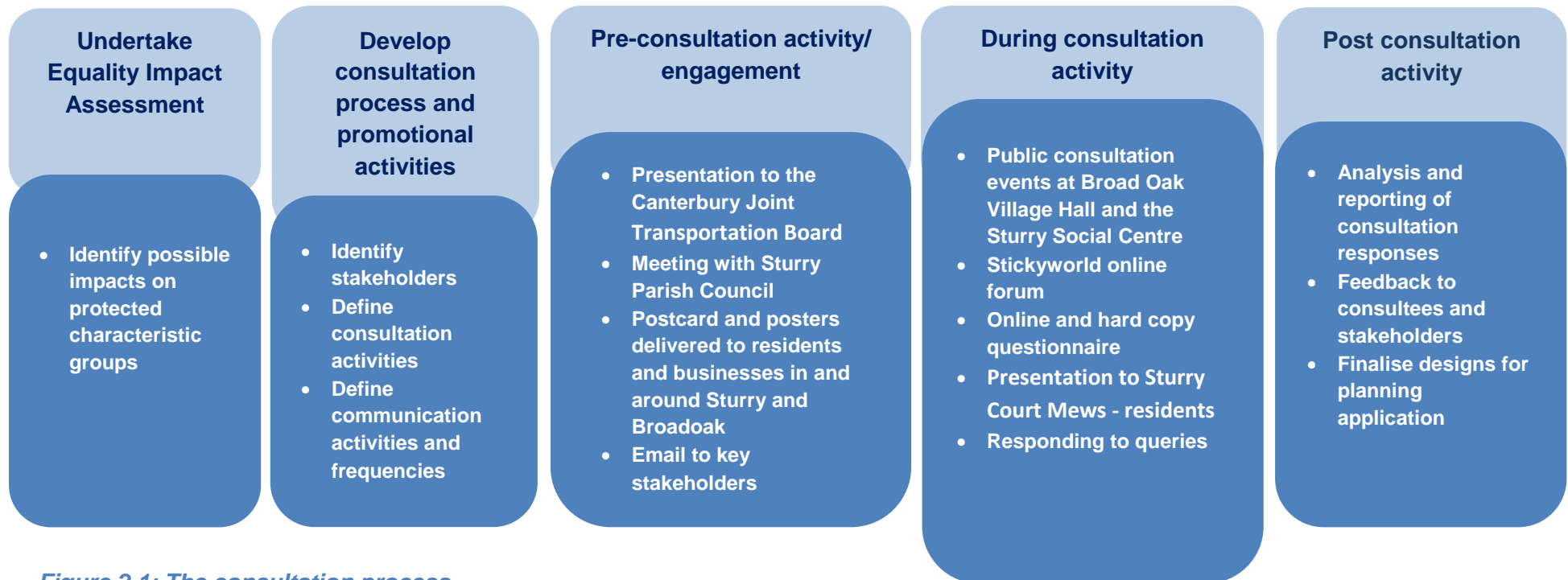


Figure 2.1: The consultation process

2.1. Promoting the Consultation

The consultation process was developed by KCC with the aim of involving residents, community groups and interested parties to help develop the proposals, drawing on local knowledge and expertise.

The following promotional activities were undertaken to support the delivery of the public consultation:

- Consultation poster displayed in libraries in Canterbury and Sturry
- Postcards delivered to residents of Sturry and Broad Oak
- Presentation to Sturry Parish Council meeting on 27 June 2017
- Posters displayed at Sturry Parish Council Offices
- Press release issued by KCC on 26 July 2017
- Page on KCC's Consultation Directory on Kent.gov.uk updated as consultation and project progressed
- Sturry Parish Council Social Media

KCC's Twitter page was also used to promote the consultation throughout the six-week period. Six tweets were planned for varying stages of the consultation, which included reminders of consultation events. Examples are shown opposite.



Figure 2.2: Consultation postcard

Twitter 'Consultation launch'

"Have your say on our Sturry Link Road public consultation or come down to one of our exhibition events. <http://bit.ly/2uAHhQ>"

Twitter 'Exhibition event'

"Attend our exhibition today to share your views on the Sturry Link Road consultation at Sturry Social Centre 2-8pm"
<http://bit.ly/2uYob9k>

Twitter 'Consultation close'

"Last chance to tell us your views on the Sturry Link Road consultation, closing 6th September. Take part here:"<http://bit.ly/2uWJIVP>"

2.2. Pre-consultation Engagement Activities

In developing the proposals prior to this consultation, KCC officers have been in liaison with key stakeholders including Canterbury City Council, affected landowners, Environment Agency, Network Rail, Southeastern, Stage Coach and developers for the Sturry and Broad Oak development.

KCC officers also met the Local County Council Member and made presentations to the Canterbury Joint Transport Board on 13 June 2017 and to the County Council Environment and Transport Cabinet Committee on 15 June 2017.

2.3. Consultation Activities

A number of activities were undertaken during the consultation period:

Consultation Events

Three exhibition events were held locally at the Broad Oak Village Hall (1 August) and the Sturry Social Club (2, 31 August) from 2pm – 8pm each day. The purpose of the events was to provide attendees with a forum to examine and discuss the proposals with KCC officers, and ask any questions.

In total over **250** people attended the exhibitions.

Consultation Exhibition Boards

The consultation exhibition boards provided information on the following:

- Background of the project
- Details of the proposed Link Road layout
- Details of the three A28/A291 junction alternatives
- Environmental impacts
- Viaduct
- The next steps, and how people could provide their feedback



Figure 2.3: Photo taken at the Broad Oak exhibition day

The boards were available to view and download from the consultation webpage. Other key documents were also available to download as shown in Table 1.

Hard copies of the Consultation Booklet and other supporting design drawings and documents were also made available at the exhibitions as required.

Table 1- Key document downloads

Document	Downloads
Consultation booklet (PDF Version)	885 downloads
Consultation booklet (Word version)	65 downloads
Consultation stage Equalities Impact Assessment (PDF Version)	42 downloads
Consultation stage Equalities Impact Assessment (Word Version)	12 downloads
Exhibition banners	48 downloads
Promotional Postcard	41 downloads
Promotional Poster	68 downloads
Sturry Link Road Consultation Questionnaire (Word Version)	65 downloads
A28 Island Road -A291 Sturry Hill Junction Option Assessment	238 downloads
A28 Sturry Link Road Hydraulic modelling Report	85 downloads
A28 Sturry Link Road Preliminary sources study and contamination assessment report	34 downloads
A28 Sturry Link Road Environmental Scoping Report	61 downloads
Elevation of Viaduct	72 downloads
Viaduct General Arrangement	84 downloads
Sturry and Broad Oak Housing Development pre planning consultation	136 downloads

Feedback mechanism

People were asked to provide feedback via a consultation questionnaire, which was available online and in a paper version. The paper version was available at the exhibition events and on request via telephone or email. A copy of the questionnaire is provided in **Appendix E**.

Stickyworld Online Forum

KCC hosted an online forum via Stickyworld. This was a virtual version of the consultation exhibition offering the public the opportunity to comment on the specific aspects of the scheme. A key feature of the forum was the ability for respondents to see and reply to comments posted by others. This served to prompt support or counter arguments against many of the aspects raised.

In total Stickyworld gained:

928 views 170 comments

Engagement with residents of Sturry Court Mews (retirement dwellings)

On 31 August, members of the KCC project team attended an informal gathering with many of the residents of Sturry Court Mews. This small ‘community’ of mainly elderly residents located off the A291 Sturry Hill near its junction with the A28, invited KCC officers to present the proposals and answer any questions as many were unable to attend the exhibition events.

3. Equality and Accessibility

Equality Impact Assessment (EqIA)

The EqIA provides a process to help us to understand how the proposals may affect people based on their protected characteristics (age, disability, gender, gender identity, race, religion/belief or none, sexual orientation, pregnancy and maternity, marriage and civil partnership and carer's responsibilities).

The EqIA was available as one of the consultation documents and was used to shape the consultation process.

The following steps were taken to ensure the consultation was accessible to all:

- In addition to the consultation being available online, three events were held at two accessible venues to provide the opportunity for people to view the material and ask the team questions. Hard copies of the online questionnaire were available and staff on hand to provide support. This was particularly important to ensure the consultation was accessible to people who could not or did not want to access the consultation online. The consultation event banners were replicated on Stickyworld and the exhibition banners were made available online for anyone who was unable to attend the events.

- All publicity material included a phone number and email address for people to request hard copies and alternative formats of the consultation material. Word versions of the Consultation booklet, EqIA and questionnaire were provided to ensure accessibility of documentation to consultees using audio transcription software.
- Hard copies on the consultation booklet were available from the Canterbury libraries.
- Attendance at an informal gathering with residents of Sturry Court Mews. A 'community' of mainly elderly residents unable to attend the exhibitions.

Equality analysis of the consultation data was undertaken (Chapter 5) to identify any other issues that would impact a particular protected characteristic group. The EqIA will be updated to consider outcomes of this consultation.

The consultation questionnaire included a question highlighting the EqIA and asking for feedback. The responses to this question are summarised in Section 5.

4. Response Profile

This chapter summarises the number of consultation responses received and who responded to the consultation.

In total, **116** individuals or organisations responded to the consultation via the questionnaire, of which **31** responded by hard copy and **85** were submitted online. Five of the responses via the questionnaire were responding on behalf of an organisation including two local community associations¹, a church (St Nicholas Church) and one from The Canterbury District Green Party. A number of other organisations and members of the public responded by either letter or email and details of these responses can be found in Sections 5.2 and 5.3.

There were **170** comments on the 'Stickyworld' Online Forum. These comments have been considered and summarised in Section 5.4, but the respondents have not been included in the statistical information.

More than **250** people attended the consultation events.

4.1. Respondent Demographics

The following section documents the demographics of the respondents. This data was collated using the 'About You' questions in the questionnaire.

¹ Two separate responses represented the same community organisation (Littlebourne & Stodmarsh Roads Community Association Ltd).

Age

Figure 4.1 shows the distribution of respondents' age. Over 50% were aged over 65 but only 8% were aged under 35, which perhaps reflects the local population.

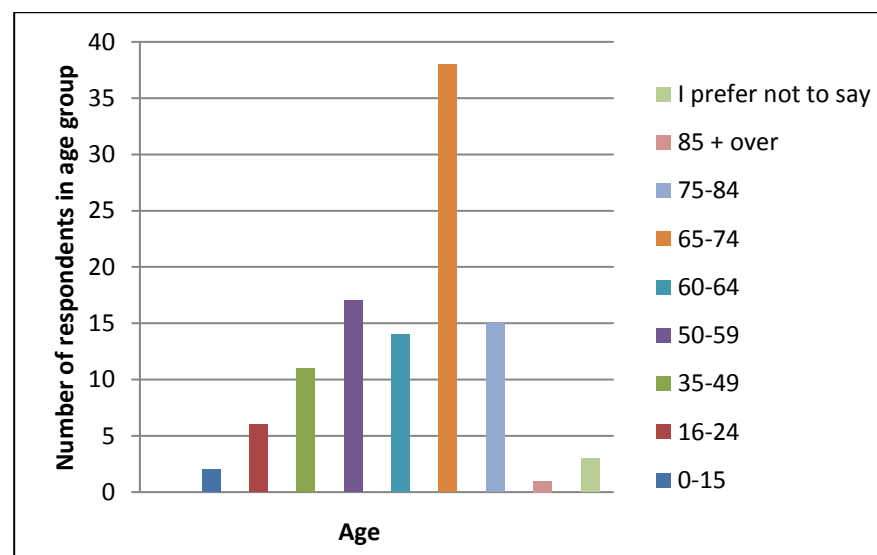


Figure 4.1: Respondents by age

Gender

- 74% of respondents were men
- 24% of respondents were women
- 2% of respondents preferred not to state their gender.

Disability

Respondents were asked if they consider themselves to be disabled:

- 87% of respondents did not consider themselves having a disability
- 11% of respondents did consider themselves having a disability
- 2% preferred not to say.

Of those that stated they considered themselves having a disability, the impairments that affected each respondent are described in Figure 4.2.

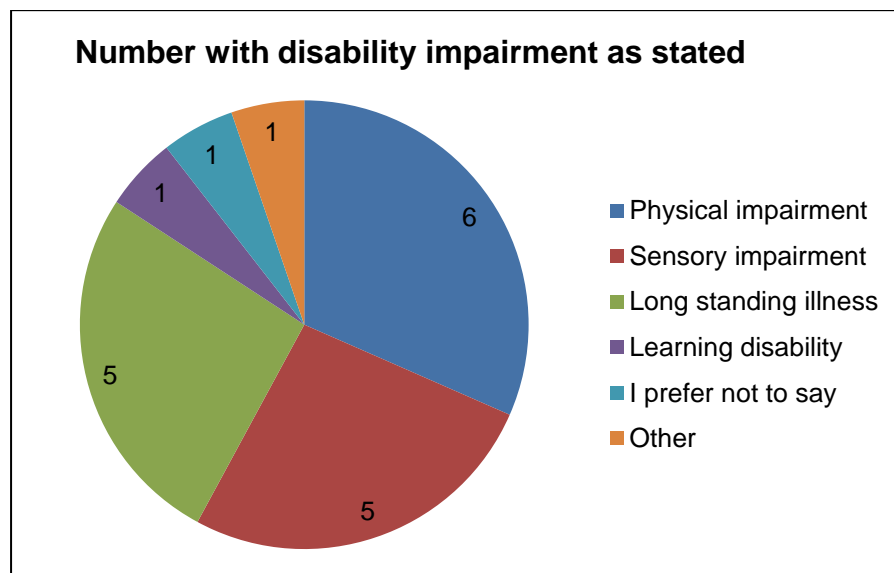


Figure 4.2: Disability

Religion or Belief

Respondents were asked if they consider themselves as belonging to any particular religion or belief:

- 45% of respondents said yes
- 46% of respondents said no
- 9% preferred not to say

Of those respondents that answered yes, 91% selected Christian, 2% Muslim, 2% Sikh and 4% other.

Carer

8% of respondents identified themselves to be carers.

Ethnic Groups

Table 2 indicates the range and percentage of each ethnic group that responded using the questionnaire:

Table 2: Respondents ethnic group

Ethnic Group	Percentage
White English	85%
White Scottish	2%
White: Other	2%
Mixed: white and Asian	1%
Asian or Asian British: Indian	1%
Asian or Asian British: Other	1%
Black or Black British: African	1%

Note: 8% preferred not to say

4.2. Respondent Groups

Table 3 shows the distribution of questionnaire responses based on the responder group categories provided. Letter and email responses were also received and these are analysed separately in Section 5 of this report.

Respondents were asked in what capacity they were completing the questionnaire:

Table 3: Questionnaire responses

Respondent Group	Number of Responses	Percentage
Sturry, Broad Oak or Fordwich resident	52	45%
A resident from somewhere else in Kent	28	24%
A regular commuter travelling through Sturry	12	10%
A user of local public transport (bus/train)	4	3%
A cyclist (social and/or commuting)	2	2%
A representative of a local community group or resident association	5	4%
On behalf of a Parish/District Council in an official capacity	0	0%
A Parish/District or County Councillor	1	1%
A local business owner	3	3%
On behalf of a charity, voluntary or community sector organisation (VCS)	0	0%
A visitor to Sturry/Broad Oak/Fordwich	4	3%
Other*	5	4%

* Others include:- regular drivers through Sturry, a trade associatuon, land agent and Stodmarsh resident

The responses to the questionnaire were mapped to show where the respondents live. This was based on the postcodes given. **Appendix A** maps the postcodes of people responding to the questionnaire.

These results show us that the vast majority of the people who took part in the consultation live in the northeast districts of Kent, predominately Canterbury District, but notably in and around the areas of Whitstable, Herne Bay, Minster and Broadstairs. This is to be expected as respondents in these areas are those most likely to be directly affected by the scheme, be it as a local resident or commuter.

5. Consultation Results:

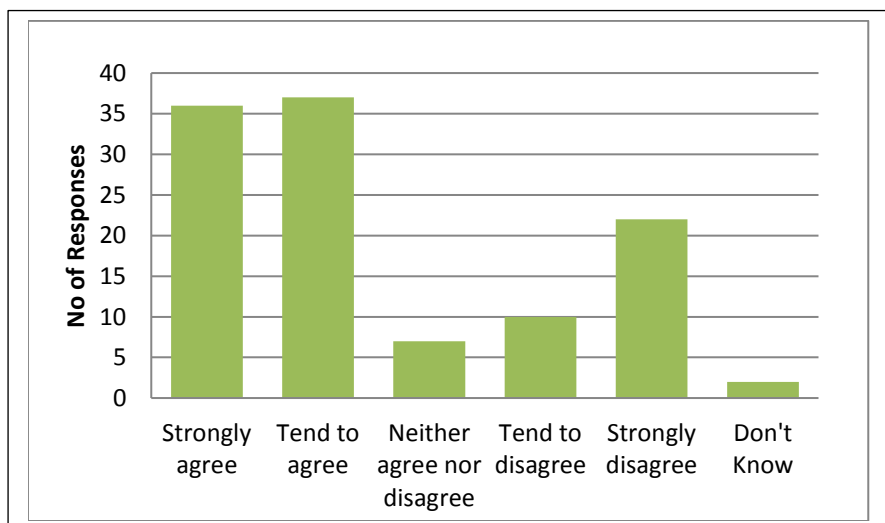
5.1. Questionnaire Analysis

The questionnaire included five questions relating to different aspects of the proposals (Questions 3 to 8).

Q3. *To what extent do you agree or disagree with the proposed Link Road?*

There were **114** responses to this question.

- **64%** of respondents agreed
- **28%** of respondents disagreed
- **8%** of respondents either did not know or did not agree nor disagree



Mapping of the responses to this question are shown in **Appendix B** based on the postcodes given. As it can be seen, there is generally good support for the Link Road in the wider surroundings however locally there is an equal mix of opinion.

Those respondents that agreed with the proposed Link Road selected one or more of the following reasons for their support:

Reason for support	Number selected
Reduced congestion through Sturry	65 (87%)
Improved journey times	38 (51%)
Avoid railway level crossing	49 (65%)
Improve the local community	29 (39%)
Needed to support the new housing	27 (36%)
Other*	13 (17%)

**Those respondents who selected 'Other' also selected one or more of the listed reasons but chose to use the comment box to emphasis their reason for support. This included reduced traffic through Fordwich and also improved journey times for emergency services.*

Of those respondents that did not agree with the proposed Link Road, the overwhelming reason given was inadequate local and wider infrastructure to accommodate increasing numbers of traffic generated from the new housing. Respondents took the view that the Link Road would not reduce congestion but just move it to another area.

Some 'disagree' comments expressed concern over the restrictions proposed at the A28/A291 junction in terms of severance from local facilities and also the lack of appropriate provision for non-motorised users. A small number of comments also related to environmental impact concerns, particularly increased noise and air pollution. Details of further comments made in respect of the A28/A291 junction and environmental impacts can be found under the sub-headings for questions 5 and 6 respectively.

The local community groups of Oaten Hill & South Canterbury Association and Littleborne & Stodmarsh Roads Community Association Ltd (LSRCA) agreed with the proposed Link Road, both placing particular emphasis on traffic being able to avoid the Sturry level crossing. Of the other community group responses, St Nicholas Church suggested that they believed that closure of the Sturry level crossing was planned as part of the proposal. This is not the case. The Canterbury District Green Party disagreed with the Link Road proposals, expressing the same concerns as many individual respondents about inadequate local and wider infrastructure to accommodate increasing numbers of traffic generated from the new housing.

Locally, a clear distinction emerged between those respondents who live to the north of the railway, who generally disagree with the Link Road proposals, to those who live to the south, who generally agree with the Link Road proposals. This is illustrated in Figure 5.1 and is perhaps

explained by the effects that the proposed A28/A291 junction alterations will have on local and through traffic movements.

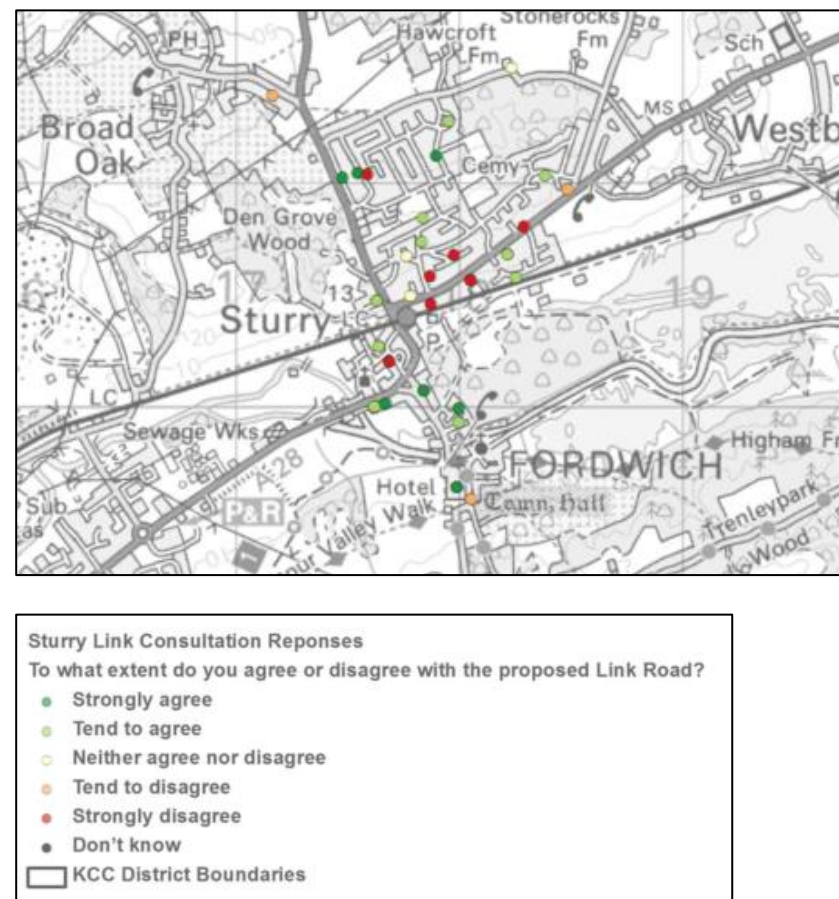


Figure 5.1 – Mapping of local responses to Q3

Several respondents north of the railway believe that the proposed restrictions at the junction will encourage more 'rat-running' through the residential estate roads in which they live. This is something that they already experience at times

through drivers avoiding the existing junction when it is congested, particularly during operation of the level crossing. Respondents to the south of the railway commented on the positive impact the junction alterations would have due to the resulting significant reduction of through traffic on the A28, including reduced traffic through Fordwich.

Q4. Do you have any comments on the proposed road layout, including suggestions for improvements? Is there anything you particularly link or dislike about the scheme?

There were **87** responses to this question of which **50** by respondents who agreed with the Link Road proposals and **27** who disagreed.

Respondents commented on a variety of aspects of the proposals, some very detailed in their response offering views not only on the scheme detail but also on the wider implications of the proposals. Suggestions for changes were plentiful, reflecting people's individual circumstances and views.

Several comments were complimentary about the proposals as illustrated opposite. Many comments did however highlight particular concerns over the proposals of which **30%** related to issues of a more strategic nature. The interdependency of the road and housing and wider congestion concerns made this inevitable and understandable. A selection of these is provided in Table 4, categorised into the common themes that emerged.

The proposed options for the A28/A291 junction attracted much interest and are discussed further under Question 5.

“Very pleased that the rail crossing will be kept open for busses and local traffic”

(A Sturry, Broad Oak or Fordwich resident)

“The road layout looks sensible and the roundabout where the new road joins the A28 is the most logical junction.”

(A Sturry, Broad Oak or Fordwich resident)

“This scheme would be a major plus to HGVs and other road users alike, as a bridge will eliminate a very lengthy and regularly closed level crossing at Sturry”

(Trade Association)

“An excellent scheme which is well designed and addresses the landscape very well”

(A visitor to Sturry/Broad Oak/Fordwich)

“I like the viaduct and the proposal that it be in one section rather than three so as not to interfere too much with the flood plain”

(A resident from somewhere else)

It is noted that, based on some comments received, a small number of respondents misinterpreted some details of the scheme proposals. This included continuity of footway routes, bus stop locations, closure (or non-closure) of the Sturry level crossing and pedestrian crossing details. Clarification of these details will allay any of the concerns raised

Table 4: Comments relating to common themes

Common themes and specific comments (examples)

Pedestrian/Cycle provisions (17 comments)

- *Pedestrians and cyclists should have clearly defined, separate pathways or lanes*
- *Nice if cyclists did not have to share the road with cars (at new A28 roundabout)*
- *Not enough priority is given to pedestrians and cyclists*

Traffic congestion & local re-routing (14 comments)

- *Scheme not designed to cope for future traffic*
- *Will lead to increased use of current 'rat-runs' specifically Babs Oak, Hawe Lane, Pope Lane, Sweechgate, Shalloak Road and through Fordwich*
- *Impact of developments at Hersden have been greatly underestimated*
- *The proposed road will substantially exacerbate problems on the A28 as it comes from the new round-a-bout*
- *We anticipate that when the railway gates are closed (Broadoak) during the morning rush hour then the backlog of traffic could stretch back to the main round-about on the relief road*

A28/A291 Junction* (11 comments) - (See note opposite)

- *Network Rail's plans to increase the number of trains will further impact on traffic disruption at the junction*
- *Prohibited movements unhelpful*
- *I like the idea of restricting some of the traffic flows through the Sturry level crossing*
- *The Sturry level crossing should be closed and all traffic diverted to the new link road.*

Several respondents expressed a preference for the A28/A291 junction option in response to this question and in addition provided comments relating to environmental impacts. These topics are discussed in detail under Question 5 and 6 respectively. A cross-check was made to ensure comments were either repeated under questions 5 and 6 or if not, included.

Environmental Impact* (12 comments) – (See note opposite)

Road/housing strategic issues (24 comments)

- *There is no suggestion for routing through traffic to the north of the city*
- *Sturry level crossing should be permanently closed*
- *Seems illogical to create cycle lanes along this road which will be busy with fast moving traffic. Dedicated cycle ways could be incorporated alongside the railway where the existing public footpath is located*
- *The County Council and Local Council need to work together to sort out a proper integrated cycle route for Canterbury*
- *Pedestrians and cyclists are clearly marginalised. Canterbury needs to put cycling and walking first.*
- *Probably best to just put a bridge/tunnel at the current level crossing*
- *Better co-operation by network rail could solve some of the problem at the crossing - longer platforms*
- *Road only takes traffic further in towards Canterbury. No promotion to reduce car journeys e.g. park & ride. Electric care hire per day to get into city etc.*
- *If the new house/roads are to be successful consideration has to made into a scheme that bypasses both Sturry and Broad oak*
- *The existing roundabout at the junction of Vauxhall road & A28 Sturry road is working over capacity. This roundabout should be enlarged as the new layout will put extra congestion on this junction.*
- *The proposed Sturry Link Road layout should form port of a new traffic relief road around Canterbury*

There were **30** suggestions put forward for changes to the proposals via the questionnaire. Some suggestions were more strategic in nature including suggestions for additional link roads to form a new relief road around Canterbury, other wider route alternatives, changes to the local rail infrastructure and closure of the Sturry level crossing. Those suggestions that were more focused on the detail of the proposals are summarised in Table 5, which also includes suggestions received via letter or email.

Table 5: Suggestions for change

Suggestions for change	Reason given
Widen the shared-use footways, 5m should be considered	<i>3.6m is too narrow over viaduct taking into account speed of cyclists. 3m elsewhere insufficient</i>
Provide segregated pedestrian/cycleway over viaduct and consider segregation throughout	<i>Better protection for pedestrians</i>
Provide a roundabout at the Sturry level crossing	<i>Will be easier to accommodate access to local facilities (i.e. Coop)</i>
Provide traffic calming/restriction measures through Broad Oak	<i>To further discourage 'rat-running' through Broad Oak</i>
Widen the existing road from the Broad Oak level crossing to the new road layout	<i>To accommodate increased usage to access A28/A291</i>
Remove soft verge on Link Road	<i>Use space to widen footways</i>
Provide junction entry treatments across estate roads giving priority to cyclists	<i>Would help pedestrian/cyclists with a level crossing point and reduce traffic speed onto the estate</i>

Suggestions for change	Reason given
Provide a cycle path subway beneath A28 roundabout	<i>Not adequate provision for cyclists at the new roundabout</i>
Make the exit to Sturry Court Mews left turn only	<i>To avoid the Mews access acting as a turn-around point, forcing drivers to use the new roundabout on Sturry Hill</i>
Design the viaduct more like other bridges along the Stour to compliment the landscape through the use of green technology.	<i>The proposed viaduct looks like a motorway bridge in the middle of a rural countryside village</i>
Provide a cycle route on the northbound side of the Link Road as well as the southbound side	<i>To encourage cycling and to prevent the new housing developments causing more congestion by cars.</i>
Provide Pelican crossings on all the roundabouts, and especially the roundabout at the south end of the viaduct.	<i>To protect cyclists and pedestrians</i>
Incorporate footways and cycleways on the link to Shalloak Road	<i>This (link) is also going to be the natural pedestrian route to the supermarkets & stores off Vauxhall road</i>
Northern part of realigned A291 to include a cycleway on the west, uphill, side	<i>(none given – but assume for continuity of cycle provisions)</i>
No traffic calming measures to be introduced	<i>Traffic calming measures leads to more pollution.</i>
Consider improved protection for pedestrians on the elevated viaduct	<i>To better protect against high winds/driving rain</i>
To address concerns over speeding and possible mist over the rivers	<i>Road safety on the viaduct</i>

Table 5 (Cont): Suggestions for change

Suggestions for change	Reason given
Please ensure either side of the road has thousands of trees planted.	<i>To improve the environment and reduce noise</i>
I would like to see a reduced speed limit through Sturry village as well as a restriction in regards to what vehicles can come through the village (No HGVs)	<i>(none given – but assume on road safety grounds)</i>
Provide an additional pedestrian refuge where the new road ties into the A291 south of the proposed roundabout.	<i>To maintain continuity and safety for this walking route</i>
Consider moving cycleway to the north side of the Link Road	<i>Too many junctions on the south side will impact cyclists</i>
Set-back bus stops into laybys	<i>So that people can get on/off without holding up arterial traffic</i>
Viaduct needs to be two lanes in either direction, and it also needs to be lit perhaps by parapet lighting	<i>(None given – but assume for capacity and safety for pedestrians and cyclists)</i>
Improve access to land (field) off A28 on east approach to new roundabout	<i>To safely accommodate frequent events on site such as boot-fairs/circuses and also agricultural requirements</i>
A28/A291 Option 2 to incorporate provisions to permit ambulances to turn right into Island Road from south of Rail crossing	<i>To not unduly delay emergency services</i>
Provide access to proposed new station car park direct from new A28/A291 junction	<i>Improved mobility for pedestrian access</i>

Suggestions for change	Reason given
Consider relocation of the attenuation pond at the new A28 roundabout to the east side	<i>To minimise the impact on land take</i>
Consider a path on the north side of the link to Shalloak Road	<i>To provide direct access to proposed allotments and leisure space north of the road.</i>
Provide dedicated left turn lanes at all the roundabouts for the main stream flows	<i>To ease traffic flow at the junctions</i>
Provide some form of horizontal separation between the footway and bus lane on the viaduct	<i>To better protect cyclists from draught caused by passing traffic</i>
Consider blocking local roads to encourage reassignment of through traffic.	<i>Improve local roads and encourage walking and cycling</i>
Provide additional signal controlled pedestrian crossing points	<i>Pedestrian safety due to high traffic flow</i>
Provide bus lanes on both sides of the Link Road	<i>Improved public transport provisions</i>
KCC and Network Rail to enter into discussions regarding possible rail infrastructure changes	<i>To reduce the time the level crossing is in operation</i>
Provide private means of access from A28 roundabout	<i>To provide safer access</i>

Section 6 of this report outlines scheme changes incorporated into the final design after consideration of the above suggestions.

Q5. Do you have any preference for one of the three junction options shown?

There were **113** responses to this question

- **31%** of respondents preferred Option 1
- **7%** of respondents preferred Option 2
- **17%** of respondents preferred Option 3
- **29%** of respondents selected ‘None of the above’ (i.e. no preference)
- **16%** of respondents selected ‘Don’t Know’

Respondents who had a preference for one of the three junction options gave several explanations for their choice. The most common explanations are summarised in Table 6.

Table 6: Common themes for junction choice

Themes	Option Chosen		
Reduction of traffic through Village	Option 1		
Reduction of traffic over level crossing	Option 1	Option 2	
Improved junction efficiency	Option 1	Option 2	Option 3
Improved safety at junction	Option 1	Option 2	
Will encourage use of Link Road	Option 1	Option 2	
Improved pedestrian facilities	Option 1		Option 3
Least inconvenient/disruptive to locals	Option 1		Option 3
Least impact on Island Road traffic	Option 1	Option 2	

These respondents also commented on detailed aspects of the junction options including: how access to the station forecourt is to be gained, how access to the shop (Co-op store) will be managed, compatibility issues between the

junction signals and the level crossing signals. Some comments also offered suggested alterations/additions including additional pedestrian crossings and having no restrictions on traffic movement in conjunction with traffic calming measures.

Overall, those respondents who chose Option 1 did so mainly because of the significant reduction of traffic that would result on the A28 south of the level crossing. Respondents that preferred Option 2 believed this to be the most efficient and safer junction. For Option 3, the majority of respondents selected this option based on their view it will be the least disruptive to traffic over all the other options. The quotes below are provided to illustrate the differing views received:

“I can only support option 1 in the proposal as this is the only option that restricts the traffic enough to really make a difference for those that live in Mill Road and surrounding roads”
(A Sturry, Broad Oak or Fordwich resident)

“Option 2 appears the most straightforward option and the safest (no crossing over of traffic.)”
(A regular driver on the A28, Canterbury resident)

“For residents on the A28 side to reach chemist, church, library, dentist, hair dressers, social centre and Return, this is the best option.” (Option 3)
(A Sturry, Broad Oak or Fordwich resident)

A significant number of respondents (45%) expressed no preference for any of the options proposed. Over half of these respondents commented and, in general, did not want to see any restrictions at the junction because of the impact it would have on local people in terms of accessibility to shops and other facilities (e.g. library, Church, Chemist). The quote below is one such typical response

“Access is still needed across the railway line traffic still needs to be able to get to Fordwich without having to go to a roundabout and back. Customers for my business come from surrounding local villages therefore need to have access across the railway line. Sturry residents still need to get to the library chemist, council office, dentists or without local support they will close. And what about the church kinas school!”

Suggestions were put forward for a roundabout solution and some comments queried why the railway station could not be redeveloped to minimise the length of time the level crossing held traffic (i.e. increase platform lengths).

As expected, the junction options attracted considerable local interest although around 25% of comments were received from respondents further afield. **Appendix C** maps all respondent locations to Q5 based on postcodes, highlighting the preferences given.

Although no real pattern has emerged on the choice of junction based on respondent location, it is likely that preferences are partly based on the location and circumstances of the individual. This is perhaps demonstrated by Option 3 being the main preference by local respondents to the north of the railway (see Figure 5.2).

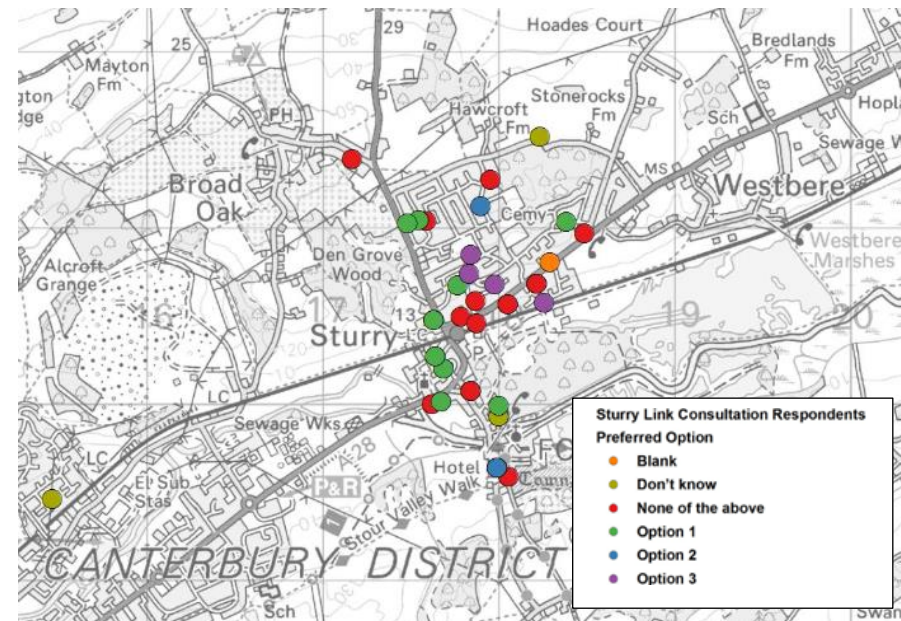


Figure 5.2: Junction preference by local respondents

After consideration of all the feedback from the consultation, the junction layout shown in Appendix F (Option 1) has been selected for the final scheme design

Q6. The consultation document highlights how this scheme will impact on the surrounding environment. Please add any comments you have on environmental impact

There were **59** responses to this question.

The nature of each response can be broken down into the following three categories;

- **Those that disliked the scheme on environmental grounds as a matter of principle – 19 (32%)**
- **Those that were complementary about the scheme or had no environmental concerns – 16 (27%)**
- **Those that indicated neither a dislike or like of the scheme on environmental grounds, but expressed concern over certain aspects 20 (34%)**

(Note: 4 responses were not relevant to environmental impact issues)

Table 7: Common environmental themes

Common Themes	Number of comments
Air quality will be improved	6
Air quality will be worse	14
Noise effects will be improved	3
Noise effects will be worse	11
Nature conservation concerns	17
Visual impact concerns	6
Flooding/water quality concerns	8
Community effects	8

Example comments

“The harm to the environment from the scheme as it is currently constituted will be severe and unacceptable”
(A resident from somewhere else in Kent)

“This is a much needed scheme and I am satisfied the impact on the environment will be acceptable”
(A resident from somewhere else in Kent)

“Due to the importance of the River Stour this should receive a little more consideration”
(A resident from somewhere else in Kent)

“The Stour valley needs to be protected by not having this proposed bridge”
(A resident from somewhere else in Kent)

“I do not believe the project has an adverse impact on the environment, as it aims to remove static and slow traffic from the area around Sturry centre and improve movement near the railway station”
(A regular commuter)

“No mention has been made of the loss of the aspect across the flood plain to the Cathedral - and nowadays, to the Marlowe theatre”
(A Sturry, Broad Oak or Fordwich resident)

“I hope that they will do their best to minimise the impact and set things right when all the work is done as it is a beautiful area and they should take care not to spoil it for the next generation”
(A Sturry, Broad Oak or Fordwich resident)

“Canterbury and particularly Sturry and Military Road already suffer from terrible noise and air pollution. They are already very unfriendly places to ride or walk. These proposals are simply going to make all that worse, while increasing unwanted, unhealthy motor traffic”
(A Sturry, Broad Oak or Fordwich resident)

“Yet more farmland disappears”
(A resident from somewhere else in Kent)

“Air quality is of importance to me and I can see that the Link Road will help the local people living around the A28. The reduction in traffic will help with our noise levels and make the area safer”
(A Sturry, Broad Oak or Fordwich resident)

Of the respondents that expressed a particular concern; the impact on the flood plain and ancient woodland, wildlife displacement, the look of the viaduct, management of water quality, impact on local amenities, air and noise pollution and pleas for considerate environmental mitigation and design were particularly highlighted.

An Environmental Impact Assessment will ensure impacts on the environment are minimised through implementation of suitable mitigation and enhancement measures.

Q7. If you have any other comments on our proposals for the Sturry Link Road, please provide these below.

There were **53** responses to this question.

Respondents comments to this question focused mainly on two aspects. Firstly, 40% expressed views and gave suggestions for greater, wider infrastructure needs and priorities in preference to the Sturry Link Road proposed scheme. This included alternative bypass schemes in the Canterbury district and taking a more strategic approach to transport with greater emphasis on sustainable transport (walking, public transport and cycling). Several respondents expressed the opinion that the Sturry Link Road will do little to ease congestion both locally and within the Canterbury area.

Secondly, 40% of respondents highlighted and suggested additional local needs to mitigate the impacts of the scheme including:

- Increasing bus priority
- More pedestrian crossings
- Need for a more elegant viaduct design
- Traffic calming through Sturry Village
- Support for businesses affected in the Village
- A footbridge at the Sturry level crossing
- Need for good local traffic management
- A better focus needed on the effects on Sturry Village
- Increase facilities needed locally for influx of people
- Contributions from developments to improve local environment
- Upgrade footpath running parallel to and north of the rail track

Other comments made reference to the rail station and why the platforms could not be extended, the need for a cycle friendly scheme and requests to proceed with the scheme as soon as possible.

Example comments

“This seems to be the making the best of a bad job, a Canterbury bye - pass from the A2 to the A28 east of Sturry, as suggested some 20+ years ago would have negated the need for what is now proposed”

(A resident from somewhere else in Kent)

“I feel this is a very good move as we now live in the 21st century this particular area is just a complete bottle neck”

(A resident from somewhere else in Kent)

“Once the link road is in place I do hope that consideration can take place to bring speed restrictions to Sturry”

(A Sturry, Broad Oak or Fordwich resident)

“Why not extend both platforms on the railway, so that stopping trains so not have to stop over the road?”

(A resident from somewhere else in Kent)

Q8. We have completed an initial Equality Impact Assessment (EqIA) for the proposals put forward in this consultation. We welcome your views on our equality analysis and if you think there is anything we should consider relating to equality and diversity.

KCC analysed the feedback provided in response to Question 8 of the questionnaire to see if it identified any specific potential impacts or issues for people because of a protected characteristic (e.g. age, disability).

Apart from a few comments over general equality issues, such as the importance to people with a disability of adequate street lighting and speed restrictions, the majority of responses (10 in number) raised concerns over the potential impact the scheme may have on access to public transport (buses/rail) and over maintaining and providing safe and suitable access to local facilities for the elderly and people with disabilities and those moderately mobile.

Particular mention was made of the elderly residents of Sturry Court Mews and the impact the increased traffic on Sturry Hill and the new layout of the A28/A291 junction will have on them in terms of access. One respondent also made reference to the unsuitability of shared pedestrian/cycle footways for disabled users.

“The loss of shops - especially the Co-op, from the centre of Sturry- has had a considerable impact on the elderly and infirm living on the south side of the railway track - particularly as parking at the new site, and the complication of the road pattern. With a slightly wider brief this could be addressed within the new residential provision by encouraging the regeneration of the old village centre”
(A Sturry, Broad Oak or Fordwich resident

“I would suggest that a sufficient number of dropped curbs would be important for the elderly to be able to move around freely.
I would also like a pedestrian crossing at the base of Sturry Hill to be considered, as crossing the road to get to the Co-op is very challenging for some people considering the speed of the vehicles and the increased traffic load which will affect Sturry Hill if any of the proposed junctions are implemented.
(A Sturry, Broad Oak or Fordwich resident

5.2. Letters and Emails

Some respondents chose not to use the questionnaire form to respond to the consultation and instead provided their views in the form of a letter or email. Overall, **23** letters or emails were received.

Of the letters and emails received, **13** were from members of the public, including one Canterbury City Councillor and private land owners directly affected by the proposals. The remainder of letters and emails were from the following organisations:

- ***Sturry Parish Council***
- ***Chestfield Parish Council***
- ***Westbere Parish Council***
- ***CPRE (Campaign to Protect Rural England) Kent***
- ***SPOKES East Kent Cycling Campaign***
- ***Stagecoach South East***
- ***River Stour Internal Drainage Board***
- ***Broad Oak Preservation Society (BOPS)***
- ***Kent Police Traffic Management Unit***

Letters and emails from members of the public generally reflected the views expressed via the questionnaire, particularly the wider congestion issues and greater provision needed for cyclists. Other comments included; concerns over the impact of temporary short-term effects prior to full completion of the Link Road, how KCC will ensure funding and land rights are secured, the robustness of traffic figures

used, why the Canterbury Riverside Pathway scheme has been excluded from the proposals and the lack of any detailed bus provisions and route information.

The response by a Canterbury City Councillor was prompted by receiving a copy of the SPOKES representation and reiterating their comments. These are discussed in more detail later in this report.

Two private land plots to the south of the southern branch of the Great Stour are directly affected by the scheme in terms of land acquisition requirements:

Plot 1 - Land off A28 – Title K153218

Representations to the consultation were made by a land agent on behalf of the land owner. The land in question has been allocated for employment use under the recently adopted Canterbury Local Plan (2017). Whilst the land owner does not object, in principle, to the construction of the Link Road on their land, they are concerned that the proposals take a significant amount of land from them.

As mentioned in section 2.2, pre-consultation discussions with the land owner's representative took place to examine a number of potential refinements to the Link Road layout on their land. This included the suggestion to relocate the proposed attenuation pond to reduce the impact in terms of land take. In summary, the representation states; Quote,

“We would, however, ask you to also take into account the significant impact of the road, roundabout and surface water attenuation pond has on our client’s land in terms of land take and thus reduces the extent of land that can be brought forward for employment development”.

Plot 2 - Land off A28 – Title K784814

A formal representation was received on behalf of the land owner which reflected the outcome of meetings held previously between the land owner and KCC where the potential to reduce land acquisition requirements through localised realignment of the Link Road was explored.

Whilst the land owner does not indicate any overall objection to the Link Road, it is the apportionment of land take between neighbouring land plots that is queried. The land owner considers that, quote; *“we believe overriding consideration should be given to its impact on ‘human beings’. With other (adjacent) nearby land it is horses, cars and sewage impacted”*. The representation also highlights the land owner’s concerns over the visual aspects such as, quote: *“high/metal surroundings that would be a permanent eyesore to our residential outlook”* and the property *“becoming highly exposed to intrusion”*. The land owner also has apprehensions about whether the location and nature of the surface water attenuation pond will serve to enhance or blight the locality.

Re-positioning of the vehicular access to the land may be necessary and this is acknowledged by the land owner who has suggested that a direct access off the new roundabout

offers a convenient solution and would like this to be considered.

KCC will continue these discussions with the land owner to seek an equitable solution to the scheme proposals in the affected area.

Responses received from the various organisations are summarised below.

Sturry Parish Council (SPC)

Sturry Parish Council (SPC) responded to the consultation in the form of a ‘Feedback’ report. The full contents of the report can be found in **Appendix D**.

In summary, whilst SPC neither state any clear overall objection nor support for the Link Road proposals, they hold the view that there has been a lack of apparent coordination between the two separate planning processes and applications to ensure a properly integrated design solution for the road and housing developments. SPC believe that this risks an unsuccessful development and, potentially, will negatively affect the lives of many residents of Canterbury and the surrounding areas and add to city-wide problems.

The feedback report addresses the individual sections of the Link Road proposals highlighting SPC’s specific concerns.

These include:

- Inadequate or *“not ideal”* cycle provisions

- The viaduct being “*out of scale and character*” for the area
- The negative effects on wildlife of light pollution and noise
- The need for additional signal controlled pedestrian/cycle crossings
- the plight of elderly residents who live in Sturry Court Mews

With regards to the A28/A291 junction improvement options, SPC has not indicated a preference but essentially point out the apparent failings of each option as seen by them.

Chestfield Parish Council

The views of Chestfield Parish Council (CPC) were endorsed at their full parish council meeting held on 4 September 2017.

CPC state that the underlying aim with any proposals for easing traffic congestion in the areas of Sturry, Broad Oak, and along the A28 and the A291 “*should be to keep traffic moving*”.

Four specific aspects of the proposals were commented on:

Three Lanes on the bridge viaduct - CPC consider that a third lane currently proposed as a bus lane on the viaduct is important as it provides a cost-effective solution to maintain future flexibility.

Bus stops along the Link Road - CPC believe it would be better if bus stop laybys were provided rather than in-lane bus stop cages to enable the traffic to flow unhindered.

Cycles and pedestrians - CPC state that cyclists and pedestrians need carefully thought out and considered provisions.

A28/A291 junction options – Whilst not indicating a preferred junction option, CPC feel that the solution should concentrate on traffic from the Thanet direction, as those travelling from Herne Bay direction will use the Link Road through the new estates.

Westbere Parish Council

Westbere Parish Council (WPC) state their primary focus is on easing traffic congestion for traffic travelling from Westbere/Thanet direction towards Canterbury on Island road and returning by the same route. WPC make an initial observation that the proposals appear to be more about only mitigating the effects of the Sturry and Broad Oak developments rather than not tackling the effect of other strategic sites further afield.

Significant improvements to public transport and cycle provisions on the A28 and A291 are viewed by WPC as the most cost-effective way to mitigate existing and future traffic problems. WPC suggest that bus lanes in both directions throughout the length of the Link Road should be provided and that cycle lanes integrated into a complete cycle route that connects to the centre of Canterbury City.

More specific comments on the proposals by WPC highlight the importance of three lanes over the viaduct to provide future flexibility, that a bus lane in only one direction makes no sense and that, ideally, the Link Road should be four lanes. Further comment is made over concerns whether adequate pedestrian crossings are provided and whether bus stops should be 'inset' rather than on the main carriageway.

WPC favours Option 2 for the A28/A291 junction alterations as it maintains traffic flow in at least two directions without traffic light controls and reduces the risk of traffic inadvertently stopping on the level crossing, as may be the case with signal control.

WPC make the suggestion that Network Rail should be persuaded to reduce the closure time of the Sturry level crossing through alterations to their signals or through better passenger management (carriage occupation) to stop carriages overlapping the crossing when stationary. These measures are seen by WPC to help mitigate both the existing congestion and future demands of the junction and urge both KCC and Network Rail to enter into discussions.

CPRE (Campaign to Protect Rural England) Kent

CPRE response expresses concern over the failure of the Canterbury Plan to take full account of reducing reliance on individual car-based travel, particularly to achieve improvements in air quality. CPRE maintain that the apparent emphasis in the Link Road proposals on safeguarding vehicular access to new housing developments will reinforce

unsustainable traffic patterns and increase congestion elsewhere in the roads network.

Strong concerns over air pollution are raised by CPRE who are claiming that pollution already exceeds statutory limits and that there is no emphasis on air pollution aspects as part of the proposals presented for the Link Road. As previously stated, KCC will be undertaking a full air quality compliant assessment to examine air quality effects that will inform the Environmental Statement to be submitted as part of the Link Road planning application.

One respondent, responding as a member of the CPRE Kent, gave the following observations regarding the Link Road proposals:

- Focus needs to be re-adjusted to prioritise walking, cycling and public transport use ahead of other modes
- The scheme proposes to merely connect with existing facilities for Non-Motorised Users (NMUs) and this means a huge opportunity to increase NMUs has been missed
- Bus services etc., need to be planned before doing transport modelling and then finalising the road layout
- The objective must be to increase buses, because buses greatly increases the number of people carried per vehicle movement
- The proposed shared pedestrian/cyclist lane on the viaduct is not a good idea - it slopes down from the northern end, so high cycling speeds are likely,

especially if they are commuters or delivery cyclists, rather than leisure cyclists

The respondent suggested an alternative route for the Link Road to follow a route further south and parallel to the rail lines, avoiding the separation between the communities that the respondent believes the current Link Road proposals create. It is worth noting however that whilst the suggestion is indicative, the need to cross over the railway is likely to be particularly prohibitive in this case. Additional private land acquisition will also be necessary.

Further suggestions are made relating to the provision of dedicated left turn lanes at all the roundabouts to ease traffic flow. Whilst this appears reasonable, highway design standards do not permit this arrangement on safety grounds in this particular case.

Further comment has questioned the robustness of the traffic modelling undertaken to provide accurate and realistic forecasts and, in line with many other respondent responses, express the view that the Link Road alone will not solve congestion in and around the Canterbury area.

Environmental concerns include; impact on pollution levels, visual intrusion, impact on woodland, housing density, loss of aquatic environment, impacts of induced traffic, proper integration of the 'green gap' and consideration of extreme weather events (i.e. flooding).

SPOKES East Kent Cycling Campaign

SPOKES response on the proposals serves to endorse many of the comments on cycle provisions that other respondents have made.

The main points are:

- There is no mention of the planned Stour Riverside Path
- There is no cycle/pedestrian link to Broadoak Road
- The shared cycle/footway on the flyover has no horizontal separation from the bus lane
- Paths next to the Link Road are frequently interrupted by the roads. Priority is given to motor vehicles at all junctions

In respect of the Stour Riverside Path project, Canterbury City Council is leading on this and therefore the Link Road proposals do not show any details.

The link to Broadoak Road is considered by SPOKE not to encourage active travel through the omission of footways and cycle provisions. Suggestions are made to realign the link to the south side of the railway, allowing greater flexibility to introduce new footway/cycleway provisions.

Whilst SPOKES acknowledge the shared cycleway/footway over the viaduct does have the protection of a kerb, they note that no horizontal separation is provided from passing busses using the bus lane. They query '*why are there no lamp posts?*' and point out the difficulties crossing the A28 and the absence

of any proposal for a signal controlled crossing at the southern end of the viaduct.

In a wider sense, SPOKES recognise the potential for the Link Road to attract through traffic from local roads (e.g. Sturry Road, Vauxhall Road) which might be an attractive quality of life improvement for many, encouraging more walking and cycling. They suggest measures should be installed to encourage through traffic to use the Link Road, to the extent of even blocking local roads.

Overall, SPOKES conclude that whilst the proposals may offer some potential for a small transport modal change in the wider area, it will not offset the increase in new motor-vehicle trips generated from the new development at Sturry and developments further afield. They recognise a significant change in transport policy will be necessary to realistically influence modal change but hope that the proposals in the wider context are re-considered from the perspective of all cyclists and how they can make complete trips into Canterbury and not just to the edge of the development.

Stagecoach South East

Stagecoach fully supports the concept of the Sturry Link Road and its objectives and their response includes comments and advice over certain details of the proposals. These include; the need to ensure adequate road width for passing buses when travelling at the speed limit set for the Link Road, carefully sited bus stops so that all housing is within 400m walk distance to stops, stops to be lit and equipped with

shelters to meet all accessibility standards. Further liaison between KCC and Stagecoach is to take place to determine the precise location and nature of bus stops on the Link Road and the surrounding bus routes.

Stagecoach particularly welcomes the proposed bus lane over the viaduct and state their expectation to divert the current Triangular bus service via the Link Road as this will provide for quicker and more reliable journeys between Herne Bay and Canterbury, which will encourage greater bus, as opposed to car use.

In their response, Stagecoach has confirmed that the existing Route 6 would still serve Sturry in order to preserve the current link between there and Herne Bay and to provide connections to the train service. Bus routes to and from Thanet (Routes 8/8a/9/9x) would also stay on their current routeing. However, in this regard, Stagecoach finds the restrictions imposed on certain movements for Option 2 of the A28/A291 junction proposals unacceptable, as this would negatively impact on journey times due to local rerouting of the service.

River Stour Internal Drainage Board (RSIDB)

IDB acknowledge previous discussions have taken place with KCC over this project and have no objection to the proposal in principle. RSIDB request to be kept informed of the detailed plans as they progress as they believe the RSIDB's formal consent will ultimately be required.

Broad Oak Preservation Society (BOPS)

BOPS take the view that the Link Road proposal “*represents the best which can be accomplished in the current situation*”. With a long-standing interest in the Sturry Link Road scheme, BOPS highlight that Broad Oak village has for many years suffered from its use as a “rat run” for traffic between Herne Bay and Canterbury seeking to avoid the congestion at the Sturry railway crossing and difficulties joining the A28 due to the existing junction operation.

Completion of the Link Road before any substantial development takes place is regarded as essential by BOPS. This, they say, will otherwise make the traffic situation in the area significantly worse. A solution to the provision of advanced funding for the whole Link Road is something BOPS would like to see pursued.

The prospect of traffic calming measures through Broad Oak village in the future, should “rat running” persist, is something BOPS say would gain some local support and request that traffic flows are monitored after completion.

BOPS believe that the A28/A291 junction alterations will be the most contentious part of the scheme because access across the railway for some local people will be restricted. They do however recognise that without these restrictions the benefits of the Link Road will be lost. BOPS take the view that a mix of options 1 and 2 should be adopted, the principle of which is to give priority to traffic following the revised A28 route between Sturry Hill and Island Road. As with any option proposed, the differing restrictions make it inevitable that

objections will be received depending on individual circumstances, and BOPS have recognised this in their response.

BOPS welcome the commitment to keep open the Broadoak railway crossing and the inclusion of the link to Broadoak Road.

Kent Police Traffic Management Unit (KPTM)

Overall, KPTM are supportive of the Link Road proposals with comments and observations being more operationally based.

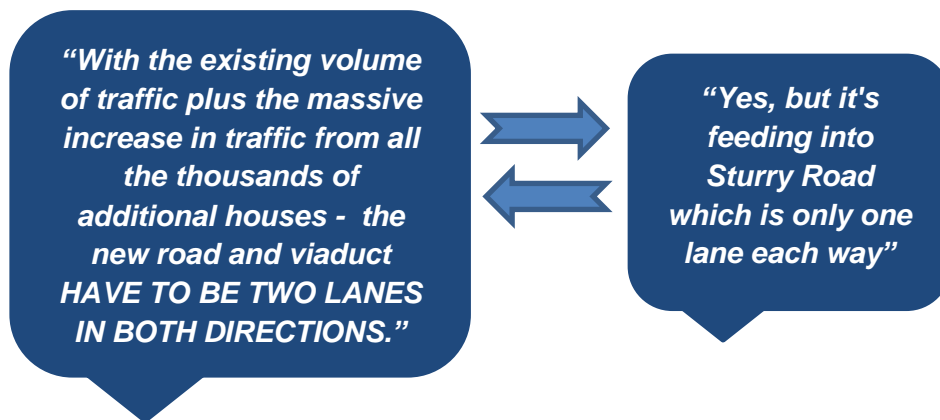
Comments made refer to adequacy of design in terms of Link Road capacity, pedestrian crossings suitability for intended use and location, right turn lanes being suitably designed with good visibility and signage and speed limits accompanied by a traffic regulation order with no reliance on presence of streetlamp’s for 30mph sections. KPTM also highlight the need for early identification of any special arrangements during the construction phase (i.e. special/abnormal loads) especially if other traffic management restrictions are required.

KPTM have no issues with the restrictions intended for each of the A28/A291 junction options provided that they can be effectively implemented without the requirement for enforcement activity. Whilst KPTM have no predilection for any of the junction options, their preference is for Option 1 based on the allowed traffic movements. Concerns are raised with Options 2 and 3 over the potential for them to encourage

dangerous 'u' turns on the A28 Island Road by traffic unable to access the railway crossing from Sturry Hill.

5.3. 'Stickyworld' comments

As expected, the theme of comments posted on the 'Stickyworld' forum closely reflected and reinforced those of the questionnaire, letters, emails and discussions at the exhibitions. Interaction between respondents was evident with many replies to comments being posted. One such example was;



Given the likelihood that comments on 'Stickyworld' were posted by respondents who also completed the questionnaire, the comments have not been included in the numerical analysis under section 5.1.

5.4. Exhibition feedback

With over 250 people attending the exhibitions KCC were able to better understand the local needs and concerns of people, businesses and visitors to the area, in particular:

- Concerns over traffic rerouting through existing estate roads
- How the A28/A291 junction options will impact on them
- Access needs to local facilities (e.g. chemist/shops)
- Public transport needs (mainly bus provisions)
- Aspirations for more cycle provisions
- Concerns over pedestrian crossing facilities
- Details of construction phasing and overall timetable

One key interest that attracted the most attention at the exhibition was the options proposed for the A28/A291 junction. This afforded the opportunity for KCC representatives to fully explain the junction layouts proposed, identifying how each one will impact on them individually, both in good and in not so good ways, and the reasons behind the options in the context of the scheme as a whole. Groups of people often entered into discussions over the options, debating the merits of each.

Overall, KCC representatives believe the exhibition was well received by the majority of attendees.

6. Scheme Update in Response to Feedback

In response to the suggestions and comments made during the Consultation, we have listened to your feedback and the scheme design has been updated as indicated in Table 8 below.

Table 8: Scheme updates

Ref No.	Respondent suggestions/comments	Scheme updated (Y/N)	Details of Scheme Updates (where applicable)	Comments/Reasons on Decision
1	Preferences given over A28/A291 junction choice (see Q5 in Section 5)	Y	Option 1 has been selected (See Appendix F for details of selected junction layout)	<i>Respondents who indicated a junction preference mostly selected Option 1. This option is also considered to best achieve the key objectives of KCC to encourage use of the Link Road and reduce traffic over the level crossing</i>
2	Widen the shared-use footways, 5m should be considered	Y	Shared-use footways have been widened by 0.5m. This ensures 'effective' cycle widths of 3m or 3.5m are provided throughout.	<i>The increase in width will be beneficial in areas where steep road gradients (up to 8%) are proposed and where vulnerable cycle groups may be present at times (i.e. school children). Added width over the viaduct will serve as a precautionary measure (i.e. safety margin) against possible higher traffic speeds on the viaduct.</i>
3	Provide segregated pedestrian/cycleway over viaduct and consider segregation throughout	N	None	<i>An unsegregated provision is considered to provide a better level of service for both cyclists and pedestrians compared to a segregated route taking into account the usage, which is expected to be relatively low, and the several conflict points along the route (e.g. junctions, bus stops). An unsegregated route will also benefit from being uncomplicated with street furniture kept to a minimum, which is desirable.</i>
4	Provide a roundabout at the Sturry level crossing	N	None	<i>A roundabout is considered unworkable on safety and operational grounds given its close proximity to the level crossing. Safe and appropriately located pedestrian crossings will also be difficult to implement.</i>

5	Provide traffic calming/restriction measures through Broad Oak	N	None	<i>The need to introduce any traffic calming will be monitored and considered after completion of the Link Road. It should be noted that traffic calming can, in some instances, be equally detrimental.</i>
6	Widen the existing road from the Broad Oak level crossing to the new road layout	Y (provisional)	Widening of the existing road between the level crossing and the new layout is to be pursued, including provision of a 3m wide shared footway/cycleway on the south side (See also item 14).	<i>Endeavours to obtain land for widening purposes will be undertaken. It is anticipated that the existing 7.5t weight limit on Shalloak Road will remain in place and extend to include the new link to the western roundabout north of the railway.</i>
7	Remove soft verges on Link Road and replace with widen footways	N	None	<i>Soft verges are typical for this type of road (Local Distributer) offering scope for landscaping, un-obstructive positioning of street furniture and will introduce an improved safety element through separation from the road.</i>
8	Provide junction entry treatments across estate roads giving priority to cyclists	Y(provisional)	Flat top ramp junction entry treatments will be included on estate roads, excluding roundabout entries/exits, but <u>not</u> with priority to cyclists.	<i>KCC are to review the appropriateness of such a provision following the outcome of the planning application for the new development. Giving priority to cyclists is considered unsafe in this case.</i>
9	Provide a cycle path subway beneath A28 roundabout	Y(alternative)	A signal controlled crossing (staggered) is to be provided on northern approach to roundabout, replacing the uncontrolled crossing.	<i>A review of the forecast traffic flows, particularly in light of the decision to select Option 1 at the A28/A291 junction, warrants provision of a signal controlled crossing on safety grounds. A subway is considered impractical on engineering grounds given the difficulties associated with the impacted flood plain.</i>
10	Make the exit to Sturry Court Mews left turn only	N	None	<i>Whilst it is acknowledged that some vehicles may use the Sturry Court Mews access as a turn-around, it is considered that the new roundabout will offer a simpler and less eventful path to turn around and as such be used by the majority of drivers. This will however be monitored once the Link Road is fully open to traffic.</i>

11	Design the viaduct more like other bridges along the Stour to compliment the landscape through the use of green technology.	N	None	<i>The choice of structure is largely dictated by engineering reasons and to minimise its impact on the flood plain. Opportunities will be available during the detailed design stage to influence the details of the structure to enhance its integration into the landscape.</i>
12	Provide a cycle route on the northbound side of the Link Road as well as the southbound side	N	(Note: The signal controlled crossing on the Link Road coincident with the existing Public Right of Way will be a Toucan crossing. This will provide continuity with the proposed cycle route through the development on the north side of the Link Road).	<i>The scheme proposals are considered to provide an equitable balance between the needs of pedestrians and the needs of cyclists. Some pedestrians, particularly the vulnerable such as the elderly and disabled, can feel intimidated when walking in areas where cyclists are permitted. The demand for cycling is unlikely to warrant two separate routes but the single continuous route should be sufficient to serve local cycling needs..</i>
13	Provide Pelican crossings on all the roundabouts.	Y (partial)	(See item 9)	<i>No additional signal controlled crossings are currently proposed other than as described under item 9. A review of crossing types and their locations will be undertaken as part of ongoing Local Plan development outcomes.</i>
14	Incorporate footways and cycleways on the link to Shalloak Road	Y	The footway on the southern side of the link to Shalloak Road is to be widened to 3m and changed to a shared footway/cycleway facility (See also item 6). A footway on the northern side is deemed unnecessary.	<i>This change will provide improved accessibility and continuity for cyclists to and from the development site.</i>
15	Northern part of realigned A291 to include a cycleway on the west, uphill, side	N	None	<i>The location of cycle routes will be reviewed as part of ongoing Local Plan development outcomes. It should be noted that traffic calming can, in some instances, be equally detrimental.</i>
16	Implement a reduced speed limit through Sturry village and impose a HGV restriction.	N	None	<i>The need to introduce any traffic calming/speed reduction measures will be monitored and considered after completion of the Link Road.</i>

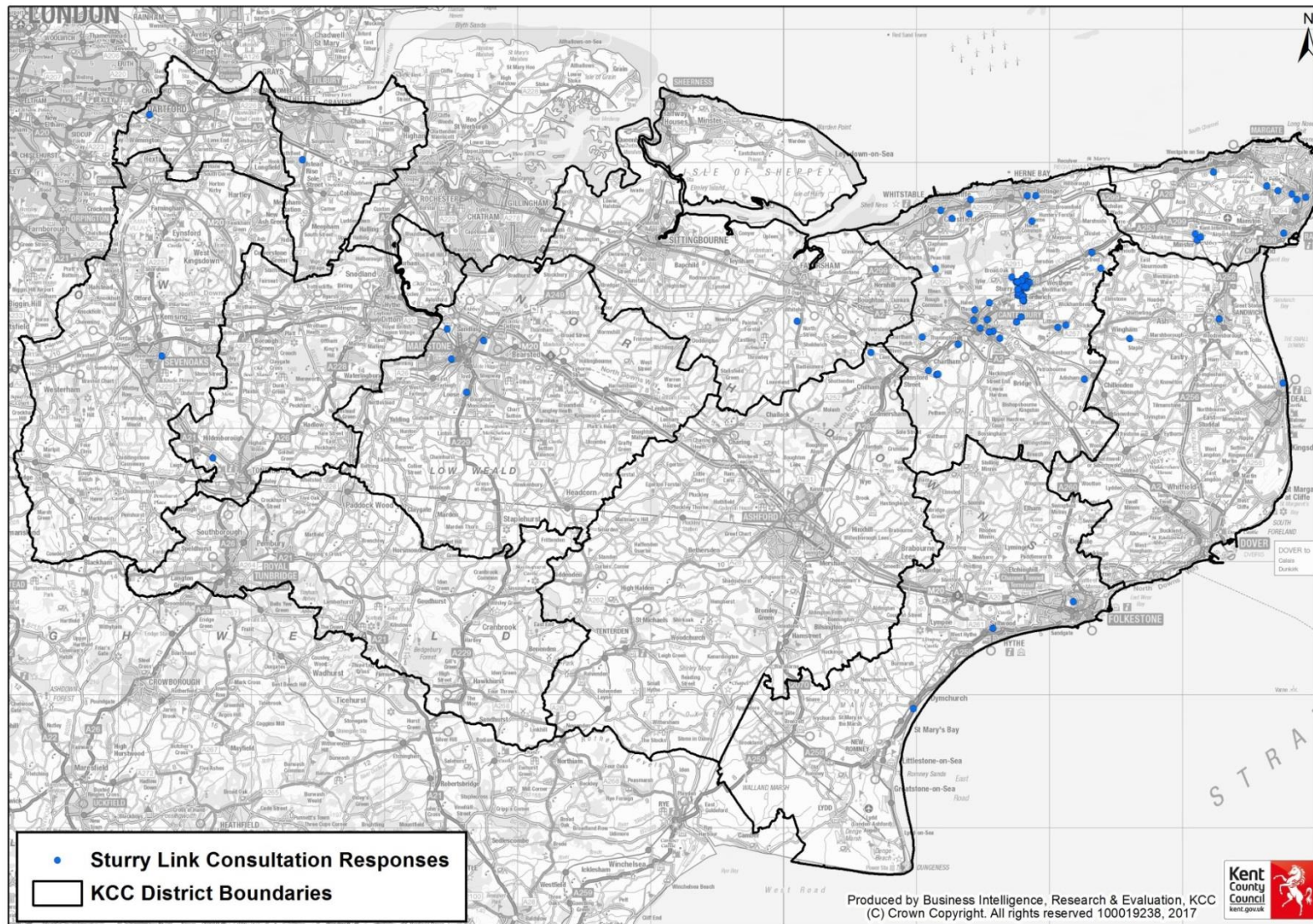
17	Provide an additional pedestrian refuge where the new road ties into the A291 south of the proposed roundabout.	Y	A pedestrian refuge, suitable for both pedestrians and cyclists, has been incorporated into the scheme design.	<i>This will assist with safely crossing Sturry Hill at times of high traffic flows.</i>
18	Consider moving cycleway to the north side of the Link Road	N(provisional)	None	<i>A review of cycle route locations will be undertaken as part of ongoing Local Plan development outcomes.</i>
19	Set-back bus stops into laybys	Y(provisional)	None	<i>Further consultations with bus companies will be undertaken to determine an appropriate strategy for bus stop types and locations.</i>
20	Viaduct needs to be two lane in either direction, and it also needs to be lit perhaps by parapet lighting	N	None	<p><i>Forecast traffic flows do not warrant additional traffic lanes on capacity grounds.</i></p> <p><i>KCC's current policy on road lighting limits lighting to conflict areas. The viaduct does not constitute a conflict area. A non-lit viaduct will also serve to minimise its impact on wildlife in the vicinity. Provision within the design of the viaduct will however allow for retro fitting of lighting should circumstances change.</i></p> <p><i>Guidance lighting, such as solar panelled road studs, will be considered for use on the footway/cycleway.</i></p>
21	Improve access to land (field) off A28 on east approach to new roundabout	N	None	<i>This is an unrelated issue to the Link Road scheme however the significant reduction in traffic flow in the vicinity of the access and the traffic calming effect of the new roundabout should ease any difficulties that currently may be experienced.</i>
22	Provide access to proposed new station car park direct from new A28/A291 junction	N	None	<i>Although not part of the Sturry Link Road proposals, improvements in the pedestrian link between the Station and Carpark is a matter for the ongoing Sturry development planning application.</i>

23	Consider relocation of the attenuation pond at the new A28 roundabout to the east side	Y	The attenuation pond is to be relocated to lie within the area of severed land to the north-east side of the roundabout	<i>This will serve to maximise land use allocated for commercial purposes. Further flood modelling work has indicated the impact on flooding will be negligible as a result of relocating the pond.</i>
24	Consider a path on the north side of the link to Shalloak Road	N(provisional)	None	<i>A review of footway provision will be undertaken as part of ongoing Local Plan development outcomes</i>
25	Provide dedicated left turn lanes at all the roundabouts for the main stream flows	N	None	<i>Traffic travelling in a dedicated left turn lane at a roundabout is required to give-way to traffic exiting the roundabout where only one lane downstream is available. Other than southbound over the viaduct, this would be the case. Dedicated left turn lanes are therefore unlikely to provide any additional benefit to the Link Road. Capacity assessments of the roundabouts show that only the east roundabout may experience some delays at peak times, which is not unusual in an urban environment.</i>
26	Provide some form of horizontal separation between the footway and bus lane on the viaduct	Y	(See item 2)	(See item 2)
27	Consider blocking local roads to encourage reassignment of through traffic.	N	None	(See item 16)
28	Provide additional signal controlled pedestrian crossing points	Y (partial)	(See item 9 & 13)	(See item 9 & 13)
29	Provide bus lanes on both sides of the Link Road	N	None	<i>The proposals serve to provide a bus lane into Canterbury to join onto and improve the existing Bus Lane provision. This aims to ease congestion in the AM peak.</i>
30	KCC and Network Rail to enter into discussions regarding possible rail infrastructure changes	n/a	n/a	<i>This is beyond the scope of these proposals.</i>

31	Provide private means of access from A28 roundabout	N	None	<i>Providing an access direct from the roundabout would have additional implications on land take to ensure a safe arrangement could be provided. Other design elements are likely also to be compromised. A safer, less complicated, alternative location for the access is available off the Sturry Road at the eastern boundary to the property.</i>
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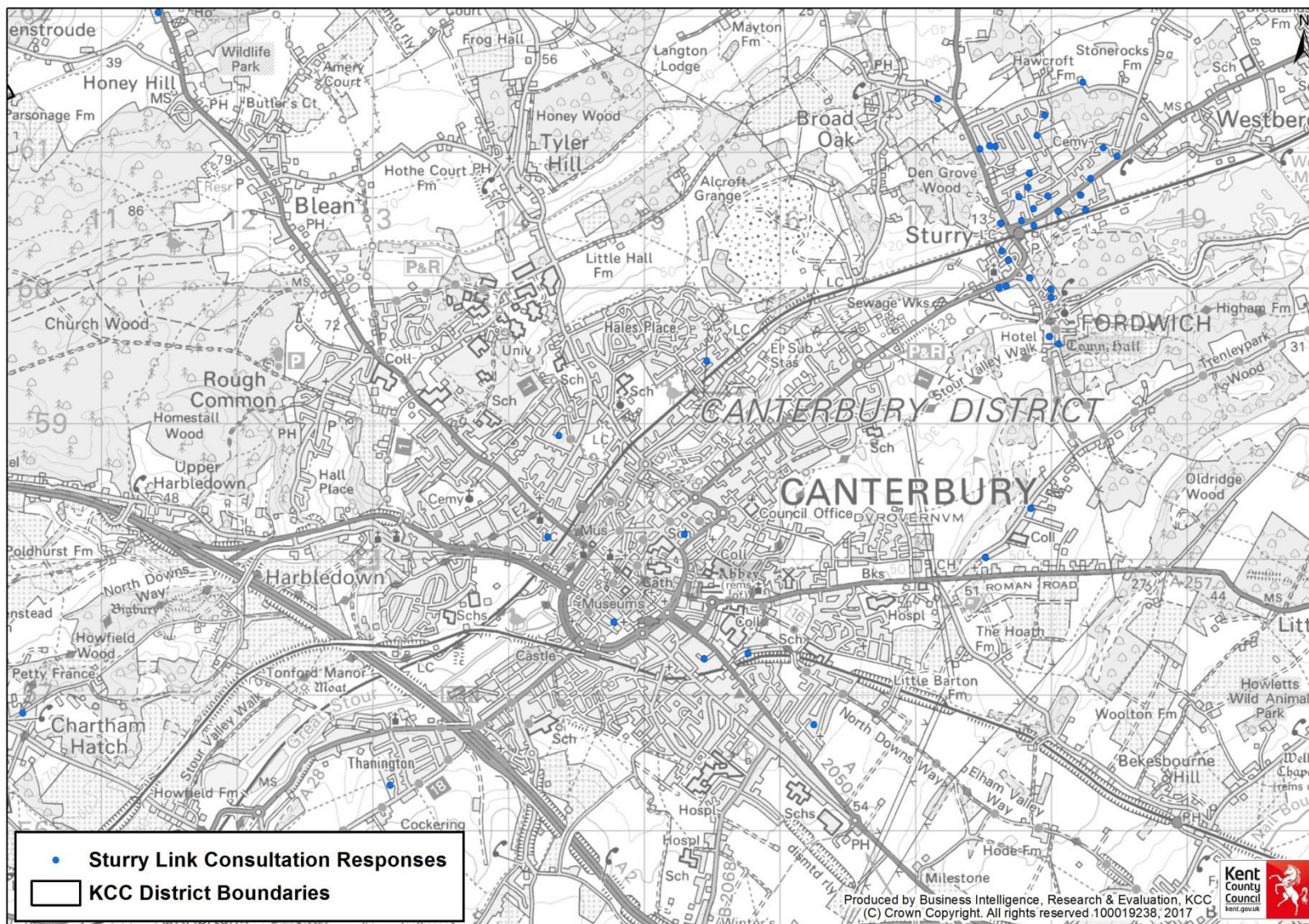
APPENDIX A Geographical location of questionnaire respondents

i) KCC Districts

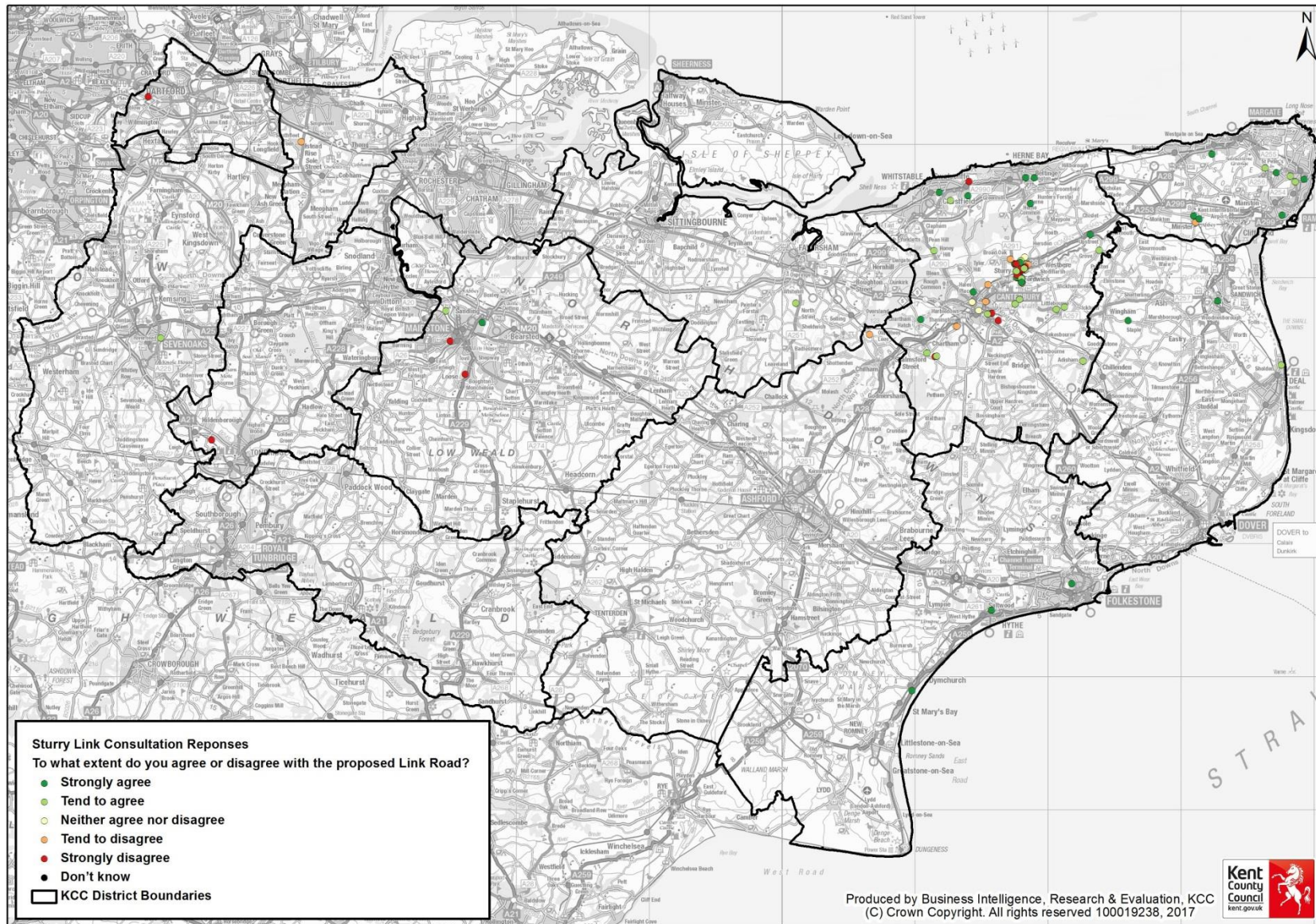


APPENDIX A (Cont)

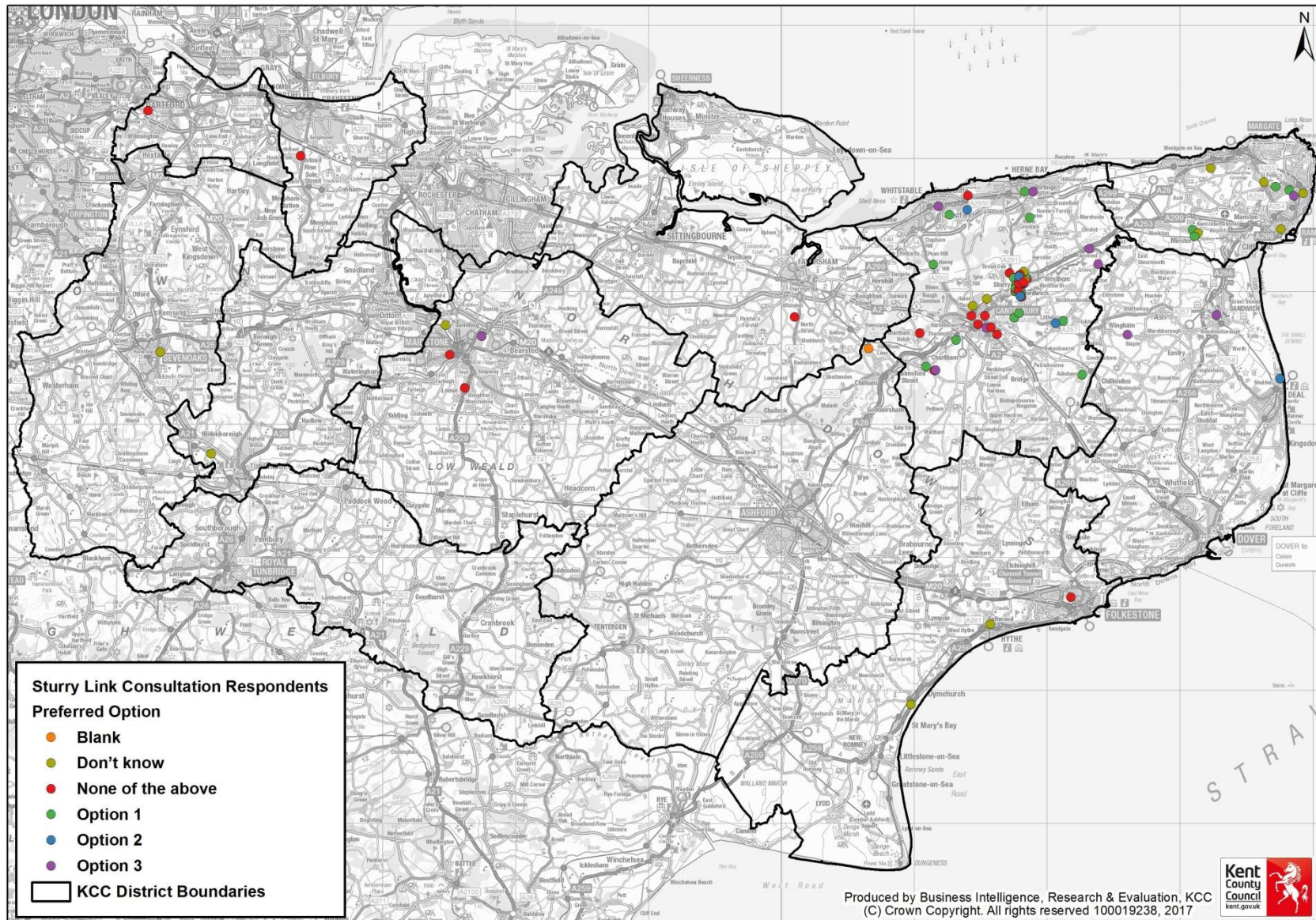
ii) Canterbury District



APPENDIX B Geographical location of responses to question 3 of the questionnaire



APPENDIX C Geographical location of responses to question 5 of the questionnaire



APPENDIX D Sturry Parish Council feedback report (full contents)

Sturry Parish Council feedback for KCC consultation regarding proposed Sturry Link Road

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Acknowledgements

The parish council would like to thank KCC for organising and holding public consultations on the proposed Link Road.

The parish council would also like to thank all councillors, residents, and members of the parish council major developments working group without whose contributions this document would not be possible.

Disclaimer

Every effort has been made to ensure that the content of this document:

- Accurately reflects the views of the residents of Sturry Parish.
- Contains only statements of fact that are accurate

An exception to the latter where verbatim inclusions are used, such as in the sections on feedback from residents, in which case the accuracy or otherwise of statements is left attributed to the original authors.

Given the close association of the proposed road with the proposed housing developments, some concerns outlined for the road demonstrate overlap with those for the housing developments. Where this overlap is understood by the reader, the reader is asked to carefully consider the context and bearing that the road has on the housing developments and vice versa. For this reason such comments, whilst pro-actively minimised in number by the authors, persist within this document.

Let it be declared that this document is prepared in good faith, and that any inaccuracies which are to be found herein are subjects of honest human misunderstanding and/or error.

Introduction

In August 2017 KCC held three consultations regarding the proposed Sturry Link Road:

- Tuesday 1st August 2017 at Broad Oak Village Hall, Shalloak Road, Canterbury, CT2 0QH – 14:00 to 20:00
- Wednesday 2nd August at Sturry Social Centre, Mill Road, Sturry, Canterbury, CT2 0AN – 14:00 to 20:00
- Thursday 31st August at Sturry Social Centre, Mill Road, Sturry, Canterbury, CT2 0AN – 14:00 to 20:00

Sturry Parish Council attended and has compiled a response. There are three sections of comments below.

The first section details concerns adopted by the parish council after careful consideration by members of the Sturry Parish Council Major Developments working group.

The second pertains to a form that Sturry Parish Council provided at the consultation events for residents to fill in for feedback. The purpose of this form was to present residents with questions in a form isometric to the KCC consultation, such that the parish council could compare what it received with that received by KCC.

The parish council understands the concerns of some residents that the restricted form does not provide a "none of the above" style option, and might be seen to imply consent for the road or the options, rather than an outright objection. In this regard, the intention was not to restrict feedback or imply a limitation of options, and as such the form advertised that additional feedback could be sent directly to the parish council. The parish council received instances of the latter and this forms the third section below.

Sturry Parish Council Major Developments Working Group Feedback

Introduction

The Canterbury Local Plan sees the provision of the housing and link road as interdependent elements in the successful, strategic delivery of additional housing for Canterbury.

However - the planning processes by which each part is strategically studied and developed are separate applications. Yet it is clear that each element, road and housing, without the other, cannot proceed - be it for funding or more basic, existential reasons.

We have been unable to find wide ranging studies looking into alternative transport strategies and solutions for the Canterbury district. It appears that the relief road idea has been adopted with data studies for only the Sturry level crossing, and the immediate surrounding area.

The CCC Local Plan has incorporated the development for 1000 houses with only indicative and provisional design detail concerning the road and bridge. The road and development are interdependent - and should therefore be fully assessed together. In a properly integrated design solution - the interrelated issues of traffic circulation and neighbourhood planning should be given adequate study to ensure the best design and functional outcome for Canterbury and its residents.

A desk based assessment, based on the concerns of local residents and reflecting immediate concerns relating to the detailed planning of the road element highlights

inconsistencies and problems with the planning of the housing development with the road and transport infrastructure is summarised below.

These concerns particularly highlight the permeability of the site from the existing village of Sturry, concerns about the location of elements in relation to access and concerns about the "road-centric" imposition of infrastructure on the village of Sturry and its immediate surroundings.

Concerns are highlighted about the capability of the design to offer a safe and suitable alternative transport strategy, and there is no apparent plan of how to properly incorporate alternative transport elements into the existing, surrounding infrastructure.

Local Plan Context

"Local Transport Plan 4: Delivering Growth without Gridlock 2016 – 2031

5.15 The preparation and submission of a Local Transport Plan (LTP) is a statutory requirement of all local transport authorities in England. An LTP sets out the authority's strategic and countywide priorities and provides a framework for highlighting cross-district and local priorities of particular significance.

5.16 KCC's ambition for Kent's fourth Local Transport Plan (LTP4), covering the period 2016 to 2031, is to deliver safe and effective transport, whilst ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported. This ambition is to be realised through the following five overarching policies:

- 1. Economic growth and minimised congestion*
- 2. Affordable and accessible door-to-door journeys*
- 3. Safer travel*
- 4. Enhanced environment*
- 5. Better health and wellbeing*

*5.17 The priorities for Canterbury include:
Sturry Link Road"*

"Policy T1 Transport Strategy

In considering the location of new development, or the relocation of existing activities, the Council will always take account of the following principles of the Transport Strategy:

- a. Controlling the level and environmental impact of vehicular traffic including air quality;*
- b. Providing alternative modes of transport to the car by extending provision for pedestrians, cyclists and the use of public transport;*
- c. Reducing cross-town traffic movements in the historic centre of Canterbury;*
- d. Providing public car parking and controlling parking having regard to the Parking Strategy;*
- e. Assessing development proposals in the light of transport demands and the scope for choice between transport modes; and*
- f. Seeking the construction of new roads and/or junction improvements which will improve environmental conditions and/or contribute towards the economic well-being of the District.*

5.22 In support of Policy T1, this plan proposes a hierarchy of transport modes. They will be considered in the following order:

- walking*
- cycling*
- public transport*
- park and ride*
- private car*

New Roundabout at A28 / Proposed Viaduct

The A28 is a single lane each direction, with a cycle lane provision in both directions, and pedestrian walkway to North side of road only

Cycle lane at Sturry (East) approach to new junction is a portion of road at side of route. This offers poor protection for cyclists, and traffic often has to move partially into opposite lane to provide safe width when overtaking cycles. A resident noted that the route is often poorly maintained, with litter and road debris often found in the cycle path. Side vegetation often overgrown, causing need for cycles to swerve into traffic lane.

Cycle lane at Canterbury (West) approach to new junction is a portion of road at side of route. Just prior to the Sewage plant entrance, the lane switches from an on-pavement path, which is shared with pedestrians. This portion stretches back to the roundabout at the nearby retail park, where the cycle path is indicated as separated from the pedestrian path with painted lines and pavement markings.

The cycle path, at the pedestrian crossing is blocked by the pedestrian signals (cycles being instructed to "give way" here by road marking). The paths merge and pass a large open, unlet retail area which is frequently overgrown - the vegetation growing out over both the cycle and pedestrian paths. Both paths then pass over a bus stop. There is a potentially dangerous mix here of pedestrians, cycles and people waiting for public transport. The pathways are in a poor state of repair - with the surface delaminating and potholing in places. Most cyclists seem to stick to the road through this section, although the practice of switching from pavement to road can be dangerous with heavy traffic adjacent.

Cycle lane at Canterbury (West) away from the new junction is a portion of the road at side of route, which quickly becomes part of the bus lane at the entrance to the Sturry Park and Ride. A dedicated cycle path is provided immediately in front of the park and Ride terminus, but it is very narrow, and requires a precise swerve off to meet it properly. Additionally, it is often overgrown and at its end, the lane user quickly merges back onto the bus lane, where buses themselves are emerging back onto the A28. Visibility isn't great. Again - most experienced cyclists seem to avoid the cycle path here, and get as quickly as possible into the bus lane for the approach to the roundabout by the retail park.

Comments on Junction as proposed

- Cycle and pedestrian paths are combined. This is not ideal. Where cyclists may have to pass pedestrians, they may have to move out into bus lanes or traffic lanes. The speed limit proposed is 40mph, and there is no protection indicated.*

- Where roadway and bus lanes combine for the roundabout - the speed limit is still apparently 40mph. Since traffic combining from the old route of the A28 from Sturry should be reduced, it's likely that the roundabout traffic to and from the viaduct will predominantly hold priority. It's suggested by the plans that the cycle and pedestrian provision cross two lanes of traffic to an island refuge - before continuing across a wide single lane. There are no signals to help pedestrians and cyclists cross here. Because of the speed of the traffic, and because of potential late visibility issues for traffic coming from Canterbury and taking the bend onto the bridge pedestrians and cyclists using this option will require safe methods of crossing. Signals need to be provided - despite the possible negative impact on traffic flow.
- The circuitous route indicated for cyclists and pedestrians crosses a spur off the roundabout indicated "designated for employment use". Depending on the ultimate use of this spur - there will have to be a secure pedestrian and cyclist crossing point here also. 40mph is unlikely to be appropriate here.
- For cyclists travelling towards Canterbury - a safe cycle path option needs to be incorporated to route cyclists to the correct cycle lane route - which will be around the roundabout to the South side of the A28, where it needs to meet the existing cycle path provision. The suggested route puts pedestrians and cyclists onto the current Sturry bound cycle path provision which, as noted, has problems and conflicts with pedestrians and the existing bus stop further down the road.
- Since the road will rise to 5m height above the roundabout, with the viaduct behind - the junction will have considerable negative visual effect for visual receptors travelling through the area, and the current green fields which contribute to the "green gap" and sense of separation of Sturry from Canterbury will be replaced by an infrastructure which will be set against the view of the North slopes of the Stour valley. This existing landscape is of "high landscape value". These negative effects will be experienced at numerous locations along the route of the A28 towards Sturry on into the Conservation Area towards the site of the old bridge crossing at the entrance of Sturry village - where the whole of the road and housing development will be open to view.
- The lighting on the roundabout and approaches will be the source of unwelcome light pollution in the area. Further degrading the sense of separation between Sturry village and the urban spread of Canterbury.

New Viaduct

The viaduct is a new structure crossing the previously undeveloped Stour valley at a high level with water meadows and two courses of the Stour below - together with the railway line at North. Ecological issues in particular are addressed elsewhere in more detail.

Comments on Viaduct as proposed

- The structure is out of scale and character for the area. It crosses the Stour in the most visible way - affecting visual receptors both inside and outside the site of

development. It cuts across the view from the A28 towards the landscape of high landscape value, and it also cuts across the view into Canterbury from the Northern slopes of the Stour valley which are under development. There, the current view of Canterbury cathedral will be dominated by the new bridge.

- All other infrastructure interventions in the area are at low level. The existing bridges into Sturry, the A28, all building development etc are at low level. The provision of the bridge, (and other aspects of the development), at a raised level emphasises the negative visual effects and may additionally contribute to light and sound pollution effects above the level that would normally be anticipated.
- The effects of light pollution and road noise above the area of the river and surrounding meadows is an entirely new form of intervention in an area which is normally dark and away from human interference. This will likely have negative effects on the wildlife in the area which include otters and overwintering snipe.
- The A28 verges are particularly prone to littering from passing cars and pedestrians. A recent litter pick by volunteers filled many bags with plastic and other detritus. There is a possibility some of this may be produced over the side of the new bridge, and that street litter may find its way down to the Stour itself or the water meadows which are used for grazing. This may be detrimental to livestock, or to wildlife in the area, and potentially further downstream at the SSSI.
- A single, (Canterbury bound), combined pedestrian and cycle path is proposed. The route will be more circuitous than the existing route through Sturry village, and so it is unlikely to promote active travel alternatives for the existing residents of Sturry. For those new residents on the development - there are more direct routes into Canterbury city centre, and so the attractiveness of the route over the bridge and its urban setting is in doubt.
- The pedestrian / cycle path lies for much of its length adjacent to a bus lane, with two lanes of traffic beyond. There is no protection indicated - despite buses and traffic travelling at 40mph.
- It is suggested that the developers and road planners generally refer to suggestions and standards outlined in the Sustrans Design Manual Handbook for cycle-friendly design. The pathways indicated are too narrow for two-way cycle traffic together with pedestrian use. Designers should consider segregation, and a separate cycle lane for traffic travelling out from Canterbury.
- There is no lighting indicated. Lighting will be required to make the path safe for pedestrians and cyclists, but will have negative effects. The lights will bring light pollution to nature on the banks of the Stour - previously kept dark, and they will emphasise the presence of the bridge in the landscape at night - adding to the light pollution from the new development and emphasising the encroachment of built up environment all the way out from Canterbury to Sturry.
- Effects of construction traffic craning beams into place will need to be evaluated, and negative effects on river flora and fauna eliminated.

New Relief Road and Junction at Broad Oak crossing

A new relief road is proposed to joining the Sturry Link road to the Shalloak Road, providing a route to the Broad Oak crossing.

Comments on junction as proposed

- Since the Broad Oak crossing remains open - this route is more direct to Canterbury City Centre - and especially Canterbury West Station. Commuters wishing to take advantage of the new proposed multi-storey parking provision and more direct connections to London than are available from Sturry will find this route more direct than the route provided across the new bridge, via the A28. Tailbacks are therefore likely, similar to those presently encountered at the Sturry crossing. Tailbacks to westbound traffic may affect the flow of traffic at the new junction with Shalloak Road.
- The indicated pedestrian pavement runs on one side (South) of the road only towards the Broad Oak crossing. It is very questionable whether the proposed allotments are sensibly located as they are peripheral to the residential areas and will have a significantly adverse visual impact on the more natural landscape character of this area. However if a better alternative location cannot be found, access to the allotments and leisure space to the north side of the road, as indicated on the current outline application by BDB, will be required and should be direct to encourage access. A path on the North side should therefore be considered.
- The road has no parking or access provision indicated for the allotments. Space should be planned to allow for resident parking, and for safe delivery of gardening equipment and supplies. This may be planned down the residential side road - but this may become an issue with residents. Access should be considered from the main road.
- At the end of the road towards the crossing - the pavement peters out, leaving no safe access to the crossing, and the footpath beyond. Although it is the intention to reduce traffic on this route, it is likely to become a well-used "desire" route, with a much more direct route to Canterbury City Centre. Safe pedestrian access to the crossing and beyond should be resolved as part of the scheme, or the area will likely become a future road safety black spot.
- No cycle route access has been indicated to the Broad Oak crossing. Whilst there is no existing cycle route infrastructure to link into - it is likely that this more direct route into Canterbury will be seen as a safer alternative for cyclists than the more circuitous route onto the, much more busy and potentially dangerous, A28 via the new bridge. Cyclist may therefore use the road - and there should be sufficient road lighting to ensure the route is safe.
- Failure to address access problems to the Broad Oak crossing, will only further isolate this end of the proposed and associated housing development. The area is already overshadowed by the refuse tip at the top of Shalloak Road, and the new pylons from the Richborough Connection are scheduled to pass over a section of the site. For residents at this end of the development - the views of Canterbury will now be dominated by the new viaduct, the sewage treatment plant, steel holding yard and the retail parks beyond. A "buffer zone" is proposed here - but rather than offset the loss of the existing "green gap" - the planning looks to involve nothing much more than undeveloped land. The allotment allocation looks very small for the size of the development, and the open space leisure facilities look to be nothing more

than open grassland. There is a fear that housing planned for this area will not be the most desirable, and that the area may attract more crime and anti-social behaviour than other areas of the development situated closer to the centre of Sturry. This disconnection will only be exacerbated by poor access, and the creation of a poorly-connected "backwater" to the development remains a challenge which the developers will have to work hard to offset the negative aspects of development and surroundings.

- There are no signals to help pedestrians and cyclists cross at any of the four limbs of the roundabout at the North end of the bridge, (although the western crossing is located a little further away from the roundabout. Because of the speed of the traffic, and because of potential late visibility issues for traffic on the roundabout - all pedestrians will require safe methods of crossing. Signals need to be provided - despite the possible negative impact on traffic flow.
- The speed limit changes here from 40mph to 30mph as the road approaches the majority of new housing on the development. Speed limits need to be enforced. Such measures are lacking on some existing stretches of the A28 through Sturry, and speeding traffic is a problem. The higher housing density in the area will bring many more pedestrians, and safe places to cross on roads with sensible speed limits need to be provided throughout the development. If that means 20mph - then the needs and safety of residents should be considered over the convenience of road users.

New Link Road through development

A new link road is proposed to serve the proposed new housing development.

Comments on link road as proposed

- The road shows only one safe, signal controlled crossing point for pedestrians. This is located to align with the existing footpath and rights of way which will help pedestrians with reasonably direct access to the services in Sturry village centre and the Railway Station ticket office and platforms. However - it is the only signal controlled crossing in the entire development - where the size and population density may indicate the need for more provision throughout the development. There will be requirement for safe pedestrian access for people navigating all across the development North to South and vice-versa. The needs and safety of residents should be considered over the convenience of road users at all times.
- Additional road crossings should be considered to provide safe crossing opportunities. If, for example someone living in the northwest quadrant of the development is looking to cross the road to catch a bus into Canterbury from the bus stop on the South side of the link road, indicated in the plans - they may well consider taking an unsafe "desire" route across the road to avoid the detour all the way down to the crossing and back. The same is likely for residents living in the Northeast of the development - who want to get to the existing Co-op. The site - as planned - considers traffic first, whereas residents needs and safety should be the first

consideration as indicated in NPPF and the Canterbury Local Plan. Failure to address these issues from the start will only discourage pedestrians and active travel options. If the development is designed around the car - then residents will use the car more to get around.

- The shared cycleway and pedestrian path show crossings at the side, access roads. The type of crossing looks to be an un-signalised, courtesy type crossing requiring cycles to act like pedestrians and await safe crossing opportunities. Cars are therefore given priority at all such crossings, whereas if a cycle was approaching a junction along the main road - the rules of the road would mean the car giving way to the traffic on the main road, (including cycles). Some cyclists will opt to ride on the road - so that their journeys are less broken up, and they may make better progress. The junctions as shown risk misunderstandings over priority, and may lead to dangerous situations.
- It is suggested that the developers and road planners generally refer to suggestions and standards outlined in the Sustrans Design Manual Handbook for cycle-friendly design. The pathways indicated are too narrow for two-way cycle traffic together with pedestrian use. Designers should consider segregation from pedestrians, and a separate cycle lane for traffic travelling out from Canterbury (bi-directional cycle path provision). Note especially also the Sustrans Design Manual Handbook sections "Understanding user needs" to understand the target users, and "Continuity and quality of standards" to highlight challenges in integrating any new proposals with the existing alternative transport strategy.
- Cycle lane design should take a higher priority in the overall design of transport as part of and through the new development. The provision has the possibility to encourage a low-carbon alternative to a congested transport network, with the encouragement of potentially more healthy lifestyles. A strategic, city-wide approach needs to be considered for the benefit of residents, shoppers and commuters alike - and opportunities exist to provide a more direct link between the National cycle network routes which run through Fordwich and head on up to Whitstable at the Crab and Winkle way. The most direct route would be via Broad Oak Road - and planners should consider the logic of taking cyclists heading for the station on a long detour over the new viaduct, only to have them navigate a way back across the Stour on roads which do not have cycle path provision.
- Because of the elevation of the road - there is concern that the effects of noise and light pollution will be exaggerated to residents living close to the road, as well as for those living in the surrounding area. Light pollution will greatly affect the nature of the surrounding area, and will prove unsightly and undesirable in an area which currently enjoys dark skies at night. Where new properties lie to the South of the new road - the road will be elevated, and road noise will be considerably more of a problem to residents here.
- With the hard landscaping of much of the road environment - considerable water runoff can be generated. Properties served by roads leading off on the south side of the main carriageways may see considerable runoff being channelled downhill towards their properties. Unless significant drainage measures are implemented - periodic downpours and surges will overcome the usual drainage measures and may inundate properties. Especially if property frontages are concreted over for vehicle access. This problem is already in evidence on roads

around the area, including the A28 itself, east of the development. Runoff is significant at times, leading to drains being overwhelmed - especially if not regularly cleared. The road surface becomes hazardous with much spray and worse directed towards the pavements. Where properties lie below the grade of the road - flooding is a real risk.

- The road design figures in no parking or lay-by space. The design of the main road through the development is described by BDB in the Street Hierarchy plan as a "spine distributor road" with a "local centre" placed adjacent to the site of the proposed school. With the indicated provision of 1000 sq.m. of A1 - A5 retail use, and with no apparent indication of planned distribution of the allocation - it is presumed that it is likely to be situated on this "local centre" area.
- If that is the case - there is a lack of consideration for safe and convenient pedestrian access to this area - especially from areas to the North of the development, and from existing areas of Sturry. With no on-street parking allocation planned on the main spine distributor road - it will be unsuitable to locate small retail premises on this road. Furthermore - siting them on the side roads, in the "informal lanes" areas will only lead to problems with local residential parking and traffic circulation. The "local centre" placement of planned retail would, at least, make additional provision to existing areas of Sturry - but for some areas of the existing village and for some areas of the new development - it looks to lie further than the 800m walking distance deemed as "reasonable walking distance".
- If the alternative for users is a short drive along a road favouring vehicular traffic over convenient pedestrian or other access - most users will use the car. With Sturry's existing facilities already reduced from the 2011 survey, and with the parish resources spread over Sturry, Hersden, Broad Oak and Fordwich - the lack of suitable, safe pedestrian or cycle routes and connectivity could increase local vehicular movement, on top of a road system which hopes to address problems with through traffic. It seems likely that local users will do what they always have done - and that is to use the back roads. In which case there is a risk that rat-running will increase, as local traffic uses local knowledge to try to negotiate delays and hold-ups created by through traffic.
- The only other alternative for residents will be to use their cars to travel to the large retail outlets which lie further on into Canterbury on the A28. Since local retail shops are often more expensive than larger supermarkets, it is likely that most residents will make regular journeys to these large retail outlets. Whilst this brings revenue to the supermarkets - it will only add to the existing congestion and pressure on the A28. The existing public transport, pedestrian and cycle alternatives, are already not attractive enough to encourage existing residents to use anything other than cars to access services outside their immediate area. The proposed additions and changes to the public transport, pedestrian and cycle route provision and connectivity are unlikely to change that behaviour.

New Links to A291 Sturry Hill

Alterations to junction at the Sturry rail Crossing A291 Sturry Hill / A28 Island Road

"Reassignment of traffic to the proposed Link Road and reducing congestion in the local area are our key aims in altering the junction. We are therefore proposing major junction alterations that will encourage this reassignment and, in addition:

- *reduce congestion when the level crossing barriers are down*
- *improve its layout to become more efficient*
- *provide better, more formal, pedestrian facilities" (KCC Consultation Booklet)*

The revised junction will effectively be joined to the new roundabout at the entrance to the new development, by means of a slip road which leads off the present course of Sturry Hill - at a point just to the North of Sturry Court Mews. This is a block of retirement flats adjacent to the development site, and the bottom of Sturry Hill. These residents will have chosen to live there, and purchased their retirement homes on the basis of the "easy access to village amenities" and "views over open land to Canterbury cathedral beyond" The development is still, at time of writing, being marketed as such.

- The residents of Sturry Court Mews will suffer the worst of all the possible negative effects of development. Increased traffic, pollution, traffic noise, construction noise, construction dust and debris, loss of amenity, loss of view, loss of local amenity, loss of safe and convenient access to amenity.
- Construction phasing estimates an eight year construction phase, and eight years of heavy construction traffic right past the development on one side, with construction on the other. The residents will be literally surrounded by construction traffic for eight years at least, with unsafe local access as a result - not to mention the additional loss of amenity, additional noise and increased traffic pollution.

Notes on development phasing

- BDB construction phasing indicates construction extending over a prolonged, eight year construction phase in total, and shows development of the road elements beginning at the eastern end of the development, and proceeding in phases westwards.
- It is presumed that this allows for phased development of housing, without the infrastructure having to be built much in advance of property sales.
- There is a risk that this approach will, in the case of a housing slump for example, leave the planned development half-built, with the required road infrastructure either unfinished or unbuilt.
- KCC state that they will not be building any of the road improvements until sufficient numbers of the housing allocation have been completed. It is said that that will require the building of 650 of the Sturry housing allocation before KCC build any of the required road infrastructure.

A new link road is proposed to serve the new housing - with new links to the A291 at Sturry Hill.

Comments on plans as proposed

- The road shows no safe crossings for cyclists or pedestrians in the vicinity of the new proposed roundabout. The only safe, signalled crossing on the whole development lies to the west of this roundabout, and yet the roundabout is in closer proximity to the site of the new school and leisure facilities. It is likely, therefore that residents and users of the new facilities - together will residents seeking access to the services in Sturry and the railway station - will seek shorter "desire routes" through the area of the new roundabout. In the presentation - the roundabout promises, "good access to housing". Those "good links" are by car only - since pedestrian and cycle access is uncoordinated.
- There is no cycle route indicated on the route up towards Broad Oak. Whilst there is no existing infrastructure to link with - the route here is up grade, and consideration should be given to how cyclists may safely negotiate this part of the development.
- Pedestrians and cyclists from Broad Oak face a circuitous, inconvenient route to the facilities at Sturry - or at least, one with no clearly defined safe crossing points. There may be many people wishing to access the bus service from Sturry through the new development, and so planners need to consider how current residents access the development site safely and effectively. The development needs to be seen to be a part of the current village, and if pedestrian access is difficult or discouraged - it is likely that the development won't merge effectively with the existing community. The current road and development design doesn't appear to consider the access needs of existing residents enough. Once the school and medical facilities are relocated - this will cut off residents in "Old Sturry."
- Properties on Sturry Hill, close to the new junctions - whilst set back from the new access roads and roundabout- may find noise and light pollution to be a considerable vexation. General concerns about pollution in the area are covered, more fully, elsewhere. The junction as a whole is a considerable imposition on the current setting of Sturry Hill, and the visual character of the urban hard landscaping will heavily impact on the village setting and character of Sturry.
- Furthermore - the design implements a clear line of division here between "Old Sturry" and the new development. Unless visual and experiential "bridges" are implemented here as part of the design - there is the risk that the new development will be seen as an imposition on the existing village and residents, who will only see the loss of natural green space and amenity with no clear benefit. Their goodwill and acceptance of the whole development may be hard won. The design here ideally needs to be inclusive to existing residents - as well as to prospective newcomers. That goes for all elements of the design - but starts with basic access issues, and planning from a community viewpoint. The development, road and links as shown in the plans is all about the car and addresses, primarily, the needs of road users - (the majority of which come from elsewhere, and who merely travel through the area) - above the needs of local residents who live there.

- This "housing first / infrastructure last" approach not only risks the delivery of housing without the eventual delivery of infrastructure (eg in a housing slump / poor sales etc), but also places incredible additional pressure on the existing infrastructure of Sturry village in the meanwhile. This additional pressure will include additional demand on existing retail and transport facilities, much of which is centred around the Sturry crossing junction - itself a proposed construction site.
- Phasing for the development and road elements needs to be coordinated, and road infrastructure should be upgraded and re-routed before housing construction begins - otherwise the existing junction problems will get much, much worse, before there is any possible improvement.
- Considerable planning should be given to the transport strategy for the period when the junction is being realigned, and the new access roads, (including the new roundabout on the A28). Significant traffic holdups are inevitable for a prolonged period for local and through traffic alike. This will lead to localised problems, potentially all over the Canterbury district as traffic seeks free routes and alternatives to blocked or congested routes.

General Comments on plans as proposed

- It is somewhat confusing, that of all the different elements of the housing development, viaduct routing, and new road provision proposed for Sturry and it's surroundings - the last one to be addressed seems to be the original problem. ie: the Sturry rail crossing. There are three proposals for the junction, demonstrating that the original problem still exists, and will still exist despite the best intentions of the development.
- Traffic modelling with VISUM and VISIM data shows that even with remodelling - the expected levels of traffic will still lead to hold-ups and delays. Where the A28 and A291 are narrow - as evident to the North up Sturry Hill, and to the East at Island Road tailbacks will cause knock-on, local, traffic delays, and gridlock remains a possibility in such cases.
- Additional site constraints, lying particularly on the A28 east of the crossing, such as bus stops and on-road parking already contribute to restrictions of traffic flow, and focus on changes to the junction at the crossing will make no difference in addressing these constraints.
- Any continuing delays at the junction will only increase rat-running by locals and through traffic who are "in the know" about local routing. Because of the circuitous nature of the new interventions, and because of probable increased traffic on the A28 further into Canterbury, rat-running can be anticipated not only on the estate lying to the North of the Island Road A28, but also through Fordwich - where traffic can skirt round to the A2 via the A257. Since the VISIM / VISUM modelling considered only a site specific traffic flow survey, based on current data and roaduse - it is likely that this sort of behaviour has been left out of study parameters, and that intervention may have some unanticipated effects on local villages and village life even at some distance away from the immediate site. A Canterbury-wide study may highlight

other possible alternative viable "rat-run" routes for particular journeys - and a full strategic transport study for the Canterbury area should be undertaken before attempting to remodel more local transport infrastructure.

- Consideration should be given to the placement of adequate junction signage in the area. This will be complicated, and will have to be placed on narrow pavements with houses somewhere along the ribbon development close by. This urban street furniture will be alien in size and appearance to the village setting of Sturry. It's proper placement may prove to be controversial and problematic.
- The redevelopment of the Co-op site to the north of island road at the eastbound exit of the junction already causes problems with parking and traffic flow. Temporary parking access is limited, and access and egress is cuts across the pedestrian walkway at a dangerous corner, with no protection for pedestrians. traffic can be observed attempting to join carriageways in both directions from the shop, and changes to the mid-road traffic islands has already had to have been undertaken to try to stop dangerous u-turns across the carriageways. These have not been fully successful.
- The current station layout requires tickets to be purchased at the station office, or machine in the current car-park. Canterbury bound passengers then have to cross the road to access the correct platform. Obviously - once the gate is down - safe crossing can be achieved - but it is too late to cross the level crossing to the westbound platform. Hurrying passengers have to negotiate a busy, complicated junction. Consideration should be given to aid their safe passage, without having to make too much of a detour. Hurrying passengers are apt to make rash decisions, and unsafe attempts to cross road and rail should be discouraged by the placement of safe, convenient access.

Air Pollution

Objections with reference to NICE guidelines

The National Institute for Health and Care Excellence (NICE) recently released guidelines for outdoor air quality with respect to health(NG70) [2], the guidance is specifically targeted towards local authorities as the following bullet points, quoted verbatim under the "Who is it for?" section of the document:

- *Local authority staff working in: planning, local air quality management and public health, including environmental health*
- *Staff working in transport and highways authorities*

Broadly the guidelines recommend (Section 1.1.1) to:

"include air pollution in 'plan making' by all tiers of local government, in line with the Department for Communities and Local Government's National Planning Policy Framework"

Road exposes vulnerable groups to air pollution

In Section 1.1.2 the guidelines explicitly mention that when 'plan making', all levels of government should consider:

"minimising the exposure of vulnerable groups to air pollution by not siting buildings (such as schools, nurseries and care homes) in areas where pollution levels will be high"

Since it is proposed that the link road will consume most of the traffic that would otherwise travel across the level-crossing, the residents of Sturry Mews Court (which is classified as retirement/sheltered housing) will be affronted to a large increase in traffic.



The situation of the road serving the housing developments (which is also the link road), thus fails to minimise the exposure of vulnerable groups to air pollution, but on the contrary probably maximises it.

Development sites living accommodation close to roadside

In Section 1.1.2 the NICE guidelines explicitly mention that when 'plan making', all levels of government should consider:

"siting living accommodation away from roadsides"

The illustrative masterplan (document 22600A-150F) of BDB's associated Sturry housing development shows housing densely packed around the busiest roadside in the

development: the link road.



In general the development is predicated on the concept of having a congestion relief road running literally through the middle of it. It would appear therefore that instead of siting accommodation away from roadsides as recommended by NICE, the development sites accommodation next to roadsides is an integral part of the overall design.

Objections with reference to the National Planning Policy Framework

Development does not minimise impact

Paragraph 109 of the NPPF states

109. The planning system should contribute to and enhance the natural and local environment by:

- *preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability*

And paragraph 110 states:

110. In preparing plans to meet development needs, the aim should be to minimise pollution and other adverse effects on the local and natural environment. Plans should allocate land with the least environmental or amenity value, where consistent with other policies in this Framework.

Since by design the development integrates the Sturry Link Road as a throughfare

component, it is clearly not designed to "minimise pollution and other adverse effects on the local and natural environment". On the contrary, by integrating a major road into a housing development, residents will be put "at unacceptable risk from ... air pollution".

The plan should be objected on this basis.

Objections with reference to the Emerging Canterbury Local Plan

Policy DBE1 Sustainable Design and Construction specifically mentions air pollution:

"New developments will also need to be resilient to climate change. Appropriate climate change adaptation measures, include flood resilient measures, solar shading and drought resistant planting, limiting water runoff, reducing water consumption and reducing air pollution."

Table D1 provides a checklist for developers pursuing sustainable development including:

"Pollution

*Avoiding or minimising any emissions or discharges
Avoid potentially polluting developments
Avoid/minimise noise, olfactory, air and light pollution."*

Policy DBE3 Principles of Design says:

"Proposals for the development, which are of a high quality design, will be granted planning permission having regard to other plan policies and the following considerations:

i. The impact of polluting elements, such as noise, dust, odour, light, vibration and air pollution from the development or neighbouring uses;

Policy QL11 sets out requirements for Air Quality;

"Development that could directly or indirectly result in material additional air pollutants and worsening levels of air quality within the area surrounding the development site or impact on the existing Air Quality Management Area will not be permitted unless acceptable measures to offset or mitigate any potential impacts have been agreed as part of the proposal. An air quality assessment will be required if the proposal is likely to have a significant effect taking account of the cumulative effects on individual sites."

12.49 opens with: "It is essential therefore to consider air quality when making decisions with regard to future developments"

The development will increase air pollution in the area and the largest increases are likely occur next to the homes of vulnerable groups.

In accord with policy QL11, "acceptable measures to offset or mitigate any potential impacts" must be agreed.

We suggest, as means of monitoring the impact to residents and the local ecosystem, that one DEFRA certified monitoring site be located along the link road, and three near-reference monitors be installed in the locations shown below.

The network should be independently operated for at least 15 years, or the lifetime of the development, whichever is longer.

Alterations to junction at the Sturry rail Crossing A291 Sturry Hill / A28 Island Road

OPTION ONE "Traffic signal controlled (with restricted movement) - Prohibited movement - A28 Island Road to level crossing (except buses)"

- Elderly Sturry Court Mews residents, and residents from the new development face a circuitous route via the safe, signalled crossings, to access the services (Co-op, Margate bound bus services etc) on the North of the junction. A safe, signalled crossing option should be added across the bottom of Sturry Hill.
- The southern most crossing takes Canterbury bound rail passengers away from the station. Late arriving passengers may take risks crossing here.
- Cycle path provision is non-existent. The junction is confusing, and the integration of existing cycle lane provision is unresolved. Cyclist travelling upgrade will be especially vulnerable, and may be forced onto pavements.
- A28 island Road traffic - if wishing to travel to South Sturry, or to Fordwich, Littlebourne etc, now faces the inconvenience of the detour around the new roundabout. This traffic will also have to negotiate the area of the junction twice, adding twice the pollution to the area.
- Traffic levels with this scheme are shown to have no net increase in Island Road traffic, 200% - 300% increased traffic on the A291 at Sturry Hill. The already high traffic pollution levels at the bottom of Sturry Hill will show a significant net increase. The expected increase in overall traffic to the area will only push these levels higher.
- Since the junction is signalled, it will only take a short queue to back traffic up to the residences which lie close to the road at the east of the crossing on the A28. There, traffic will back up causing pollution and noise problems, and running into pinch points caused by on-street parking, the access to parking for the residents of Drovers Walk and the Margate-bound bus stop. Similar tailbacks already exist, and contribute to "congestion in the area" which the junction refinements are clearly not able to address. Residents will continue to be subject to dangerous road pollution,

noise, vibration and other inconveniences, and through traffic will continue to find localised pinch points and delays to their journey on village roads which are unsuitable for such heavy traffic at such anticipated volume.

- Bus stops will have to be defined to suit the re-routed services provided. Bus stops will have to be carefully placed to ensure that no loss of service, or more inconvenient or distant location for existing residents.

OPTION TWO "Give-way junction (with restricted movement) - Prohibited movement - A28 Sturry Hill to A28 Island Road, 291 Sturry Hill to level crossing (except buses)"

- Elderly Sturry Court Mews residents, and residents generally from the new development face a circuitous route via the **un-signalised crossings**, to access the services around the junction via a central island refuge. Safe, signalised crossing options should be added across all inroads.
- Canterbury bound rail passengers are directed on a pedestrian route away from the station. Late arriving passengers may take risks crossing here, on roads where traffic clearly has priority.
- Cycle path provision is non-existent. The junction is confusing, and the integration of existing cycle lane provision is unresolved. Cyclist travelling upgrade will be especially vulnerable, and may be forced onto pavements. Cyclists towards Margate from Sturry South will either be taken on the detour, which is needlessly roundabout and initially upgrade, or will be forced to dismount, or ride on pavement where pedestrians are trying to cross.
- A291 Sturry Hill Southbound traffic - if wishing to travel to South Sturry, or to Fordwich, Littlebourne etc, now faces the inconvenience of the detour around the new development, via the viaduct to the A28, and back up to South Sturry. A significant detour, and a significant increase of traffic pollution to the area. there will be traffic which, rather than go round, will try to force u-turns on the A28, or who will find it much quicker to "rat-run" through the estate to the north of the A28.
- South Sturry traffic (including local Sturry and Fordwich residents) wishing to travel towards "local" facilities, A28 eastbound destinations, Hersden, Thanet etc. - now face the inconvenience of the detour up Sturry Hill, around the new roundabout, and back down Sturry Hill. This traffic will also have to negotiate the area of the junction twice, adding twice the pollution to the area.
- It is claimed "congestion will be eased during operation of the crossing." It may be the case for traffic coming from Herne Bay down the A291 - or for return, rush hour traffic from Canterbury. However - the proposal is not too different than the existing arrangement for morning, rush hour traffic travelling from Thanet along the A28 Island Road - with tailbacks still anticipated at the "give-way" junction, whether the junction is in operation, or not, and a 10% to 40% increase in traffic levels shown - congestion is still a likely reality for these road users and residents adjacent.
- Traffic turning right towards the new development from the A28, will compete with traffic continuing across the crossing when the crossing is closed. Only a reasonably short queue of traffic waiting at the crossing will tail back and block access to the main right turn give way lane for A28 traffic.

- Traffic levels with this scheme are shown to have a 10% to 40% increase in Island Road traffic, 200% - 300% increased traffic on the A291 at Sturry Hill. The already high traffic pollution levels at the bottom of Sturry Hill will show a significant net increase. The expected increase in overall traffic to the area will only push these levels higher. Whilst South Sturry may well benefit from less traffic - the majority of Sturry residents, especially those living along the ribbon development at the A291 and A28 will be exposed to dangerous and possibly illegal levels of traffic pollution.
- Since the junction is not signalised, traffic flow relies on driver courtesy and adherence to "give way priority". It will only take a short queue to back traffic up to the residences which lie close to the road - especially at the east of the crossing on the A28. There, traffic will back up causing pollution and noise problems, and running into pinchpoints caused by on-street parking, the access to parking for the residents of Drivers Walk and the Margate-bound bus stop. Similar tailbacks already exist, and contribute to "congestion in the area" which the junction refinements are clearly not able to address. Residents will continue to be subject to dangerous road pollution, noise, vibration and other inconveniences, and through traffic will continue to find localised pinchpoints and delays to their journey on village roads which are unsuitable for such heavy traffic at such anticipated volume.
- Bus stops will have to be defined to suit the re-routed services provided. Bus stops will have to be carefully placed to ensure that no loss of service, or more inconvenient or distant location for existing residents.

OPTION THREE "Traffic signal controlled (with restricted movement) - Prohibited movement - A291 Sturry Hill to level crossing (except buses) "

- Heavier anticipated traffic load would indicate that a safe, signalised crossing option would be of benefit for residents approaching from the east on the south side of the A28 and crossing to the facilities (Co-op etc) at the north side.
- Canterbury bound rail passengers are directed on a pedestrian route away from the station. Late arriving passengers may take risks crossing here, on roads where traffic clearly has priority.
- Cycle path provision is non-existent. The junction is confusing, and the integration of existing cycle lane provision is unresolved. Cyclist travelling upgrade will be especially vulnerable, and may be forced onto pavements. Cyclists may be forced to dismount, or ride on pavement where pedestrians are trying to cross.
- A291 Sturry Hill Southbound traffic - if wishing to travel to South Sturry, or to Fordwich, Littlebourne etc, now faces the inconvenience of the detour around the new development, via the viaduct to the A28, and back up to South Sturry. A significant detour, and a significant increase of traffic pollution to the area. there will be traffic which, rather than go round, will try to force u-turns on the A28, or who will find it much quicker to "rat-run" through the estate to the north of the A28.
- It is claimed "congestion will be eased during operation of the crossing." It may be the case for traffic coming from Herne Bay down the A291 - or for return, rush hour traffic from Canterbury. However - the proposal is not too different than the existing arrangement for morning, rush hour traffic travelling from Thanet along the A28 Island Road - with tailbacks still anticipated at the "give-way" junction, whether

the junction is in operation, or not, and a 10% to 40% increase in traffic levels shown - congestion is still a likely reality for these road users and residents adjacent.

- Traffic turning right towards the new development from the A28, will compete with traffic continuing across the crossing when the crossing is closed. Only a reasonably short queue of traffic waiting at the crossing, (an even shorter number than required for option 2), will tail back and block access to the main right turn give way lane for A28 traffic.
- Traffic levels with this scheme are shown to have a 40% increase in Island Road traffic, and 200% increased traffic on the A291 at Sturry Hill. The already high traffic pollution levels at the bottom of Sturry Hill will show a significant net increase. The expected increase in overall traffic to the area will only push these levels higher. Whilst South Sturry may well benefit from less traffic - the majority of Sturry residents, especially those living along the ribbon development at the A291 and A28 will be exposed to dangerous and possibly illegal levels of traffic pollution.
- Since the junction is signalled, it will only take a short queue to back traffic up to the residences which lie close to the road at the east of the crossing on the A28. There, traffic will back up causing pollution and noise problems, and running into pinchpoints caused by on-street parking, the access to parking for the residents of Drovers Walk and the Margate- bound bus stop. Similar tailbacks already exist, and contribute to "congestion in the area" which the junction refinements are clearly not able to address. Residents will continue to be subject to dangerous road pollution, noise, vibration and other inconveniences, and through traffic will continue to find localised pinchpoints and delays to their journey on village roads which are unsuitable for such heavy traffic at such anticipated volume.

Bus stops will have to be defined to suit the re-routed services provided. Bus stops will have to be carefully placed to ensure that no loss of service, or more inconvenient or distant location for existing residents.

Summary

The comments presented are based on the KCC public consultation, but are presented to illustrate the current distance, and lack of apparent coordination between the two separate planning processes and applications for road and housing developments.

With much detailed planning and development relying on the effective coordination and integration of road with the housing development - especially with alternative transport elements - and taking into account the Local Plan hierarchy of transport consideration, it is impossible to fully and properly assess the road element of the development as part of the outline planning application. Presumption, on the planners behalf, that such coordination will be entirely effective and successful, would risk at best an unsuccessful development. At worst, it will negatively effect the lives of many residents of Canterbury and the surrounding areas, and will add to city-wide problems.

Resident feedback from restricted form

Structure of form

The form contained four sections for comment as illustrated below. The first section solicited general comments, whereas the last three asked for feedback on each of the junction options.

STURRY PARISH COUNCIL PLANNING GROUP FEEDBACK

Changes to the Sturry Crossing

OPTION 1
Traffic signal controlled (with restricted movement)

- Access to Sturry (south) from A28 Island Road can be gained via a 'U' turn at the new roundabout on Sturry Hill to the north, an overall distance of 0.6km, or via the Link Road and back onto the A28 to the west of Sturry.
- Traffic signal controlled pedestrian crossings

OPTION 2
One-way junction (with restricted movement)

- Access to A28 Island Road from south of the level crossing can be gained via a 'U' turn at the new roundabout on Sturry Hill to the north, an overall distance of 0.6km, or via the Link Road to the west of Sturry and onto the A28 Sturry Hill.
- Uncontrolled pedestrian crossings

OPTION 3
Traffic signal controlled (with restricted movement)

- Access to Sturry (south) of level crossing, for traffic on the A28, can be gained via the Link Road and joining the A28 to the west of Sturry.
- Traffic signal controlled pedestrian crossings provided

Contact us with your comments

Sturry Parish Council
100 High Street, Sturry, Canterbury, Kent, CT24 0JF
Tel: 01227 731383
Email: sturry@kent.gov.uk

See the whole plan: kent.gov.uk/sturrylinkroad

Overall comments

- A28/A291 junction prohibited movement very unhelpful for locals visiting the village
- Upgrade of footpath between A28/A291 junction and Broad Oak rail crossing to a cycle path.
- Sturry level crossing should be left alone for now and wait to see how flow of traffic works. Can always put changes in at a later date if needed.
- How come part of Ancient Woodland has been downgraded to woodland? How much more are we going to lose?
- Interesting to see and have more clarity on the whole planning proposals.

- I preferred option 3 of the junction development in Sturry beside the level crossing. It offers signal control and better options for where I live. Roll on 2020 for completion.
- Prefer option 3. Also that traffic will be signal controlled.
- With more development planned in Hersden, plus the large development in Sturry / Broad Oak it seems to me that congestion will be moved from one place to another.
- No option is ideal for everybody, but option 1 best deals with the problems, like the reduction of traffic using the level crossing. However it is insane to build AND HAVE OCCUPIED 650 homes before work starts on the Link Road. The route of the Link Road does make sense.
- Additional traffic restrictions or at the very least traffic calming measures should be put into place through Broadoak village to stop this being used as a rat run. Vehicles speed through the village + think is high traffic causing danger to pedestrians + villagers.
- Why is there a need for this road? Because CCC is desperate to build houses; landowners have land to sell, land access requires the road. 'Relief' for Sturry is a secondary consideration only. The proposed bridge and new roundabout on the A28 will merely move the traffic problem further on. It is not the solution. I oppose the proposed scheme.
- None of the options are ideal. Delays at the crossing could be reduced by Network Rail & South Eastern altering the stopping position of eastbound trains to the available station platform.
- I am strongly against the link road proposals. In my view, the bypass is a "road to nowhere" as traffic problems will only be moved nearer Canterbury. The ring road round the City cannot cope with the present traffic flows. There will be increased pollution & the green space will be reduced between Sturry & Canterbury. The extra houses proposed will cause traffic & the resources, such as lack of water in E.Kent need to be addressed. Not a long term solution of traffic problems.
- I am not happy with any of these options. Have Network Rail been involved in consultation?
- Essentially, none of the options is better than the existing situation. If traffic lights allowed A291 priority at times to go East A28 or South A28 then that would be an improvement.

Option 1 comments

- Yes to traffic signal controlled pedestrian crossings
- This option appears to dissect Sturry in two.
- This option seems to close the village to the most traffic and is likely unfortunately, to close all amenities.
- Edited to allow cars. Slow down traffic by either narrowing "sturry bypass" or sending all traffic through Sturry High Street.
- I prefer this as it guides traffic away from the crossing & will hopefully reduce traffic movements in Fordwich Rd.
- On paper the proposed link looks fine but it will still cause a congestion at the Sturry Rd & St Stephens roundabouts. The amount of traffic going through Sturry from Thanet on Sturry village & South Sturry will cause the same amount of traffic going

over the level crossing the same as today, therefore I see the proposed link road as not a solution to today's problem. This could possibly cause more problems.

- Looks very complicated junction. Not a good option.
- As it stands, option 1 is the least worst but why not try option 1a, to scrap the bus land and enable cars (not HGVs) to turn left from Island Road to the level crossing so that all movements remain possible? You can still dissuade through traffic by traffic calming (or parking) on Mill Road between the level crossing and Fordwich Road.
- This is a mess! Worse situation than the present one! A28 would need to wait to feed into A291 North. Longer wait than if train crossing.

Option 2 comments

- No to uncontrolled pedestrian crossings.
- Uncontrolled pedestrian crossings of some concern, their safety would cause concern.
- This option does not cater well for pedestrians. Not a bad option for car users though.
- Better option - but still not a good option. Surely Network Rail need to be involved - why cannot the platform be lengthened to reduce the traffic problems at Sturry Crossing?
- Awful - if you stop traffic on Sturry Hill from accessing the old village via the level crossing, they will either try to do a u-turn outside the co-op, or they will try a u-turn further up Island Road, or they will use the Sturry estate as a rat-run to get from Sturry Hill to Island Road.
- Uncontrolled pedestrian crossings are risky with all the traffic.
- NO! Bu better than option 3. This would encourage local traffic to rat run through the estate Sleigh Road / Homewood Road / Babssoak Hill.

Option 3 comments

- Yes to traffic signal controlled pedestrian crossings.
- This option far from perfect but may be the best available.
- This seems the best option for pedestrians and car users and would be my option.
- This is my preferred choice.
- The trains need to pull right through the station, then the gates being closed for a shorter period will help the flow of traffic.
- This is my preferred option. Traffic from Heme bay to Canterbury will have to travel on the new road. Pedestrian crossings essential.
- Best option as A291 users can easily access this new Link Road. On other options vehicles may ignore u-turn option.
- Not a good option. Will these changes increase traffic through Fordwich - as people try to avoid traffic delays nearer city centre?
- If you stop traffic on Sturry Hill from accessing the old village via the level crossing, they will either try to do a u-turn outside the co-op, or they will try a u-turn further up Island Road, or they will use the Sturry estate as a rat-run to get from Sturry Hill to Island Road.
- NO. This would encourage rat run through the Sturry estate and problems with traffic going east on A28 crossing from of A28 going West.

Free-form resident feedback

This section contains free-form feedback from residents that does not fit into the layout described above. Each section below is a transcription of a different piece of resident feedback. Every effort has been made to ensure accuracy in transcription, and the work has been carried out in good faith.

Sturry Relief road - Concerns

1. The safety of pedestrians crossing the A28/ Heme Bay road near the station and walking up/down the Heme Bay road between the station and Popes Lane (with two new road crossings);
 2. Bus routings and stops on services between both Margate and Heme Bay and Canterbury;
 3. Access to Sturry village and Fordwich
- What are the timescales re road - KCC and developers?
 - When will KCC's work begin in relation to the development of houses?
 - When will work on the road in the developers remit begin in relation to house building?
 - When will the new road in its entirety be in place?
 - Ease of inter-parish access for residents between the three villages, Fordwich and Westbrook with public transport links and cycle links.
 - What guarantees are there for safe and easy access from all directions to the Co-op on foot and by car?
 - Visual impact of viaduct - noise and light pollution
 - What modelling has been done on relative journey time? Is this in the public domain, and if so where can it be found?
 - Effect of earthworks on the local hedgehog population:
 - BDB's own expert at first exhibition commented that they were surprised at the numbers when they carried out their ecology study - what will be done to minimise impact?
 - Will there be any compulsory purchase of land to change the present A28/A291 junction at the railway station?
 - The Local Plan Modifications Site 2: Who determines the 'local need'?
 - Employment Floorspace: Business floorspace to meet the needs of local business/officespace
 - Retail - Local centre shopping facilities only
 - Other: Community facilities to meet local need
 - Dengrove wood:
 - Will any trees be felled for housing? If so what acreage?
 - Who is going to 'manage' the 'remaining' wood? Who funds this?
 - Will public access through the wood from Broad Oak to Sturry be retained?

Proposed Sturry Relief Road

Sirs,

I write to express my concerns on the design of the viaduct part of the proposed Sturry Relief Road.

Cast your minds back to that terrible pile-up on the Sheppey Crossing involving many cars and a death. (Thank goodness for the quick thinking of a lorry driver who blocked access to the crossing with his huge truck, thus probably saving many lives.)

One comment came out in the news was that the design did not allow for a pedestrian relief area. The advice in the event of a breakdown or accident is to get out of the vehicle and seek refuge on the bank. Even the hard shoulder on a motorway is not considered safe to stay in the vehicle. That is fine when there is a wide pavement or a grassed area on both sides but from the projections shown by Richard Shelton of KCC Highways at Hersden on 27th June, there is no provision for pedestrian safety on both sides of the viaduct.

I raised the subject with him after the meeting and he admitted that this safety issue hadn't occurred to him. He then suggested that there was the advantage of the bus lane for traffic management that the police and emergency services could use. That is all well and good after they arrive, but in the immediate aftermath of an incident it is no help at all.

Even in the 1700s bridge builders considered pedestrians and their safety as coaches and horses thundered past! I have included pictures off the internet of a bridge that I regularly used safely as a child. Also included are pictures of the Sheppey Crossing accident and the photo montage of the proposed new viaduct. Good design could make this work.

What price a life?

[Document is signed Sue McConnell]

APPENDIX E Consultation Questionnaire

Sturry Link Road
Consultation Questionnaire



Sturry Link Road Consultation Questionnaire

Kent County Council (KCC) is seeking your views on the proposals being put forward for a new Sturry Link Road, and have provided this feedback questionnaire for you to give your comments.

This questionnaire can be completed online at www.kent.gov.uk/sturrylinkroad. Alternately a hard copy can be completed and returned to us at one of the below consultation events or via post to: Sturry Link Road Public Consultation, Kent County Council, 1st Floor, Invicta House, Maidstone ME14 1XX.

What information do you need before completing the questionnaire?

We recommend that you visit one of the consultation events or view the consultation material online www.kent.gov.uk/sturrylinkroad before responding to this questionnaire.

Please drop in and talk to our team at any of the following events:

- Tuesday 1st August at Broad Oak Village Hall, Shalloak Road, Canterbury, CT2 0QH – 14:00 to 20:00
- Wednesday 2nd August at Sturry Social Centre, Mill Road, Sturry, Canterbury, CT2 0AN – 14:00 to 20:00
- Thursday 31st August at Sturry Social Centre, Mill Road, Sturry, Canterbury, CT2 0AN – 14:00 to 20:00

Please ensure your response reaches us by Wednesday 6th September 2017.

Your responses will help us to prepare a planning application for the proposed Link Road, which we are planning to submit in autumn 2017.

Privacy: Kent County Council collects and processes personal information in order to provide a range of public services. Kent County Council respects the privacy of individuals and endeavours to ensure personal information is collected fairly, lawfully, and in compliance with the Data Protection Act 1998.

Alternative Formats and Hard Copies

To request hard copies of any of the consultation documents, or for any other formats, please email: alternativeformats@kent.gov.uk or call: 03000 421553 (text relay service number: 18001 03000 421553). This number goes to an answering machine, which is monitored during office hours.

Sturry Link Road
Consultation Questionnaire



Q1. Please tell us in what capacity you are completing this questionnaire:

Please select the option that most closely represents how you will be responding to this consultation. Please select **one** box.

- | | |
|--------------------------|---|
| <input type="checkbox"/> | A Sturry, Broad Oak or Fordwich resident |
| <input type="checkbox"/> | A resident from somewhere else in Kent |
| <input type="checkbox"/> | A regular commuter on the A28, A291 or Broad Oak Road travelling through Sturry |
| <input type="checkbox"/> | A user of local public transport (bus/train) |
| <input type="checkbox"/> | A cyclist (social and/or commuting) |
| <input type="checkbox"/> | A representative of a local community group or residents association |
| <input type="checkbox"/> | On behalf of a Parish / District Council in an official capacity |
| <input type="checkbox"/> | A Parish / District or County Councillor |
| <input type="checkbox"/> | A local business owner |
| <input type="checkbox"/> | On behalf of a charity, voluntary or community sector organisation (VCS) |
| <input type="checkbox"/> | A visitor to Sturry/Broad Oak/Fordwich |
| <input type="checkbox"/> | Other, please specify: <input type="text"/> |

Q1a. If you are responding on behalf of an organisation (business, community group, resident association, council or any other organisation), please tell us the name of your organisation here:

Q2. Please tell us your postcode: _____

We use this to help us to analyse our data. It will not be used to identify who you are.

Sturry Link Road
Consultation Questionnaire



Q3. To what extent do you agree or disagree with the proposed Link Road?

Please select one box.

- Strongly agree Tend to agree Neither agree nor disagree Tend to disagree Strongly disagree Don't know
-

Q3a. If you have answered 'Strongly agree' or 'Tend to agree' to Q3, please tell us from the list below the reason(s) why you support the proposed Link Road?

Please select all that apply.

- Reduce congestion through Sturry
- Improve journey times
- Avoid the railway level crossings
- Improve the local community
- Needed to support the new housing
- Other, please specify:

Q3b. If you have answered 'Strongly disagree', 'Tend to disagree' or 'Don't know' to Q3, please tell us the reason for your answer below

Sturry Link Road
Consultation Questionnaire



Proposed Road Layout (See pages 3 to 10 of the consultation booklet)

Q4. Do you have any comments on the proposed road layout, including suggestions for improvements? Is there anything you particularly like or dislike about the scheme? Please add any comments below:

Sturry Link Road
Consultation Questionnaire



Proposed Alterations to the A28/A291 Junction

(See pages 11 to 14 of the consultation booklet)

Q5. Do you have a preference for one of the three junction options shown?

Please select one box.

- Yes, Option 1
- Yes, Option 2
- Yes, Option 3
- None of the above
- Don't know

Q5a. Please add any comments to explain your answer below:

Sturry Link Road
Consultation Questionnaire



The Environment *(See pages 15 to 17 of the consultation booklet)*

Q6. The consultation document highlights how this scheme will impact on the surrounding environment. Please add any comments you have on environmental impacts below:

Sturry Link Road
Consultation Questionnaire



Q7. If you have any other comments on our proposals for the Sturry Link Road, please provide these below.

Q8. We have completed an initial Equality Impact Assessment (EqIA) for the proposals put forward in this consultation. An EqIA is a tool to assess the impact any proposals would have on the protected characteristics: age, disability, gender, gender reassignment, sexual orientation, race, religion, and carer's responsibilities. The EqIA is available at kent.gov.uk/sturrylinkroad or in hard copy on request.

We welcome your views on our equality analysis and if you think there is anything we should consider relating to equality and diversity, please add any comments below:

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Sturry Link Road
Consultation Questionnaire



It is not necessary to answer these questions if you are responding on behalf of an organisation.

About You

We want to make sure that everyone is treated fairly and equally, and that no one gets left out. That's why we're asking you these questions. We won't share the information you give us with anyone else. We'll use it only to help us make decisions, and improve our services. If you would rather not answer any of these questions, you don't have to.

Q9. Are you.....? Please select one box.

- Male
- Female
- I prefer not to say

Q10. Which of these age groups applies to you? Please select one box.

- 0-15
- 16-24
- 25-34
- 35-49
- 50-59
- 60-64
- 65-74
- 75-84
- 85 + over
- I prefer not to say

Q11. Do you regard yourself as belonging to a particular religion or belief?
Please select one box.

- Yes
- No
- I prefer not to say

Q11a. If you answered 'Yes' to Q11, which of the following applies to you?
Please select one box.

- Christian
- Buddhist
- Hindu
- Jewish
- Muslim
- Sikh
- I prefer not to say
- Other
Please write in below

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Sturry Link Road
Consultation Questionnaire



The Equality Act 2010 describes a person as disabled if they have a longstanding physical or mental condition that has lasted, or is likely to last, at least 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day-to-day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS, for example) are considered to be disabled from the point that they are diagnosed.

Q12. Do you consider yourself to be disabled as set out in the Equality Act 2010?

Please select one box.

Yes No I prefer not to say

Q12a. If you answered 'Yes' to Q12, please tell us the type of impairment that applies to you. You may have more than one type of impairment, so please select all that apply. If none of these applies to you, please select 'Other', and give brief details of the impairment you have.

<input type="checkbox"/>	Physical impairment
<input type="checkbox"/>	Sensory impairment (hearing, sight or both)
<input type="checkbox"/>	Longstanding illness or health condition, or epilepsy
<input type="checkbox"/>	Mental health condition
<input type="checkbox"/>	Learning disability
<input type="checkbox"/>	I prefer not to say
<input type="checkbox"/>	Other (please specify) <input style="width: 150px; height: 20px;" type="text"/>



Sturry Link Road
Consultation Questionnaire

Q13. Are you a Carer?

A Carer is anyone who cares, unpaid, for a friend or family member who due to illness, disability, a mental health problem or an addiction cannot cope without their support. Both children and adults can be carers.
Please select one box.

Yes No I prefer not to say

Q14. To which of these ethnic groups do you feel you belong?

Please select one box. (Source: 2011 Census)

<input type="checkbox"/>	White English	<input type="checkbox"/>	Mixed White & Black Caribbean	<input type="checkbox"/>
<input type="checkbox"/>	White Scottish	<input type="checkbox"/>	Mixed White & Black African	<input type="checkbox"/>
<input type="checkbox"/>	White Welsh	<input type="checkbox"/>	Mixed White & Asian	<input type="checkbox"/>
<input type="checkbox"/>	White Northern Irish	<input type="checkbox"/>	Mixed Other*	<input type="checkbox"/>
<input type="checkbox"/>	White Irish	<input type="checkbox"/>	Black or Black British Caribbean	<input type="checkbox"/>
<input type="checkbox"/>	White Gypsy/Roma	<input type="checkbox"/>	Black or Black British African	<input type="checkbox"/>
<input type="checkbox"/>	White Irish Traveller	<input type="checkbox"/>	Black or Black British Other*	<input type="checkbox"/>
<input type="checkbox"/>	White Other*	<input type="checkbox"/>	Arab	<input type="checkbox"/>
<input type="checkbox"/>	Asian or Asian British Indian	<input type="checkbox"/>	Chinese	<input type="checkbox"/>
<input type="checkbox"/>	Asian or Asian British Pakistani	<input type="checkbox"/>	I prefer not to say	<input type="checkbox"/>
<input type="checkbox"/>	Asian or Asian British Bangladeshi	<input type="checkbox"/>		<input type="checkbox"/>
<input type="checkbox"/>	Asian or Asian British Other*	<input type="checkbox"/>		<input type="checkbox"/>

*Other Ethnic Group - If your ethnic group is not specified on the list, please describe it here

Sturry Link Road
Consultation Questionnaire



Future Engagement and Communication

If you would like to receive updates about the development of our proposal please provide your contact details. Our preferred method of communication is by email, however if you do not have an email address then please provide your postal address.

Name	<input type="text"/>
Yes, via email. Email address:	<input type="text"/>
Yes, via post. Postal address:	<input type="text"/>
Postcode:	<input type="text"/>

**Thank you for taking the time to complete this questionnaire;
your feedback is important to us.**

**All feedback received will be reviewed and considered in the
development of our proposal.**

**We will report back on the feedback we receive, but details of
individual responses will remain anonymous and we will keep your
personal details confidential.**

APPENDIX F A28/A291 Junction Improvement – Option selected for final scheme design

