

A List of Proposed Changes to the draft Canterbury District Transport Strategy 2014-31 as published as Appendix 4 to Item 9 of the Canterbury Joint Transportation Board (JTB) meeting on 15 October 2014.

Reference	Comment/Representation	Officer Response
A. General		
1	The housing figures shown in Table 4.4 are inaccurate	The proposed housing figures were accurate at the time of printing. Any subsequent changes will be made prior issuing a revised draft.
2	The reference in 4.19 to the Ipsos Mori poll and the support for development is misleading as it does not show that people oppose development if it increases congestion or is on greenfield land	This statement will be amended for clarity.
3	Query regarding the statement about the A2 on-slip road at Wincheap and a suitable link to Herne Bay and Whitstable	The text will be changed to make it clearer that the alternative route to Herne Bay and Whitstable is via the A2 and A299.
4	The cordon vehicle count data stated in Table 2.6 does not match the graph in table 1.1	The precise cordon count data is stated in Table 2.6. The purpose of Table 1.1 is to graphically show that traffic levels have not increased. However the graph will be amended to more accurately reflect the data in Table 2.6.
5	Table 4.2 needs amending and the level of house building will result in far larger growth of working people than will be accommodated by work creation leading to much commuting out of the district	The figures in Table 4.2 were accurate at the time of printing. Any subsequent changes will be made prior issuing a revised draft. The comment about employment creation is outside the scope of the transport strategy.
6	Para 4.67 omits to say that most journey times in and out of the city would be considerably increased in many cases	Text relating to this point will be added.
7	Para 5.10 link win cheap to city centre not riverside path	The 'Horses and Goats' tunnel does provide a link to the riverside path, however the text will be amended to make it clearer that it links Wincheap to the city centre.
8	Peak oil will require a sustainable transport alternative to the car in the city	A key strand of the strategy is to encourage people to travel by walking, cycling or public transport. A paragraph on alternative fuels will be included within the air quality chapter.

9	No mention of alternatively fuelled vehicles	A paragraph on alternative fuels will be included within the air quality chapter.
B. Public Transport		
10	Exec Summary (1) last bullet point should also refer to 'taxi provision'	Agreed - taxi provision will be added.
11	Para 1.8 masks the change in use of Canterbury West Station. Should state that Kent Travel Report 2012 shows an increase of 153% during 2002-2012	Agreed. This statistic will be added to the strategy.
12	Mention needs to be made about Community Rail Partnerships	A paragraph on Community Rail Partnerships will be added to Chapter 5.
13	Rail Policy 5.4 how will 'public transport coverage' be improved?	This phrase will be changed to 'rail services' for clarity.
14	Paras 5.59 and 5.96 does not acknowledge huge role of the bus for school and college travel in Canterbury. Surveys at local schools suggest 60-80% of pupils travel by bus	Text will be added to the strategy to reflect this point.
15	Para 5.91 the cost for two people travelling is £10.50 for a family explorer not £12.20	The strategy will be amended to reflect this point.
16	Actions D6 & D7 should include references to taxi provision	Action D6 already makes reference to taxis. Reference to taxis will be added to Action D7.
C. Cycling and Walking		
17	Objection to the proposed walking and cycling route ref B1 as it passes through private land	Agreed. Route alignment will be changed in the strategy.
18	Proposal for an alternative section of walking and cycling route B1	Agreed. Route alignment will be changed in the strategy.
19	Specific target needed for increasing cycle parking in strategy	Agreed. An annual target for increasing cycle parking will be added to the strategy.
20	An on-road cycle route should be formed to connect the Mariner's View development with Whitstable town centre	Agreed that this is an important link. Route will be added to the strategy.
21	An additional link could be made by upgrading Goldcrest Walk path between Sandpiper Road and Ibis Close	Agreed that this is an important link. Route will be added to the strategy.
22	Ref 21 route could be shortened slightly by using Aerodrome Road	Agreed. Route to be altered in strategy.
23	Ref 21 should be extended northward via Wickambreaux	Agreed. Route to be added to the strategy.

24	Link through Chestfield using footpath CW69 should be considered	Agreed. Route to be added to the strategy.
25	Suggestion for route from Greenhill to Hampton to be added to strategy	Agreed. A route, including a crossing point on the A2990 will be shown in the strategy.
26	Suggestion for link to the Community College in Whitstable	Agreed. Route to be added to the strategy.
27	Suggestion for route involving NCR1, UKC, Lyndhurst Close to Leycroft Close, Stephenson Close and St Stephen's Road in Canterbury	Agreed. Route to be added to the strategy.
28	Ref 21 existing footpath nearer river that would provide a better route, cycle tracks act and surfacing would connect Littlebourne to RCR 16 and 17	Agreed. This alignment will be shown in the strategy.
29	Priority should be given to give cyclists ability to use buses and trains	The strategy has the objective to fully integrate all modes of transport. We will work with bus and rail companies to improve the integration of transport modes. We will add a cycling action to investigate better integration of cycling with public transport.
30	Wish to see cycle lanes on Broad Oak Road, New Dover Road, Whitstable Hill and along newly defined Wincheap after A28 is diverted through Industrial Estate.	Agreed - however cycle lanes must be installed following DfT guidelines to ensure they are safe and effective. Where road widths allow for cycle lanes to be installed we will consider them. This point will be added to the strategy.
31	Not acknowledged that during the winter cyclists in rural areas are impeded by icy roads and poor illumination making it difficult to solely rely on this	Agreed. Reference will be made to this in the strategy.
32	Money should be spent creating paths along main routes such as Blean to Canterbury Whitstable Road is wide enough for this	Agreed - however cycle lanes must be installed following DfT guidelines for them to be safe and effective. Where road widths allow for cycle lanes to be installed we will consider them. Information on the installation of cycle lanes on existing carriageways will be added to the strategy.

33	Direct routes to areas of employment should be priority, not meandering leisure routes	Agreed. Where possible direct routes will be implemented on existing carriageways. However cycle lanes must be installed following DfT guidelines for them to be safe and effective. Where road widths allow for cycle lanes to be installed we will consider these options. Information on the installation of cycle lanes on existing carriageways will be added to the strategy.
34	Ref 6 the proposed crossing should not require cyclists to wait at lights or dismount. I would not use cycle path if it did as road would be quicker	Agreed. An alternative route will be shown along Kirby's Lane.
D. Parking (including Park and Ride and Coach Parking)		
35	Consider providing a collection point at Park and Ride sites for goods and purchases	Agreed. This point will be included in Chapter 6 and the Action Plan.
36	Concern about reducing city centre parking	Gradually reducing the amount of city centre parking and extending Park and Ride provision is an important part of the parking strategy. However this would only happen if there is clear evidence that there is adequate overall supply. This point will be made clear in Chapter 6.
37	Reducing city centre parking will discourage visitors to the city and impact on the night-time economy	Reductions in city centre parking would only happen if there is clear evidence that there is adequate overall supply. This point will be made clear in Chapter 6 and the Action Plan.
38	Disposal of city centre parking should only happen once Park and	Agreed. This point will be made clear in Chapter 6 and the Action Plan.
39	6.12 and Action E9 City centre parking should not be reduced. The current amount of parking is limiting trade in Canterbury, reducing tourism and forcing drivers to choose unsustainable out of town destinations	Gradually reducing the amount of city centre parking and extending Park and Ride provision is an important part of the parking strategy. However this would only happen if there is clear evidence that there is adequate overall supply. This point will be made clear in Chapter 6.
40	Sufficient parking for business users needs to be maintained	Agreed. This point will be made clear in Chapter 6 and the Action Plan.
41	Consider differential parking tariffs for off-peak periods	This would be a way of encouraging car usage outside of the peak periods and is worthy of further consideration. It will be included in Chapter 6 and the Action Plan.

42	Improve car park signage to make better use of non-central car parks in the evening	Agreed. This point will be made clear in Chapter 6 and the Action Plan.
43	Offer free Park and Ride usage for first time users and on regular promotional days	Agreed. This point will be included in Chapter 6 and the Action Plan.
44	No mention in the strategy about the parking needs for blue badge holders	This point will be included in the Access for All chapter.
45	Intelligent transport systems should be mentioned in the car parking chapter in relation to car park 'space' signage	This point will be included in the Parking Strategy chapter.
46	There needs to be more allocated parking spaces for disabled drivers	The parking needs of blue badge holders will be included in the Access for All chapter.
E. Managing the Network		
47	The A2 off-slip is given far too low a priority because it is essential to achieve the aims of Chapter 5. Actions E1 & F9 do not state who is responsible or an estimated cost	Actions have not been prioritised. It is explained in the Action E1 description column that these costs and funding are contained within Actions E2 and E3. Action F9 includes an estimated cost but CCC and KCC will be added as the responsible authorities.
48	The benefits of better broadband coverage to improve real-time travel information should be explained	Agreed. This point will be added.
49	The indicative plans for the Sturry/Broad Oak development do not show a direct road link between the relief road and Broad Oak Road, is this proposed?	Yes, the transport modelling demonstrated that a direct link was required. This will be made clear in paragraph 4.46 of the Transport Strategy.
50	Correction required in 8.39 - broadband speed should be shown as MB not mb	This will be changed to Mb in paragraph 8.39.
51	Change required at 7.56 from "it is likely that a relief road will be required" to "a relief road will be required"	Agreed - this text will be changed to make the need for the relief road clearer.
52	Sturry relief road would also reduce delays caused by Broad Oak level crossing	Agreed - this point will be added to paragraph 4.46.
53	Paras 7.53 to 7.58 developers will have a huge financial burden when contributing to the Herne relief road, Sturry relief road and Sturry Station improvements	The Local Plan viability work demonstrates that these infrastructure costs are affordable. In addition it has recently been announced that £5.9m has been allocated towards the relief road from the Single Growth Fund. This recent development will be included in the strategy.

F. Reducing the Demand to Travel		
54	CCC should engage with businesses to formulate and develop travel plans	Agreed - a new action will be added to re-establish a Travel Plan.
55	Change to Policy 8.1 to more accurately reflect the objective to reduce the need to travel	The wording "and the need to travel" will be added.
56	Change the reference to 'school' travel plans to 'education'	Agreed.
57	The peak hour transport benefits of flexible working patterns need to be included	Agreed - this point will be added.
58	The impact of transport noise needs to be included with the aim to reduce noise from transport and its users	Agreed, a consideration of these points will be added in Chapter 10.
59	Feasibility of low emission zone/congestion charging to be looked at	The report on the vehicle emissions monitoring study states that a low emission zone (LEZ), if based on restricting older vans, buses, HGV's (e.g. Euro 3 and older), will have limited success in reducing NOx, and NO2 primary emissions (which is the problem in the AQMA). An action for a LEZ feasibility study will be added.
G. Access for All		
60	Reference required about the need for bus stops to be located near to people in Chapter 9.	Agreed but this point will be added to paragraph 5.83 "Bus stops".
61	Reference that 'transport' has requirements under the Disability Discrimination Act for people with reduced hearing, sight or learning difficulties.	Transport operators are required to adhere to the Equality Act 2010 and the Disability Discrimination Acts. Where CCC works with these providers, we will ensure that the legislation of these acts is adhered to. New transport infrastructure will also be installed in alignment with DDA requirements, and existing infrastructure will be modified where possible. A paragraph will be added to the strategy relating to DDA.
H. Deliverability/Funding the Action Plan		
62	New Action required to establish a Transport Forum.	Agreed. This will be added as an Action in the Reducing the Demand to Travel chapter.
63	The cost of providing the fast bus link is not provided	A separate Action for delivering the fast bus link will be added and an estimated cost included.

I. Measuring Success and Targets

64	Should there be a target/policy to reduce road noise? Could be achieved through lower speed limits?	The noise characteristics of road surfacing materials are taken into consideration along with other factors including skid resistance and cost when deciding the most appropriate material to use. A paragraph on noise pollution will be added.
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