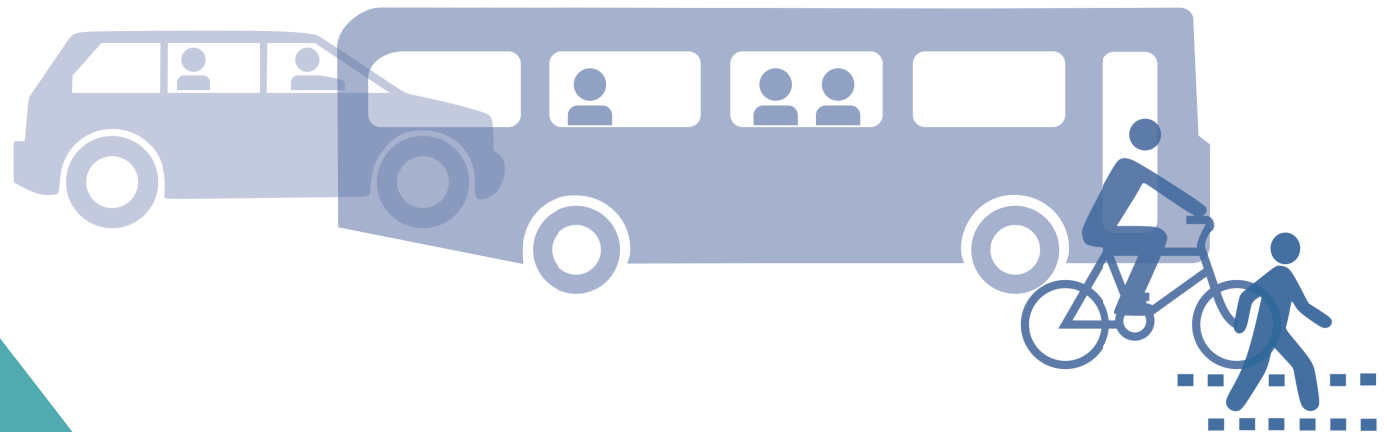


Mountfield Park

SOUTH CANTERBURY

The Transport & Highway Proposals Explained



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Corinthian Mountfield Ltd

August 2022



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Introduction

This brochure has been produced to aid understanding of the transport and access proposals required to enable new homes and businesses to be built at South Canterbury.

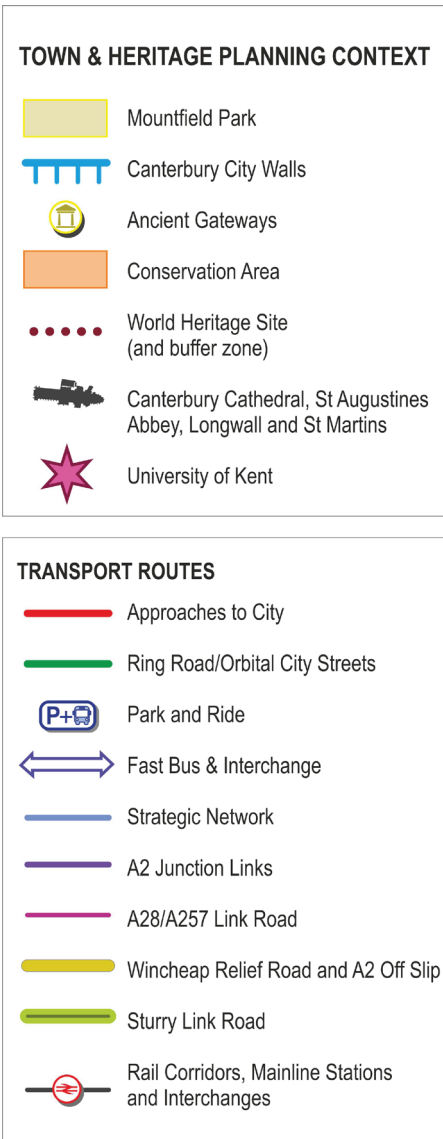
It explains the proposals, how they will be delivered, and what exactly will be funded. It also explains what pedestrians, cyclists, bus passengers and car drivers can expect as a result of these changes.

The **Canterbury District Transport Strategy** establishes a policy framework and a spatial vision for transport and highway changes in the City.

Its role is to support the City's growth ambitions by ensuring that new development releases high levels of investment in measures to reduce car use by new residents, whilst simultaneously providing viable and attractive alternatives, especially for journeys to and from the City Centre.

Helping to deliver major elements of the Transport Strategy has consistently formed part of Corinthian's commitment to the City. Through a process of '**monitor and manage**' they will prioritise the reduction in carbon emissions from travel by accelerating sustainable mobility. Regular monitoring of the effectiveness of this approach will determine the ongoing management of, and investment in, highway and transport measures to reduce carbon emissions. The necessary interventions which will cost in excess of £50m.

These interventions fully comply with the Canterbury District Transport Strategy and commit Corinthian to delivering CCC's Local Plan policies. The planning process that helped identify the transport proposals for South Canterbury began by understanding the wider context and involved interpreting a longer term vision for movement in the City.



Wider context for transport in the city.
The diagram shows our interpretation of CCC's transport strategy for Canterbury.

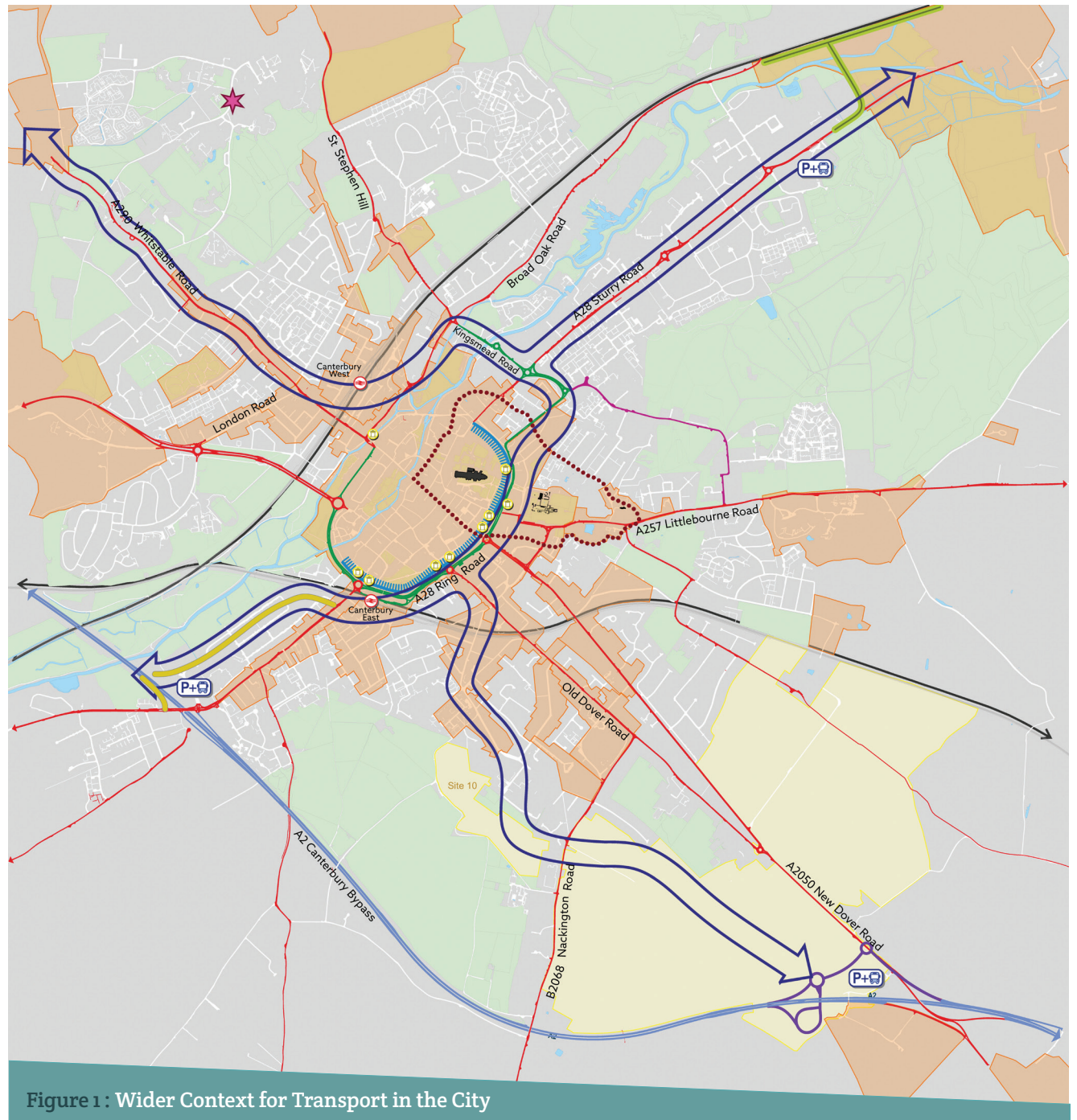


Figure 1 : Wider Context for Transport in the City

Some Background Information

An Opportunity for a Step Change?

Significantly boosting the supply of housing, building a prosperous economy and promoting sustainable travel are cornerstones of the National Planning Policy Framework. Government requires Canterbury to deliver all of these and more.

Achieving this within an historic city is a major responsibility. However, if we successfully work in partnership with the City and County Councils to optimise the benefits of our investment, there are important gains for the urban fabric and residents of the city. In brief, the fewer cars there are on the road, the lower the impact of travel on the City Centre environment.

We believe this is possible because the measures proposed will increase travel choices for existing residents as well as new ones; they address much more than simply the impact of the development itself.

The investment arising from South Canterbury can bring about a step change in the rate at which the City delivers its transport objectives. We believe this is a unique opportunity for the City to start moving towards a more sustainable future.

This is recognised in a report by Green Balance for Historic England, which concludes *“The City Council is well aware of the heritage foundation to the economy of the City and District. Its publications (and staff) offer encouraging and impressive statements. Nowhere is this clearer than in the intentions reported for the green transport aspects of the South Canterbury site which, if they were implemented in full, would be a magnificent beacon of achievement. The intention to promote a 4,000 dwelling urban extension over 20 years with zero net vehicular traffic impact on the historic core of the city is a striking aspiration which would see Canterbury famous around the world for a second reason. Making it happen will require huge effort. It remains an exciting challenge to which Canterbury City Council should try to rise as part of a reinvigoration of its heritage policies.”*

VISUM & the Transport Assessment: What's the Difference?

The **VISUM** model has been produced by KCC as evidence to support the District Transport Strategy. It is a strategic model for the entire district based on broad but informed assumptions about travel patterns and trip rates arising from all proposed developments in the Canterbury Local Plan. The TA operates at a more detailed and local scale.

VISUM was updated during 2016 to reflect additional housing numbers for Canterbury, in line with the Local Plan Inspector's requirement.

The **Transport Assessment** operates at a more local scale. It produces a comprehensive traffic model for a localised area, that was agreed with the City Council and County Council. The model used in the Transport Assessment allows a more detailed assessment of the impact of the development proposals on the road network for 14 key existing and 7 proposed junctions

The Transport Assessment also includes information about other planned developments and infrastructure proposals (including Thanington), so that the cumulative impact of growth is accounted for. It assumes

no 'modal shift' for these schemes and existing residents to thoroughly test the impact of the South Canterbury Development against a background of traffic growth. It also factors in predicted growth in traffic in the event that no development occurs (and therefore limited investment in the road network and alternative travel modes is made).

The outputs of this model are then used to inform how any impact can be mitigated through interventions in the network to increase capacity and improvements to travel choices by way of the Travel Plan. The effects of these changes are also assessed, to determine any residual effect.

Finally, the Transport Assessment also includes a 'sensitivity test' which looks at what the outcome would be if the proposed measures to improve travel choice (i.e. the Travel Plan) fail to bring about the desired outcome, i.e. 23% target modal shift of new residents. In the case of South Canterbury, the Transport Assessment demonstrates that the impact of the development would deliver a net benefit to journey times across the local highway network in 2031 compared with the no development scenario.

Can we achieve modal shift?

Consistent with the Transport Strategy, we aim for a 23% modal shift by 2037/38 for new Mountfield Park residents from baseline levels assumed for the outer Barton Ward. This will be achieved by gradually increasing the available routes by sustainable modes during the construction phases, implementing complementary facilities, and work from home technology, which would reduce the need to travel off site for certain facilities. By 2037/38, this will mean that the proportion of new residents of Mountfield Park travelling to work by car would be 34.3%.

Evidence shows that where other cities have actively pursued modal shift over a sustained period they reduce journeys by car. If we are not successful, CCC would, through the S106 legal agreement, be able to enforce sanctions to require further investment in sustainable travel to be made to enable these targets to be delivered.

It is well known that the cities of Oxford and Cambridge have invested heavily over extended periods of time and are now exemplars of sustainable travel. However, other cities are also achieving impressive results. Exeter has more recently invested in cycle infrastructure and achieved a modal split for cycling of 10% within the first 5 years, with expectations of 20% of journeys to work by bicycle by 2032/33. The target of 5.5% of journeys by bicycle for new residents of Mountfield Park is therefore quite modest and represents an achievable target.

The performance and effectiveness of these measures against these predictions and the extent to which they are leading to more sustainable travel patterns will be monitored as part of an approach known as 'monitor and manage' to ensure that investment is directed to support these measures and optimise a change in peoples travel behaviour. In practice, this means there is greater incentive for Corinthian to work hard to first reduce travel demand, and second to ensure sustainable travel options become first choice for residents taking local journeys.

KCC Ring Road Review

KCC is continuing to conduct a review into the Canterbury ring road. Their objective is to arrive at a comprehensive plan to maximise capacity whilst improving access for sustainable modes such as walking, cycling and public transport. This review takes account of the impact of all of the planned developments, including any expansion of the universities.

Corinthian is making a financial contribution to any subsequent works to the ring road, at a level which is consistent with the impact that the South Canterbury scheme will have on both the road, specifically, its junctions at Riding Gate and St George's Place and the other key junctions at Old Dover Road/ Nunnery Fields and New Dover Road/ St George's Place/ Upper and Lower Chantry Road.

Contributions from all developments will be pooled by KCC to undertake the work in a comprehensive manner.

What will be the timing of the proposed changes?

Work to enhance the road network will begin upon the commencement of development. Enhanced cycle and pedestrian routes and road improvements to ensure bus priority will begin when work starts on Phase 1a.

The development is planned to occur across four strategic phases, and all highway improvements and public transport measures expected to be completed before Strategic Phase 2 is built-out. Conditions and legal agreements will be put in place to ensure this happens.

The plans in this brochure include an indication of which strategic phase the proposed works will occur within.

What Does the Canterbury District Transport Strategy require at South Canterbury?

The plan shown opposite confirms what is required by the Transport Strategy from the proposed development. The package of measures is fully compliant with national and local planning and transport policy.

Investment in highways and transport will begin at the commencement of development, and will be completed in line with the requirements of KCC, the City Council and National Highways.

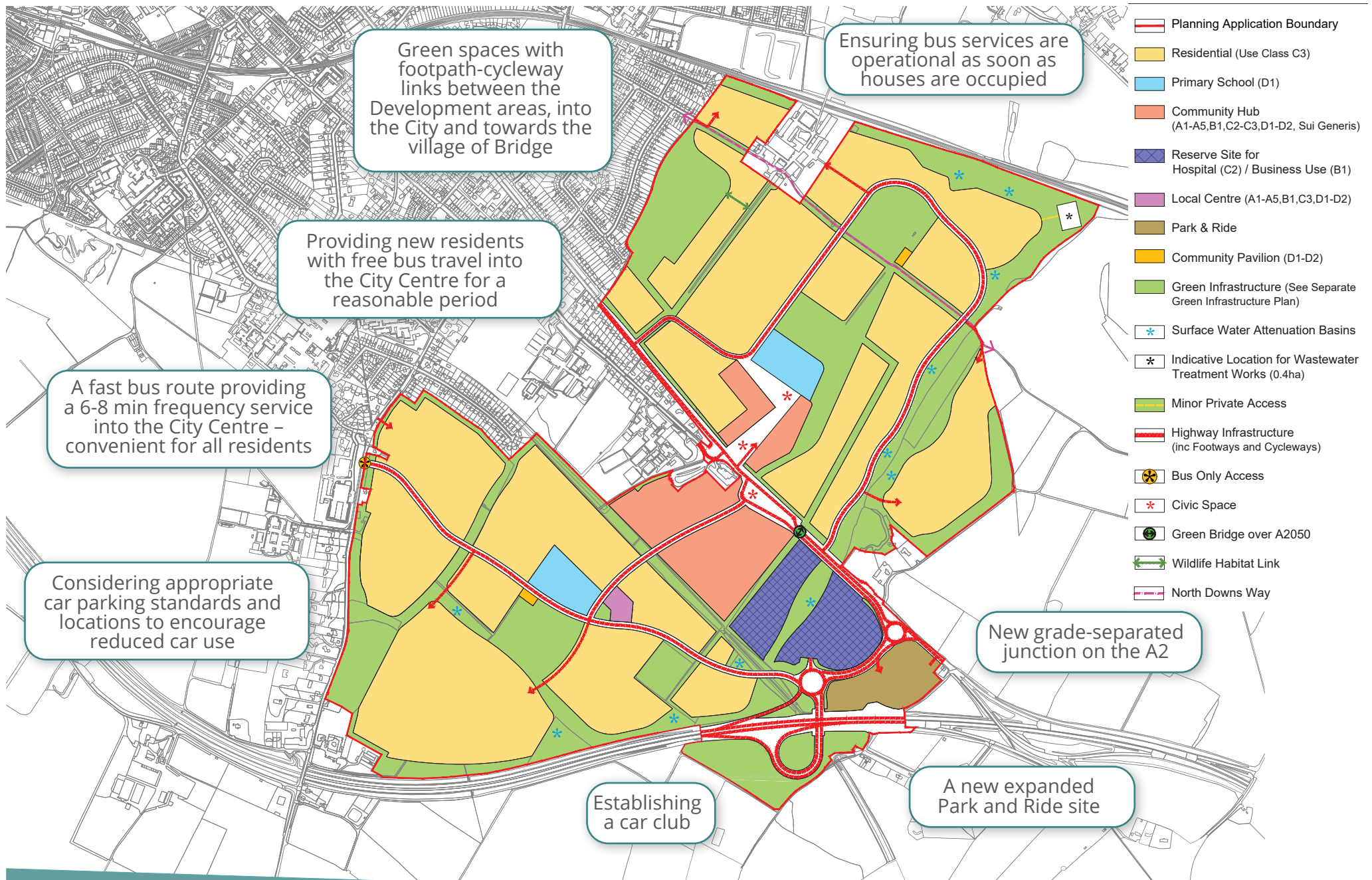


Figure 2 : Land South of Canterbury (Transport Proposals)

PROPOSALS FOR PEDESTRIANS & CYCLISTS

Figure 3 here depicts future cycle connections between South Canterbury and the City Centre, including Canterbury West station.

At present many of these routes are not continuous, or sufficiently generous to constitute attractive cycle routes. By addressing the weaknesses and inconsistencies along these routes, they can be improved for all users.

A new segregated cycle route will also be provided from the site to the village of Bridge, at the developer's expense, facilitating a continuous cycle route between the city centre and Bridge without the need to encounter the A2050, achieving one of CCC's long held cycle scheme aspirations.

What can cyclists & pedestrians expect in the future?

Within the site:

- Amenities and schools within walking and cycling distance of all homes
- A predicted 3750 job opportunities within 5 minutes- walk of a high frequency bus service

- A comprehensive and convenient network of safe, well-lit and attractive walking and cycling routes
- Secure cycle parking facilities within the public realm
- Adequate cycle storage areas within individual dwellings
- A cycle hire scheme which entitles residents to 2 years free use of a bicycle or e-bicycle

Between the Site and the City Centre:

- Continuity of cycle routes, with 7.7km of cycle routes improved
- A choice of routes, including quieter or segregated routes for less experienced cyclists, and direct on-carriageway cycle lanes for more confident cyclists
- Improved signage and way-finding
- For commuters, a direct link to and from Canterbury West station, utilising the High Street, which is open to cyclists before 10am and after 4.30pm

- A predicted 5250 fewer car journeys on the road each day by 2037/38 (when compared with a "Do Nothing" scenario) as a result of improved bus, cycle and pedestrian infrastructure

Towards Bridge

- Cycle connections will be improved, with the South Canterbury site acting as a conduit for continuous cycle connections between Bridge and the City Centre

Recreation

- Recreational walkers will see all existing footpaths across the site retained and new routes introduced
- Footpaths will be connected, forming a network of routes providing opportunities for short walks within the site, and longer walks beyond
- The Pilgrims Way will be celebrated as a special feature within the site. The detailed design of this part of the route will acknowledge its historic importance, with scope for interpretation, way-finding and landscape design to enhance the route

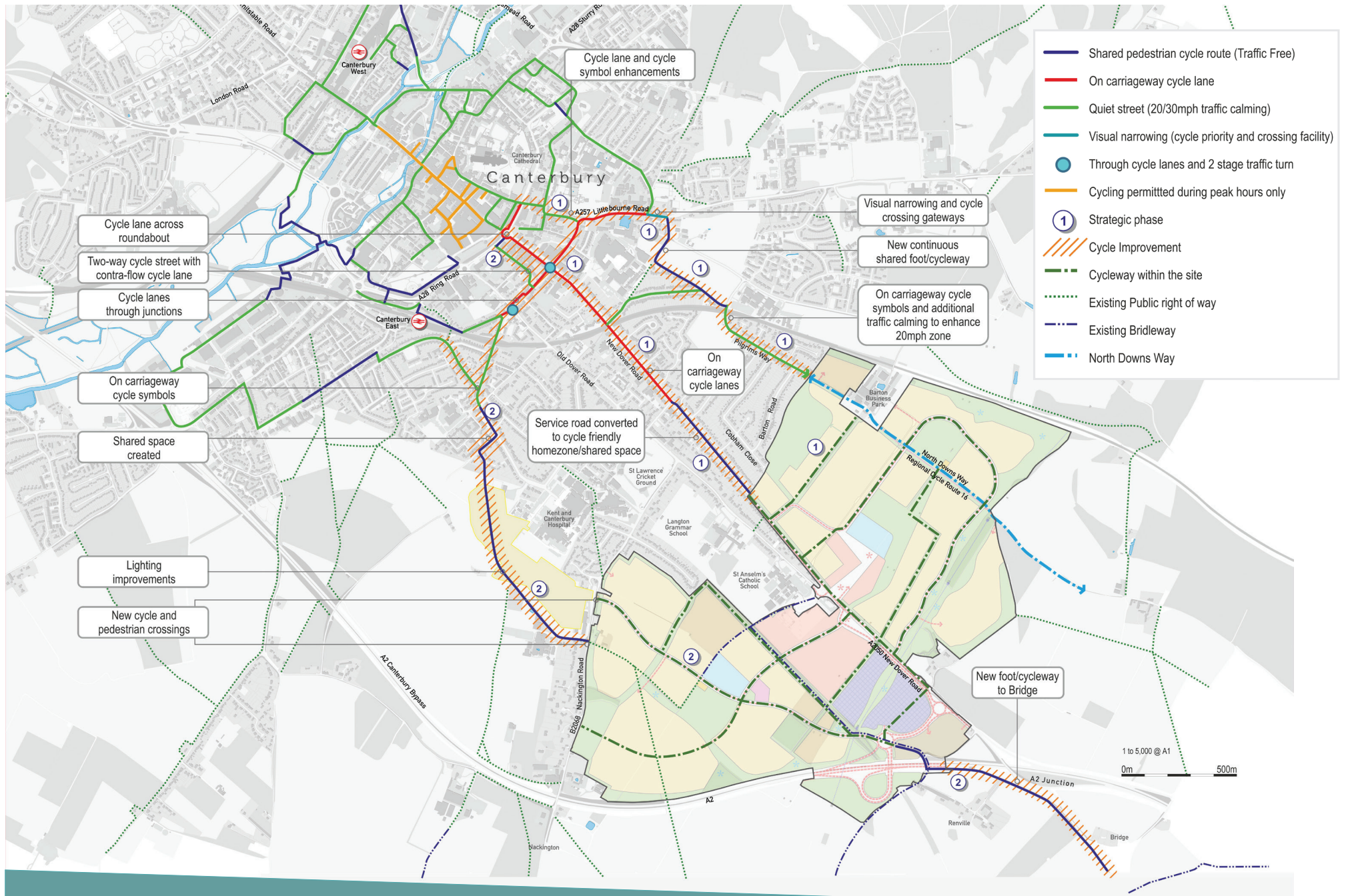


Figure 3 : Proposed Cycle Improvements

Primary Streets - prioritising modes within the site



What will improvements for cyclists and buses look like?

Within the site

We will design new streets to accommodate all modes of travel. The section here illustrates how this can be achieved.

Separate routes for cyclists alongside the carriageway will ensure safe and convenient access. Recreational cyclists will also have a choice of segregated routes across the development.

Within the existing network

This plan shows the proposed changes to New Dover Road, adjacent to and including the existing service road. In this instance, the main carriageway is widened to allow additional bus lanes. New trees will be planted to replace those coming to the end of their natural lives. The service road is redesigned as a shared surface to provide safe passage for cyclists and pedestrians. This redesign will provide a new road surface, enhancing the visual amenity of the road.

Proposals for New Dover Road

Existing service road egress closed and landscaped to minimise potential conflict points on New Dover Rd.

Service road converted to shared surface for pedestrian / cycle use, with retained vehicular access for local residents

Removal of 9 trees to allow localised road widening





PROPOSALS FOR BUSES

This plan illustrates the proposed bus routes that will serve South Canterbury and the surrounding area. The public transport proposals include Fast Bus and improvements to existing services along New Dover Road. It is important to note that the 'Fast Bus' route will require two approaches:

- Generous new road space to permit fast travel between the site and the city centre; and
- Improved capacity and junction priority within the existing network to overcome constraints to bus progress

A bus strategy has been agreed to identify the incremental investment in new bus services, funded by the Developer, during the lifetime of the project. A package of incentives will be put in place to encourage new residents to use buses as research shows that travel habits can be best changed when people move house.

What to Expect

Between the Site and the City Centre, passengers can expect:

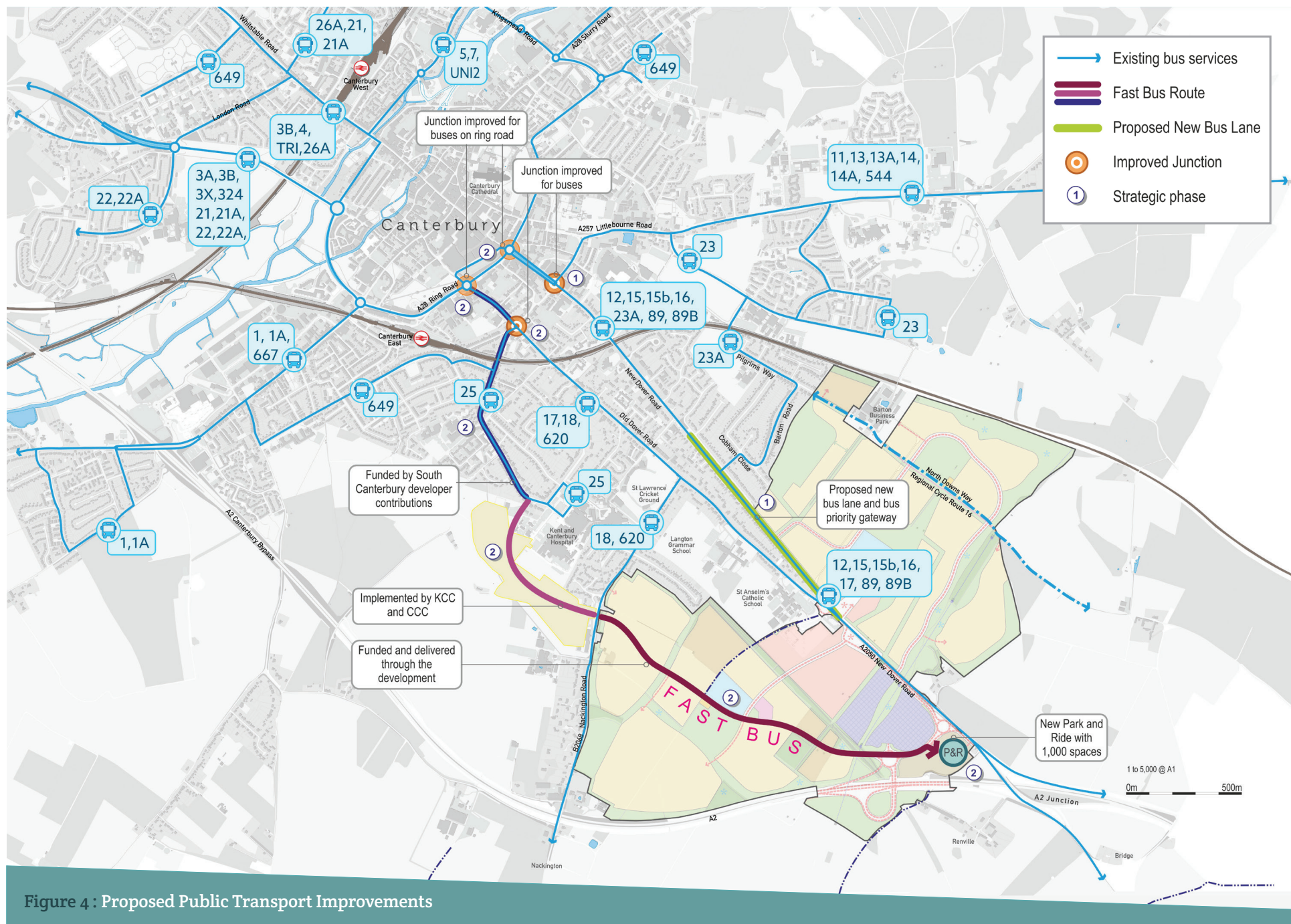
- 300 more Park & Ride spaces, accessed from a new link road between New Dover Road and the new A2 junction
- Higher frequency fast bus services, every 6-8 minutes
- No additional Park & Ride cost to Canterbury City Centre
- Services timed to coincide with commuter Javelin services to Ashford and London
- A fast bus service between the site and the city centre
- Additional road capacity created to favour the progress of buses within the existing road network
- New bus lane (800 metres) along New Dover Road with bus priority gateway (traffic signals) to improve bus travel times into the city
- Bus lane for right-turning buses from St George's Place to enhance priority

Within the Site

- Accessibility to frequent bus services from day 1 of occupation
- All homes within a six-minute walk of a bus stop, with at least 90% of homes (an estimated 8640 people) within a five-minute walk of a bus stop
- Free and subsidised bus travel for every household for an eighteen-month period
- Good access to live travel information, and advice from an appointed Travel plan co-ordinator
- Bus shelters for protection against inclement weather

Bus Operators

- New buses, fully subsidised by Corinthian until the completion of the development.
- Increased patronage from existing residents as bus services improve between South Canterbury and the City Centre, leading to long term viability of bus services
- Improved layover facilities for drivers at the new Park & Ride



The Transport Assessment has identified points on the road network that could experience traffic queues in the future at peak times, even if development at South Canterbury were not to go ahead.

As part of the assessment, Corinthian has put forward a package of measures to improve capacity and mitigate any impact.

What Can Drivers Expect

On the Site

- A brand new A2 grade separated junction will be constructed, at significant cost. Construction will begin from the early stages of development, and the junction will open in phases.
- A choice not to drive into Canterbury, but select from a range of alternative, subsidised and convenient travel options.
- An obligation to travel at low speed within residential areas, and in some cases to have to share surfaces with cyclists and pedestrians.
- No vehicle access along the historic North Down's Way. Vehicle access from Pilgrims Way into the site will be limited to a maximum of 85 dwellings located to the immediate north-west of Barton Business Park. This is to prevent additional crossing of the North Downs Way.

PROPOSALS FOR CAR TRAFFIC

Traffic Impact Update:

In light of the time that has elapsed since the original planning application, and associated Transport Assessment, the Applicant has undertaken recent traffic surveys and additional sensitivity traffic modelling to establish whether the conclusions of the Transport Assessment remain sound.

The following has been undertaken by the Applicant:

- Review of updated transport policy both at a local and national level;
- Review of updated accident records for the past six years;
- Updated traffic surveys at 11 locations around the city including 7 Automatic traffic counters and 4 manual junction surveys, over a period of two weeks during October 2021 to establish updated baseline traffic conditions;
- Review of up-to-date traffic counters on A2 Trunk Road;
- Updating of traffic models for new future assessment year of 2037/38;

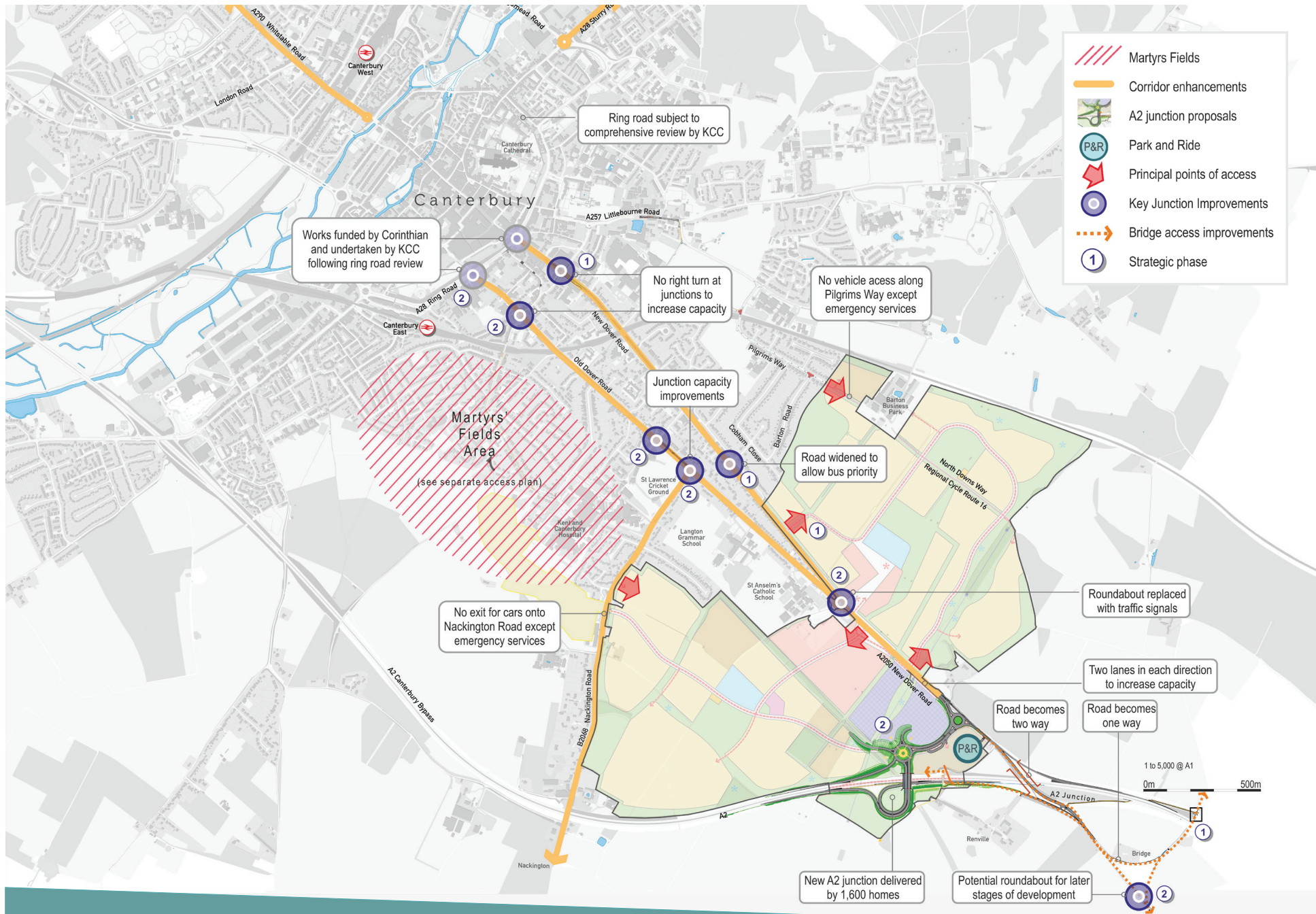


Figure 5 : Proposed Access Arrangements

- Comparison of traffic impact assessed previously with the impact against the updated baseline conditions;
- Review of recent changes to the Design Guidance (Design Manual for Roads and Bridges);

The following conclusions have been drawn:

- Policy has not changed significantly and the original conclusions (as to compliance with transport policy) remain robust;
- Accident rates in the south Canterbury area have remained similar during the recent period compared to that previously assessed, with notable improvements to the accident rate (i.e. a reduction) on the A2 eastbound carriageway specifically involving the weaving section;
- Accident rates have increased on Old Dover Road and the urban section of New Dover Road, however the proposals include extensive mitigation in the area to improve conditions for vulnerable road users;
- Baseline traffic levels in 2021/22 have generally reduced compared to that anticipated within the original Transport Assessment, and as such the impact of the proposals on general traffic conditions and Air Quality would be reduced from that previously anticipated;

- Future baseline traffic levels in the delayed completion year of 2037/38 would be generally lower than the previous future baseline traffic levels assessed as part of the previous Transport Assessment, demonstrating that the impact of the development would be no worse than that identified previously and hence the previously proposed mitigation would more than offset the impact of the proposed development and remains robust;
- During some peak hours and at certain isolated junctions fluctuations in traffic levels has resulted in observed traffic being higher than that previously anticipated. In these locations, specifically close to the A28 Ring Road within the city centre, more detailed driver delay assessment has been undertaken, which has confirmed that the mitigation previously proposed would be appropriate and the overall impact of the development on driver delay is negligible;
- The four previously approved Departures from Standard, remain approved by National Highways (Highways England at that time);
- The design guidance relating to the roundabouts and link road, under the jurisdiction of KCC, has not materially changed and as such the previous designs, accepted in principle by KCC, remain acceptable to KCC.

Access to Kent & Canterbury Hospital and Martyr's Field

The traffic management measures are planned to help improve facilities for all users especially pedestrians and cyclists, and to allow better bus access to the City Centre. This includes the introduction of a 'no right-turn' rule for all vehicles at the junction of Old Dover Road and Nunnery Fields. The right turn from St George's Place into Upper Chantry Lane will also be restricted for all vehicles except buses.

These two measures will result in changes to the way some drivers currently use the network. However, these will constitute minor alterations, and plenty of options for access across the city will remain.

The plan oppositeshowshows how drivers could access this part of the City following the changes.

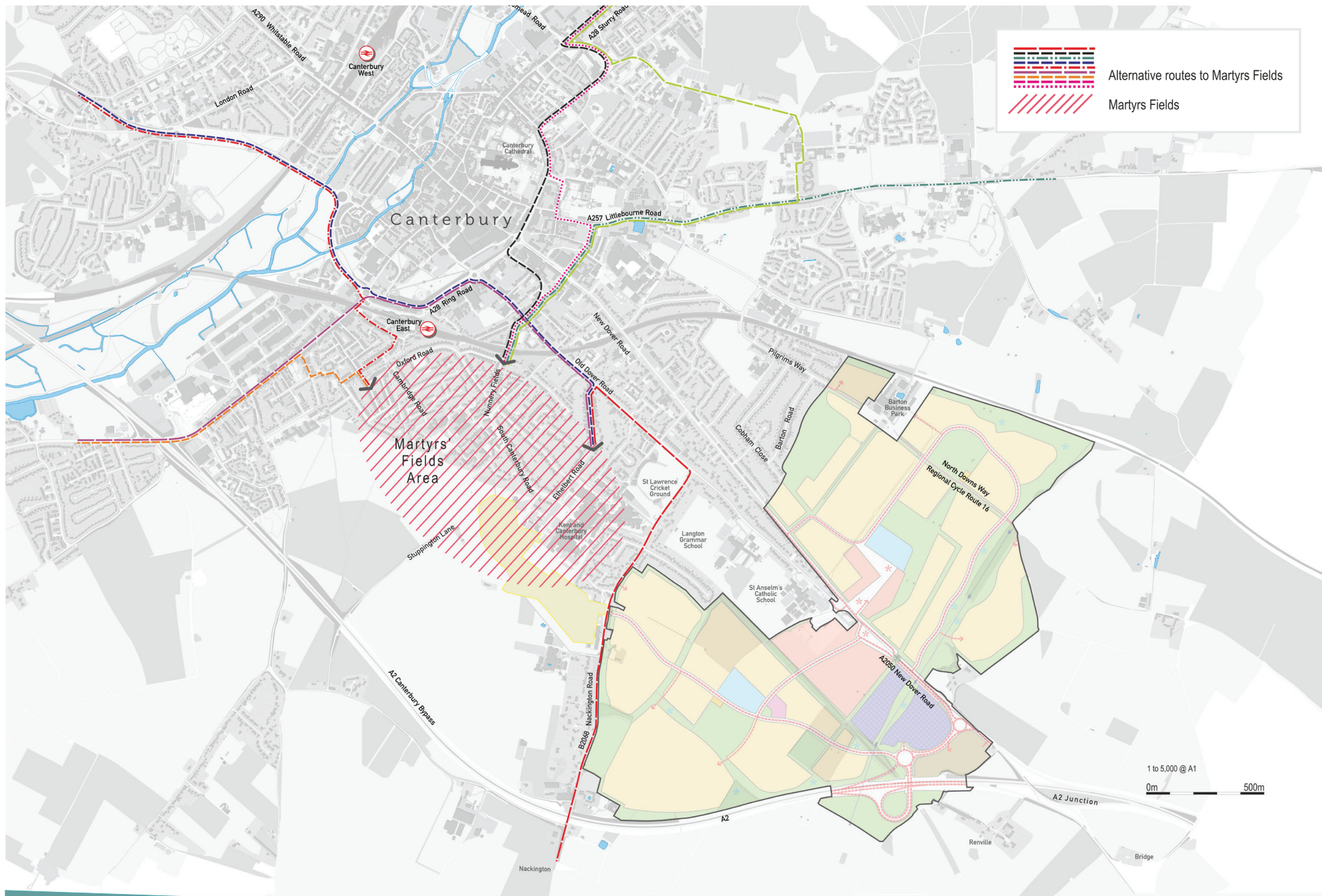


Figure 6 : Proposed Access Arrangements - Martyr's Fields

What about the Eastern Relief Road?

There is no requirement at this time for an eastern relief road, and no specification from KCC as to what that road might be in terms of its capacity, speed and function. However, it is important to highlight that the proposed development does not prejudice the delivery of this road in the future, should KCC wish to pursue it.

Mountfield Park

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