

Spokes' Response to the Draft Canterbury  
District Local Plan 2040



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# Aims and Objectives of Spokes

## Objectives

The objectives of Spokes are to promote cycle use for everyday transport by people of all ages and abilities. Although focused on bikes, the improvements we seek are for the benefit of the whole community including pedestrians and disabled users. For people to use active travel routes they need to be perceivably safe. An overriding criterion from our perspective is whether, as a parent, you would be happy to send your 12-year old son or daughter out on a daily journey by bike unsupervised on a given route. We do not underestimate the care needed in balancing the competing demands for road space, but Spokes seek to ensure the needs of people who wish to cycle are considered in full.

## Aims

- To encourage cycling and publicise its benefits for the community and for individuals.
- To ensure that local authority and government policies actively encourage cycling and make full provision for it as part of an overall transport strategy through which all members of the public can enjoy cheap, safe and environmentally sound travel for work and leisure.



## Foreword

Thank you for taking the time to view Spokes's response to the draft local plan. Local plans are an important part of local planning and can help shape a district for decades to come. With 60.4% of respondents in the last local plan consultation supporting improving the local transport network to improve air quality, it is clear that cycling is the way forward.

Spokes is a non-partisan organisation and as a result all of the responses are targeted on improving cycling and other active travel methods. Just because the cycling plans are commendable to Spokes does not mean that Spokes supports the project as a whole. This is best left to individuals and/or other action groups to comment on. If you live in Canterbury, Whitstable or Herne Bay and would like to get involved with future projects, please email **chair@spokeseastkent.org.uk**

Finally, we'd like to thank Canterbury City Council officials and Councillors for planning engagement events to ensure Spokes and CAST (Canterbury Alliance for Sustainable Travel) are properly consulted.

– The Spokes Committee

## Draft Cycling and Walking Plan

The draft walking plan is highly commendable. However, it still leaves much to be desired. It is Spokes' opinion that this document has been slightly overlooked by the current administration, perhaps to prioritise the new bus strategy. This means we are presented with a very similar plan to that produced in 2022. This is a shame as the feedback already received there could have seen more improvements made.

Spokes would also like to highlight that some of the projects are not labelled on the map and are not named within the plan. This makes it near impossible to determine what road(s) are specifically being referenced. We have endeavoured to guess what road(s) are being referred to but this issue should be noted by officials when collating data.

## Delivery Models

The plan notes that: "All new developments should have walking and cycling links that are more convenient and more direct than motor traffic routes" This should be strengthened to state "must" instead of "should", since enacting policy DS13 Movement Hierarchy, with walking and cycling being prioritised, must necessitate this.

Further, we note that this statement is worded just in respect to new developments. The plan must also progressively assert walking and cycling's priority within the existing highway network. For example by:

- Reducing speed limits
- Restricting the movement of motor vehicles, such as by introducing bollards
- Reallocating road space away from private motor vehicles, such as introducing and bus and lanes
- Adjusting the timing of traffic lights to benefit cyclists, such as cycle-only phases
- Reducing the capacity of motor vehicle parking, and making it a less attractive, such as by making it more expensive
- Introducing road user pricing for motor vehicles

## Priority and Infrastructure

Spokes agrees with the proposed hierarchy, noting that it must be both applied for all new development and progressively enacted on the existing transport network.

We also support all of the specifically noted interventions. In addition to these the shortening of crossing delays for cyclists and pedestrians must be

sought. Currently pedestrians and cyclists are disadvantaged at many traffic lights and toucan / pelican crossings by needing to wait a long time for the lights to change in their favour. Many junctions are also designed around motor vehicles, requiring that pedestrians and cyclists need to cross the road in several stages, further lengthening their journey times and making their routes less direct and convenient, owing to the many turns.

## **Innovation**

In addition to the proposals in this section, we suggest that installing public cycle maintenance facilities, such as pumps, at key locations, such as town and city centres and transport interchanges would allow cyclists to deal with issues such as deflated tyres and alleviate barriers to regular cycling adoption.

## **Information**

In addition to the proposals in this section we believe that residents at all new developments within the district should receive information packs with details on active travel. The packs should include:

- A map showing the pedestrian and cycle routes, key destinations such as schools, town and city
- centres, supermarkets, hospitals, and cycle parking locations;
- Details of the benefits of cycling and walking over cars, such as improved health, reduction in air pollution, quicker and more reliable journey times, lower overall costs, etc.
- Details of basic bicycle care & maintenance; list of local retailers providing cycle maintenance.
- Details on the Cycle to Work Scheme, to allow residents to obtain bicycles at discounted rates.

The council should also actively work with large employers and educational establishments in the area, such as the NHS, universities, colleges, and schools to encourage modal shift to sustainable means for their staff and students. Additionally, the council should progressively, over the course of the plan, target smaller employers concentrated in clusters, such as the John and Joseph Wilson Estates in Whitstable, to encourage modal shift there too. There will naturally be much crossover between the information provided for new residents and that provided to employers.

It must be a condition of planning consent that such packs are required. Additionally, developers delivering new housing must be required to give new residents specific incentives to shift to more sustainable modes (such as vouchers towards bicycles or parts) as part of the planning consent.

## Maintenance and Enforcement

Spokes fully supports the proposals in this section.

## Proposed Routes and Improvements - Wincheap, Canterbury

### CW1

Agree - This should also include signing of the route from the junction with the Great Stour Way, over the A28, and into the new development at Thanington, as indicated on the proposal map.

We believe that expecting cyclists to cycle on the busy A28, as indicated on the map, is unlikely to achieve high cycling levels. Instead, the main carriageway can be narrowed by removing the hatched area from the centre, widening the path on the west side of the road (where the pedestrian can be seen in the picture below), and introducing a toucan crossing point.



### CW2

Agree - Widened pathway must allow for a seamless transition across the A28 limiting sharp turns. A carriageway cycle lane must have physical protection - armadillo barriers for example. However, widening the path, as noted in our comments on CW1, is preferred, since the traffic-free element will achieve greater adoption.

### **CW3**

Agree - Remove unnecessary chicanes on the footpath. This will allow for better disabled access and for people using non-conventional cycles.



At the Cocking Road / Godwin Road junction the route should be signed in both directions along Cocking Road, since heading south west along Cocking Road would be the shorter route for some destinations within the Saxon Fields development, such as the forthcoming school off of Fairbrass Way.

The proposal map doesn't show the new shared cycle paths at Ledger Way and Fairbrass Way, thus fails to fully reflect how the proposed route integrates with the wider cycle network.

### **CW4**

Strongly Agree - This policy is extremely laudable.

### **CW5**

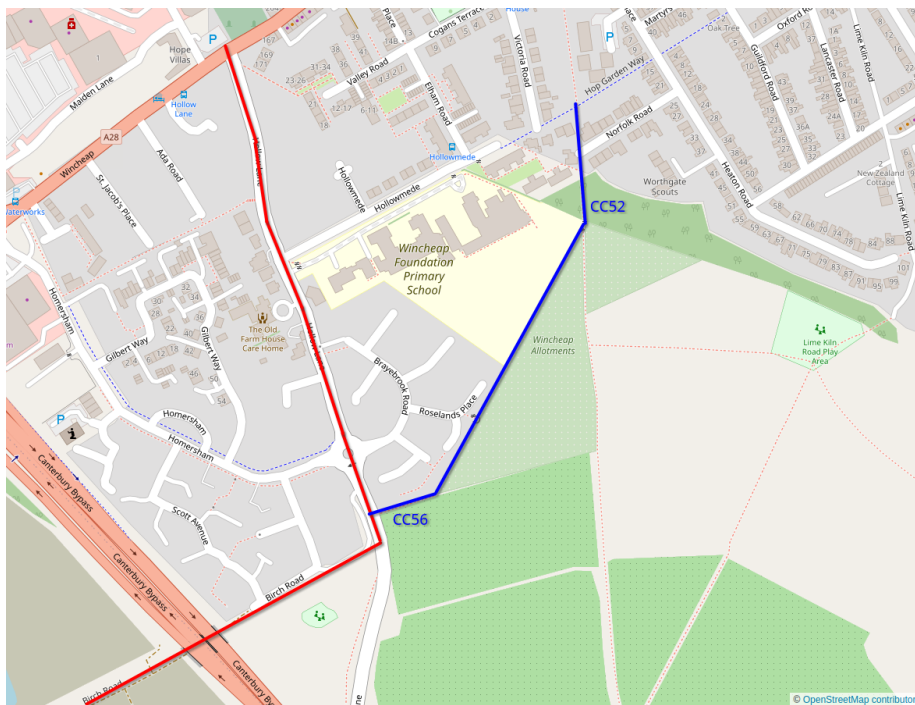
The proposal map doesn't show the new shared cycle path beside the bidirectional portion of A2 slip road and Miles Way. Not enough detail is provided. Canterbury City Council should ensure cycle paths are being built by developers to connect to a wider network and not just as a box-ticking exercise. All cycle paths should be built in line with LTN 1/20 policy<sup>1</sup>.

<sup>1</sup><https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

## CW6

Agree - The road after the roundabout towards Thanington is wide enough to support cycle lanes, so this option should be explored. A protected cycle lane in the ‘uphill’ direction would prove particularly useful.

The proposal map doesn’t show the shared cycle path beside Homersham, thus fails to fully reflect how the proposed route would benefit it by integrating it into the wider cycle network. Adjacent to this location we also believe that the conversion of public footpaths CC56 and CC52 to a bridleway and surfacing it would provide a more direct link into Canterbury’s cycle network, whilst offering a more traffic-free route:



*Existing proposals in red. Our additional proposal in blue.*

We note that this proposal existed as part of Wincheap To South Canterbury (REF 10) within the Canterbury District Transport Strategy 2014-31.

## CW7

Agree - Thought must be given to the junction with Wincheap and Cow Lane. The junction is currently unfriendly to cyclists and the modal filter may be under-utilised if cyclists are intimidated by the junction further down. The pelican crossing over the A28 may be able to be converted to a toucan crossing and the path outside the cemetery widened from there to Cow Lane. Additionally,

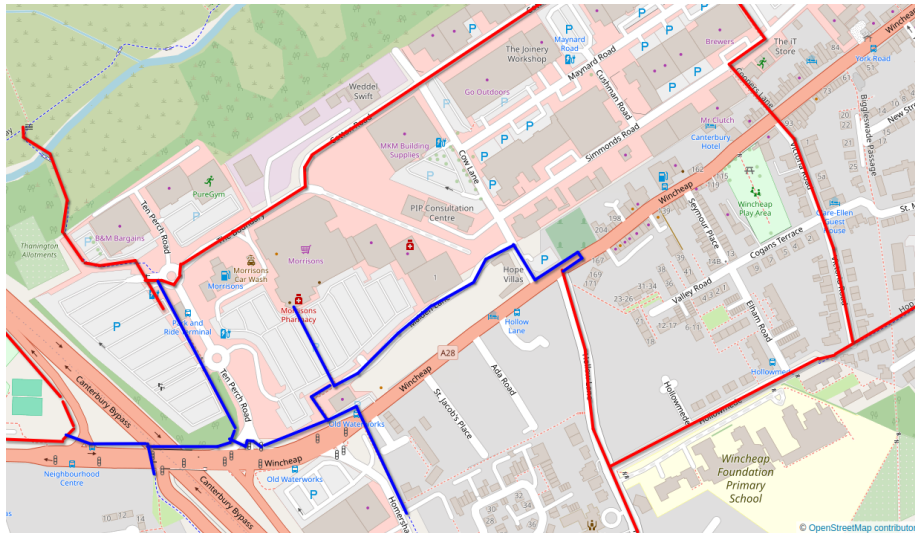


Maiden Lane and the path at the end of it may be able to be used to offer a cycle connection into the Riverside Retail Park (Morrisons, etc.).

Additionally, we propose permitting cycling on the path beside the Wincheap Park & Ride Terminal, widening of the path beside the A28 to permit cycling, conversion of the traffic-light crossings at the following locations to permit cycling:

- Over Ten Perch Road at Southern end
- Over A28 from path to Morrisons to Homersham
- Over A28 to the new shared path beside the bidirectional portion of the A2 off-ramp from Dover
- Over the A2 London-bound on-ramp.





*Existing proposals in red. Our additional proposal in blue.*

### **CW8**

Agree - This will make access into the employment and retail sites at Wincheap Industrial Estate easier for cyclists from the existing Hop Garden Way route.

### **CW9**

Agree - This, together with proposal CW8, will make cycling from Wincheap via the Horses & Goats Tunnel more accessible.

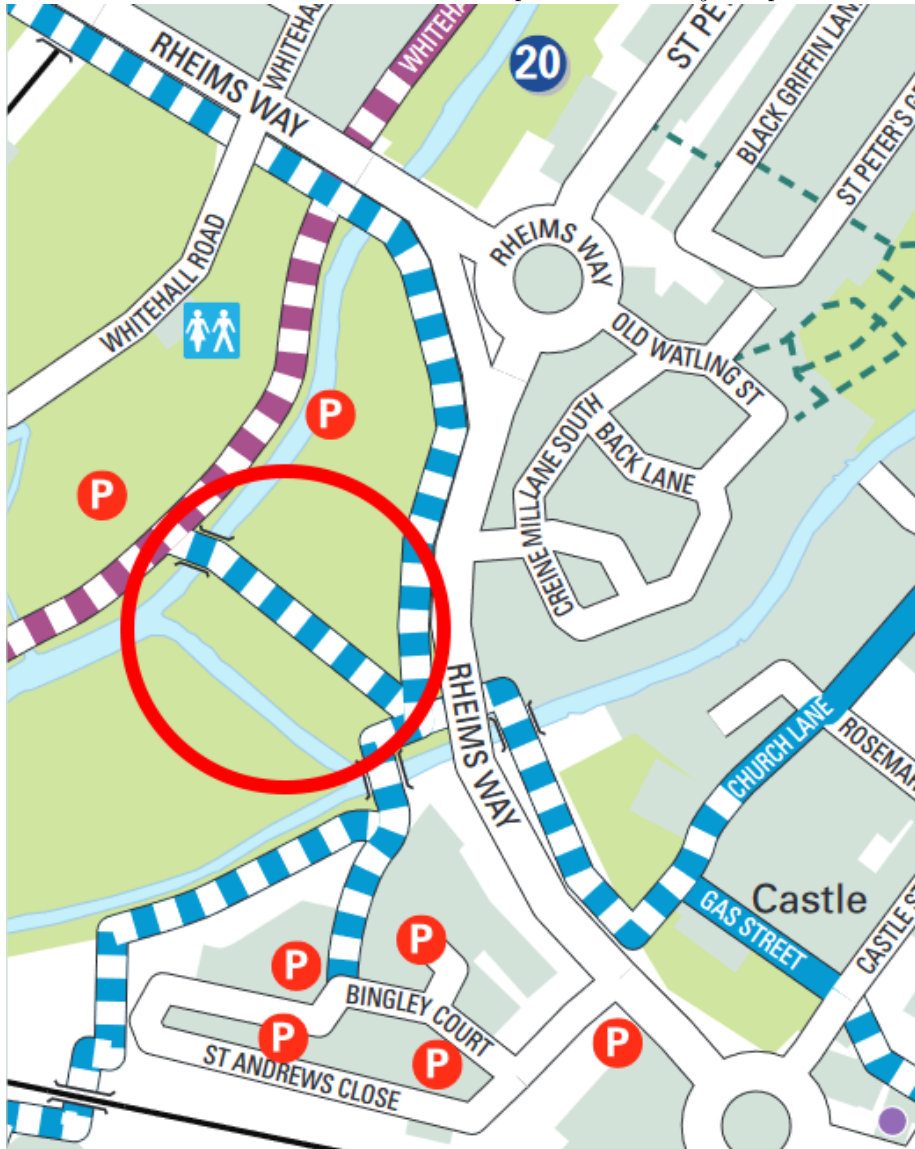
### **CW10**

Strongly Agree.

The existing cycle route at the Tannery Field where past signs have been lost should also be re-signed and be illuminated if possible:



This route is included in this Explore Canterbury<sup>2</sup> map:



<sup>2</sup><https://explorekent.org/wp-content/uploads/2018/05/Explore-Canterbury.pdf>

*Signs at the Rheims Way end of this route can be seen in June 2014 Google StreetView<sup>3</sup> imagery:*



<sup>3</sup>Google Maps Imagery - June 2014

*Signs lost at Toddlers Cove, pointing over the bridge, also showed in November 2011 this as a shared cycle route:*



### **CW11**

Strongly Agree - The proposal map doesn't make it entirely clear the extent of this. This should extend from at least Whitehall Road to Tonford Lane, but ideally all of the way to Chartham. It should also include the existing link to Wincheap Industrial Estate, which we believe is what the map shows. The proposed routes at CW4 and CW1 should also include illumination.

### **CW12**

Tentative agree

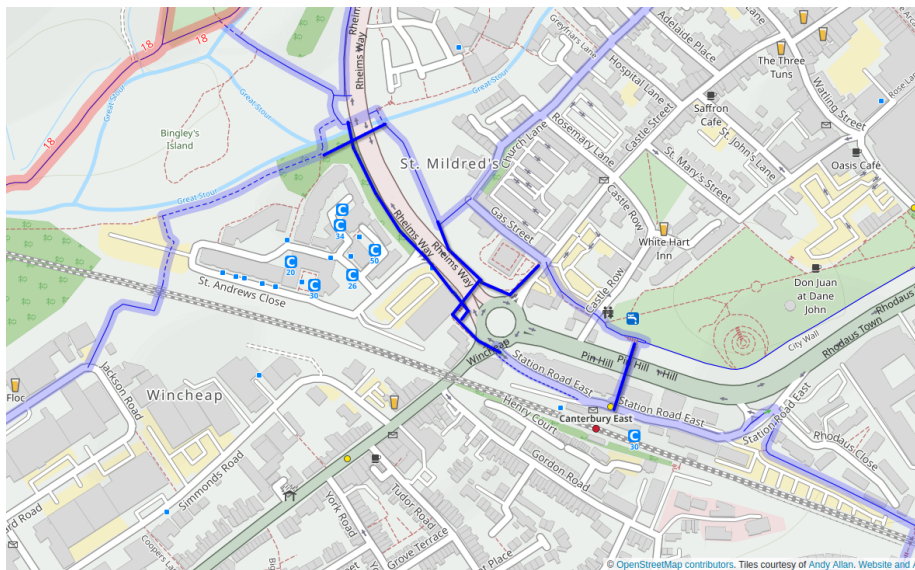
### **CW13**

For this to be most effective, pedestrian and cycle crossing stages must avoid adding multiple delays when waiting for crossings to change in pedestrian / cyclist favour.

Alternative solutions could:

- Permit cycling within the existing underpass, linking it to the cycle network at each end and improve the lighting within it, such that it feels safe at all times.

- Link to the existing cycle network by widening the path between Rheims Way / Castle Street and the corner of the St. Mildred's Church.
- Permit cycling on the South side of Rheims Way from the underpass, over St. Andrew's Close, to the existing gap in the fence to the Tannery Field. Many people already choose to cycle on the existing footpath here.
- Make use of the southern bank of the Great Stour, to avoid the tight, blind, and steep climb away from the river on the NW side, as well as the tight bend on the NE side.
- More formally link the subway across to Station Road East. Many pedestrians already cross here. A more formal crossing would make crossing easier.
- Adapt / replace the existing footbridge from Dane John Gardens to Canterbury East station such that cycling is permitted.



*Our proposals are in dark blue.*



#### **CW14 & CW15**

These are shown on the proposals map, but there is no accompanying text in table above to describe what is being proposed. If these proposals are simply to formalise the use of Norman Road and Nunnery Road as cycle routes and sign them accordingly then we believe that this would require minimal cost and would support this.

#### **CW16**

Agree - A ramp from the Canterbury East Railway station car park could be explored. While we understand this would cost a significant amount more, the benefit to cyclists would also be significantly improved.

#### **CW17**

Strongly Agree - A gateline would need to be provided.

#### **CW18**

Agree

#### **CW19**

Strongly Agree - Unsure how this policy would be not technically feasible.



## **Proposed Routes and Improvements - Barton, Canterbury**

### **CB1**

Strongly Agree - Extremely good policy, would create the opportunity to have a vital cycling link between South Canterbury and the City Centre.

Motor vehicle restrictions along the portion of Old Dover Road outside the schools should also be investigated. I.e. between Nackington Road and the roundabout at New Dover Road. This would make the environment significantly more appealing for walking and cycling to the schools.

The existing bus stop facility on the southern side of St. Anselm's School can be used to serve both schools. Thus, allowing barriers to motor vehicles, such as bollards across Old Dover Road at the present point of the speed cushions outside 221 Old Dover Road, a little to the north of Simon Langton Girls' School. This would not prevent motor vehicle access for any of the residents, whilst not allowing motor vehicle through traffic. Access for parents dropping off their children by car would be discouraged in part by them needing to drive via the roundabout (assuming that they've come from the city), and could be further discouraged by narrowing Old Dover Road to a single lane near its southern end with a choker-like feature.

Alternatively, this stretch of Old Dover Road could be made one-way. This would allow road space to be reclaimed for the provision of a wide bi-directional traffic-free cycle path separate from the existing pavements.

Between The Drive and Nackington Road, a lane of Old Dover Road could be reallocated to allow for a shared cycle path which links with the above proposal. This would better allow students and staff to get to / from school by bicycle.

### **CB2**

Agree - Advance start for cyclist should be explored on the traffic lights

### **CB3**

Adapting the existing underpasses beneath the ring road, permitting cycle use and improving the lighting, similar to as we've proposed for CW13, could also be considered to allow cyclists to get between the city centre and St. George's Place more easily.

A motor traffic lane should be removed from St. George's Place to allow conversion to a shared cycle path. Our preference would be for the city-bound St. George's Place to be reduced to one motor traffic lane. This can be more readily extended out of the city along the New Dover Road corridor, than the alternative on the other side, which'd need to cross the A257. It also has the advantage that it restricts the capacity for motor vehicles to reach the ring road, whilst still offering the capacity to drain vehicles out of the city more readily, via the two lanes heading out of the city. The reduction in motor vehicle capacity here also operates in tandem with the proposal to reduce the motor vehicle capacity of the ring road, as proposed in CB4, CB5, and CB6.

**CB4**

Strongly Agree

**CB5**

Strongly Agree

**CB6**

Agree - The placement of the CB6 on the map is quite poor here. As a result, we are unsure of the exact proposals. If this is indeed a reduction in the motor vehicle capacity on Lower Bridge Street then Spokes would support this. Additionally, we would observe that it could be reallocated as a shared cycle path to solve the present one-way issues both at Burgate and St. George's Street.

**CB7**

Strong Agree - Access across Upper Bridge Street is currently limited and acts as a barrier to cyclists. This policy would help alleviate the issue. It should be considered a priority. CB8 Agree - This, together with Dover Street, could link with the underpass beneath Upper Bridge Street, as proposed to be used for cycle access in our comments on CB3. Contraflow cycle access will be needed along Dover Street for this to be a fully effective option.

**CB9**

Agree

**CB10 & CB11**

These are shown on the proposals map, but there is no accompanying text in table above to describe what is being proposed.

**CB12**

Strongly Agree - The proposal map and text does not make it clear the exact extent which is proposed to be lit. To be most effective, this must include at least the whole area planned to be developed by the strategic allocation within the Local Plan.

**CB13**

This is shown on the proposals map, but there is no accompanying text in table above to describe what is being proposed.

#### **CB14**

Strong Agree - Narrowing of the road carriageway would allow a shared cycle path to be developed in order to afford cyclists separation from motor vehicle traffic, which is preferred to cycle lanes. Alternatively, narrowing could be achieved using armadillos, or similar, to also achieve separation.

#### **CB15**

Strong Agree - This is a pinch point for cyclists travelling on Regional Cycle routes 16 and 17. Often less confident cyclists will walk this section. A policy to make this junction safer is extremely valuable and should be seen as a priority.

#### **CB16**

If directly converted to a toucan crossing in current location, crossing will be hard to access by bike from St Augustine's Road. The road could be shifted slightly allowing for better access and a wider path on the St Augustine's side. The chicane would also help as a traffic calming measure.

There's also the possibility of permitting cycling along Abbot's Barton Walk (between New Dover Road and Old Dover Road), which would link this proposal with the proposed improvements along Old Dover Road.

#### **CB17**

Agree - Cycle lanes on busy roads must be protected from other road users or there is a risk of cyclists being injured. There is sufficient space along large portions of New Dover Road to narrow the carriageway and use the reclaimed space to create a bidirectional shared cycle path.

#### **CB18**

Agree - A protected cycle lane in the uphill direction would also be extremely useful. The proposed route shown on the map from North Holmes Road along St. Martin's Road, Kings Park, and public footpath CC30 to Chaucer Road would be a welcome alternative to the climb on St. Martin's Hill. Surfacing improvements to CC30 would be needed in addition to making cycling legal, removing the cycle barriers, and adding lighting. However, this doesn't appear to match the narrative in the table for this proposed route.

#### **CB19**

Agree - This should be seen as a low priority compared with other policies, as the current infrastructure while not perfect is satisfactory. The contraflow cycle lane is sometimes blocked by parked motor vehicles. So, action to prevent this would be welcomed.

### **CB20**

This appears to be a road link and is providing no benefit to cycling. This should not be included in the cycle and walking implementation plan. A separate cycle path alongside Chaucer Road would be useful for the climb in the eastbound direction, since increased motor vehicle traffic along here could mean that drivers get frustrated by slow-moving cyclists in the carriageway, leading to safety issues. This cycle path would most logically link to the existing shared cycle path at Legacy Park. Further, the existing lack of dropped kerb at this point should be resolved with the developer:



### **CB21**

Agree - A link could be built from the current Council Offices car park to footpath CC30 which could be converted to a bridleway which would connect to National Cycle network route 1 (The Fordwich Way) at Reed Pond. The footpath is already wide enough here to accommodate cyclists and pedestrians. However, the route would need to be paved.

### **CB22**

Agree

**CB23**

This could be a commendable policy but not enough detail is provided.

**CB24**

Agree

**CB25**

Agree - The double height curb should be removed.

**CB26**

Agree - A protected right hand turn combined with traffic island would be ideal at this location.





Yellow 'no stopping' hatching could also be provided to allow for more visibility of cyclists when they are turning right onto Nunnery Fields. The current arrangement where right turning cyclists will be hidden by traffic is sub-optimal.

A similar removal of some on-street parking and right hand turn protected by an island could be installed at the junction of South Canterbury Road with Stuppington Lane.

## **Proposed Routes and Improvements - Northgate, Canterbury**

### **CN1**

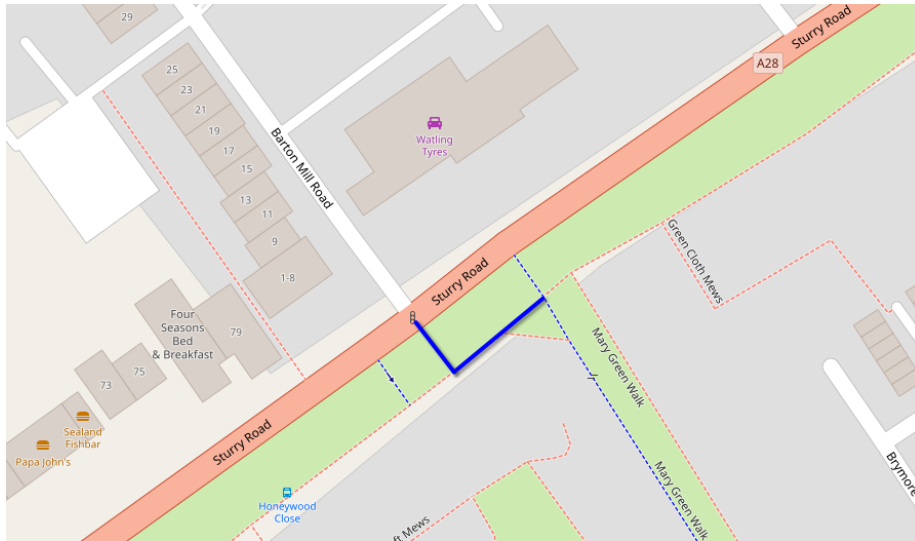
Agree - A new junction must allow for better connection with Mary Green Walk on the opposite side of the A28 road. A through crossing for cyclists would be ideal here.



As seen from the pictures there is currently no safe / legal way for cyclists to travel from Barton Mill Road on to Mary Green Walk. A safe link here could be extremely useful linking up the Local 'Along the River' Route and National Cycle Network Route One (The Fordwich Way).

This may be able to be achieved by adding a cycle entry to the existing Sturry Road / Barton Mill Road traffic lights. Operation could allow cyclists

approaching the lights from Mary Green Walk to be detected by induction coils. A cycle phase on the lights would then allow cyclists to head South towards the riverside path. Southbound, from Barton Mill Road to Mary Green Walk, cyclists would be able to head straight across at the lights when they change. Eastbound cyclists wishing to turn right into Mary Green Walk could either be allowed to wait to the right of the running lane, similarly to westbound traffic turning right into Barton Mill Road. Alternatively, this manoeuvre could be prohibited.



*Our proposal is shown in dark blue.*

**CN2**

Strongly Agree - This policy must link in with policy R4.

**CN3**

This project has been completed, which we welcome. Therefore this proposal no longer needs to be listed in this plan.

**CN4**

Agree - The cycle parking at the leisure centre should also be improved in tandem with this, if it isn't already being improved by the existing rebuild work that is under way. The current cycle parking poorly supports bicycles and is weak from a security standpoint, since the bicycle frame and both wheels cannot be secured easily.



### **CN5**

Agree - The junction with Northgate and Union Street is already confusing to all road users. Thought must be given on how to simplify this.

### **CN6**

Agree - A clearer laid out junction could be provided where National Cycle Route 1 diverges to the council offices.

The path beside Military Road between the CCC offices and the Royal Mail sorting centre is wide enough to permit the cycle route to instead be shared on the path.

### **CN7**

Strong Agree - The current alignment to join the cycle path from the 'post office' end is currently poor and requires cycling on the pavement for about 3m.





As seen from the pictures there would be ample room for the grass / mud verge to be converted and the current cycle path re-aligned. This would stop conflict between pedestrians and cyclists.

**CN8**

Strong Agree

**CN9**

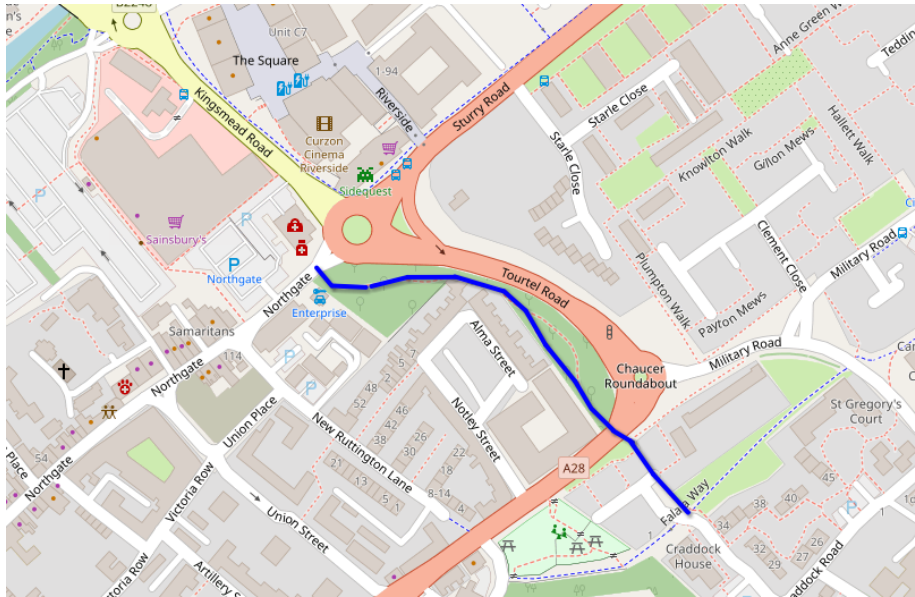
The existing cycle path to the crossing is poorly designed, requiring cyclists to give way to motor vehicles exiting side roads. This would need to be addressed to ensure the path is well used.

**CN10**

Agree

**CN11**

Strongly Agree - Cycle lanes must be segregated. The reduction in motor vehicle capacity will also help to achieve a modal shift towards more sustainable modes. A shared cycle path away from the road may also be able to be delivered between Falala Way and Northgate as indicated below, if sufficient space behind the Alma Street houses can be achieved:



**CN12**

This could be a commendable policy but not enough detail is provided.

**CN13**

This could be a commendable policy but not enough detail is provided.

**CN14**

Strong Agree - We frequently observe motorists breaching the pictured only-turn-left restriction out of the minor arm portion of Broad Street into A28 Military Road. Tackling this at the same time would improve safety here.



## Proposed Routes and Improvements - St Stephens and St Dunstan's, Canterbury

### CS1

Agree - The road is wide enough to retain grass verges while also providing improvements to cyclists. A road diet should be explored over removing green space.

The proposed shared path beside Farleigh Road should be engineered to ensure that it is possible to cycle from there onto Bird Cage Walk. Additionally, ensuring that the Farleigh Road shared path reaches as far as Hever Place will ensure that the residents in Hever Place and Wichling Close can easily make use of this proposed route to reach the riverside path. Finally, removal of the barrier onto Bird Cage Walk from Hever Place, and permitting cycling on this short section of path, would facilitate the same residents wishing to head West along Bird Cage Walk towards Hales Drive, since this would be a more logical route.



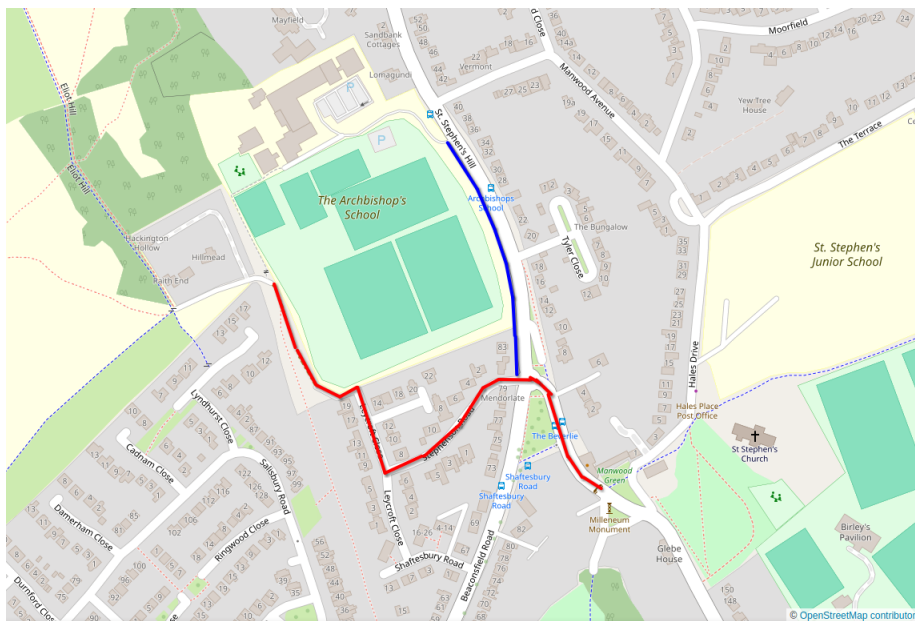
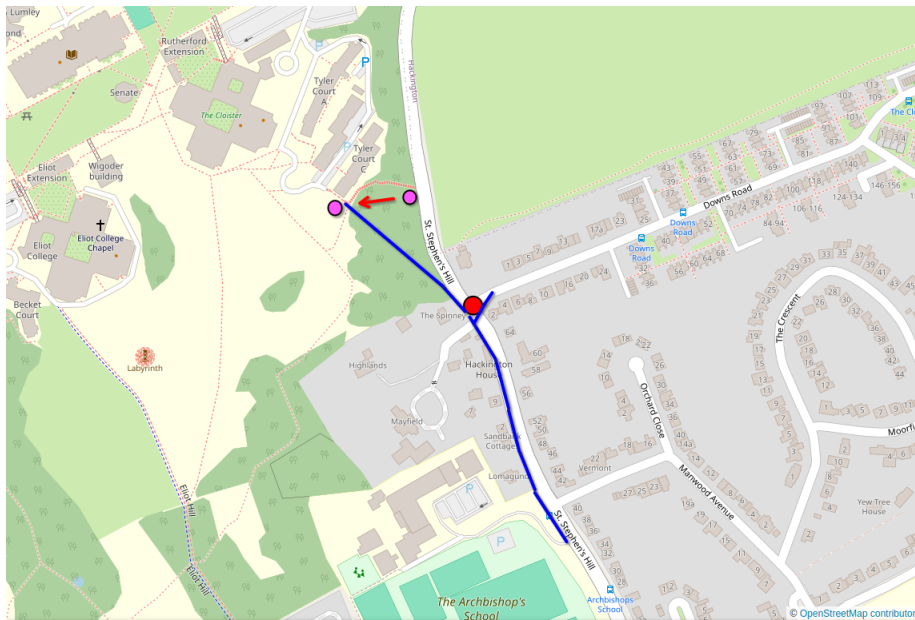
Proposal CS1 is shown in red, and our proposals are shown in blue. Further, we observe that it would be beneficial if the shared cycle path from Walden Court could be integrated into the scheme, since that would enable the residents of Market Way and its adjoining roads to easily reach this facility and, from there, the wider cycle network.

## CS2

Spokes proposal on this policy:

- Cycle path along the West side of St. Stephen's Hill between Archbishop's School and just north of Downs Road. This would likely require that St. Stephen's Hill is narrowed slightly as well as losing the grass verge (where it exists) here, since the pedestrian volumes outside the school are high at the start / end of the school day. This'll allow the scheme to serve the school, too.
- **Don't** use the proposed footway beside St. Stephen's Hill, since there won't be much space for two-way cycling, and it'll end up at the wrong end (bottom) of the steps, rather than within the wider university grounds. Instead, form a route through the woods towards Tyler Court (will need the university's co-operation). This may need the route to be winding in order to achieve a suitable gradient.
- Move the existing cycle storage facility westwards (pink circles and arrow). It's hardly used, since it's at the wrong (bottom) end of the steps, and is not actively surveilled.

- Incorporate a controlled cycle crossing over to Downs Road as part of the proposed traffic lights (red circle). The shared cycle path to Archbishop's School could potentially be extended to meet proposal CS4 at the junction with Stephenson Road, which'd link this into Canterbury's wider cycle network (see the blue line in the second picture).



**CS3**

Strongly Agree - This is a low cost plan and should be explored by the council at the earliest opportunity. This link will lay the foundations for a Canterbury to Herne Bay cycle route via the proposed Broad Oak reservoir.

**CS4**

Strongly Agree - This proposal can provide a cycle and pedestrian entry point into Archbishops School off of the bridleway via the alignment of the former railway, and will therefore be useful in enabling active travel to the school. The existing paved bridleway to the West enables The Canterbury Academy to be reached via the existing cycle network.

**CS5**

Agree - Cycle lanes should be segregated.

**CS6**

This could be a commendable policy but not enough detail is provided.

**CS7**

Agree - This could be funded with S106 money provided from the C12 development.

**CS8**

Strong Agree - Very good. The cycle path is part of National Cycle Route 1.

**CS9**

Agree - The road is already 20mph, the signs here could be improved, by adding destination names.

**CS10**

Agree - There is a one way sign that may cause confusion to cyclists, this should be altered.



The path between Fisher Road and London Road should definitely be widened. It forms part of NCR1 and currently has contention between path users due to its inadequate size. Removal of the barrier at the London Road end will enable people with trailers, etc. to use the path. This is particularly important given that the route is part of the promoted Crab & Winkle Way.





### CS11

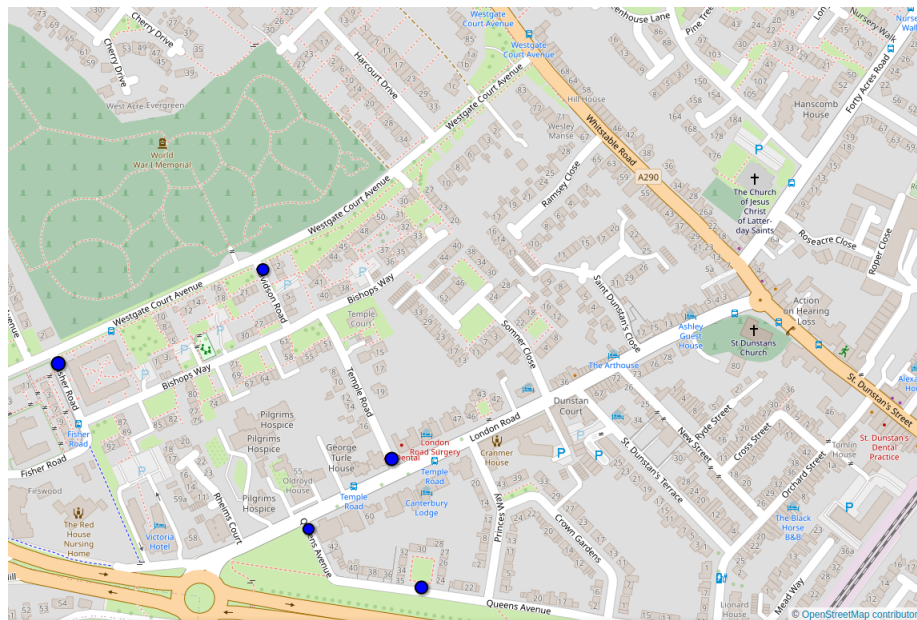
Agree - Highlighting of route is good, modal filter on Queen's Avenue should be viewed as a low priority project. Traffic volume is already extremely low.

The text and map don't agree here. The text makes reference to an existing route, but the lines on the map follow the length of London Road to the

mini-roundabout outside The Monument and then up Whitstable Road to the junction with Westgate Court Avenue. There isn't an existing route here.

The text also makes reference to a modal filter on Queen's Avenue, which isn't quite on the line indicated on the map. However, one could be installed at either location indicated below.

A modal filter could also be installed at Temple Road or both Fisher Road and Davidson Road in order to avoid motor vehicle traffic cutting between Whitstable Road and London Road via Westgate Court Avenue.



## CS12

Strong Agree - Spokes welcomes the modal filter but a protected right hand turn must be retained as suggested in the response to level up report Spokes Published. Here is an extract: "As mentioned previously National Cycle Route 1 passes through Westgate Square. Currently when a cyclist is following the National Cycle Route westbound a safe cycle refuge is provided, between the north and south bound carriageway of the main road, for cyclists wanting to turn right from Pound Lane. In the plans for Westgate square the Cycle refuge is removed. This is disappointing as the NCN is intended to be able to be used by less confident cyclists, who may be intimidated by having to sit exposed in the middle of the road to turn right. While road markings would not be required Spokes would suggest the retention of the cycle refuge perhaps protected physically, with a planter. . . This would have the added bonus of not allowing other, larger, road users to turn right, a move which is currently prohibited and would not require any additional signage."

We would also suggest the retention of more cycling parking in “Westgate Square” along with more clarity on signage. This is all laid out in full detail in the LUF report produced by Spokes.

**CS13**

This is shown on the proposals map, but there is no accompanying text in table above to describe what is being proposed.

**CS14**

Strong Agree - This route is part of National Cycle Route 1. The drain cover at the Beaconsfield Road junction with the path to Beverley Meadow should also be replaced with a lattice grill, since the current slotted one risks capturing narrow bicycle tyres and causing a casualty.

**CS15**

Strongly Agree - The current chicane is extremely hostile to cyclists especially those in non-conventional bicycles. Spokes understands that the path is extremely restrictive at this location and cyclists using the path without due care and attention can cause a risk. However, better alternative enforcement measures should be used.

**CS16**

Agree - This could be paid for with S106 money from the new development on this site.

**CS17**

Agree - The kerbed level difference between the cycle and footpath is an excellent idea. The roundabout on North Lane would need to be redesigned to better enable the cycle path to be used to its full potential.

**CS18**

Agree - Links into CS9, modal filters suggested location on CS11 would remove the ‘rat-run’ traffic here.

**CS19**

Agree - Footway width should not be altered there is enough room for a segregated cycle lane if on-street parking is addressed.

**CS20**

Agree - Road name is ‘Clifton Gardens’ not Clifton Road

## **CS21**

Agree - Remove parking spaces on the south-bound carriageway outside numbers 132, 128 and 124 Whitstable Road. (Opposite Cherry Drive and the Bus Stop)  
The current layout requires cyclists to pull out into the middle of the carriageway to avoid parked cars, this is dangerous especially as cyclists will be going at some speed after descending the hill.

## **CS22**

Agree

## **Proposed Routes and Improvements - Herne Bay**

### **H1**

Agree - Given that this has been completed (with subsequent proposals to revoke some parts), does it still have value remaining in the plan?

### **H2**

Agree

### **H3**

Agree - This proposal aids connectivity to Herne Bay High School, Herne Bay railway station, the new developments, and links the other proposals together to form a network.

### **H4**

Agree - Completed, but currently being consulted upon to be revoked, which Spokes does not support.

### **H5**

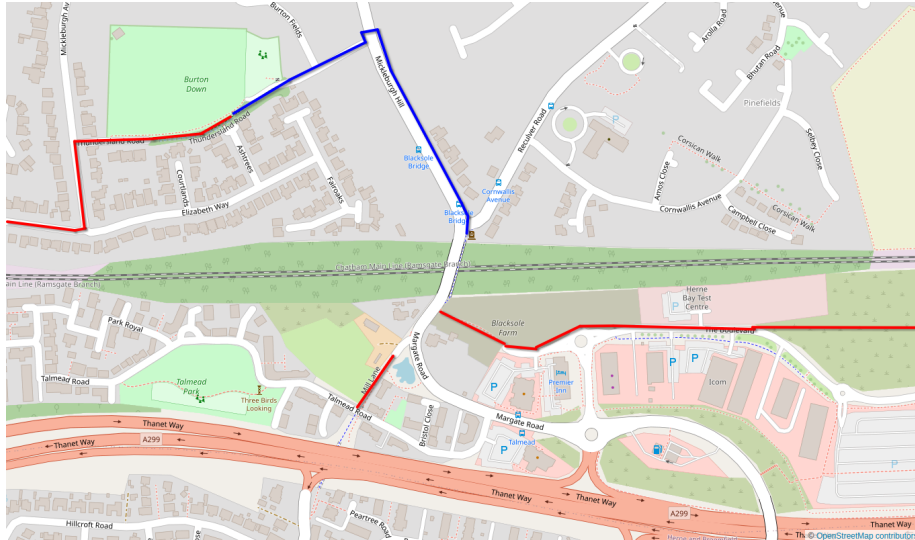
Agree - This will allow Herne to be more easily reached from north of the railway line. In conjunction with H6 it'll also link the substantial new development surrounding Bogshole Lane and May Street to be connected with Herne.

### **H6**

Agree - It is vital that cycle connections are provided to the substantial new development at Bogshole Lane and May Street such that the residents here have sustainable travel options and that the surrounding community can reach the school and facilities within the new development.

## H7

Agree - A shared cycle path should also be developed alongside Mickleburgh Hill between Thundersland Road and Albert Hugo Friday bridge to form a permeable cycle network. Mickleburgh Hill has ample width to allow some road space to be reallocated for the shared path. A controlled crossing should be provided over Mickleburgh Hill from adjacent to the junction with Thundersland Road.



*Our proposal is shown in blue and the neighbouring proposals in the plan are shown in red.*

## H8

Agree - Together with proposals H9 and H10 this links Beltinge and the new development surrounding Bogsole Lane and May Street into the existing cycle network and to the town centre. We additionally suggest that a cycle link to Queen Victoria Memorial Hospital is signed along King Edward Avenue from the Grange Road / Landon Road junction.

Taken together with proposal H9 we also have an alternative proposed alignment which has a greater proportion that is away from roads, thus may receive greater acceptance. Instead of using Landon Road, Beacon Avenue, and Beacon Hill, the alternative uses Glen Avenue, Sea View Road, and then a path away from the road down to the King's Hall, where the route joins the Oyster Bay Trail on the coast.

Proposals H8, H9, and H10 are shown in red on the following map, with our alternative alignment and the connection to the hospital both shown in blue:



### H9

Agree - This is a suggestion which Spokes has previously made to improve permeability for cycling whilst retaining the existing modal filter. Together with H8 and H10 this links Beltinge and the new development surrounding Bogsole Lane and May Street into the existing cycle network and to the town centre.

### H10

Agree - Together with proposals H8 and H9 these connect Beltinge to the cycle network and town centre. We have also proposed an alternative alignment away from the road, as can be seen in our comments on H8.

### H11

Agree - Together with proposals H7, H1, and H3 this also links the areas to Herne Bay railway station and Herne Bay High School. If our additional proposals on H7 are also taken forward then this will additionally connect these key locations to the new development surrounding Bogsole Lane and May Street.

The proposal for the toucan crossing over Canterbury Road will overcome the barrier that this road currently presents to cyclists.

We would additionally suggest that the route to Herne Bay Football Club, as another key destination, is signposted from Spenser Road via Stanley Gardens, and that cycling permitted along Pier Chine to Memorial Park's South-East corner, to meet the route, thereby meeting with the other existing proposals to the town centre and coast. These can be seen in the map below, where the existing proposals are shown in red with our additional proposals shown in blue:



## H12

Agree - This is mislabelled as a duplicate of H11 on the proposal plan. This route will provide an alternative cycle connection to Herne Bay High School, a cycle route to the Lidl supermarket, and onwards to Herne Bay station and town centre via proposal H3. It will also give a traffic-free cycle route to reach the proposed new school at Chestfield and employment sites in Whitstable via proposal H13 beside the A2990 (mislabelled as H12 on the map).

## H13

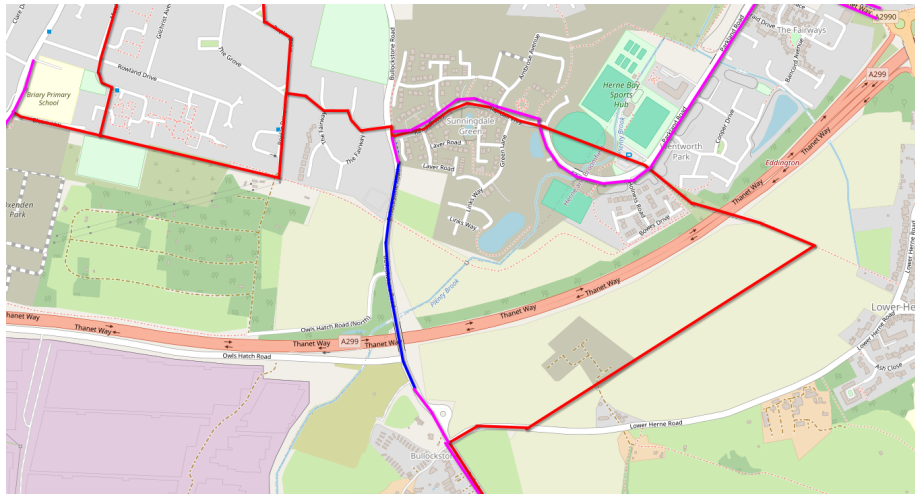
Agree - This is mislabelled as H12 on the proposal plan. This route will provide a traffic-free cycle route to reach the proposed new school at Chestfield and employment sites in Whitstable.

## H14, H15, & H16

The proposal map's labelling of these is inconsistent with the descriptions in the table.

Agree. The connection to the primary school is welcome, as is the integration to the wider cycle network and new development that this enables with the adjacent schemes.

Additionally a shared use path should be developed along the Bullockstone Road corridor to connect with the newly-built cycle path which terminates a little to the North of the junction with Lower Herne Road. This will allow cyclists to avoid the higher motor vehicle levels on Bullockstone Road and provide a more direct route than following through the Sunningdale Green, Wentworth Park, and Strode Farm developments via H15. It would also be able to serve development to the North of Owls Hatch Road (North), at site "Bullockstone Road" carried over from the 2017 Local Plan.



The Local Cycling and Walking Infrastructure Plans proposals in the area are shown in red. Existing shared cycle paths are in pink. Our additional proposal, to form a more direct route, is shown in blue.

These will serve the large new development at carried-forward site 4, Herne Bay Golf Course. Together with neighbouring proposals they will provide a cycle and pedestrian connection between Herne and Herne Bay High School, and contribute to a Herne Bay to Canterbury cycle route. We note that the alignment shown crosses a pitch at Herne Bay Sports Club. There is already an alternative at this point with the shared cycle path beside Parkland Road (see the pink line in the map above).

Some of this proposed route has already been delivered as a shared cycle path beside Bullockstone Road, which we welcome. This newly-built shared cycle path beside Bullockstone Road will be able to connect with proposal H17 at Braggs Lane.

## H17

Agree - Spokes have attended a stakeholder meeting for this proposal, which will enable a longer-distance, largely traffic-free cycle route between Canterbury and Herne Bay. We envisage that this will prove to be a popular route and encourage more people to cycle.

At the Braggs Lane junction with the A291 we note that there is a short section beside the A291 to Bullockstone Road, pictured below, where the recently constructed shared cycle route can be followed to the new developments at Strode Farm and the former Herne Bay Golf Course. We believe that there would be an unnecessary safety risk in having a small portion of the route use the A291 at this point. If on the road, this would be particularly bad for cyclists heading into Braggs Lane, since this would involve a right turn on a busy road.



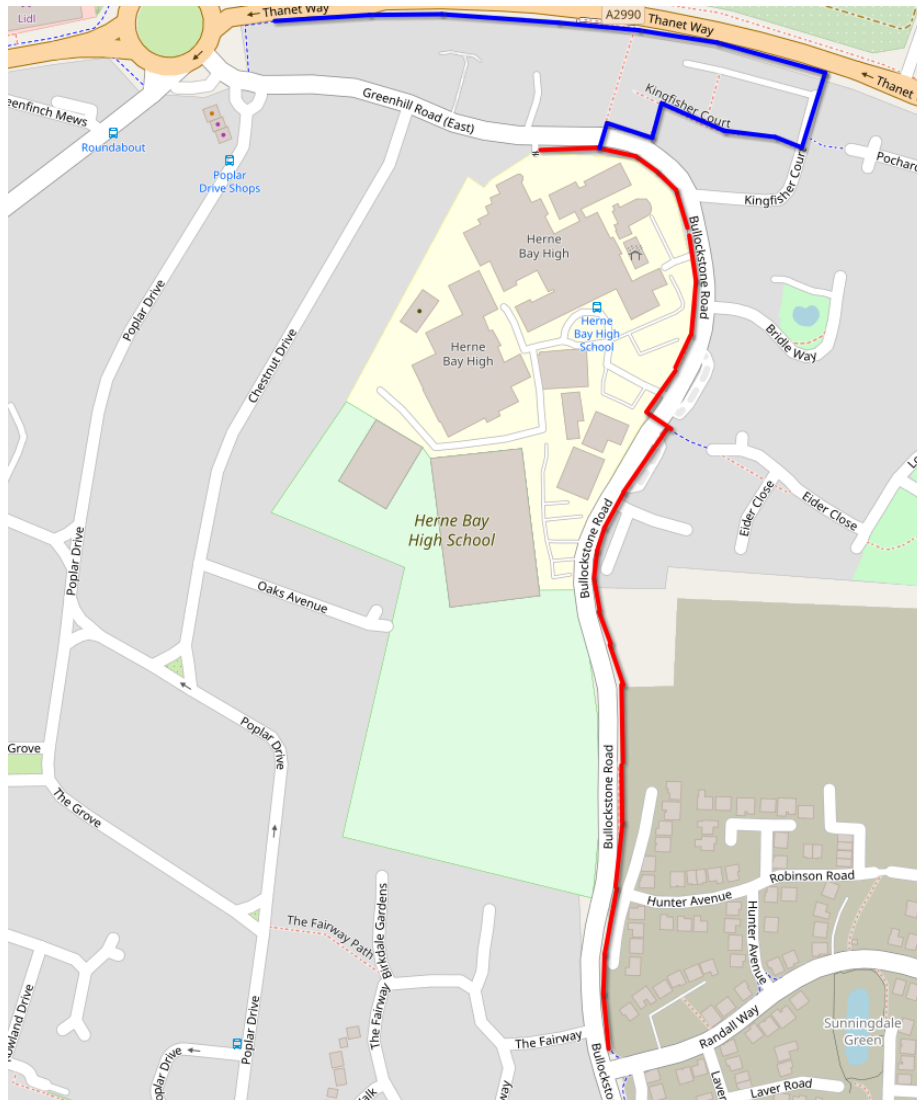


### H18

Agree - The exact extent of this proposal is not clear, since it is not indicated on the proposal map. We believe that this could introduce some new path, too, thus recognise that the cost would be greater than that suggested. We indicate in red on the map below the extent that we believe must be covered. This would

connect to Herne Bay High School and the shared cycle path from Eider Close (we note that the symbols showing the shared cycle route have been lost from the bollards here over the years; this scheme could reinstate them).

Additionally, there is an opportunity to develop a connection from Herne Bay High School over to the shared cycle path at the end of Pochard Crescent, via Kingfisher Court. Further, we believe that this could be connected to a shared cycle path beside the A2990 Thanet Way. This could either connect to the southern end of the existing bridge, where bicycles may be able to be wheeled across (although we recognise that the road would need narrowing / realigning here to achieve the necessary width), or a toucan crossing could be added to use a shared path on the north side of the A2990 Thanet Way instead. We show the first of these in blue on the map below.



Both crossings of Bullockstone Road / Greenhill Road (East) indicated are at the existing zebra crossings. We believe that these can be adapted to have parallel cycle crossings. We picture the southernmost of these below:



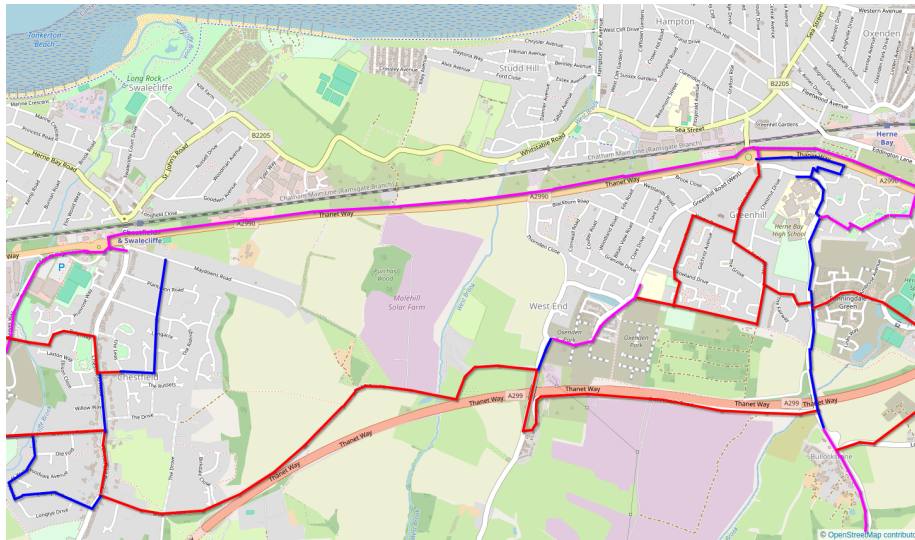
### **H19**

This proposal isn't indicated on the map. It appears to overlap with our proposals on H18. However, rather than using on-road traffic calming, we believe that developing a traffic-free shared cycle path will achieve a greater level of uptake, especially amongst school children, where it allows a greater level of social interaction than an on-road alignment.

### **H20**

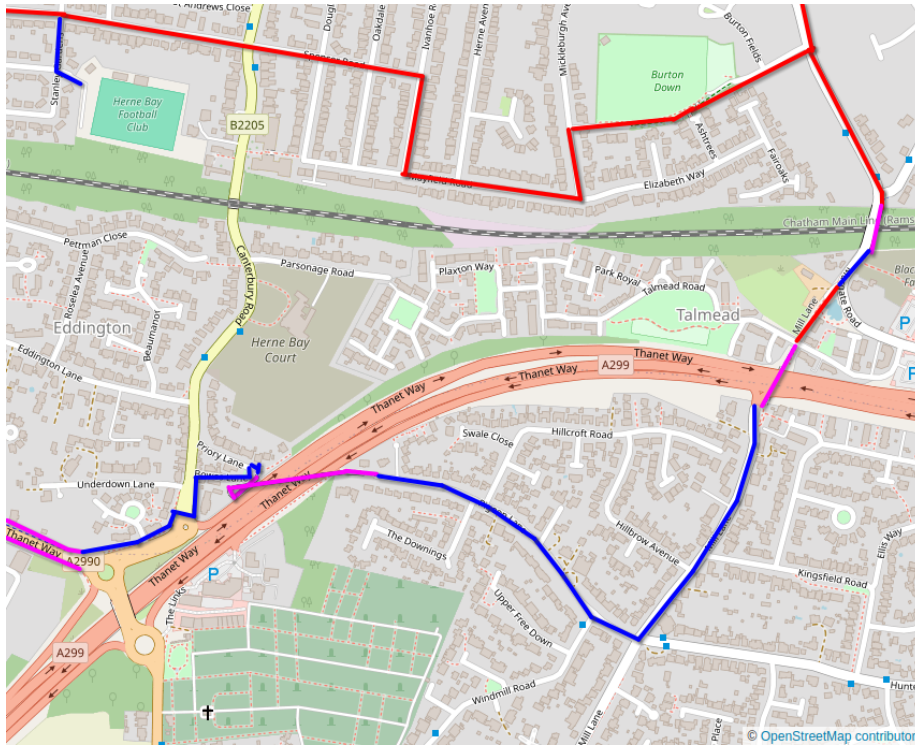
Agree - We believe that a shared cycle path at Thornden Wood Road would allow for greater uptake at this busier road. Further, this cycle route should link up (blue) with the shared cycle path being developed through Oxenden Park (pink), where it can link with other proposals identified in the Local Cycling and Walking Infrastructure Plans. At the western end of this proposal it could be extended to reach the Grasmere Gardens development via an alternative alignment to that proposed by W12, as shown by the blue line.

We have indicated other existing and under construction cycle routes in the area in pink on the map, together with our proposals in the area in blue. This demonstrates how a well-connected mesh of cycle routes would be formed.



## H21

Agreed - This isn't indicated on the proposal map, thus we cannot determine whether the alignment being proposed matches exactly with our comments made on H7. In addition to this we would sign a connection using Mill Lane and Pigeon Lane to reach the cycle bridge over the A299 Thanet Way to Priory Lane and Bowes Lane. From Bowes Lane the path on the east side of Canterbury Road can have cycling permitted and a crossing made over to the path on the west side, by adjusting the island nearer to the roundabout. The path here can then be widened, crossing the entrance to St. Augustine's Court, to meet the existing shared use cycle path on the north side of the A2990 Thanet Way. This would then provide two alternate cycle routes connecting Herne with Herne Bay.



*In the map above we show the Local Cycling and Walking Infrastructure Plans proposals in red, together with other existing cycle facilities in pink and our additional proposals in blue.*

## H22

Agreed - This alignment of this isn't marked on the Local Cycling and Walking Infrastructure Plan's proposal maps. The existing path section of Grange Road between Mickleburgh Hill and King Edward Avenue should be adjusted to permit cycling.

## H23

Agreed - See our comments on H8, with respect to potential alignment changes using Glen Avenue and a wider traffic-free element instead of the Beacon Hill road.

## Proposed Routes and Improvements - Whitstable

### W1

Strongly agree - Will make cyclists' access to the Harbour safer, more direct, and hopefully much less confusing. This is part of National Cycle Route 1. This

route also is central to the urban area of Whitstable and Tankerton, and will enable lots of new journeys by foot, bike or wheeling.

## **W2**

Agree - This provides cycle access to Whitstable town centre from the housing south of Joy Lane which doesn't have the higher motor traffic levels seen on the alternative of Joy Lane and Canterbury Road. It also enables the other proposals W3, W17, W18, and W19 to all connect to and utilise this key route. Ultimately this will form an important part of a motor traffic free route between Whitstable and Faversham.

## **W3**

Agree - This will offer access to the employment and retail at Estuary View Business Park and Prospect Retail Park, together with the Estuary View Medical Centre and the wider cycle network via National Cycle Route 1.

## **W4**

Agree - Some sections of this path are very narrow. Adding crossing points will be welcome. This should connect as far west as Church Lane, to allow the fast traffic coming off of the A299 Thanet Way to be avoided. Sustrans have currently removed this stretch to the Church Lane junction from National Cycle Route 1, owing to the high volumes and speeds of traffic here. Providing this route should enable the gap in NCR1 to be closed again. To the East the path should be widening to 3m, wherever it is less than this, all of the way to Chestfield.

## **W5**

Agree - This would improve the interchange between Invicta Way and the cycle path beside the A2990 by making it more direct and removing a road crossing, thus safer.

## **W6**

Agree - Route signs should also be installed from the school to Invicta Way. These will help to advertise the existence of the route to existing schoolchildren, encouraging modal shift. In addition a path through 'Plot 10' from Clifford Road to Invicta Way would implement a desire line that is used by people from the South accessing the Whitstable School.

## **W7**

Speed limits on residential streets and Old Bridge Road/Bridge Approach could be reduced to 20mph. The current painted cycle lanes on Old Bridge Road

could be replaced with a lane protected by kerbs. This could go up and over the station vehicular access and down to Stream Walk if the steps were replaced with a ramp.

#### **W8**

Agree - It is important that the Local Plan allocation W5, Land South of Thanet Way, is accessible by bicycle. Additionally, the development here should fund the improvement of the existing shared path on the north of the A2990 Thanet Way, which has a poor surface in many places and isn't wide enough for cyclists and pedestrians to pass one another without hindrance. This key cycle corridor will be needed to allow cyclists to reach employment, retail, and educational locations, amongst others.

#### **W9**

Strongly agree - This busy roundabout needs to be more pedestrian and cyclist friendly and this proposal would help to connect the existing cycleway on the northern footway of Thanet Way over to Prospect retail park and Estuary View. There is some difficulty in siting a crossing here, however these difficulties need to be resolved because not having a crossing here is not only dangerous but seriously detrimental to the aim of encouraging people to walk and cycle. Vehicle approach speeds have been mentioned. Perhaps the current 40 zone on Long Reach and Clapham Hill roundabouts could be reduced to 30 mph to mitigate this. Crossings on at least 3 arms would calm the traffic collectively. The limited pavement width outside Kwik Fit (2m) has also been given as a potential difficulty. This could be worked around in a number of ways. 1. Narrowing the northbound carriageway so that the whole road and splitter could be moved over. 2. Removing a southbound lane. 3. Purchasing a slither of the Kwik Fit car park. 4. Moving the crossing slightly to the north and use a buildout making the southbound side a single lane at the crossing but retaining most of its length as 2 lanes after the crossing, and the tightening of the Long Reach Close junction to make space. 4. Reducing the speed of cars entering from the A2990 so that the crossing can be put closer to the roundabout where there is pavement space.

#### **W10**

Strongly agree - A signalised crossing here is vital given that this area is being urbanised and the proximity of bus stops. Currently it is necessary to cross 5 lanes of busy traffic. A crossing is being added 100m to the East but this is too far from the North/South desire line. The driveway to 'Style and Design Windows' makes the Eastern arm a more difficult site for a crossing. The existing crossing to the West is 280m away, again too far from the North/South desire line. Further, a signalised crossing should be added to the Southern arm of the roundabout. People regularly cross the 4 lanes of fast traffic due to the



bus stops on Clapham Hill. Both bus stops are for the regular local bus service and the eastern bus stop also serves the National Express.

### **W11**

Strongly agree - Tightening this Junction would free up space to make it safer for pedestrians accessing the school. Larger vehicles could be directed to use the A2990 roundabout to turn round instead of using the junction to/from the North part of Millstrood Road. This would maximise the available space.

### **W12**

Strongly agree - But note that the proposed route, once east of Chestfield Road, is not very light in traffic as it's used as a cut-through. The proposal map appears to show the alignment of public footpath CW21 initially being followed almost opposite where the current traffic-free portion of the Crab & Winkle Way meets South Street. The visibility is poor here, so would need improvement to provide a safe crossing onto the new route.



If the existing farmyard were to be removed as part of redevelopment at this location then an alternative crossing of South Street could be formed here with better visibility:



The existing Crab & Winkle Way is shown in pink. The public footpath CW21 entry to South Street is shown in red, before diverging from the PRoW towards Lismore Road in the proposal. An alternative route towards Lismore Road is shown in blue.

Also, restricted byway CW38, from the western end of Grasmere Road to the A2990 Thanet Way could be surfaced to form a cycle route, with a crossing over the Thanet Way to reach the remainder of CW38 at Bartlett Drive to allow onward travel on Church Street. This route could allow access onto the existing Invicta Way, for example, via Ivy House Road. The use of CW38 can be seen marked in blue in the map accompanying our comments to W20.

### **W13**

Not clear how the residential areas either side of Borstal Hill would be linked - is another crossing proposed here near Grimthorpe Avenue?

There is a crossing over the B2205 at Borstal Ave. The pavement on the East side of the B2205 ends here and restarts at Millers Court. Pedestrians that have come from the East have to cross the B2205 here with no crossing. The B2205 is fast and busy.

Ideally the pavement would be completed on the East side of the road but that might be difficult due to land ownership and carriageway width. Perhaps it could be completed from Millers Court to Clovelly Road. And a crossing added, the route over from Martindown via Clovelly is popular with people accessing Duncan Downs. If the path can not be extended at all then a crossing in the Pierpoint/Grimthorpe area would also be welcome.

A widened footway would be preferred to cycle lanes, since this affords cyclists greater protection and cyclists can feel hassled by drivers when unable to climb hills quickly.

## W14

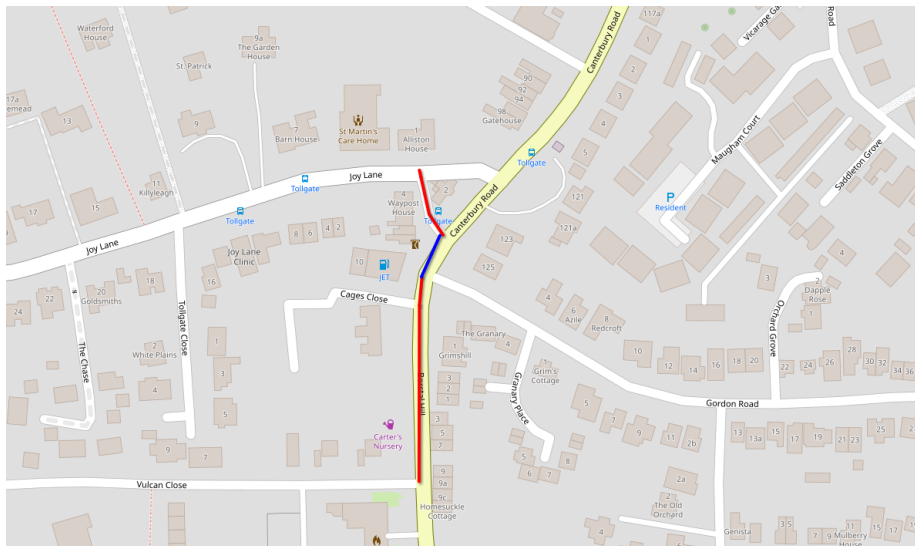
Agree - Particularly welcome if cyclists can gain access to school without having to cycle along Joy Lane (heavy traffic) however this is not entirely clear.

A widened footway would be preferred to cycle lanes, since this affords cyclists greater protection and cyclists can feel hassled by drivers when unable to climb hills quickly. Primary schoolchildren are unlikely to cycle on Borstal Hill in cycle lanes due to safety fears, but widening the footway to permit cycling there is more likely to encourage them to cycle.

Joy Lane School has had to temporarily close Vulcan Close access due to current building works and dangerous driving by parents. The building work will finish and the W14 improvements would make a big difference in indicating that this is a route for pedestrian and cycle access to the school. As a minimum Vulcan Close should have the speed reduced to 20mph. Designation of a School Street might also be considered,

## W15

Agree - The should also be connected with proposal W14:



*Proposals W14 and W15 are shown in red. Our extension to this is shown in blue.*

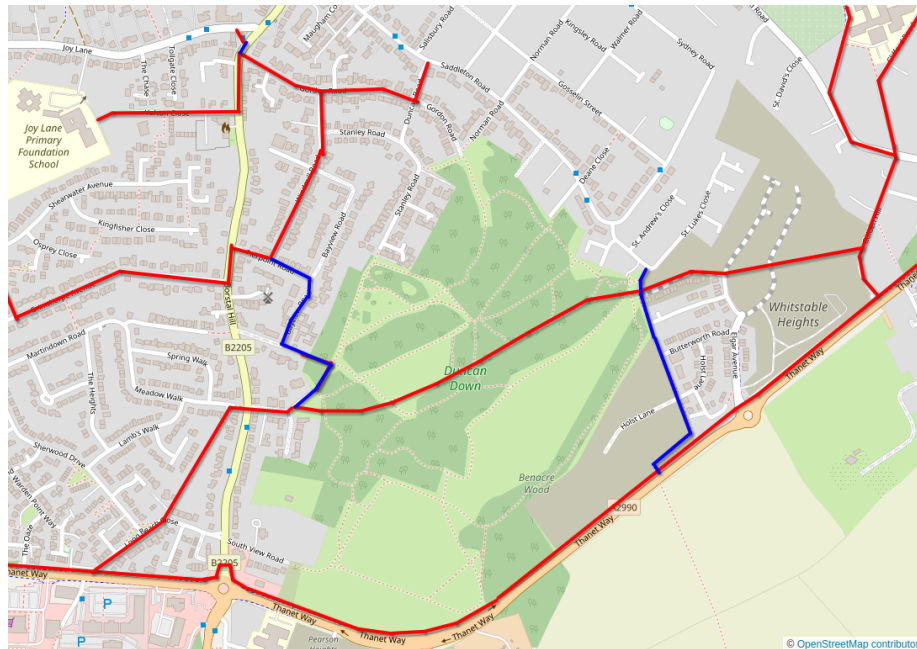
This area is chaotic at times and there are near misses and collisions. Right turns from Gordon Road are blind to traffic coming down Borstal Hill. On the other side of the road there is Cages Close, the entrance and exit of the petrol station, and the link road from Borstal Hill to Joy Lane all in quick succession. Walking and cycling is hazardous here because of the volume of and multiple directions that cars appear from. Very few drivers give way to pedestrians about

to cross the Link Road. Closing the Link Road to motor vehicles and connecting W14 and W15 would make a big difference.

## W16

Agree - The Zebra crossing on Borstal Hill should be adapted to allow cyclists to cross. Within Duncan Down another connection should also be formed to Clovelly Road, thereby allowing a connection via Bayview Road to proposals W13 and W14. Additionally, connections to St. Andrew's Close / St. Luke's Close should be formed, providing cycle permeability to the housing here, too. This proposal will serve the new housing at Whitstable Heights well.

In forming the connection to St. Andrew's Close / St. Luke's Close we believe that using the CW20 alignment would work well. This can also be upgraded to permit cycling up to the NCR1 path on the north side of the A2990 Thanet Way (proposal W8).



*The Local Cycling and Walking Infrastructure Plans proposals are shown in red, with our additions in blue.*

An early win that would be required for this route but would be valuable as a standalone improvement would be to replace the currently very tall kerbs between Long Reach Close and the A2990 with dropped kerbs and connect the two paths with a link along the existing verge (Cars often park on the A2990 side).



*Dropped kerb location shown in purple and path connection shown in light green.*

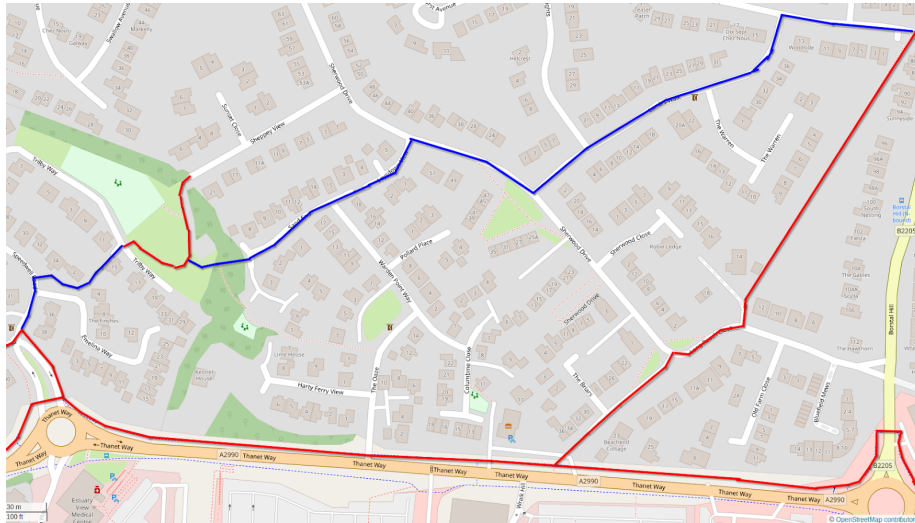
**W17**

Agree

**W18**

With the recent surfacing of the path from Sand End to the Sheppey View/Trilby Way path, walking and cycling accessibility through here is pretty good. The biggest remaining issues here are that dropped kerbs are missing at the western end of the path from Sheppey View to Trilby Way and the Eastern end of the path from Trilby Way to Speedwell Road. There is also an issue with drainage which can lead to ice forming on Trilby Way and the Western end of the path between Sheppey View and Trilby Way. Parked cars sometimes obstruct the path from Trilby Way to Speedwell - an I bar could be added. The Sand End path is quite narrow, it could be widened if funds were available after dropped kerb and drainage issues are addressed.

The existing surfaced path between Sand End and Leysdown View, together with the roads at Sherwood Drive, Lambs Walk, and Meadow Walk, a more direct route towards Duncan Down and proposal W16 could be formed. The path between Trilby Way and Speedwell Road, together with a short section of Speedwell Road, could be used to close the gap to proposal W3 and NCR1.



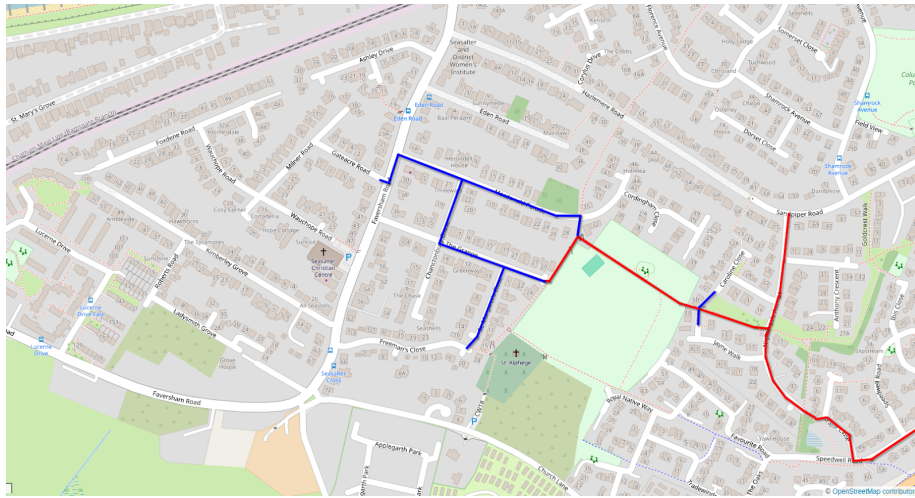
*The Local Cycling and Walking Infrastructure Plans proposals are shown in red, with our additional proposals shown in blue.*

## W19

Agree - We would also support permitting cycling on the existing path between Caroline Close and Jayne Walk, which straddles this proposed route, such that the natural route is permeable for cyclists.

We note that an alternative shorter connection at the western end of this proposal could be formed via CW18 to Macdonald Parade. This would better suit a potential crossing over Faversham Road between Macdonald Parade and Gateacre Road, since the visibility is better here than at the junction between The Grange and Faversham Road.

Further, we note that the informal pedestrian access between St. Margaret's Close and Freeman's Close could be formalised and surfaced to permit cycling. This would open up the potential of another crossing over Faversham Road between Freeman's Close and Kimberley Grove, giving further residents access onto the cycle network. Further access may be able to be formed onwards for the residents of the Lucene Drive estate via one of the paths between Lucene Drive and Roberts Road.



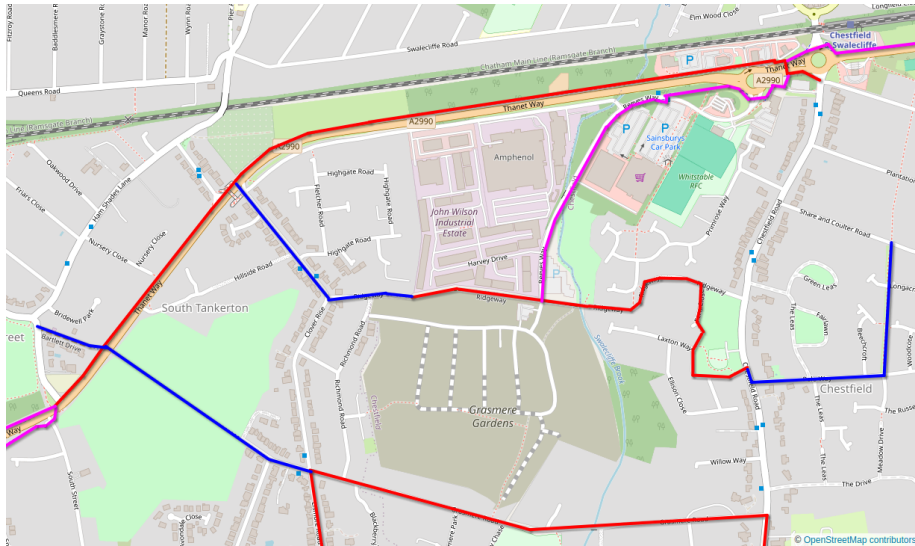
## W20

Strongly agree - This is a useful existing cut-through route for walkers and cyclists but sections are very narrow and in very poor condition. Suggest it could be linked via Clover Rise to the cycle path on the north side of Thanet Way. There is a split road crossing on A2990 (without lights) at Clover Rise already, and also a bridge for pedestrians over the Thanet Way.

At the Chestfield end of the proposal, a crossing could be made over Chestfield Road to Polo Way. This could enable a permeable connection to be made for many of the residents in the vicinity by adjusting public footpath CW69 to permit cycling between Polo Way and Share and Coulter Road.

Another short connection could be formed using the path between Primrose Way and Ridgeway, improving the cycle permeability.

The proposed route would also connect with the shared cycle path beside Reeves Way, delivered as part of the Grasmere Gardens development.



## W21

Agree - The developer's plans show this essentially closed to motor vehicles, with the only exceptions being for residents along here. Their plans show this signed as No Motor Vehicles Except for Access. Spokes reinforces the point that if this road is still used by cars as a cut-through it will be hostile to cyclists and pedestrians. (See planning application CA/22/01527)

## Proposed Routes and Improvements - Rural

### R1

Agree - Spokes have attended a stakeholder meeting in support of this proposal. As mentioned in our comments on proposal H17, it will be important to achieve a continuous route by ensuring that it is possible to cycle directly from Braggs Lane to the Bullockstone Road shared cycle path, without needing to cycle on the A291 road at all. This will need the provision of only a few metres of shared cycle path to achieve this.

### R2

Agree - This route forms part of an alternative and more direct cycle connection between Canterbury and Herne Bay. We also envisage that this will be popular with leisure use, given the prospect of the facilities at the proposed reservoir. If the reservoir had a shared use path around its perimeter then this could enable a Western route giving access to the University via Alcroft Grange and an Eastern Route using Mayton Lane to Broad Oak and Sturry.



### **R3**

Agree - This proposal enables cycling for a large additional population to reach Herne, Herne Bay, and Canterbury.

### **R4**

Strongly Agree - This will provide a cycle route for existing and new residents at Sturry and Broad Oak into Canterbury. With proposal R9, this extends the route to Hersden, too, including the Spires Academy school.

### **R5**

Strongly Agree - The width of the existing route has not been maintained and the surface has deteriorated. The lack of lighting means that the route feels less safe. The widening, consequent resurfacing, and lighting of the route will tackle these.

The land at the Eastern end of the Fordwich way is extremely susceptible to flooding in the winter. It should be ensured that the cycle surface is raised above the level of the flood plains to ensure that the path can be used all year round. Policy R4 should be explored as an alternative route when the river level is extremely high.

At the Western end policy CN7 should be done in conjunction with this policy to allow a seamless flow off the route and into the city.

While Spokes notes that unauthorised motorcycle usage is an issue on the route all bollards and A-frames must be removed to allow for non-conventional bikes. These measures do not stop the motorcycle usage at the moment but their removal would allow for more access for less able body users. The issue of anti-social motorcycle usage should be addressed with Police patrols and enforcement.

Finally, We note there is currently a millennium milepost wayfinding sign that has been enclosed on the wrong side of a fence erected by Canterbury City Council around there archive building on Brymore road. The fence should be removed or moved so the wayfinding is visible.

### **R6**

Agree - This extends cycle access along the Elham valley and offers a safer route for both cyclists and pedestrians between Kingston and Bishopsbourne, where the alternative is a busy road without a pavement. We would also welcome the route to be further connected to Barham, where the current road route has the same access issues. We would favour following the alignment of the former Elham Valley Railway.

**R7**

Not enough detail is provided. Canterbury City Council should ensure cycle paths are being built by developers to connect to a wider network and not just as a box ticking exercise. All cycle paths should be built in line with LTN 1/20 policy<sup>4</sup>.

**R8**

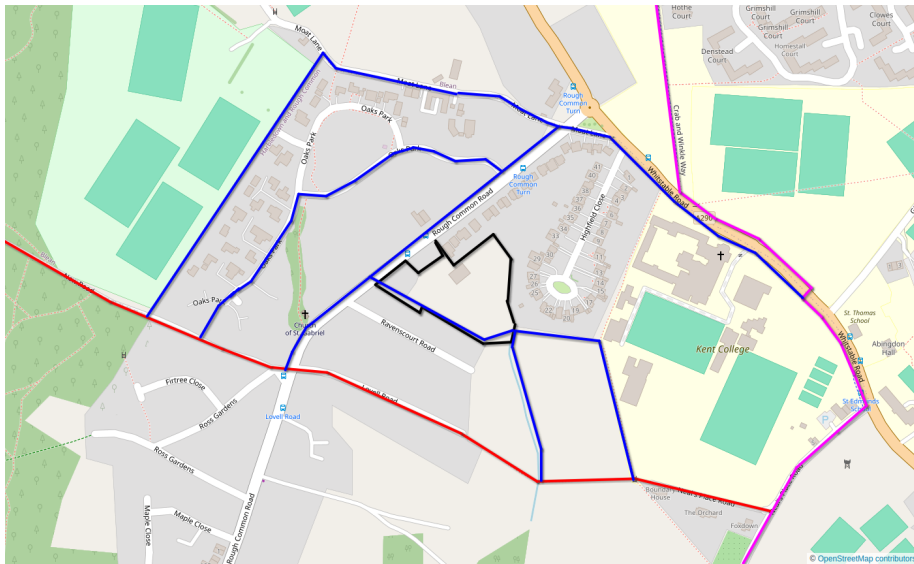
Agree - This will offer a quieter route between Canterbury and Faversham than the current narrow path beside the very busy A2 dual carriageway. The portion between Neal's Place Road and Lovell Road is narrow and steep in parts, and would require a small bridge to be replaced. Also, the junction between Lovell Road and Rough Common Road has reduced visibility. So consideration of an alternative traffic-free alignment along the Whitstable Road, Rough Common Road corridors and the surrounding roads may overcome this. We show some potential other options in the map below.

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<sup>4</sup><https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>







*On the map the Local Cycling and Walking Infrastructure Plan's proposal is shown in red, the existing Crab & Winkle Way cycle route is shown in pink, Local Plan allocation "Rough Common" carried forward from the 2017 plan is outlined in black, and our potential alignments are shown in blue.*

## **R9**

Agree - Any cycle routes along the A28 must be segregated from motor traffic. This route will make cycling to Spires Academy a viable option for people coming from Sturry.

## **R10, R10a**

Agree - These routes will provide a cycling link from Littlebourne to Bekesbourne and Bridge. Canterbury can then be reached by following Regional Cycle Route 16, although the Canterbury route would be quite a bit longer than the A257 corridor. We would favour the R10a option, since it is more direct, less hilly, and avoids the use of the road at Chalkpit Hill, which can sometimes be busier. Funding for the development of this could be drawn from the development of sites R7 “The Hill, Littlebourne” and R8 “Land north of Court Hill” in the proposed Local Plan.

## **R11**

Agree - This proposal would avoid almost all of the on-road sections of Regional Cycle Route 15 on Reculver Lane and Brook Lane.

## **R12**

Whitehall Road miniature Red Green crossing is a public level crossing with clear instructions on use. Members of the Public will have no difficulty operating.



**R13**

Agree

**R14**

Agree - Better wayfinding and dedicated cycle lanes would also need to be provided. Providing a better cycle crossing across the A2050 should also be investigated.



*Can you see the cyclist about to cross?*



Bikes are hidden by signage and roadside clutter, there are no markings on the road or other signs informing drivers. Both these photos were taken 40 m from the crossing, travelling at the road's top speed of 40 mph they would be going over the crossing point in 2.2 seconds.



From the cyclist's perspective the route seems official and is signed, no warnings about the high speed of the road are given to the cyclists.





This is a high risk crossing for cyclists and the council must ensure changes to this crossing are made as a priority. The speed limit for the A2050 is 40 mph, **impact with a car at that speed has a 90%<sup>5</sup> chance of causing fatal injuries.**

#### **R15**

Strongly Agree

#### **R16**

Agree

### **Additional proposals**

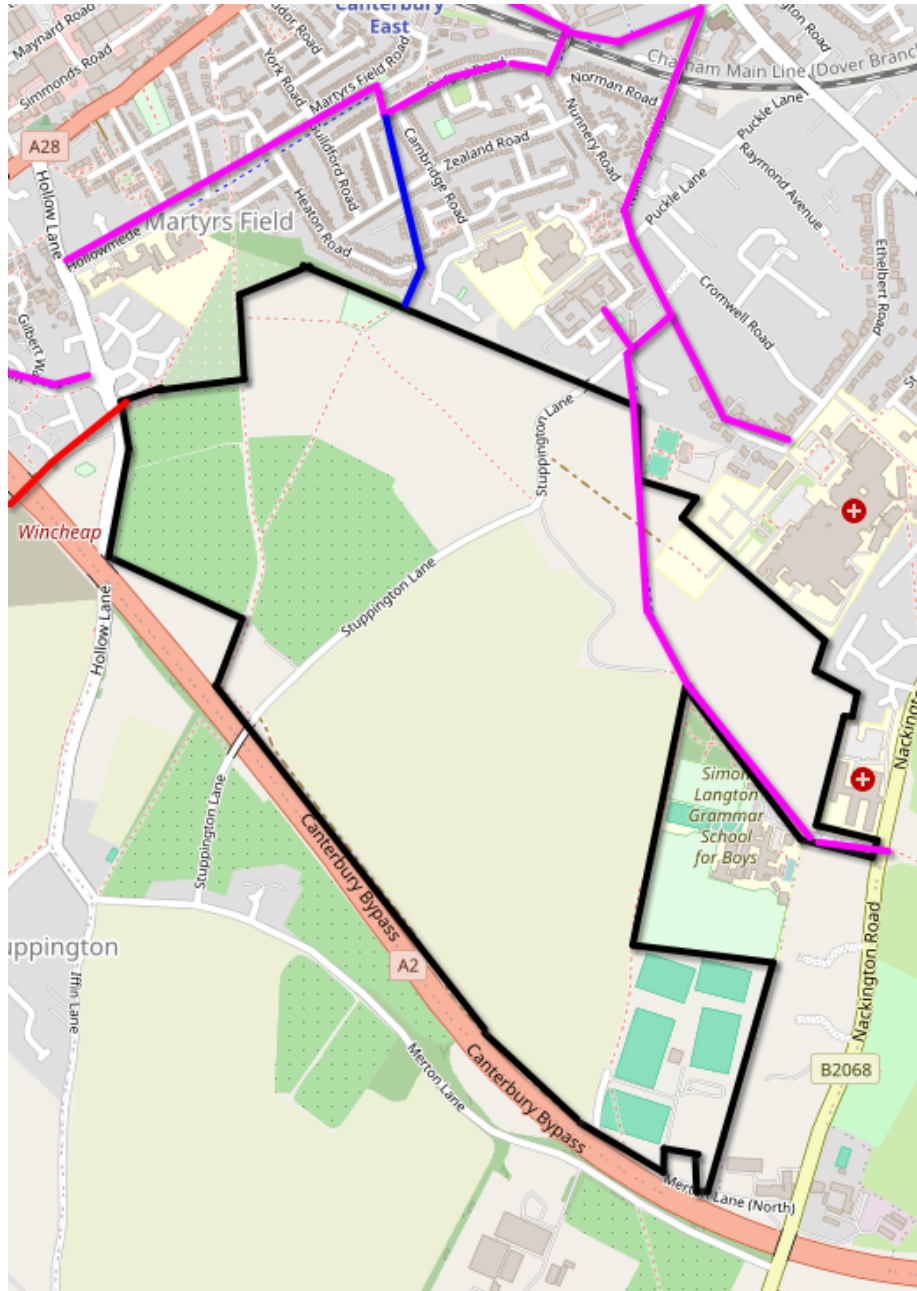
These are proposals not included in the Draft Cycling and Walking Plan, proposed routes and improvements but Spokes believes these routes would provide good solutions for the cycle network and would enable a quicker modal shift, while also providing value for money. We hope these additional proposals will be considered by the Council at the earliest opportunity.

#### **Lime Kiln Road, Canterbury**

Signing this existing quiet service road for cycling will enable a connection between the Draft Local Plan's site C6 and the existing Hop Garden Way cycle

<sup>5</sup><https://www.roadwise.co.uk/using-the-road/speeding/the-chance-of-a-pedestrian-surviving/>

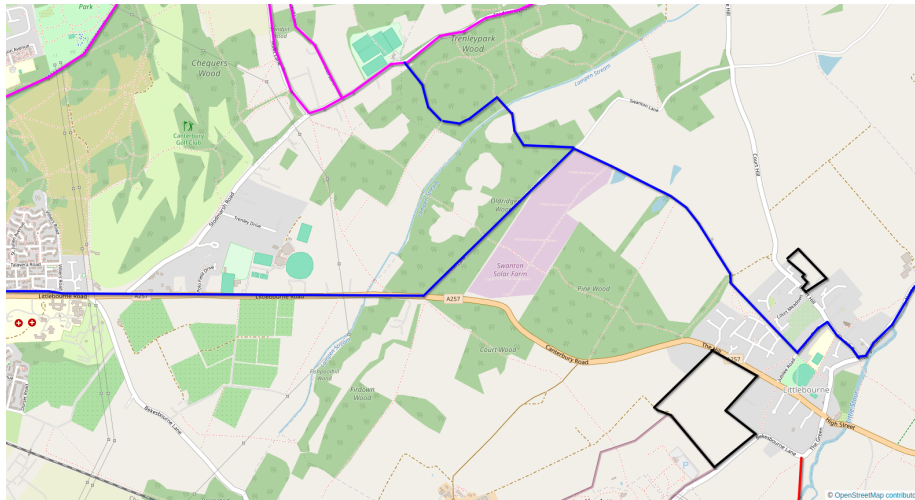
corridor:



*On this map the proposed development site is outlined in black, the existing cycle routes are shown in pink, and our proposal is shown in blue.*

## Wingham and Littlebourne to Canterbury

Proposals R10 & R10a, whilst welcome, don't provide a particularly direct link from Littlebourne to Canterbury. There are no proposals to link Wingham, just over the border in Dover District, to the cycle network at all. Both villages have sizable populations. There are two land allocations within the draft Local Plan at Littlebourne which could provide funding towards them; R7 "The Hill, Littlebourne" and R8 "Land north of Court Hill". We therefore put forward these possible options.



*Proposals R10 / R10a are shown in red, the existing National Cycle Route 1 is shown in pink, and our further options are shown in blue. Land allocations R7 and R8 are shown outlined in black.*

Between Littlebourne and Swanton Lane we propose the use of public foot-path CB147. Part of this is a track used for the access to some properties and fishing lakes. Part is already a paved path. A further part would require surfacing. This route includes some gates which would need adjusting to allow cycle access.











At Swanton Lane public footpaths CB147 and CB525 could be followed west of the road through Trenley Park Wood to reach National Cycle Route 1 on Stodmarsh Road. NCR1 can then be followed into Canterbury.





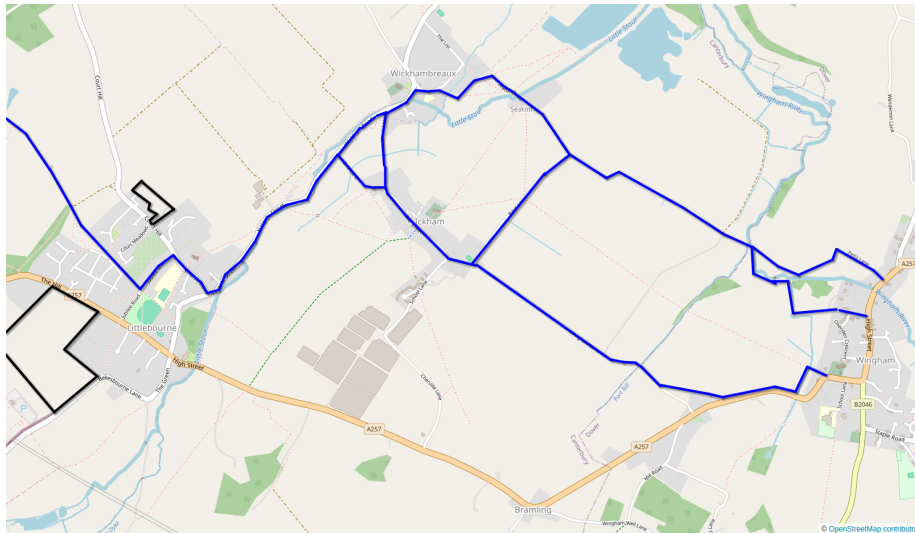






Alternatively, Canterbury could be reached by following Swanton Lane to A257 Littlebourne Road and developing a shared use path beside this road into Canterbury. We would envisage that this would meet and use the new path parallel to the A257 at the former Howe Barracks site, where it can join Canterbury's wider cycle network.

Wingham could be connected via Ickham or Wickhambreaux as shown below:



*Again, the land allocations in the draft Local Plan are outlined in black and our proposal options are shown in blue.*

Within Littlebourne, Jubilee Road and Church Road would be used, followed by Nargate Street, which is already popular with cyclists, to leave towards Wickhambreaux and Ickham.

If turning towards Ickham there are two options. Using Drill Lane will provide a more direct route, but has the issue of having an intermittent ford. The alternative, Wickham Lane, avoids this. The Street is followed through Ickham. For the connection to Wingham there are again two options. Either follow onwards along Wingham Lane, develop a shared cycle path along public footpath EE173, then beside the A257, the waterway and into the village via public footpath EE171. Or, follow Baye Lane, then Seaton Road towards its eastern end where a new path could be developed beside or near to the Wingham River to reach Wingham at either North Court Close or via the track at Petts Lane.

If proceeding via Wickhambreaux then Wickham Court Lane can be followed, with the possibility of permitting contraflow cycling along the oneway portion on the southern side of the grassed area, then following Seaton Road to reach Wingham via the North Court Close or Petts Lane options described above.

### **Dickens Ave to the Fordwich Way (Reed Pond)**

This route would see the conversion of footpath CC24 to a bridleway. The path is already paved and in good condition all the way to Reed Pond. The only additional pieces of work would be wayfinding and providing a dropped curb for access on Dickens Avenue. This policy should be explored in conjunction with policy R5.



*Image showing the lack of a dropped curb to footpath CC24.*

## **Draft Local Plan - Spatial Strategy for the district**

### **SS4**

#### **Point 1**

Agree

#### **Point 2b**

Agree

#### **Point 2d**

Agree

#### **Points 2e & 2f**

Spokes believes resources allocated to these projects could be better spent on cycling and walking infrastructure, this would ensure all policy is working together to help the Council achieve their other modal shift and air pollution targets, and would be better aligned with policy DS13 Movement Hierarchy, where walking and cycling are favoured over the use of private motor vehicles. We note that the Second Cycling and Walking Investment Strategy (CWIS2)<sup>6</sup>, dated March 2023, states:

“It’s one of the best return on investment decisions governments can make, which is why this government has committed an unprecedented £2 billion of funding for active travel over 5 years. Our aim is similarly ambitious – 50% of all journeys in towns and cities should be walked or cycled by 2030.”

#### **Point 3**

Agree

#### **Point 4**

Agree

#### **Point 5**

Park and pedal schemes should be considered.

#### **Point 6**

Agree

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<sup>6</sup><https://www.gov.uk/government/publications/the-second-cycling-and-walking-investment-strategy/the-second-cycling-and-walking-investment-strategy-cwis2>

**Point 7**

Agree - In addition to this, the designs must ensure that pedestrian and cycling movements are favoured over private motor vehicles, in line with the hierarchy of transport modes.



## **Draft Local Plan - Canterbury**

### **C1**

#### **Point 8**

Strongly agree

#### **Point 11**

Agree

### **C2**

#### **Point 4**

Agree

### **C3**

#### **Point 4b**

Agree - This is lacking key detail, cycling infrastructure must be built to form a coherent network and not just for developers as a tick box exercise.

### **C4**

Agree - The cycle parking at Canterbury Lane (point 9), must be retained or the same amount of more spaces provided in a suitable nearby location. There are 12 bike spaces currently available here.

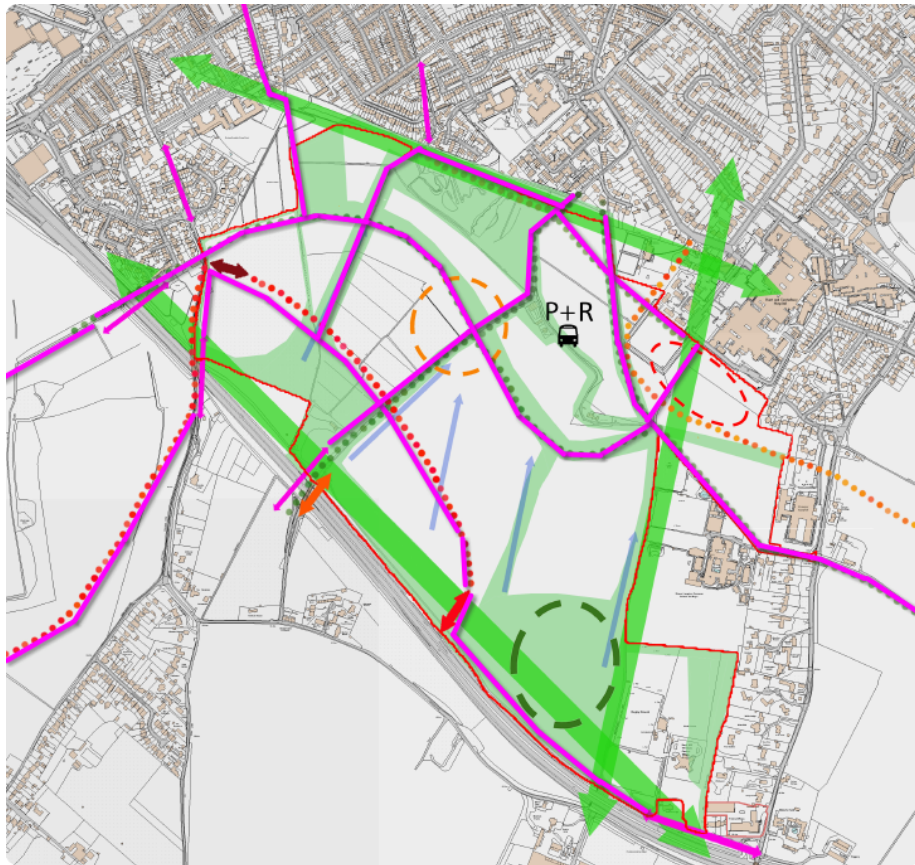
### **C5**

#### **Point 2**

Agree

### **C6**

Below we show an annotated copy of the concept masterplan. We have added further pink lines showing how a dedicated traffic-free cycling and walking network could be developed within the allocation here.



The key points are:

- The corridor for the link road must have a wide (at least 4 metres) shared cycle path beside it capable of supporting busy bidirectional cyclist and pedestrian use without conflict.
- Connections should be made to the existing cycle network, and that proposed in the Draft Local Cycling and Walking Infrastructure Plans at:
  - The Birch Road underpass beneath the A2, connecting as directly as possible across the Saxon Fields site, including passing and connecting with the planned school on the site;
  - Connection to the existing cycle path to Simon Langton Boys' School and the Kent & Canterbury Hospital, whilst serving the community hub;
  - A shared cycle connection to Lime Kiln Road, which enables onward cycle journeys into the city or via Hop Garden Way.

- A shared cycle connection to Victoria Road, which enables onward cycle journeys via the proposed use of Cooper’s Lane in the Draft LCWIP.
- Connection to the proposed access via Merton Lane (North).
- The existing cycle and pedestrian access to Simon Langton Boys’ School must be prioritised in the design. Road traffic must give way to non-motorised modes using the path, in order to adhere to policy DS13 Movement Hierarchy.

**Point 1b(ii)**

Agree - Cycle provision must be included, especially at the sports hub.

**Point 1b(iii)**

The cycle parking provision at the proposed Park and Ride must be covered and well surveilled ensuring security. It must also be possible to use cycle hire from here to other key destinations in the city, such as the city centre, stations, and universities.

**Point 2b**

Strongly agree

**Point 4a, b, f, & g**

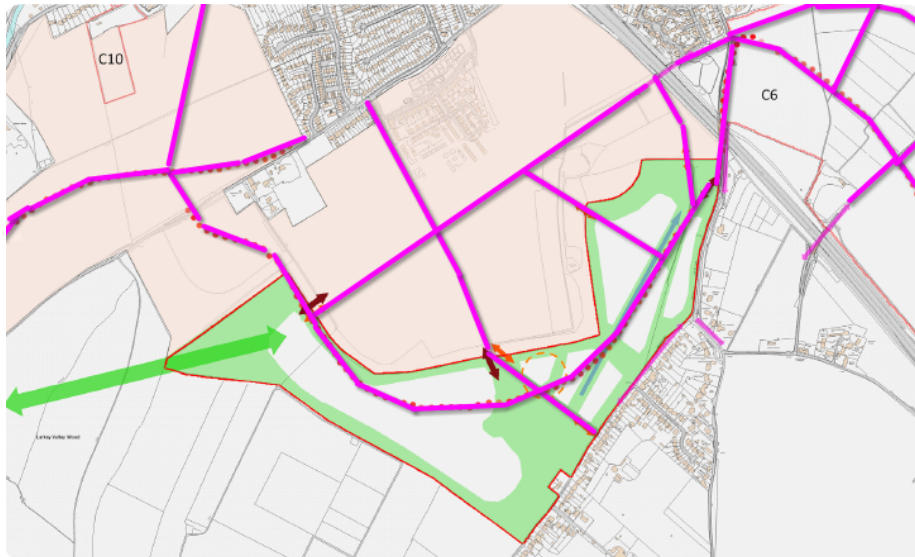
Strongly agree

**Point 4c**

Disagree - This policy would be in contradiction of point 2b.

**C7**

Within this allocation we again believe that the link road must have beside it a wide (4m+) shared cycle path capable of comfortably accommodating high cyclist and pedestrian flows. Additionally cycling links to the neighbouring consented and proposed development sites should be maximised. We have annotated the concept masterplan with pink lines showing these:



**Point 2b**

Strongly agree

**Point 2d**

Agree

**Point 4a, b, e & f**

Strongly agree - An off road link to the Great Stour Way would be extremely commendable.

**Point 4d**

Disagree - This is in contradiction with policy DS13 Movement Hierarchy. Primary access must be for sustainable journeys.

**Point 5b**

Priority must also be given to ensure cycle routes are already established before occupation of any dwelling on the site. This will ensure good habits are picked up from the beginning.

**C8**

**Point 4b**

Agree.

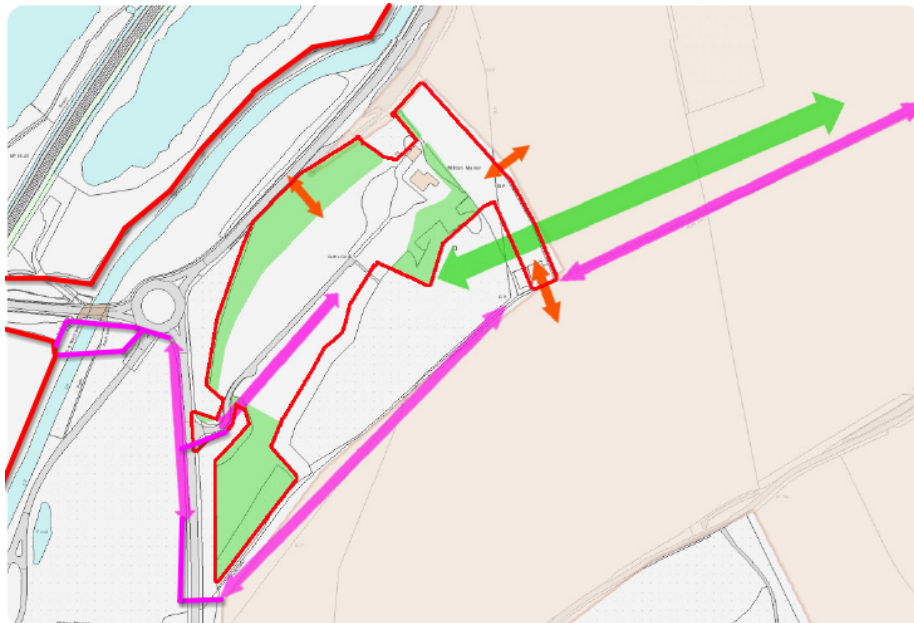
**Point 4d**

Agree.

**C9**

**Point 4a, b & e**

Strongly agree - In the map below the existing Great Stour Way cycle route is annotated in red with potential alignments of a shared cycle path on the west side of Milton Manor Road. Access should incorporate a connection to the existing adjacent site, already under construction, together with a link to the Great Stour Way either at the existing CB463A gate adjacent to the A28, or via provision of a separate cycle / pedestrian bridge over the river from Bretts land, with their consent. This may involve a slight re-routing of public footpath CB541 to take in this new bridge.



**Point 4f**

Disagree - This is in contradiction with policy DS13 Movement Hierarchy. Funding access to the A2, which would be dangerous for pedestrians and cyclists, is not prioritising active transport modes over private motor vehicles.

## **C10**

### **Point 4a**

Agree - A link to the A28 must then continue on an off road or segregated cycle lane to the Great Stour Way or another cycle corridor to ensure the route is connected to the rest of the network.

## **C11**

Disagree - This policy does not lay out how cyclists will use the link road.

## **C12**

### **Point 2b and d**

Agree

### **Point 3f**

The disused railway line to the East of the site MUST be retained and have a walking cycling route along it or parallel to it that connects to Clowes Woods. Ideally connect this all the way to the University. Connecting it to Clowes Wood is currently not possible for land ownership reasons but space that would enable the complete route should be retained or short sections of path built to safeguard the asset and show the ultimate intention. The section from Tyler Hill Road to the University would be immediately useful to residents of Tyler Hill Village who do not currently have a motor traffic free route into Canterbury. As with other parts of the route it can serve as a green corridor and a sustainable transport link.

### **Point 4a**

Strongly agree

### **Point 4b**

Agree

### **Point 4d**

Disagree - We are concerned that the proposal map shows motor vehicle access at the same point as the existing traffic-free Crab & Winkle Way path. Point 4d states that this is the primary access point, with the access achieved following the relocation of Blean Primary School considered as secondary. The traffic-free nature of the Crab & Winkle Way here (from Whitstable Road to Chapel Lane) must be retained, and the path should not lose its character. The path must not be narrowed or become a shared use pavement alongside a road..

**Point 4f**

Strong Disagree - This is in contradiction with policy DS13 Movement Hierarchy. Funding access to the A2, which would be dangerous for pedestrians and cyclists, is not prioritising active transport modes over private motor vehicles.

**C13**

**Point 4**

Agree - Cycling infrastructure must be built to form a coherent network and not just for developers as a tick box exercise. More detail must be provided.

The proposed cycle connection points must be integrated with proposal CB24 in the draft Local Cycling and Walking Infrastructure Plans, providing a cycle route between Dover Street, Ersham Road, and Magdalen Court via the site. With the connection to Ersham Road and / or the fronting directly on New Dover Road there is the potential for onward connection to proposal CB16 in the draft Local Cycling and Walking Infrastructure Plan by widening the path along New Dover Road to allow a cycle connection to St. Augustine's Road without needing to cycle on New Dover Road itself.

**C14**

**Point 4a**

Prime opportunity to ensure a minimum level of bike parking is provided. Alternatively a long term bike storage option should be considered, as has been done at Canterbury West.

**Point 4b**

Agree - Cycling infrastructure must be built to form a coherent network; not just for developers as a tick box exercise. The barriers along the Lansdown Road cycle path must be removed, as noted in recommendations 10.10 and 10.11 of the Sustrans Cycle Route Audits August 2021, which is provided as supporting evidence to this Draft Local Plan.

**C15**

**Point 4**

Agree - More detail must be provided. Cycling infrastructure must be built to form a coherent network; not just for developers as a tick box exercise. Access to Pilgrims' Way Primary School could be improved by development at this site, but has not been indicated on the concept masterplan. For example, the development could provide a shared-use cycle path along its western edge and towards the school. This would also benefit the existing Regional Cycle Route 16, which the school and site is beside.

## **C16**

### **Point 4**

Agree - The layout should not prohibit the possibility of cycle access northwards of the site, should such a proposal be made in the future and to site C18, since a shared cycle route could be developed on the north side the railway to join with Broad Oak Road further along and provide connectivity for the developments at Broad Oak & Sturry carried over from the 2017 Local Plan. An on-road cycle route connection should also be signed to Local Cycling and Walking Infrastructure Plan proposal CS1 via Kemsing Gardens and Headcorn Drive. See the map on our comments in relation to C18.

## **C17**

### **Point 4a**

Agree - Any new connection must link in with the wider network. While an increased connection to Bus Stop may be beneficial to pedestrians, it will have little to no benefit to cyclists unless high quality bike parking is also provided.

It should be noted that a cycle connection with the existing Regional Cycle Route 16 can be formed along Coldharbour Lane to the east, but this is not indicated on the concept masterplan for improvements. This is inconsistent with the text, where point 4a(iii) makes reference to improving the connection with RCR16.

Nor is the prospect of improvements to benefit cyclists along public bridleway CB268, which the North Downs Way uses, to meet Coldharbour Lane. This, together with improvements to bridleway CB324 across the site, could provide a cycle route into the development from nearby Bridge.

### **Point 4c**

Agree

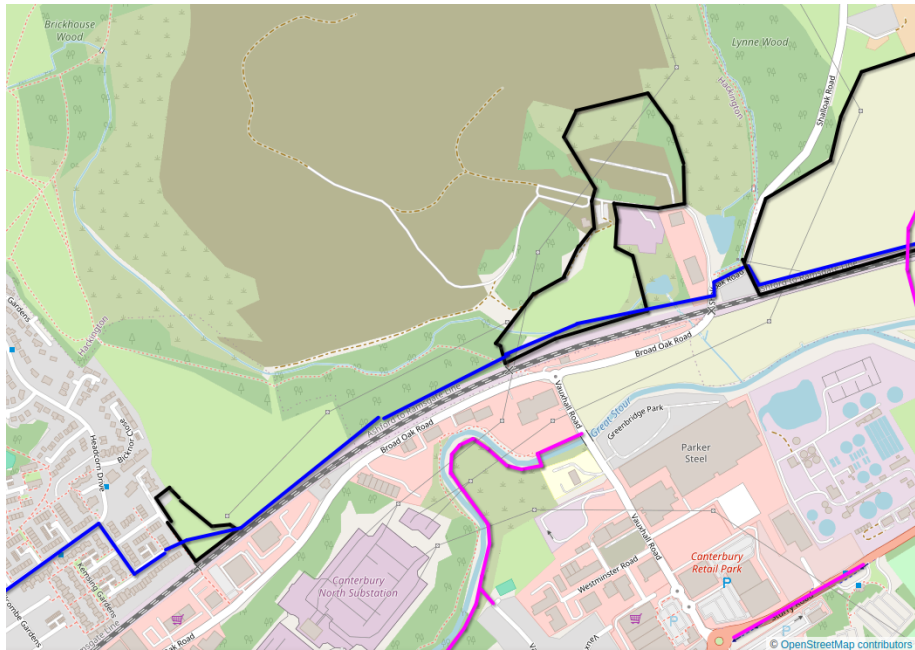
## **C18**

### **Point 4**

Agree. Thought should be given to upgrading Sandpit Foot Crossing and then linking this into the wider cycling network.

Additionally, together with site C16, a shared cycle route should be developed to the north of the railway, providing a connection as far as “Site 2: Land at Sturry/Broad Oak” carried forward from the 2017 Local Plan, together with the shared cycle path proposed as part of the planned bridge over the railway and river.





*These proposals can be seen in context on the map above. Left-to-right sites C16, C18, and carried-over site 2 can be seen outlined in black. Existing and proposed existing shared cycle paths can be seen in pink. Our proposed route is shown in blue.*

## **C19**

### **Point 4a**

Agree - The previous bus gate at Cotton Road should be reinstated, permitting cycle and pedestrian access, such that sustainable transport modes are prioritised over private motor vehicles.

## **C21**

Any redevelopment on Military Road must ensure the scheme is interlinked with National Cycle Route 1.

## **Draft Local Plan - Whitstable**

### **W1**

#### **Point 9**

We strongly agree with the cycling proposals.

### **W2**

We agree with the identified cycling use.

### **W3**

#### **Point 2**

Disagree - This is contrary to policy DS13 Movement Hierarchy, which prioritises pedestrians and cyclists over private motor vehicles. Since the A299 is a hostile environment for pedestrians and cyclists, and they are specifically prohibited from the section of the A299 with the tunnel under Chestfield Golf Course, this policy clearly does not adhere to DS13.

#### **Point 3**

Strong Agree - Improving walking and cycling connectivity is completely compatible with adhering to policy DS13 Movement Hierarchy.

### **W4**

#### **Point 2b**

Agree.

#### **Point 2d**

We agree with the prioritisation of pedestrians and cyclists. This would be in line with policy DS13 Movement Hierarchy.

#### **Point 4a, d & f**

Strongly agree. Together with the existing Crab & Winkle Way and neighbouring cycling proposals, these proposals will enable cycling and walking to offer a viable alternative to using private motor vehicles and is this completely in line with policy DS13 Movement Hierarchy.

It is important that any condition for funding the bridges to complete the Crab and Winkle Way to the harbour is written in such a way that it stands the highest chance of being retained through the entire planning process.

We note that the upgrade of CW21 isn't indicated on the concept masterplan as an opportunity for a new cycling connection. The plan should be amended to show this.

#### **Point 4e**

The diversion of South Street through the site will allow the present road to be closed off to motor vehicles east of the present junction with the traffic-free portion of the Crab Winkle Way towards Canterbury. This will thus improve the safety and attractiveness of the route here for non-motorised use.

The concept masterplan shows vehicular access onto the present South Street via the diversion route, but it does not indicate opportunities for cycling and walking connections here too. It would be logical to also have a cycling connection here, given the proximity and directness of the Invicta Way route to the railway station and town centre.

#### **Point 5a**

Strongly disagree. Delivery of a new access onto the A299 would be incompatible with policy DS13 Movement Hierarchy. The A299 provides a hostile environment for cycling and walking. Further, cycling and walking is not permitted on this stretch of the A299 due to the tunnel under Chestfield Golf Course. This would therefore clearly be providing infrastructure which favours private motor vehicles.

#### **W5**

##### **Point 4a**

Strongly agree. Provision of the proposed cycle connections will help to ensure that choosing to cycle is a viable option from this site for everyday journeys.

In addition to developing a cycle connection along CW20 we believe that a connection to the Crab Winkle Way can be formed here by following the Golden Hill road across the bridge over the A299, then the track to Burgess Farm, starting at the junction between CW12 and the road, could be followed eastward to meet the Crab Winkle Way. Landowner consent would be required for this.

Alternatively a route could be created that links Golden Hill to the Crab and Winkle across fields directly to the south of the Joseph Wilson Industrial Estate, joining the proposed Chestfield route.

Either would have the benefit of markedly shortening the route to Canterbury via the Crab Winkle Way, over connecting via the present location at South Street.

##### **Point 4d**

Agree. This supports meeting policy DS13 Movement Hierarchy.

**Point 4e**

Strongly disagree. Delivery of a new access onto the A299 would be incompatible with policy DS13 Movement Hierarchy. The A299 provides a hostile environment for cycling and walking. Further, cycling and walking is not permitted on this stretch of the A299 due to the tunnel under Chestfield Golf Course. This would therefore clearly be providing infrastructure which favours private motor vehicles.

**W6**

**Points 4a(i) & (ii)**

Strongly agree. The necessary toucan crossing over the A2990 Thanet Way between the development site and the existing shared cycle path on the north side of the road is not indicated on the concept masterplan. This must be added, with the location providing seamless onward cycle connectivity to the secondary school that the site will deliver. This will ensure that the school is readily reachable by bicycle by the populations of the coastal towns.

**Point 4c**

Agree.

**W7**

**Point 4c**

Agree. We note that development at this site could facilitate improved connectivity to the proposed Crab & Winkle Way Extension in order to improve active travel options. This would benefit the adjacent school.

## **Draft Local Plan - Herne Bay**

### **HB1**

#### **Point 11**

Agree.

### **HB3**

#### **Points 2 & 4**

Agree.

### **HB4**

#### **Points 4a(i), (ii), and (iii)**

Strongly agree. These proposals will help to ensure a contiguous cycle network. Development at this site must also ensure that it connects with the shared cycle path being constructed out from the western side of Oxenden Park, to ensure that onward cycle journeys are possible. Development here should also contribute to the proposed cycle route along Molehill Road to Chestfield and reduce the impact of motor vehicular traffic along that route.

### **HB5**

No mention of cycle provision is made for this site. All sites must be expected to fund improvements to the walking and cycling network to meet the objectives of the LCWIP.

### **HB6**

#### **Point 4a**

We agree that this development must provide a safe onward cycle route from the site, which will predominantly need to be westwards towards Herne Bay.

#### **Point 4c**

Agree. Until carried-forward site 3, to the west, has had sufficient development to provide a safe cycle route from this site to Herne Bay, we believe that this site cannot be considered to be connected by bicycle or foot, thus would not fulfil the Local Plan's DS13 Movement Hierarchy policy, amongst others. We believe the wording in this point could be strengthened to require that the non-motorised paths through site 3 must be ready and usable before development at site HB6 can be occupied.

## **HB7**

No mention of cycle provision is made for this site. All sites must be expected to fund improvements to the walking and cycling network to meet the objectives of the LCWIP.

## **HB8**

### **Points 4a, c, & d**

Strongly agree. The cycling proposals are vital to ensuring that a contiguous cycle network is developed, and thus achieving the soundness of the transport element of the Local Plan and LCWIP.

## **HB9**

No mention of cycle provision is made for this site. All sites must be expected to fund improvements to the walking and cycling network to meet the objectives of the LCWIP.

## **HB10**

We agree with the cycle proposals within and surrounding this site. We note that upgrading public footpath CH21 to permit cycling would provide a very useful link to Herne Bay train station. This will need the path to be widened by moving / removing the fence, as we show in the photos below. The existing chicane barriers should also be removed, since these prevent passage for some cyclists, as does the lack of dropped kerb. The route would connect to the shared cycle path beside A2990 Thanet Way. This in turn connects with the large development at the former Herne Bay Golf Course, and, with other LCWIP proposals, connects to Herne Bay High School. Eddington Lane should also be developed as a cycle route, providing connection to the cycle bridge to Herne. Development at this site should fund a better connection over Canterbury Road to this facility. Public footpath CH23 could also be converted to permit cycling, too, providing another connection to the A2990 Thanet Way shared cycle path.











## **Draft Local Plan - Rural**

### **R1**

#### **Point 2d(iii)**

Agree.

### **R2**

#### **Point 4a(i)**

Agree - However, improvements to CB300 would provide only limited benefit for cyclists. We feel that it would be better for developer contributions from this to be spent towards developing the Bridge to Canterbury cycle route, since the secondary schools can be reached from this, together with the many employment and retail sites in the city.

### **R3 & R4**

There is no mention of provision for cyclists at either of these sites. Access to these sites is currently difficult for cyclists, owing to the A28 having high volumes of traffic with a 40 mph speed limit, combined with no traffic-free path permitting cycling. In order to properly meet proposed policy DS13 Movement Hierarchy in this plan provision should be made to make it easier for cyclists and to disincentivize cycling here. If this cannot be achieved then the site should be removed from the plan, since it would work counter to the objectives.

### **R5**

#### **Points 4a(i) and (ii)**

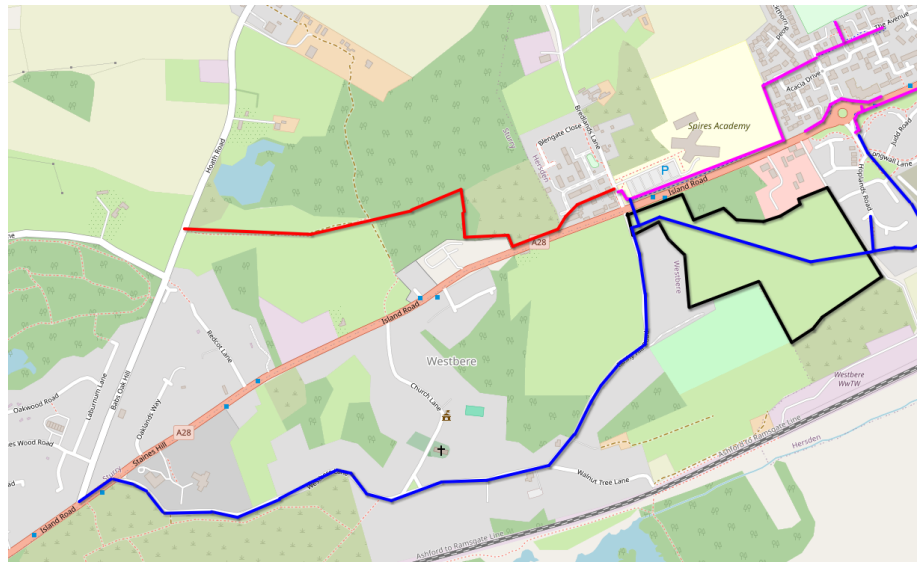
The proposed plan has a duplicate part (ii). We are commenting with respect to the first of these, concerning the cycling connections to Sturry, in addition to point (i) concerning the cycling connections to Hersden and the adjacent Hoplands development. We agree that both sets of cycle connections need to be made. The connections to Hersden and Sturry aren't shown clearly on the proposal's concert masterplan.

We believe that a cycle connection for the full length of the site would be most beneficial both for this site and for the adjacent Hoplands site. A toucan crossing and shared cycle path must be provided over the A28 to the Spires Academy shared cycle path. This will also provide a connection to proposal R9 in the LCWIP, providing an onward cycle connection to Sturry.

We additionally observe that a cycle connection directly onto Bushy Hill Road would be beneficial, since cyclists could avoid the busy A28 and use the 20 mph Bushy Hill Road and Westbere Land to reach the A28 almost opposite the junction with Babs Oak Hill. We believe that development at site R5 could

provide the funding to achieve a crossing between Westbere Lane without cyclists needing to cycle on the A28 road itself. A controlled crossing would be needed due to the traffic volumes and speed.

From Sturry, onward cycle journeys to Canterbury’s employment and retail locations will be made possible with the other proposals in the LCWIP.

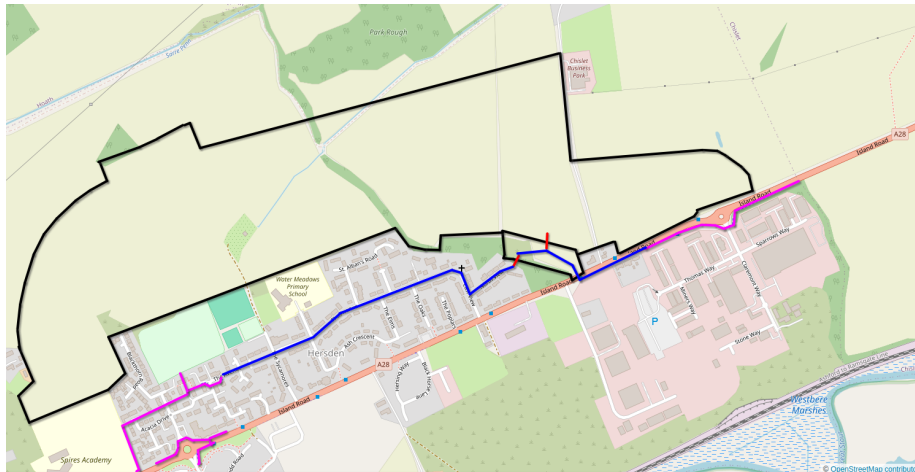


*We show these on the map above. The existing cycle facilities are shown in pink, the LCWIP’s proposal R9 is shown in red, and our further proposals are shown in blue.*

## R6

### Point 4b

Agree. This site must connect with the adjacent carried-forward site “Land North of Hersden”, as indicated. It must also connect with the shared cycle path beside the A28 to the industrial park almost opposite, since this will provide a viable route to reach the employment locations here by non-motorised means. As indicated on the concept masterplan for the site a cycle connection must be formed to the adjacent North View. This will provide the opportunity for onward cycle journeys through the existing development at Hersden, such as to Spires Academy. The cycle connection to the adjacent carried-forward site will provide alternative, but less direct, cycle routes through too. For example, we could envisage cycle connections to The Sycamores and Blackthorn Road, too. These could be shared use paths, where The Avenue leaves less space for this.

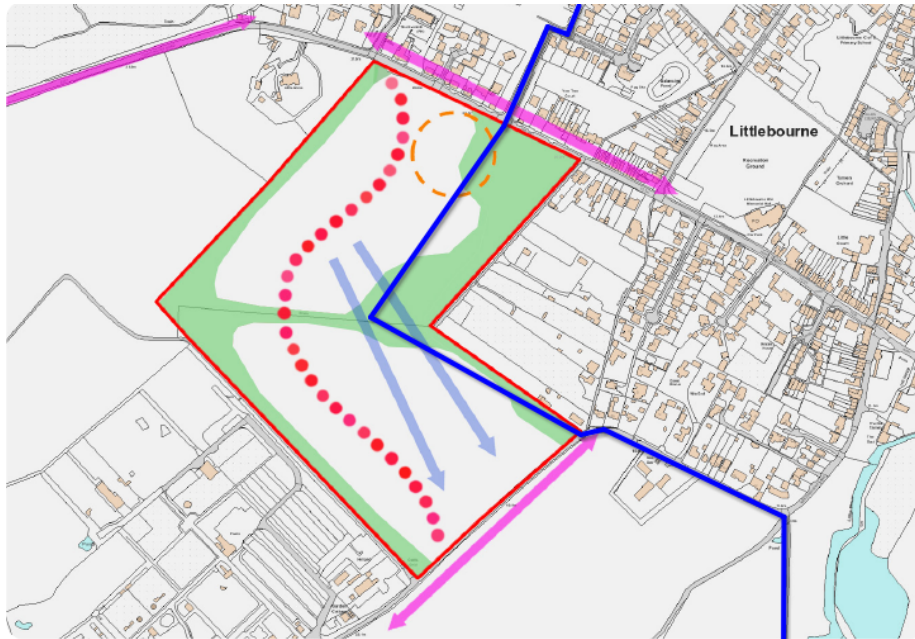


*The development sites are outlined in black, with site R6 being the smaller one. The existing cycle facilities are shown in pink, the concept masterplan's connections are indicated in red, and our further connections are shown in blue.*

## **R7**

### **Points 4a(i), (ii), and (iii)**

Agree, however cycle access across the site should be indicated. This could be adjacent to or follow a more direct route than the indicated link road. We note that if a cycle connection were developed across to Wenderton Way then a link to public footpath CB147 could be formed via several options, such as Birch Road, Bluebell Avenue, etc. In our response to the proposed LCWIP, we note that following CB147 would provide a good first link for a cycle route between Littlebourne and Canterbury. Funding from development at this site must be sought for the development of the proposed R10 / R10a routes in the LCWIP and our proposed route along CB147. Those should also be shown on the plan as opportunities to improve cycling / walking access and safety and included in the accompanying paragraphs.



*We include a map showing the location of both sites R7 and R8 in relation to our CB147 proposal in our LCWIP response.*

## **R8**

There is no mention of provision for cyclists to be provided by development at this site. As with site R7, we believe that development at this site must provide funding towards the development of the route along CB147 that we propose and towards the LCWIP's R10/R10a proposals. The existing track used by PRow CB154 could provide an ideal link to our proposed CB147 route from this site. We include a map showing the location of both sites R7 and R8 in relation to our CB147 proposal in our LCWIP response.

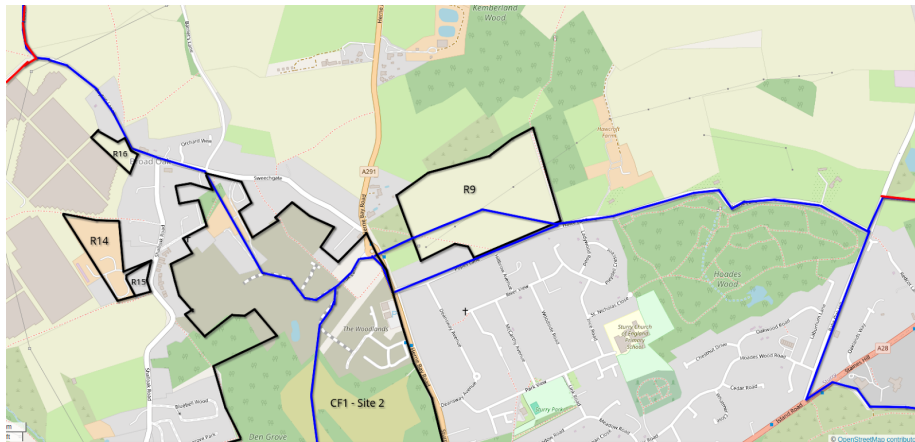
## **R9, R10, R14, R15, and R16**

The consultation draft plan doesn't include a concept masterplan for site R9. However we have been able to determine the location from the online interactive map that is available for the Local Plan's consultation. We agree with points 4a (i) and (ii) in the consultation for this site, but believe that they'd be better backed up with a concept master plan showing how they could be realised. We include a map below showing how development at the site should bring about the cycle connections to Canterbury and Hersden, and additionally a link to the proposed Broad Oak reservoir and onwards towards Herne and Herne Bay.

The map below shows how site R9 should form part of the cycle route linking Broad Oak, Sturry, and Hersden, with links towards Canterbury and Herne Bay from the development at Broad Oak.

We believe that a cycle route directly from site R9 to the new shared cycle path at the new roundabout to the west would be the most useful, since it provides a route through the site and has a greater traffic-free portion. However, if not, then Popes Lane should be used, as a 20 mph road, together with a crossing over the A291 to the shared path on the other side.

Funding towards the development of the proposed routes should be provided by site R9 in conjunction with the other nearby development sites (R14, R15, R16, carried-forward site 2, and site R10 (not shown on the map below)), since all of these sites will benefit from the routes and the onward connections that they provide. Where written, we agree with the proposals to provide cycle connections to the neighbouring developments, however we note that no such connections have been proposed for site R15. We do not agree with the allocation of site R15 without proposals to ensure that cycling is provided for, in accordance with policy DS13 Movement Hierarchy. We note that cycling / walking opportunities are indicated on R16's concept masterplan, but not reflected in the policy text. The policy text should be amended to reflect the site's contribution towards the routes we've shown below:



*Proposals from the LCWIP are shown in red, the land allocation proposals from this Local Plan and carried forward from the 2017 plan are shown outlined in black. Our further cycle route proposals are shown in blue.*

## **R11**

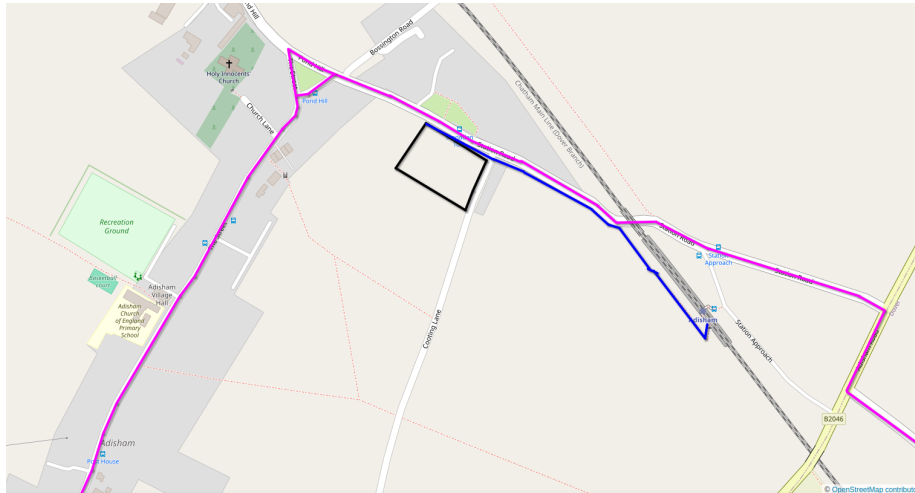
### **Points 2c & 2d(iii)**

Agree.

## **R12**

This proposal's concept masterplan indicates opportunities to improve cycling/walking access and safety along the Station Road corridor. We agree with this, however it needs to be backed up with policy wording too. We could envisage,

for example, that it should be possible to cycle / walk to the nearby station without needing to use the road. Providing a shared-use cycle path from this development to the station would achieve that. Such a path could be used by school children attending secondary school in Canterbury, for example, where their onward journeys can be continued by bicycle at the other end.



*On the map the existing Regional Cycle Route 16 passing the site is shown in pink. Our proposal of a cycling / walking path to the station is shown in blue.*

### **R13**

This site's concept masterplan indicates opportunities to improve cycling/walking access and safety, but its accompanying policy working only notes pedestrian-focussed improvements. We believe that the proposed footways can be made wide enough to allow for shared use, and that the proposed crossing could permit cyclist use, too. Further, this site should contribute funding towards Local Cycling and Walking Infrastructure Plan scheme R6, a traffic-free connection between Barham, Kingston, and Bridge which cyclists and pedestrians could use. From there onward travel towards Canterbury could be achieved.

### **R17**

Doesn't specifically mention that it could enable Herne Bay to Canterbury and Broad Oak to University cycle routes. This should be included.

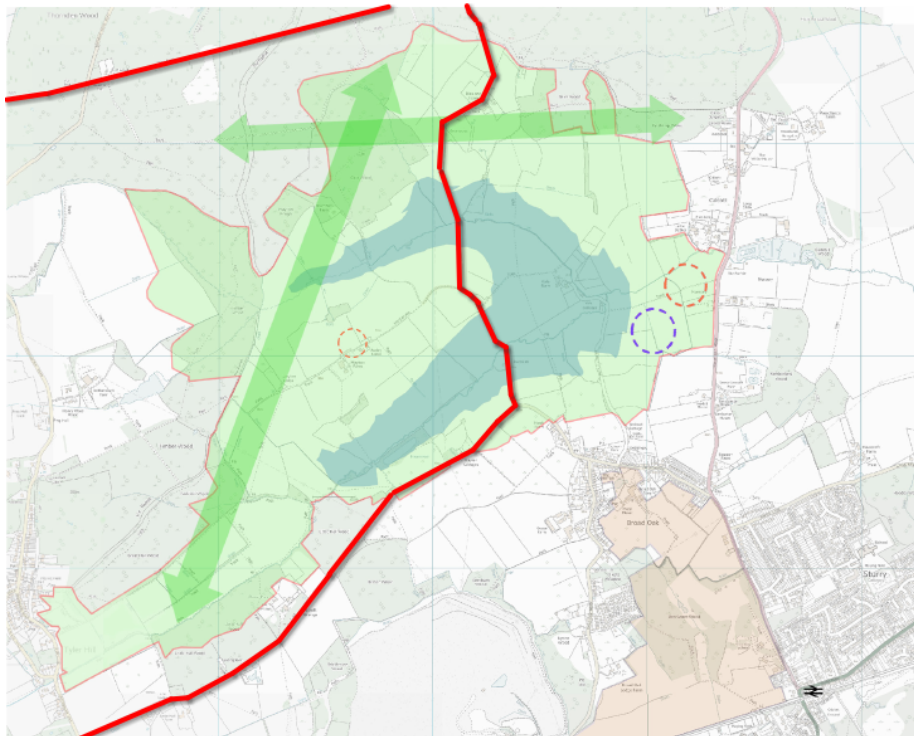
### **Points 1g & i**

Strongly agree.



**Points 4a & b**

Strongly agree. This site is key to delivering the Herne Bay to Canterbury cycle route proposed in the Canterbury District Draft Local Cycling and Walking Implementation Plan 2025-2040. However, we note that the alignment of the proposed route shown on the interactive mapping is incompatible with the extent of the reservoir. We indicate the proposed route in red on the map below. As can be seen, this passes straight through the proposed reservoir. The route will therefore need to be adapted, ensuring that the LCWIP’s objectives of a direct, comfortable (therefore level), and safe route are met as best possible. The LCWIP proposes a connection at the Canterbury end via Alcroft Grange, and the onward connection to Herne Bay via Braggs Lane. A further red line on the map indicates the LCWIP’s proposed cycle route R1 between the Crab & Winkle Way and Braggs Lane, to which the route past the reservoir must connect.



**Points 4d & f**

Agree

**R18**

**Point 4a**

Agree.

**R19**

**Point 3c**

Agree

## **Draft local Plan - District-wide strategic policies**

### **DS6**

#### **Points 10d and k**

Agree

### **DS7**

#### **Point 3**

Strongly agree

### **DS9**

#### **Point 3**

Agree

### **DS10**

#### **Point 3c and d**

Agree

### **DS11**

#### **Point 1a**

Agree

### **DS13**

Strongly Agree - This is an extremely commendable policy. However, Spokes believes there are other policies within the Draft Local plan that contradict this policy. The Council should ensure all policy put forward aligns with the ideas put forward in this policy. We believe that the word “new” within the policy is unnecessary. The policy should apply to all developments, whether creating a new one or altering an existing one.

### **DS14**

#### **Point 1**

We agree with this policy. However the wording must be changed: “Routes and access should be designed to be safe and inclusive...”. This must be changed to “Routes and access must be designed to be safe and inclusive...”. Any new

routes not built to be inclusive to all users would open up the Council to legal challenge under the Equality Act 2010.<sup>7</sup>

### **DS15 & Appendix 3**

The Minimum cycle parking is laudable and does go further than the initial document by Kent County Council. We especially support the upgrade from 1 space per unit to one space per bedroom for flats and maisonettes. While we understand Canterbury City Council is somewhat restricted by Kent County Council we believe there are areas they could explore further. It must be ensured by the council that developers meet minimum cycling parking requirements.

#### **Points 3a, b, d, and e**

Strongly agree

#### **Points 4a and c**

Strongly agree

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<sup>7</sup><https://www.legislation.gov.uk/ukpga/2010/15/contents>

## **Draft Local Plan - Carried Forward**

### **CF1**

It is imperative that the carried forward site allocations ensure that cycling and walking are prioritised over private motor vehicular traffic, meeting policy DS13 Movement Hierarchy, and that the developments deliver the cycle infrastructure previously detailed in the 2017 Local Plan in order to achieve this.

### **CF3**

Strongly agree.

### **CF6**

Disagree. The proposed Bridge Interchange will predominantly favour motor vehicle traffic; the A2 is hostile for cyclists and pedestrians, with signs installed several years ago directing cyclists off of the A2 to the safer Sustrans cycle routes as alternatives, following several cyclist casualties. The only benefit that we see with the proposed Bridge Interchange scheme is the delivery of a cycle connection to Bridge, but this does not need the whole scheme in order to deliver this – the existing bridge at Renville can be used for cyclists.

### **CF7**

Disagree. The proposed Herne Relief Road will predominantly favour motor vehicle traffic, which is incompatible with policy DS13 Movement Hierarchy, where pedestrian and cycle movements are favoured.

### **CF8**

Disagree. The proposed Sturry Relief Road will predominantly favour motor vehicle traffic, which is incompatible with policy DS13 Movement Hierarchy, where pedestrian and cycle movements are favoured.

### **CF9**

Disagree. In its proposed form, the A28/A257 Barracks Link Road will predominantly favour motor vehicle traffic, which is incompatible with policy DS13 Movement Hierarchy, where pedestrian and cycle movements are favoured. Instead, a modal filter should prevent motor vehicle traffic here, with the exception of buses, whilst still permitting non motorised means.

## Draft Local Plan - Monitoring indicators

We agree with the proposal to monitor the progress towards modal share targets. Modal share must include cycling. The targets must have regular temporal milestones, such as every 3 to 5 years, to identify how well they are being met at an early stage.

We also propose these further metrics for measuring the delivery of the transport strategy's active transport objectives: Number of cycle parking spaces across the district. We would expect these to increase both in absolute terms and per capita over the duration of the strategy. Proportion of length of cycle paths compared with the road network length. Again, we would expect to see an increase both in absolute terms and per capita over the duration of the strategy. Proportion of the length of adopted roads in the district with a 20 mph or lower maximum speed limit. Currently approximately 15% of the length of roads within Canterbury District are 20 mph or below, with about 38% at 30 mph. Suitable targets for the strategy would be:

- 2030: 25% at 20 mph or below
- 2035: 35% at 20 mph or below
- 2040: 50% at 20 mph or below

## **Thank you**

Thank you for taking the time to read Spokes' Response to the Draft Canterbury District Local Plan 2040