Cycle Route Audits

Canterbury

Canterbury City Council

August 2021

About Sustrans

Sustrans is the charity making it easier for people to walk and cycle.

We are engineers and educators, experts and advocates. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Sustrans works in partnership, bringing people together to find the right solutions. We make the case for walking and cycling by using robust evidence and showing what can be done.

We are grounded in communities and believe that grassroots support combined with political leadership drives real change, fast.

Join us on our journey. www.sustrans.org.uk

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Contents

Introduction

Introduction

Canterbury City Council, in partnership with Kent County Council, commissioned Sustrans to carry out a Cycling Audit within the city of Canterbury. Sustrans reviewed a network of eight cycle routes provided by Canterbury City Council, and proposed a reviewed cycle network of ten cycle routes. The routes connect the city centre with employment sites, schools and universities, railway stations and new development. The audit also examined potential new connections from the city centre to Canterbury West rail station.

Sustrans built on Canterbury's data to assess and audit existing and proposed routes. The audit and assessment stage included survey work that identified key barriers to cycling. The Department for Transport's *Cycle Infrastructure Design Guide*, *Local Transport Note 1/20* (LTN 1/20) was used to assess existing conditions and proposed solutions. The recommendations from this report will be incorporated into Canterbury's future Local Cycling and Walking Infrastructure Plan.

The key indicators of Sustrans' cycle route assessment include:

- Coherence
- Directness
- Safety
- Comfort
- Attractiveness

The report consists of five sections:

- **Section 1** is a report introduction.
- **Section 2** is a background study of existing and future transportation in Canterbury, using Propensity to Cycle Tool analysis and cyclist collision data.
- **Section 3** reviews principles that inform the basis for specific design recommendations, including LTN 1/20 guidance.
- **Section 4** contains detailed recommendations for improving cycling provision.
- **Section 5** is a prioritised list of recommendations.
- **Section 6** is a report summary.

Study Area

Canterbury is a city within the county of Kent. Canterbury City Council includes the city of Canterbury as well as Whitstable and Herne Bay. The total population of all Canterbury wards was approximately 92,890 in 201911.

Located in northeast Kent along the River Stour, Canterbury is a cathedral city with pilgrimages dating to the Middle Ages. Roman walls encircle the historic medieval city centre. Parts of the city are UNESCO World Heritage Sites. The city is a major tourist destination, with 7.8 million visitors in 20192. Outside of the historic city centre, The University of Kent and the Kent and Canterbury Hospital are major trip attractors and generators.

Canterbury has the potential to be a great place to walk and cycle. Most journeys within the city are under 5km, making it an ideal place for active travel journeys. This is very encouraging for both leisure and commuter cycling.

National Cycle Network Route 1 runs through the city and extends northwards to Whitstable through the University of Kent campus. Canterbury's historic city centre is closed to motor vehicles daily, creating a safe, walkable and well-connected environment for cyclists and pedestrians. However, the city centre is cut-off from the surrounding neighbourhoods to the southeast by the busy A28 motorway.

Barriers to walking and cycling

Some of the key barriers include:

- Sub-standard cycling provision
- Lack of segregated cycling provision on neighbourhood streets, where speed limits are 30mph
- The A28 at St George's Street roundabout and Church Street
- St Peter's, Wincheap, Riding Gate and St George's Roundabouts.
- Advanced cycle stop lines do not connect to segregated cycle facilities
- Lack of wayfinding along some established routes

1 https://www.kent.gov.uk/__data/assets/pdf_file/0018/14724/Mid-year-population-estimates-total-population-of-Kent-bulletin.pdf

2 https://news.canterbury.gov.uk/news/article/185/tourists-vital-to-district-s-prosperity-report-reveals

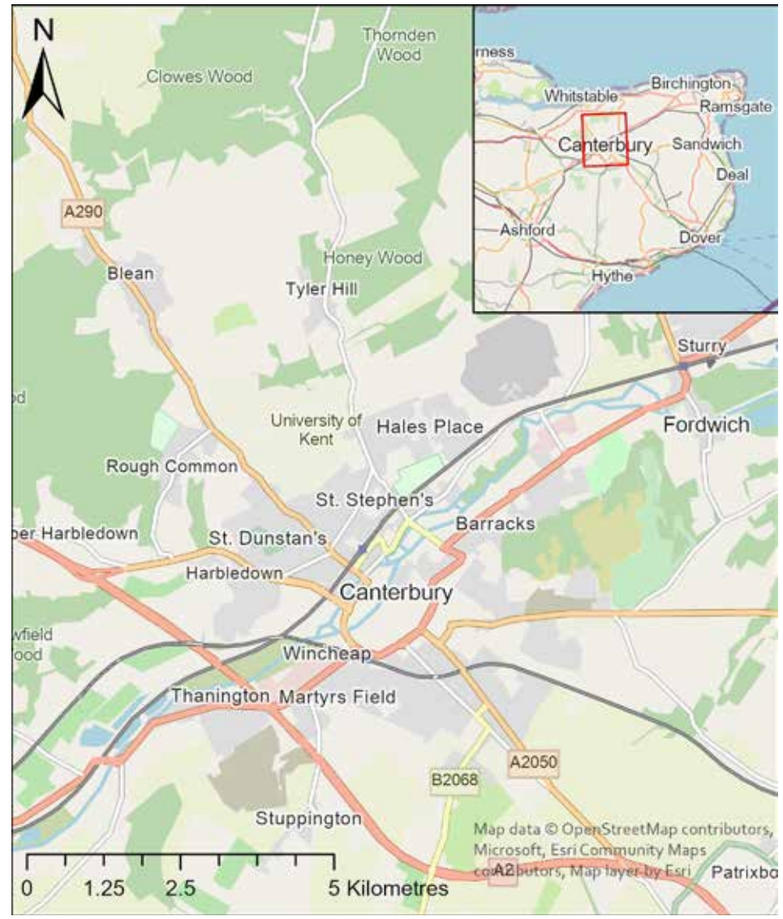


Figure 1 Canterbury, Kent

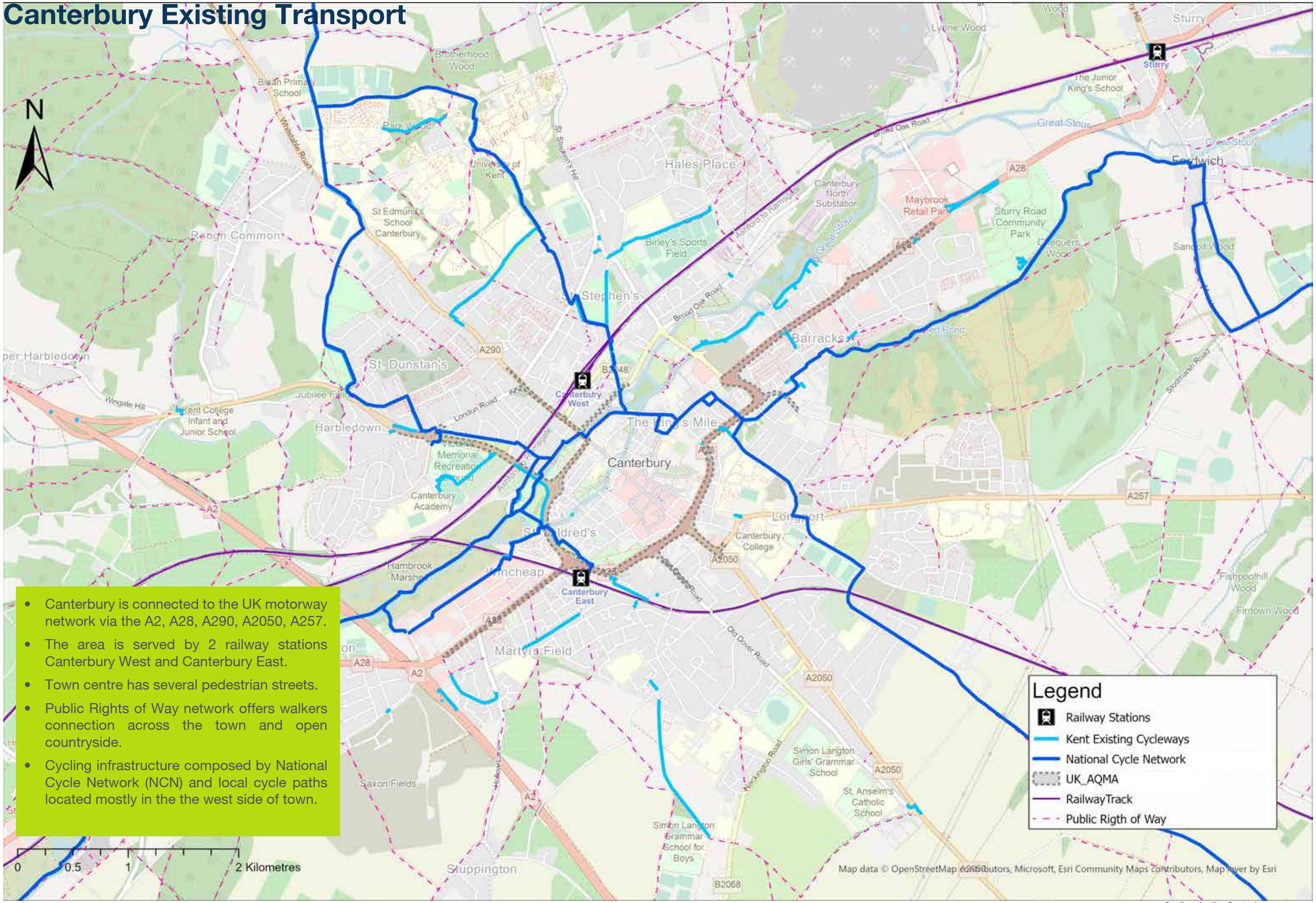
Recommendations

The kinds of recommendations to improve walking and cycling include:

- Provide dedicated and connected cycling infrastructure linking key destinations to the city centre
- Feasibility studies to redesign some of the roundabouts into a Dutch-style design (i.e. with dedicated provision for cycles and improved crossing facilities for pedestrians)
- Speed limit reduction to improve safety and expand design options
- Raised crossings for cyclists and pedestrians
- Reducing curb radii at junctions

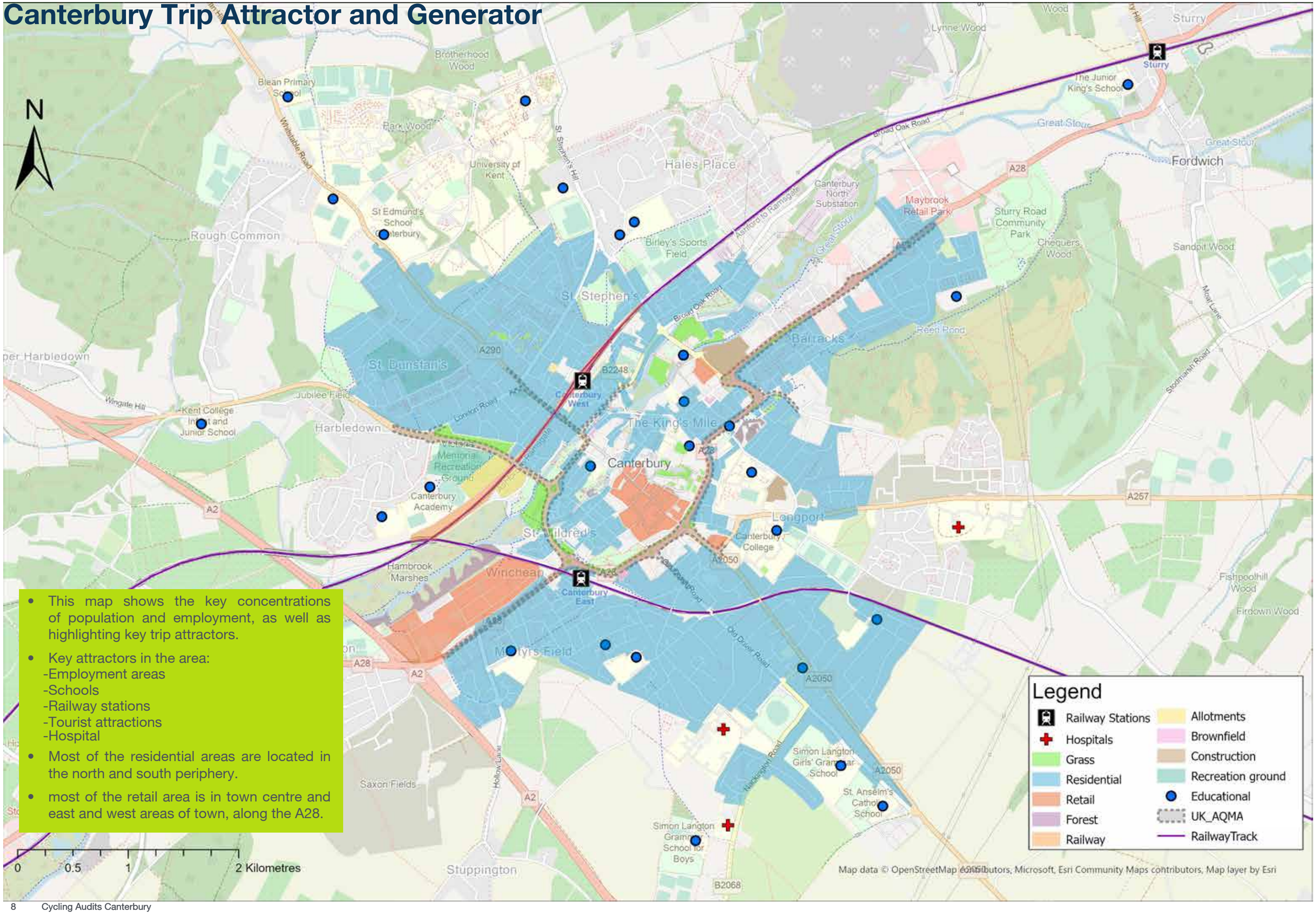
Background Study

Canterbury Existing Transport

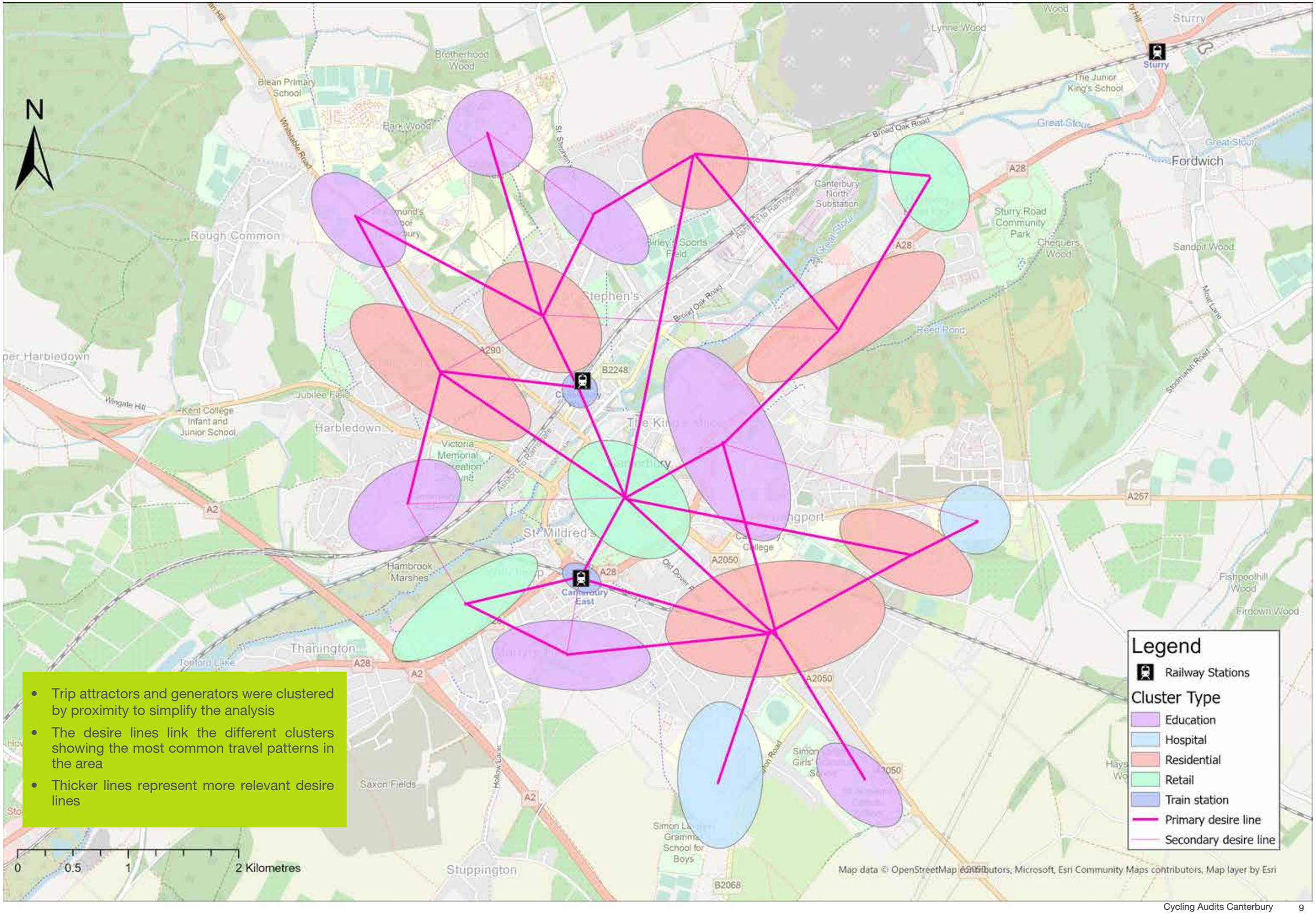


- Canterbury is connected to the UK motorway network via the A2, A28, A290, A2050, A257.
- The area is served by 2 railway stations Canterbury West and Canterbury East.
- Town centre has several pedestrian streets.
- Public Rights of Way network offers walkers connection across the town and open countryside.
- Cycling infrastructure composed by National Cycle Network (NCN) and local cycle paths located mostly in the the west side of town.

Canterbury Trip Attractor and Generator

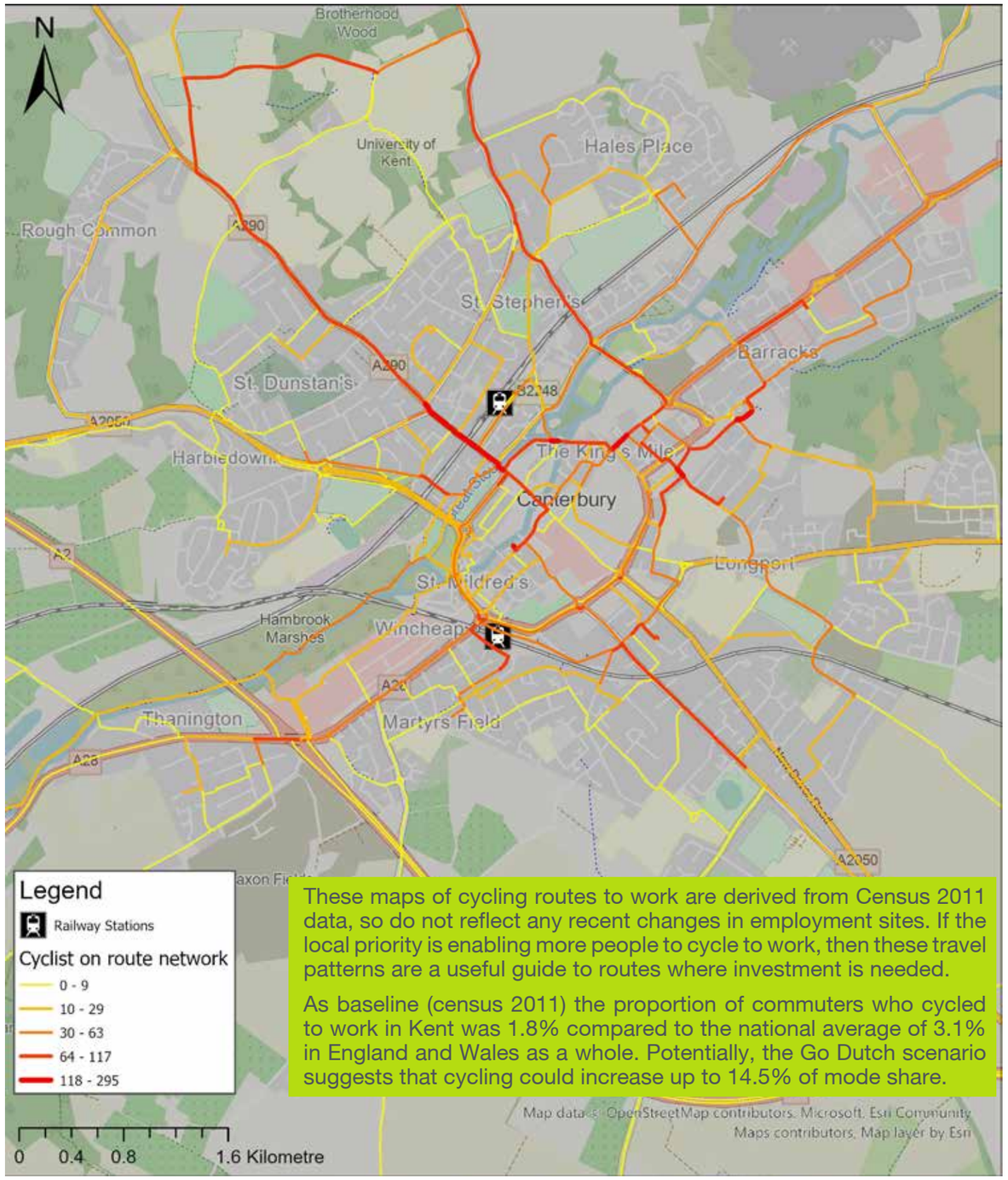


- This map shows the key concentrations of population and employment, as well as highlighting key trip attractors.
- Key attractors in the area:
  -Employment areas
  -Schools
  -Railway stations
  -Tourist attractions
  -Hospital
- Most of the residential areas are located in the north and south periphery.
- most of the retail area is in town centre and east and west areas of town, along the A28.



- Trip attractors and generators were clustered by proximity to simplify the analysis
- The desire lines link the different clusters showing the most common travel patterns in the area
- Thicker lines represent more relevant desire lines

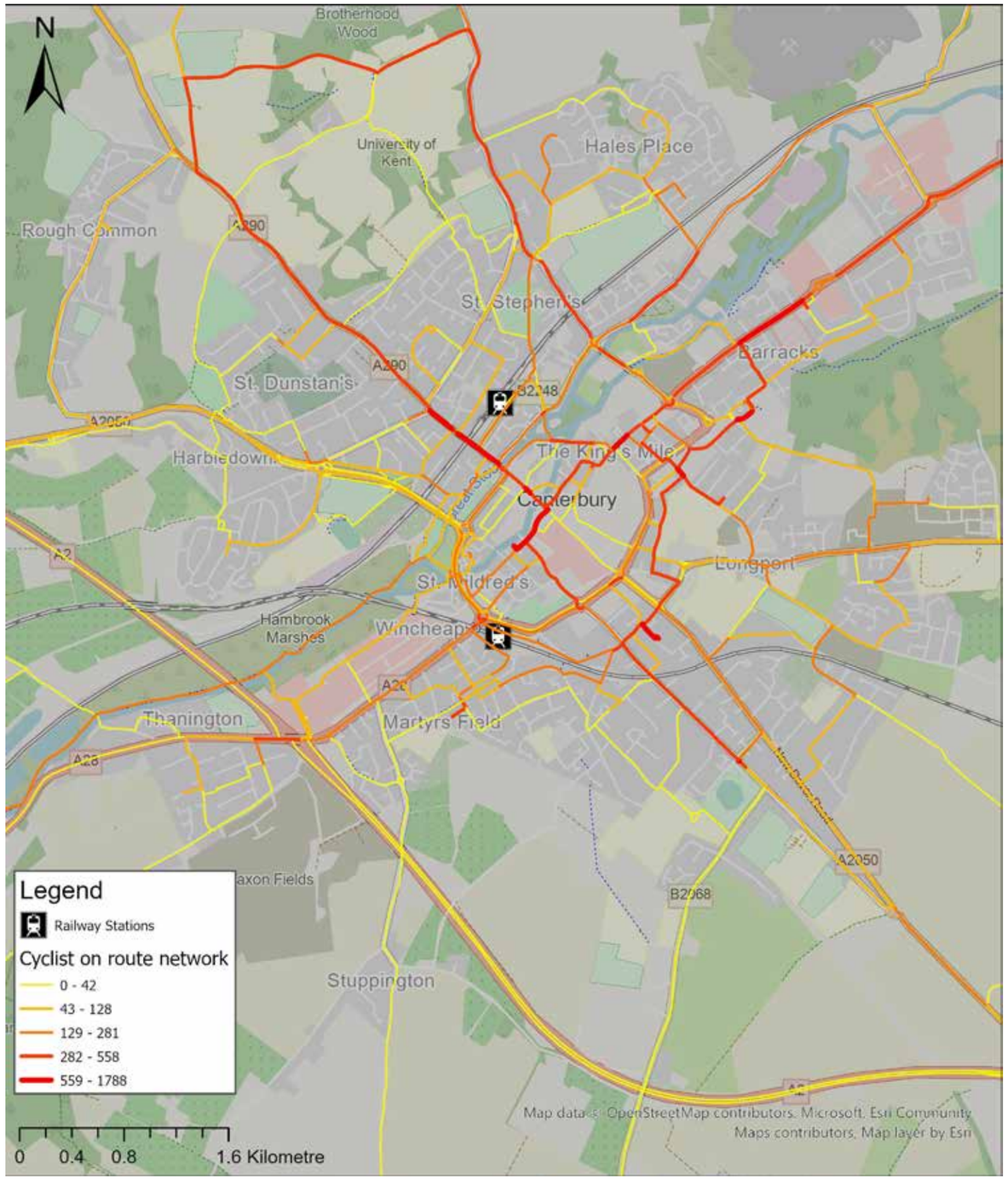
Canterbury PCT Commute Data Census 2011



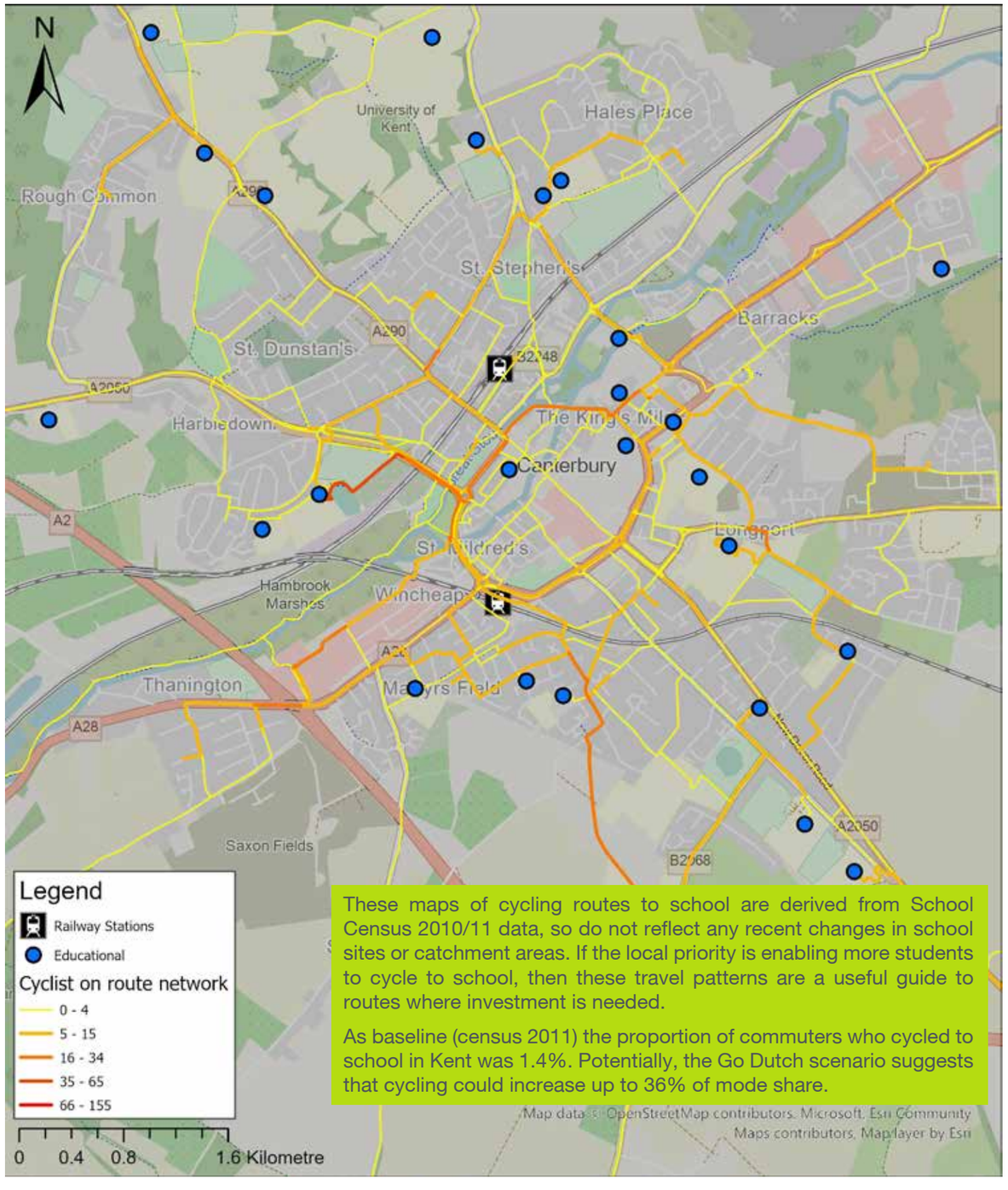
These maps of cycling routes to work are derived from Census 2011 data, so do not reflect any recent changes in employment sites. If the local priority is enabling more people to cycle to work, then these travel patterns are a useful guide to routes where investment is needed.

As baseline (census 2011) the proportion of commuters who cycled to work in Kent was 1.8% compared to the national average of 3.1% in England and Wales as a whole. Potentially, the Go Dutch scenario suggests that cycling could increase up to 14.5% of mode share.

Canterbury PCT Commute Dutch Scenario



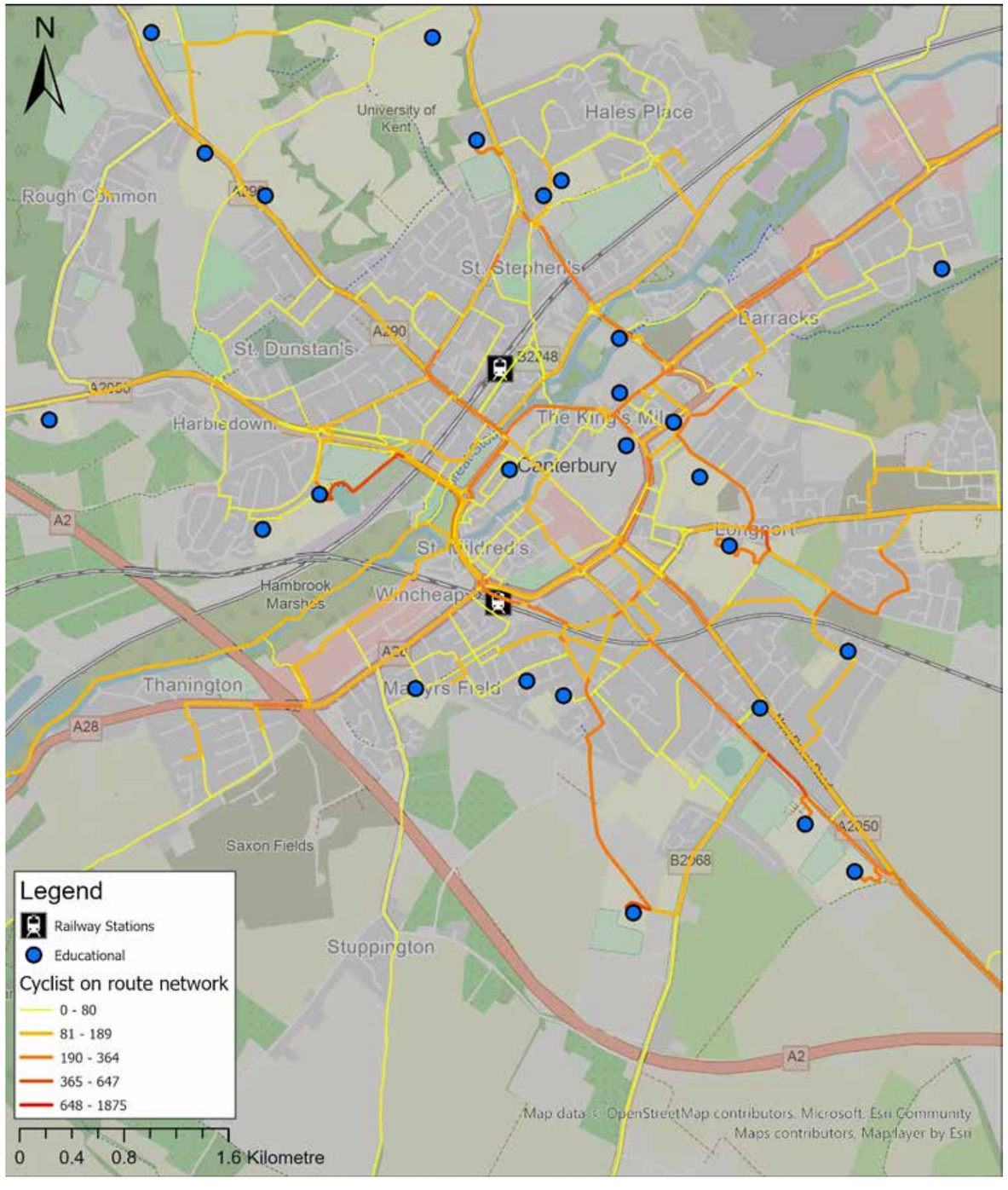
Canterbury PCT School Data Census 2011



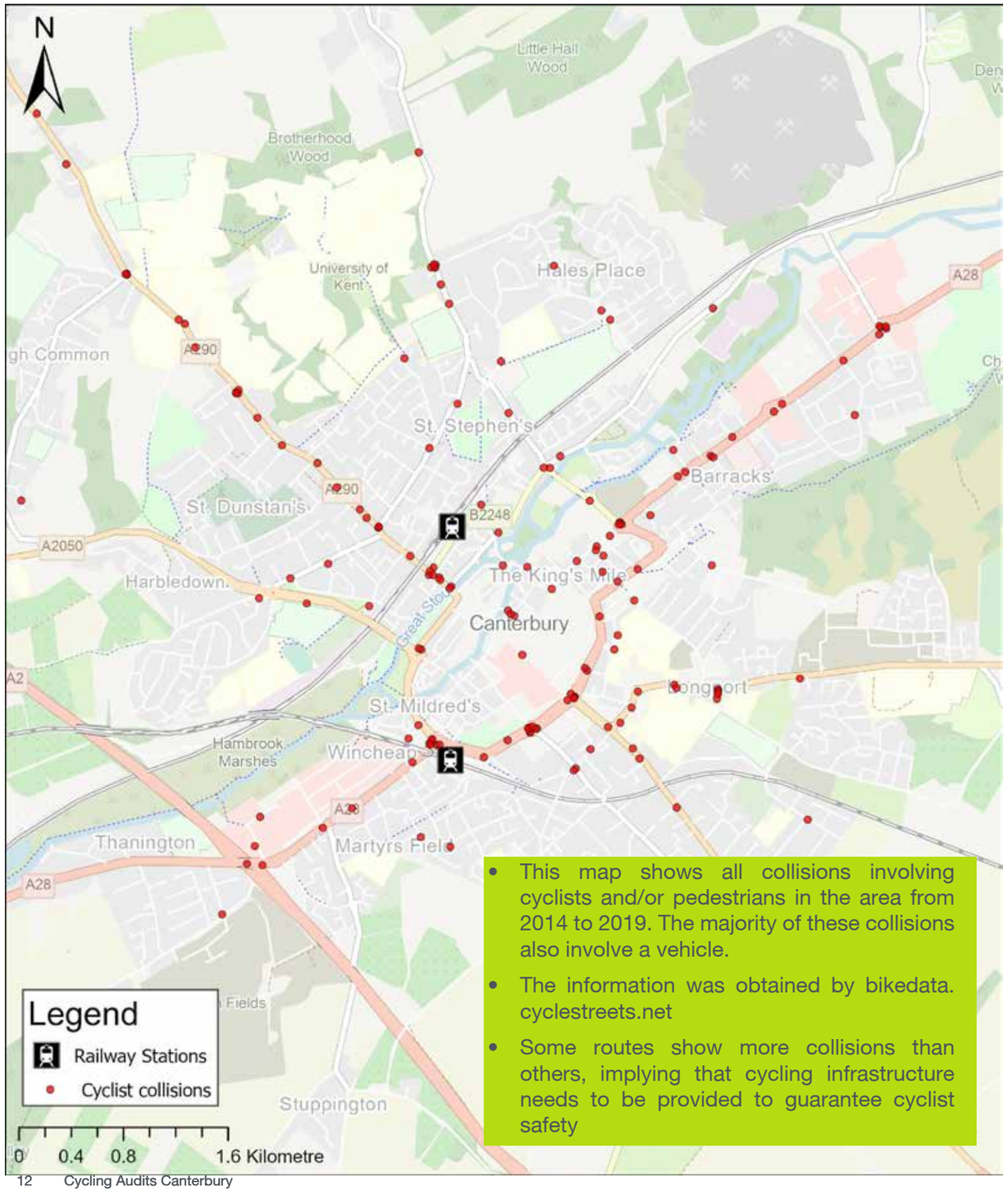
These maps of cycling routes to school are derived from School Census 2010/11 data, so do not reflect any recent changes in school sites or catchment areas. If the local priority is enabling more students to cycle to school, then these travel patterns are a useful guide to routes where investment is needed.

As baseline (census 2011) the proportion of commuters who cycled to school in Kent was 1.4%. Potentially, the Go Dutch scenario suggests that cycling could increase up to 36% of mode share.

Canterbury PCT School Dutch Scenario

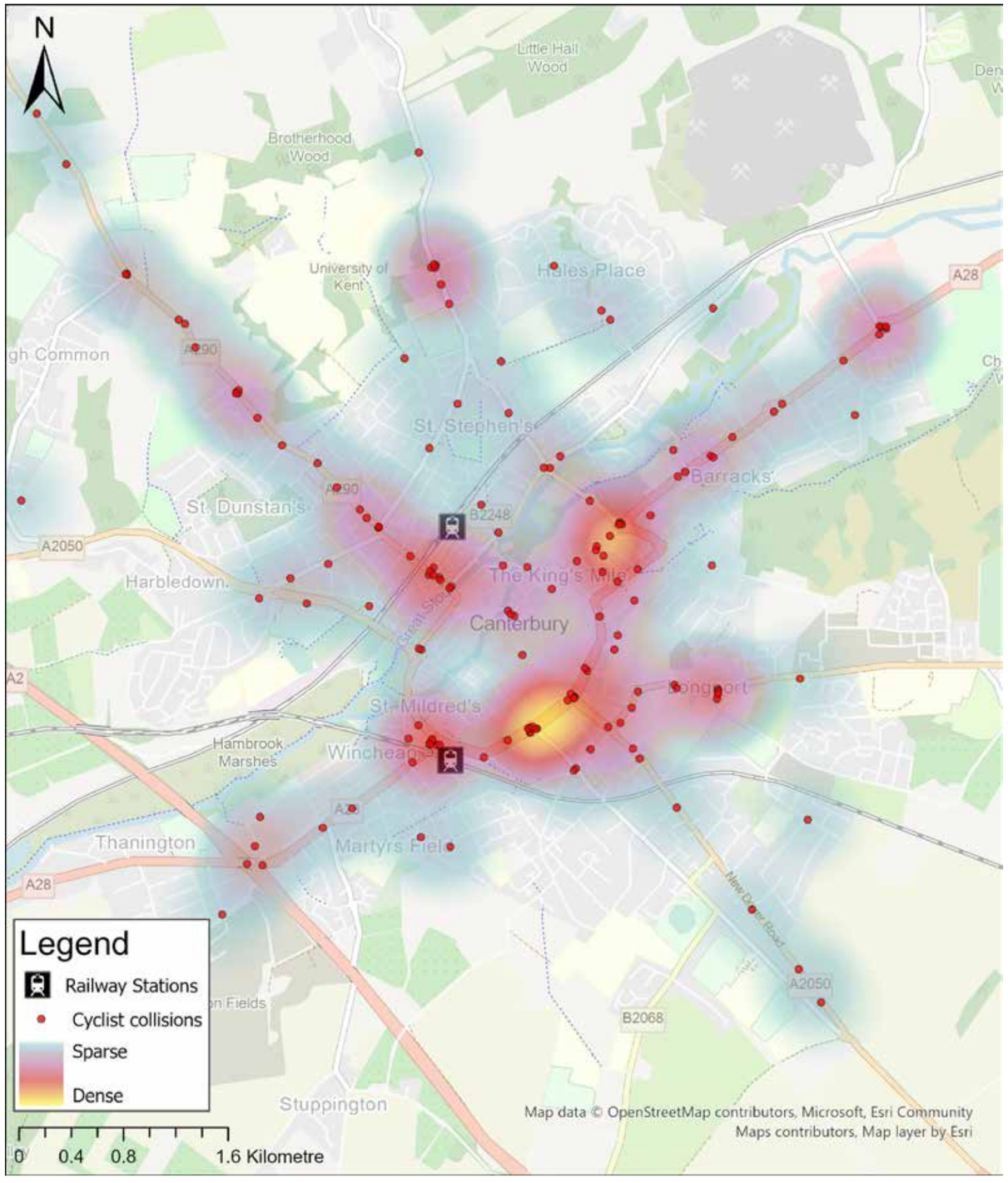


Canterbury Collisions Involving Cyclists



- This map shows all collisions involving cyclists and/or pedestrians in the area from 2014 to 2019. The majority of these collisions also involve a vehicle.
- The information was obtained by bikedata. cyclestreets.net
- Some routes show more collisions than others, implying that cycling infrastructure needs to be provided to guarantee cyclist safety

Collisions Heat Map



Canterbury Collisions Involving Cyclists, Dense Areas

Recommendation Principles

1 Recommendations principles

The recommendations for this study have been based on the standards presented in the Department for Transport (DfT) Cycle Infrastructure Design guidance document Local Transport Note (LTN) 1/20 and Manual for Streets.

Some of the most relevant criteria considered for cycle corridors and focus junctions recommendations are presented as follows:

Local Transport Note 1/20

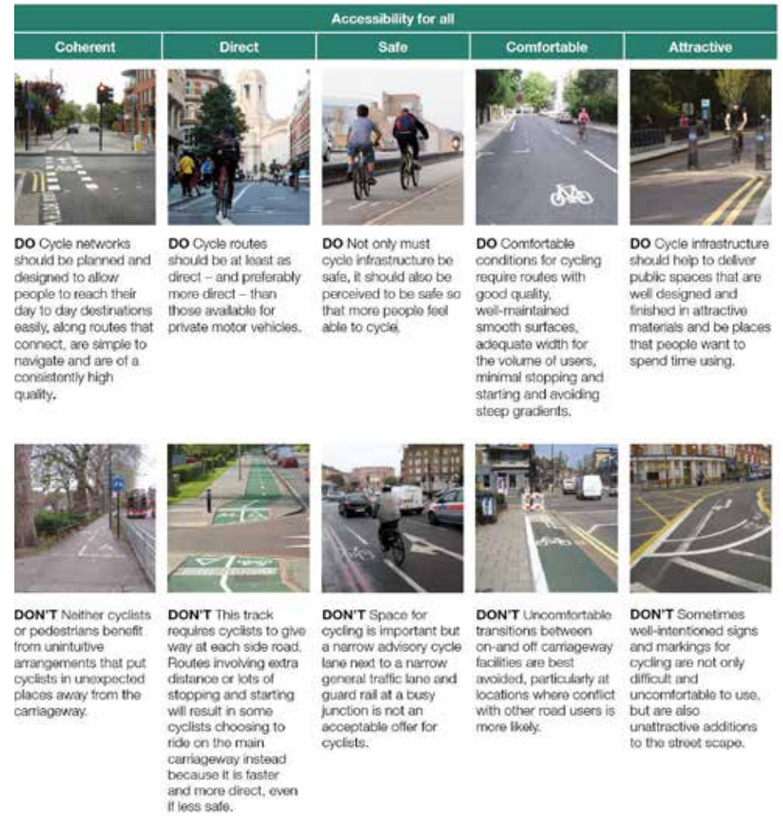
This national guidance provides a recommended basis for those standards based on five Core design principles and 22 summary principles, as follows:

Summary Principles

1. Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.
2. Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.
3. Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.
4. Side street routes, if closed to through traffic to avoid rat-running, can be an alternative to segregated facilities or closures on main roads – but only if they are truly direct.
5. Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles. Our aim is that thousands of cyclists a day will use many of these schemes.
6. Consideration of the opportunities to improve provision for cycling will be an expectation of any future local highway schemes funded by Government.
7. Largely cosmetic interventions which bring few or no benefits for cycling or walking will not be funded from any cycling or walking budget.
8. Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.
9. Cycle parking must be included in substantial schemes, particularly in city centres, trip generators and (securely) in areas with flats where people cannot store their bikes at home. Parking should be provided in sufficient amounts at the places where people actually want to go.
10. Schemes must be legible and understandable.
11. Schemes must be clearly and comprehensively signposted and labelled.
12. Major ‘iconic’ items, such as overbridges must form part of wider, properly thought-through schemes.
13. As important as building a route itself is maintaining it properly afterwards.
14. Surfaces must be hard, smooth, level, durable, permeable and safe in all weathers.
15. Trials can help achieve change and ensure a permanent scheme is right first time. This will avoid spending time, money and effort modifying a scheme that does not perform as anticipated.
16. Access control measures, such as chicane barriers and dismount signs, should not be used.
17. The simplest, cheapest interventions can be the most effective.
18. Cycle routes must flow, feeling direct and logical
19. Schemes must be easy and comfortable to ride.
20. All designers of cycle schemes must experience the roads as a cyclist.
21. Schemes must be consistent.
22. When to break these principles.

Core design principles

The five core design principles represent the essential requirements to achieve more people travelling by cycle, based on best practice both internationally and across the UK.



Design Standards

Relevant extracts from LTN 1/20 used as a basis for recommendations in this report:

Figure 4.1: Appropriate protection from motor traffic on highways

Provision suitable for most people

Provision not suitable for all people and will exclude some potential users and/or have safety concerns

Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:

1. If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

Table 6-1: Minimum recommended horizontal separation between carriageway and cycle tracks*

Speed limit (mph)	Desirable minimum horizontal separation (m)	Absolute minimum horizontal separation (m)
30	0.5	0
40	1.0	0.5
50	2.0	1.5
60	2.5	2.0
70	3.5	3.0

*Separation strip should be at least 0.5m alongside kerbside parking and 1.5m where wheelchair access is required.

Table 5-2: Cycle lane and track widths

Cycle Route Type	Direction	Peak hour cycle flow (either one way or two-way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5
		200-800	2.2	2.0
		>800	2.5	2.0
	2 way	<300	3.0	2.0
		>300-1000	3.0	2.5
		>1000	4.0	3.0
Cycle lane	1 way	All – cyclists able to use carriageway to overtake	2.0	1.5

*based on a saturation flow of 1 cyclist per second per metre of space. For user comfort a lower density is generally desirable.

Table 6-3: Recommended minimum widths for shared use routes carrying up to 300 pedestrians per hour

Cycle flows	Minimum width
Up to 300 cyclists per hour	3.0m
Over 300 cyclists per hour	4.5m

Table 7-2: Minimum acceptable lane widths*

Feature	Desirable minimum	Absolute minimum	Notes
Traffic lane (cars only, speed limit 20/30mph)	3.0m	2.75m	2.5m only at offside queuing lanes where there is an adjacent flared lane
Traffic lane (bus route or >8% HGVs, or speed limit 40mph)	3.2m	3.0m	Lane widths of between 3.2m and 3.9m are not acceptable for cycling in mixed traffic.
2-way traffic lane (no centre line) between advisory cycle lanes	5.5m	4.0m	4.0m width only where AADT flow <4000 vehicles** and/or peak hour <500 vehicles with minimal HGV/Bus traffic.

* these lane widths assume traffic is free to cross the centre line, see 7.2.9 for details on critical widths at pinch points

** While centre line removal is still feasible with higher flows, the frequency at which oncoming vehicles must enter the cycle lane to pass one another can make the facility uncomfortable for cycling.

Table 10-2: Crossing design suitability

Speed Limit	Total traffic flow to be crossed (pcu)	Maximum number of lanes to be crossed in one movement	Uncontrolled	Cycle Priority	Parallel	Signal	Grade separated
≥ 60mph	Any	Any					
40 mph and 50 mph	> 10000	Any					
	6000 to 10000	2 or more					
	0-6000	2					
	0-10000	1					
≤ 30mph	> 8000	> 2					
	> 8000	2					
	4000-8000	2					
	0-4000	2					
	0-4000	1					

Provision suitable for most people

Provision not suitable for all people and will exclude some potential users and/or have safety concerns

Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:

1. If the actual 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow

Figure 10.37: Roundabout with one way cycle tracks and parallel crossings

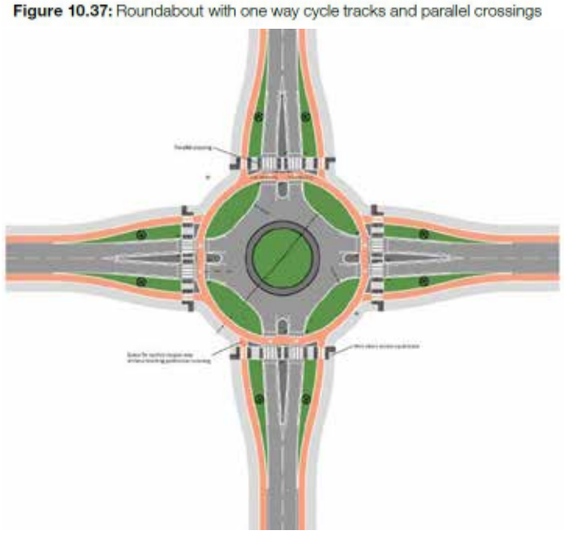


Figure 10.39: Carriageway-level cycle track used with 'hold the left' traffic staging

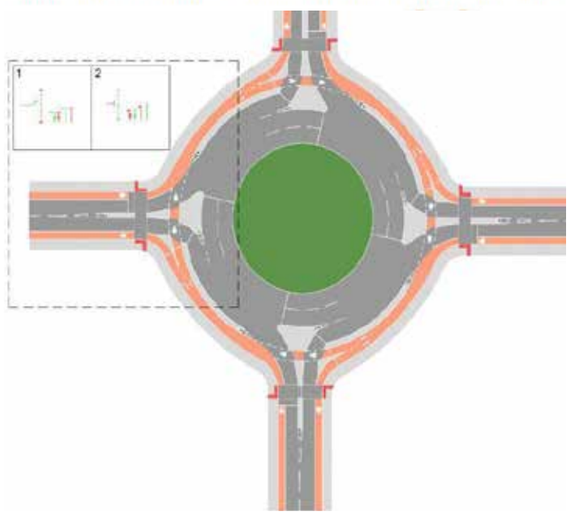


Table 11-1: Suggested minimum cycle parking capacity for different types of land use

Land use type	Sub-category	Short stay requirement (obvious, easily accessed and close to destination)	Long stay requirement (secure and ideally covered)
All	Parking for adapted cycles for disabled people	5% of total capacity co-located with disabled car parking.	5% of total capacity co-located with disabled car parking.
Retail	Small (<200m²)	1 per 100m²	1 per 100m²
	Medium (200-1,000m²)	1 per 200m²	1 per 200m²
	>1,000m²	1 per 250m²	1 per 500m²
Employment	Office/Finance (A2/B1)	1 per 1000m²	1 per 200m²
	Industrial/Warehousing (B2/B8)	1 per 1,000m²	1 per 500m²
Leisure and Institutions	Leisure centres, assembly halls, hospitals and healthcare	Greatest of: 1 per 50m² or 1 per 30 seats/ capacity	1 per 5 employees
	Educational Institutions	–	Separate provision for staff and students. Based on Travel Plan mode share targets, minimum: Staff: 1 per 20 staff Students; 1 per 10 students
Residential	All except sheltered/elderly housing or nursing homes	–	1 per bedroom
	Sheltered/elderly housing/ nursing homes	0.05 per residential unit	0.05 per bedroom
Public Transport Interchange	Standard stop	Upon own merit	–
	Major interchange	1 per 200 daily users	–

Manual for Streets

This national guidance provides recommendations to create good-quality neighbourhoods and streets. Some of the most relevant sections considered for recommendations for Walking Zones are presented as follows.

6.3.1 The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, gardens or interesting architecture are present. Sightlines and visibility towards destinations or intermediate points are important for pedestrian way-finding and personal security, and they can help people with cognitive impairment.

6.3.2 Pedestrians may be walking with purpose or engaging in other activities such as play, socialising, shopping or just sitting. For the purposes of this manual, pedestrians include wheelchair users and people pushing wheeled equipment such as prams.

6.3.3 As pedestrians include people of all ages, sizes and abilities, the design of streets needs to satisfy a wide range of requirements. A street design which accommodates the needs of children and disabled people is likely to suit most, if not all, user types.

6.3.4 Not all disability relates to difficulties with mobility. People with sensory or cognitive impairment are often less obviously disabled, so it is important to ensure that their needs are not overlooked. Legible design, i.e. design which makes it easier for people to work out where they are and where they are going, is especially helpful to disabled people. Not only does it minimise the length of journeys by avoiding wrong turns, for some it may make journeys possible to accomplish in the first place.

6.3.8 The specific conditions in a street will determine what form of crossing is most relevant. All crossings should be provided with tactile paving. Further advice on the assessment and design of pedestrian crossings is contained in Local Transport Notes 1/95[1] and 2/95[2] and the Puffin Good Practice Guide.[3]

6.3.9 Surface level crossings can be of a number of types, as outlined below:

- Uncontrolled crossings – these can be created by dropping kerbs at intervals along a link. As with other types of crossing, these should be matched to the pedestrian desire lines. If the crossing pattern is fairly random and there is an appreciable amount of pedestrian activity, a minimum frequency of 100 m is recommended.[4]Dropped kerbs should be marked with appropriate tactile paving and aligned with those on the other side of the carriageway.
- Informal crossings – these can be created through careful use of paving materials and street furniture to indicate a crossing place which encourages slow-moving traffic to give way to pedestrians
- Pedestrian refuges and kerb build-outs – these can be used separately or in combination. They effectively narrow the carriageway and so reduce the crossing distance. However, they can create pinch-points for cyclists if the remaining gap is still wide enough for motor vehicles to squeeze past them.
- Zebra crossings – of the formal crossing types, these involve the minimum delay for pedestrians when used in the right situation.
- Signalised crossings – there are four types: Pelican, Puffin, Toucan and equestrian crossings. The Pelican crossing was the first to be introduced. Puffin crossings, which have nearside pedestrian signals and a variable crossing time, are replacing Pelican crossings. They use pedestrian detectors to match the length of the crossing period to the time pedestrians take to cross. Toucan and equestrian crossings operate in a similar manner to Puffin crossings except that cyclists can also use Toucan crossings, while equestrian crossings have a separate crossing for horse riders. Signalised crossings are preferred by blind or partially-sighted people.

6.3.12 Pedestrian desire lines should be kept as straight as possible at side-road junctions unless site-specific reasons preclude it. Small corner radii minimise the need for pedestrians to deviate from their desire line. Dropped kerbs with the appropriate tactile paving should be provided at all side-road junctions where the carriageway and footway are at different levels. They should not be placed on curved sections of kerbing because this makes it difficult for blind or partiallysighted people to orientate themselves before crossing.

6.3.13 With small corner radii, large vehicles may need to use the full carriageway width to turn. Swept-path analysis can be used to determine the minimum dimensions required. The footway may need to be strengthened locally in order to allow for larger vehicles occasionally overrunning the corner.

6.3.14 Larger radii can be used without interrupting the pedestrian desire line if the footway is built out at the corners. If larger radii encourage drivers to make the turn more quickly, speeds will need to be controlled in some way, such as through using a speed table at the junction.

6.3.22 There is no maximum width for footways. In lightly used streets (such as those with a purely residential function), the minimum unobstructed width for pedestrians should generally be 2 m. Additional width should be considered between the footway and a heavily used carriageway, or adjacent to gathering places, such as schools and shops. Further guidance on minimum footway widths is given in Inclusive Mobility.

1 Department for Transport (1995) The Assessment of Pedestrian Crossings. Local Transport Note 1/95. London: TSO.

2 Department for Transport (1995) The Design of Pedestrian Crossings. Local Transport Note 2/95. London: TSO.

3 County Surveyors' Society/Department for Transport (2006) Puffin Good Practice

4 Department for Transport (2005) Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure. London: Department for Transport

2 Design Standards

Relevant extracts from Manual for Streets used as a basis for recommendations in this report:

3.6.8 It is recommended that the design of a scheme should follow the user hierarchy shown in Table 3.2.

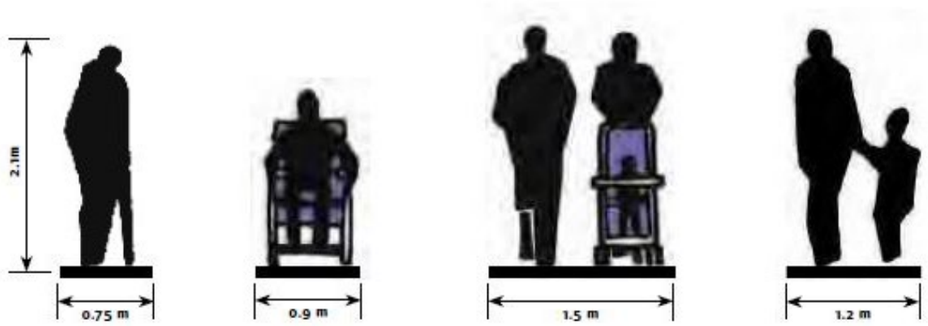
Table 3.2: User hierarchy

Consider first	Pedestrians
↓	Cyclists
↓	Public transport users
↓	Specialist service vehicles (e.g. emergency services, waste, etc.)
Consider last	Other motor traffic

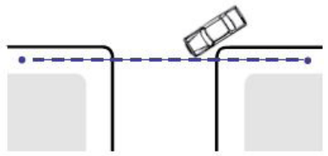
Table 4.1 The hierarchies of provision for pedestrians and cyclists

	Pedestrians
Consider first	Traffic volume reduction
↓	Traffic speed reduction
↓	Reallocation of road space to pedestrians
↓	Provision of direct at-grade crossings, improved pedestrian routes on existing desire lines
↓	New pedestrian alignment or grade separation
Consider last	

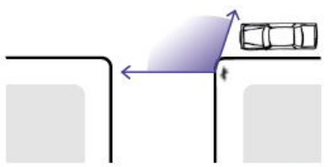
* Adjacent-use routes are those where the cyclists are segregated from pedestrians.



Small radius (eg. 1 metre)

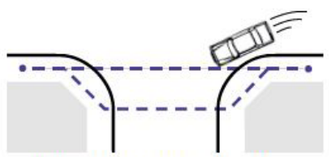


- **Pedestrian desire line (---) is maintained.**
- **Vehicles turn slowly (10 mph – 15 mph).**

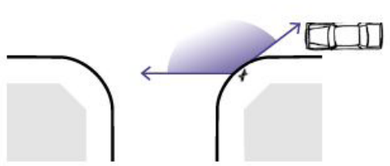


- **Pedestrian does not have to look further behind to check for turning vehicles.**
- **Pedestrian can easily establish priority because vehicles turn slowly.**

Large radius (eg. 7 metres)



- **Pedestrian desire line deflected.**
- **Detour required to minimise crossing distance.**
- **Vehicles turn faster (20 mph – 30 mph).**



- **Pedestrian must look further behind to check for fast turning vehicles.**
- **Pedestrian cannot normally establish priority against fast turning vehicles.**

Figure 6.3 The effects of corner radii on pedestrians.

On-street parking – positive and negative effects

Positive effects

- A common resource, catering for residents', visitors' and service vehicles in an efficient manner.
- Able to cater for peak demands from various users at different times of the day, for example people at work or residents.
- Adds activity to the street.
- Typically well overlooked, providing improved security.
- Popular and likely to be well-used.
- Can provide a useful buffer between pedestrians and traffic.
- Potentially allows the creation of areas within perimeter blocks that are free of cars.

Negative effects

- Can introduce a road safety problem, particularly if traffic speeds are above 20 mph and there are few places for pedestrians to cross with adequate visibility.
- Can be visually dominant within a street scene and can undermine the established character (Fig. 8.11).
- May lead to footway parking unless the street is properly designed to accommodate parked vehicles.
- Vehicles parked indiscriminately can block vehicular accesses to dwellings.
- Cars parked on-street can be more vulnerable to opportunistic crime than off-street spaces.

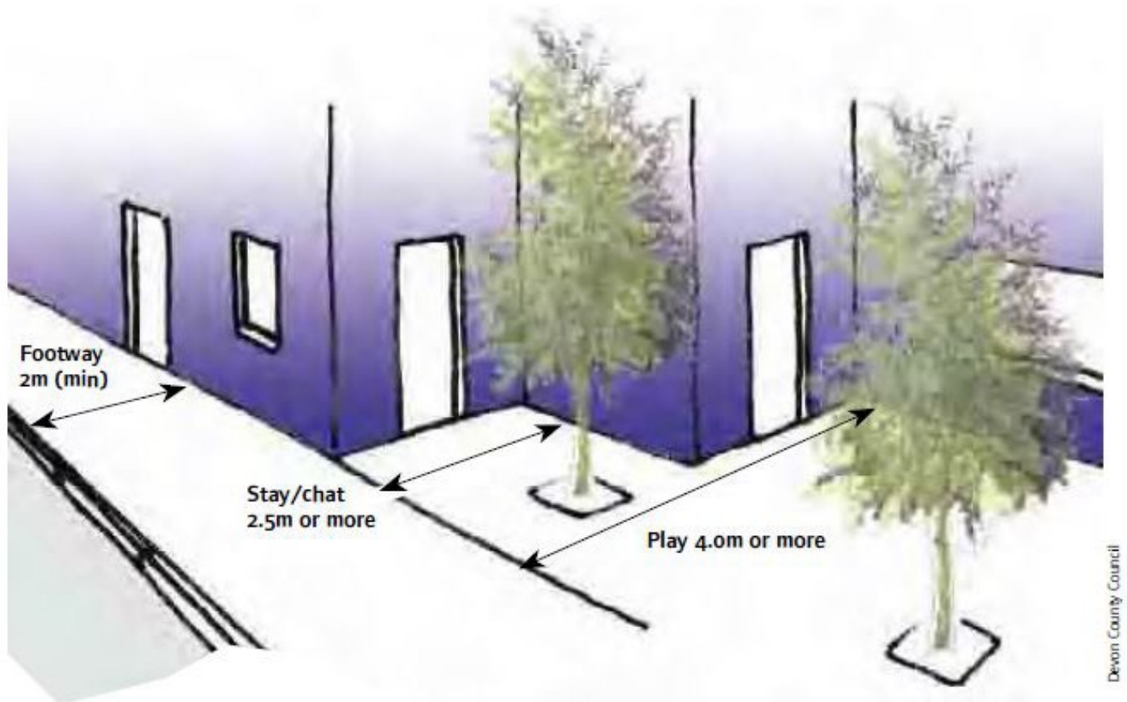


Figure 6.8 The footway and pedestrian areas provide for a range of functions which can include browsing, pausing, socialising and play.

Cycle Corridor Recommendations

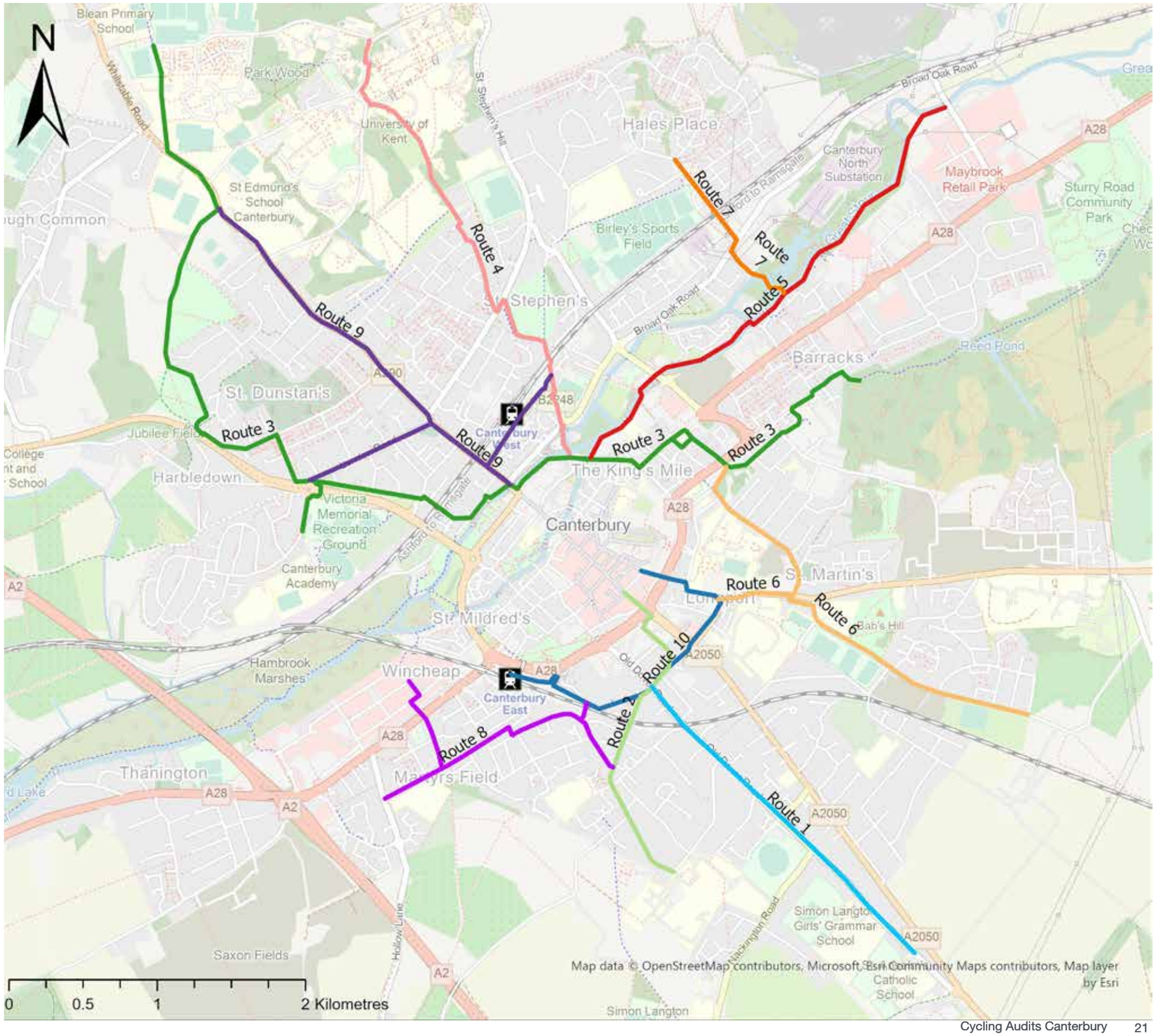
3 Cycle Corridor Recommendations

The proposed routes were identified after a comprehensive process as presented below:

- Review of local policy, plans and data to identify trip attractors and generators and the desire lines linking them. This process was informed by the DfT's Propensity to Cycle tool
- Review of the 'Cycle and Walking Routes to Key Sites' document provided by Canterbury Council.
- On-the-ground audits of cycling conditions to identify key issues and the best route options.

These cycle corridors provide a cycle network, that covers Canterbury, linking different periphery areas to the town centre and supplementing the existing cycling infrastructure.

In the following pages, each route is presented showing the type of provision at a high level (e.g. segregated cycle tracks, mixed traffic) before focussing on several specific recommendations for each section. The type of provision has been informed by the design guidance presented in the previous section, although further design work would be required to develop location-specific designs.



Route 1 Recommendations

Route Description

This proposed spinal route on Old Dover Road links the city centre with two secondary schools and the New Dover Road Park and Ride Terminal. It provides a direct route for cyclists to access these schools from the city centre and surrounding neighbourhoods. It also links residential areas to the commercial district in the city centre. There are no dedicated cycle lanes along the route, but there are advanced cycle stop lines at each of the three signalised intersections. The southern portion of Old Dover Road outside of the secondary schools has traffic calming speed humps and horizontal deflection.

The proposed Route 1 would provide an important link to two secondary schools and a park and ride facility. This route would be a critical infrastructure improvement to encourage and support walking and cycling for students, residents and commuters.

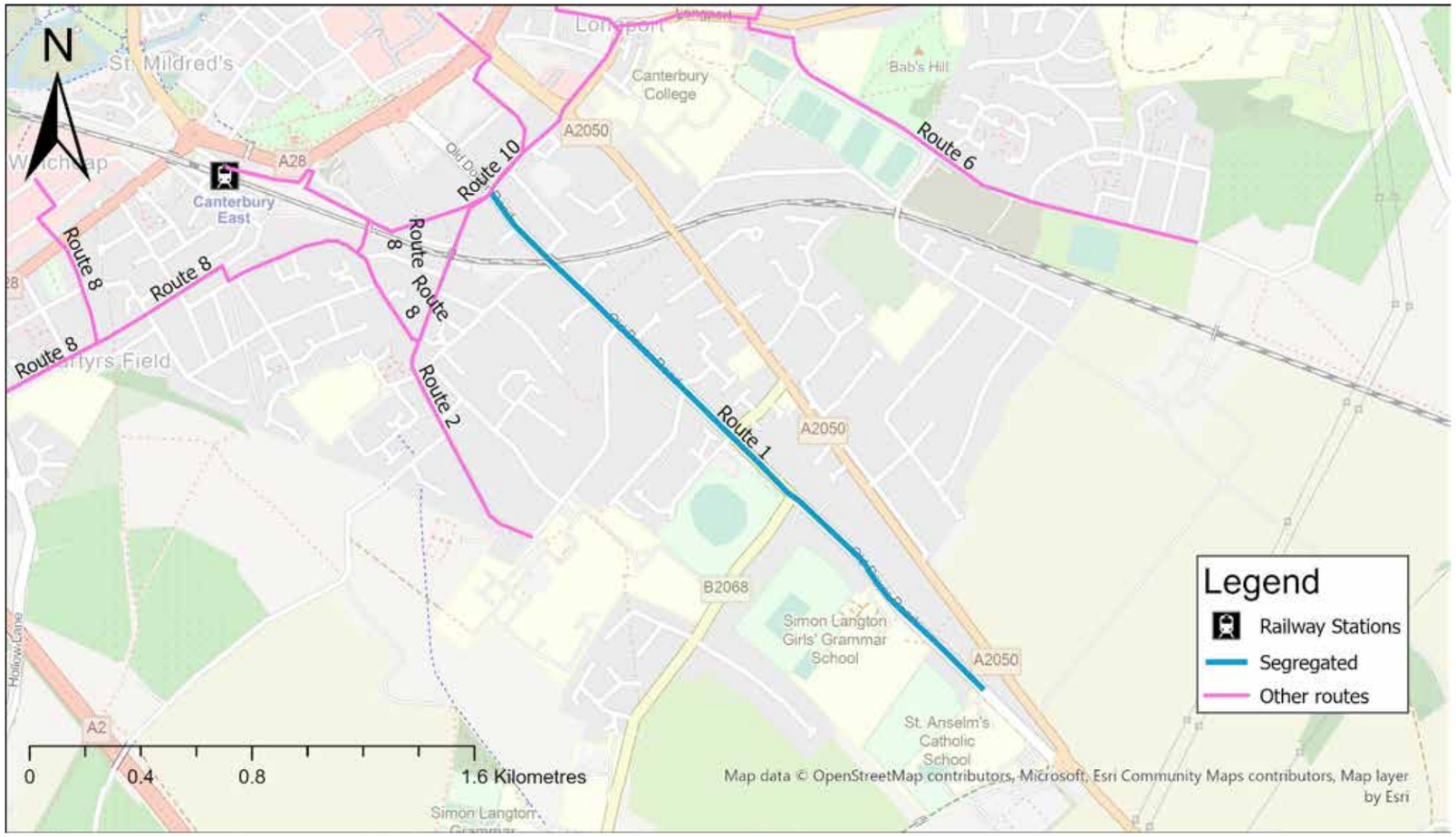
The Propensity to Cycle Tool (PCT) simulations show that this route would be highly utilised under the Go Dutch School scenario and the Go Dutch Commute scenario.

Route 1 connects with two other routes:

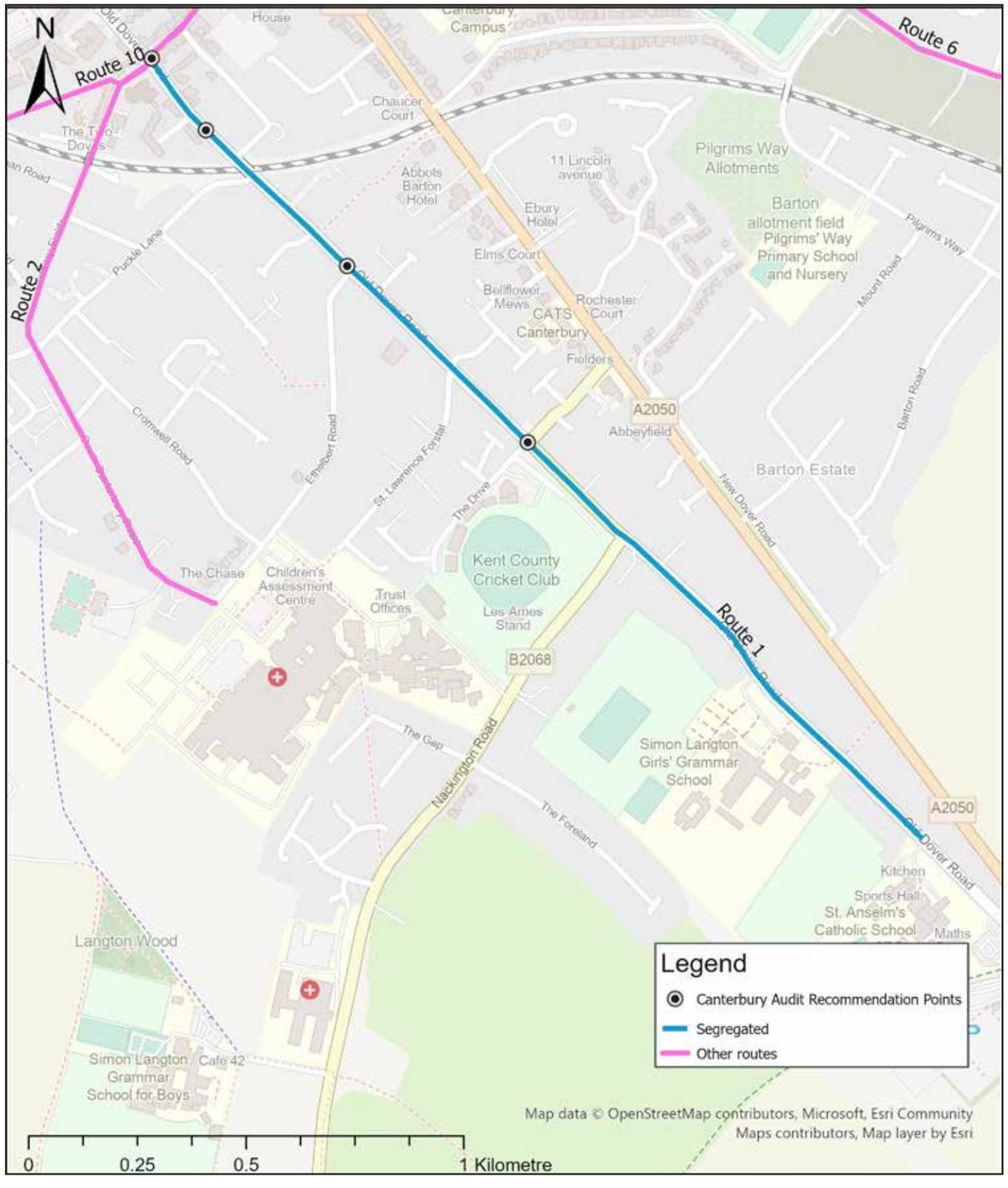
- Routes 2 and 10 at Oaten Hill Junction

Barriers to Cycling

- Old Dover Road has high vehicle speeds and traffic volumes on the northern portion of the route.
- Many of the junctions have advanced cycle stop lines, but do not have any dedicated cycling provision outside of the junctions
- Several junctions have very wide crossing distances and large curb radii, which contributes to high speeds and an unsafe environment for cyclists and pedestrians



Road Name	Existing Infrastructure	Origins and Destinations
Old Dover Road	Advanced cycle stop lines, speed humps, horizontal deflection	City centre, Simon Langton Girls School, St Anselms School, New Dover Road Park and Ride




1.01 Oaten Hill junction Sustrans

Issue:

Junction is uncomfortable for cyclists

Recommendations:

Reduce curb radii, improve existing advance cycle stop lines, investigate adding cycle signals or a cycle only phase


1.02 Old Dover Rd Sustrans

Issue:

Lack of cycle infrastructure

Recommendations:

Feasibility study to convert Old Dover Rd from Oaten Hill to The Drive to one-way traffic in order to add a two-way cycle track on the carriageway


1.03 Ethelbert Rd Sustrans

Issue:

Junction is uncomfortable for cyclists

Recommendations:

Install a raised table across Ethelbert Rd and Old Dover Rd


1.04 Old Dover Rd Sustrans

Issue:

Lack of cycle infrastructure

Recommendations:

Investigate modifying on-highway parking to accommodate segregated cycle lanes from The Drive to New Dover Rd Park and Ride Terminal

Route 2 Recommendations

Route Description

This is a proposed route linking the city centre to Kent and Canterbury Hospital. It provides a route for cyclists to access the hospital complex using mostly residential streets. At Stuppington Lane, the proposed route could link to an existing off-highway cycle path from Juniper Close to Langton Lane. There are currently no dedicated cycle facilities on the route.

The proposed route would provide an important link from the city centre to the major regional hospital. It would provide a critical link for hospital staff and visitors and connect residential neighbourhoods to the city centre.

The Propensity to Cycle Tool (PCT) shows an increase in cyclists along Oaten Hill and Nunnery Fields corridor in both the Go Dutch Commute and Go Dutch scenarios, indicating a latent demand for cycling along the corridor that could be met with high-quality cycle provision.

The off-highway cycle route off of Juniper Lane already shows a relatively high level of usage in 2011 school census data, and would see a further increase in future PCT Go Dutch School scenarios.

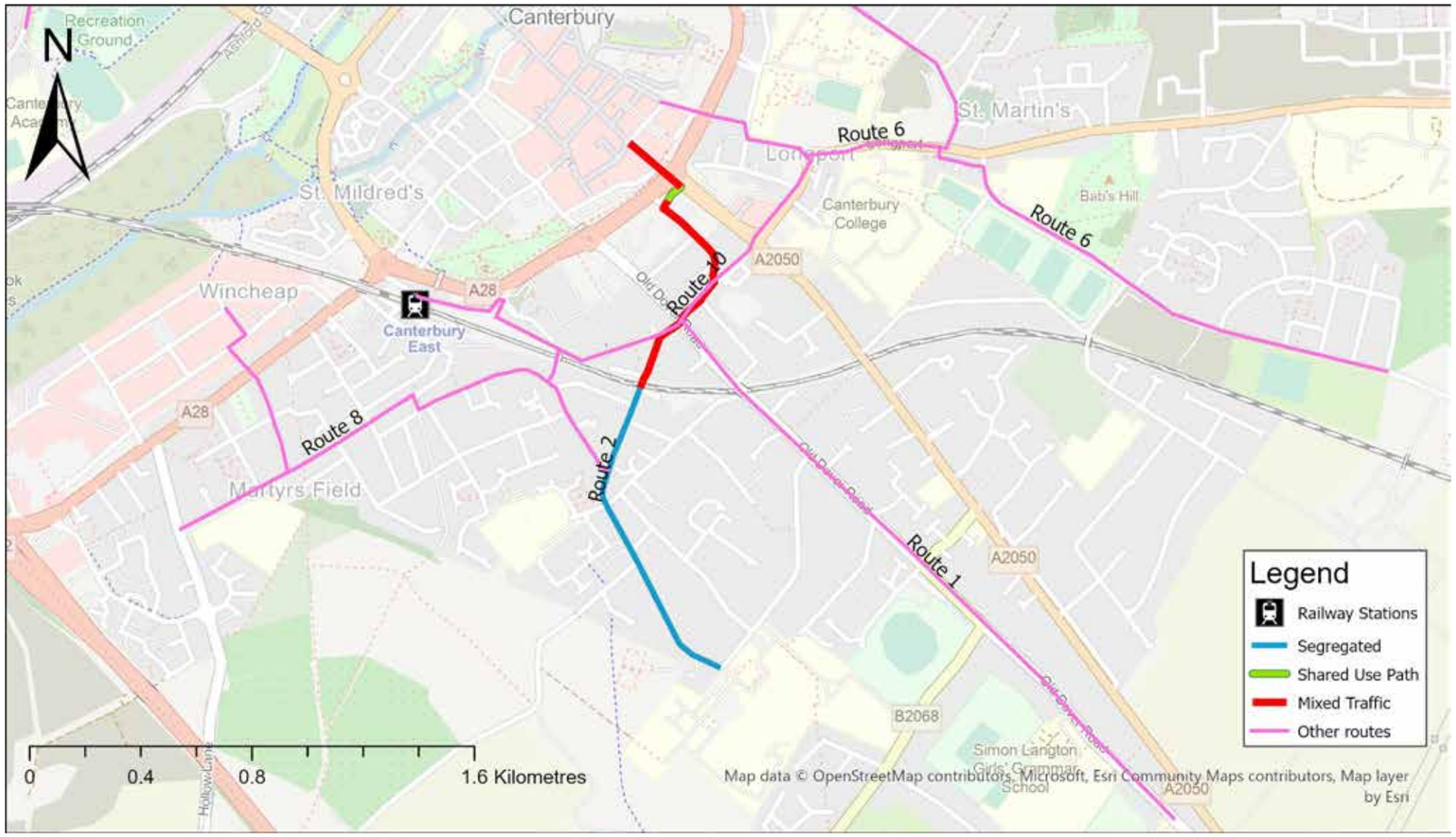
There have been a series of cyclist collisions along the proposed route at Oaten Hill/Nunnery Fields. There is a cyclist crash hotspot at St Georges Roundabout, indicating the need for a significant improvement in cycle infrastructure at this location.

Route 2 connects with two other routes:

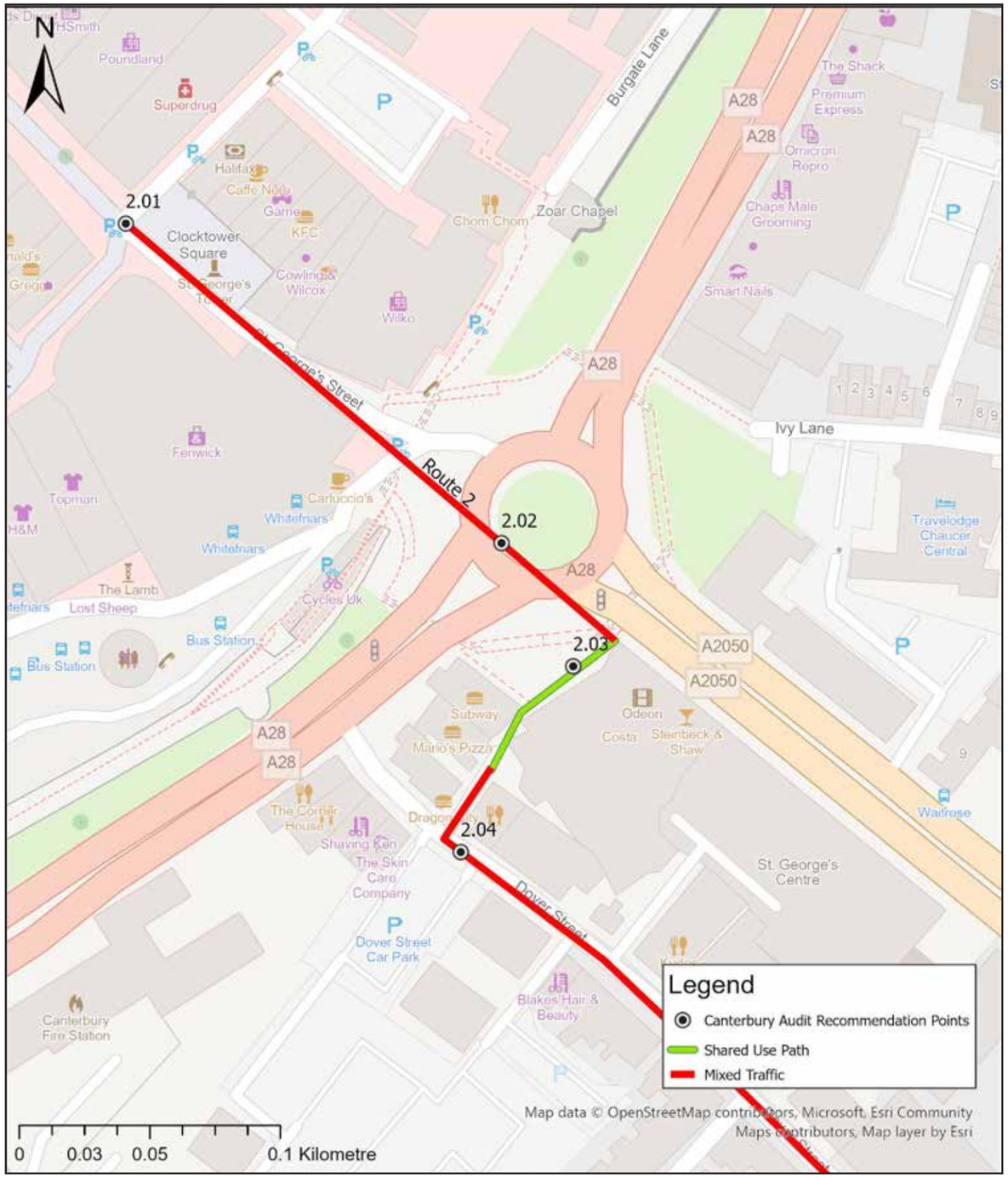
- Route 1 at Oaten Hill
- Route 10 at Old Dover Rd

Barriers to Cycling

- The A28 and St George's Roundabout are major barriers to connecting this route to the city centre. There are subways at the roundabout, but they are uncomfortable for both cyclists and pedestrians, and require cyclists to dismount.
- High traffic volumes at the junction of Oaten Hill/Nunnery Fields with Old Dover Road makes it challenging for cyclists to access existing advanced cycle stop lines
- Part of the route is signed as a cycle route to Simon Langton Boys' school, but does not have any cycle infrastructure



Road Name	Existing Infrastructure	Origins and Destinations
St George's Street	None	City centre
Bigglestons Link	Shared Use Path	Cinema, restaurants
Dover Street	None	Restaurants, retail
Oaten Hill	Advanced cycle stop lines	Retail
Nunnery Fields	None	St Nicholas School
South Canterbury Road	None	Kent and Canterbury Hospital




2.01 St George's St Sustrans

Issue:

Poor wayfinding

Recommendations:

Add wayfinding signage to indicate route to Kent and Canterbury Hospital


2.02 St George's roundabout Google

Issue:

Roundabout is not suitable for cyclists

Recommendations:

Feasibility study to implement a Dutch style roundabout


2.03 Biggleston's Link Sustrans

Issue:

Poor wayfinding

Recommendations:

Add wayfinding signage to indicate off-highway connection from St George's roundabout to Dover St

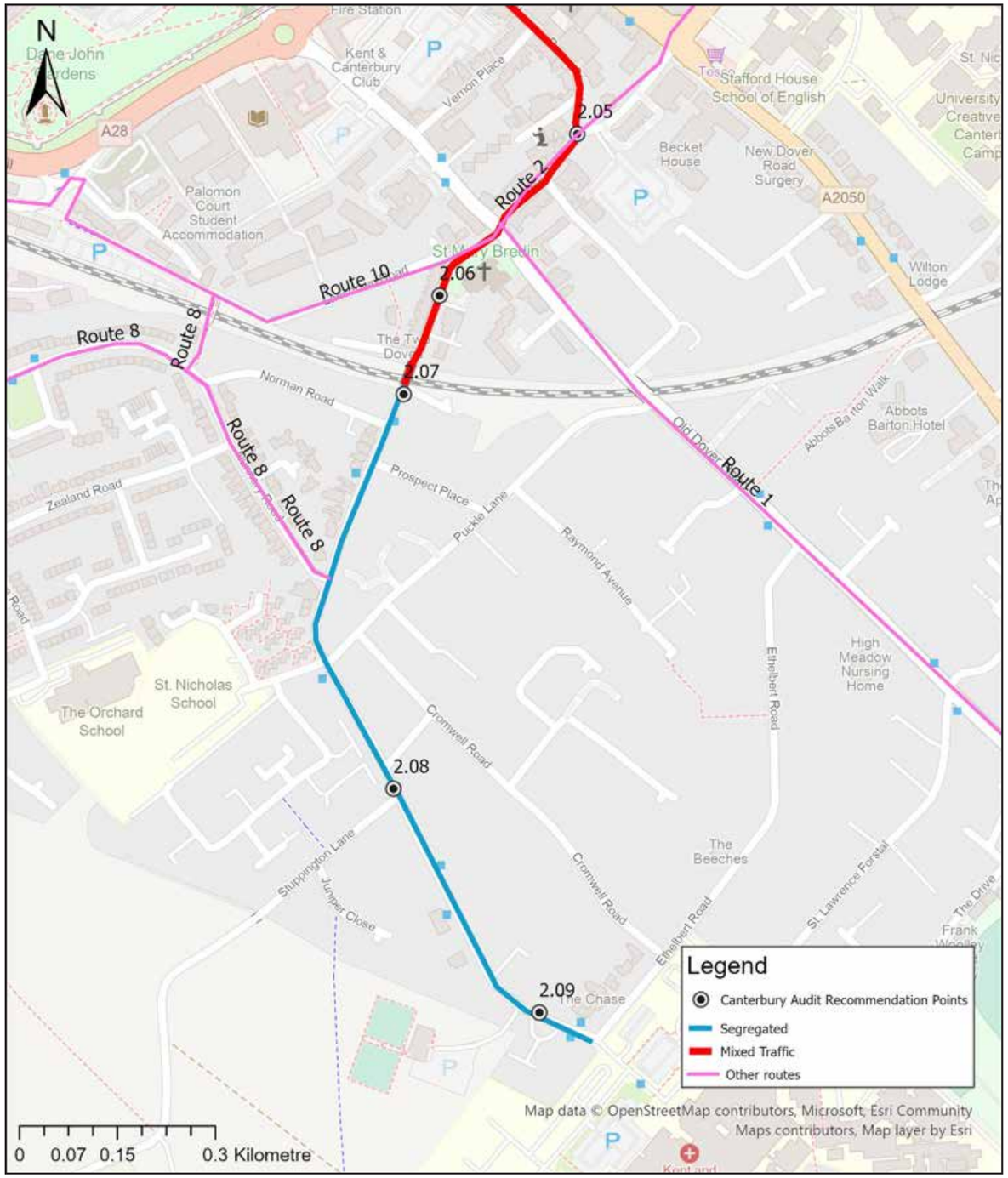

2.04 Dover St Sustrans

Issue:

Lack of cycle infrastructure

Recommendations:

Reduce speed limit to 20mph and install cycle symbols on carriageway




2.05 Dover St/Oaten Hill junction Sustrans

Issue:

Junction is uncomfortable for cyclists and pedestrians

Recommendations:

Tighten curb radii to create a perpendicular junction


2.06 A257/A2050 junction Sustrans

Issue:

Junction is uncomfortable for cyclists due to high traffic volumes at Oaten Hill junction approach

Recommendations:

Add traffic calming measures, enhance and extend existing cycle lanes to advanced cycle stop line. Investigate rationalising parking


2.07 Nunnery Fields Sustrans

Issue:

Lack of cycle infrastructure

Recommendations:

Install segregated cycle tracks from south of railway bridge to Stuppington Ln. Rationalise car parking

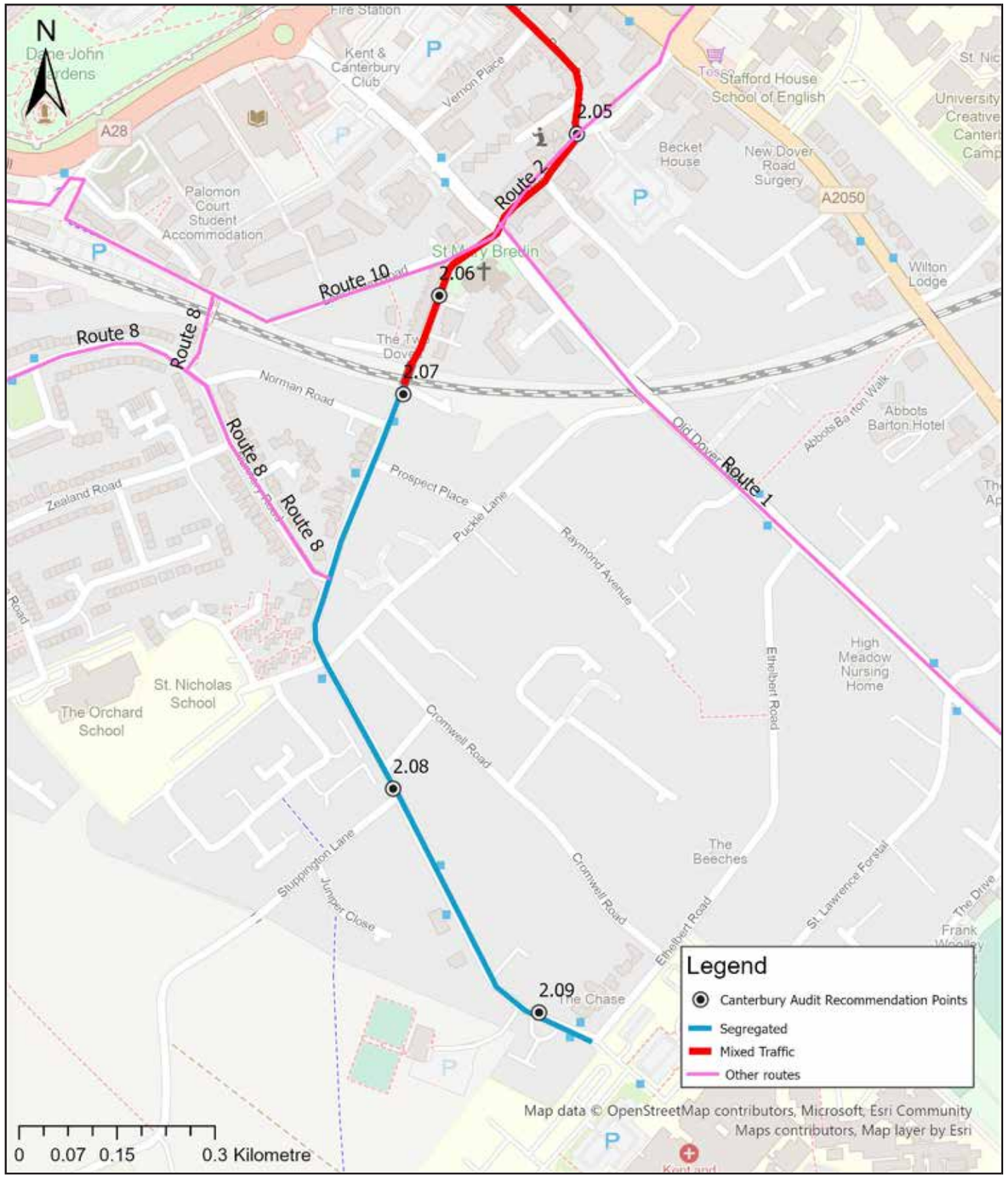

2.08 Stuppington Ln Sustrans

Issue:

Opportunity to improve connection to off-highway cycle route

Recommendations:

Enhance wayfinding for cycle route, consider adding cycle symbols on Stuppington Ln and Juniper Cl



Issue:

Very wide carriageway. Lack of cycle infrastructure

Recommendations:

Add segregated cycle lanes. Narrow carriageway by adding greenery and reducing travel lanes to 3m. Consider hospital traffic flow dynamics in reconfiguration

Route 3 Recommendations

Route Description

An established citywide route that runs from University of Kent and Whitstable Road through the city centre, past Canterbury City Council offices and east to the Northgate Community Centre. The route primarily follows National Cycle Route 1 through the urban area. There are some dedicated cycle facilities along the route including kerb-segregated cycle lanes as well as traffic free paths in northwest Canterbury near Neal's Place Meadow and the University of Kent. The route through the city centre follows mostly low-traffic streets, but wayfinding signage could be improved. Improvements to increase comfort and directness could include widening existing cycle provision and increasing route directness.

Improvements to the existing route would enhance an important link across Canterbury, improving access to the University of Kent, Kent College, and Canterbury High School from the city centre. Also, the route provides a low-traffic route for cyclists through the city centre to residential areas, green space and council offices on the east side of Canterbury. Enhancement to the NCN route also improves the experience for cyclists travelling through Canterbury.

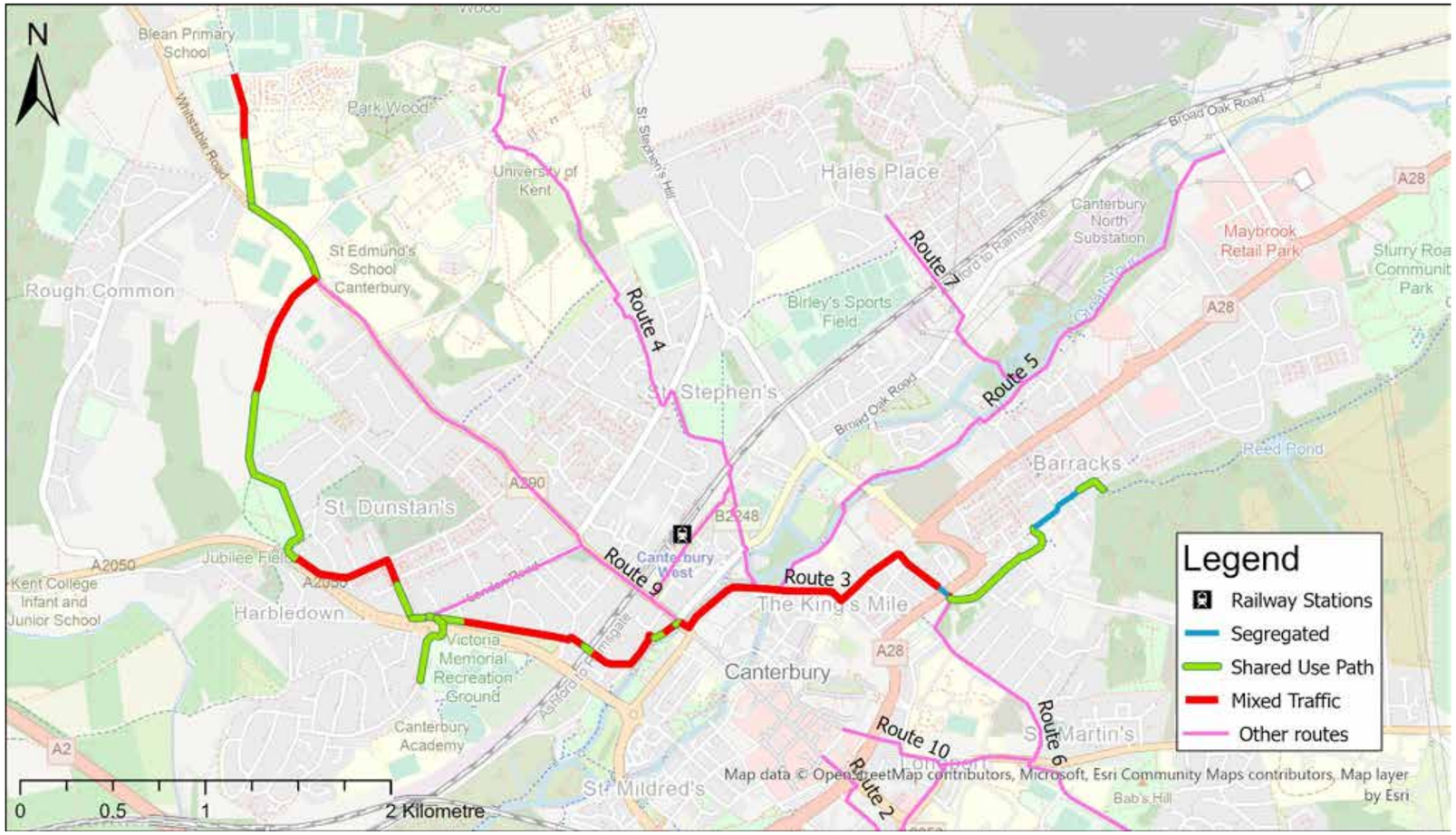
The Propensity to Cycle Tool (PCT) shows an increase in cyclists throughout the route in the Go Dutch Commute scenario, and in the Go Dutch School scenario. The PCT shows an increase along the route connecting residential areas in St. Dunstans with the city centre. There is a crash hotspot at Westgate/St Dunstans Street junction, indicating a need for substantial improvements to cycling provision at this location.

Route 3 connects with three other routes:

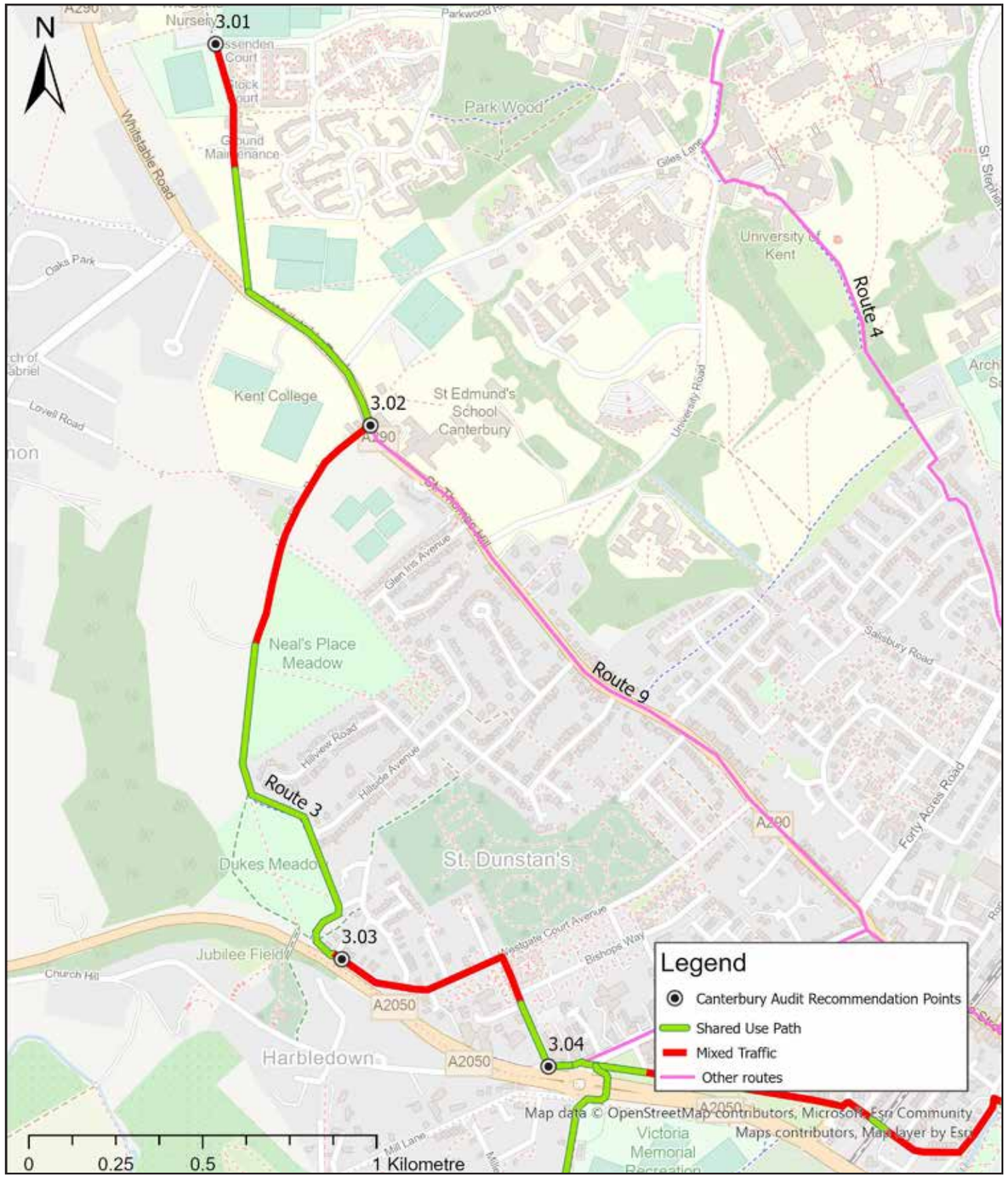
- Route 4 at The Causeway
- Route 5 at Great Stour Path
- Route 6 at Old Ruttington Lane

Barriers to Cycling

- Westgate roundabout is uncomfortable for cyclists, with high traffic volumes and lack of cycle and pedestrian priority.
- Wayfinding within the city centre could be improved along with increasing the coherence and directness of the route



Road Name	Existing Infrastructure	Origins and Destinations
Crab and Winkle Way	Shared Use Path	University of Kent
A290	Shared Use Path	Kent College, St Thomas School, St Edmunds School
Neals Place Road	None	Neal's Place Meadow
NCN Route 1	Shared Use Path	Neal's Place Meadow, Dukes Meadow
Westgate Court Avenue	None	Residential
Fisher Road	Shared Use Path	Residential, Victoria Hotel
London Road + Roundabout	Kerb-segregated cycle lane, Shared Use Path	Knight Avenue Park, Victoria Memorial Recreation Ground, Canterbury High School
Queens Avenue/Whitehall Bridge Road	Shared use paths at rail bridge and Bishops Mill	Residential, Westgate Gardens
Westgate Grove	None	City centre, St Dunstan's St to Canterbury West Station
Pound Ln/St Radigund's St/Knights Ln	None	City centre, retail
Northgate/Union Place	None	City centre, retail, Job Centre Plus
New Ruttington Lane	None	Residential
Old Ruttington Lane	Short segregated lane at A28 junction	Retail, Military Road Play Area
Falala Way	Shared Use Path	Military Road Play Area, Canterbury City Council offices
Military Road	None	Northgate Community Centre, Chequers Wood



Issue:

Opportunity to formalise connection with Route 4 along Parkwood Rd

Recommendations:

Add wayfinding signage and investigate adding cycle provision along Parkwood Rd to Giles Rd

Issue:

Narrow cycle path

Recommendations:

Remove centre line striping, convert full width to shared use path. Reduce carriageway width where possible

Issue:

Lack of cycling provision

Recommendations:

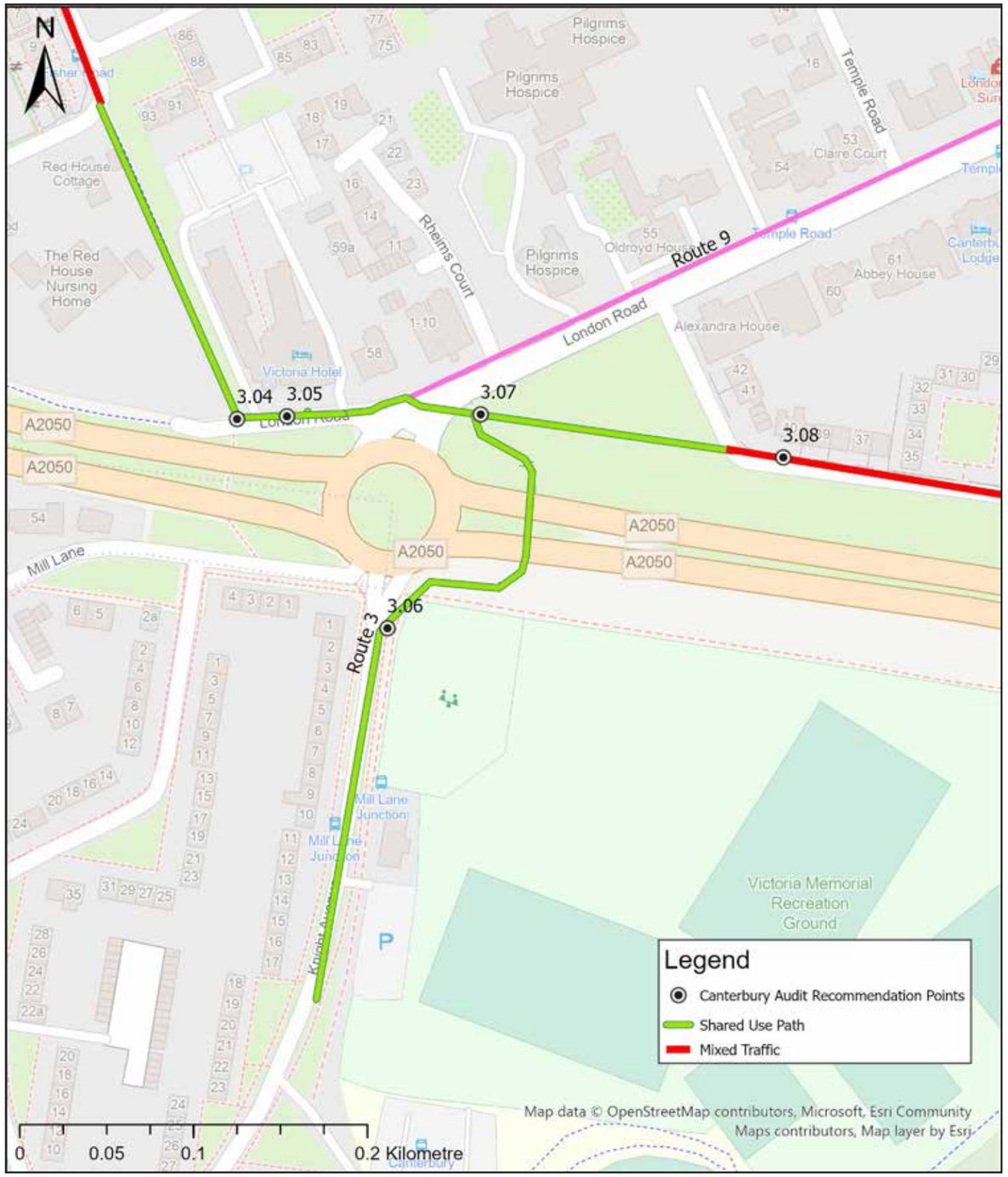
Reduce speed limit to 20mph, install traffic calming measures such as speed humps, install cycle symbols on carriageway

Issue:

Barrier not accessible to all users

Recommendations:

Remove or redesign barrier



Issue:

Lack of cycle infrastructure and poor pedestrian connection to London Rd junction

Recommendations:

Widen footway on north side of London Rd to create a shared use path

Issue:

Narrow path

Recommendations:

Investigate converting existing path to a 2m footway and a 3m two way cycle track

Issue:

Narrow path

Recommendations:

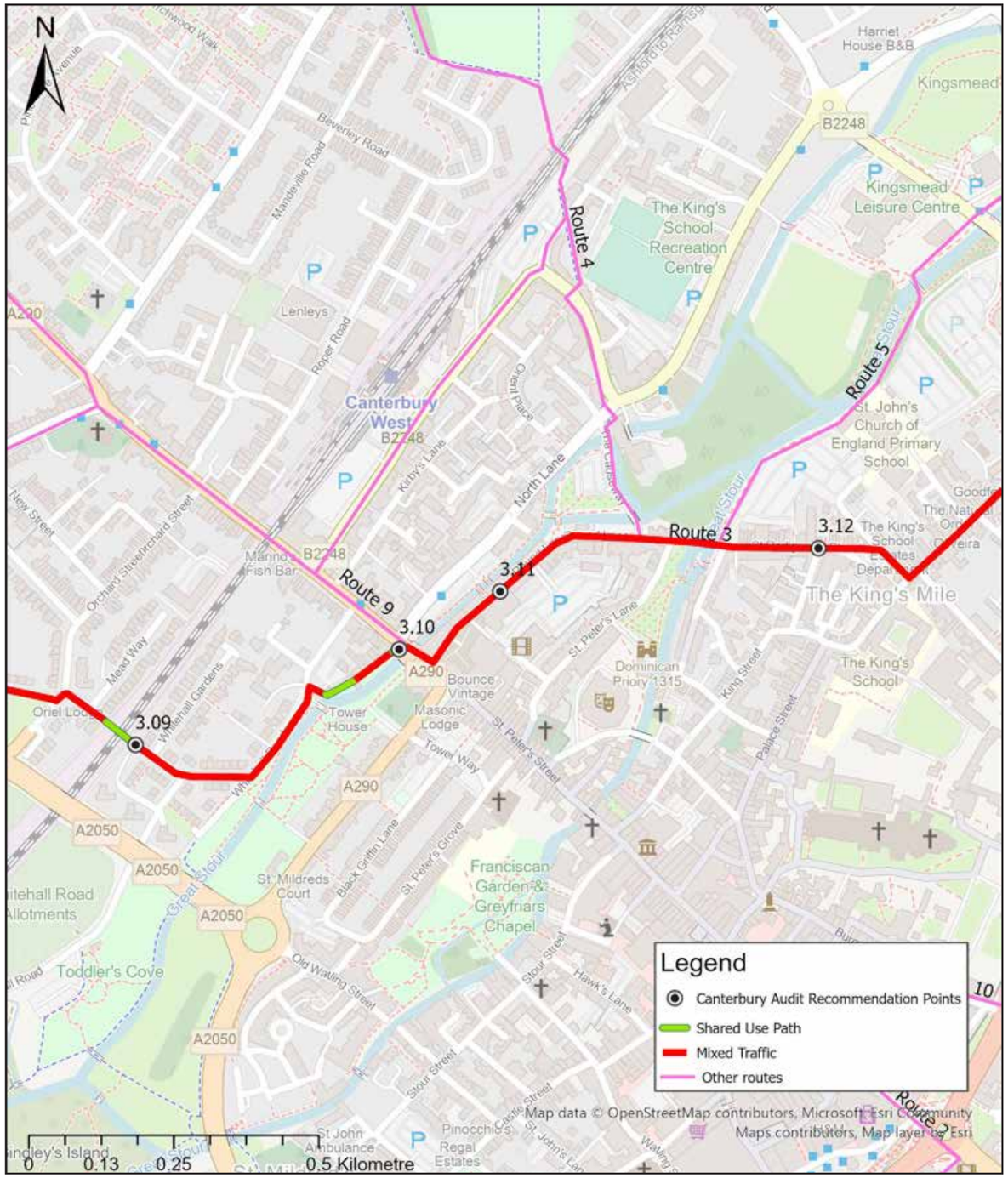
Increase width of path to include 2m for pedestrians and 3m for cyclists

Issue:

Lack of cycle infrastructure

Recommendations:

Reduce speed limit to 20mph, add traffic calming instructure, install cycle symbols on carriageway. Investigate modal filter to reduce cut through traffic




3.09 Whitehall Bridge Rd/Whitehall Rd Sustrans

Issue:

Lack of cycle infrastructure

Recommendations:

Reduce speed limit to 20mph, install traffic calming measures if required and install cycle symbols on carriageway


3.10 Westgate Sustrans

Issue:

Junction is uncomfortable for cyclists

Recommendations:

Increase width of cycle cut-through lane to 3m. Investigate feasibility of installing Dutch style roundabout


3.11 Pound Ln Google

Issue:

Lack of cycle provision

Recommendations:

Reduce speed limit to 20mph, install cycle symbols on carriageway

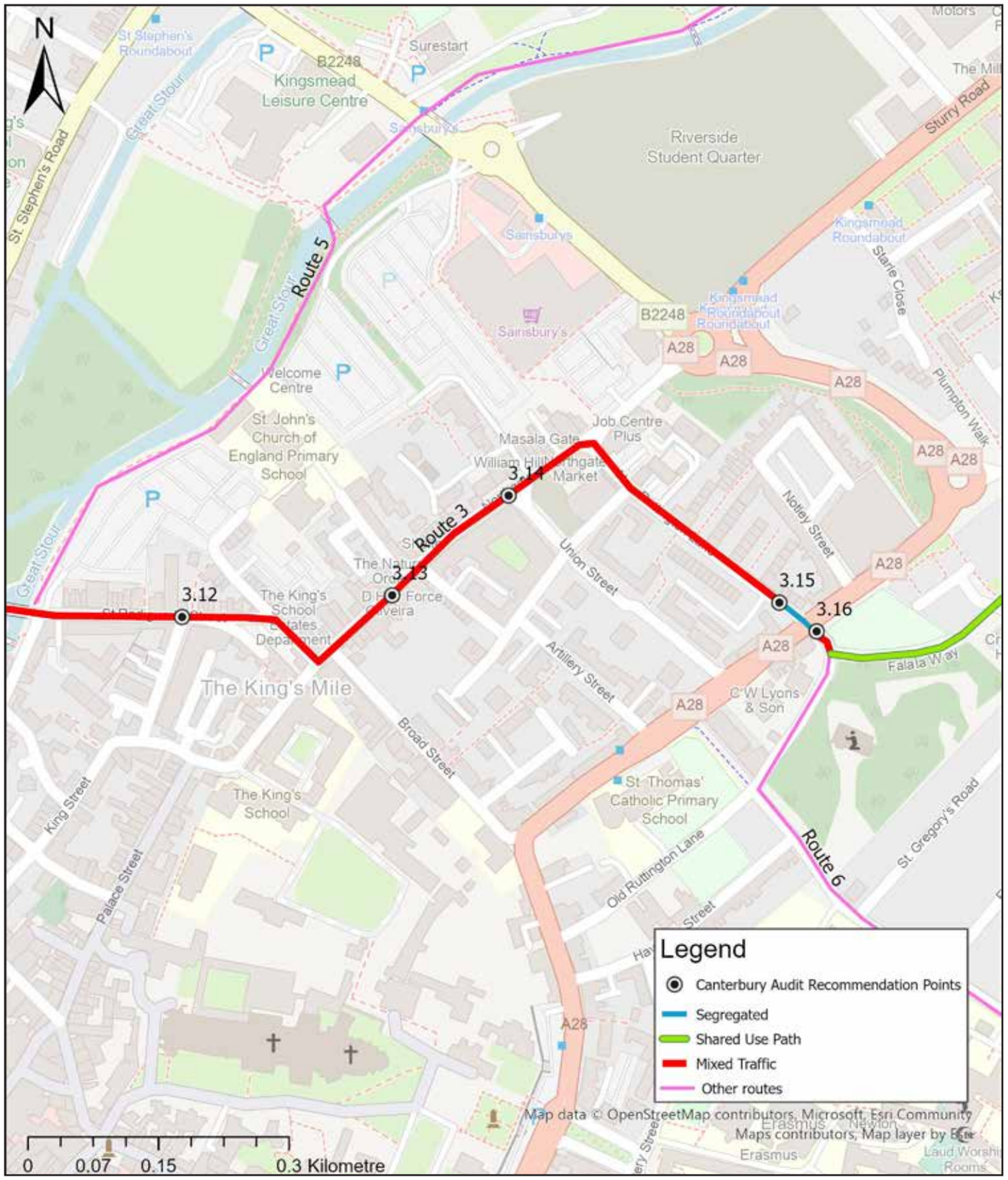

3.12 Knotts Ln/St Radigund's St Sustrans

Issue:

Indirect route for cyclists

Recommendations:

Investigate removing one way loop on Knotts Ln and create a contraflow cycling lane on St Radigunds St. May require parking reallocation



Issue:

Lack of cycle infrastruture and poor wayfinding

Recommendations:

Northgate is two-way single lane street that needs clear signage to inform drivers and cyclists this is a designated cycle route

Issue:

'End' cycle route marking may be confusing for cyclists, as the route does continue westward on Northgate

Recommendations:

Remove 'End' cycle route marking

Issue:

Narrow path

Recommendations:

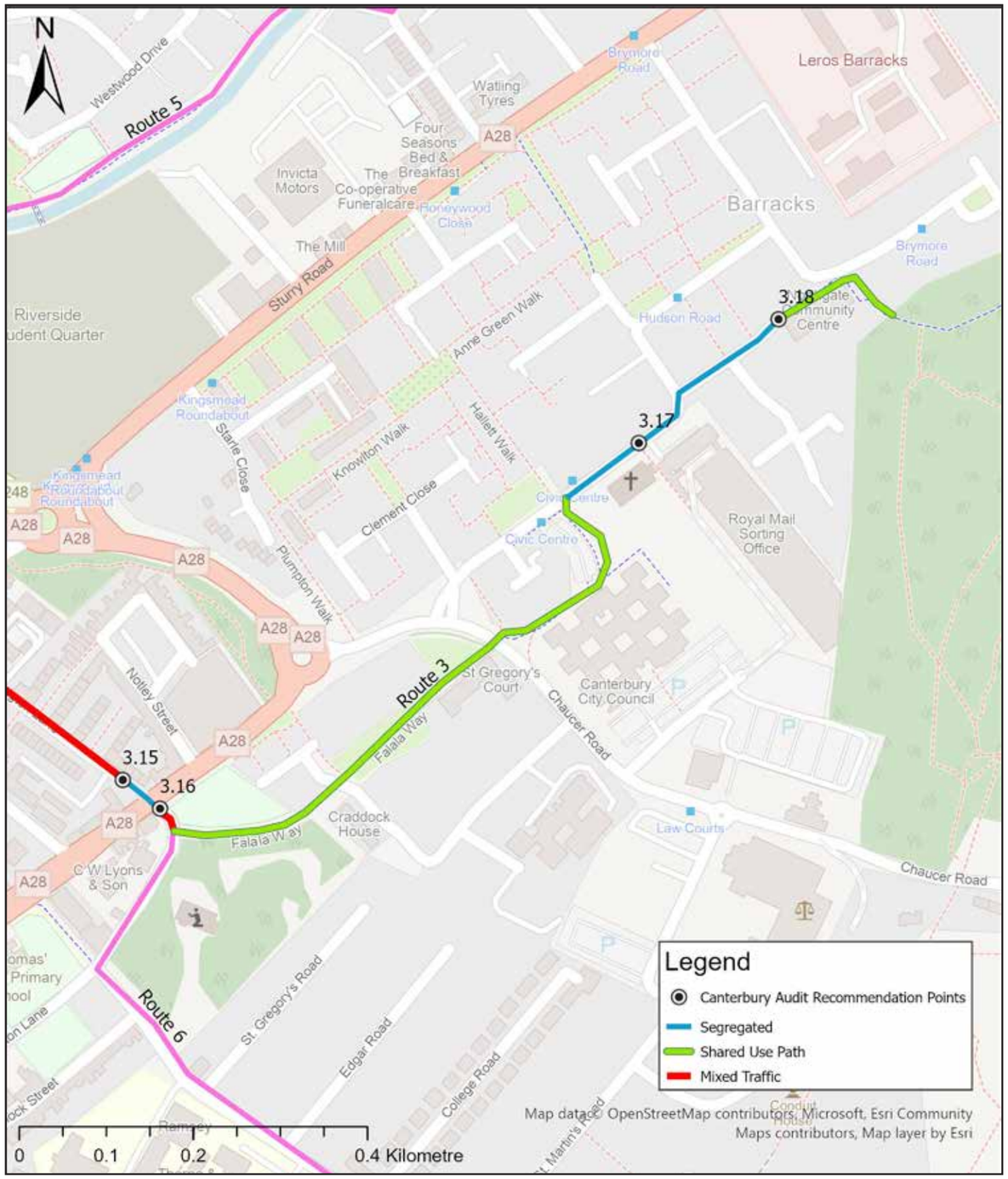
Consider widening existing segregated cycle path to 3m minimum if possible

Issue:

Narrow cycle lane

Recommendations:

Consider raising Old Ruttington Lane to at least Falala Way, creating a level surface with more space for cyclists and pedestrians




3.17 Military Rd Sustrans

Issue:

Lack of cycling provision

Recommendations:

Consider rationalising parking to create segregated cycle lanes


3.18 Northgate Community Centre Sustrans

Issue:

Barrier not accessible to all users

Recommendations:

Remove bollards or redesign barrier

Route 4 Recommendations

Route Description

This is an established route linking the city centre to the University of Kent, primarily along National Cycle Route 1. The route is primarily off-highway cycle paths, and in some sections there are kerb-separated cycle tracks, but these are often narrow and only suited to one-way cycle traffic. The sections of the route on low traffic streets are suitable for cycling, but The Causeway could use additional traffic calming. There are two junctions, North Lane at The Causeway, and Beaconsfield Road at Beverly Meadow that are currently uncomfortable for cyclists and pedestrians.

Improvements to the existing route would enhance an important link from the city centre to the University of Kent and provide a link between several green spaces. Improvements to off-highway sections of this route, such as the upgrade or removal of barriers will further enhance the National Cycle Network and cycling provision in Canterbury.

This route also links to Route 1 at Pound Lane. There is potential to link it to the western end of Route 10 along Parkwood Road in the north through the University of Kent to create a loop of cycle provision.

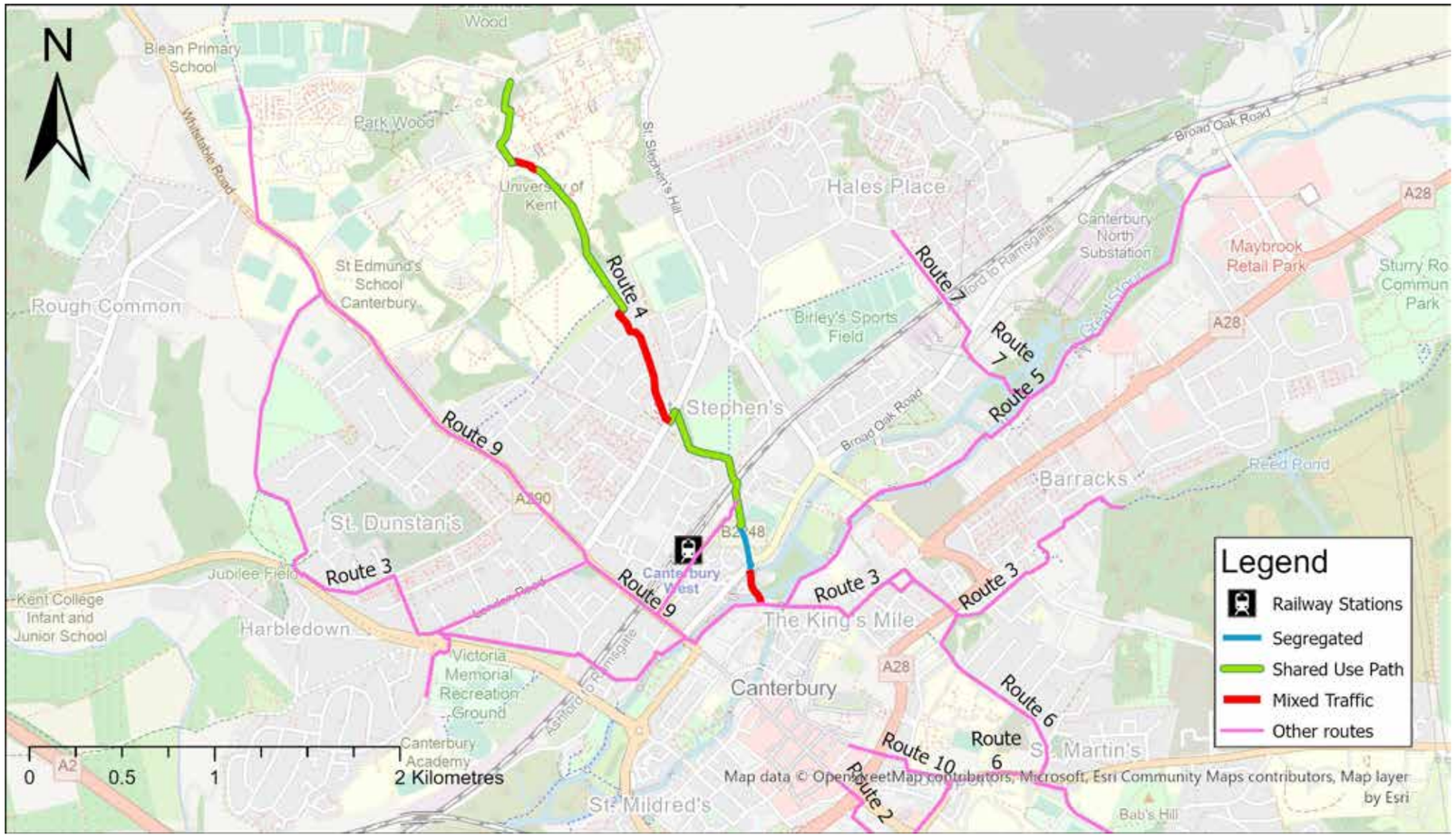
The PCT shows an increase in cyclists along The Causeway, Station Road West to Beverley Meadows in the Go Dutch Commute scenario. There are no cyclist crash hotspots on the route--this may be due to the route being mostly off-highway.

Route 4 connects with one other route:

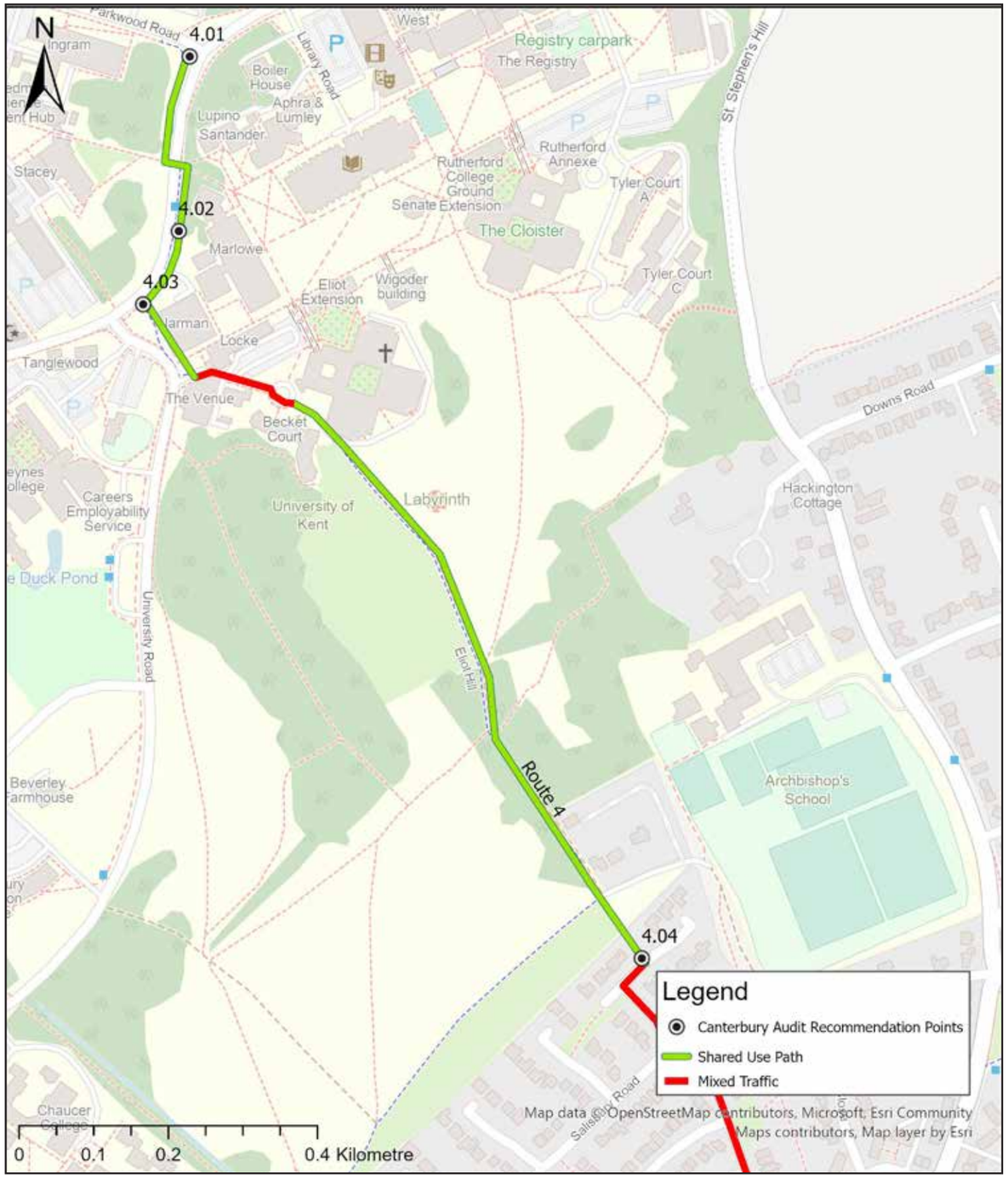
- Route 3 at The Causeway

Barriers to Cycling

- North Lane/B2248 junction with The Causeway is uncomfortable for cyclists, currently directs cyclists to use centre island shared with pedestrians
- Long dismount for cyclists at Hackington Place causes disruption and may discourage use of the route
- Connection from Beverley Meadows to St Michaels Road at Beaconsfield Road is indirect and lacks a crossing facility for cyclists
- Barriers along the route could be modified to be accessible for all users



Road Name	Existing Infrastructure	Origins and Destinations
Giles Ln	Shared use path	University of Kent
Elliot Hill path	Segregated cycle path	University of Kent
Lyndhurst Close/Salisbury Rd/ St Michaels Rd	Modal filter	Residential
Beaconsfield Rd	None	Residential, green space
Beverley Meadow	Shared Use Path	Green space
Hackington Place	Shared Use Path	Residential
Station Road West	Narrow kerb segregated path	Residential
North Lane/The Causeway	Segregated lanes at junction	City centre



Issue:

'End' cycle route marking may be confusing for cyclists

Recommendations:

Remove 'End' cycle route marking

Issue:

Narrow path

Recommendations:

Remove centre line striping and widen path to create dedicated footway and two way cycle track

Issue:

'End' cycle route marking may be confusing for cyclists

Recommendations:

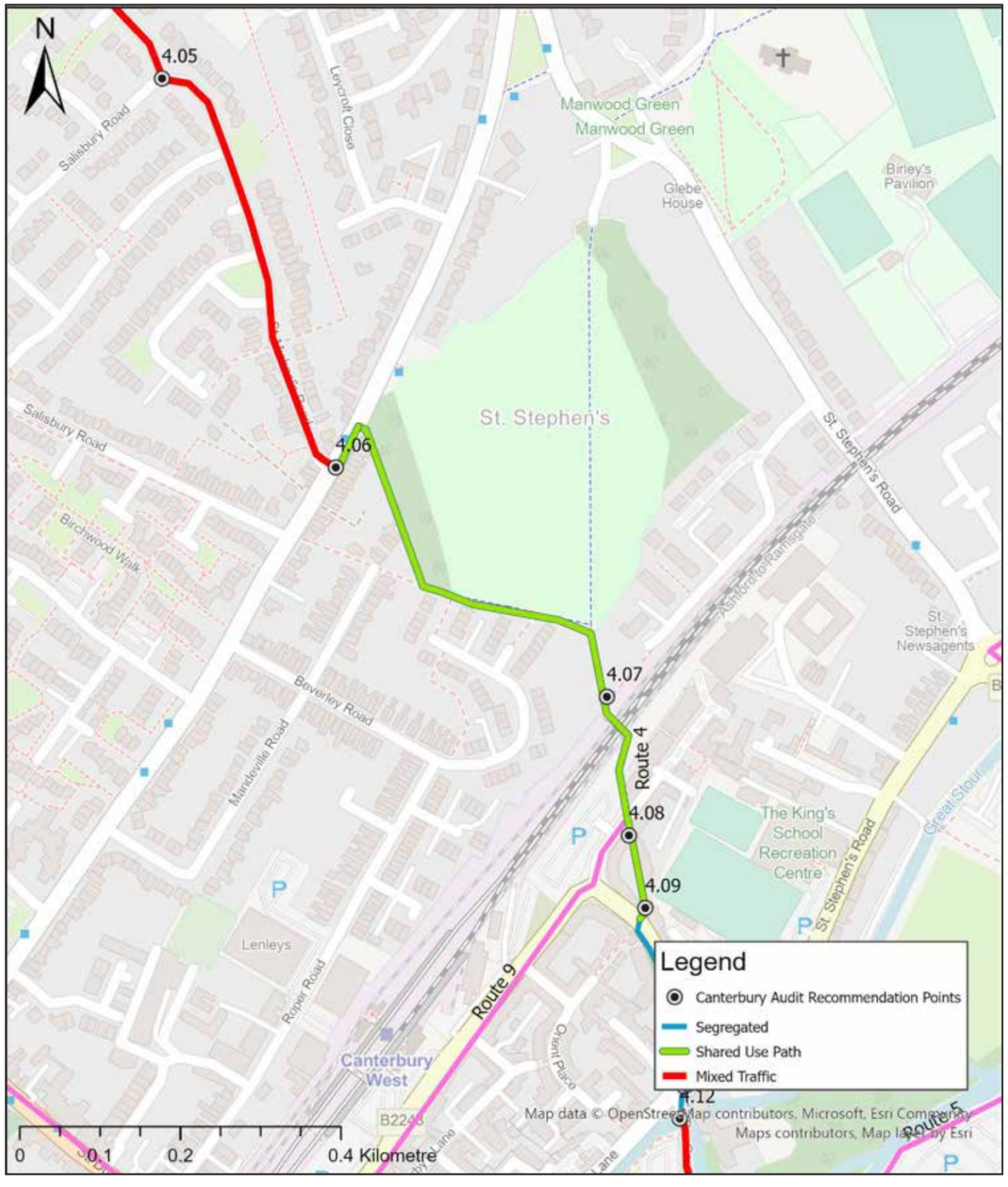
Remove 'End' cycle route marking

Issue:

Barrier not accessible to all users

Recommendations:

Remove or redesign barrier



4.05 Salisbury Rd/St Michaels Rd Sustrans

Issue:

Lack of cycle infrastructure

Recommendations:

Reduce speed limit to 20mph, install traffic calming infrastructure if required, install cycle symbols on carriageway

4.06 Beaconsfield Rd Sustrans

Issue:

Uncomfortable and indirect crossing between St Michaels Rd and Beverley Meadow

Recommendations:

Install a raised parallel crossing with space for cyclists aligned with the Beverley Meadows shared use path entrance. Narrow the carriageway and widen the footway on the north side of Beaconsfield Rd to St Michaels Rd to create cycle tracks or a shared use path. Rationalise parking at St Michaels Rd junction to accommodate footway widening

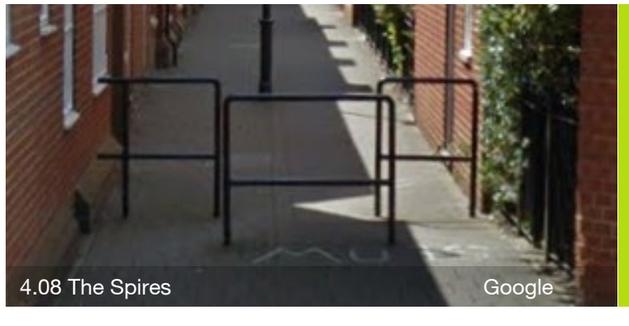
4.07 Hackington Pl Sustrans

Issue:

Long cycle dismount required at Hackington Place

Recommendations:

Change sign to an advisory ‘Share with Care’. Do not require cyclist dismount



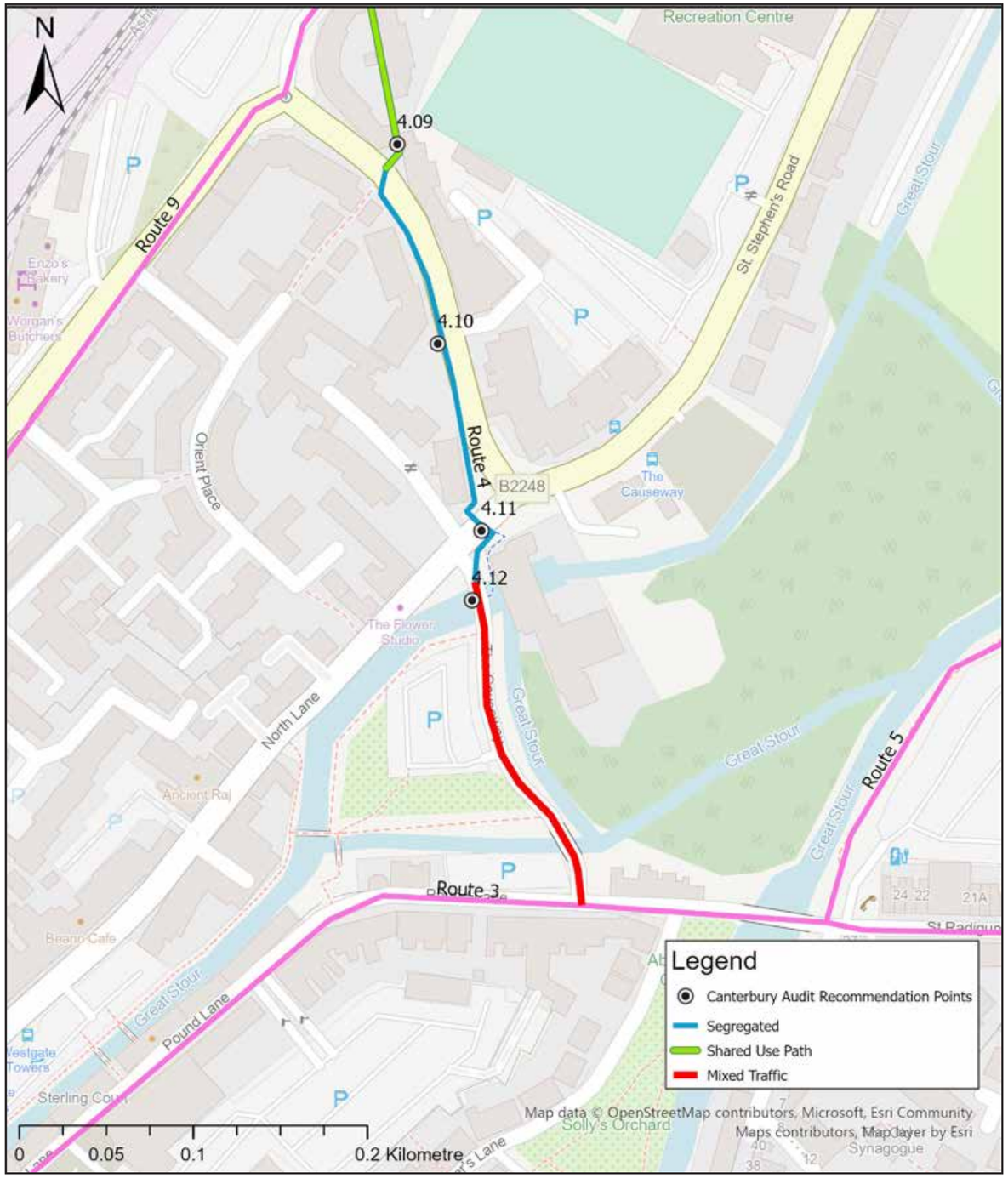
4.08 The Spires Google

Issue:

Barrier not accessible to all users

Recommendations:

Remove or redesign barrier



4.09 The Spires Sustrans

Issue:

Barrier not accessible to all users

Recommendations:

Remove or redesign barrier

4.10 Station Road West Sustrans

Issue:

Narrow cycle lane

Recommendations:

Widen cycle lane to at least 3m to accommodate two-way travel. May require reducing carriageway width

4.11 North Ln roundabout Google

Issue:

Uncomfortable junction for cyclists

Recommendations:

Consider narrowing carriageway along western arm of the North Ln roundabout, as well as removing centre island in order to shorten crossing distance for cyclists and pedestrians

4.12 The Causeway Sustrans

Issue:

Lack of cycle infrastructure

Recommendations:

Reduce speed limit to 20mph, install traffic calming if required, install cycle symbols on carriageway

Route 5 Recommendations

Route Description

This off road route runs along the Great Stour river linking town centre to Canterbury Retail Park. It is an established route from St Radigund's Street to Asda supermarket that needs to be extended up to Vauxhall Avenue. It also contemplates a link to the Kingsmead Leisure centre. The route it is mostly a shared use path that could be improved by widening the path and improving wayfinding signage among other things.

Improvements to the existing route and its extension would improve the link between the east side of Canterbury and town centre, providing an attractive and safe alternative to the A2.

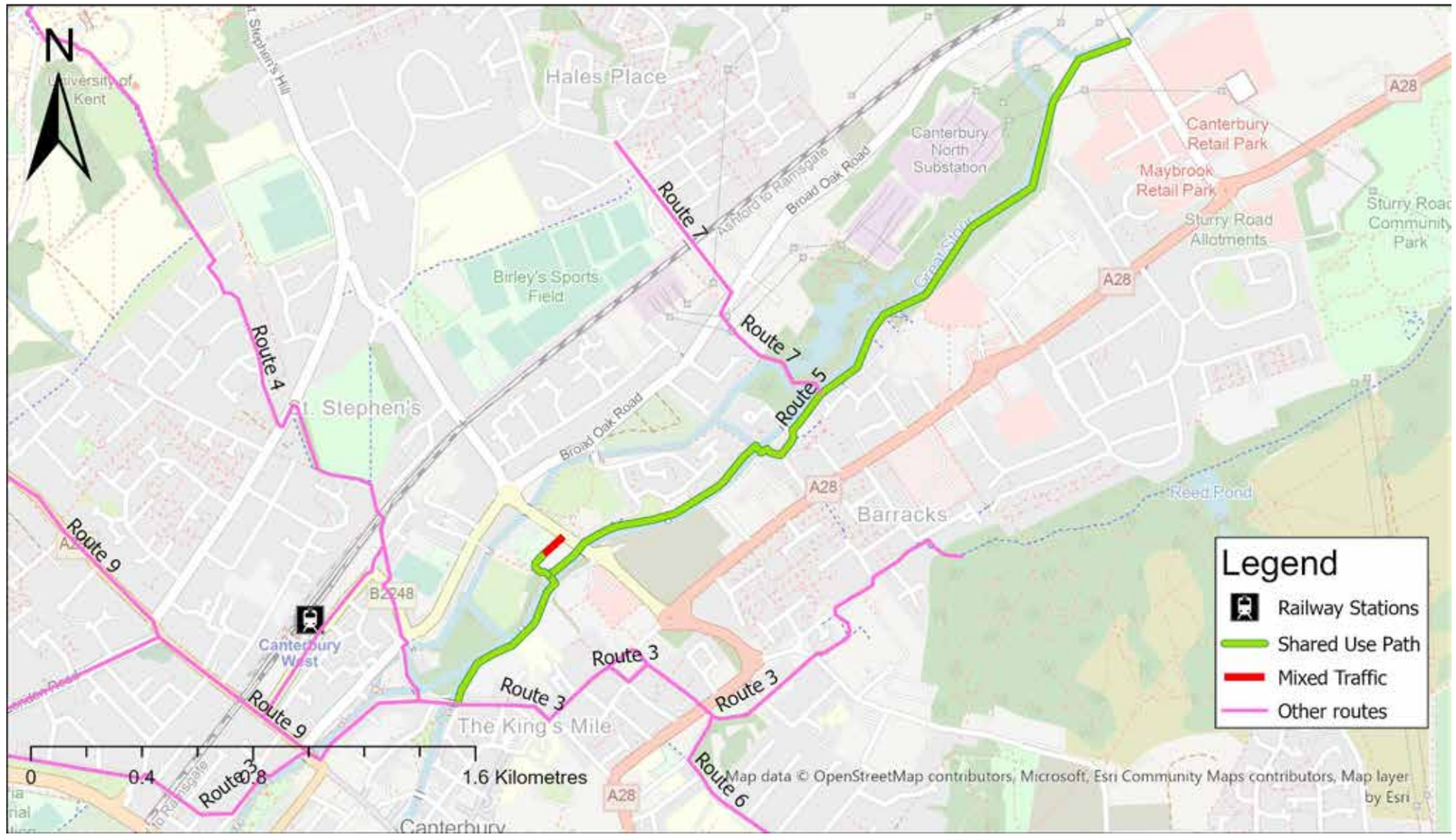
The PCT does not show this route as a popular route for cyclists - according to census 2011 neither in Go Dutch scenario, possibly due to its recent extension not being contemplated by the tool. Improvements to the route and its extension to the Retail Park may increase the number of users, especially commuters.

Route 5 connects with two other routes:

- Route 3 at St Radigund's Street
- Route 7 at Kingsmead Road

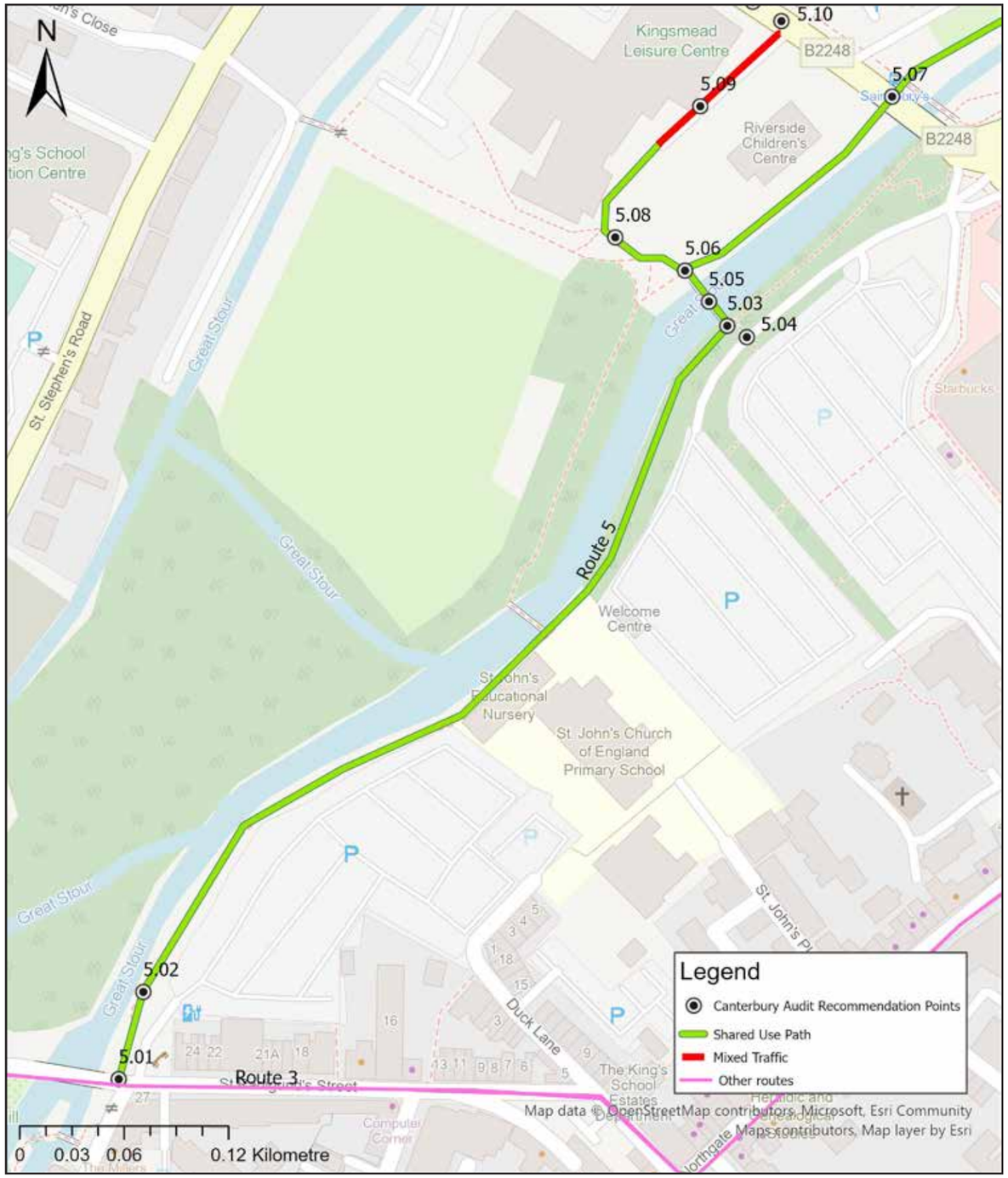
Barriers to Cycling

- The underpass next to the river is too low and narrow to promote its use as a cycle route.
- Pinch points to the rear of St John's School.



Road Name	Existing Infrastructure	Origins and Destinations
Great Stour Path from St Radigund's Street to Asda	Shared Use Path	St. John's Church of England Primary School, Parham student village, Kingsmead Leisure Centre, Surestart, Riverside Children's Centre
Great Stour Path from Asda to Retail Park	None	Asda, Canterbury Retail Park

Route 5




5.01 St. Radigund's St Sustrans

Issue:

Narrow access

Recommendations:

Widen access to a minimum of 4.5m


5.02 Great Stour path Sustrans

Issue:

Narrow path

Recommendations:

Widen shared path to a minimum of 4.5m and improve surface. Consider flood risk in the design process. Cut back and maintain vegetation


5.03 Great Stour path Sustrans

Issue:

Poor wayfinding

Recommendations:

Improve wayfinding by installing indicative signage

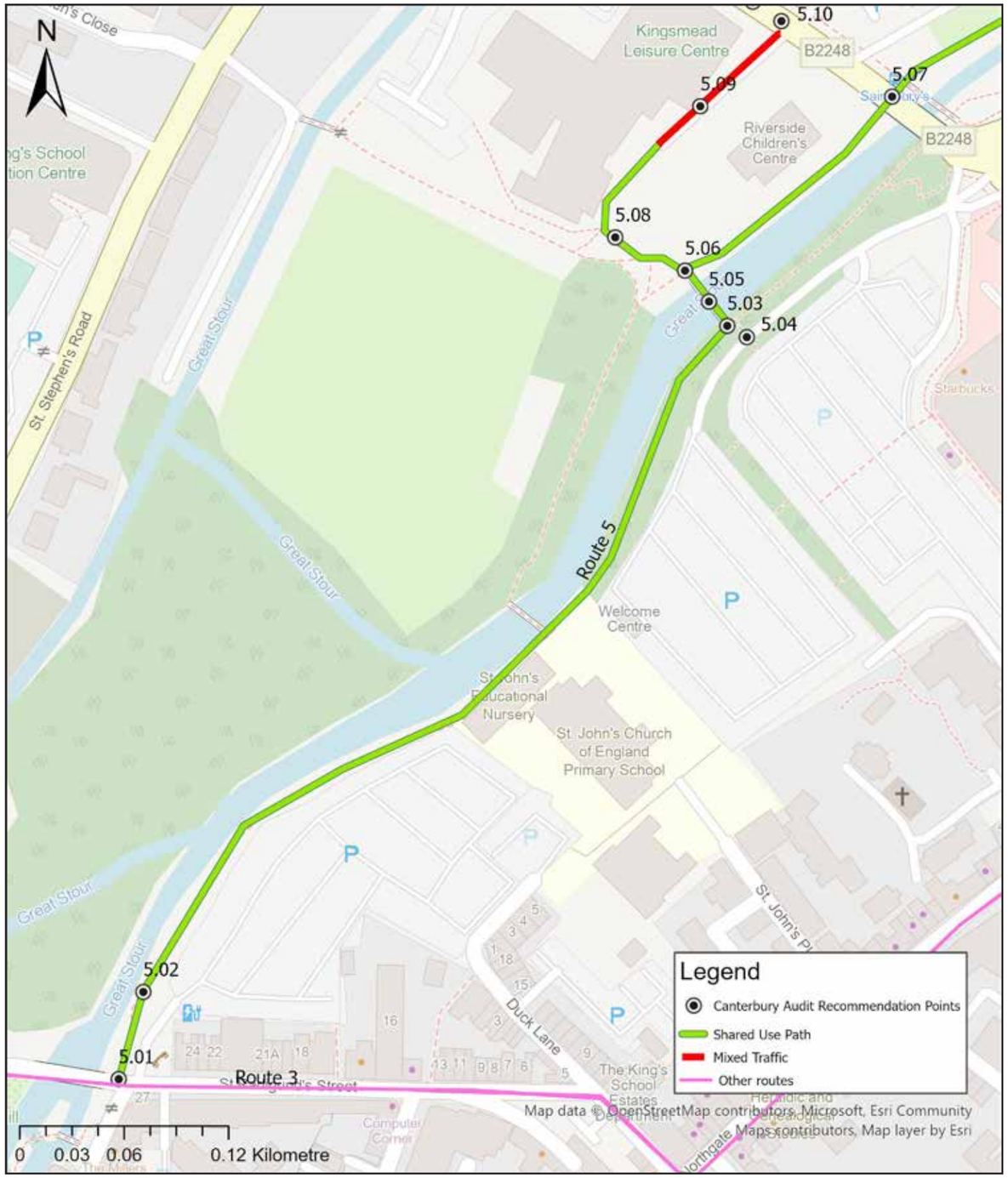

5.04 Access to Sainsbury's Sustrans

Issue:

Barrier not accessible to all users

Recommendations:

Remove or redesign barrier



5.05 Great Stour path in front of Sainsbury's Sustrans

Issue:

Narrow path

Recommendations:

Evaluate to widen bridge to a minimum of 4.5m

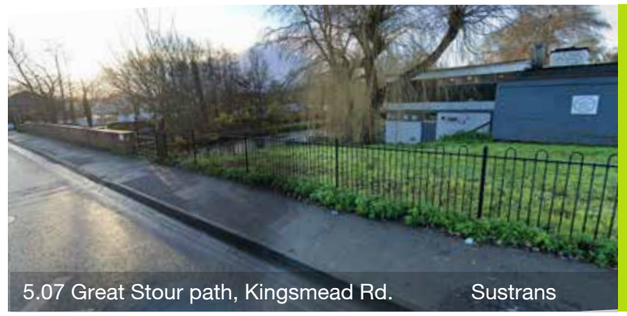
5.06 Great Stour path in front of Sainsbury's Sustrans

Issue:

Poor wayfinding

Recommendations:

Improve wayfinding by installing indicative signage



5.07 Great Stour path, Kingsmead Rd. Sustrans

Issue:

Poor crossing underpass

Recommendations:

Feasibility study to install controlled crossing for pedestrians and cyclists on Kingsmead Rd. It is required to extend the shared path through Riverside Children's Centre garden, therefore land negotiation may be needed. Also consider solutions for flood risk, improving surface and lighting at bridge underpass.

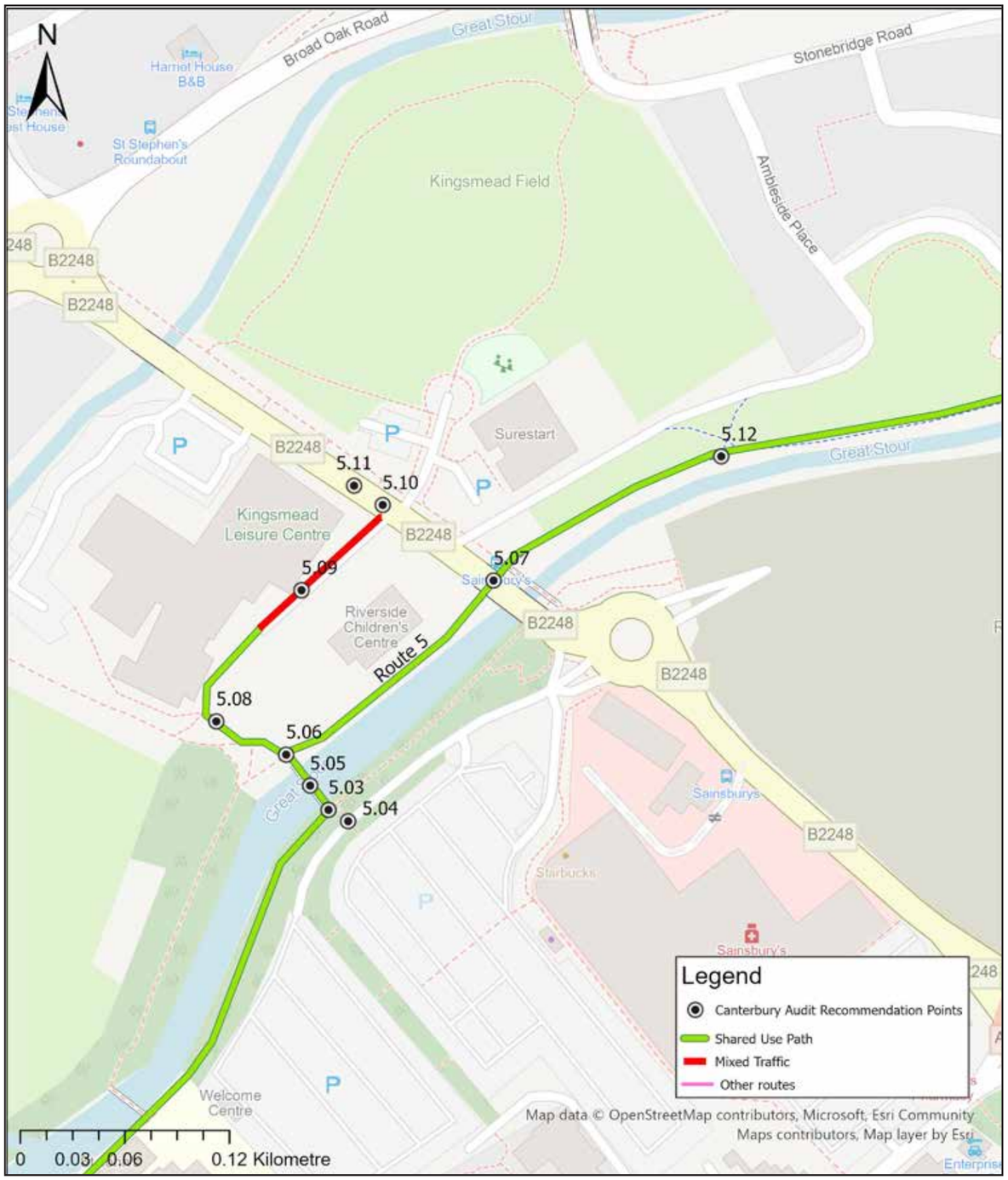
5.08 Great Stour path Google

Issue:

Poor accessibility

Recommendations:

Install shared use path to link to shared use path next to the river with Kingsmead Leisure Centre



Issue:

Narrow path

Recommendations:

Reduce speed limit to 20mph and install cycle symbols on carriageway

Issue:

Poor crossing

Recommendations:

Install controlled crossing

Issue:

Substandard crossing

Recommendations:

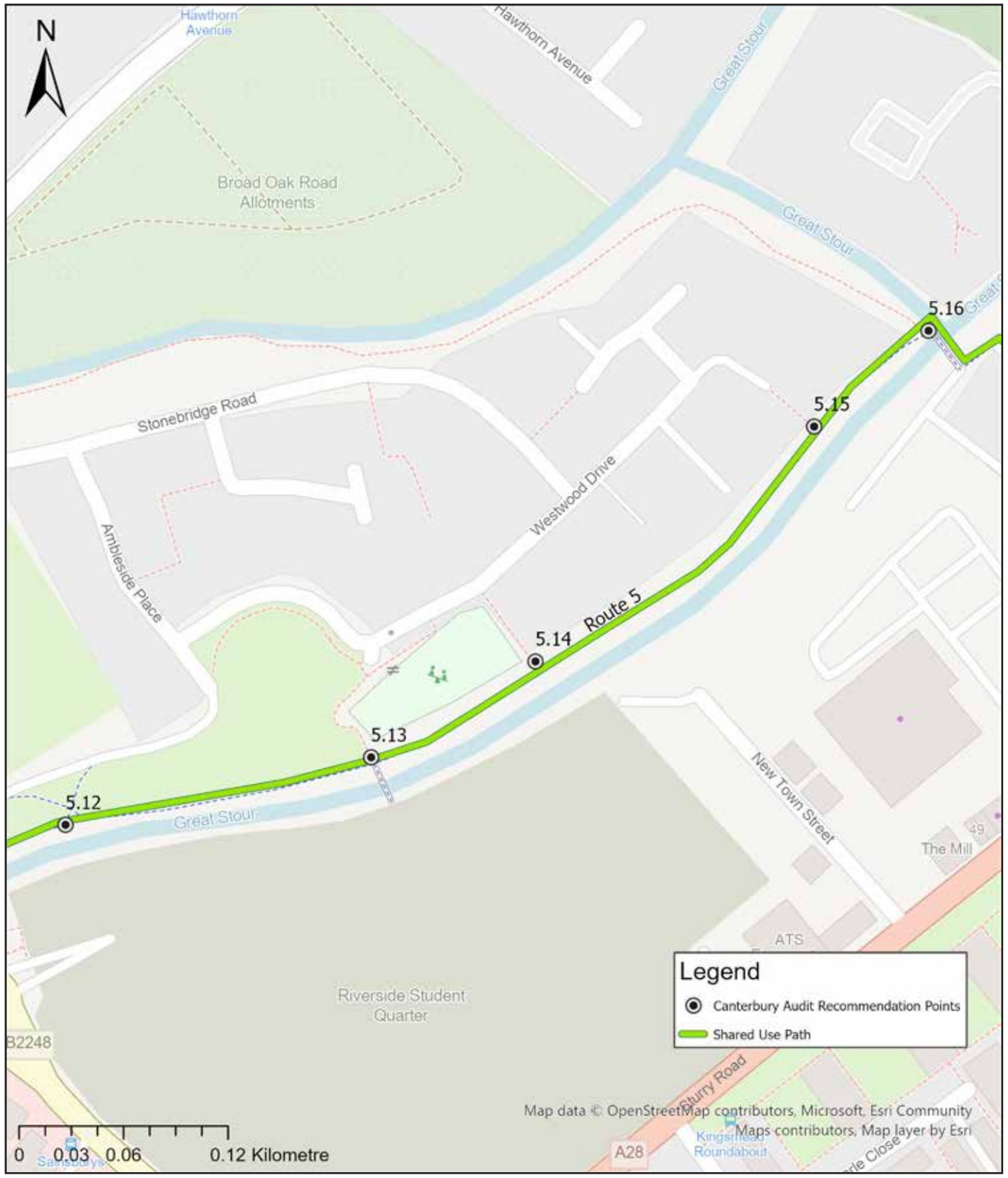
Remove existing uncontrolled crossing and replace with proposed controlled crossing as described in recommendation 5.10

Issue:

Poor wayfinding

Recommendations:

Improve wayfinding. Install informative signage




5.13 Great Stour path Sustrans

Issue:

Poor wayfinding

Recommendations:

Improve wayfinding. Install informative signage


5.14 Great Stour path Google

Issue:

Poor accessibility

Recommendations:

Install a ramp to improve accessibility


5.15 Great Stour path Sustrans

Issue:

Poor accessibility

Recommendations:

Install a ramp to improve accessibility

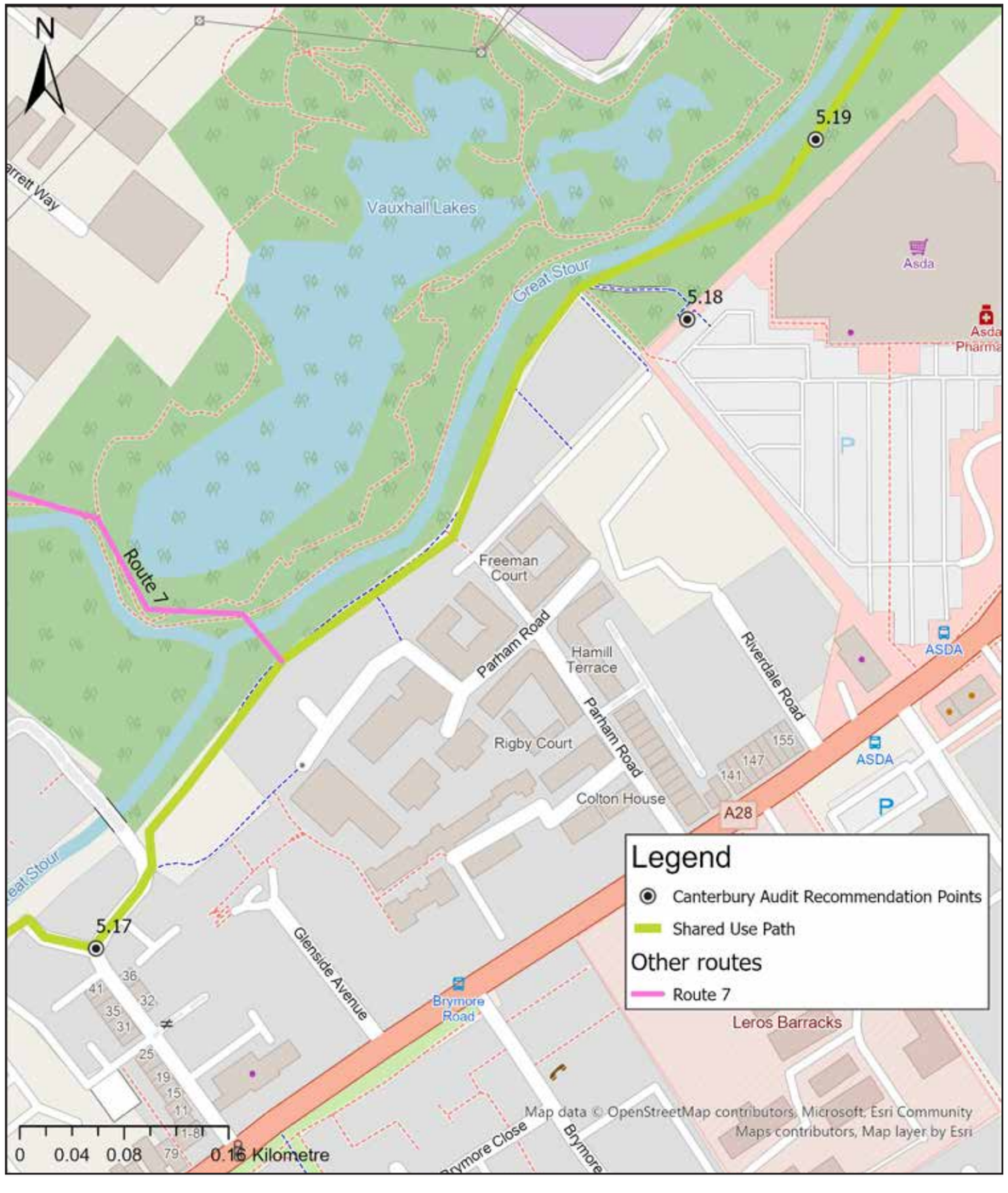

5.16 Great Stour path Sustrans

Issue:

Poor wayfinding

Recommendations:

Improve wayfinding. Install informative signage on both sides of the bridge




5.17 Barton Mill Rd Google

Issue:

Poor wayfinding

Recommendations:

Improve wayfinding. Install informative signage

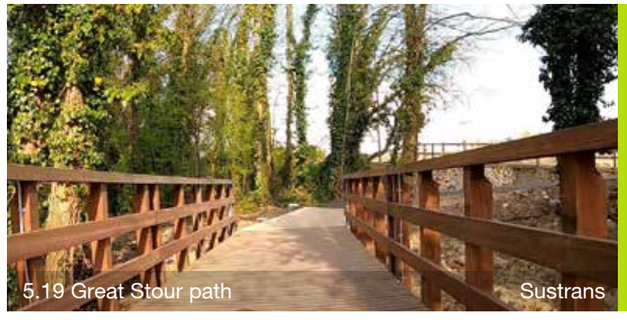

5.18 Asda access Google

Issue:

Narrow path

Recommendations:

Confirm if shared use path on the access ramp to Asda is 3.5m


5.19 Great Stour path Sustrans

Issue:

Lack of cycle infrastructure

Recommendations:

Feasibility study to extend shared use path up to Vauxhall Rd

Route 6

Route Description

This route provides a link between Military Road, close to St Gregory's Centre of Music and the residential area next to Spring Lane. This is an established route that uses lightly trafficked or traffic calmed roads apart from the section on the A257. The route it is mostly mixed traffic provision that could be improved by traffic calming measures, wayfinding signage and crossing redesign. Improvements to the existing route would improve the accessibility from residential areas to educational infrastructure.

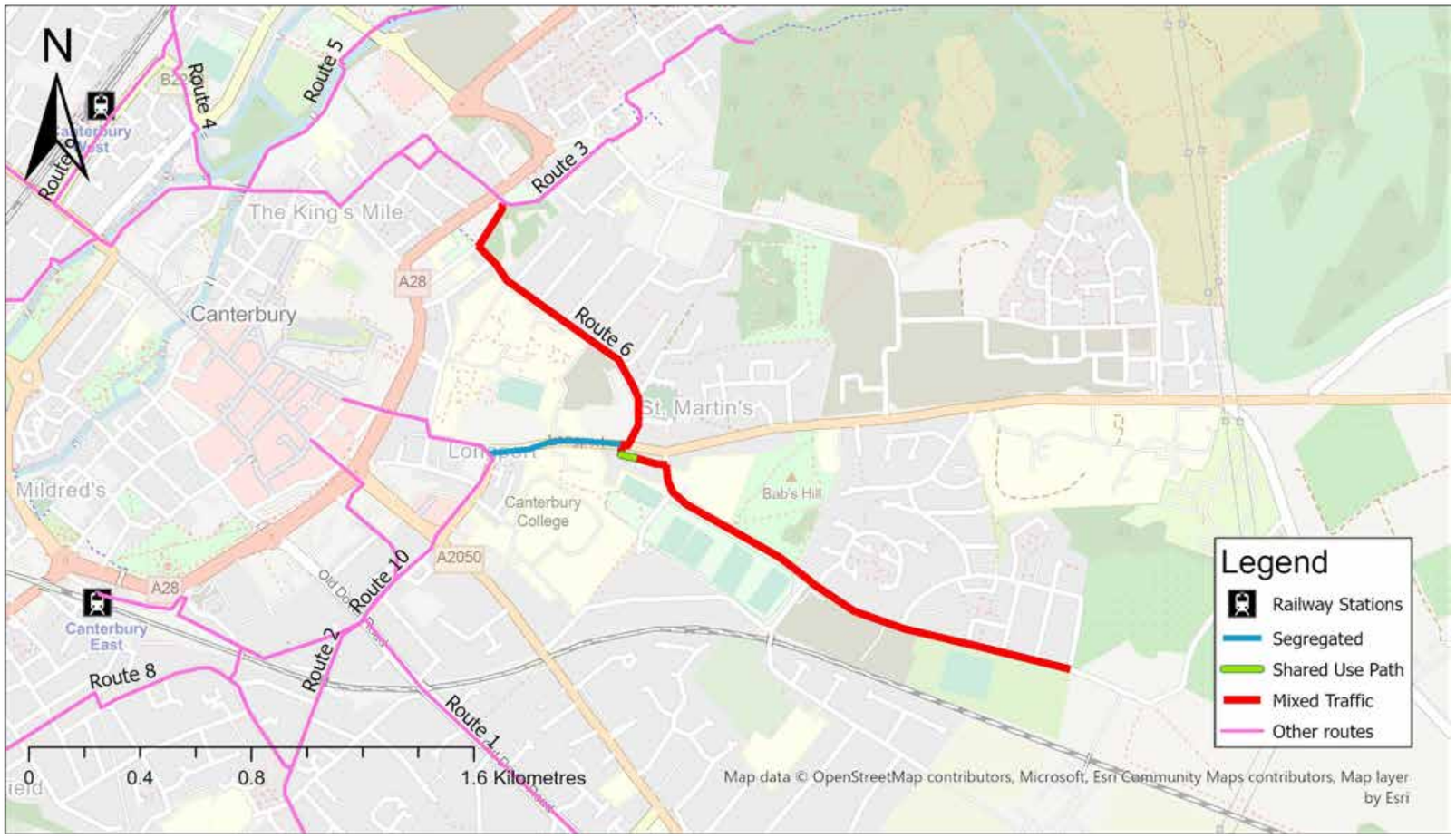
The PCT shows an increase in cyclists along Route 6 in the Go Dutch schools scenario which indicates its suitability as a cycle route. There is a cyclist crash hotspot on the route in the connection between A257 to Spring Lane. This suggests that cycling infrastructure needs to be improved in order to guarantee cyclist safety.

Route 6 connects with one other route:

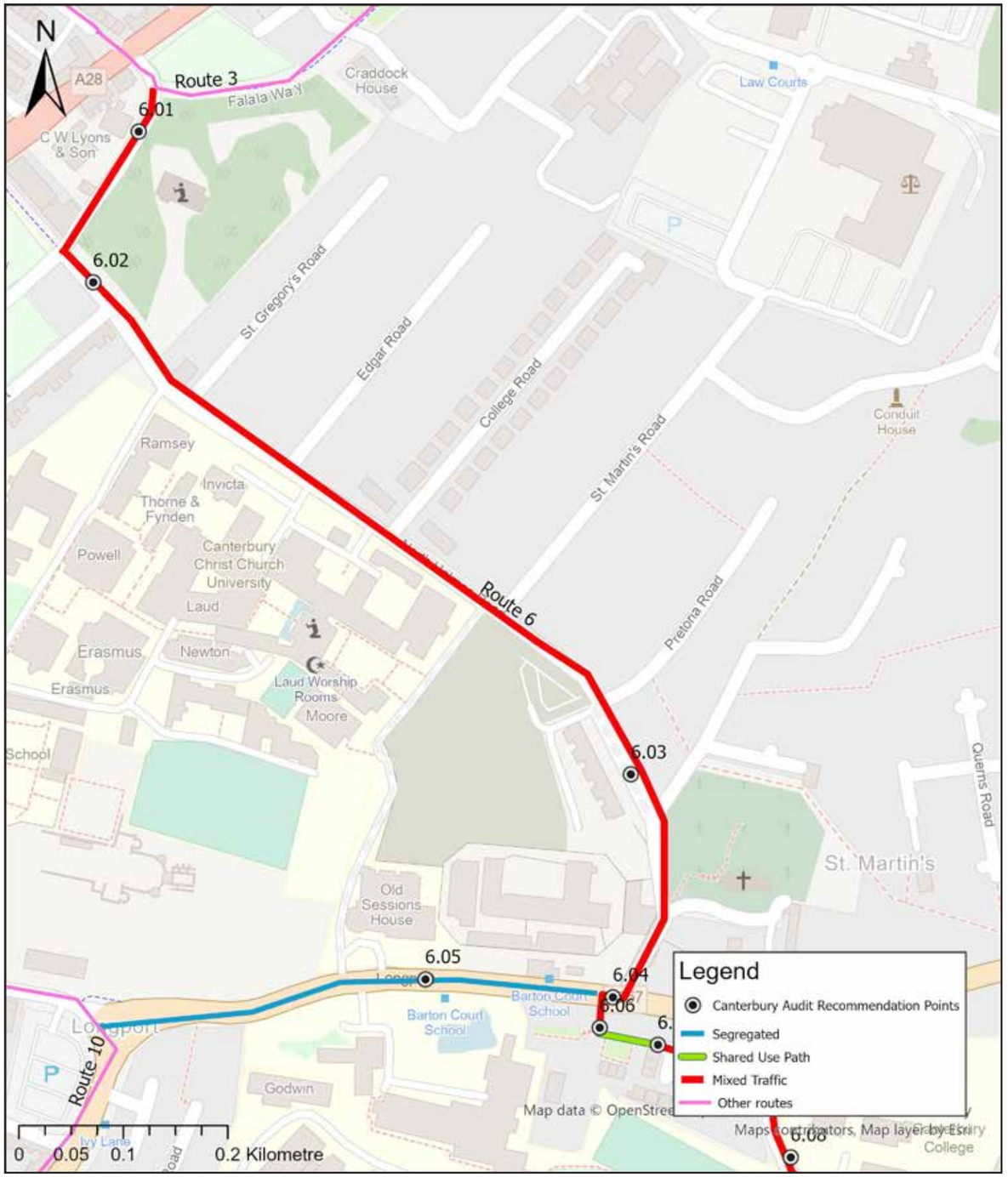
- Route 1 at Falala Way

Barriers to Cycling

- Crossing the A257 represents a barrier for cyclist due to high motor traffic.



Road Name	Existing Infrastructure	Origins and Destinations
Old Ruttington Lane	Mixed traffic and segregated West-East direction	St. Gregory's Church, Domino's Pizza
North Holmes Road	None and segregated South-North direction on the section close to A257	Canterbury Christ Church University, St Martin's Church Canterbury
A257	None	
The Paddock	None	
Spring Lane	None	Canterbury College, King George's Field, Spring Lane residential area, Barton Court Grammar School



Issue:

Poor cycle provision

Recommendations:

Reduce speed limit to 20mph on Old Ruttington Lane from Falala Way to North Holmes Rd and install mixed traffic provision and cycle symbols. Install shared use path for cyclist contraflow and level surface to provide more space for pedestrians

Issue:

Poor cycle provision

Recommendations:

Reduce speed limit to 20mph on North Holmes Rd through narrowing carriageway and traffic calming measures. Consider widening eastern footway and providing greenery. Reallocate car parking to the western side of the road

Issue:

Poor cycle provision

Recommendations:

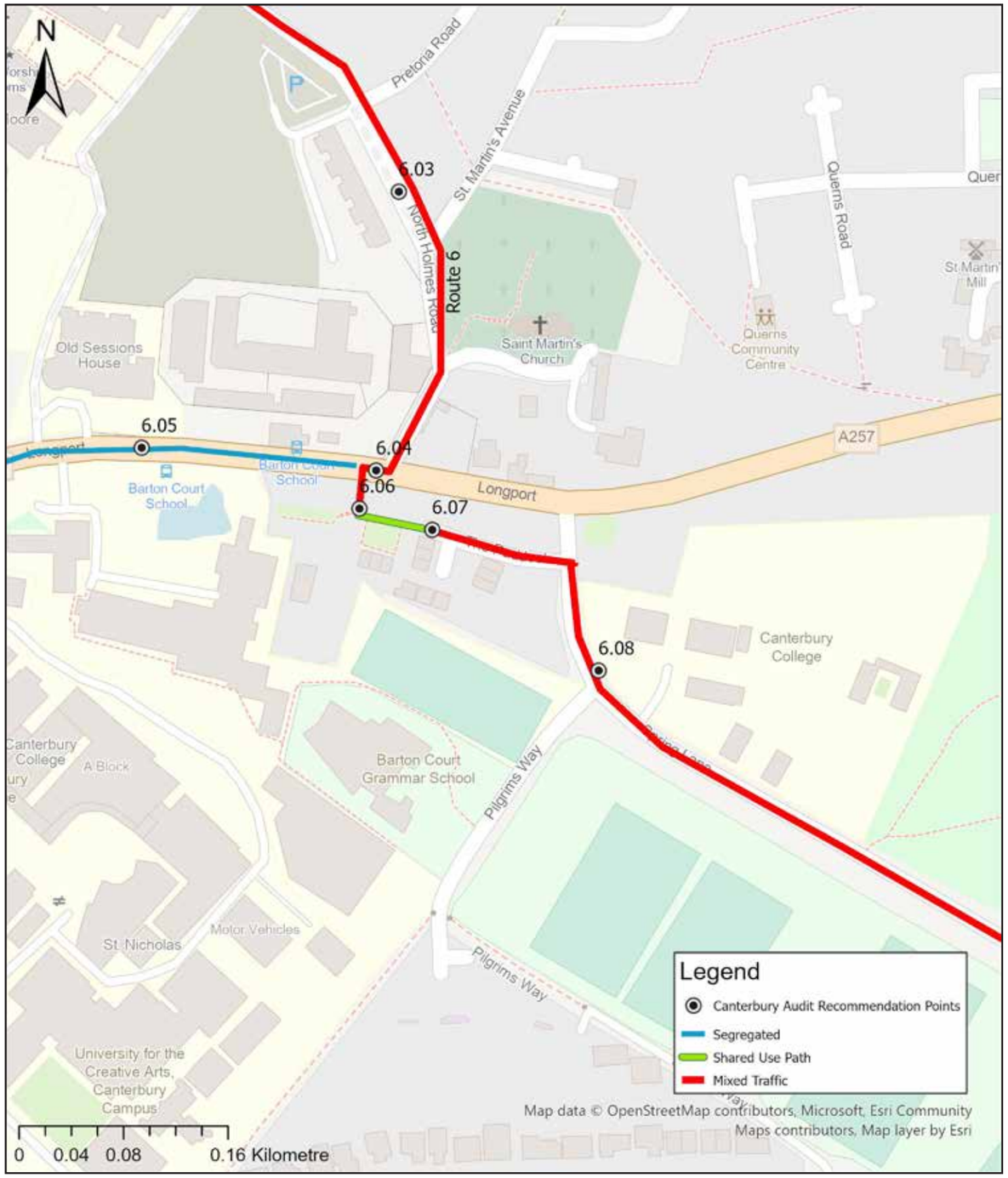
Install mixed traffic provision and cycle symbol. Narrow carriageway and widen footway to provide a shared use path for contraflow cyclist. Remove cycle lane

Issue:

Lack of cycle infrastructure

Recommendations:

Install controlled crossing and raised junction on North Holmes Rd



Issue:

Lack of cycle infrastructure

Recommendations:

Feasibility study to implement segregated cycle provision from Augustine's Roundabout to Park Cottages. If is not possible due to width constraints, consider reducing the speed limit to 20mph and provide mixed traffic provision in the section between Barton Court Grammar School and Park Cottages

Issue:

Lack of wayfinding and cycle provision

Recommendations:

Provide wayfinding and improve surface

Issue:

Barrier not accessible to all users

Recommendations:

Remove or redesign barrier

Issue:

Lack of cycle infrastructure

Recommendations:

Reduce speed limit to 20mph from Pilgrim Rd to Dorset Rd. Install traffic calming elements if required and install cycle symbols on carriageway

Route 7

Route Description

This route provides a link between Hales Place - a residential area in northeast Canterbury- and the cycle path along the Great Stour (Route 5) which provides a connection to the town centre and the retail park. The route uses Farleigh Road, which is a lightly trafficked road and Broad Oak Road, a more highly trafficked roadway. It is proposed to link Route 7 to Route 5 through the creation of a new path across Vauxhall Lakes area, which would replace the cycle infrastructure proposal at Broad Oak Road and Kingsmead Road.

The PCT shows an increase in cyclists along Route 7 - mainly along Broad Oak Road and Kingsmead Road - in the commute Go Dutch scenario which indicates its suitability as a cycle route. However, the existence of the Route 5 - along the Great Stour river, could absorb most of the trips from Broad Oak Rd, as an off road cycle route option to get to the city centre.

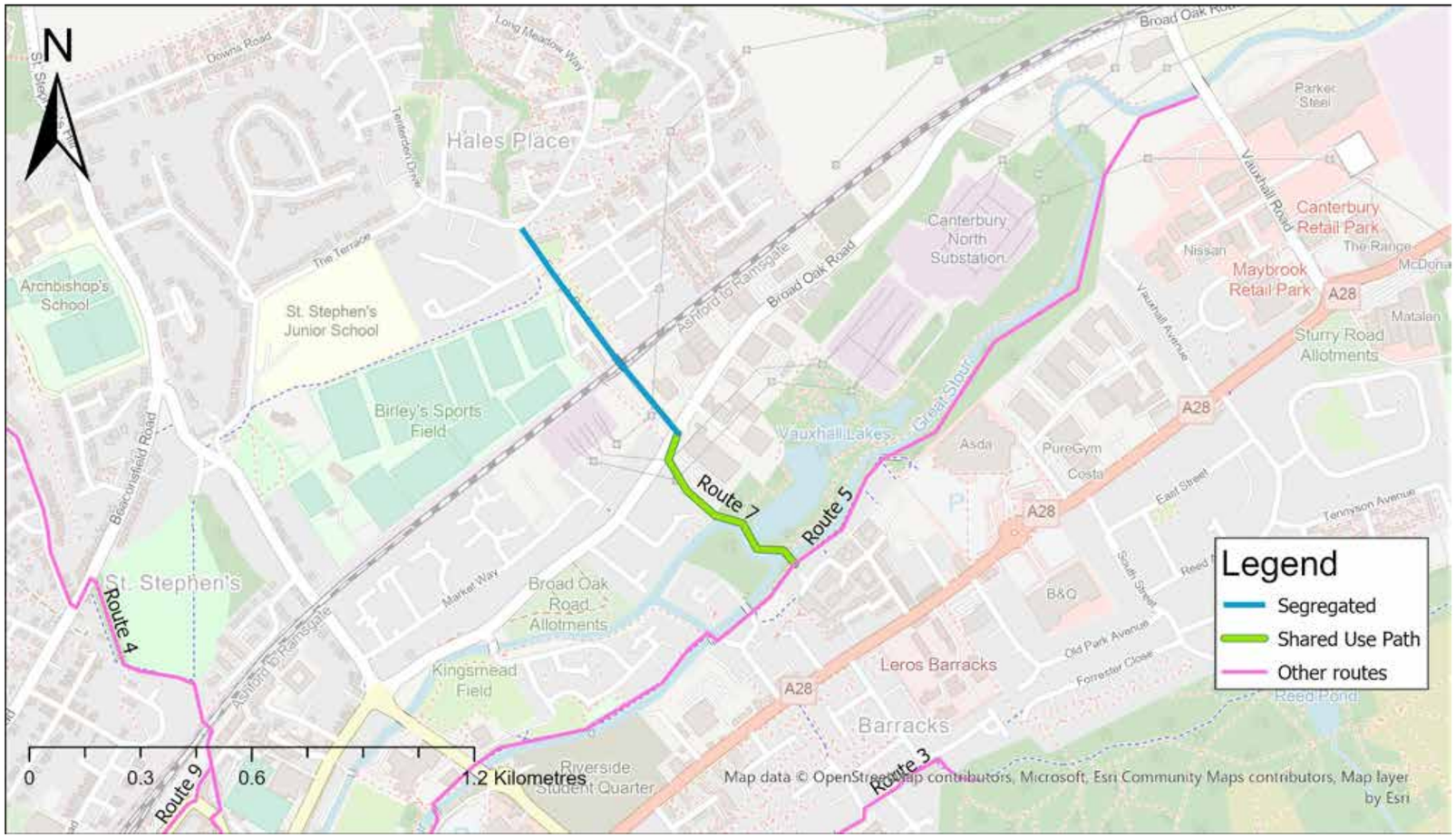
The collision data indicates a cyclist crash hotspot at St Stephen's roundabout. This indicates that cycling infrastructure needs to be improved in order to guarantee cyclist safety. Alternatively, those cycle trips could be deviated to another route to avoid the roundabout.

Route 7 connects with one other route:

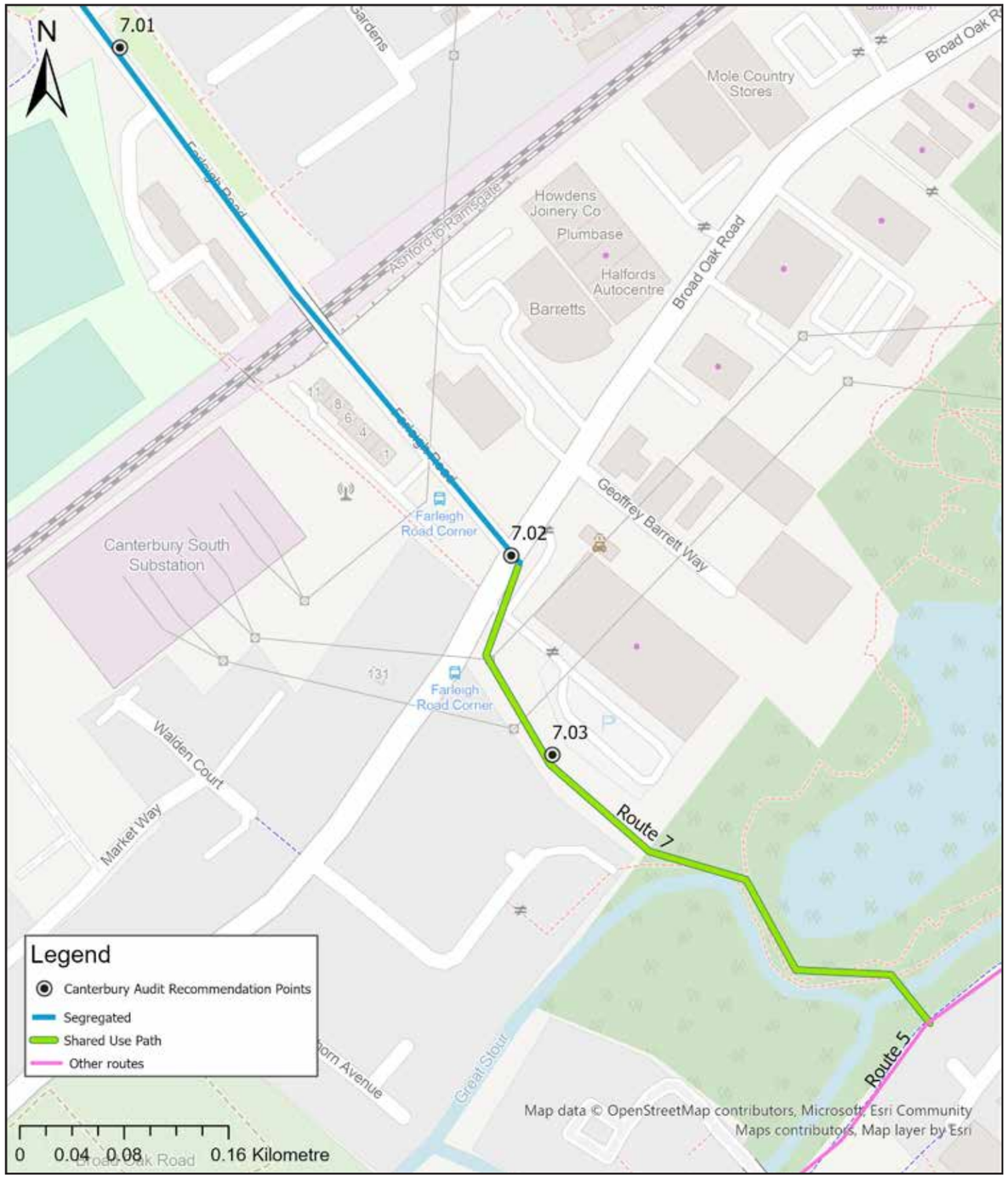
- Route 5 at Kingsmead Rd or Vauxhall Lakes area

Barriers to Cycling

- Broad Oak Road is a high trafficked road that could be a barrier for cyclists
- St Stephen's roundabout



Road Name	Existing Infrastructure	Origins and Destinations
Farleigh Road	None	Hales Place
Broad Oak Road	None	
Kingsmead Road	None	Kingsmead Leisure Centre, Kingsmead Recreation Ground




7.01 Farleigh Rd Sustrans

Issue:

Lack of cycle infrastructure

Recommendations:

Install segregated cycle track by narrowing carriageway to 6m and using space from existing pavement whilst retaining 2m footway widths


7.02 Farleigh Rd Sustrans

Issue:

Poor crossing

Recommendations:

Install toucan crossing on the proposed segregated cycle track side


7.03 Great Stour Sustrans

Issue:

Lack of cycle infrastructure

Recommendations:

Feasibility study to implement a shared use path link between Broad Oak Rd and Route 5 next to Great Stour river. Pedestrian and cyclist bridge provision required. If not possible, feasibility study to implement segregated cycle track on Broad Oak Rd, Kinsmead Rd and St Stephen's Rd

Route 8

Route Description

This route provides a link between the Wincheap industrial estate at the west of Canterbury and the footbridge at South East of Canterbury East train station. The route uses lightly trafficked or traffic calmed roads apart from the crossing of A28. In the Wincheap area the route connects with and existing tunnel under the railway to access the city centre. In addition, there is a commitment by the developers in Thanington to provide a link under the A2 from the end of the route in Hollow Lane to their site.

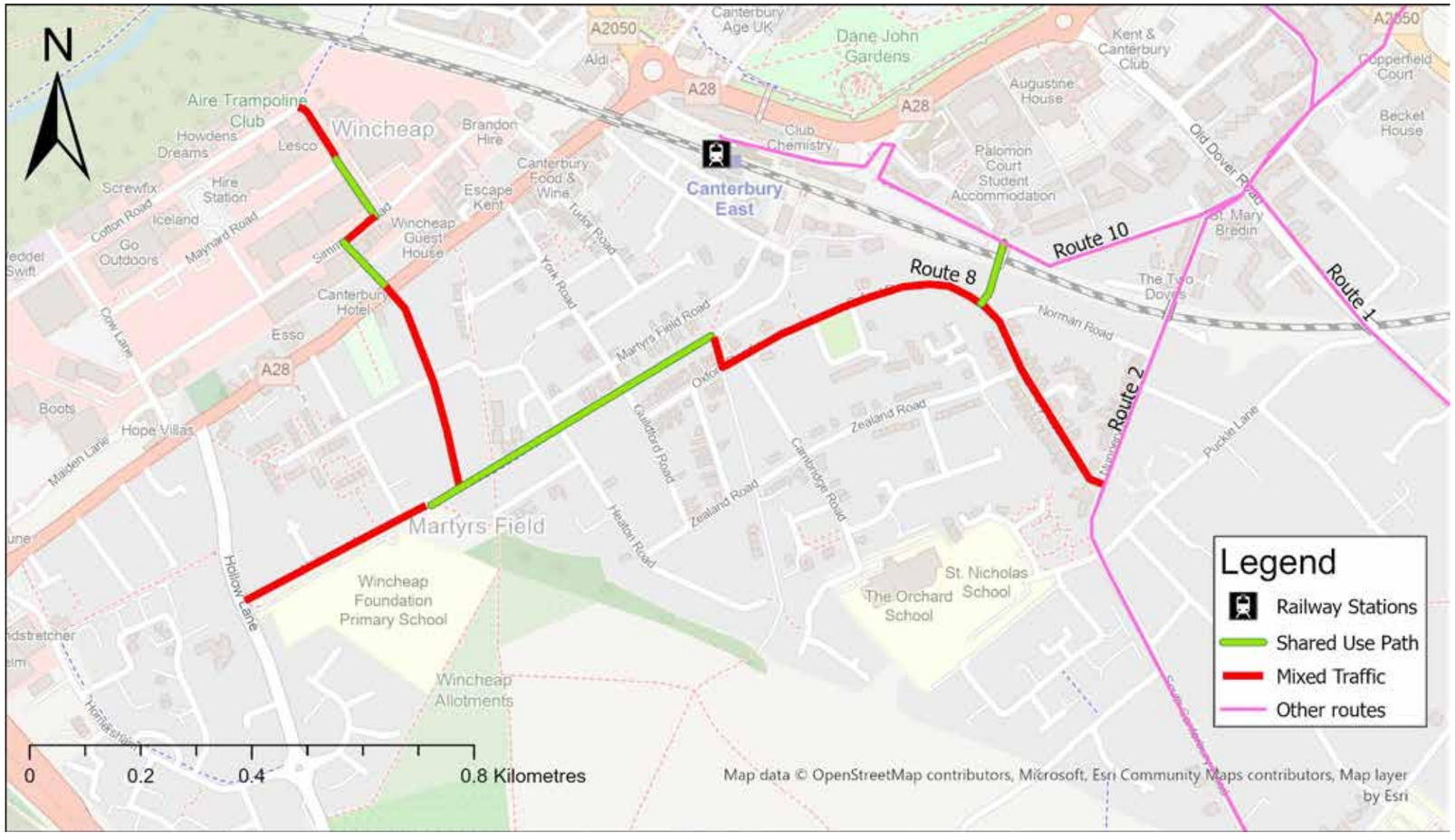
The PCT does not show any particular preferred route for cyclists, probably due to the traffic calmed roads within the area. In the same way, collision data does not indicate any crash hotspot with the exception of few crashes located on the A28, which indicates that robust cyclist provision needs to be implemented when crossing that road.

Route 8 connects with one other route:

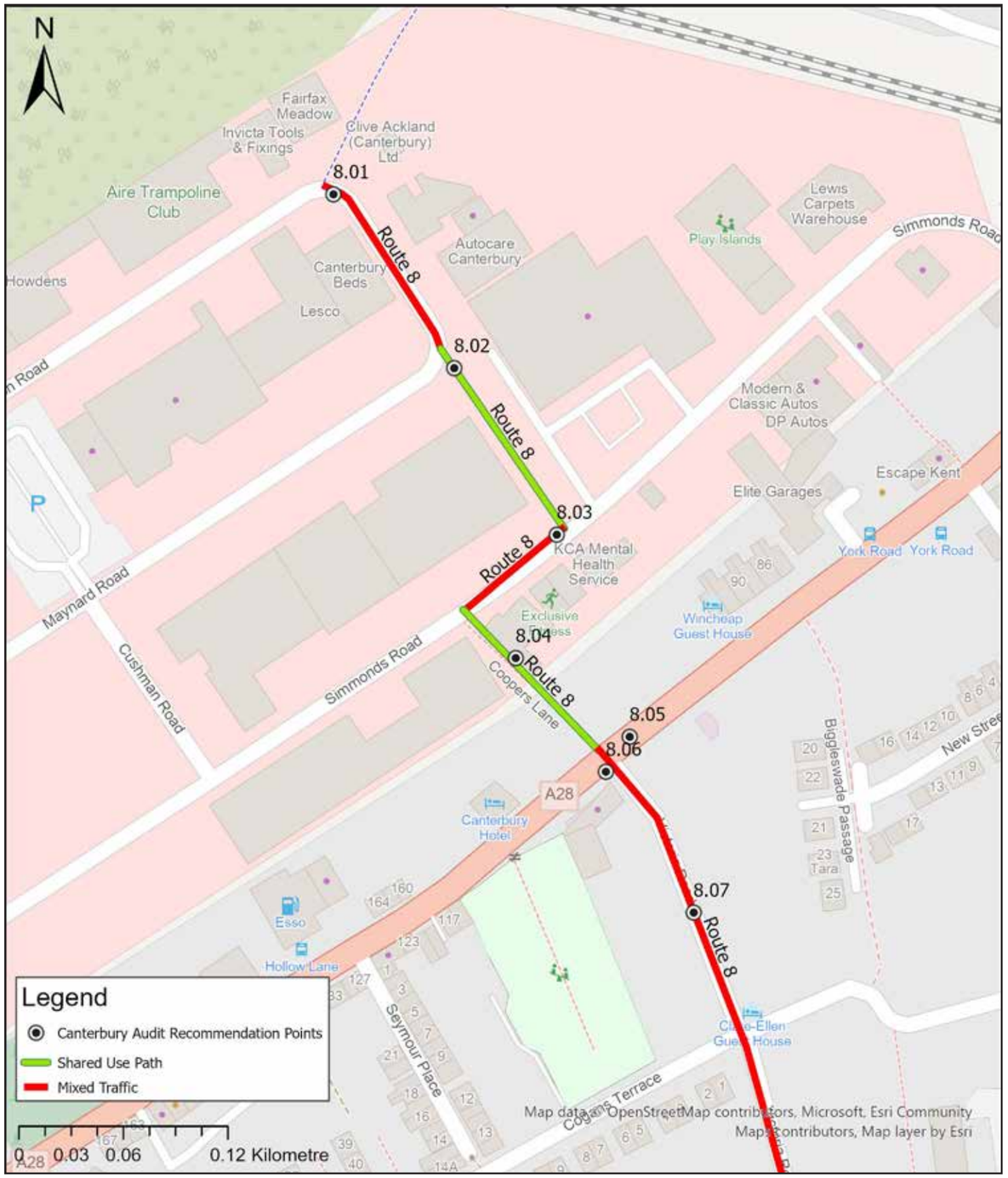
- Route 10 at footbridge at the southeast of Canterbury East train station

Barriers to Cycling

- Informal crossing in the A28 and Victoria Rd junction is dangerous and highly trafficked which represents a barrier for cyclists to cross
- Footbridge at the southeast of Canterbury East train station does not have proper infrastructure to cycling across or for carrying cycles up the steep stairway



Road Name	Existing Infrastructure	Origins and Destinations
Jackson Road	None	Wincheap industrial estate
Simmonds Road	None	Wincheap industrial estate
Victoria Road	None	
Hollowmede	None	Wincheap Foundation Primary School
Hop Garden Way	Shared Use path	
Oxford Road	Traffic calming measures	Footbridge at the southeast of Canterbury East train station



Issue:

Lack of cycle infrastructure

Recommendations:

Reduce speed limit to 20mph and install cycle symbols on carriageway. Install traffic calming if required. Install wayfinding signage to inform link with city centre

Issue:

Poor quality surface

Recommendations:

Install wayfinding signage and improve surface. Add dropped kerb

Issue:

Poor accessibility

Recommendations:

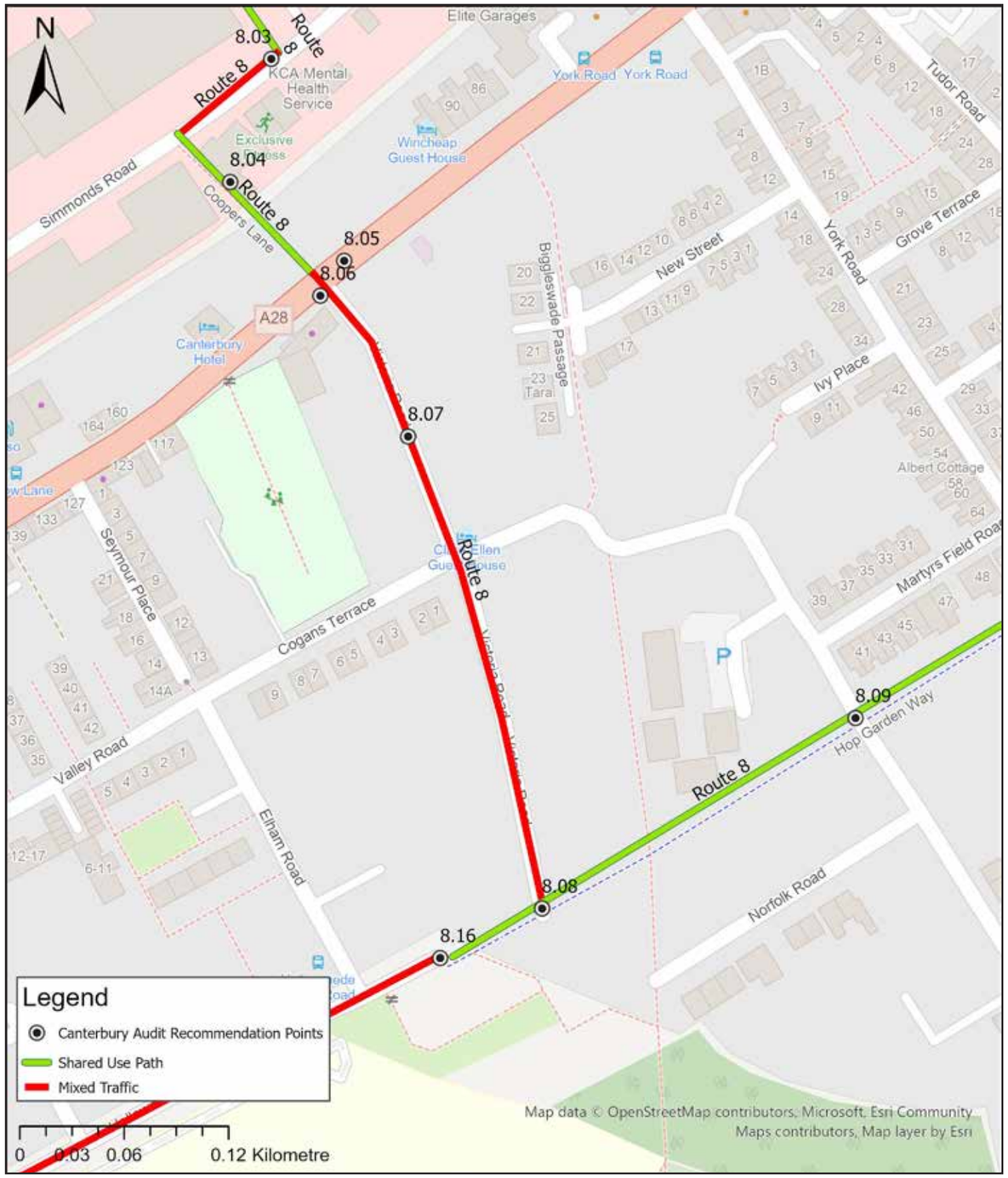
Reduce speed limit to 20mph and install cycle symbols on carriageway. Install traffic calming if required. Consider to converting Wincheap to a 20mph zone. Install wayfinding signage. Add dropped kerb

Issue:

Poor surface

Recommendations:

Improve surface



Issue:

Poor crossing

Recommendations:

Replace existing uncontrolled crossing with a signalised Toucan crossing. Provide shared use path on both sides of the road from Victoria Road to the new crossing, by reducing carriageway width and widen the footway if required

Issue:

Lack of cycling infrastructure

Recommendations:

Install wayfinding signage. Install cycle symbols on carriageway and traffic calming measures if required

Issue:

Poor quality surface

Recommendations:

Improve road surface

Issue:

Lack of wayfinding

Recommendations:

Shared use path provision. Improve wayfinding

8.09 Hop Garden Way Sustrans

Issue:

Poor visibility

Recommendations:

Rationalise car parking. Ban car parking close to the crossing to improve cyclist visibility. Implement shared use path and remove cycle pavement markings

8.10 Hop Garden Way Sustrans

Issue:

Poor visibility

Recommendations:

Rationalise car parking. Ban car parking close to the crossing to improve cyclist visibility. Implement shared use path and remove cycle pavement markings

8.11 Hop Garden Way Sustrans

Issue:

Fly-tipping

Recommendations:

Increase fly-tipping enforcement and maintain an obstruction free path

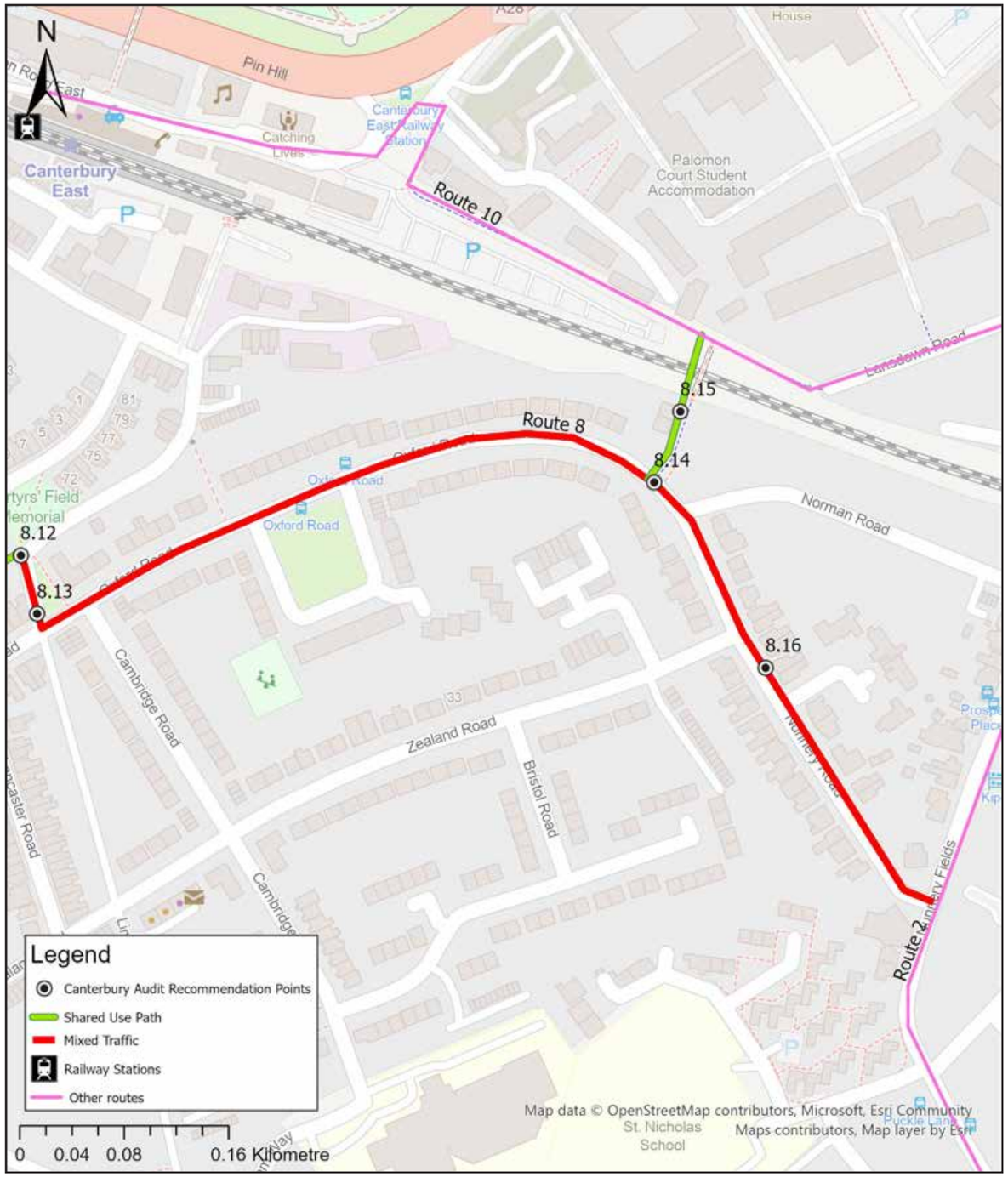

8.12 Hop Garden Way Sustrans

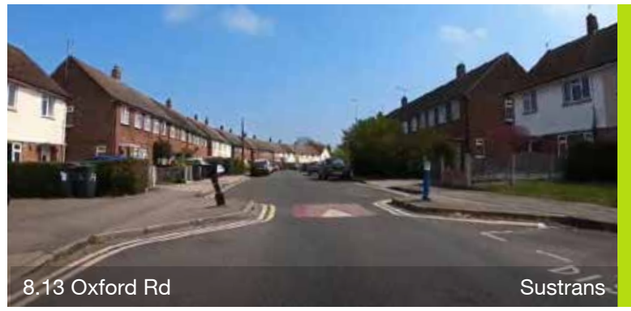
Issue:

Poor surface

Recommendations:

Remove path pavement markings. Improve wayfinding




8.13 Oxford Rd Sustrans

Issue:

Lack of wayfinding

Recommendations:

Install wayfinding signage. Install cycle symbols on carriageway


8.14 Oxford Rd Sustrans

Issue:

Poor wayfinding

Recommendations:

Install wayfinding signage


8.15 Oxford Rd bridge Sustrans

Issue:

Poor accessibility

Recommendations:

Improve cycle ramp on both sides of the bridge. Feasibility study to rebuild the bridge to make it accessible for all users

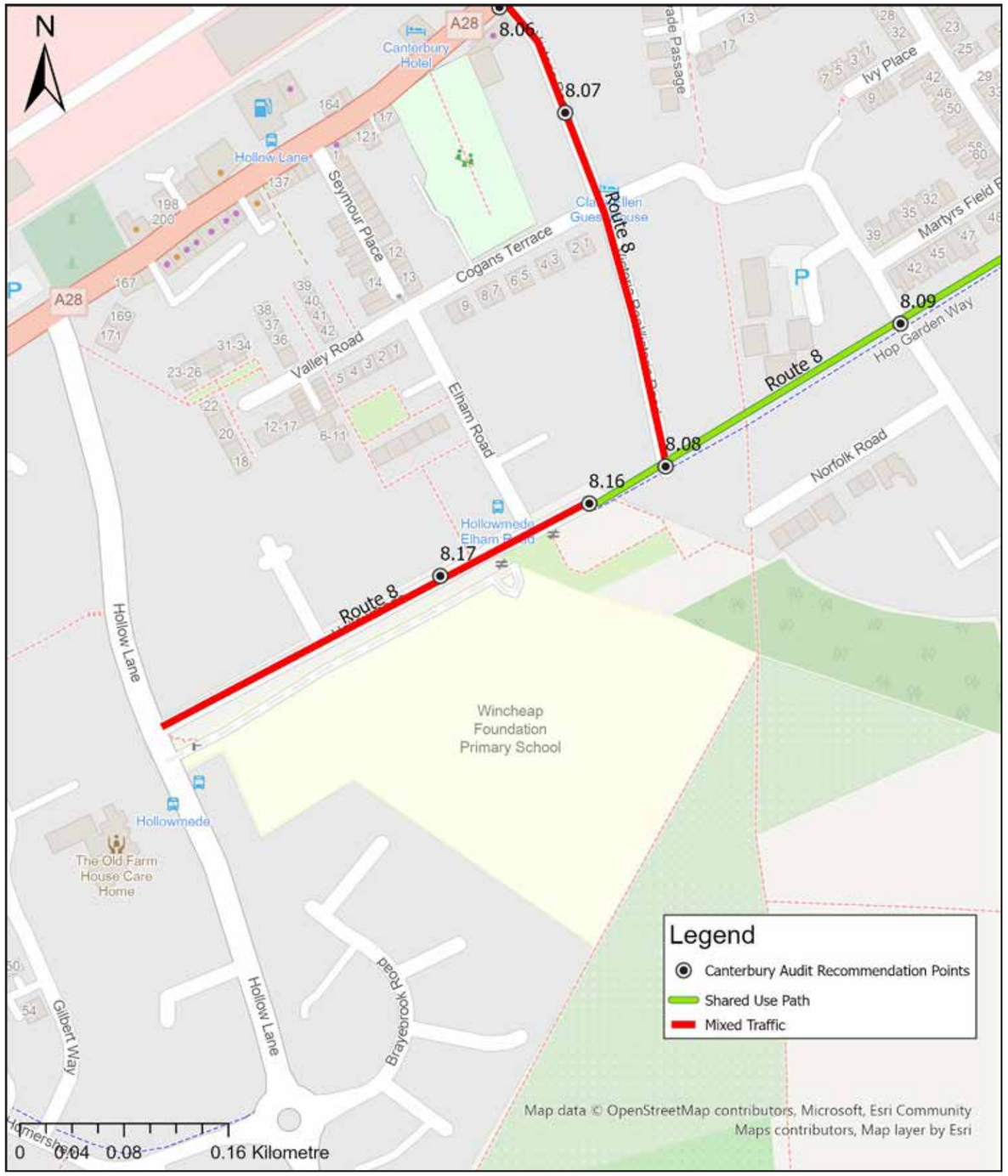

8.16 Nunnery Rd Google

Issue:

Lack of cycle infrastructure

Recommendations:

Extend the route using Nunnery Road to connect with Route 2 at Nunnery Fields



Issue:

Poor accessibility and surface

Recommendations:

Remove or redesign barrier. Improve path surface. Remove pavement markings

Issue:

Lack of cycle infrastructure

Recommendations:

Install cycle symbols on carriageway. Install traffic calming if required

Issue:

Lack of cycling infrastructure

Recommendations:

Consider opportunities to link Wincheap industrial estate to Canterbury East train station

Route 9

Route Description

This route provides a link between St Dunstan's - a residential area in the northwest of Canterbury- and Canterbury West train station. Part of the route uses Dunstan's Street -A290-, which is a highly traffic road, however, lower St Dunstan's Street is not so heavily trafficked.

The PCT shows that St Dunstan's Street is a very popular route for cyclists, according the data from the 2011 Census, and it would increase its use by cyclists under the Commute and schools Go Dutch scenarios, specially in the section between London Rd and Westgate Towers.

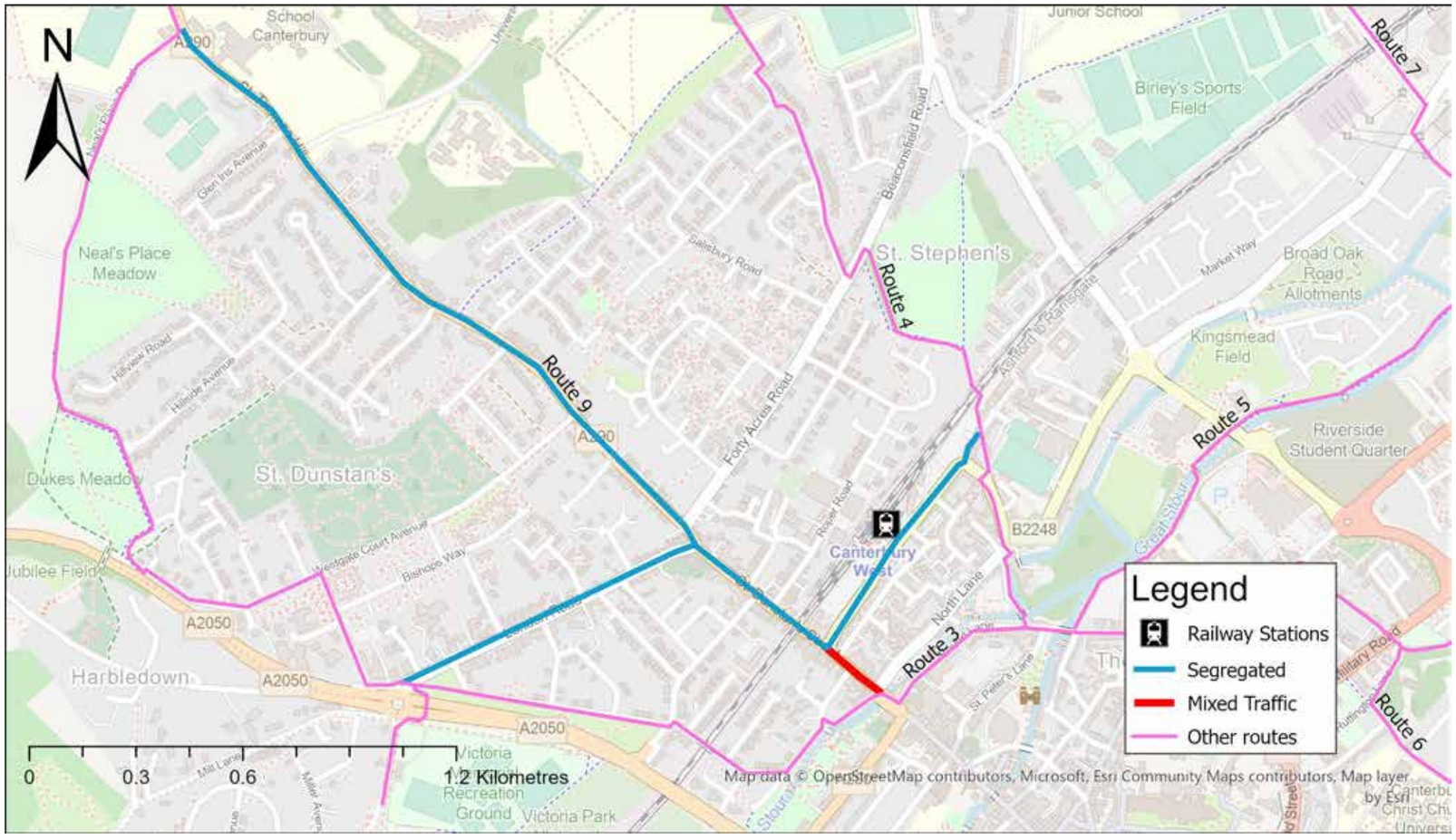
However, the collision data indicates that St Dunstan's Street is a cyclist crash hotspot, particularly close to Westgate Towers. This indicates that even when this road does not have the proper cyclist infrastructure people still use it. Furthermore, cyclist infrastructure is needed to guarantee cyclist safety.

Route 9 connects with two other routes:

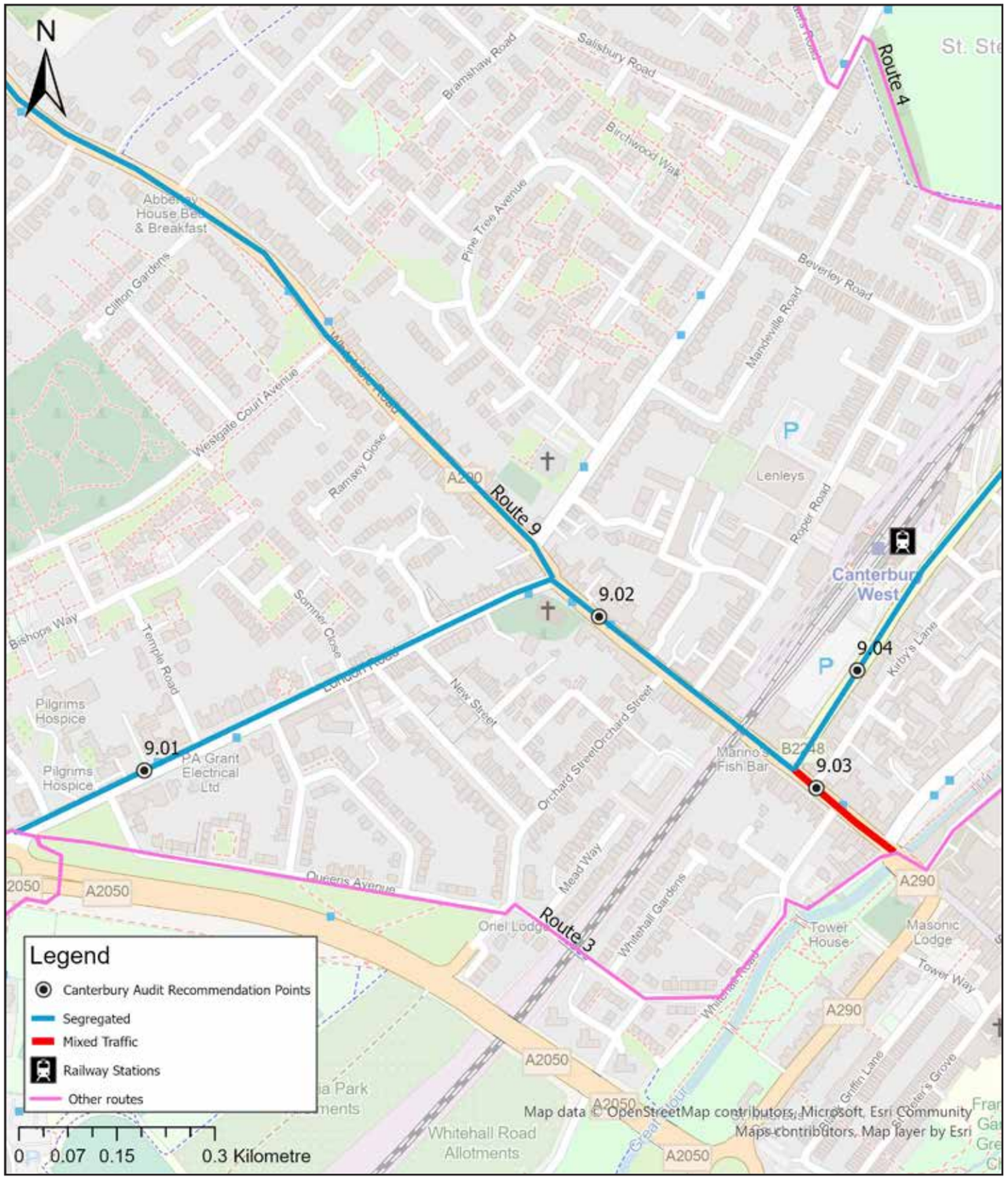
- Route 3 at London Rd and St Dunstan's Street
- Route 4 at The Spires

Barriers to Cycling

- Lack of cycling infrastructure
- Width constrains to implement a cycle track in some sections of the route



Road Name	Existing Infrastructure	Origins and Destinations
London Road	None	St Dunstan's residential area
St Dunstan's Street	None	Retail and hospitality services
Station Road	None	Canterbury West train station
The Spires	None	Route 4



Issue:

Lack of cycle infrastructure

Recommendations:

Feasibility study to install segregated cycle track. Consider measures such as restricted car parking, narrow carriageway to 6m and using space from existing footway whilst retaining 2m footway widths

Issue:

Pinch points

Recommendations:

Feasibility study to extend Route 9 from London Road to Neal's Place Road due to current cycle demand. Due to width constraints, consider measures such as a one way traffic system or HGV restrictions

Issue:

Lack of cycle infrastructure

Recommendations:

Install cycle symbols on carriageway. Install traffic calming if required. Consider widening footway up to bollards

Issue:

Lack of cycle infrastructure. Space allocation

Recommendations:

Consider installing cycle track in the space between car parking and trees

Route 10 Recommendations

Route Description

This is an established route linking the city centre to Canterbury East Station. Half of the route an off-highway shared use path while the rest of the route has some unsegregated cycle lanes along busy roadways, but in places the lanes are substandard widths or discontinuous. A reconfiguration of the A2050 junction is needed to improve the existing cycle provision and prioritise cyclists at this busy junction.

Improvements to the existing route would enhance an important link from the City Centre to Canterbury East Station. Intersection improvements at Longport Road and Oaten Hill would benefit pedestrians and cyclists.

The PCT shows an increase in cyclists along the A257 to Nunnery Fields/Landsdown Road junction in the Go Dutch Commute scenario. In the PCT Go Dutch School scenario there is a projected increase cyclists along the Landsdown Road path.

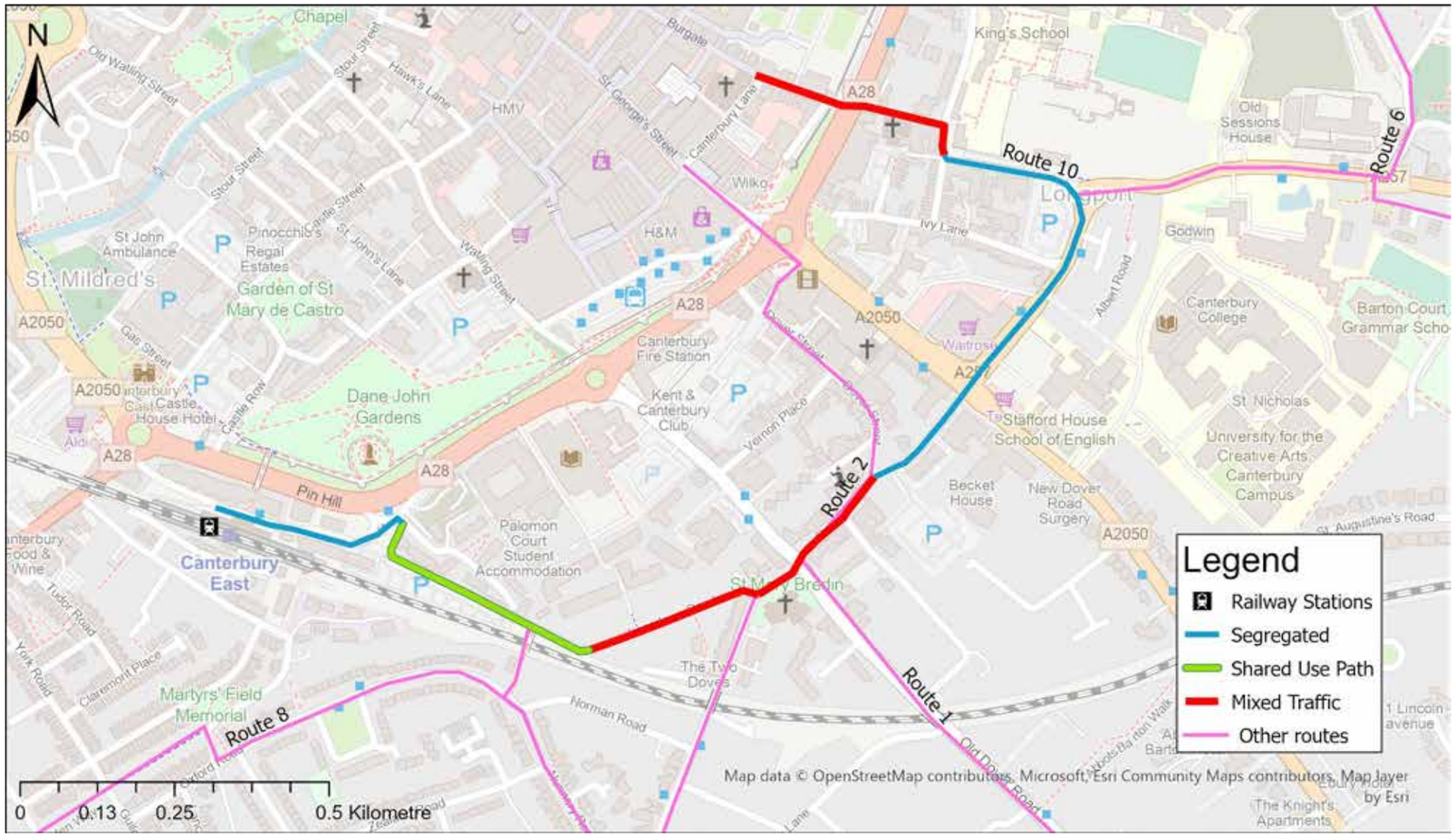
There have been a series of cyclist collisions along the A257 Upper and Lower Chantry Lane from Longport Roundabout to the Nunnery Fields/Landsdown Road junction.

Route 10 connects with 3 other routes:

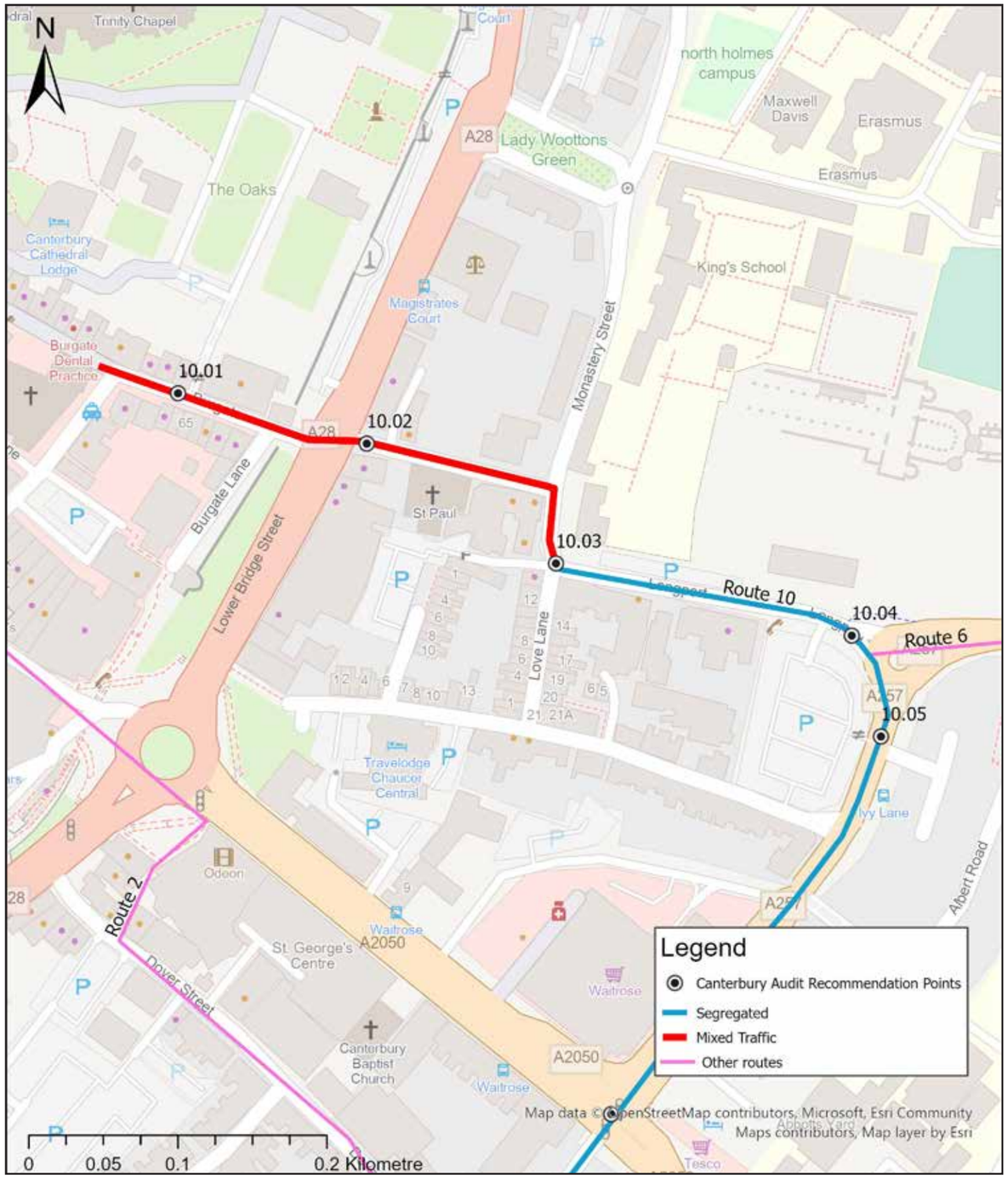
- Route 1 at Old Dover Road
- Route 2 from Dover Street to Landsdown Road
- Route 8 at Oxford Road Path/railway bridge

Barriers to Cycling

- Longport roundabout is unsafe and uncomfortable for cyclists and pedestrians
- A2050 has advanced cycle stop lines, but high traffic volumes and lack of segregation make this an unsafe and uncomfortable location for cyclists
- Cyclists travelling west on Nunnery Fields have trouble connecting to Landsdown Road, have to make a right turn across heavily trafficked intersection
- Along Station Road East, the on-road cycle facilities are discontinuous and there is not a clear designation of how vehicles travel through the station car park. Legibility and coherence could be improved to benefit all station users



Road Name	Existing Infrastructure	Origins and Destinations
Burgate	None	City centre
Church St	None	Retail, St Augustine's Abbey
Longport	Segregated cycle path at junction	Retail
Lower Chantry Lane/Upper Chantry Lane	Advanced cycle stop lines at A2050 junction	Retail, hotel, residential
Oaten Hill/Nunnery Fields	Advanced cycle stop lines at Old Dover Road	Retail, residential
Landsdown Road	None	Residential
Landsdown Road Path	Shared Use Path	Connection to Oxford Road Path, Canterbury East Station
Station Road East	Short cycle lanes at Pin Hill Junction	Canterbury East Station



Issue:

Poor wayfinding

Recommendations:

Add wayfinding signage to indicate route to Canterbury East Station

Issue:

Lack of cycle infrastructure

Recommendations:

Reduce speed limit to 20mph, install traffic calming measures if required, install cycle symbols on carriageway

Issue:

Lack of cycle infrastructure

Recommendations:

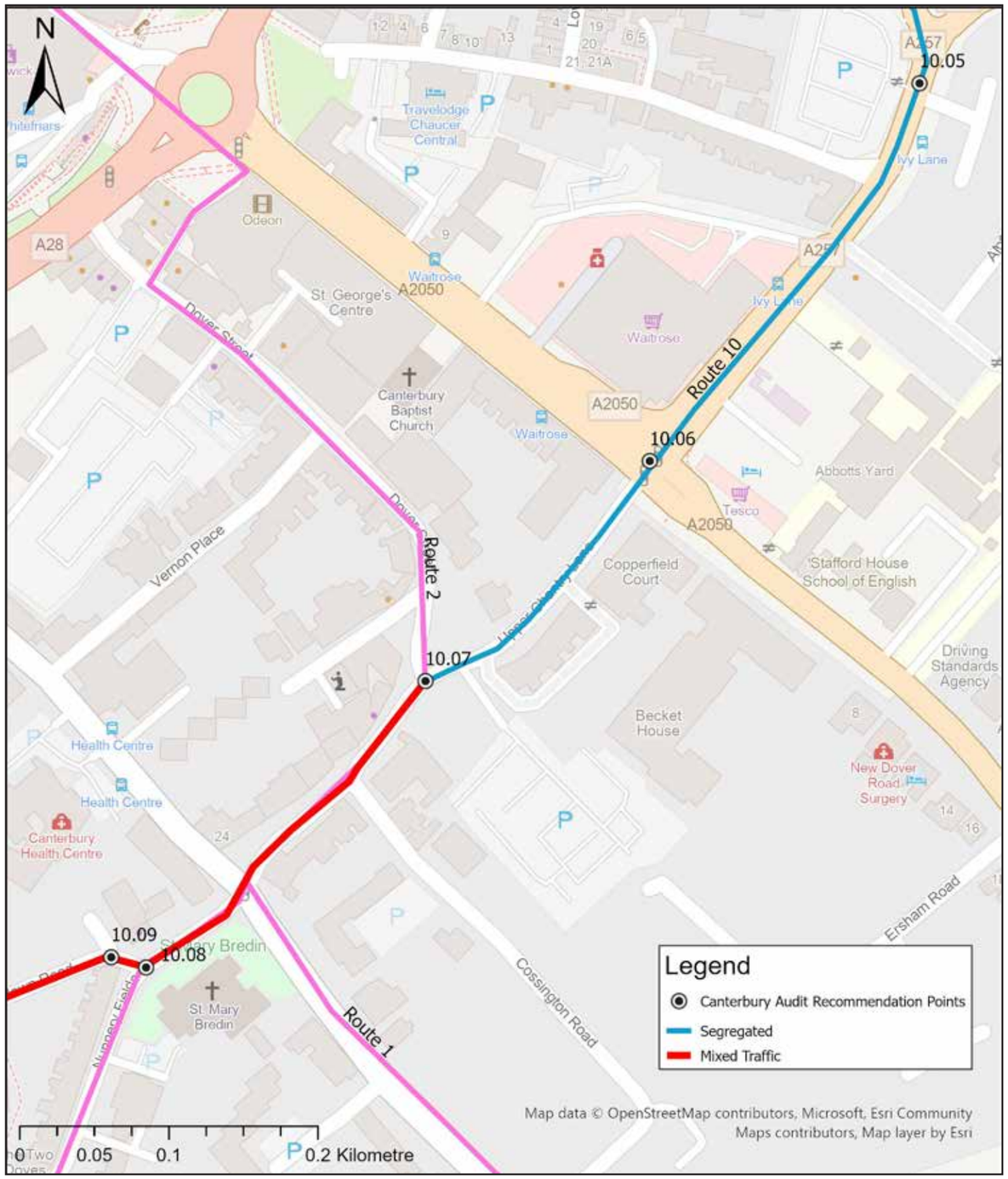
Rationalise car parking and add segregated cycle lanes on Longport

Issue:

Uncomfortable junction for cyclists

Recommendations:

Investigate the feasibility of implementing a Dutch-style roundabout



Issue:

Lack of cycle infrastructure

Recommendations:

Rationalise car parking and add segregated cycle lanes

Issue:

Lack of segregated cycle infrastructure

Recommendations:

Improve existing cycle lanes near A2050 junction by adding vertical segregation. This may require changing junction layout to create additional space for cyclists

Issue:

Lack of cycle infrastructure

Recommendations:

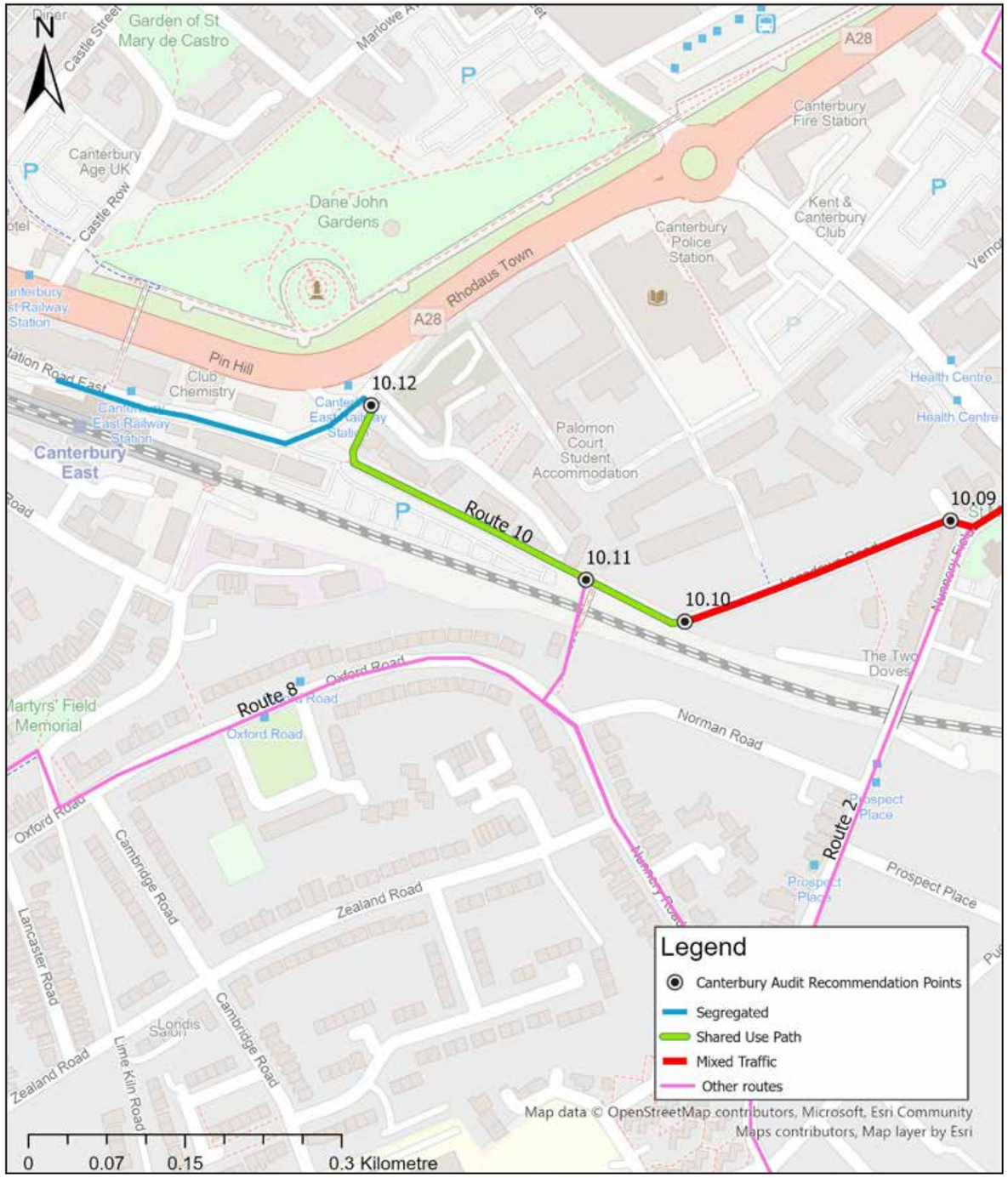
Reduce speed limit to 20mph, add traffic calming measures and install cycle symbols on carriageway

Issue:

Lack of safe cycle connection to Landsdown Rd

Recommendations:

Investigate adding signage and cycle turn lane markings for improved connection to Landsdown Rd




10.09 Landsdown Rd Sustrans

Issue:

Lack of cycle infrastructure

Recommendations:

Reduce speed limit to 20mph, install cycle symbols on carriageway


10.10 Landsdown Rd Path Sustrans

Issue:

Barrier is not accessible to all users

Recommendations:

Remove or redesign barrier


10.11 Landsdown Rd Path Sustrans

Issue:

Fence creates a barrier for cyclists using cargo bikes, hand cycles or trikes

Recommendations:

Remove fence


10.12 Station Road East Sustrans

Issue:

Lack of dedicated cycle provision

Recommendations:

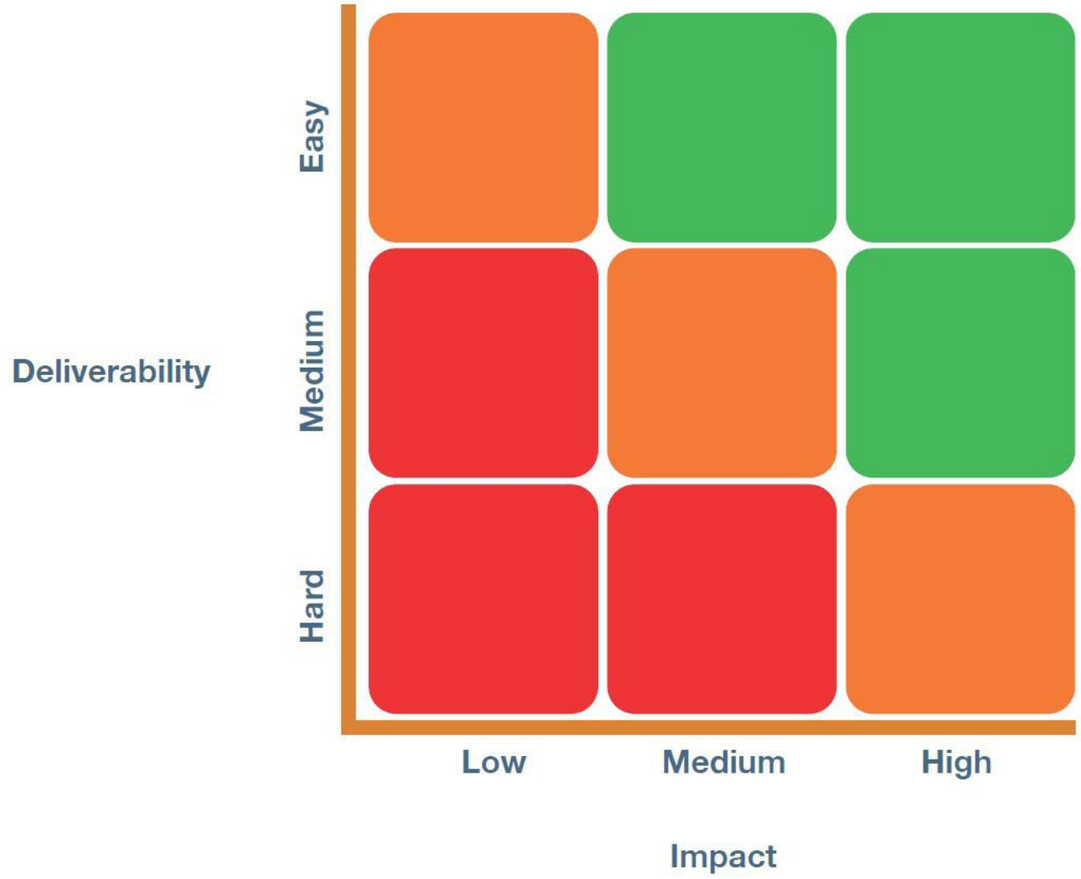
Investigate installing a kerb-segregated cycle track along Station Road East. Rationalise parking and entrance to Canterbury East Station to make more accessible to cyclists and pedestrians

Prioritisation of Recommendations

4 Deliverability and Impact of Recommendations

The following table details the potential deliverability and impact of the recommendations described in this report. The objective of this exercise is to differentiate the interventions from each other. This will enable decision-makers to identify 'Quick Wins' (interventions that are easy to deliver and high impact), as opposed to interventions that may be costly and/ or challenging to install, and have limited impact. There are, of course, many in between, for example, interventions that offer high impact, but may require additional fundraising and/or more detailed feasibility study.

In order to visually represent deliverability and impact, each intervention has been assigned a colour of red, amber or green, accordingly. This is intended to rank the interventions against each other. Assessments have been made according to Sustrans Design Principles, however, it is recognised that an amount of subjectivity is inherent within the process. Deliverability status has been assigned according to best estimates of cost, ease of collaboration with stakeholders (including landowners) and other potential barriers. Impact status has been assigned according to PCT data and practitioners' experience of delivering impactful walking and cycling infrastructure



Recommendation	Description	Deliverability (Easy/Medium/ Hard)	Impact (Low/Medium/ High)	Score
Route 1				
1.01	Reduce curb radii, improve existing advance cycle stop lines, investigate adding cycle signals or a cycle only phase	Medium	Medium	
1.02	Feasibility study to convert Old Dover Rd from Oaten Hill to The Drive to one-way traffic in order to add a two-way cycle track on the carriageway	Hard	High	
1.03	Install a raised table across Ethelbert Rd and Old Dover Rd	Medium	Medium	
1.04	Investigate modifying on-highway parking to accommodate segregated cycle lanes from The Drive to New Dover Rd Park and Ride Terminal	Medium	High	
Route 2				
2.01	Add wayfinding signage to indicate route to Kent and Canterbury Hospital	Easy	Low	
2.02	Feasibility study to implement a Dutch style roundabout	Medium	High	
2.03	Add wayfinding signage to indicate off-highway connection from St George's roundabout to Dover St	Easy	Low	
2.04	Reduce speed limit to 20mph and install cycle symbols on carriageway	Easy	Medium	
2.05	Tighten curb radii to create a perpendicular junction	Medium	Medium	
2.06	Add traffic calming measures, enhance and extend existing cycle lanes to advanced cycle stop line. Investigate rationalising parking	Medium	Medium	
2.07	Install segregated cycle tracks from south of railway bridge to Stuppington Ln. Rationalise car parking	Medium	High	
2.08	Enhance wayfinding for cycle route, consider adding cycle symbols on Stuppington Ln and Juniper Cl	Easy	Low	
2.09	Add segregated cycle lanes. Narrow carriageway by adding greenery and reducing travel lanes to 3m. Consider hospital traffic flow dynamics in reconfiguration	Easy	High	
Route 3				
3.01	Add wayfinding signage and investigate adding cycle provision along Parkwood Rd to Giles Rd	Medium	Medium	
3.02	Remove centre line striping, convert full width to shared use path. Reduce carriageway width where possible	Easy	Low	
3.03	Reduce speed limit to 20mph, install traffic calming measures such as speed humps, install cycle symbols on carriageway	Medium	Medium	
3.04	Remove or redesign barrier	Easy	Medium	
3.05	Widen footway on north side of London Rd to create a shared use path	Medium	High	
3.06	Investigate converting existing path to a 2m footway and a 3m two way cycle track	Medium	Medium	
3.07	Increase width of path to include 2m for pedestrians and 3m for cyclists	Medium	Low	
3.08	Reduce speed limit to 20mph, add traffic calming instructure, install cycle symbols on carriageway. Investigate modal filter to reduce cut through traffic	Easy	Medium	
3.09	Reduce speed limit to 20mph, install traffic calming measures if required and install cycle symbols on carriageway	Easy	Medium	
3.10	Increase width of cycle cut-through lane to 3m. Investigate feasibility of installing Dutch style roundabout	Hard	High	
3.11	Reduce speed limit to 20mph, install cycle symbols on carriageway	Easy	Medium	

Recommendation	Description	Deliverability (Easy/Medium/ Hard)	Impact (Low/Medium/ High)	Score
3.12	Investigate removing one way loop on Knotts Ln and create a contraflow cycling lane on St Radigunds St. May require parking reallocation	Medium	Medium	
3.13	Northgate is two-way single lane street that needs clear signage to inform drivers and cyclists this is a designated cycle route	Easy	Low	
3.14	Remove ‘End’ cycle route marking	Easy	Low	
3.15	Consider widening existing segregated cycle path to 3m minimum if possible	Medium	Low	
3.16	Consider raising Old Ruttington Lane to at least Falala Way, creating a level surface with more space for cyclists and pedestrians	Medium	Medium	
3.17	Consider rationalising parking to create segregated cycle lanes	Medium	High	
3.18	Remove bollards or redesign barrier	Easy	Medium	
Route 4				
4.01	Remove ‘End’ cycle route marking	Easy	Low	
4.02	Remove centre line striping and widen path to create dedicated footway and two way cycle track	Medium	Low	
4.03	Remove ‘End’ cycle route marking	Easy	Low	
4.04	Remove or redesign barrier	Easy	Medium	
4.05	Reduce speed limit to 20mph, install traffic calming infrastructure if required, install cycle symbols on carriageway	Easy	Medium	
4.06	Install a raised parallel crossing with space for cyclists aligned with the Beverley Meadows shared use path entrance. Narrow the carriageway and widen the footway on the north side of Beaconsfield Rd to St Michaels Rd to create cycle tracks or a shared use path. Rationalise parking at St Michaels Rd junction to accomodate footway widening	Hard	High	
4.07	Change sign to an advisory ‘Share with Care’. Do not require cyclist dismount	Medium	Low	
4.08	Remove or redesign barrier	Easy	Medium	
4.09	Remove or redesign barrier	Easy	Medium	
4.10	Widen cycle lane to at least 3m to accommodate two-way travel. May require reducing carriageway width	Hard	Medium	
4.11	Consider narrowing carriageway along western arm of the North Ln roundabout, as well as removing centre island in order to shorten crossing distance for cyclists and pedestrians	Hard	High	
4.12	Reduce speed limit to 20mph, install traffic calming if required, install cycle symbols on carriageway	Easy	Medium	
Route 5				
5.01	Widen access to a minimum of 4.5m	Easy	Medium	
5.02	Widen shared path to a minimum of 4.5m and improve surface. Consider flood risk in the design process. Cut back and maintain vegetation	Medium	High	
5.03	Improve wayfinding by installing indicative signage	Easy	Low	
5.04	Remove or redesign barrier	Easy	Medium	
5.05	Evaluate to widen bridge to a minimum of 4.5m	Hard	Medium	
5.06	Improve wayfinding by installing indicative signage	Easy	Low	
5.07	Feasibility study to install controlled crossing for pedestrians and cyclists on Kingsmead Rd. It is required to extend the shared path through Riverside Children’s Centre garden, therefore land negotiation may be needed. Also consider solutions for flood risk, improving surface and lighting at bridge underpass.	Medium	High	
5.08	Install shared use path to link to shared use path next to the river with Kingsmead Leisure Centre	Easy	Medium	
5.09	Reduce speed limit to 20mph and install cycle symbols on carriageway	Easy	Medium	
5.10	Install controlled crossing	Medium	High	

Recommendation	Description	Deliverability (Easy/Medium/ Hard)	Impact (Low/Medium/ High)	Score
5.11	Remove existing uncontrolled crossing and replace with proposed controlled crossing as described in recommendation 5.10	Medium	High	
5.12	Improve wayfinding. Install informative signage	Easy	Low	
5.13	Improve wayfinding. Install informative signage	Easy	Low	
5.14	Install a ramp to improve accessibility	Easy	High	
5.15	Install a ramp to improve accessibility	Easy	High	
5.16	Improve wayfinding. Install informative signage on both sides of the bridge	Easy	Low	
5.17	Improve wayfinding. Install informative signage	Easy	Low	
5.18	Confirm shared use path in the access ramp to Asda is a minimum of 3m	Easy	Low	
5.19	Feasibility study to extend shared use path up to Vauxhall Rd	Hard	High	
Route 6				
6.01	Reduce speed limit to 20mph on Old Ruttington Lane from Falala Way to North Holmes Rd and install mixed traffic provision and cycle symbols. Install shared use path for cyclist contraflow and level surface to provide more space for pedestrians and cyclists	Medium	High	
6.02	Reduce speed limit to 20mph on North Holmes Rd through narrowing carriageway and traffic calming measures. Consider widening eastern footway and providing greenery. Reallocate car parking to the western side of the road	Medium	Medium	
6.03	Install mixed traffic provision and cycle symbol. Narrow carriageway and widen footway to provide a shared use path for contraflow cyclist. Remove cycle lane	Medium	High	
6.04	Install controlled crossing and raised junction on North Holmes Rd	Medium	Medium	
6.05	Feasibility study to implement segregated cycle provision from Augustine's Roundabout to Park Cottages. If is not possible due to width constraints, consider reducing the speed limit to 20mph and provide mixed traffic provision in the section between Barton Court Grammar School and Park Cottages	Hard	High	
6.06	Provide wayfinding and improve surface	Easy	Low	
6.07	Remove or redesign barrier	Easy	Medium	
6.08	Reduce speed limit to 20mph from Pilgrim Rd to Dorset Rd. Install traffic calming elements if required and install cycle symbols on carriageway	Easy	Medium	
Route 7				
7.01	Install segregated cycle track by narrowing carriageway to 6m and using space from existing pavement whilst retaining 2m footway widths	Medium	High	
7.02	Install toucan crossing on the proposed segregated cycle track side	Medium	High	
7.03	Feasibility study to implement a shared use path link between Broad Oak Rd and Route 5 next to Great Stour river. Pedestrian and cyclist bridge provision required. If not possible, feasibility study to implement segregated cycle track on Broad Oak Rd, Kinsmead Rd and St Stephen's Rd	Hard	High	
Route 8				
8.01	Reduce speed limit to 20mph and install cycle symbols on carriageway. Install traffic calming if required. Install wayfinding signage to inform link with city centre	Easy	Medium	
8.02	Install wayfinding signage and improve surface. Add dropped kerb	Easy	Low	
8.03	Reduce speed limit to 20mph and install cycle symbols on carriageway. Install traffic calming if required. Consider to converting Wincheap to a 20mph zone. Install wayfinding signage. Add dropped kerb	Easy	Medium	
8.04	Improve surface	Easy	Medium	

Recommendation	Description	Deliverability (Easy/Medium/ Hard)	Impact (Low/Medium/ High)	Score
8.05	Replace existing uncontrolled crossing with a signalised Toucan crossing. Provide shared use path on both sides of the road from Victoria Road to the new crossing, by reducing carriageway width and widen the footway if required	Medium	High	
8.06	Install wayfinding signage. Install cycle symbols on carriageway and traffic calming measures if required	Easy	Low	
8.07	Improve road surface	Easy	Low	
8.08	Shared use path provision. Improve wayfinding	Easy	Low	
8.09	Rationalise car parking. Ban car parking close to the crossing to improve cyclist visibility. Implement shared use path and remove cycle pavement markings	Medium	High	
8.10	Rationalise car parking. Ban car parking close to the crossing to improve cyclist visibility. Implement shared use path and remove cycle pavement markings	Medium	High	
8.11	Increase fly-tipping enforcement and maintain an obstruction free path	Easy	Low	
8.12	Remove path pavement markings. Improve wayfinding	Easy	Low	
8.13	Install wayfinding signage. Install cycle symbols on carriageway	Easy	Low	
8.14	Install wayfinding signage	Easy	Low	
8.15	Improve cycle ramp on both sides of the bridge. Feasibility study to rebuild the bridge to make it accessible for all users	Hard	High	
8.16	Extend the route using Nunnery Road to connect with Route 2 at Nunnery Fields	Easy	Medium	
8.17	Remove or redesign barrier. Improve path surface. Remove pavement markings	Easy	Medium	
8.18	Install cycle symbols on carriageway. Install traffic calming if required	Easy	Low	
8.19	Consider opportunities to link Wincheap industrial estate to Canterbury East train station	Medium	High	
Route 9				
9.01	Feasibility study to install segregated cycle track. Consider measures such as restricted car parking, narrow carriageway to 6m and using space from existing footway whilst retaining 2m footway widths	Hard	High	
9.02	Feasibility study to extend Route 9 from London Road to Neal's Place Road due to current cycle demand. Due to width constraints, consider measures such as a one way traffic system or HGV restrictions	Hard	High	
9.03	Install cycle symbols on carriageway. Install traffic calming if required. Consider widening footway up to bollards	Easy	Medium	
9.04	Consider installing cycle track in the space between car parking and trees	Easy	Medium	
Route 10				
10.01	Add wayfinding signage to indicate route to Canterbury East Station	Easy	Low	
10.02	Reduce speed limit to 20mph through traffic calming and enforcement	Easy	Medium	
10.03	Rationalise car parking and add segregated cycle lanes on Longport	Medium	High	
10.04	Investigate the feasibility of implementing a Dutch-style roundabout	Hard	High	
10.05	Rationalise car parking and add segregated cycle lanes	Medium	High	
10.06	Improve existing cycle lanes near A2050 junction by adding vertical segregation. This may require changing junction layout to create additional space for cyclists	Hard	High	
10.07	Reduce speed limit to 20mph, add traffic calming measures and install cycle symbols on carriageway	Medium	Medium	
10.08	Investigate adding signage and cycle turn lane markings for improved connection to Landsdown Rd	Medium	High	
10.09	Reduce speed limit to 20mph, install cycle symbols on carriageway	Easy	Low	
10.10	Remove or redesign barrier	Easy	Medium	
10.11	Remove fence	Easy	Medium	
10.12	Investigate installing a kerb-segregated cycle track along Station Road East. Rationalise parking and entrance to Canterbury East Station to make more accessible to cyclists and pedestrians	Medium	High	

Summary

5 Recommendations Summary

Route 1

- Cycles to be separated from vehicles by segregated cycle tracks
- Redesign junctions
- Feasibility study to modify car parking
- Feasibility study to implement one-way traffic system

Route 2

- Install segregated cycle tracks
- Install mixed use cycle provision
- Improve wayfinding
- Reduce speed limit to 20mph
- Redesign junctions
- Traffic calming measures provision
- Investigate rationalising car parking

Route 3

- Install segregated cycle tracks
- Install mixed use provision
- Install shared use path
- Improve wayfinding
- Reduce speed limit to 20mph
- Widen footway
- Investigate removing one way loop and create a contraflow cycling lane
- Investigate car parking reallocation / rationalisation
- Surface level up
- Remove or redesign barriers
- Remove ‘End’ cycle route markings

Route 4

- Install segregated cycle tracks
- Install mixed use provision
- Install shared use path
- Remove ‘End’ cycle route markings
- Remove cyclist dismount sign
- Reduce speed limit to 20mph
- Traffic calming measures
- Redesign junctions
- Remove or redesign barriers
- Widen cycle lane

Route 5

- Install shared use path
- Widen access
- Widen shared path
- Improve wayfinding
- Remove or redesign barriers
- Evaluate to widen bridge
- Feasibility study to install controlled crossing
- Reduce speed limit to 20mph
- Ramp provision

Route 6

- Install segregated cycle tracks
- Install mixed use provision
- Reduce speed limit to 20mph
- Surface level up
- Consider car parking reallocation
- Install controlled crossing
- Improve wayfinding
- Improve surface
- Remove or redesign barriers
- Traffic calming measures

Route 7

- Install segregated cycle tracks
- Feasibility study to implement a shared use path
- Install controlled crossing

Route 8

- Install mixed use provision
- Install shared use path
- Reduce speed limit to 20mph
- Improve wayfinding
- Improve surface
- Install controlled crossing
- Rationalise car parking
- Increase fly-tipping enforcement
- Remove or redesign barriers
- Ramp provision

Route 9

- Feasibility study to implement segregated cycle track
- Consider measures such as a one way traffic system or HGV restrictions
- Traffic calming measures
- Consider widening footway

Route 10

- Install segregated cycle tracks
- Install mixed use provision
- Install shared use path
- Improve wayfinding
- Reduce speed limit to 20mph
- Rationalise car parking
- Redesign junction
- Remove or redesign barriers

Next Steps

• Further develop prioritisation to identify schemes for further development

Improvements to the cycling and walking network can be advanced in a number of ways including route based, area based or site specific.

Route based Scheme: An example would be an end to end route development for Route 1.

Area based Scheme: Kent and Canterbury Hospital area would be a good example where a package of measures that includes area wide traffic management combined with a suite of small scale street improvements.

Point interventions: An example would be St George's Roundabout, where an improvement plan aimed at making problematic intersections easier to negotiate on foot and by bike.

A more developed, data-led prioritisation approach (than was possible within the scope of this work) could be a relevant next step to identify which schemes to be taken forward.

• Further stakeholder and community engagement

This should fit into all stages of the design process and could be applied to all the examples outlined above.

One example here could include a mini-package of three days involving engaging the general public on the street with targeted discussion of the findings of the town centre assessment. Testing the conclusions of the report will help ensure the solutions being advanced are appropriate as well as ensuring there is appetite for such change.

• Identify sources of funding

Potential sources include:

- DfT LCWIP funding stream
- DfT Capability Fund
- Kent County Council Highways
- Local economic regeneration funding
- Cil / s106 from developments

• Further studies

Consider further studies needed for scheme development such as:

- Traffic surveys
- Topographic surveys
- Outline designs
- Ecological surveys

• Making the Case

Schemes that involve significant change to the existing street network to improve cycling and walking access can be difficult in a car centric context. The political, economic and policy element is often pivotal; therefore, ensuring any schemes are underpinned by strong and robust arguments that join up with the local political and community context is key.