



# Kent Active Travel

HEALTHIER • SAFER • CLEANER



## Canterbury: Littlebourne Road - City Centre Consultation Brochure

Consultation open from  
14 September to 25 October 2021  
[www.kent.gov.uk/kentactivetravel](http://www.kent.gov.uk/kentactivetravel)



# Contents

|                                    |           |
|------------------------------------|-----------|
| <b>Introduction</b>                | <b>2</b>  |
| <b>Background</b>                  | <b>3</b>  |
| <b>Why is this scheme needed?</b>  | <b>4</b>  |
| <b>Scheme overview</b>             | <b>4</b>  |
| <b>Scheme plan</b>                 | <b>5</b>  |
| <b>Visualisation of the scheme</b> | <b>7</b>  |
| <b>Key design features</b>         | <b>9</b>  |
| <b>The proposals</b>               | <b>11</b> |
| <b>Equality analysis</b>           | <b>13</b> |
| <b>Have your say</b>               | <b>14</b> |

## Introduction

We have received funding from the Department for Transport as part of their Active Travel Fund to improve the environment for walking, wheeling and cycling along Longport and into the city centre. By encouraging more active travel, particularly for shorter journeys, we can help create safer, more pleasant places in which to live, work and visit.

We place a high priority on encouraging active travel and want to support making walking and cycling safer, easier, and inclusive for all. This scheme forms part of a longer-term aim to improve active travel across the county.



# Background

We consulted at the start of the year to gather views on our initial improvement ideas. The feedback was positive and revealed that respondents would welcome improvements along this route. The responses highlighted that people:

- Have positive views towards active travel more generally
- Appreciate the benefits provided by active travel, particularly for reducing pollution and improving health and wellbeing
- Have some concerns about perceived poor cyclist behaviour and the impact of the improvements on congestion

The feedback has helped shape our initial ideas to create the more specific proposals shown in this consultation. The results of the previous consultation have been presented in a summary report, which can be found on [www.kent.gov.uk/kentactivetravel](http://www.kent.gov.uk/kentactivetravel).

The Department for Transport have allocated **£6.1million** of funding for several walking and cycling schemes, including this one, find out more at [www.kent.gov.uk/kentactivetravel](http://www.kent.gov.uk/kentactivetravel).

We are keen to hear your views on the proposals presented in this consultation. Your feedback will be used to help shape how the scheme is progressed.

# Why is this scheme needed?

The Covid-19 pandemic has led more people to take up cycling and walk more often. The previous consultation found that 70% of respondents said they would walk more often in Canterbury, and 76% would cycle more often if the scheme was implemented.

In Kent, we are already on the path to more sustainable travel. Changing patterns of behaviour have provided opportunities to invest in making local places easier and more pleasant to travel by foot and bike, whilst enabling essential local trips to still be made by car.

Active travel can benefit health and wellbeing by incorporating physical activity into everyday routines. Broadening the travel options available to people can also help to reduce traffic congestion and improve air quality. The proposed improvements are in line with [Kent's Active Travel Strategy](#)<sup>1</sup>, and are specifically designed to:



Support the local economy by increasing footfall and encouraging people to visit businesses for longer



Help the community to get active and stay healthy, including making it safer and easier to walk and cycle to school



Provide safer and more efficient transport choices



Create pedestrian and cycle friendly streets and spaces which bring communities together and improve quality of life



Improve air quality and create more pleasant places to live

<sup>1</sup> <https://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/active-travel-strategy>

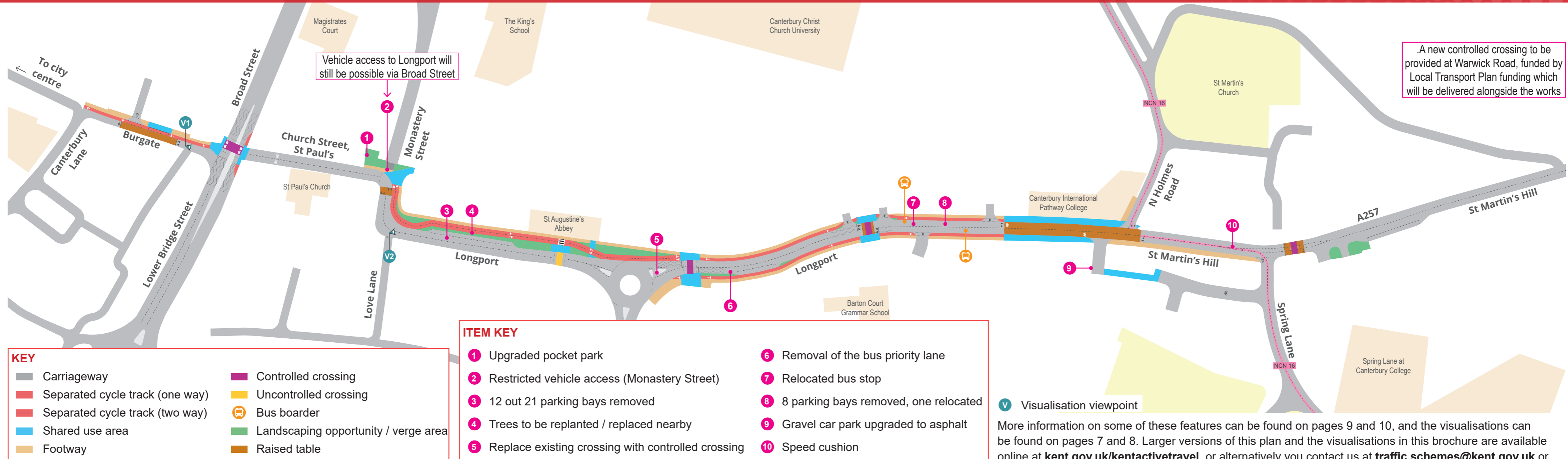
## Scheme overview

The objective of this scheme is to create a safe and direct route for cycling from the east of Canterbury into the city centre, which would serve the many schools, colleges and universities in the area. It also provides a connection to the National Cycle Network (NCN 16) in the east of Canterbury.

The scheme runs along Longport, from the Spring Lane / St Martin's Hill junction in the east, past the Church Street / Lower Bridge Street junction in the west and into the city centre. The scheme includes separated cycle tracks along most of the route, including sections of Burgate and Longport. Along the narrower streets, such as between Monastery Street and Burgate, cyclists will be on the road with speed reduction measures in place.

The scheme is currently at outline design stage. Site surveys are being carried out and will be used, alongside your feedback, to develop the detailed design.

# Scheme plan



# Visualisation of the scheme

The adjacent images show the existing street layout and a visual representation of the proposed changes for Burgate. These proposals include:

- A new separated cycle track along Burgate
- An upgraded controlled crossing on Lower Bridge Street to improve safety for pedestrians and cyclists
- Short sections of shared use path for pedestrians and cyclists surrounding the upgraded controlled crossing
- New cycle road markings along Burgate and Church Street to indicate that cyclists will be using the carriageway

*\* Please note that these are for illustrative purposes only and may be subject to change.*

## V1 Burgate towards Lower Bridge Street



# Visualisation of the scheme

The adjacent images show the existing street layout and a visual representation of the proposed changes for Longport. These proposals include:

- A new separated two-way cycle track along Longport
- The removal of 12 out of 21 parking bays to provide safe cycling facilities which are separated from road traffic
- New areas of planting and greenery bordering the cycle track
- The removal, replacement and addition of trees along Longport

*\* Please note that these are for illustrative purposes only and may be subject to change.*

## V2 Longport



Existing layout



Proposed layout

# Key design features

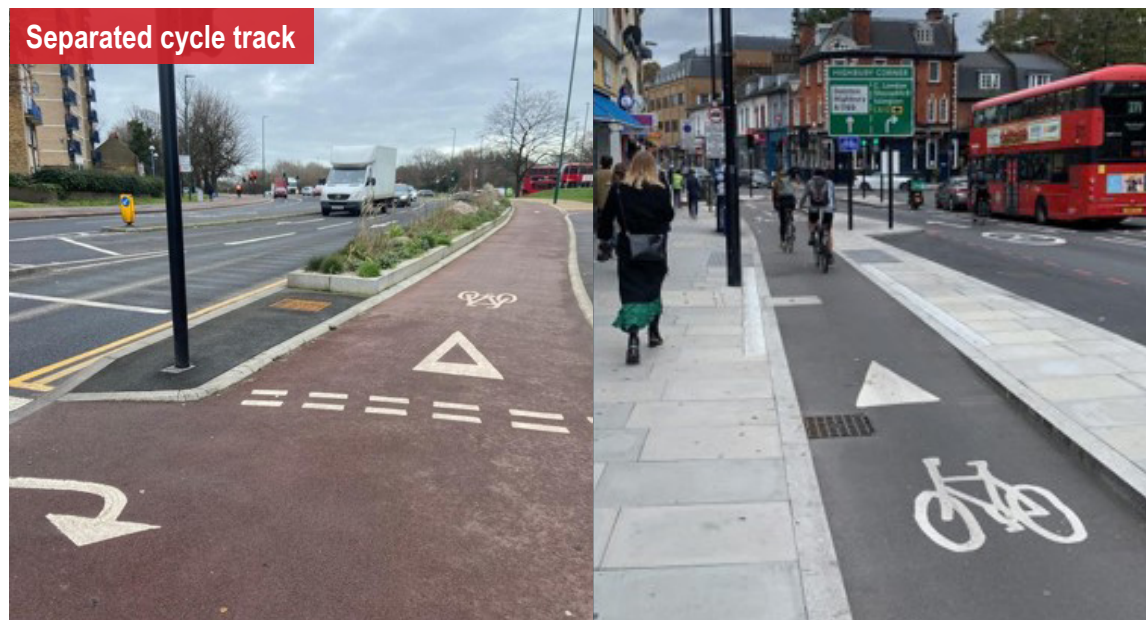
The key design features for this scheme are summarised below:

**Separated cycle track:** A one-way or two-way track for cycling. The cycle track is at footway or carriageway level and is separated from traffic and pedestrians by physical barriers such as kerbs and planted areas.

**Shared use path:** This allows people to walk and cycle within the same space without any separation or road markings. They are for short sections where there is insufficient road space for separated cycle tracks. Shared use paths are provided in less busy sections and where cycle speeds are low. Enough width is provided for cyclists to comfortably pass pedestrians.

**Bus boarder:** The cycle track runs between the road and the footway / bus stop and is raised up at footway level. It is set back from the edge of the road to provide space for bus passengers to board and get off the bus. Cyclists are required to slow down and allow passengers to get on and off the bus.

**Pocket park and landscaping opportunity:** Areas of greenery and seating to provide places for people to rest, socialise and enjoy being outside and within nature. This may also include rain gardens, which are small areas of planting which collect excess rain and help mitigate against flooding caused by climate change.





**Junctions and crossings:** The design includes changing the layout of junctions and raising crossing points to ensure that drivers slow down and turn at low speeds. This will make it easier for pedestrians and cyclists when crossing busy roads by making them more direct.

**Speed reduction measures:** This includes the introduction of traffic calming measures such as speed cushions and raised tables which seek to slow traffic to a safer speed. Raised tables are an elevated section of the carriageway with ramps on both sides to help pedestrians cross the road, and speed cushions are short, raised sections in the centre of the carriageway to ensure low speeds are maintained.

**Controlled crossings:** A form of crossing which gives priority to pedestrians and / or cyclists. These include Zebra, Pelican and Toucan crossings. A Zebra crossing gives the pedestrian right of way once their foot is on the crossing, whilst Pelican and Toucan crossings are controlled by traffic signals.

**Uncontrolled crossings:** With these crossings pedestrians and cyclist need to wait for gaps in traffic to cross. Often a central refuge is provided to help cross the road in two stages.



# The proposals

**We have summarised below the key changes being proposed:**

## **Walking and cycling improvements**

These seek to provide more footway space and make it easier to cross the road, while also introducing new routes for cycling which are separated from traffic and pedestrians to make them safer and easier to use. The walking and cycling proposals include:

- Removal of the bus priority lane on the approach to Longport roundabout to reallocate space for walking and cycling purposes
- A new cycle route from the Spring Lane junction on St Martins Hill, through Longport and into the city centre, to better connect the east of the city to the city centre (including the many schools, colleges and universities in the area)
- New and improved crossing points to improve safety for pedestrians and cyclists, including upgraded controlled crossings on Lower Bridge Street and Longport, and a new controlled crossing on the eastern approach to Longport roundabout to replace the existing uncontrolled crossing
- New raised tables to prioritise pedestrians and reduce the speed of vehicles travelling on St Martin's Hill, Longport, and Burgate
- Bus stop layout changes to include bus stop boarders for the bus stops along Longport and Barton Court School, to allow for separated cycle tracks and improve safety for all road users
- Relocation of the Barton Court School bus stop approximately 80m westwards, to reduce potential conflict on the shared use path in the east of Longport
- Wider footways where possible to improve pedestrian safety
- Short sections of shared pedestrian and cycle paths in the east of A257 Longport

### **Landscaping and placemaking improvements**

The scheme includes new areas of planting and greenery to maximise biodiversity, provide shade and shelter and make the area more attractive. This includes measures such as tree planting, pocket parks, and rain gardens.

These would be combined with placemaking features, which are small measures to enhance the look and feel of the area and create spaces for socialising and relaxing. This includes new and / or improved street furniture such as seating and rubbish bins, new signage to facilitate pedestrians and cyclists, and new and improved road surfacing and footway materials. New cycle parking facilities will also be provided.

One of the proposals is to restrict through traffic from using Monastery Street to prevent rat-running. This will improve safety for pedestrians and cyclists, and facilitate an upgraded pocket park. Vehicle access to Longport will still be possible via the main road (Lower Bridge Street / Saint Georges Place).

It may be necessary to remove some trees and vegetation in order to facilitate these changes. However, this will be limited where possible and most planting that needs to be removed will be replanted or relocated elsewhere within the scheme area.

### **Parking**

The removal of 12 on-street parking bays on Longport (by St Augustine's Abbey) and 8 on-street parking bays on Longport (by Barton Court Grammar School) is required to provide safe cycling facilities which are separated from road traffic. This parking loss has been minimised as much as possible. Bus, taxi and disabled parking bays will be retained and remain unaffected.

# Equality analysis

To help ensure that we are meeting our obligations under the Equality Act 2010 we have prepared an Equality Impact Assessment (EqIA) for the proposals put forward in this consultation.

An EqIA is a tool to assess the impact any proposals would have on the protected characteristics: age, disability, sex, gender identity, sexual orientation, race, religion or belief, pregnancy or maternity, marriage and civil partnership and carer's responsibilities.

The EqIA is available to view online at: [kent.gov.uk/kentactivetravel](https://kent.gov.uk/kentactivetravel) or on request.

The scheme aims to deliver positive impacts through improved walking, wheeling and cycling facilities and enhance the overall look and feel of the area.

There are likely to be temporary negative impacts during construction due to increased journey times and the relocation of a bus stop. Liaison will take place with bus operators to mitigate issues from changing bus stop locations. Construction will be planned to ensure all properties will remain accessible.

There will be long term benefits associated with elements of the scheme, including the provision of separated cycle tracks and safer crossing points. There are some shared use areas, and considerate use will be needed to avoid conflicts between pedestrians and cyclists; particularly by bus stops. Some parking will be lost on Longport, which may impact access for those with limited mobility.

# Have your say

## Your views matter

We want to understand the views of the local community and other interested parties on our proposals and use this feedback to help produce the detailed design for this scheme.

This consultation will run for six weeks from Tuesday 14 September until Monday 25 October 2021. You can provide feedback by completing the questionnaire, which is available on our website: [kent.gov.uk/kentactivetravel](https://kent.gov.uk/kentactivetravel)

If you have any queries about any of the schemes or require a paper copy of the questionnaire, please contact us at: [traffic.schemes@kent.gov.uk](mailto:traffic.schemes@kent.gov.uk) or call: 03000 41 81 81. Please use the reference 'Canterbury: Littlebourne Road - City Centre' to identify the scheme.

If you require any of the consultation material in an alternative format or language, please email: [alternativeformats@kent.gov.uk](mailto:alternativeformats@kent.gov.uk) or call: 03000 42 15 53 (text relay service number: 18001 03000 42 15 53). This number goes to an answering machine, which is monitored during office hours.

## Next steps

Your feedback will be analysed following the closure of the consultation. The findings will then be compiled into a consultation report and made available on our website. Your views alongside the Equality Impact Assessment will be considered by the Environment and Transport Cabinet Committee on 19 January 2022 before a decision is taken by the Cabinet Member for Highways and Transport on how to proceed.

