



Canterbury District

Draft Local Cycling and Walking
Implementation Plan 2025-2040

Draft Local Cycling and Walking Implementation Plan

Introduction

This Local Cycling and Walking Implementation Plan sets out the aims and aspirations of the council to increase significantly the number of trips made by walking and cycling within the horizon period of the new Local Plan to 2040. The transport strategy relies on a substantial switch to active travel modes for local trips.

This implementation plan sets out how we propose to achieve that with policies that encourage active travel and a network of route proposals that integrate with existing routes, with key destinations and with planned developments.

Network development

The objective is to progressively develop a coherent network for everyday safe and convenient walking and cycling that promotes the modal hierarchy and identifies and delivers enhancements.

A review by Sustrans of the city cycle network and suggested improvements has been completed as is included at appendix A.

A review by Spokes (The East Kent Cycling Campaign community group) of the cycle network has been undertaken and suggested improvements have been included in the proposed network.

Based on the reviews, we have assessed where there are gaps in the network by identifying amenities and residential areas that are not served by cycle routes.

Routes will follow the guidance set out in DfT LTN 1/20 and will be Coherent, Direct, Safe, Comfortable and Attractive.

Routes will be suitable for wheelchairs, prams and all styles and models of cycles.

Cycle routes will be separated from walking routes where possible; many quieter routes will involve shared use.

Cycle routes will be separated from heavily trafficked and/ or high speed roads where possible; making cycling on the road safe and convenient will be a priority in local neighbourhoods and on roads with less traffic.

We will aim to remove some local vehicular short cuts leaving permeability for cycling and walking. Motor traffic will be encouraged to use main roads so that cycling on quiet streets is encouraged.

Delivery Models

We will seek opportunities for funding bids that prioritise or include active travel.

We will ensure that all new developments are suitably linked to the cycle network and that opportunities to extend the network are funded by developers where appropriate.

Funding linked to developments can be through S278 agreements where the developers undertake the construction, through S106 funding agreements, or by contributions through CIL.

All new developments should have walking and cycling links that are more convenient and more direct than motor traffic routes.

The network proposals maps include routes that will be required to be delivered by strategic developments.

We will put agreements in place with developers to ensure that ownership and maintenance of the routes is either included in their management plans or is handed over to the city council or adopted by Kent County Council with commuted sums for future maintenance where appropriate.

Priority and Infrastructure

The mode hierarchy at an intervention and system level is:

1. **People:** safe and healthy walking routes between home and neighbourhood centres with progressive pedestrianisation at the centres
2. **Bicycles:** safe and easy cycling within neighbourhoods and on routes to school, work and urban centres, segregated wherever possible
3. **Public transport:** increasing access, reliability and connectivity of bus, rail park and ride, and innovative public transport services
4. **Service vehicles:** planned, coordinated and efficient delivery of goods and services to minimise the impact on urban centres, neighbourhoods and congestion
5. **Shared mobility:** infrastructure and systems that reduce the need for private car ownership such as car clubs
6. **Private vehicles:** appropriate levels of access for private vehicles to the regional road network, but generally disincentivising short distance and through neighbourhood individual car journeys

We will design walking routes that are more direct than driving routes, giving priority to pedestrians over all other forms of transport, with dropped kerbs at road crossings;

We will investigate junctions to see if the radii can be tightened to reduce vehicle speeds and make a more direct crossing for pedestrians;

We will add pedestrian push buttons to traffic signals to give pedestrians a safe crossing place;

We will install seats and benches in areas with high concentrations of pedestrians where there is enough space to do so;

We will design cycle routes that are more direct than driving routes, giving priority to cyclists at junctions where possible;

We will add advance stop lines to traffic signal junctions to give priority to cyclists where possible;

We will allow contraflow cycling in one way streets if possible where this improves a route;

We will add red surfacing to cycle lanes on the carriageway to make motorists aware of cycles;

We will install simple hoop style cycle parking for short stay, covered where possible, and cycle lockers or compounds for long stay parking;

We will install and maintain pedestrian and cycle direction signs where the routes are different from vehicular routes;

We will ensure that high quality cycle parking and onward information is provided at transport interchanges;

We will remove access controls from cycle routes where possible.

Environment, Air Quality and Health

The transport strategy proposes a significant modal shift to walking and cycling to improve air quality and reduce congestion. Active travel creates no emissions and therefore improves the air and makes the streets more people friendly and makes towns and cities nicer places to live, which in turn encourages more active travel. The benefits of travelling short distances by walking or cycling are improved fitness, improved mental health and improved air quality all of which save the NHS billions of pounds each year.

Research undertaken by the iConnect consortium for Sustrans suggests that active travel can replace 41% of car trips, saving nearly 5% of carbon dioxide equivalent (CO₂e) emissions from car travel.

Innovation

We will work with an operator to set up and run a cycle and electric cycle hire scheme to link transport interchanges and popular destinations. A design solution to the last mile of a delivery schedule that removes the need for a vehicle would alleviate much of the congestion and pollution from the city, and if successful could be extended to the coastal towns. Freight transfer stations using small areas of the existing Park & Ride car parks and cargo bikes could be used to replace van deliveries.

Electric bike hire will be included in the cycle hire offer, and we will investigate solar power charging of ebikes.

We will investigate solar powered bollard lighting for rural cycle paths to achieve a balance between the need to light the route to increase its usage, and environmental concerns.

We will ensure that cycle parking includes provision for non standard cycles such as those with trailers, or disability adapted cycles, and that vertical racks are hydraulically assisted. .

We will install public cycle maintenance stands in locations with cycle compounds and shelters.

Information

We will ensure that cycling and walking routes have legible signing and waymarking that is continuous between destinations.

We will ensure that our web-site and our partners web-sites provide up to data and usable information on the cycle route network.

We will work with KCC Highways and Network Management to ensure that cycle routes are considered when planning roadworks.

We will seek to install cycle counters on key routes and use the data to track cycle usage.

We will promote cycling through our website

Maintenance and Enforcement

Maintaining walking and cycling routes is essential if the benefits and opportunities for modal shift are to be realised. Routes will have a variety of 'owners' with differing maintenance responsibilities including : KCC, CCC, management companies, private landowners with permissive agreements.

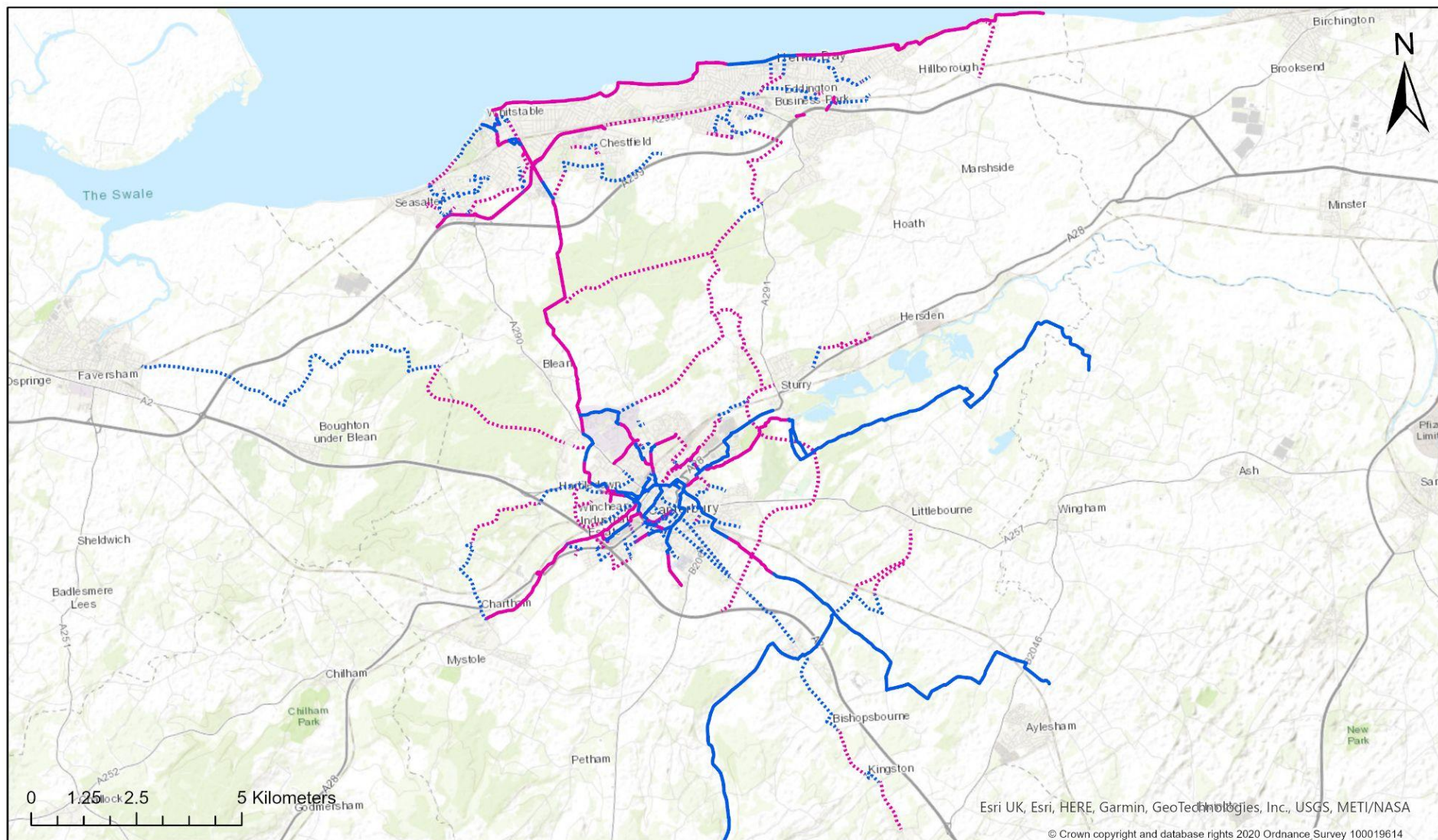
Where we have responsibilities and influence (i.e. through the planning process), we will ensure that walking and cycle routes are regularly maintained. Maintenance will include vegetation/tree clearance, repairs to surface defects, lighting, signs and litter/debris clearance and winter maintenance.

When new routes are provided as part of developments, we will ensure that ownership is transferred to either KCC or CCC in an adoptable condition, with appropriate commuted sums.

We will work with the Police and other agencies to tackle anti-social cycle behaviour in locations where cycling is not permitted and where routes are used by non authorised modes e.g. motorbikes

Proposed Routes and Improvements

Proposed routes and improvements are set out in the following tables along with an estimate of the cost and the proposed funding source:



Title: Canterbury District Cycle Route Proposed Network

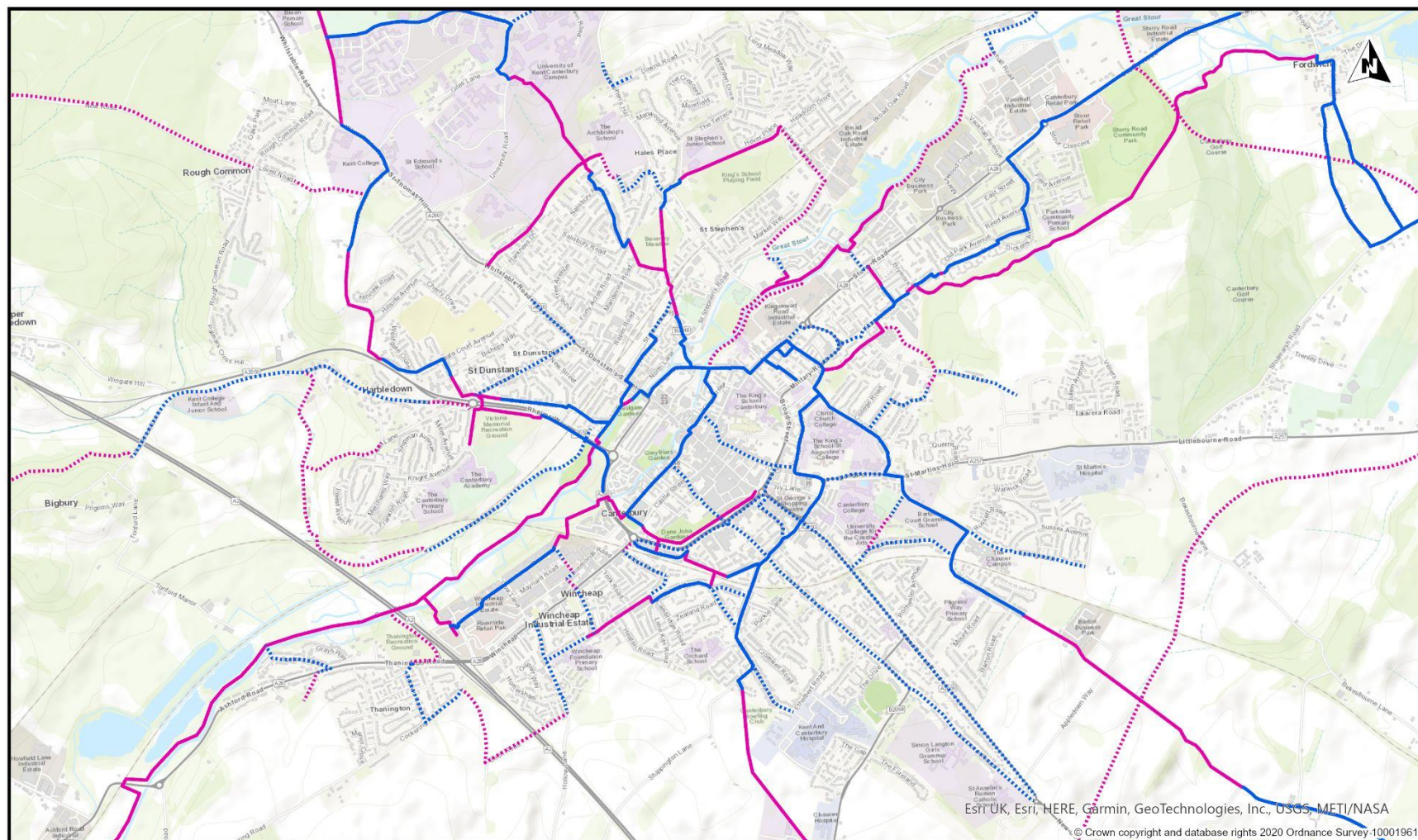
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Date: 25/08/2022

-  Existing On Road Route
-  Proposed On Road Route
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Military Road
Canterbury
Kent
CT1 1YW



Title: Canterbury Proposed Cycle Network

Scale 1:25,000

Date: 03/10/2022

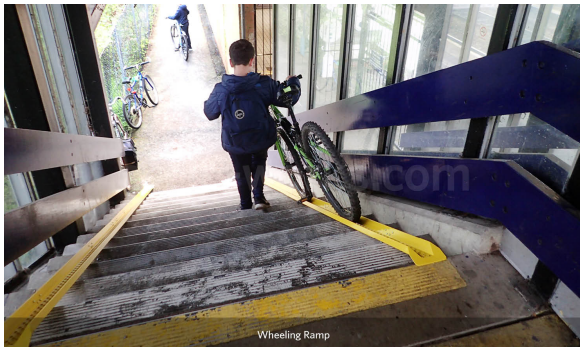
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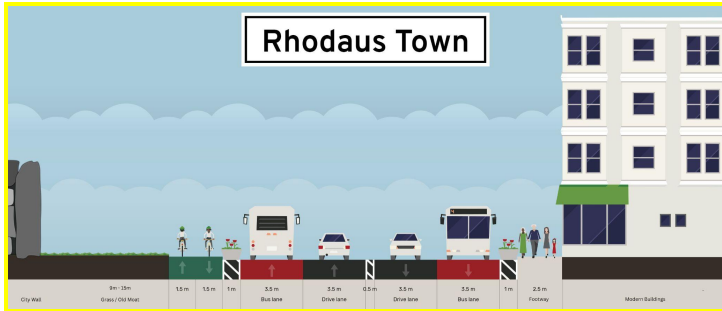


Military Road
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CT1 1YW

Ref	Action	Detail	Est cost	Proposed funding source
	Wincheap Area			
CW1	New cycle bridge at Tonford Lane to replace existing stepped bridge and connect Thanington to the Great Stour Way path	The approaches on both sides to the existing bridge are not suitable for cycles or wheelchairs/ prams. It may be possible to retain the bridge deck and replace the steps with a zigzag ramp.	£250,000	S106 South west Canterbury developers
CW2	Ashford Road Thanington, new toucan crossing to connect new developments to Tonford Lane.	Walking/ cycle links are proposed from the new developments which will join A28 Ashford Road at the access to the community centre. A new toucan crossing with cycle lanes on carriageway or widened footway will connect to the new bridge at Tonford Lane	£150,000	S106 South west Canterbury developers
CW3	Change existing pelican crossing to toucan and widen footpath link to Godwin Road	This will link the wider Thanington area to the Neighbourhood centre and onwards on a traffic free route to Canterbury or Chartham	£70,000	S106 South west Canterbury developers
CW4	New cycle bridge from Thanington Neighbourhood centre to Great Stour Way path and new shared link path round grounds		£350,000	S106 South west Canterbury developers
CW5	New cycle paths through Thanington strategic developments to be provided by developer	The detail of this will emerge through the planning process	n/a	S278
CW6	Traffic calming on Hollow Lane to encourage cycling	This would discourage traffic from using this route as a shortcut.	£100,000	S106 South west Canterbury developers

CW7	Modal filter at Hollow Lane south of junction with Hollowmede	 Example of a modal filter	£10,000	S106 South west Canterbury developers
CW8	New cycle crossing Victoria Road to Cooper's Lane and improvements to Cooper's Lane	This would provide a safe link from the residential area of Wincheap to the retail estate, and to the existing route at Cotton Road via the link at CW9	£150,000	Existing developer funding
CW9	Widen existing footpath link Jackson Road to Simmons Road and provide lighting	This provides a shortcut alternative to the roads in the retail estate.	£25,000	CIL
CW10	Illuminate existing cycle route	The existing route from Wincheap retail estate through Bingley Court and adjacent to the city wall is not illuminated, and off putting to cycle in darkness.	£25,000	CIL
CW11	Illuminate existing cycle route	The existing Great Stour Way route is not illuminated and not inviting to cyclists after dark. The illumination can be via solar powered, proximity detection low level bollards or solar studs	£100,000	CIL
CW12	New shared route on footway	Cycling to be permitted on the southern footway of Wincheap to link Simmonds Road to the existing cycle link at Station Road East.	£30,000	S106 South west Canterbury developers

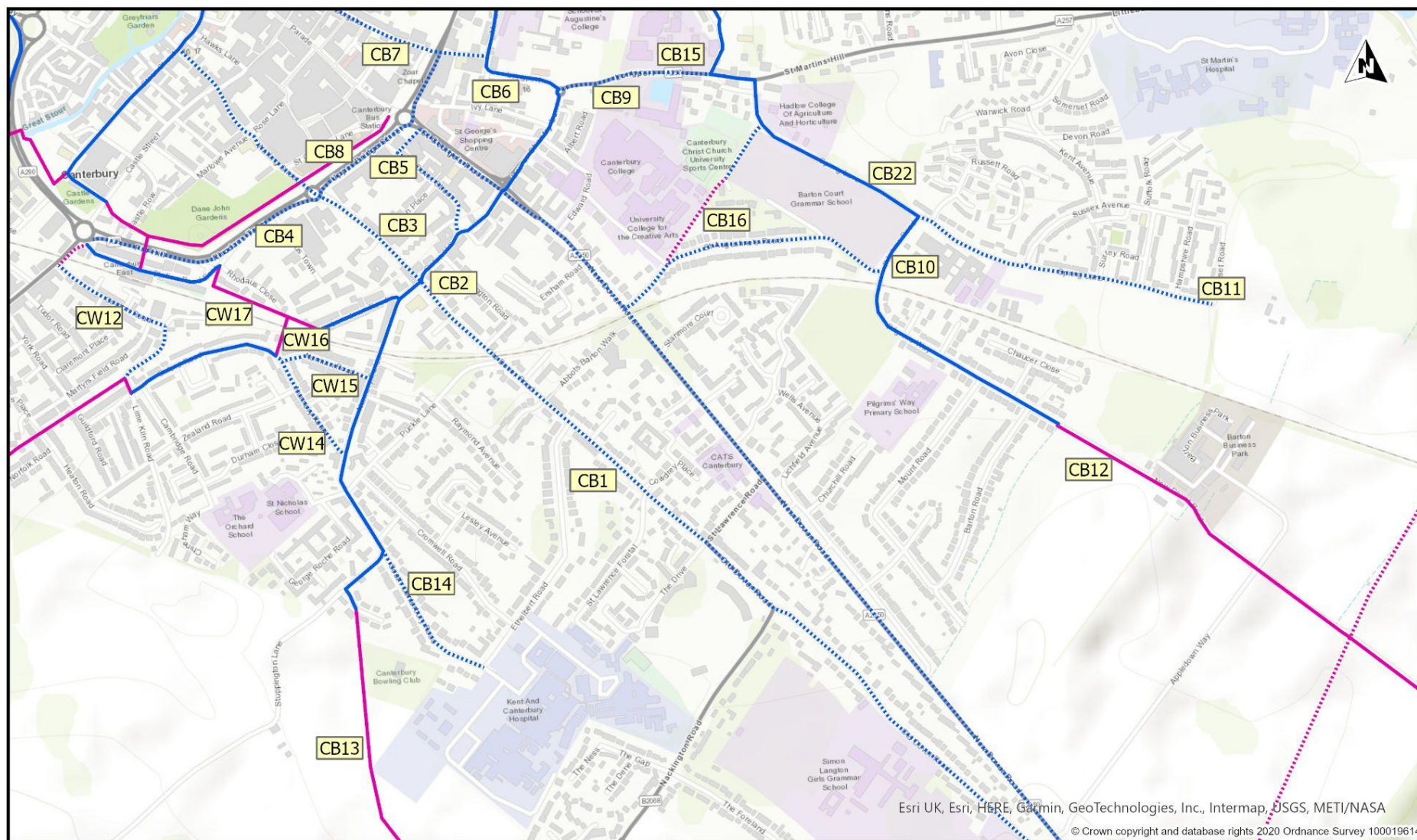
CW13	Replace the roundabout with traffic signals with separate cycle and pedestrian stages		£500,000	S106 South west Canterbury developers
CW16	Improve wheeling ramp at steps over railway. It is not possible to replace the steps with a ramp as the gradient would be too steep, but the existing ramps on the steps on both approaches can be replaced by a more accommodating design	 Wheeling Ramp	£5000	CIL
CW17	Improve access to station by opening gate on London bound platform - needs consent from Network Rail	This would make the station directly accessible from the west for pedestrians and cyclists.	£20,000	S106 South west Canterbury developers
CW18	Improve surface and lighting at Hop Garden Way		£20,000	CIL
CW19	Provide ramp from Great Stour Way to existing cycle route on footway at Rheims Way	This needs to be further investigated to ensure that it is technically feasible	£100,000	CIL

Ref	Action	Detail	Est cost	Proposed funding source
	Barton Area			
CB1	Modal filter at Old Dover Road. May need to be controlled by CCTV. This reduces vehicular traffic to those needing access only. Remove parking to provide cycle lanes.	This is proposed between the junctions of Ethelbert Road and Cowdrey Place and will remove a significant volume of vehicular traffic to make the road safer for cycling. It can be enforced with ANPR cameras to allow access for certain classes of vehicle if required. Removal of on street parking will enable the provision of cycle lanes	£50,000	CIL
CB2	Add advance stop lines and approach lanes to all approaches to traffic signals. Add straight through pedestrian stages to signals	At present pedestrians can only cross the junction in stages, and only one push button crossing is available at Old Dover Road (north). An all red vehicular stage would allow pedestrians to cross in any direction. Cycle lanes can be marked through the junction to highlight the cycle route	£50,000	CIL
CB3	Replace the roundabout with traffic signals with separate phases for pedestrians and cyclists		£500,000	CIL
CB4	Remove one lane of traffic in each direction to provide a segregated cycle route	This is set out in the transport strategy and illustrated below	£250,000	CIL
CB5	Remove one lane of traffic in each direction to provide a segregated cycle route		£250,000	CIL
CB6	Remove one lane of traffic in each direction to provide a segregated cycle route		£250,000	CIL

CB7	Provide signalised route through roundabout	This might consist of providing a cycle lane around the circulation area of the roundabout (Dutch style) or constructing cycle lanes through the central island of the roundabout.	£500,000	CIL
CB8	Improve walking link through Bigglestones Link and allow cycling. This will require the consent of the landowner	The road has highway status to the rear of the properties in Upper Bridge Street and is used for rear access and bin storage. Its appearance could be improved greatly to make it an attractive walking and cycling link. At its eastern end, along the flank wall of the cinema, the land is in private ownership.	£50,000	s106/CIL
CB9	Improved cycle link Longport to Burgate to be provided by KCC as an Active Travel scheme	Active Travel tranche 2 approved scheme to be constructed in 2023/24	n/a	KCC/ DfT
CB12	Illuminate existing off road cycle route	The route is not illuminated and not inviting to cyclists after dark. The illumination can be via solar powered, proximity detection low level bollards or solar studs	£100,000	CIL
CB14	Remove some parking and narrow the carriageway to add new cycle lanes and improve junction with the hospital road	This route will also link with the fast bus route and green corridor from Mountfield park so a more visible cycle infrastructure will be necessary.	£50,000	S278 from existing south Canterbury allocation
CB15	Install traffic signals with cycle stage at junction	The junction of Longport/ North Holmes Road is very difficult for cyclists with very little road space to add cycle lanes. Separating cyclists on a separate phase will give them sufficient road space to use the junction with confidence.	£250,000	S106
CB16	Surface off road path link to St Augustine's Road and Canterbury College and convert pelican crossing at New Dover Road to toucan crossing	When converted to a toucan crossing this route will link to the new cycle lanes on New Dover Road to be installed by the Mountfield development (CB17)	£100,000	CIL
CB17	Cycle lanes on New Dover Road to be provided by developer		n/a	S278 from existing south

				Canterbury allocation
CB18	Improve existing route at St Martin's Hill	The existing route crosses from North Holmes Road to Spring Lane along St Martin's Hill and would be improved by reducing the speed limit, installing traffic calming, widening the eastern footway and providing greenery.	£100,000	CIL
CB19	Improvements to existing route to clarify 2 way cycling at Old Ruttington Lane	The existing cycle contraflow lane is narrow and subject to poor compliance. Waymarking would improve the information for cyclists travelling with flow.	£20,000	CIL
CB20	Link to development site at Howe Barracks to be provided by developer	At Chaucer Road east of crown court	n/a	S278 from existing Howe Barracks allocation
CB21	Link through proposed development site to be provided by developer	Land at Military Road is scheduled for redevelopment and cycle links to be provided as part of works, exact alignment unknown	n/a	
CB22	Traffic calming and improvements to existing route on Spring Lane	Improvements to improve the conspicuity of the cycle route	£50,000	CIL
CB23	Add vibraline to existing cycle lanes on both approaches to traffic signals.	The suggestion from Sustrans was to add vertical segregation to the existing cycle lanes in Upper and Lower Bridge Street. However, the lanes for vehicles are tight and it is likely that HGVs will overrun. Vibraline will provide a modest vertical separation that can be detected by motorists.	£5,000	CIL
CB24	Tighten junction radii to reduce width of carriageway for pedestrians	At Oaten Hill Road junction with Dover Street, and permit 2 way cycling in existing one way street	£50,000	S278 from existing south Canterbury allocation
CB25	Add cycle symbols to carriageway and	At Oaten Hill	£100,000	CIL

	traffic calming			
CB26	Add signing to clarify cycle right turn, remove on street parking to extend cycle lane.	At Nunnery Fields junction with Lansdown Road	£1,000	CIL



Title: Canterbury South Proposed Cycle Network

Scale 1:10,000

Date: 25/08/2022

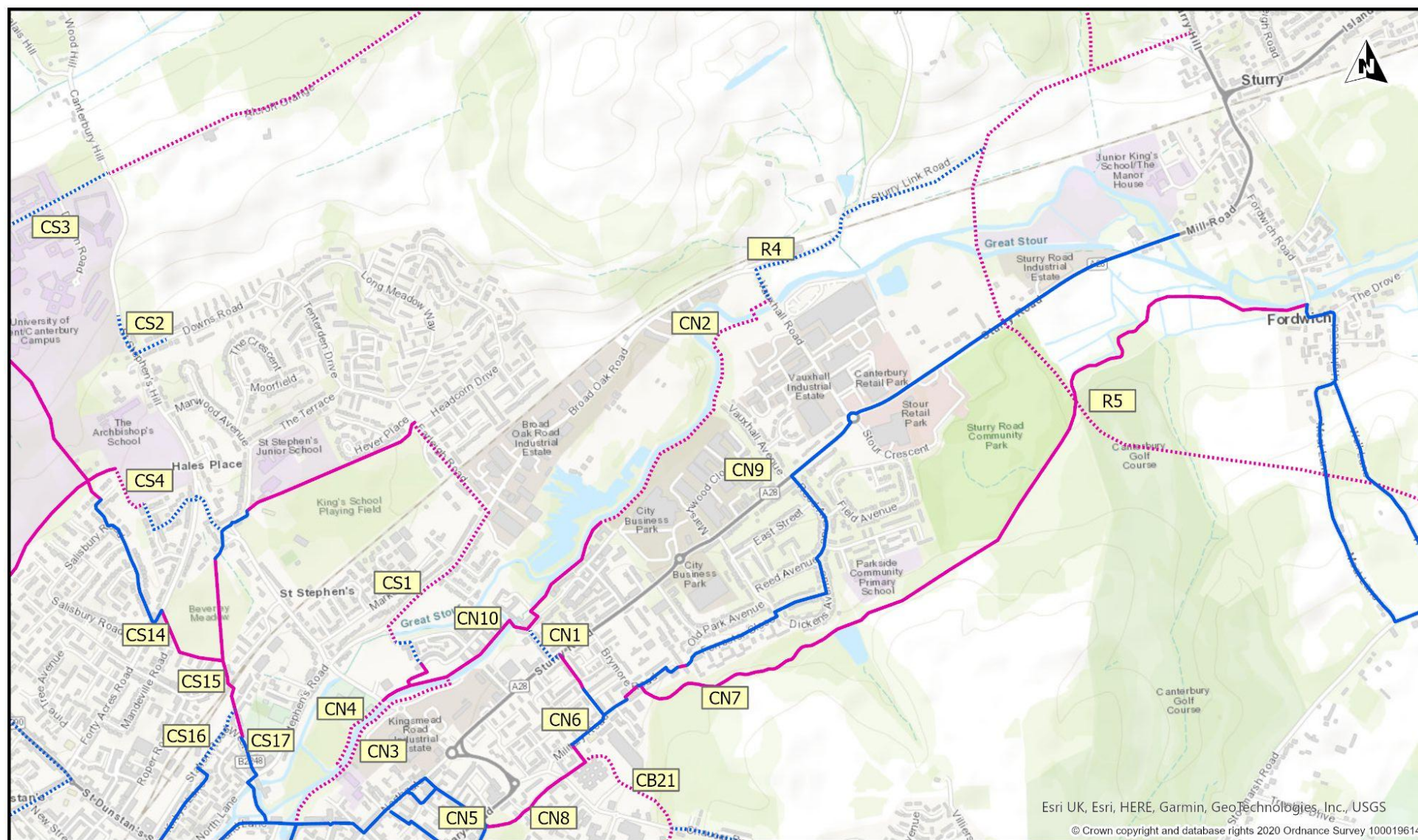
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Ref	Action	Detail	Est cost	Proposed funding source
	Northgate area			
CN1	Provide new link via Barton Mill Road and new cycle stage at traffic signals	This will enable an important link from the Brymore estate to the riverside path	£100,000	CIL
CN2	Extend riverside route to Vauxhall Road	Off road route as part of longer Canterbury to Sturry route	£150,000	CIL or AT4
CN3	Widening and improvements to existing riverside path Kingsmead to St Radigunds	Completed December 2022	£150,000	S106 from Riverside development
CN4	Widen and improve existing link to leisure centre	This would provide a direct cycle route to the rear of the leisure centre	£50,000	CIL
CN5	Add cycle contraflow to New Ruttington Lane, Union Street and Union Place	This would give cyclists options for a more direct route	£5,000	CIL
CN6	Remove parking and add cycle lanes to carriageway	This is also being considered as a Sustrans Quietway project	£1,000	CIL or AT5
CN7	Access improvements and waymarking to both ends of footpath link	This link adjacent to the Northgate ward community centre and the Brymore archive building is the start of the Fordwich off road route and would benefit from improvements to raise its conspicuity	£5,000	CIL
CN8	Improvements to cycle paths on both approaches to toucan crossing	Both New Ruttington Lane and Old Ruttington Lane have narrow cycle paths on the approaches to the toucan crossing	£20,000	CIL / LUF
CN9	On road link between Riverside route and Sturry Road cycle lanes. Convert existing pelican crossing to toucan crossing	Once the riverside route is extended to Vauxhall Ave, this will provide a useful link to Sturry Road and to Reed Avenue.	£100,000	CIL
CN10	Add ramps to existing 2 sets of steps to	This would provide links up the residential roads	£50,000	CIL

	provide wheeled accessibility	in the Stonebridge Road development		
CN11	Cycle lanes on Military Road and Tourtel Road	This requires removal of road space to provide high quality segregated cycle lanes in both directions on both roads	£250,000	CIL
CN12	Provide signalised route through roundabout	A segregated route through the roundabout will be required to give cyclists priority or replace the roundabout with traffic signals	£500,000	CIL
CN13	Provide signalised route through roundabout	A segregated route through the roundabout will be required to give cyclists priority or replace the roundabout with traffic signals	£500,000	CIL
CN14	Permit contraflow cycling	At the minor arm of Broad Street approach to the A28 Military Road	£500	CIL



Title: Canterbury East Proposed Cycle Network

Scale 1:15,000

Date: 25/08/2022

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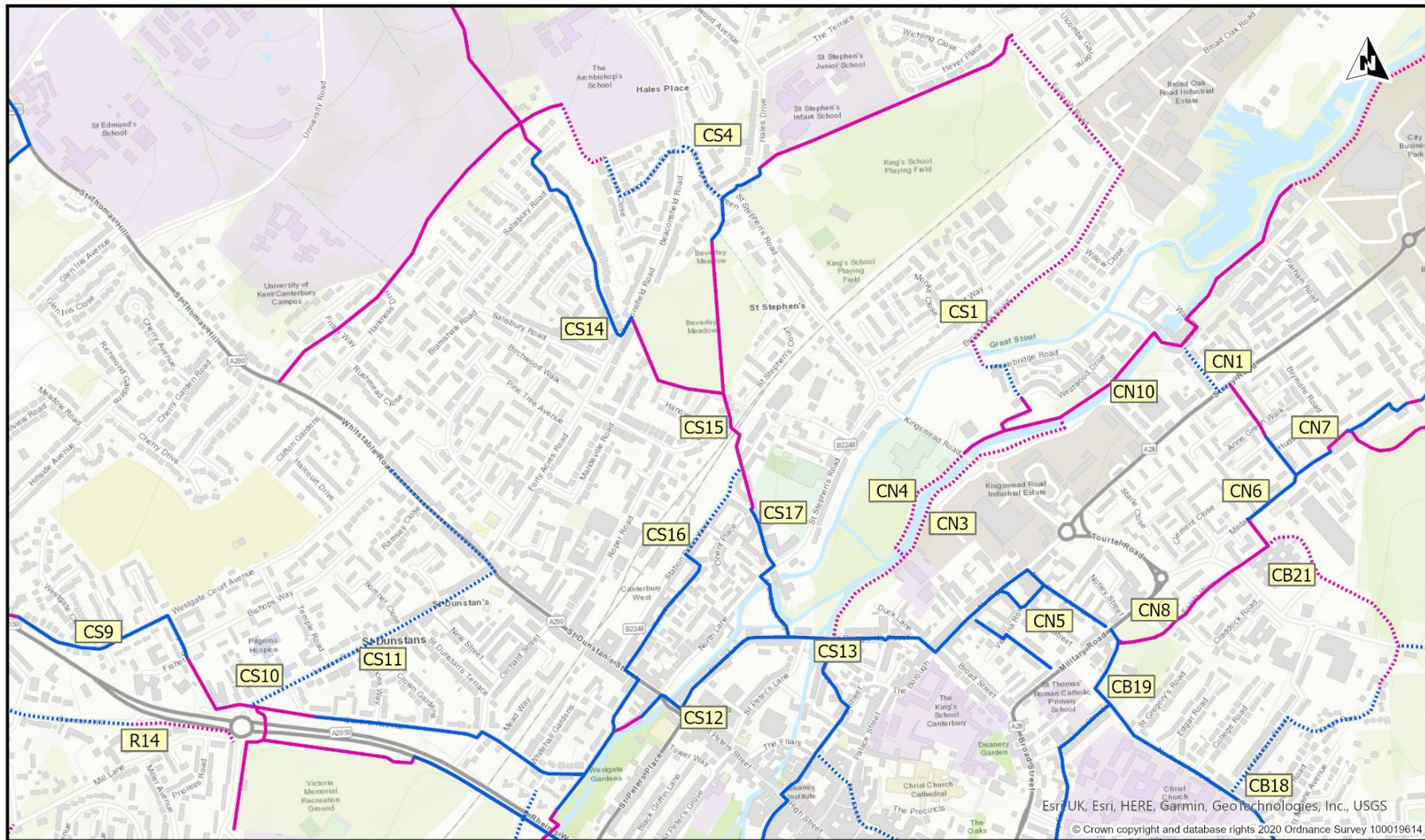


Military Road
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CT1 1YW

Ref	Action	Detail	Est cost	Proposed funding source
	St Stephens and St Dunstan's area			
CS1	Widen footway in Farleigh Road and Broad Oak Road to provide 2 way cycling. Toucan crossing at Broad Oak Road	The western footway of Farleigh Road and southern footway of Broad Oak Road can be widened by removal of the grass verge to provide a shared cycle link to Stonebridge Road. A toucan crossing will be required close to the junction with Farleigh Road	£200,000	S106
CS2	Install traffic signals and advance stop line at junction with Downs Road. Allow cycling to be permitted on footway up to University of Kent cycle storage facility	This will create a link between the large residential area of Downs Road/ Hales Place and the University. Traffic signals will also benefit the bus service	£250,000	CIL
CS3	On road link to Alcroft Grange	This requires consent from the landowners, but no further works.	n/a	
CS4	Surface and illumination to existing bridlepath to provide a link from UoK to Stephenson Road with cycle contraflow to mini roundabout and traffic calming on link to St Stephen's Road	The bridlepath is well used by pedestrians and cyclists but consists of trodden earth and is difficult to cycle on. Geometric changes to the roundabout's splitter island will be needed to accommodate a cycle crossing and traffic calming to St Stephen's Hill to link to Hales Drive	£200,000	CIL
CS5	Waymarking to Park Wood Road and cycle lanes on carriageway	This will require consent of UoK as landowner	£1000	CIL
CS6	Investigate narrowing carriageway and widening footway/ cycle lanes	The existing segregated paths are narrow and difficult for cyclists to pass without straying into the pedestrian side.	£50,000	CIL
CS7	Widen and surface existing path link from Neals Place Road to Lovell Road	This will require consent of landowners and conversion of a public footpath to cycle track	£100,000	CIL

CS8	Widen existing path	The length of route to the west of houses in Hillview Road is constrained. It would be possible to widen the path on its western side using land in CCC ownership	£50,000	CIL
CS9	Improve existing route with wayfinding, cycle lanes and lower speed limit	Westgate Court Avenue to Fisher Road	£20,000	CIL
CS10	Improve link to toucan crossing. Remove barrier and better wayfinding on minor road	There is scope to widen the footpath which links Fisher Road to London Road	£5,000	CIL
CS11	Improvements to existing route. Widen path and better wayfinding/ highlighting of route.	Include modal filter to remove through traffic in Queen's Avenue	£50,000	CIL
CS12	Modal filter to remove through traffic in Pound Lane at its western end		£5,000	LUF
CS14	Remove parking, widen footways and install table junction to provide better crossing area	Beaconsfield Road: short length of carriageway between the path adjacent to the former railway line and St Michael's Road. This requires cyclists to turn left then right in the carriageway at present	£100,000	CIL
CS15	Investigate "Share with Care" length of path and removal of barriers	At Hackington Place	£1000	CIL
CS16	Widen existing path and footway by using land to north of existing footway to Canterbury West station	This would create an important link from the station to University and residential areas to the north. It would enable the creation of an integrated transport hub at the station.	£100,000	CIL
CS17	Reduce carriageway width and widen footway/ cycle path at Station Road West	Add kerbed level difference between footway and cycle path. Improve pedestrian/ cycle crossing point on North Lane. Add cycle symbols to carriageway at The Causeway.	£150,000	CIL
CS18	Rationalise parking and add cycle lanes to	Westgate Court Avenue	£1,000	CIL

	carriageway			
CS19	Install segregated cycle lane by reducing carriageway width and reducing footway width to 2.0m	London Road	£100,000	CIL
CS20	Sign cycle route on local roads to existing toucan crossing	Clifton Road and Harcourt Drive	£500	CIL
CS21	Existing 20mph street. Add cycle symbols to carriageway and cycle lanes where width allows	St Dunstan's Street and Whitstable Road	£500	CIL
CS22	Widen footway to incorporate width of temporary bollards	At lower St Dunstan's Street	£50,000	Active travel funding



Title: Canterbury North Proposed Cycle Network

Scale 1:10,000

Date: 25/08/2022

-  Existing On Road Route
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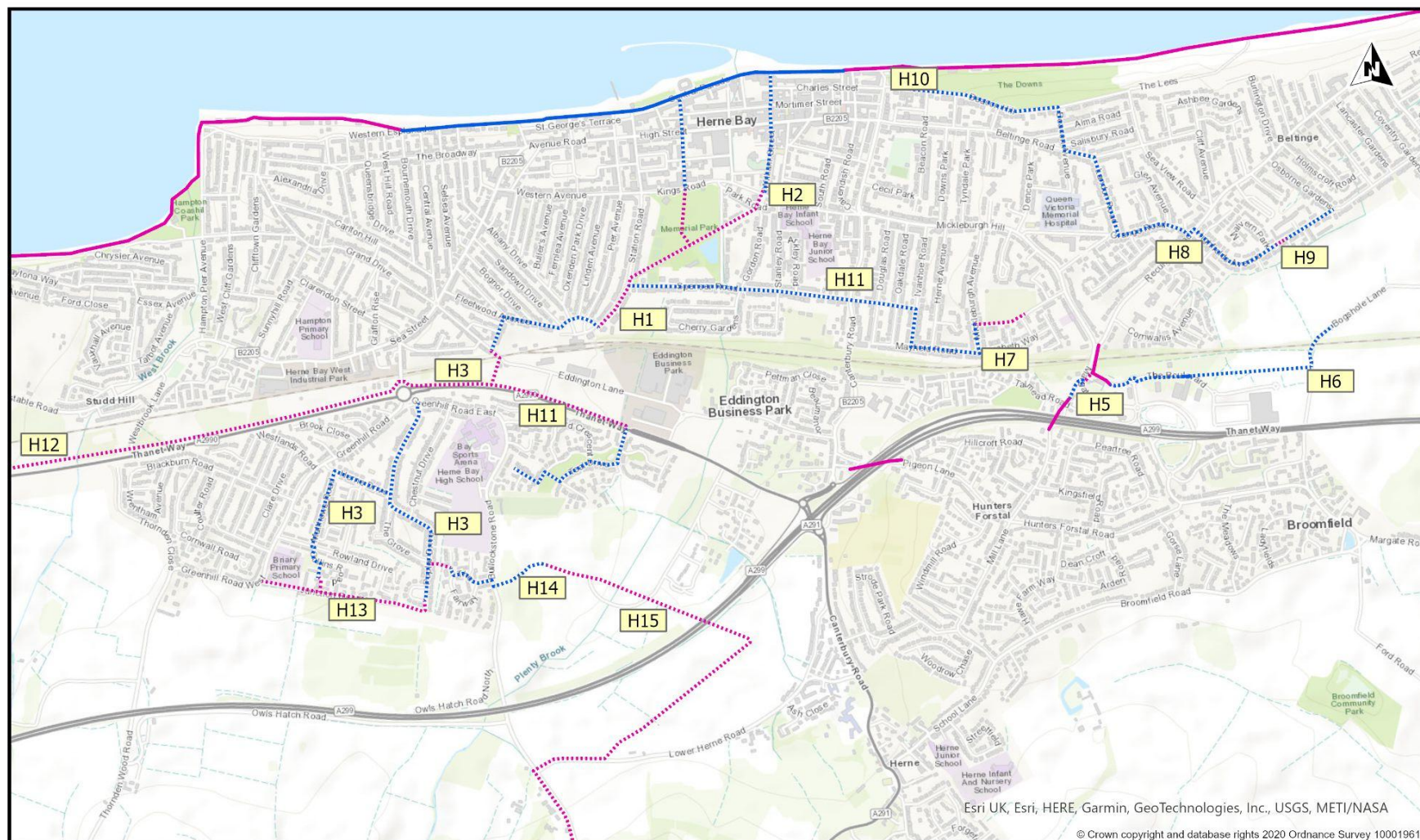
Cycle Strategy Herne Bay schemes

Ref	Action	Detail	Est cost	Potential funding source
H1	Station to sea front. Active Travel scheme providing a widened footway at Station Road, a signed route through Memorial Park and contra flow cycling on Richmond Street	This scheme is programmed for completion in early 2024	£100,000	KCC/ DfT active travel funding (ATE3)
H2	Memorial Park to sea front via Station Chine and a contra flow on William Street.	This links the station to the memorial park to the leisure centre and town centre.	£250,000	CIL
H3	Link from Greenhill strategic development to station	The scheme uses local roads in Greenhill and a new link to existing toucan crossing, a widened shared path on the northern footway of A2990 and a widened path adjacent to allotments to Cobblers Bridge Road. Widened footway for shared use on Cobbler's Bridge Road and signed route via Cross Street, potentially with modal filter at its junction with Fleetwood Avenue. Scheme is partially funded by the Greenhill developer and scheduled for construction 2023/24	£150,000 £100,000	S106 from existing Greenhill allocation +CIL
H4	Modal filter at Central Parade to remove through traffic. Included in Active Travel scheme	Programmed for completion in early 2024	n/a	Active travel 3 scheme
H5	Safety improvements at Margate Road to provide a link from Herne and Broomfield via Mill Lane to Albert Hugo Friday bridge.	Permit cycling on the western footway or create traffic calming measures on the carriageway to highlight the presence of cyclists	£50,000	CIL or developer
H6	Link from The Boulevard through new development to Hillborough		n/a	Hillborough development
H7	Surface Thundersland Road path to link two residential areas	This will link Mickleburgh Ave to Burton Fields.	£50,000	CIL
H8	Cycle crossing at Reculver Road with tightened junction radii at Grange Road and Highfields	Signed route on residential roads provides a link to sea front via H10	£100,000	Hillborough development or CIL

	Avenue to link Beltinge to eastern Herne Bay.			
H9	Link Highfields Avenue to Churchill Avenue by widening the link path to permit cycling.	This links two residential areas and will provide an alternative to Beltinge Road which is more heavily trafficked	£25,000	Strategic development or CIL
H10	Off road path from Beacon Hill to sea wall via Kings Hall		£25,000	CIL
H11	Canterbury Road at its junction with Spenser Road.	Tighten junction radii and install toucan crossing to link two residential areas	£150,000	CIL
H12	Cycle path on A2990	Widen the northern footway of A2990 Thanet Way to provide a shared facility from the existing toucan crossing at Flamingo Drive to the footpath at H3	£200,000	Existing developers or CIL
H13	Cycle path on A2990	Widen northern footway of A2990 Thanet Way Chestfield to Greenhill including suitable side road crossings	£350,000	LTP funding or CIL
H14	Junction Road	PRoW to be surfaced for shared use by developer. Provides links to H3 and to Briary Primary School	n/a	Existing strategic developer
H15	Link from Poplar Drive to new development at Randall Way via path to The Fairway and new cycle crossing facility at Bullockstone Road		£150,000	Existing strategic developer/ CIL
H16	Indicative route through former Golf Course development and link through Strode development to new footway/ cycleway on Bullockstone Road		n/a	Existing strategic developer
H17	Off Road route from Braggs Lane to East Blean Woods to join Crab & Winkle existing route.	This will require hard surfacing of existing paths and road crossings at Thornden Wood Road and Radfall Road with measures to warn motorists to be aware of cycles.	£500,000	AT4

H18	Existing path to be shared with additional signage and new dropped kerbs	Bullockstone Road north of Randall Way.	£1500	Existing strategic developer/ CIL
H19	Traffic calming to on road route to link Greenhill to cycle path at Bullockstone link road and new development	Bullockstone Road between Owls Hatch Road (North) and Bridge over A299.	£100,000	Existing strategic developer
H20	Link from Molehill Road to Owls Hatch Road	To be provided by strategic development at Greenhill . This will require traffic calming and/ or shared use of the footway on Thornden Wood Road to enable cyclists to cross over A299.	£50,000	Existing strategic developer
H21	Road crossing on Reculver Road from Albert Hugo Friday bridge to connect with new shared path on Mickleburgh Hill (H22) 	An indirect route is available using the Thanet Way underpass at Mill Lane and the recently constructed Albert Hugo Friday bridge to reach Beltinge from Broomfield. Wayfinding on local roads will then be needed.	£50,000	CIL

H22	Reallocate road space (2.5m for two-way) on Mickleburgh Hill as a segregated shared cycle path up to Grange Road (H23)	 Two-way cycle lane, Bristol Picture: Sustrans	£200,000	CIL
H23	H5,H21, H22, H23, H8, H1 all link together to make a route from Herne to Kings Hall.	Reallocate and mark path at Grange Road to be shared path which will link up to Landon Road	£5,000	CIL



Title: Herne Bay Proposed cycle Network

Scale 1:18,000

Date: 25/08/2022

- Existing On Road Route
- Proposed On Road Route
- Existing Off Road Route
- Proposed Off Road Route



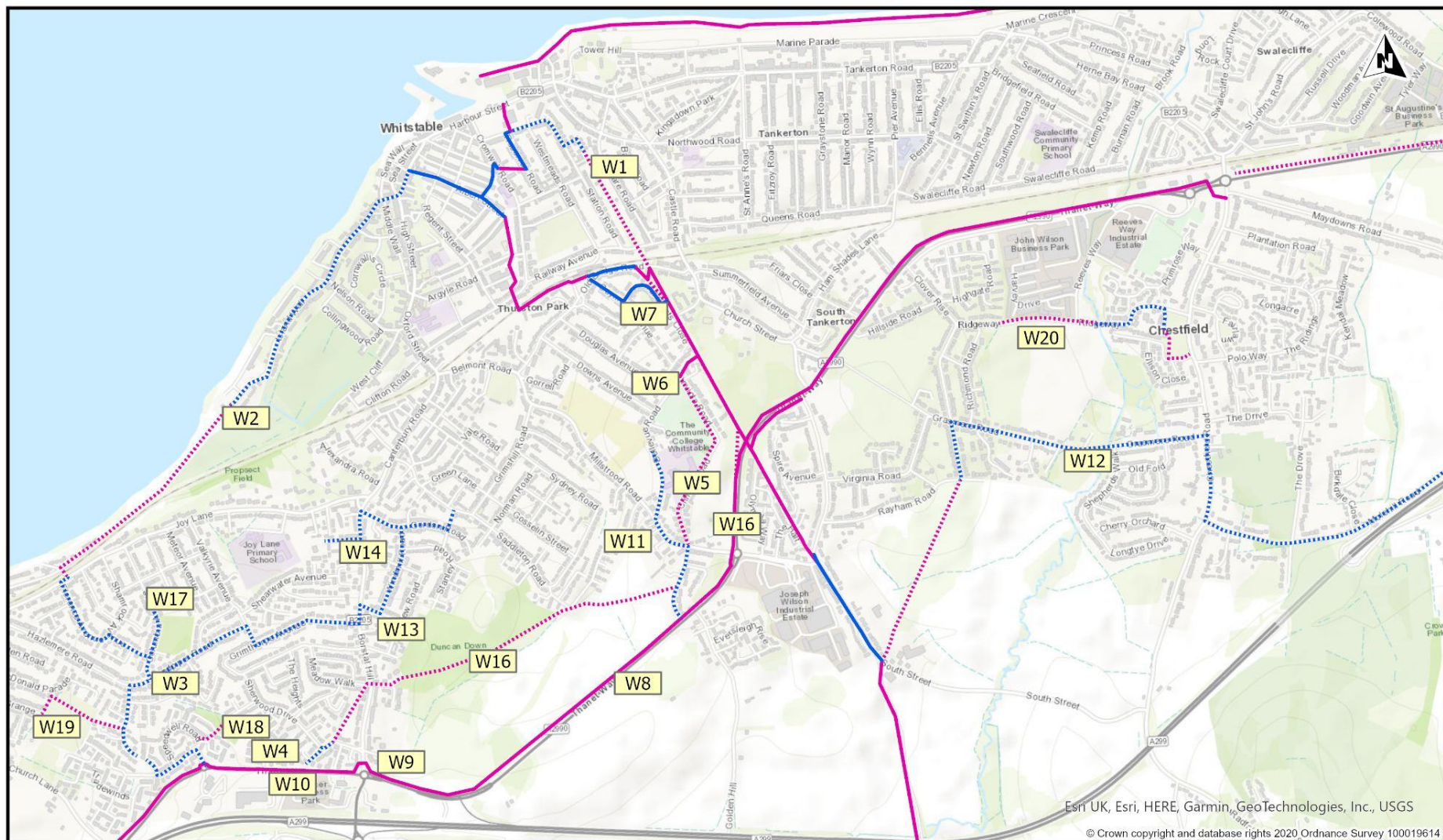
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Cycling Strategy Whitstable schemes

Ref	Action	Detail	Est cost	Potential funding source
W1	Extension of Crab and Winkle cycle route on railway embankment and on road to link to existing route to the Harbour.	The scheme includes bridges over Old Bridge Road and railway line, Teynham Road, and an on-road link at The Sidings and Station Road	£3,500,000	Active Travel 4 bid + S106 from developer
W2	Off road route Admiralty Walk to Island Wall.	This requires consent from Network Rail to use land on northern side of railway line to construct a path behind the sea wall. Route uses the sea wall through the caravan park to Island Wall.	£500,000	CIL
W3	On road route linking Joy Lane to Estuary View via Speedwell Road.	Signing and wayfinding only	£500	CIL
W4	Existing path on northern footway of A2990 Thanet Way to be widened and improved for shared use	Some lengths of this are complete. This action includes adding crossing points at side roads as necessary	£500,000	LTP/ CIL
W5	Ramp from northern footway of A2990 to Invicta Way	This would provide a link down the embankment from the road bridge over the cycle path	£250,000	S106 funding from proposed strategic development/ CIL
W6	Link from Clifford Road to Invicta Way to be improved	This link requires widening and clearing to become usable	£15,000	CIL
W7	Link from Old Bridge Road to All Saints Close to be improved (pedestrian link only)	The existing path requires widening and clearing as well as lighting to encourage its use by pedestrians	£10,000	CIL
W8	Cycle crossing at roundabout A2990/ Whitstable Heights development	A cycle crossing needs to be marked out between the existing dropped kerbs at the splitter island.	£15,000	S106 funding from proposed strategic

				development
W9	Cycle crossing at Borstal Hill	A toucan crossing on the northern arm of the roundabout to enable cyclists to continue on the northern footway of Thanet Way	£150,000	CIL
W10	Cycle crossing at Long Reach	A toucan crossing on the western arm of Long Reach roundabout to enable cyclists to cross north to south	£200,000	CIL
W11	Belle Vue Road junction with Millstrood Road.	Tighten up the junction and provide a footway on the northern side of the junction with a table junction treatment to improve the crossing for students at secondary school.	£200,000	CIL
W12	Crab and Winkle cycle route at South Street to Greenhill via Brooklands development site, Grasmere Road and Molehill Road	This route provides an off road/ lightly trafficked road connection to Greenhill from the existing off road Crab and Winkle route and would require a formal crossing point on Chestfield Road	£500,000	S106 funding from proposed strategic development
W13	Cycle lanes or widened footway on Borstal Hill to link Grimthorpe Ave to Pierpoint Road to link the residential areas either side		£100,000	CIL
W14	Cycle lanes or widened footway on Borstal Hill between Gordon Road to Vulcan Close to connect residential area to school.	With tightened junction radii at Gordon Road and cycle zebra just south of Vulcan Close	£250,000	CIL
W15	Link Road from Borstal Hill to Joy Lane.	Close at Borstal Hill except for cycles.	£5,000	CIL
W16	Long Reach Close to Clifford Road via CW19, Meadow Walk, Borstal Avenue , off road to Golden Hill, and Millstrood Road.	Much of this is in private ownership and only unsurfaced footpaths at present	£500,000	CIL
W17	Improve existing link from Britannia Avenue to Columbia Avenue by surfacing the path (not in public ownership)		£25,000	CIL

W18	Sheppey View to Trilby Way link	Widen existing path or create a new one to link 2 residential areas.	£50,000	CIL
W19	Nightingale Avenue to The Grange.	Provide a new path round Mariner's View ground to create a link between 2 residential areas.	£100,000	CIL
W20	The Ridgeway to John Wilson Business Park including an off road link at Chestfield recreation park		£100,000	CIL
W21	Church Lane Seasalter	It is proposed to close this road and divert traffic through a new development to Seasalter Lane. This will leave Church Lane with very low traffic flows.		Developer



Title: Whitstable Proposed Cycle Network

Scale 1:18,000

Date: 25/08/2022

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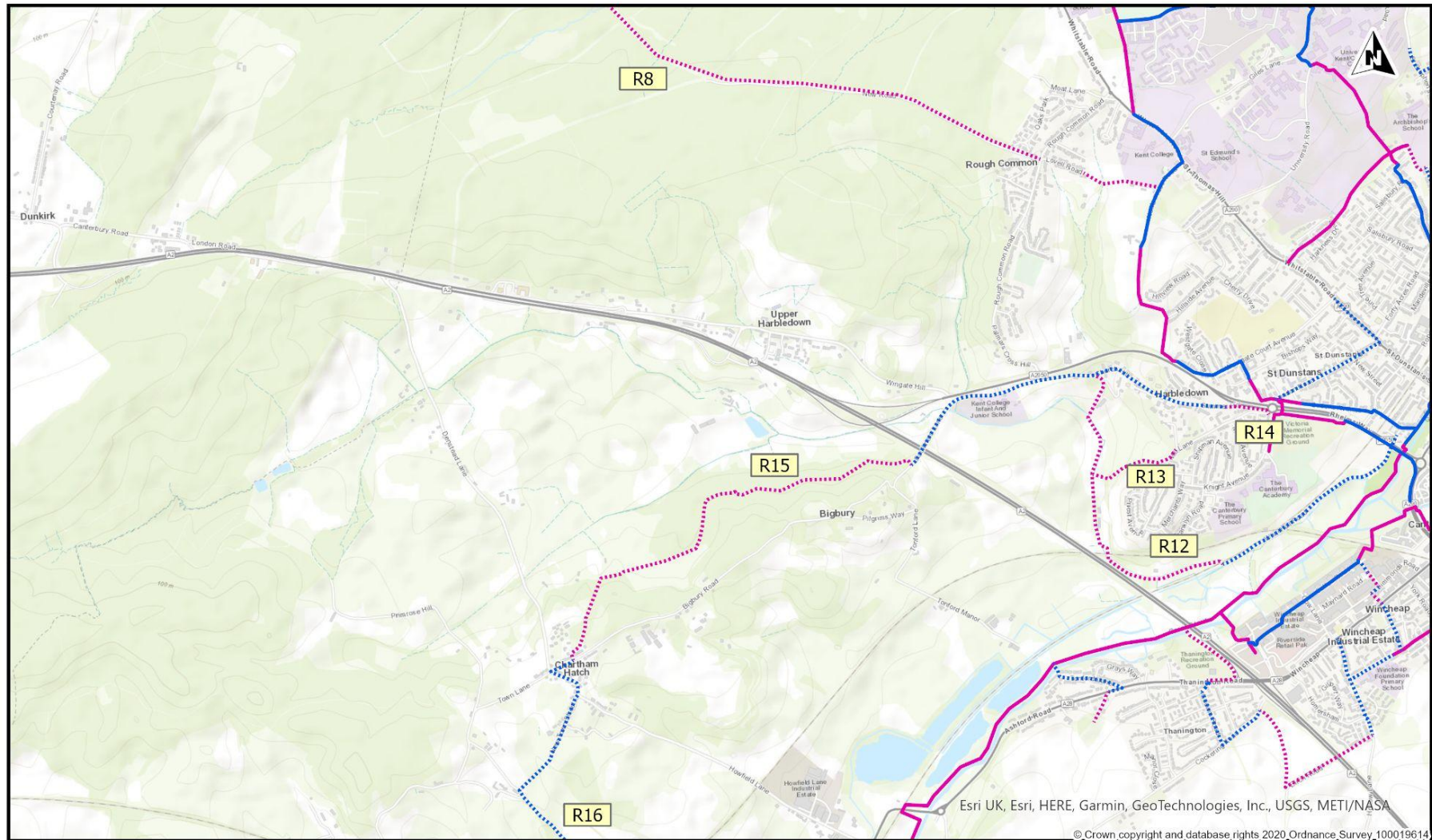


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Cycle Strategy Rural schemes

Ref	Action	Detail	Est cost	Potential funding source
R1	Off road route from existing Crab 7 Winkle cycle route to Braggs Lane Herne Bay (Ref H17).	Requires surfacing and safe crossing points at Hackington Road and Thornden Wood Road	£500,000	CIL/ AT4
R2	Alcroft Grange Road to Herne Bay via Mayton Lane.	This is linked to the route above and may alter depending on the proposed reservoir. Consent required from landowners at Alcroft Grange Road	£250,000	CIL/ S106 funding from reservoir development
R3	From Sturry link road through strategic development sites to Broad Oak village and link to Mayton Lane		£100,000	S106 from existing strategic allocation/ CIL
R4	Extension of riverside route to Broad Oak level crossing	R4, R3 and R2 all link together to make a route to Herne Bay via Braggs Lane and Bullockstone Road	£250,000	CIL/ future active travel bid
R5	Widen and add lighting to existing route (Sustrans bid)	Existing Fordwich route to be improved	£1,000,000	CIL/ Sustrans
R6	Bridge to Barham via Kingston.	Requires 3rd party consent and surfacing of off road route Bishopshbourne to Kingston, and acquisition of land to complete Kingston to Barham route	£350,000	CIL
R7	Mountfield strategic development to Bridge to be provided by developer		n/a	S106 from existing strategic allocation

R8	Canterbury to Faversham off road route through RSPB Blean woods	This links to the NCR1 at Neal's Place Road and requires consent of landowners to permit cycling on footpaths.	£350,000	CIL
R9	Hersden to Sturry. Requires 3rd party land and surfacing of verge at Babs Oak Hill		£350,000	S106 from existing strategic development and CIL
R10	Littlebourne to Patricxbourne off road route link to Adisham Road.	Requires 3rd party consent and surfacing	£350,000	CIL
R10a	Alternative off road section			
R11	Off road link to Oyster Bay trail. Requires 3rd party consent and surfacing		£150,000	CIL
R12	Off road link to Harbledown requires 3rd party consent and surfacing.	This route includes an uncontrolled level crossing Which will therefore need consent from NR	£150,000	CIL
R13	Alternative link to Mill Lane requires surfacing and vegetation clearance		£100,000	CIL
R14	Off road link to Harbledown	Widen footway between Mill Lane and Summer Hill and reduce radius of junction at A2050	£50,000	CIL
R15	Off road link Harbledown to Chartham on the North Downs Way national trail.	Requires landowner consent and some surfacing	£100,000	CIL
R16	Chartham Hatch to Chartham	Signed on road route. Requires cycle contraflow in Station Road and traffic signals at the junction with A28.	£200,000	CIL



Title: Canterbury West Rural Proposed Cycle Network

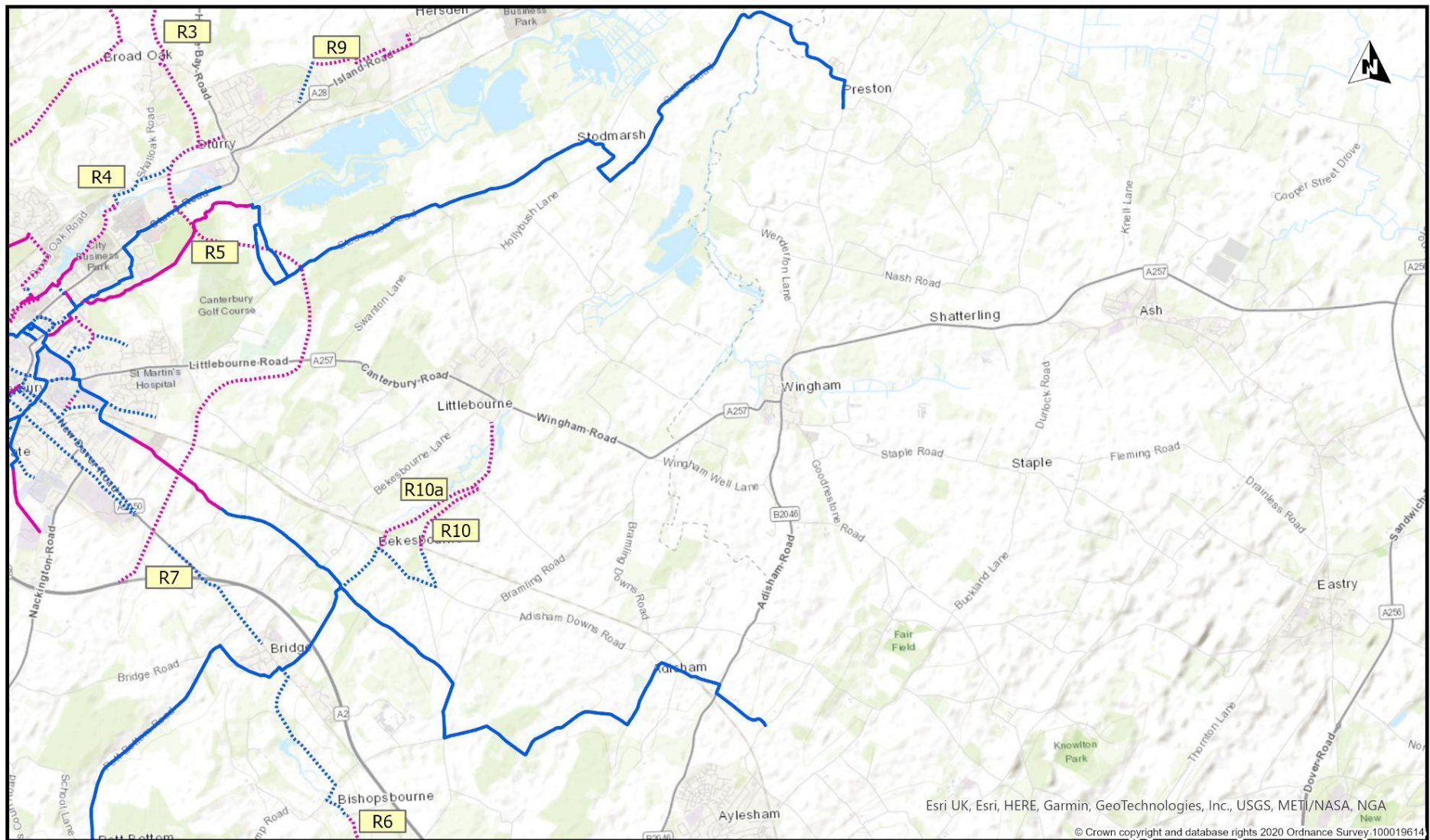
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Date: 03/10/2022

-  Existing On Road Route
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Title: Canterbury East Rural Proposed Cycle Network

Scale 1:60,000

Date: 03/10/2022

-  Existing On Road Route
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Glossary

ATE4	Active Travel England	Active Travel England is the government's executive agency responsible for walking, wheeling and cycling
AT4	Active Travel Tranche 4	Funding bid for strategic cycle routes
CCC	Canterbury City Council	
CIL	Community Infrastructure Levy	Development contribution to infrastructure schemes to benefit the area.
DfT	Department for Transport	
KCC	Kent County Council	
LTN	Local Transport Note	Advice/ best practice publication from DfT
LTP	Local Transport Plan	KCC's statutory document which sets the strategy for the management, maintenance and development of the county's transport system.
LUF	Levelling Up Fund	The government's investment programme which aim to level up communities
S106	Section 106 of the Town and Country Planning Act 1990	This allows a local planning authority to enter into a legally-binding agreement or planning obligation with a landowner as part of the granting of planning permission. The obligation is termed a section 106 agreement.
S278	Section 278 of the Highways Act	This is a section of the Highways Act 1980 that allows developers to enter into a legal agreement with the Highway Authority to make permanent alterations or improvements to a public highway, as part of a planning approval.

Appendix A

Sustrans Canterbury Cycle route audits