

The development of access and movement proposals for the site at Thanington Park has recognised that it is the closest potential major housing site to the City Centre.

This means that, although there will be transport implications from the scheme, the potential wider impacts on Canterbury can be more effectively managed and mitigated than for other proposals that have longer journeys to the city centre.

PBA has developed transport proposals for the site based on its 50 years of experience in development of infrastructure planning and delivery. The masterplan was designed to accommodate the transport requirements.

Connectivity

The existing subway under the A2 – historically used as an agricultural access, will be enhanced and upgraded to form part of a comprehensive network of walking and cycling routes. These will provide access to the two rail stations serving the city.

The new Park & Ride site will be supported by a new dedicated bus service that will also operate a loop into both the existing Thanington settlement and the new residential development at Thanington Park.

General vehicular access will be provided from the main site access on the reconfigured A2 off slip and from secondary access points on Cockering Road.

Access junctions

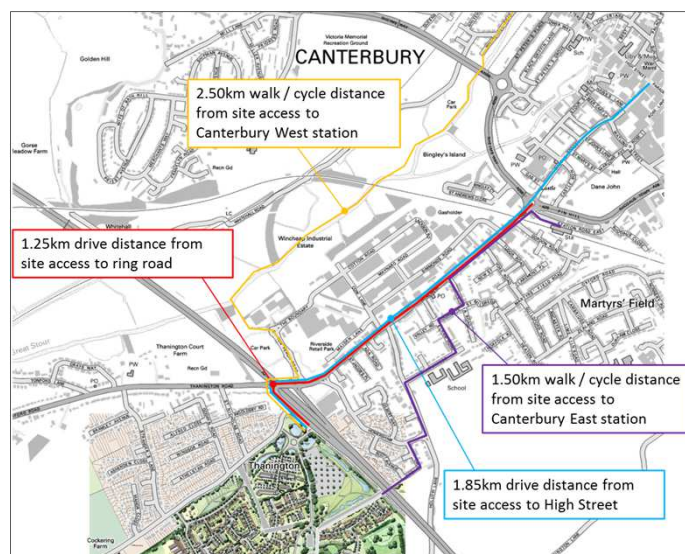
The site will be accessed from a new signal controlled junction on the re-aligned A2 off-slip, linked to the A28 by a new two-way section of road running on the alignment of the current slip road.

Secondary access points will be provided from Cockering Road in the vicinity of Strangers Lane and St Nicholas Road.

Proposals

The opportunity to use part of the site to address issues at the A2/A28 Wincheap junction is a fundamental part of the scheme, and comprises:

- A re-aligned slip from the A2 westbound to the A28, which will make this exit safer;
- A new 600 space Park & Ride facility on the south of the A2 – accessible for more traffic with less impact on the A28 traffic signals;
- Revised traffic signal operations, with a new traffic signal junction at St.Nicholas Road, on the A28 corridor to better optimise traffic flows.



Main site access from A2 slip road



Cocking Road connections

Thanington Park

Traffic movement

Existing traffic flows

Traffic around Canterbury is already congested in many places, and finding ways to allow much needed growth to occur in the City is difficult. The A28 corridor from the south is certainly a busy route, but observation shows that traffic moves through the section in platoons and could be better managed.



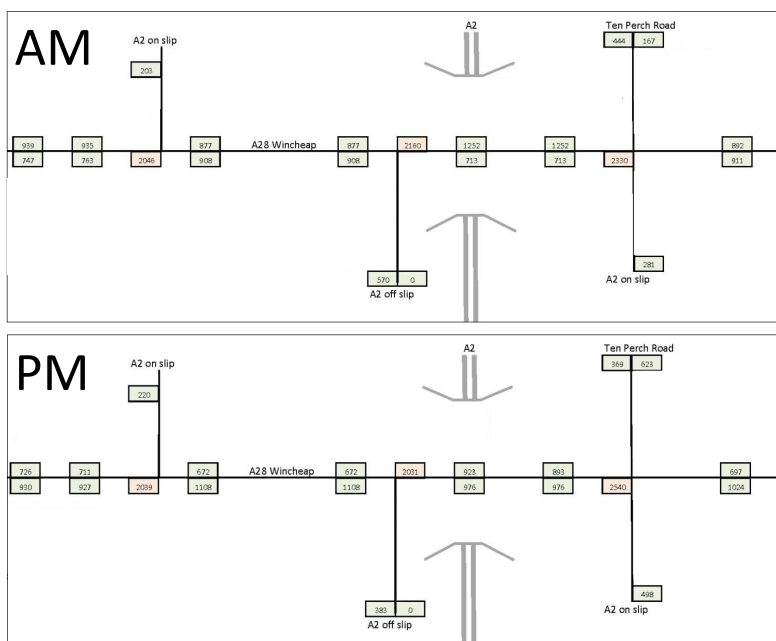
A28 bridge over A2

A28 traffic across the A2 today

Into the City: **1,252** vehicles in the morning, and **923** in the evening



Out of the City: **713** vehicles in the morning, and **976** in the evening



Surveyed traffic flows

The effects of the numerous side roads, junctions and nearer to the City, traffic signals and pedestrian crossings, mean that traffic is held up in groups and then released as a platoon of vehicles.

At present, there are around 1,950 vehicles crossing the A2 bridge in each of the morning and evening peak periods. Surveys show that this is the busiest part of the A28 corridor.

The development will create additional trips in the local area, this is undeniable.

However, the development can also facilitate improvements to the overall transport network that wouldn't otherwise be able to come forward.

Development traffic

Overall, the development is forecast to generate a demand for 527 car trips in the morning peak period, and 658 in the evening. These will then spread out onto the surrounding network and some will be offset by other trips that use public transport. The result at the key A2 bridge will be:

A28 development traffic

Into the City: **172** vehicles in the morning, and **155** in the evening

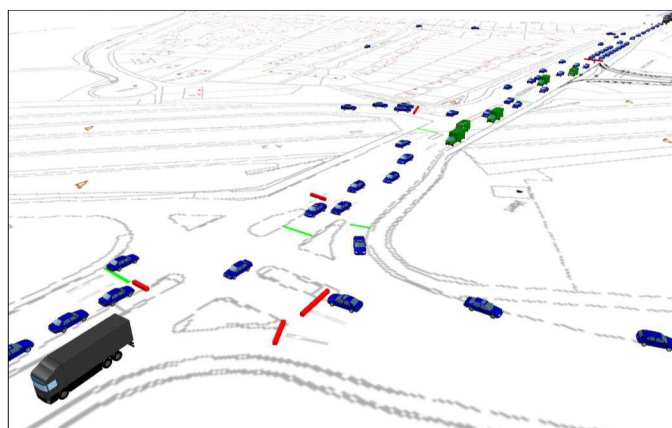


Out of the City: **127** vehicles in the morning, and **218** in the evening

Modelling

The A28 corridor into Canterbury has been modelled using a piece of software called "VISSIM". This is an industry standard modelling tool, recognised by both KCC Highways and Highways England, that allows the interaction of vehicles to be analysed.

The VISSIM model is running on the screen near to this Board and members of the project team will be happy to explain it in more detail.



Thanington Park

Development effects and Benefits



Development effects

The VISSIM model shows that, with the development and its mitigation in place, journey times along the A28 corridor will be marginally improved in the morning peak period, and marginally worse in the evening peak period. However, the performance of the corridor is shown to be within acceptable levels for the context of a major city radial route.

Public transport

- 600 space Park & Ride facility
- Pump-priming for bus services to the Park & Ride site and free bus passes for a year for both existing Thanington and new development residents
- P&R buses will loop through Thanington and the development providing a high-frequency direct bus link to the City Centre

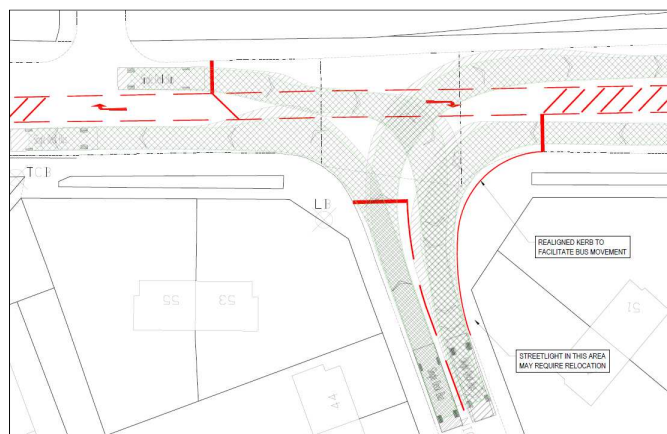


Contemporary Park & Ride hub examples

	Performance Criteria	Existing Results	With Development Results
Morning Peak	Average Speed through the modelled network (mph)	15.59	17.15
	Average Delay per vehicle (secs)	52.92	42.16
Evening Peak	Average Speed through the modelled network (mph)	17.67	15.64
	Average Delay per vehicle (secs)	34.88	46.01

Highways

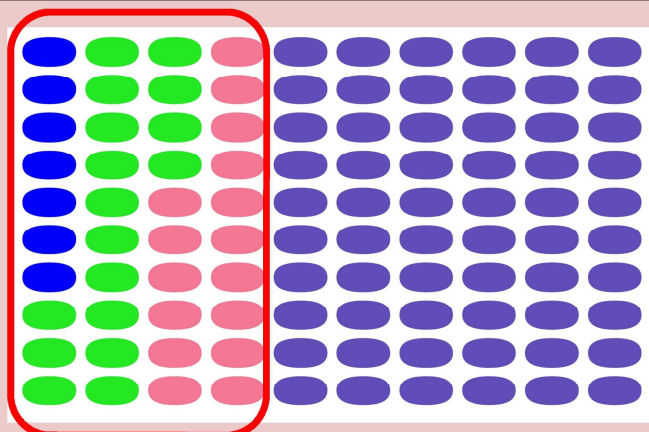
- Re-aligned westbound A2 off-slip road
- Revised traffic signal operation on the A28
- A new traffic signal junction at the St.Nicholas Road junction, to help existing residents exit onto the A28



Walking and cycling

- Upgrades to the A2 subway to make it suitable as a pedestrian and cycle link under the A2
- Green Travel Plans, with car sharing and other green travel initiatives across the development

Together these measures will reduce the car borne impact of the development by 40%.



Total Car Trip Demand = **527** cars

Offset by:

36 existing local trips switch to new bus services

93 trips switch to new Park & Ride services

84 development trips switch to bus services

40%

of car trips offset by new Public Transport provision and proximity to City Centre