A28 Sturry Road, Bus, Taxi and Cycle Lane, Canterbury

To: Canterbury Joint Transportation Board - 12 December 2017

Main Portfolio Area: Growth, Environment & Transport

By: Roger Wilkin, Director of Highways, Transportation & Waste

Classification: For Recommendation

Ward: Northgate

Division: Canterbury City North

Summary: Report on the results of the A28 Sturry Road Bus, Taxi and Cycle Lane consultation

1.0 Introduction

1.1 At the JTB meeting of the 14th November the Board resolved that officers should review three considerations in respect of the earlier presented scheme. These were;
   i. A part time bus lane
   ii. Stopping the bus lane short of the pinch point
   iii. The provision of residents parking at the neighbouring retail parks.

1.2 Councillors spoke in favour of the principle of a bus lane in this location however had concerns regarding elements of the detail within the narrower section of highway between properties 182 and 220 Sturry Road.

2.0 A Part Time Bus Lane

2.1 Officers have reviewed the potential for part time operation of the bus lane and present the following information. A number of examples of part time operational bus lane were reviewed. All those found and advised to review along the A20 were located along Red Routes within London. As such only loading and unloading is permitted during the non-active hours with lanes also being open for free running as dual lanes outside the bus only hours. Critically no parking is permitted on the routes reviewed. It is therefore considered that such routes would operate in the same way as the original Option 2 reported at the last board. It is suggested that having a potential of dual running lanes along with a need to remove parked vehicles by 07:30am is unlikely to address the concerns raised by councillors and residents at the November board. Furthermore enforcement issues are likely to arise due to the necessity to remove parked vehicles by 07:30am in the morning.
2.2 Having considered this option, officers cannot put it forward for recommendation.

3.0 Stopping the Bus Lane short of the pinch point

3.1 In consideration of this proposal officers have drafted a proposed change to the scheme as presented in the attached Appendix C. This option would enable the construction of part of the bus lane whilst retaining the existing parking within the pinch point area between properties 192 and 216.

3.2 This option is considered to be a suitable alternative to the original scheme.

4.0 Provision of residents parking within the neighbouring retail parks

4.1 B & Q were approached by officers on the 23rd November requesting the possibility of issuing resident permits. The initial verbal approach was followed up in writing however at the time of writing no response has been received.

Officers interpretation of the initial response received and the lack of response since, is that the retailers are unlikely to offer such provision. As such this suggestion cannot be offered as an Option.

4.0 Options Considered

4.1 There are a number of options that have been considered:

**Option 1:** Proceed with the project as amended and to seek any future opportunity of land acquisition to the North of the Sturry Road in order to remove the remaining pinch point. Include an exemption in the bus lane Order to allow loading/unloading except between 7.30am and 10:00am and 3:30pm and 6pm (the am and pm peak).

This is makes continued progress on the identified project within the adopted Transport Strategy and will help to meet the agreed target to increase bus patronage. It can be provided without removing traffic lanes or prejudicing against existing traffic flows. It removes the issues of objection raised regarding parking and narrow lanes between 182 and 220 at the November JTB and ensures the secured funding is not returned.

**Option 2:** Proceed with the project as previously presented, including an exemption in the bus lane Order to allow loading/unloading except between 7.30am and 10:00am and 3:30pm and 6pm (the am and pm peak).

This would address one of the main concerns raised in the consultation that loading and unloading would be prohibited if the bus lane were to be provided. Whilst this would represent a slightly less beneficial scheme from the buses perspective during the off peaks, it would be a compromise and would serve to mitigate some of the objections made during the consultation. This would also negate the need for a Public Inquiry. This option would not address the issues raised at the November JTB but remains the most efficient use of the Public
Highway and makes greatest progress towards the delivery of the Canterbury Transport Strategy.

**Option 3:** Not to proceed with the scheme at the present time. This will result in the funding being lost and/or returned to developers and more importantly an essential element of the Transport Strategy being undermined. Proceeding in this way would also mean Members must accept the large growth in the area, resulting from numerous development sites, would cause an increase in traffic flows, congestion and delays with no scope for modal shift.

5.0 Next Steps

5.1 If the project is approved, the scheme will be progressed to detailed design, with a view to construction starting early 2018.

6.0 Financial

6.1 The overall estimated scheme cost is £700,000. KCC have secured allocation from the Local Growth Fund of £300,000. £147,000 of funding is available from developer’s S106 contributions and a bid for funding from the Kent Lane Rental Fund has been successful for the remaining £253,000.

7.0 Legal implications

7.1 Traffic Regulation Orders (TRO) for the parking restrictions and the bus lane have been advertised. If there are any relaxations to the requirements of the Order, these can be included and the TRO can be made.

8.0 Conclusions

8.1 The previous report submitted at the November JTB demonstrated that the scheme has positive public support for the provision of a westbound bus lane on Sturry Road. Representation and objections had been received relating to the safety of lanes through the pinch point area and loss of parking. Those objections are removed in the Option 1 outcome presented above.

9.0 Recommendations

9.1 Officers recommend that the board determine whether Option 1 or 2 are progressed. Option 1 removes those objections and concerns raised at the November board. Option 2 remains the most efficient use of the Public Highway and makes greatest progress towards the delivery of the Canterbury Transport Strategy.

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<tr>
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| Reporting to:    | Tim Read - Head of Transportation Service                                      |
## Appendices

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