

Appendix 3: Local Cycling and Walking Implementation Plan

Introduction

This Local Cycling and Walking Implementation Plan sets out the aims and aspirations of the council to significantly increase the number of trips made by walking and cycling within the horizon period of the new Local Plan to 2045. 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 1.

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 they 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 look at 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.

Solar charging for electric bike hire will be included in the cycle hire offer.

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.

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 date 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.

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.

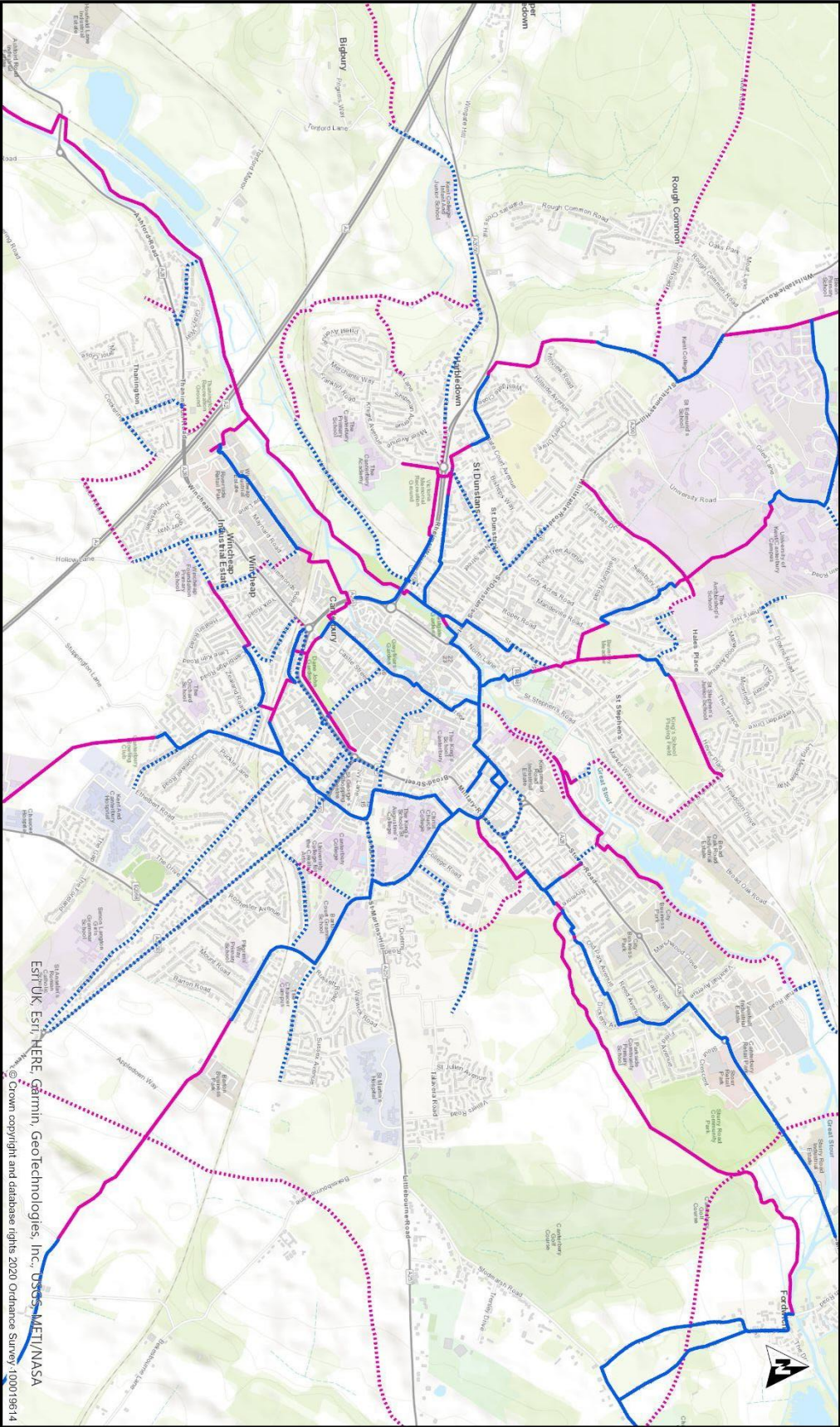
Where we have responsibilities and influence (i.e. through the planning process), we will ensure that walking and cycle routes are regularly maintained. Maintenance will include vegetation/tree clearance, repairs to surface defects, lighting, signs and litter/debris clearance.

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 Proposed Cycle Network

Scale 1:25,000

Date: 03/10/2022

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

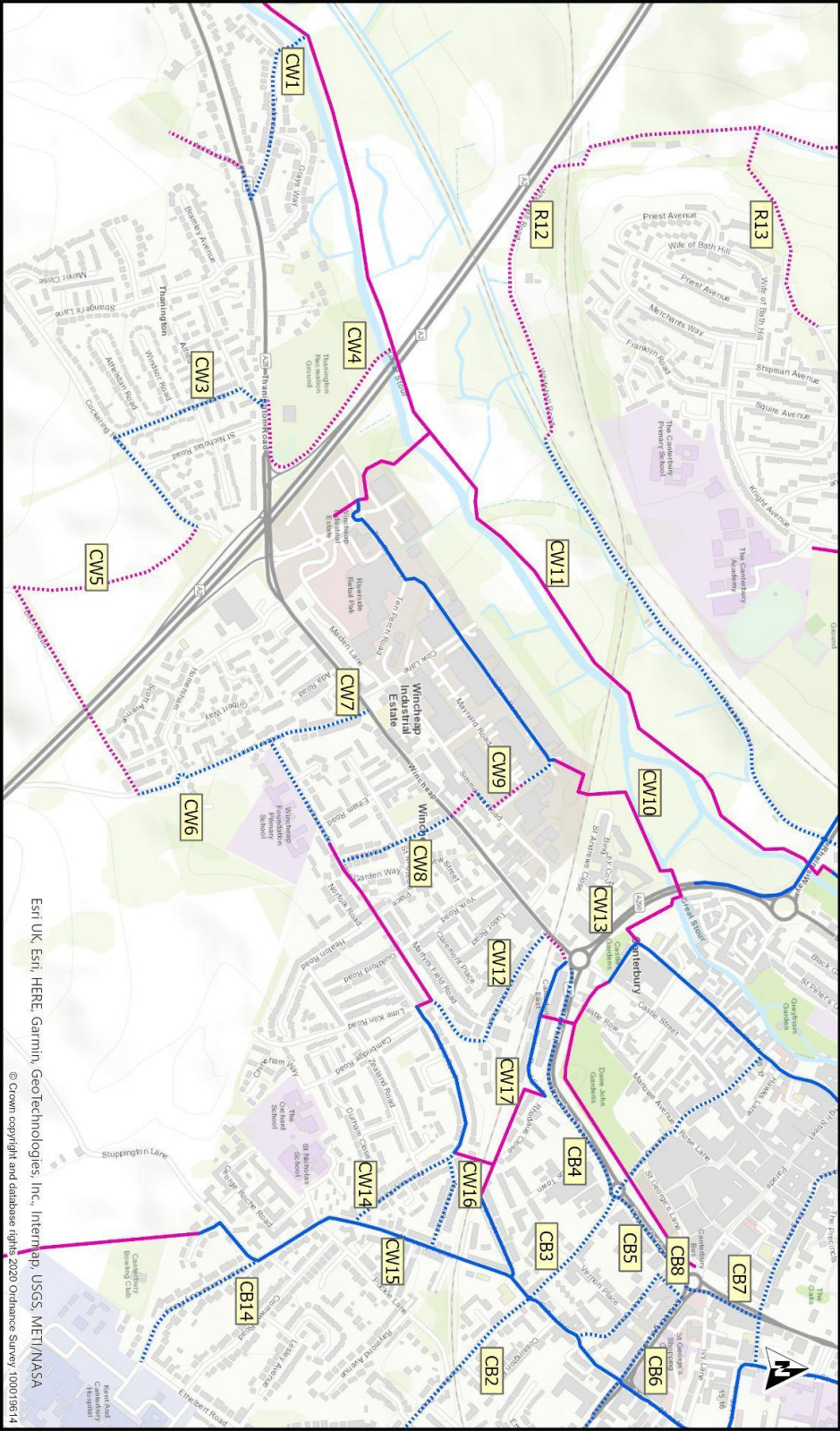


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Ref	Action	Est cost	Proposed funding source
	Wincheap Area		
CW1	New cycle bridge at Tonford Lane to replace existing stepped bridge and connect Thanington to the Great Stour Way path	£250,000	S106 South west Canterbury developers
CW2	Ashford Road Thanington, new toucan crossing to connect Strangers Lane to Tonford Lane with cycle lanes on carriageway or widened footway	£150,000	S106 South west Canterbury developers
CW3	Change existing pelican crossing to toucan and widen footpath link to Godwin Road	£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	n/a	S278
CW6	Traffic calming on Hollow Lane to encourage cycling	£100,000	S106 South west Canterbury developers
CW7	Modal filter at Hollow Lane south of junction with Hollowmede	£10,000	S106 South west Canterbury developers
CW8	New cycle crossing Victoria Road to Cooper's Lane and improvements to Cooper's Lane	£150,000	Existing developer funding
CW9	Widen existing footpath link Jackson Road to Simmons Road and provide lighting	£25,000	CIL
CW10	Illuminate existing cycle route	£25,000	CIL
CW11	Illuminate existing cycle route	£100,000	CIL
CW12	New shared route on footway	£30,000	S106 South west Canterbury developers
CW13	Provide signalised route through roundabout	£500,000	S106 South west Canterbury developers
CW14	Modal filter at Nunnery Road	£10,000	S106 South west





			Canterbury developers
CW15	Modal Filter at Norman Road	£10,000	S106 South west Canterbury developers
CW16	Improve wheeling ramp at steps over railway	£5000	CIL
CW17	Improve access to station by opening gate on London bound platform - needs consent from Network Rail	£20,000	S106 South west Canterbury developers
CW18	Improve surface and lighting at Hop Garden Way	£20,000	CIL



Title: Canterbury West Proposed Cycle Network

Scale 1:10,000

Date: 25/08/2022

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



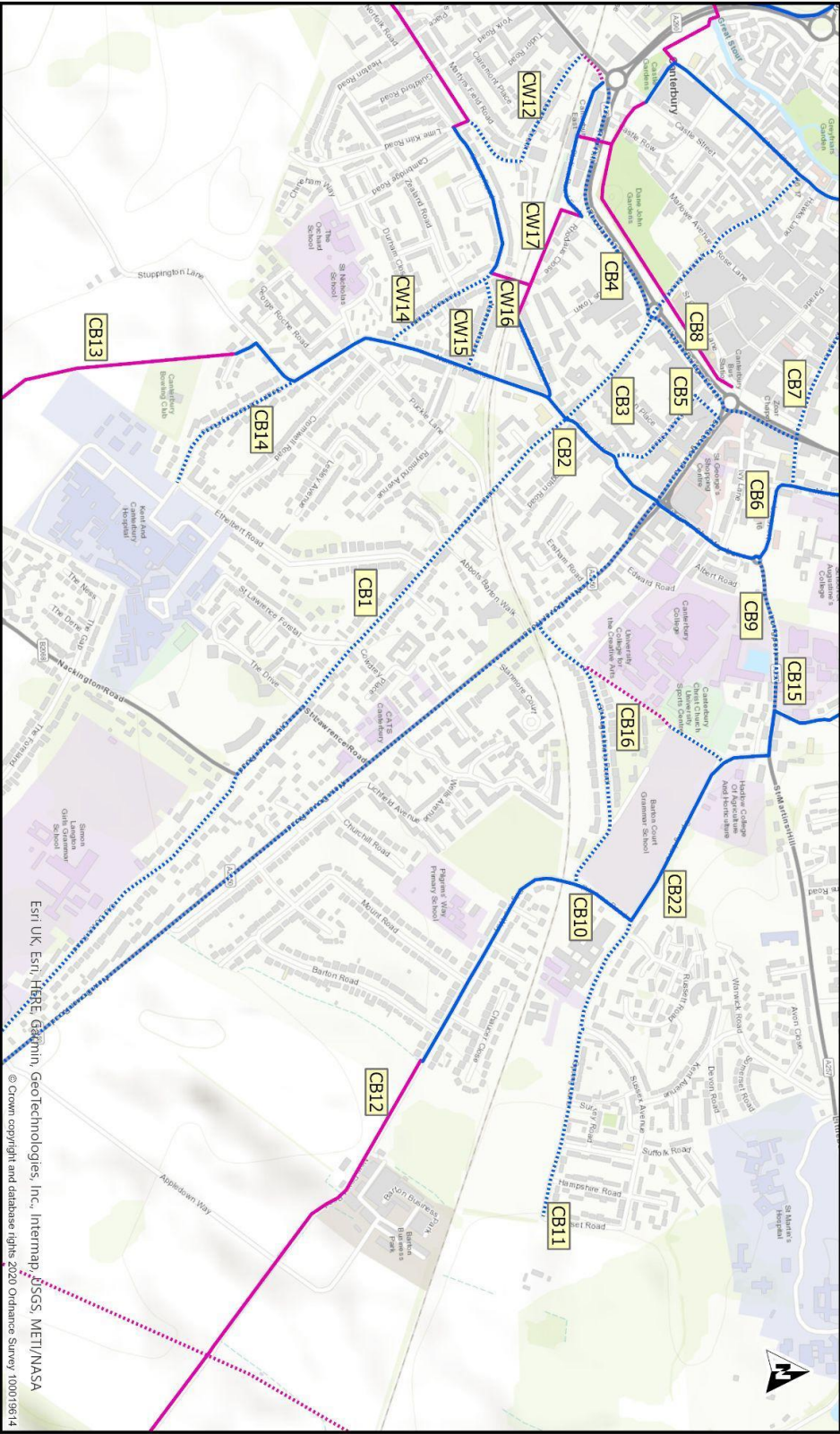
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Ref	Action	Est cost	Proposed funding source
	Barton Area		
CB1	Modal filter at Old Dover Road. May need to be controlled by CCTV. This reduces vehicular traffic to those needing access only. Remove parking to provide cycle lanes.	£50,000	CIL
CB2	Add advance stop lines and approach lanes to all approaches to traffic signals. Add straight through pedestrian stages to signals	£50,000	CIL
CB3	Provide signalised route through roundabout to provide a safe route to Watling Street for a cross city route	£500,000	CIL
CB4	Remove one lane of traffic in each direction to provide a segregated cycle route	£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	£500,000	CIL
CB8	Improve walking link through Bigglestones Link and allow cycling. This will require the consent of the landowner	£50,000	CIL
CB9	Improved cycle link Longport to Burgate to be provided by KCC as an Active Travel scheme	n/a	KCC/ DfT
CB10	Modal filter at Pilgrims Road to remove significant volume of vehicular traffic in the Barton residential area	£100,000	S106 Proposed eastern Canterbury strategic allocations
CB11	Link from Spring Lane to potential	n/a	S106 Proposed

	future development site		eastern Canterbury strategic allocations
CB12	Illuminate existing off road cycle route	£100,000	CIL
CB13	Illuminate existing off road cycle route	£50,000	S106 Proposed south west Canterbury Strategic allocations
CB14	Remove some parking and narrow the carriageway to add new cycle lanes and improve junction with hospital road	£50,000	S278 from existing south Canterbury allocation
CB15	Install traffic signals with cycle stage at junction	£250,000	S106 Proposed south west Canterbury Strategic allocations
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	£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 by reducing the speed limit, installing traffic calming, widening the eastern footway and providing greenery.	£100,000	S106 Proposed eastern Canterbury strategic allocations
CB19	Improvements to existing route to clarify 2 way cycling	£20,000	S106 Proposed eastern Canterbury strategic allocations
CB20	Link to development site at Howe Barracks to be provided by developer	n/a	S278 from existing Howe Barracks allocation
CB21	Link through proposed development site to be provided by developer	n/a	
CB22	Traffic calming and improvements to existing route	£100,000	S106 Proposed eastern Canterbury strategic allocations
CB23	Add vertical segregation to existing cycle lanes on both approaches to traffic signals.	£100,000	CIL
CB24	Tighten junction radii to reduce width of carriageway for pedestrians	£50,000	S278 from existing south Canterbury





			allocation
CB25	Add cycle symbols to carriageway and traffic calming	£100,000	CIL
CB26	Add signing to clarify cycle right turn, remove on street parking to extend cycle lane.	£1,000	CIL



Title: Canterbury South Proposed Cycle Network

Scale 1:10,000

Date: 25/08/2022

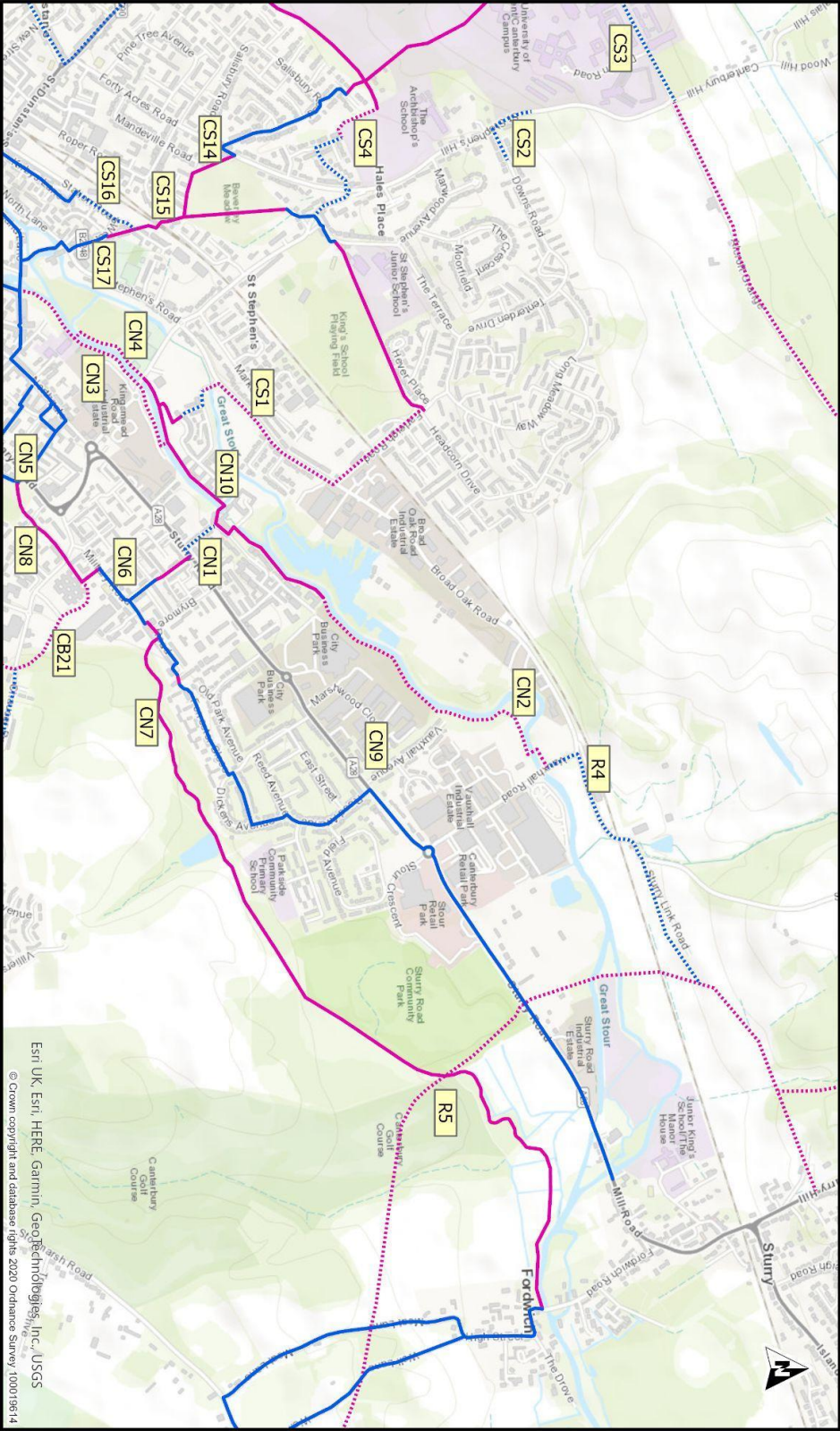
-  Existing On Road Route
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Ref	Action	Est cost	Proposed funding source
	Northgate area		
CN1	Provide new link via Barton Mill Road and new cycle stage at traffic signals	£100,000	CIL
CN2	Extend riverside route to Vauxhall Road	£150,000	CIL
CN3	Widening and improvements to existing path	£150,000	S106 from Riverside development
CN4	Widen and improve existing link to leisure centre	£30,000	CIL
CN5	Add cycle contraflow to New Ruttington Lane, Union Street and Union Place	£5,000	CIL
CN6	Remove parking and add cycle lanes to carriageway	£1,000	CIL
CN7	Access improvements and waymarking to both ends of footpath link	£5,000	CIL
CN8	Improvements to cycle paths on both approaches to toucan crossing	£20,000	CIL
CN9	On road link between Riverside route and Sturry Road cycle lanes. Convert existing pelican crossing to toucan crossing	£100,000	CIL
CN10	Add ramps to existing 2 sets of steps to provide wheeled accessibility	£50,000	CIL
CN11	Cycle lanes on Military Road and Tourtel Road	£250,000	S106 Proposed eastern Canterbury strategic allocations
CN12	Provide signalised route through roundabout	£500,000	S106 Proposed eastern Canterbury strategic allocations
CN13	Provide signalised route through roundabout	£500,000	S106 Proposed eastern Canterbury strategic allocations
CN14	Permit contraflow cycling	£500	CIL



Title: Canterbury East Proposed Cycle Network

Scale 1:15,000

Date: 25/08/2022

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

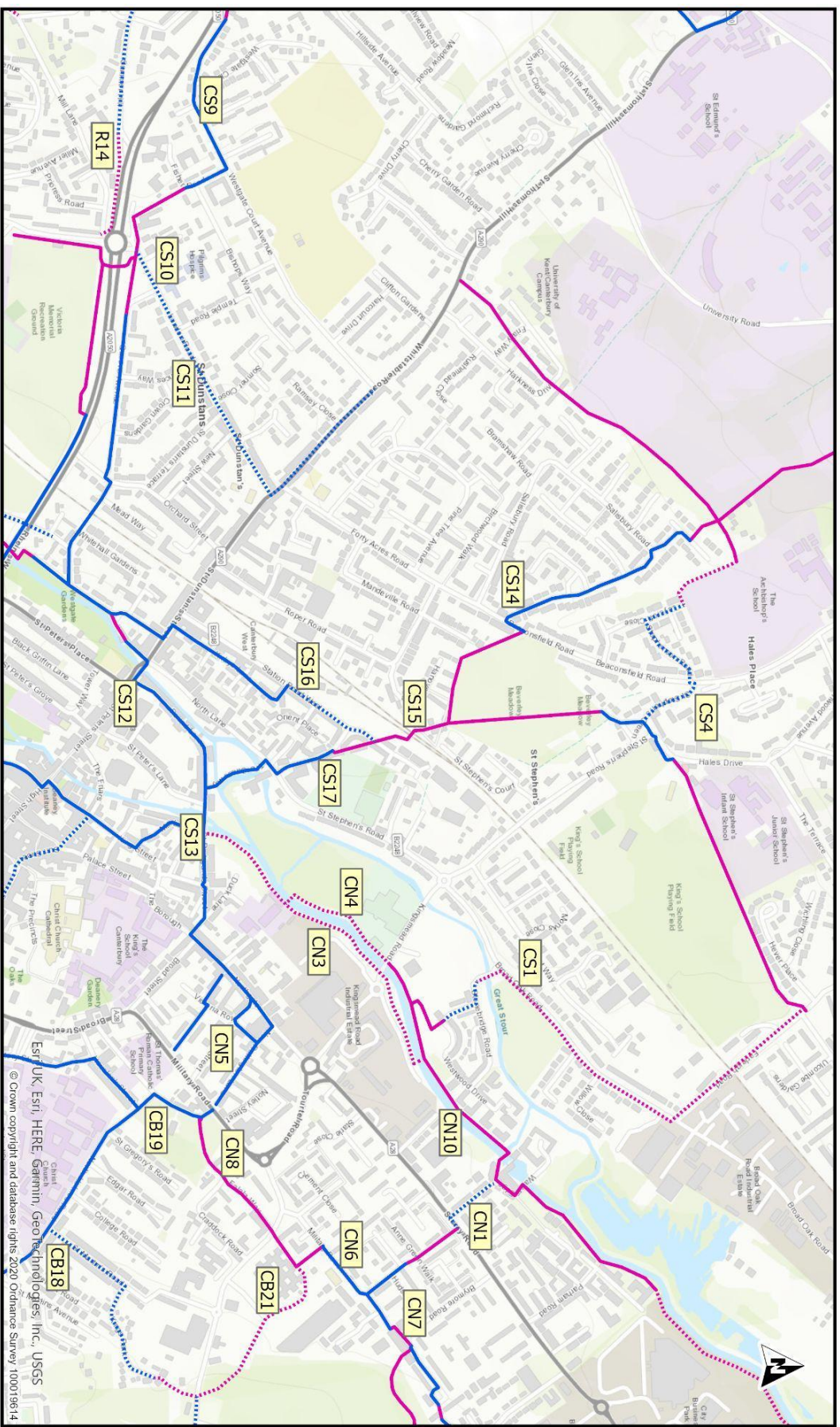


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Ref	Action	Est cost	Proposed funding source
	St Stephens and St Dunstan's area		
CS1	Widen footway in Farleigh Road and Broad Oak Road to provide 2 way cycling. Toucan crossing at Broad Oak Road	£200,000	S106 from proposed strategic development at Folly Farm
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	£250,000	CIL
CS3	On road link to Alcroft Grange	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	£200,000	CIL
CS5	Waymarking to Park Wood Road and cycle lanes on carriageway	£1000	CIL
CS6	Investigate narrowing carriageway and widening footway/ cycle lanes	£50,000	CIL
CS7	Widen and surface existing path link from Neals Place Road to Lovell Road - requires 3rd party land	£100,000	CIL
CS8	Widen existing path - requires 3rd party land	£50,000	CIL
CS9	Improve existing route with wayfinding, cycle lanes and lower speed limit	£20,000	CIL
CS10	Improve link to toucan crossing. Remove barrier and better wayfinding on minor road	£5,000	CIL
CS11	Improvements to existing route. Widen path and better wayfinding/ highlighting of route. Modal filter to remove through traffic	£50,000	CIL
CS12	Modal filter to remove through traffic	£5,000	CIL
CS13	Modal filter to remove through traffic	£5,000	CIL

CS14	Remove parking, widen footways and install table junction to provide better crossing area	£100,000	CIL
CS15	Investigate "Share with Care" length of path and removal of barriers	£1000	CIL
CS16	Widen existing path and footway by using land to north of existing footway to Canterbury West station	£100,000	CIL
CS17	Reduce carriageway width and widen footway/ cycle path. 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 carriageway	£1,000	CIL
CS19	Install segregated cycle lane by reducing carriageway width and reducing footway width to 2.0m	£100,000	CIL
CS20	Sign cycle route on local roads to existing toucan crossing	£100	CIL
CS21	Existing 20mph street. Add cycle symbols to carriageway and cycle lanes where width allows	£100	CIL
CS22	Widen footway to incorporate width of temporary bollards	£50,000	Active travel funding



Title: Canterbury North Proposed Cycle Network

Scale 1:10,000

Date: 25/08/2022

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

Cycle Strategy Herne Bay schemes

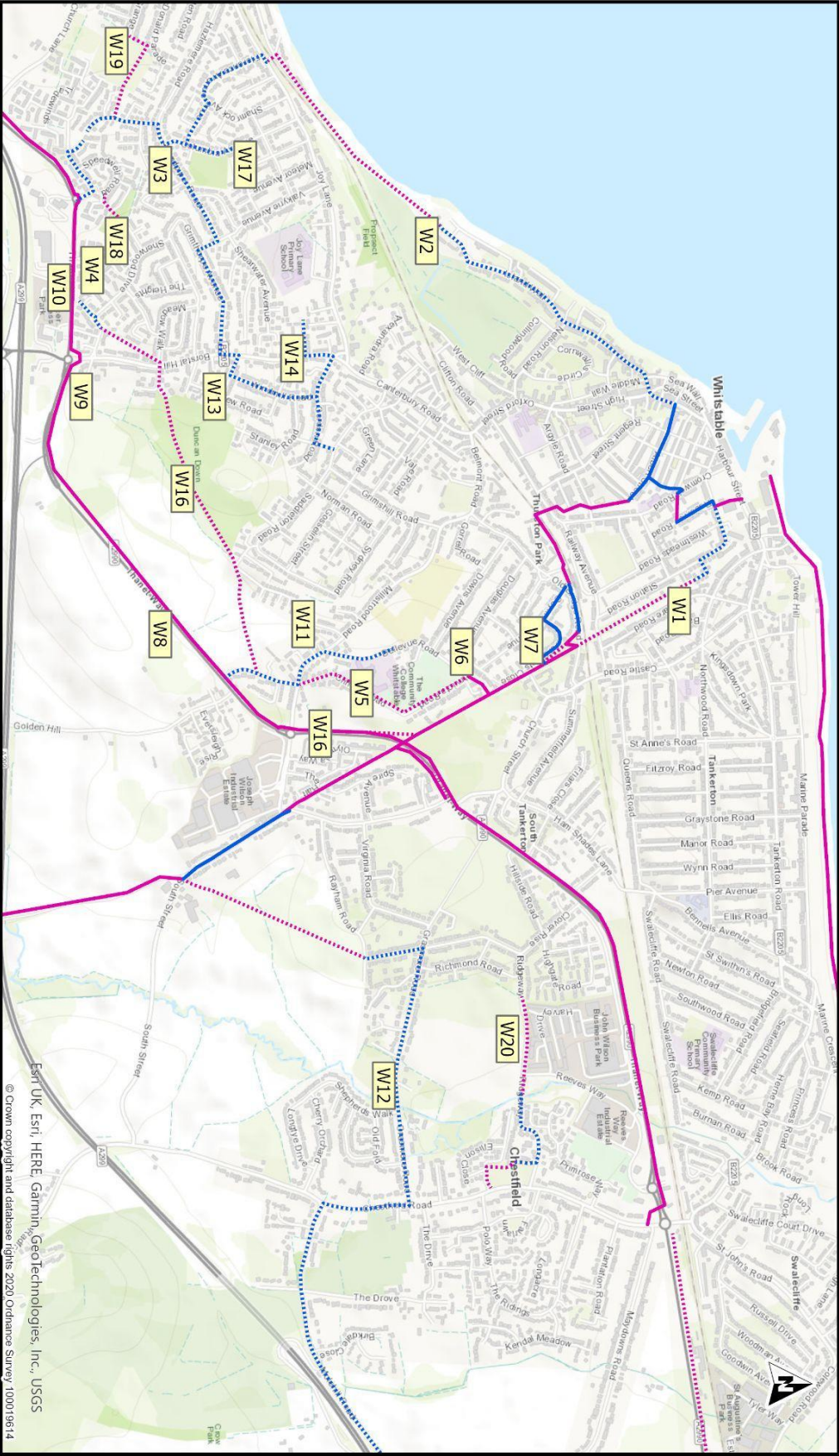
Ref	Action	Est cost	Potential funding source
H1	Station to sea front. Active Travel scheme providing a widened footway at Station Road, a signed route through Memorial Park and contra flow cycling on Richmond Street	£100,000	KCC/ DfT active travel funding
H2	Memorial Park to sea front via Station Chine and a contra flow on William Street. Part of the bid for levelling up funding	£250,000	Department for Levelling Up Housing and Communities funding
H3	Link from Greenhill strategic development to station using 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 funded by the Greenhill developer	£150,000	S16 from existing Greenhill allocation
H4	Modal filter at Central Parade to remove through traffic. Included in Active Travel scheme	n/a	
H5	Safety improvements at Margate Road to provide a link from Herne and Broomfield via Mill Lane to Albert Hugo Friday bridge.	£50,000	CIL
H6	Link from The Boulevard through new development to Hillborough	n/a	Hillborough development
H7	Surface Thundersland Road path to link two residential areas	£50,000	CIL
H8	Cycle crossing at Reculver Road with tightened junction radii at Grange Road and Highfields Avenue to link Beltinge to eastern Herne Bay. Signed route on residential roads provides a link to sea front via H10	£100,000	Possibly Hillborough development or CIL
H9	Link Highfields Avenue to Churchill Avenue by widening the link path to permit cycling.	£25,000	Possibly Hillborough 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	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	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.	£500,000	CIL
H18	Existing path to be shared with additional signage and new dropped kerbs	£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	£100,000	Existing strategic developer

Cycling Strategy Whitstable schemes

Ref	Action	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	S106 funding from Whitstable developer/ private funding
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 only	£500	CIL
W4	Existing path on northern footway of A2990 Thanet Way to be widened and improved for shared use	£500,000	LTP/ CIL
W5	Ramp from northern footway of A2990 to Invicta Way	£250,000	S106 funding from proposed strategic development/ CIL
W6	Link from Clifford Road to Invicta Way to be improved	£15,000	CIL
W7	Link from Old Bridge Road to All Saints Close to be improved (pedestrian link only)	£10,000	CIL
W8	Cycle crossing at roundabout A2990/ Whitstable Heights development	£15,000	S106 funding from proposed strategic development
W9	Cycle crossing at Borstal Hill	£150,000	CIL
W10	Cycle crossing at Long Reach	£200,000	CIL
W11	Belle Vue Road junction with Millstrood Road. Tighten up the junction and provide a footway	£200,000	CIL

	on the northern side of the junction with a table junction treatment to improve the crossing for students at secondary school.		
W12	Crab and Winkle cycle route at South Street to Greenhill via Brooklands development site, Grasmere Road and Molehill 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.	£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



Title: Whitstable Proposed Cycle Network

Scale 1:18,000

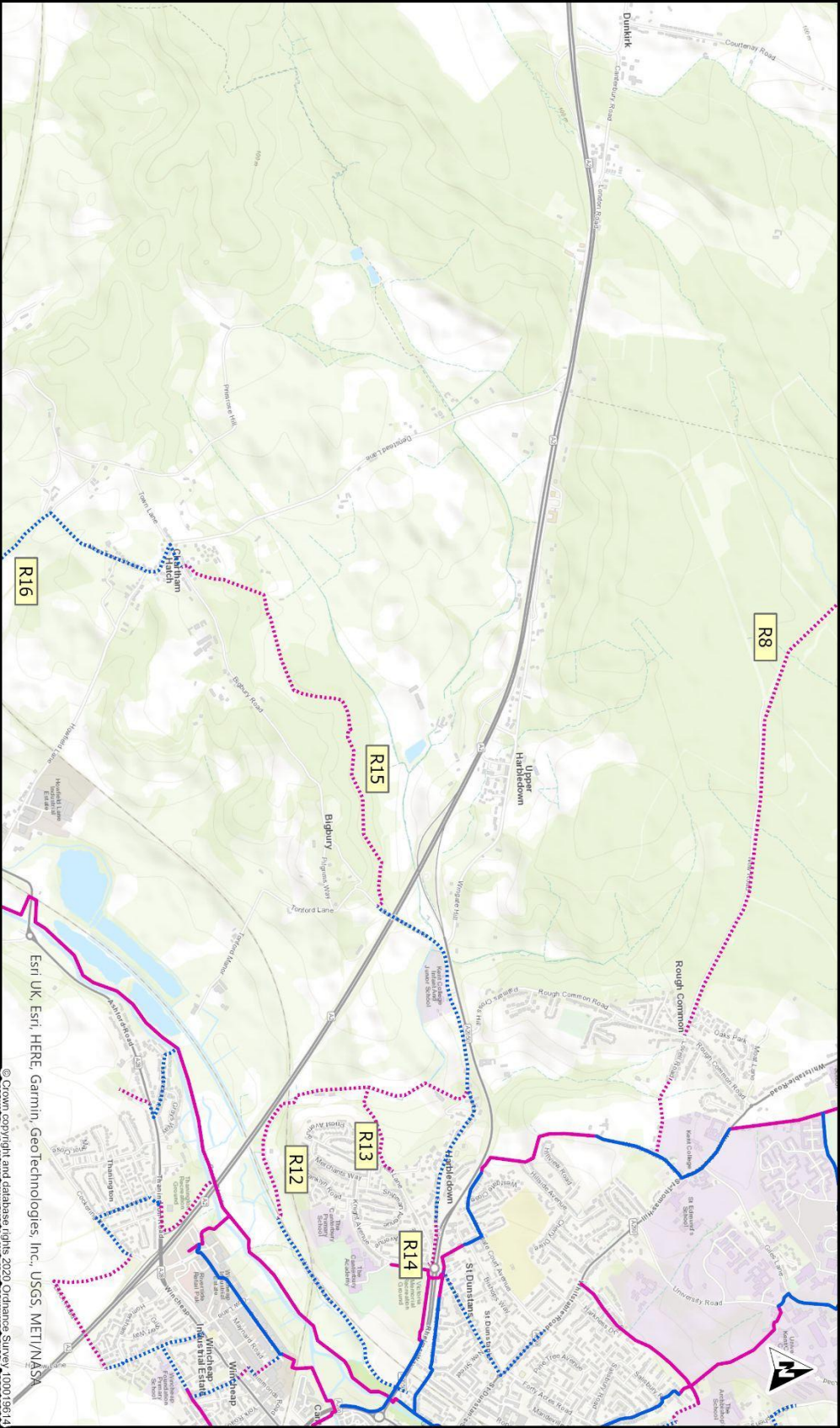
Date: 25/08/2022

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

Cycle Strategy Rural schemes

Ref	Action	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
R2	Alcroft Grange Road to Herne Bay via Mayton Lane. The route may alter depending on the proposed reservoir	£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	£250,000	CIL
R5	Widen and add lighting to existing route (Sustrans bid)	£1,000,000	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	£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	£150,000	CIL
R13	Alternative link to Mill Lane requires surfacing and vegetation clearance	£100,000	CIL
R14	Widen footway between Mill Lane and Summer Hill and reduce radius of junction at A2050 to provide off road link to Harbledown	£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	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

Scale 1:24,000

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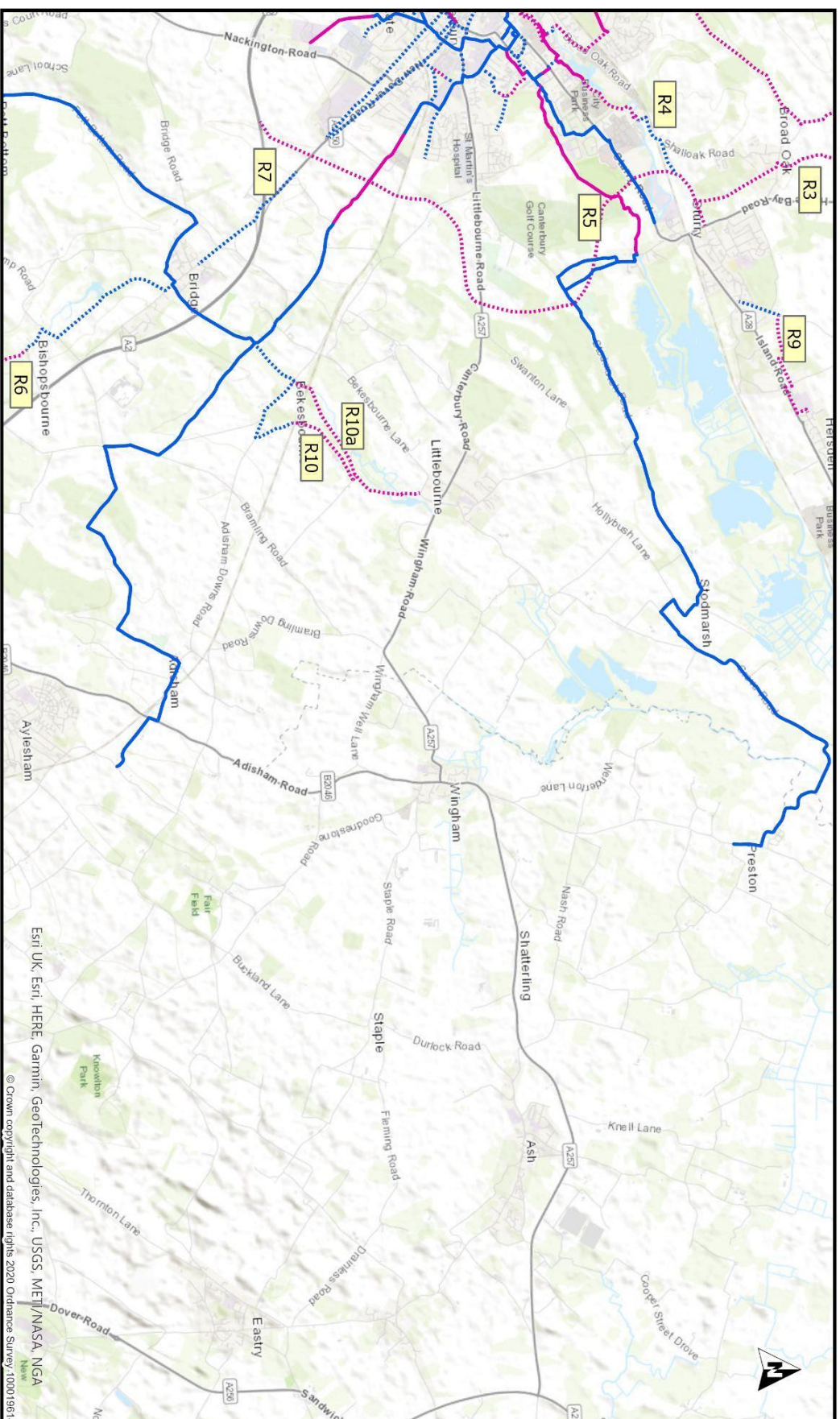
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Title: Canterbury East Rural Proposed Cycle Network

Scale 1:60,000

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-  Existing On Road Route
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-  Proposed Off Road Route



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Appendix A

Sustrans Canterbury Cycle route audits