



WHITSTABLE is famous, of course, for its oysters but other claims to fame are boat building, deep sea divers and spectacular sunsets.

Whitstable Bay and the Isle of Sheppey provide a wonderful backdrop for sunsets and many people visit the Old Neptune on the seafront to watch the sun go down. Turner painted seascapes at Whitstable and artists are still very much associated with the town.

The diving suit was developed in Whitstable in 1828 which led to a number of Whitstable men entering this dangerous profession for many years. Dollar Row along the seafront is said to have been built on the treasure found from deep sea dives.

At the height of the Whitstable oyster industry in the 1860s and 1870s millions of oysters were raised annually. It is estimated that London alone consumed 700 million oysters in 1864. More than a hundred oyster boats would be seen offshore. Most of the industry collapsed after the oyster deaths of 1921-22 due to an imported parasite. Today Whitstable has the largest commercial hatchery of oyster spat (young oysters) in the country and some of these are placed out on the lower shore on oyster racks to mature before being cleaned up in tanks on land.

Boat building was the backbone of Whitstable's prosperity from the late 18th century until the 20th century and many of the car parks and new housing developments along the sea front mark the areas where boat yards used to be.



Lesser stitchwort, red campion and yellow archangel alongside the 'Way'.

THE SARRE PENN is today a small stream which starts its journey in the parish of Dunkirk and flows eastwards through Blean Woods to join the River Stour at Sarre. Historically, it was only known as the Sarre Penn downstream and in fact at this location it is also known as the Fishbourne Stream. Bullhead, gudgeon, roach, eels and three-spined sticklebacks populated the stream here 40 years ago. The railings on the bridge were made by Julian Coode, a Whitstable artist.

REGENERATION & RETURN (sculpture 3) is the title of the sculpture by Will Glanfield, a resident of Whitstable. 'From the earth all our industry and effort is drawn, including working of iron, coal and timber. Through usage these materials are transformed and returned - part of a greater cycle. The connecting line between Canterbury and Whitstable has been re-kindled'.

Celebrating the launch of the Crab & Winkle Way, October 1999.



REFERENCES

Butler A, Headley M, and Litten V – The Sarre Penn.
Kent County Council – Stour Valley Walk Guidebook (1995).
Kentish Stour Countryside Project – Crab and Winkle Way Feasibility Study (1998).

WHITSTABLE HARBOUR was opened in 1832 and was used to import coal, although other goods were increasingly traded in the 20th century. Today it is principally trading in aggregates and timber. It must have been quite a sight in the 19th century with all the large masted wooden boats moored up. The fishmongers and restaurant offer something in addition to the harbour itself which retains its attractive character.

The original railway station was inside the harbour gates and crossed Harbour Street with a level crossing, it became derelict at the turn of the century due to a new station being built in 1894. This station was demolished after passenger traffic ceased in 1930 and the Whitstable Health centre now occupies its space.



THE CRAB & WINKLE WAY MOSAIC was designed by Oliver Budd and erected in August 2002. Its theme combines the line, the seaside and cycling.

WINDING POND AND WINDING WHEEL SEAT Water from the winding pond was used by the steam engine that wound the locomotives up the gradient in Clowes Wood. The Winding Wheel Seat was designed and constructed by Tim Norris, a graduate of the Kent Institute of Art and Design at Canterbury, during the autumn of 1999. The picnic table now offers an opportunity to 'wind down'!

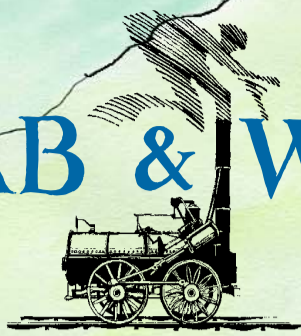
SALT WAY Is a very ancient track which was used to transport salt from the Salt Pans at Seasalter to Canterbury. It would have been a very busy trading route for this highly valued and much needed commodity and was the only good route in the vicinity through the Forest of Blean. The Salt Way seat was constructed by Georgia Wright, a Whitstable based artist, in autumn 2001. The majority of the oak used came from Blean Woods. Take a seat and think back a few thousand years to the people who would have used the route!

EARTHWORK This is the remains of a medieval settlement and now below ground, first to third century Roman villa.

CANTERBURY is a good stopping off point for anyone cycling the 'Way' as part of the National Cycle Network. As well as the cathedral and museums, leave time to explore the back-ways. Here is a whistle stop tour of 2000 years of history....! Canterbury was settled by iron age people and became the regional capital of the tribe Cantiaci before the Romans arrived and made it the cantonal capital. Roman authority collapsed at the beginning of the 5th century and the Anglo Saxon invaders arrived soon after. By the late 6th century Canterbury was home to Ethelbert, King of Kent, and in 597 when St Augustine arrived, he was converted to Christianity. During the medieval period Canterbury developed as an important ecclesiastical centre, as well as a trading and commercial centre and, after the murder of Thomas à Becket in the Cathedral in 1170, as a place of pilgrimage. In the 16th and 17th century the city gained a reputation for producing fine silk and later woollen cloth due to the arrival of Walloon and Huguenot Protestant refugees. In the late 18th century with the city being so close to European neighbours, garrisoned soldiers accounted for one third of the population. Although the 'Baedeker' air raid in 1942 destroyed a great deal of property, the city today offers much for the visitor with the historic buildings, shops and cafes.

West, Douglas – Portrait of a Seaside Town 1-4 (1984-1991).
Whitstable Improvement Trust Panels (1992).
Whitstable Improvement Trust – In the Tracks of Railway History.

CRAB & WINKLE WAY



THE NEW THANET WAY was opened in 1998. From the bridge one can see, to the east, Convict's Wood, which lost its southern tip with the construction of the road. Road protesters camped out near here and made the loss of woodland an issue in their argument against the road. However the road did create new landscapes and habitats such as the pond on the eastern side of the bridge and of course all the tree planting and grassy verges. Kestrels can often be seen hovering overhead at the bridge. Swalecliffe Brook which flows under the bridge has its tributaries in Blean Woods, it flows through Denstroude and eventually out to sea at Long Rock. Also very visible to the south is Clowes Wood, part of the Blean Wood Complex.

CLOWES WOOD is managed by Forest Enterprise, the Forestry Commission's woodland management division. The main conifers likely to be seen along the 'Way' are Norway spruce, Western hemlock and Corsican pine. Scots pine, beech, larch and sweet chestnut also occur. Broad-leaved trees have been planted or allowed to grow along the rides and paths and it is in these areas where most wildlife interest is found.

Visiting Clowes Wood at dusk during May and June listen for the churring of the nightjar. This unusual summer visiting bird lives on heaths and young forestry plantations where it collects insects, especially moths, in its gaping beak as it flies at night. Nightingale can be heard singing in May. There are many other birds including woodcock, hawfinch, woodpeckers, nuthatch, jay, warblers and long-tailed tit.



Fly agaric mushroom.

Some of the woodland plants to be seen include wood spurge, yellow archangel, dog violet, wood rush, bluebell, pendulous sedge, agrimony and devil's bit scabious.

In autumn look out for the fly agaric mushroom, the red leaves of the uncommon wild service tree, and the crab apple.

Clowes Wood is actively managed so please take notice of any operational signs in the wood.

THE BLEAN WOODS COMPLEX is one of the largest areas of broad-leaved woodland in the country, made up of a number of woods stretching 10 miles (16 kms) east to west and 4.5 miles (7 kms) north to south. The area has remained wooded due to the wet, stiff, clay soils and protective designations. Blean means a rough place and it was used extensively for pasturing pigs. Although the character of the woods has changed over the last few hundred years, from the planting of sweet chestnut coppice in the 18th and 19th centuries to post war conifers, it still retains value for wildlife.

Many conservation organisations have purchased areas of the Blean in recent years and a great deal of work has been carried out to benefit wildlife and visitors to the woods. In a joint project with the Kentish Stour Countryside Project the Forestry Commission has widened many rides by removing trees so that more light can come into the wood encouraging more diverse habitat for flowers, butterflies and birds. Take a look along the 'Way' where this has happened and look out for the ponds that have been reinstated.

TYLER HILL ROAD gets its name from the production of tiles. The major production of pottery was during the 13th and 14th centuries. Conditions were ideal with a good supply of clay and a ready supply of wood for charcoal.

THE CHURCH OF ST COSMUS AND ST DAMIAN IN THE BLEAN was built in 1230, although it's likely that a church existed on the site before this date. The two saints were Arabian doctors martyred in 303 AD, crusaders possibly brought back the story of their martyrdom. The church is unusual in being moated which might suggest that it was part of a Dark Age fortified site. It is some distance from the present day village of Blean, although it is known that there was a medieval settlement adjacent to the church. Perhaps the Black Death caused a repositioning of the settlement, certainly the Turnpike Road would have changed development patterns.



Skylark.

THE VIEW FROM THE CHURCH GATE Listen for skylarks when the fields are unploughed. Skylarks have declined by over 50% in the last 30 years due to changes in agriculture. This area has seen major agricultural changes: some of the arable fields used to hold hay meadows, hops, and orchards indicated by the shelterbelt trees lining some of the fields. To the south is the valley of the Sarre Penn with the University of Kent, built in 1965, beyond on the high ground.

KEY

- Crab & Winkle Way
- Link Route
- Caution
- VIC Visitor Information Centre

Steel Cyclist (sculpture 2) at Millstrood Road/South Street junction was made by Mark Fuller from Whitstable in Summer 2000.



Map not to scale

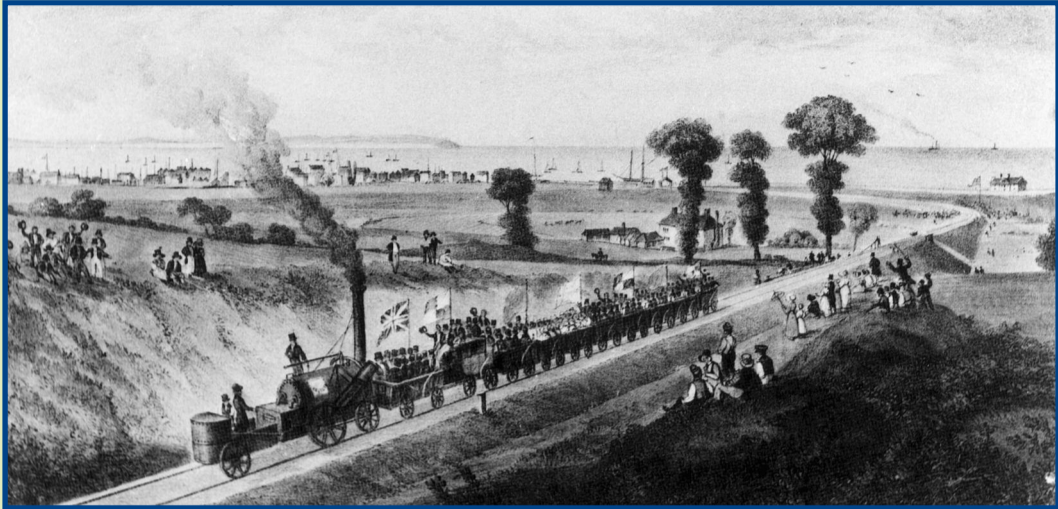
Introduction

The ‘Crab and Winkle Way’ takes its name from the railway line which ran between the towns of Canterbury and Whitstable.

On Monday 3rd May 1830, a clanking passenger locomotive, the ‘Invicta’ pulled into the platform near Whitstable Harbour carrying nearly 300 excited passengers from Canterbury. The ‘Crab and Winkle Line’ as it affectionately became known, had become the ‘first regular steam passenger railway in the world’ as stated in the Guinness Book of Records.

The locomotive and the line were engineered by the famous George Stephenson and his son Robert, at their works in Newcastle upon Tyne. The ‘Invicta’ was based on Stephenson’s more famous ‘Rocket’ which came into service four months later on the Liverpool to Manchester line. Unfortunately with just 12 horse power the ‘Invicta’ could not cope with the gradients and was only used on the section of line between Bogshole and South Street. The rest of the line was hauled by cables using steam driven engines at the Winding Pond in Clowes Wood and the Halt on Tyler Hill Road. By 1836 the ‘Invicta’ was replaced and a third winding engine was built at South Street. The line was a pioneer in railway engineering using embankments, cuttings, level crossings, bridges and an 836 yard (764 metres) tunnel through the high ground at Tyler Hill.

The railway was worked with old engines and ancient carriages always blackened by soot from the journey through the tunnel. It was said goods trains tended to slow down for their crews to check pheasant traps in the woods and to pick mushrooms in the fields. Passengers were carried until 1931 after which the line was used for goods only. The line closed entirely in 1952. It re-opened



The locomotive Invicta hauls a train from Whitstable on the opening day of the Canterbury & Whitstable Railway on 3 May 1830. Lithograph by Thomas Baynes. © Canterbury Museums.

for several weeks in 1953, after the great floods cut the main coastal line on 31 January. The line was offered for sale in the late 1950s. The line is six miles long and disappears in the blocked tunnel under the university. In 1999 Canterbury City Council designated the whole line a Conservation Area.

The need for a cycle route between the two towns had been recognised for sometime but it was not until 1997 that real planning got underway. The construction of the route took place in 1999 and it was formally launched by Richard King, Chairman of Kent County Council Transport Operations Board, on Sunday October 3rd 1999 at the Winding Pond. Approximately 400 people attended the event. The ‘Way’ uses about one third of the old railway line, although with the agreement of local landowners and support of local organisations it is hoped that more of the line can be brought into use.

It is part of Route 1 (Inverness to Dover) of the National Cycle Network being developed by Sustrans and its partner organisations.

Because of gradients and the short road sections the route is generally not suitable for wheelchair users, however, the improved path surface has made access easier for less mobile people.

The ‘Way’ is well signed and this leaflet is intended to provide information to all those who want to explore it !

Look out for locally advertised rides, walks and events happening along the ‘Way’.

Visitor information, accommodation, trains, bike hire

Visitor Information Centres
Canterbury – 12/13 Sun Street, The Buttermarket, Canterbury, tel 01227 378100
email canterburyinformation@canterbury.gov.uk

Whitstable – 7 Oxford Street, Whitstable, tel 01227 275482
email whitstableinformation@canterbury.gov.uk

Accommodation
Both Canterbury and Whitstable have a wide range of accommodation from simple bed and breakfast to four star hotels. Many offer secure bicycle parking. For details please contact the Visitor Information Centres.

Events
There are many annual and one-off events in both Whitstable and Canterbury, two of the best known are the Whitstable Oyster Festival, usually held during the last week in July, and the Canterbury Festival held over a fortnight in October. For details of these and other events contact the Visitor Information Centres.

Trains
Canterbury West – trains to London Victoria, Charing Cross and Waterloo East, Ashford International, and Margate.

Whitstable – trains to London Victoria, and Margate.

A short bicycle ride or walk across Canterbury takes you to Canterbury East Station with trains to London Victoria, and Dover.

For up to date information telephone National Rail Enquiries 08457 484950.

Buses
Stagecoach in East Kent 0870 243 3711 Public Transport Information 0870 608 2608

Bike Hire/Repair/Shops
Whitstable Bike Hire, 01227 266044/07711 060987, throughout year. Located on beach Easter-Sept www.whitstablebikehire.co.uk
Downland Cycle Hire, sales and repair, Canterbury West Station 01227 479643
Tibbs Cycle Store, sales and repair 01227 787880
Canterbury Cycle Mart, sales and repair 01227 761488
Herbert’s Cycles, Whitstable, sales and repair 01227 272072

“An attractive seven mile, almost traffic free route, following part of the old Canterbury & Whitstable railway line.”

The principal contact for the Crab and Winkle Way is:
Sheila Flynn, Canterbury City Council tel: 01227 862459 email sheila.flynn@canterbury.gov.uk

The Crab and Winkle Line Trust
This Trust was formed by a number of individuals with an interest in developing cycling and walking along the line of the old railway. The Trust welcomes new members and support.

The Crab and Winkle Line Trust, The Canterbury Environment Centre, St Alphege Lane, Canterbury CT1 2EB or telephone 01227 831546 www.crabandwinkle.org.uk

Membership: individual £5, family £8, cheques payable to Crab and Winkle Line Trust.

Kentish Stour Countryside Project
The Project works closely with landowners and local communities to promote both landscape and nature conservation and develop opportunities for appropriate countryside access and informal recreation. The Project is sponsored by Ashford Borough Council, Brett, Canterbury City Council, Countryside Agency, Dover District Council, English Nature, Environment Agency, Kent County Council.

Kentish Stour Countryside Project, Sidelands Farm, Wye, Ashford, Kent TN25 5DQ
tel 01233 813307 email: kentishstour@kent.gov.uk www.kentishstour.org.uk

Spokes
Spokes was formed in 1994 to campaign for better cycling facilities in East Kent. Spokes, The Canterbury Environment Centre, St Alphege Lane, Canterbury CT1 2EB
Web site: www.cantweb.co.uk/spokes

Liaison: Sam & Sheila Webb 01227 738296 samwebb37@hotmail.com

Sustrans
Sustrans is the UK’s leading sustainable transport charity working on practical projects to promote walking, cycling and the use of public transport. Founded in 1977 the charity has developed many initiatives including the award winning National Cycle Network and the very successful Safe Routes to School project.

Sustrans, Head Office, 35 King Street, Bristol BS1 4DZ
tel 0117 929 0888/926 8893 email sustrans@sustrans.org.uk web site www.sustrans.org.uk.

The Crab and Winkle Way has been made possible by a number of individuals, including private landowners, and the following organisations:



Designed by Nick Evans Communications, Whitstable, for the Kentish Stour Countryside Project.
Illustrations by John Cann, Whitstable. Printed on environmentally friendly paper. April 2000.
First reprint January 2002. Second reprint sponsored by Brett Environment Trust, Canterbury City Council and the Local Heritage Initiative – a partnership between the Heritage Lottery Fund and the Countryside Agency, July 2005.

CYCLE SAFETY

Be Seen
Wear fluorescent by day, and reflective by night. The law requires you to have front and rear lights and a red reflector at night.

Be Protected
Wear a cycle helmet. Make sure it is the right size, and is properly fitted and fastened at all times. Only buy a helmet that conforms to BS6863.1989, Snell B90, B95, or ANSI.

Be Heard
Fit bell or horn, and use it if you think drivers or pedestrians have not seen you.

Be Safe
Look after your bike. Check moving parts regularly, giving special attention to brakes. Make sure that tyres are

properly inflated, and that you can see the tread on them clearly. Ensure your reflectors and lights are clean.

Be Wise
Over 100,000 cycles are reported stolen every year. Always lock your bike when you leave it, even if it is only for a few minutes. Get your bike frame marked with your postcode and stick on a ‘Coded Cycle’ sticker.

Be Trained
If you have not had cycle training, find out where to get it. Your school or road safety officer at Kent County Council should be able to help.

Be Courteous
Cycle paths make your journey safer, but on **shared facilities cyclists must give priority to pedestrians.**

ROUTE SIGNS

1. Route recommended for pedal cyclists
Aanbevolen fietsroute
Für Fahrradfahrer empfohlene Route
Route recommandée aux cyclistes

2. Direction of route recommended for pedal cyclists
Richting van de aanbevolen fietsroute
Richtungs- und Entfernungshinweis auf für Radfahrer empfohlene Route
Direction de la route recommandée aux cyclistes

3. Cycle route ahead
Pas op: Fietsers
Warnung: Radweg
Début de piste cyclable

4. Cyclists dismount
fietsers afstappen
Radfahrer, bitte absteigen!
Les cyclistes doivent descendre de leurs vélos

5. No cycling
Verboden voor fietsers
Radfahren verboten!
Cyclisme interdit

6. Route to be used by pedal cycles only
Fietspad
Strecke nur für Radfahrer frei
Piste pour vélos seulement

7. Segregated pedal cycle and pedestrian route
Gescheiden fiets - en voetpad
Getrennter Rad - und Fußweg
Route divisée en piste cyclable et en trottoir

8. Route for shared use by pedal cycles and pedestrians only
Fiets - en voetpad
Gemeinsamer Rad - und Fußweg
Route pour piétons et cyclistes seulement

9. Parking places for pedal cycles
Fietsenstalling
Fahrradplätze
Parking à vélos

10. Road Markings
1. Cycle lane, track or route
Fietspad of - strook
Markierung der Fahrspur
Piste/route cyclable

11. Pedestrians' section of path
Deel van pad voorbehouden aan voetgangers
Markierung des Fußweges
Section pour piétons

12. Give way (when cycle path approaches a road)
U nadert een voorrangsweg
Vorfahrt achten!
Cédez le Passage

