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Sturry level crossing has long been a problem for road users. When We moved to Sturry in [REDACTED], there was already a village bypass on the drawing board so clearly there was a need for one then. Sadly, over time, the land earmarked for this project has been released for house building, and the opportunity to create a bypass has been lost. The situation is now dire with delays at the railway crossing more frequent than at any other time.

There is now no ideal solution to the problem. The proposed link road over the river would have given some relief to users of the A291 (Herne Bay road), but would be of little help to users of the A28 (Margate road) which carries more traffic. Not surprisingly, there are now doubts about the financial viability of this project. Extending the station platforms so that trains do not stop across the road would reduce the length of time that motorists are delayed, but would go nowhere near to solving the problem. A more radical approach is required.

It is estimated that 20,000 vehicle's use the level crossing daily. With an average of 1.5 passengers per vehicle, this equates to 30,000 people who can be delayed each day. In contrast, there are 1.54 million rail passengers per annum who travel between Canterbury West and Ramsgate, which equates to 4,500 people per day. If this stretch of the railway line were to close, it would benefit Sturry and the surrounding district, considerably.

1. There wouldn't be any delays to traffic caused by the level crossing.

1. There would be less air pollution from idling engines.
2. It would be possible to have pedestrian crossings at the junction of the A28/A291 roads.
3. The redundancy of the railway would provide a ready made alternative road route to Canterbury.
4. There would be no delays to emergency vehicles.
5. Travel in the St. Stephens area of Canterbury would be greatly improved with the closure of that level crossing , particularly having regard to the proposed large housing development in the Tyler Hill area.
6. On the downside, the loss of the railway would be an inconvenience to regular users, although the number of passengers who use Sturry station is relatively small, and would mean traveling to Canterbury.
7. The people of Ramsgate would possibly object, but they do have alternative rail routes to London and Ashford.

Sturry and the surrounding district would benefit far more by the closure of the railway, than proceeding with with the relief projects already discussed.

Tony Gammon, [REDACTED]

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