



# Fwd: Easing Canterbury City's Traffic Woes

2 messages

**Richard Moore** [redacted]  
To: Michael Bailey [redacted]  
Cc: Ruth Goudie [redacted]

11 November 2022 at 10:28

Hi Mikey,

Could you add this suggestion as a formal response please?

Many thanks

Richard

----- Forwarded message -----

From: **Ben Fitter-Harding** [redacted]  
Date: Fri, 11 Nov 2022 at 10:18  
Subject: Re: Easing Canterbury City's Traffic Woes  
To: Andrew Cook [redacted]  
Cc: Richard Moore [redacted], Rachel Carnac [redacted], Dan Watkins [redacted]

Richard - I suggest we treat the suggestion Andrew forwarded as a consultation response and feed it in that way.

Thanks,  
Ben

On Fri, 11 Nov 2022 at 10:15, Andrew Cook [redacted] wrote:

Well then it's still possible ...

It needs to get tested even if to wipe it out.. I expect KCC is thinking of the westgate towers and not thinking the bigger picture .. it will easier to sell to the residents if it works.. ps probably needs to max 30mph on south and 20mph on north.. or 20mph all round .. with the outer routes and change of flow to coast re schools it all stacks up..

Sent from my iPhone

On 11 Nov 2022, at 07:55, Richard Moore [redacted] wrote:

A one-way option didn't make it passed KCC officers to progress to testing.

On Thu, 10 Nov 2022 at 16:07, Ben Fitter-Harding [redacted] wrote:

I believe this concept was tested by Jacobs, Richard?

On Thu, 10 Nov 2022 at 13:47, Andrew Cook <[ct65qq87@yahoo.co.uk](mailto:ct65qq87@yahoo.co.uk)> wrote:

Please find an email on one way circulation of Canterbury ..

Diagram at the end of the email trail ..or where ever it turns up on your device ..

Andrew

Andrew Cook  
[redacted]

Begin forwarded message:

**From:** ANDREW COOK [REDACTED]  
**Date:** 10 November 2022 at 13:07:22 GMT  
**To:** [REDACTED]  
**Subject:** Fwd: RE: Easing Canterbury City's Traffic Woes

----- Original Message -----

**From:** "Leigh Gubb" [REDACTED]  
**To:** "Andrew Cook739" [REDACTED]  
**Cc:** "Ruth Goudie" [REDACTED]  
**Sent:** Thursday, 10 Nov, 22 At 10:17  
**Subject:** RE: Easing Canterbury City's Traffic Woes

Hi Andrew,

Please find attached scanned files that make up a suitable ring road around Canterbury City Centre using a clockwise rotation around the major ring with anti-clockwise rotations for areas immediately outside the ring road and clockwise rotations immediately within the ring road.

This suggestion totally removes the pedestrian and pedal cycle accesses crossing the ring road so provision would need to be made but the proposal illustrates what is possible with some additional cross over road works done to accommodate pedestrians and pedal cyclists. Pedal cyclists and e-scooters should not feature on the ring road unless a smaller lane immediately adjacent to the offside lane was installed. It's a question of how far you are prepared to go with accommodating foot and pedal cycle traffic which always imposes restrictions on free flow.

You will see that IF the circulation speed limit is set at 20 mph it would take 7.7 minutes to drive around the entire ring.

If the speed limit was set at 30 mph the time for travel would be 5.1 minutes a 34% reduction in travel time and improvement in reduction of exhaust emissions

If the speed limit was set at 40 mph the time of travel would be 3.9 minutes a reduction of 50% from the 20 mph scenario.

The system proposed would consist of a single nearside lane to cater for traffic entering and leaving the ring road from outside the ring road; one and two lanes dedicated to through traffic and circulating traffic not requiring the next immediate turn off; and a single offside lane dedicated to traffic entering and leaving the city centre areas.

I suggest that this is a much better way to decongestion Canterbury without having to wait for the A2 link road to be built.

A lot of the work could be started now and also help to avoid road modifications that will be affected with the introduction of my proposal.

If you have any queries on my thinking please give me a call.

This scheme has been put together in fairly short measure but forms the basis of a very rational ring road modification.

Regards,

Leigh

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**From:** Andrew Cook739 [REDACTED]  
**Sent:** 15 October 2022 22:51  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Re: Easing Canterbury City's Traffic Woes

Ok Ben just emailed me you need to get this into the forth coming consultation it will be agreed to put it on Wednesday part of or all of it, so should go live at the end of the month you need to put what you can in then ..

I have copied my better email in as I hardly use this one we just got lucky 🍀

Andrew  
Sent via BT Email App

**From:** Leigh Gubb  
**Sent:** Oct 15, 2022 at 1:11 PM  
**To:** ANDREW COOK  
**Subject:** Re: Easing Canterbury City's Traffic Woes

Hi Andrew,

Thanks for your quick reply. I didn't expect anything so soon.

Regards,

Leigh

Sent from my iPhone

On 15 Oct 2022, at 12:22, Andrew Cook739  
[REDACTED] wrote:

Hi Leigh

I will happily forward as I have promoted similar .. also believe it  
all works better with one way ( I have been shot down a few times

)

I have slightly different approach to most as this a plan for as far forward as 2045 .. to me the most important bits are the eastern by pass un blocking a lot movement through the town and the coastal schools putting an end to all the traffic passing through Canterbury at peak times of course inviting any one from the north side of Canterbury to come to the coast for an education .. these two main components will make a huge difference ..

I think the one way system does enhance all of this .. but as before hit a brick wall on it so far, I think the zoning will work just like the pedestrianised high street works .. With out doubt we should get even more traffic trying to move around with more houses being built unless we really get a shift away from cars ( individual transport )

Consider it sent to Ben and our transport department.. Ben who along with many of us have been involved with our transport department and KCC transport to look at the future as far as 2045 checking out all the options ..

Sent from the middle of Canterbury so any mistakes I apologise..

Andrew  
Sent via BT Email App

**From:** Leigh Gubb  
**Sent:** Oct 15, 2022 at 11:27 AM  
**To:** [REDACTED]  
**Subject:** Easing Canterbury City's Traffic Woes

Dear Sir,

I am contacting you directly with this email in the hopes that you will pass my comments on to the correct responsible individuals within Canterbury City Council.

I have entered the Council website and after studying it to a fair degree find it, like many others, very difficult to pin down the exact person that my comments are being addressed to. Please could you pass this email on to the relevant persons concerned.

I have recently read in the Herne Bay Gazette of what appears to be Councillor Ben Fitter-Harding's brainchild for a new 'radial' traffic scheme to ease the traffic congestion in Canterbury and I comment as follows;

Firstly, this is NOT a complaint but only an observation on the proposal and what, in my opinion, would be a simpler more workable solution.

Although Councillor Fitter-Harding is staking claim to this idea,

has he really developed it, or is it a scheme that has been dreamed up by a group of loyal individuals with questionable traffic design and management experience?

If it is Councillor Fitter-Harding's wish to have his name attached to the proposal shown in the Gazette, is it really his idea?

Please consider the following;

The current ring road around Canterbury city centre contains many congestion points which restricts easy movement of traffic around and through the city.

The major congestion points are listed below.

10 No Roundabouts;

11 No Light controlled pedestrian crossings/pseudo-crossings

8 No Major arterial roads

Now thinking about it in more detail, what could be done, even in the short term to improve the traffic movement around the ringroad and benefit traffic flow?

1. Remove the roundabouts and make the ring road a one way clockwise system so that ALL traffic on the ringroad flows in the same direction, i.e. no static vehicles waiting at individual roundabouts so less exhaust pollution, more efficient traffic movement.

2. Remove the pedestrian crossings that impinge on the road surface of the ringroad which stops traffic flow by introducing more underpasses and overpasses to avoid traffic stagnation

3. Introduce changes to the ringroad to provide typically 4 lanes for clockwise circulating traffic.

Nearside lane to exit or enter the ringroad from the external roads  
2 middle lanes to allow through movement to access the left or right exits as required by vehicles

Offside lane for entry and exit to the city centre proper.

The 4 lanes would not need to be conjoined but could be split/adjusted where required.

4. For the scheme to work properly, ALL traffic heading towards the city centre MUST turn left (clockwise) on entering the ringroad and continue clockwise, easing across into the middle lanes continuing until they are approaching their required exit where they will adopt the nearside or offside lane to exit depending upon where they wish to go.

5. Vehicles exiting on the nearside will be required to 'overshoot' the area of the city where they wish to go so that once off the ringroad would continue in an anti-clockwise direction until they access the road they require.

6. Vehicles exiting on the offside towards the city centre will be required to 'overshoot' the area of the city where they wish to go so that once off the ringroad they would continue in a clockwise direction to reach their destination.

These are the MAIN points of the scheme that I propose. There are other considerations to be made but those cannot be covered in this relatively long email.

The scheme proposed will remove the need for a multitude of zone enforcement cameras and the introduction of a 'hopper' bus service.

The scheme remains simple, effective and minimalizes the long distances needed to be travelled between zones for a short 'cross zone' journey.

I have been thinking about suggesting this scheme to Canterbury City Council for a number of years but felt that it would probably fall on deaf ears within CCC.

My main concern on all this is to avoid taxpayers' money being

wasted on an ineffective and nightmare of a traffic scheme.

Yours sincerely,

Eur Ing Dr Leigh Gubb BSc, PhD, CEng, FIMechE  
Local motorcycle observer and member of the iAM RoadSmart  
and East Kent Advanced Motorcyclists

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Ben Fitter-Harding  
Leader  
Conservative Councillor for Chestfield Ward  
Canterbury City Council



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Richard Moore IEng MICE  
Head of Transportation and Environment  
Canterbury City Council  
Military Road  
Canterbury  
CT1 1YW

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Ben Fitter-Harding  
Leader  
Conservative Councillor for Chestfield Ward  
Canterbury City Council



--  
Richard Moore IEng MICE  
Head of Transportation and Environment  
Canterbury City Council  
Military Road  
Canterbury  
CT1 1YW

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**Richard Moore** [Redacted]  
To: Michael Bailey [Redacted]

11 November 2022 at 10:28

and the similar Mr Gubb one please



----- Forwarded message -----

From: **Andrew Cook** [REDACTED]  
Date: Fri, 11 Nov 2022 at 10:27  
Subject: Re: Easing Canterbury City's Traffic Woes  
To: Ben Fitter-Harding [REDACTED]  
Cc: Richard Moore [REDACTED] Rachel Carnac [REDACTED]  
Dan Watkins [REDACTED]

Or jointly with the Mr Gubb

Although that is all his plan mine was only the concept as spoken before..  
Ps I have not been part of Mr Gubb plan he is working on his own, he got lucky by getting it to supporter of a one way concept ..I am a total believer of one ways and would also like to see the Bay adopt one ways to ease flow and stabilise parking in some areas..added I 100% believe in one ways being safer and will match the desire of 20mph on the north side of the Thanet way which we are all working for over here ....

Andrew

Sent from my iPhone

On 11 Nov 2022, at 10:18, Ben Fitter-Harding [REDACTED] wrote:

[Quoted text hidden]

[Quoted text hidden]