



Local Plan 2045,Ch.1: Spatial Strategy for the District, and Ch.2: Policy SS4, Movement and Transportation Strategy

2 messages

doreen roberts [REDACTED]

8 December 2022 at 14:36

To: CCC Consultations [REDACTED]

I offer the following objections to the above policy in terms of its impact on the village of Rough Common, [REDACTED]

1. In itself, the zoning of the city causes vastly more traffic movement, congestion and pollution than before, by turning what were short, direct trips into longer, more circuitous ones. E.g. a Rough Common resident could not drive to Sainsbury or the Kingsmead pool without exiting one zone and entering another via a ring road. But one would need a car if transporting heavy, bulky items. And apparently one could not travel to villages like Littlebourne or Wingham without making a long detour via Sturry or Bridge.

2. There is little indication of how the A2, the A2050 and Rough Common Road would be connected to form a new bypass, though Harbledown would also be much impacted.

3. Worse still, this section of the 'bypass' stops dead at Whitstable Road. The only other section runs from Sturry to the A2 near Bridge. According to p. 8, para. 4 of the Circulation Plan, the boundaries of the St Stephens/St Dunstons zone are the St Stephens and the St Dunstons roundabouts, and the Station Road West junction, and there 'is no outer ring road proposed for this zone, but an improved Rough Common Road will give access to the A2 Canterbury bypass'. I.e., adding to all the traffic from Whitstable, Herne Bay, the University etc., *all the residents of St Stephens and St Dunstons will be directed upwards to Rough Common Road to escape from their ghetto*. Apart from St Stephens and St Thomas's Hill, what is the proposed function of Giles Lane and the University in all this? And how will vehicles cross Whitstable Road?

4. **Rough Common Road** has already become enough of a rat-run, congested at rush hour times with nose-to-tail vehicles, so that it can be difficult for a driver from one of the nine side roads, plus the Nature Reserve road, to emerge onto it. At non peak times the traffic speeds along the road, and the lack of zebra crossings makes it increasingly hazardous for pedestrians to cross, or for cars to exit from a side road without risk of being hit. The blind bend between Ravenscourt Road and Lovell Road is particularly dangerous.

5. How could the main road be widened and 'upgraded' (i.e. degraded) enough to accommodate all the extra traffic? Making it part of an 'outer ring road' would be catastrophic for the villagers, especially for anyone living on Rough Common Road itself. Would houses have to be demolished? What would the speed limit be? What traffic lights and pedestrian crossings would be needed? If roadside parking would have to be banned, what would the residents do instead? And what compensation would there be for all those whose lives would be blighted and whose homes would lose value? How long would this ruined, polluted, bisected village last as a distinct community, let alone a pleasant one?

6. Without a dedicated bus lane, buses travelling along Rough Common Road would be caught in the general congestion. Yet already the refusal to reinstate the terminated bus service through the village makes a mockery of the stated aim to get people out of their cars.

7. Would all these zoning and driving restrictions apply even at night, when there is no public transport, and roads are free of congestion?

8. Residents of Rough Common have to go into Canterbury for all their services, since the village's only amenity is one small shop (with no Post Office). Elderly or disabled people or families with infants cannot be expected to walk or cycle several miles down and back up a very steep hill, especially not if carrying anything heavy. Canterbury is not Amsterdam. It is surrounded by hills.

9. Other things might follow from the adoption of this plan, such as even more development, or use of the new 'modal filters' and ANPR camera system for further social control.

10. Some of the traffic on the existing ring road could be reduced by providing an exit off the A2 at the east end of Canterbury. But one cannot address congestion in one area of the city by creating massive extra congestion in another part, and calling it 'improvement'. This historic medieval city has already been hugely developed, the student

population alone being now about 40,000, and very different solutions are needed. The whole Plan has the hallmarks of a very expensive failure.

CCC Consultations [REDACTED]

12 December 2022 at 08:36

To: doreen roberts [REDACTED]

Good morning Ms Roberts,

Thank you for your email. I will ensure your feedback is included as a response to the consultation.

Best wishes,

Victoria Asimaki

Policy Officer (Policy and Communications)

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