



CCC Consultations <consultations@canterbury.gov.uk>

Draft Local Plan-Rough Common Road

1 message

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To: "consultations@canterbury.gov.uk" <consultations@canterbury.gov.uk>

I wish to strongly object to many of the proposals as outlined below

The Local Plan

Upgrades to Rough Common Road,

I consider the whole of the plan unworkable, a costly mistake like the Westgate towers traffic scheme and it doesn't address the aim to reduce congestion and improve air quality and environment for Canterbury residents. The council needs to consider business and residents of all age's use of the roads, to ensure they meet everyone's needs.

The increase in travel times having to take longer routes on this plan will cause an increase in costs to motorists to address their needs. Funnelling more traffic onto an outer road only causes congestion getting onto and off that road. Also increasing the volume of traffic, through villages and residential areas presents congestion problems there. The plan does not decrease the volume of traffic moving around and through Canterbury that causes the congestion.

The increase in households that are being built will increase the volume of vehicles in Canterbury and the outer areas. Demographics are changing; increased number of parcel/ food deliveries, school children, students and retired or people working from home have increased road use. Shopping habits have changed but to suggest going back to the 1950s to go food shopping on the bus with numerous heavy bags, will not work for anyone. An overall plan of new roads, one way systems, and improved bus routes and traffic control needs to be implemented. Not squeeze onto existing roads a greater volume of traffic.

Rough Common Road.

On this plan this road would serve the function of an outer link road but would require "upgrades." It appears to suggest widening in areas and increasing the speed limit. The current speed limit is 30mph, for years the parish council has battled for its reduction. The implementation of the speedwatch campaign provided horrific numbers for the speed of vehicles and the number consistently driving above the limit. The most recent figures could be obtained from the mobile police speed cameras that have issued fines! The volume of traffic was staggering and came in the top 5 for a non A. road. This is before the council considers making it a necessary route to circumvent the 5 districts. This road also serves as an alternative when the A2, M2 Operation Brock and problems at the ports occur. Police, fire brigade and ambulances use this road as a designated road.

The overuse of this road already has seen many more accidents than you would expect for a village road. Motorists do not allow time for residents to cross the road or to negotiate the bend themselves outside of St Gabriel's church. Records show the demolishing of walls, damage to houses and cars parked in lay-bys and on the road. The zebra crossing near to the junction of Whitstable Road has seen several cars fail to stop and children from the 3 nearby schools have to jump out of the way.

The road is a green tree lined ribbon development through the village with every house having a drive that exits onto the road. Due to the majority being 1930-1950 houses they have single width drives which exit directly onto the road. Mine is one with over 50% of households on the road. To get onto my drive I either have to pull in and park facing the house and then exit by reversing onto the road. Alternatively I slow down outside the house, put on the hazard warning lights and wait until I am sure the car behind is going to let me reverse along the road. Checking there is a space in the oncoming traffic to manoeuvre onto the drive. Usually due to the current volumes of traffic the car behind won't wait and overtakes. You then can sit there for some time in order to reverse onto the drive. This is going to be impossible if the speed limit increases and the suggested plan is implemented.

Currently cars park on the road where there is insufficient space on drives or the houses have no drives. To remove parking to implement a flow along this road with increased volumes will make the road unsafe for residents, increase

speeds further and create incessant noise. School buses, deliveries, refuse collection are all going to suffer with increased volumes and no parking. The plans do not take account of the nature of the residents of Rough Common, who are either young families who walk to the schools or retired couples who rely on their cars. There is no bus service; it's too dangerous and not appropriate to cycle for many.

The tree lined verges and village green with adjacent playing fields and woods make this a very pleasant area to live in and an environmentally friendly village. Placing a bypass through it would change its very nature for the worse.

To conclude this plan overall is flawed, no resident would benefit. Congestion would not be improved or air quality. It would have a detrimental effect on journey times, environment and the cost of living in Canterbury. Rough Common Road would suffer unnecessarily and the prospect of fines would deter people coming into Canterbury. Businesses would lose footfall; revenue from parking would go down. The council will have to come up with a better idea to raise funds than to implement zone parking fines.

Chrissie Clark-Wilson

