

Objection to Policy SS4

11th January 2023

Dear Sirs,

I am writing to you in response to the Canterbury City Draft Local Plan consultation and in particular, **to strongly oppose Policy SS4**, the Movement and Transport Strategy 2(g) (1) which propose to re-route traffic that would otherwise cross the City to instead use an 'upgraded Rough Common Road'.

We know that the volume of traffic in and around Canterbury is terrible but the development of the Canterbury Circulation Plan including the draconian zoning of the city is a step too far especially in the manner in which Rough Common will be seriously affected. It would appear that all the traffic from the east, south and west directions wanting to reach the north of the city will have to use Rough Common Road.

Policy SS4 proposes upgrades at the A2 junction at Harbledown and at Rough Common Road. This will force large volumes of traffic to use Rough Common Road as part of a proposed outer ring road. Rough Common already suffers from serious rush hour traffic issues and channelling through a much greater volume of traffic will simply cause gridlock. Currently it can be very difficult and dangerous for residents who have to reverse onto the highway and this will only get worse with an increase in the volume of traffic.

Rough Common is almost exclusively residential and many families send their children to the local primary school at Blean with Rough Common Road being used as a major walking route to the school. The Local Plan envisages more residents walking and cycling to their local amenities but this plan would be more likely to discourage them because of volumes of vehicles and safety issues.

There are no indications to what an 'upgraded Rough Common Road' actually means or would look like, but road widening, demolishing of property and loss of gardens would inevitably have to be considered. Undoubtedly there would have to be no parking along the length of the road, though parked cars are currently the only means by which there is any slowing in the speed of cars, which as the Parish Council organised speed watch regularly show, exceed the speed limit of 30 mph.

This road currently has a weight limit of 7.5 tonnes which would no doubt be lost in order to allow all types of heavy traffic to use it. It will become intolerable for those whose houses will be close to it with 40 tonne vehicles thundering past.

There is also vague mention of University of Kent land to the north of Canterbury being developed in time and that it may also provide for the completion of an outer ring road, forcing even more traffic through Rough Common.

Within the Local Plan Rough Common is designated as a 'Local Service Centre' with the stated aim to protect its character as an important rural settlement and to protect, support and enhance the vitality of existing community facilities and services. These proposals will fail this objective. There is no longer a regular bus service (one of the cornerstones of the zonal policy) and driving through an upgrade to Rough Common Road will wreck the community by splitting it in two, either side of a fast road.

I urge you to reconsider these proposals and come up with a solution that will not force catastrophic volumes of traffic at all times of the day and night through what is a small and generally quiet village.

Simon Docherty

