

Canterbury District Local Plan to 2045
Canterbury City Council
Military Road
Canterbury
CT1 1YW

11 January 2023



RE: CDLP 2045, Chapter 1; Spatial Strategy for the District 2045

Dear Sir,

I write to you following careful reading of the new draft local plan for canterbury and specifically to some of the Chapter 1 proposals.

I must object in the strongest terms to the idea that Rough Common Road should be upgraded to serve as a link road to carry traffic between the Harbledown A2 junction and Whitstable Road. The idea is farcical as there has clearly not been a proper appraisal to determine the suitability of this road. A dual carriageway is impossible and various residential buildings very close to the road limit the space available for additional footpaths and cycle lanes.

Rough Common is a village and as a village the community have worked hard to enhance (successfully) the village environment with new bus shelters, a village green sign, newly planted road verge trees, provision of flower tubs and enhancements to the village hall and surrounding amenities. Surely the work undertaken to improve our village environment should be respected!

The road through Rough Common is the only negative feature of our village as it carries far too much traffic already, serving as a link road for traffic entering the city on the A2 from the west in order to pass through to the university and three different schools. We also have a 7.5 ton weight limit (which fails to work) on the road. The idea of even more traffic including articulated HGV's, coaches and large agricultural tractors thundering past is unthinkable and would certainly impact on the safe use of any cycle lanes to say nothing of the negative impact on the quality of the local environment.

The "Movement and transportation strategy for the district", section 1.23 & Policy SS4 of CDLP 2045, proposes amongst other things, to divide the city into segregated neighbourhood zones monitored by traffic enforcement cameras. This will tend to increase the traffic loading on such as Rough Common Road. The result would be increased traffic miles covered by local residents. The city simply isn't large enough to warrant such a system. Local traffic wishing to undertake a relatively short journey will be forced to drive further on no doubt busy bypass or outer ring roads to get to where they need to be.

I would urge you to give far more careful consideration to these elements of the CDLP 2045 so that what is proposed can be achieved without compromising the quality of life for any of the city's residents.

Yours faithfully

Mr John Richens