



CCC Consultations <consultations@canterbury.gov.uk>

Consultations on Draft Canterbury district Local Plan 2020 to 2045 - Submission on Transport Topic Paper

1 message

Andrew Clark [REDACTED]
To: consultations@canterbury.gov.uk

15 January 2023 at 22:41

Dear Sir/Madam

In advance of your closing date for Public consultation submissions concerning the above Draft Plan, set for tomorrow 16 January, I would like to raise comment on the Transport Topic Paper, as follows :

Canterbury's environmental and traffic related issues, shared by many historic and complex cities and towns, have been exacerbated by decades of shortcomings in the planning processes that allowed existing low key usage industrial and employment estates to mutate into a mish-mash of retail driven activity, centered in heavy concentrations off Sturry Road and at Wincheap. Modern retail practices including home delivery, click and collect and just in time stock delivery have in turn made matters even worse. The Draft proposals should be reflecting these realities as a starting point, rather than generalising the issues.

The Draft Plan Proposals, expressed as the 'Canterbury Circulation Plan', are explained as ideas imported from experiences abroad, which appears odd when there are many examples in the UK of world-leading approaches to addressing climate change and to solving congestion. Take London, where the central Congestion zone charge and both the LEZ (aimed at lorry emissions) and the initially controversial ULEZ are each gaining public acceptance. Smaller towns and cities are also sharing common approaches aimed at traffic reduction and emissions control, invariably applying a package of measures over time, which are increasingly showing encouraging results. Why is Canterbury so different ?

Concerning the concept of the 'Canterbury Circulation Plan' put forward in the Draft local plan, a number of observations are made :

- Creating five closed Neighbourhoods risks creating social division and isolation, with the arbitrary use of main road systems creating the Borders.
- The Circulation Plan proposes specific radial access (using existing roads), but has far less vision on any detail of an outer system the radial spokes are to connect into. Is it realistic that the restricted width to Rough Common doubles up as a city by-pass ?
- As people habitually visit suburban retailing, parks, schools, hospitals, entertainment venues, amenity tips etc, is the expectation here to accommodate this, or rather to change lifestyle ? Will immobility reduce a business's vital customer base ? Will tourists feel welcome ?
- Where are the incentives to reduce emissions driving a shared future of smaller vehicles and electric vehicles whilst assisting the national effort ?

The 5 self proclaimed Options set up for consideration in the Transport Topic Paper fall well short of the alternative Options really available to Canterbury, to address its transport and emission difficulties. It is clear that insufficient attention is being given to the plethora of other approaches arising across the country that are likely to have much better and more sustainable outcomes.

Yours sincerely

Mr & Mrs A Clark