



CCC Consultations &lt;consultations@canterbury.gov.uk&gt;

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**Fwd: Re : proposed new road usage regulations Draft Local Plan**

1 message

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**CCC Planning** <planning@canterbury.gov.uk>  
To: CCC Consultations <consultations@canterbury.gov.uk>

16 January 2023 at 08:41

Regards,

Planning Team  
Canterbury City Council  
01227 862178

Please reply to [planning@canterbury.gov.uk](mailto:planning@canterbury.gov.uk) for your email to be acknowledged.  
Please give us your views through our [customer satisfaction survey](#).

----- Forwarded message -----

From: **Barrie Gore** [REDACTED]  
Date: Sun, 15 Jan 2023 at 16:31  
Subject: Re : proposed new road usage regulations Draft Local Plan  
To: CCC Planning <[planning@canterbury.gov.uk](mailto:planning@canterbury.gov.uk)>

Dear Sirs,

re. Draft Local Plan 2020-2040

These proposals do not pretend to reduce the number of cars on the road, in fact will probably increase journey length and time.

It is well known that road improvements bring forth more traffic. This one may disperse the volume of traffic, but it will be causing even more pollution and noise to more of the inhabitants of the City than at the present time.

With the new housing and projected housing a more user friendly bus service is needed. Outlying villages have had bus services decreased or removed and this must have had more resultant car journeys into the City.

London has made the buses there more helpful in that if 2 are in tandem unnecessarily, then one is removed, or if another is needed, then it is introduced. Surely single decker buses could be used with even smaller conveyances for where or when the demand is small? Why use these large buses at off peak times or in the narrower streets on short journeys? Just taking 14 or 15 people saves 3 or 4 or more cars.

The proposal seems to me to make for poorer air quality and more noise for the whole of those working or living in the bowl of Canterbury. Why not use the Whitstable-Canterbury Road for entry into the City and especially for the University of Kent at Canterbury (UKC) or the A28 for those coming for Wincheap area.. Perhaps a sign at the traffic lights at the bottom of Palmers Cross Hill, following relevant ones at M2 A299, to say no entry for UKC would stop much of the traffic now using Rough Common Road. The proposal to separate the two parallel Wincheap roads into oneway traffic roads, come to a blockage at the railway bridge end of Wincheap which does not sound that helpful to free flowing traffic into Canterbury centre. This is perhaps where the frequent small bus comes in? This has been a suggestion for many years, but comes to an abrupt stop by the railway bridge. Traffic lights might solve that problem with maybe priority for buses?

At present car drivers use the shortest route to their destination, economy measure through high cost of petrol maybe, but nevertheless, must make for less pollution which in places like St. Dunstan's that already has prohibitive air quality, so much so I hear, that the Council has removed the reading meter there. Probably also in other areas of Canterbury which I have not heard about?

This pollution is now threatening our outskirts, the upgrade suggestion for Rough Common Road for one. This village will suffer 24 hour noise and pollution like the Whitstable Road, without the houses having such long frontages from the traffic that Whitstable Road has along most of its length to help negate the undesirable effects.

The using of Rough Common Road and others to make another 'ring of roads' around the City, could well have unforeseen consequences for many more inhabitants by increasing the traffic close by and which would continue in greater numbers than before the upgrade and for longer.

Do look at using the M2 A2 A299 entrances to our City for users for the universities ie the entrance via Blean on the Whitstable Road, for UKC, the Ashford Road for Christchurch and the off shoot from the A2 used at Harbledown now for the City centre. An exit from the A2 at Wincheap is a most desirable addition to remove many cars travelling around the Canterbury streets to get to the other side of the City. The off slip road from the A2 at Wincheap has been a good suggestion, but has been ignored whilst prettying the City environs would seem to have taken precedence in the eyes of the CCC treasury department of this sensible idea.

Please do an appraisal of suggestions with costings, also the suggestions of the report conducted for The Canterbury Society several years ago. It is a well considered individual report for our City, not one taken from other Cities which may differ to our needs.

Yours Faithfully,

Valerie Gore (Mrs0  
