



Group Contact:-
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Our Ref: A257/23-01 CCC Draft Local Plan

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FAO CCC Local Plan Team

Sent via email: consultations@canterbury.gov.uk

CANTERBURY DISTRICT DRAFT LOCAL PLAN TO 2045 A257 TRAFFIC GROUP RESPONSE

The A257 Traffic Group was formed in 2010 to combine local knowledge and experience to address the issues affecting residents along the length of the A257. The Group produced and launched their 'A257 Plan' in 2018 which documents issues surrounding congestion, accidents and pedestrians, providing fact-based information and proposals for improvements on the road to make it safer for all users.

The Group has representation from the following Parish Councils:- Adisham, Ash, Bekesbourne with Patricbourne, Ickham & Well, Littlebourne, Preston, Staple, Wickhambreaux and Wingham, plus the Littlebourne and Stodmarsh Roads Community Association.

The Group also receives direct input and assistance from: the MPs for Canterbury and South Thanet; KCC representatives for Canterbury South East and Sandwich; and District Council representatives for Little Stour & Adisham and Little Stour and Ashstone wards.

The A257 Traffic Group therefore represents the thoughts and views of many residents in both Canterbury and Dover Districts specifically with regard to traffic and road safety. The A257 Group also endorses and supports comments already submitted to Canterbury City Council from the Parish Councils directly affected by the proposed plans along the A257.

Several of the proposed developments* (*see below*) contained within the Canterbury District Draft Local Plan would have a significant and detrimental impact on the A257 and consequently a significant impact on local communities living next to, and using, the road. This will exacerbate existing issues highlighted within the 'A257 Plan', some of which are incapable of being mitigated against or improved, such as the junction of the B2046 and A257 known as Red Lion Corner.

*Some of the proposed developments referred to include:-

- C5 South West Canterbury (C6 – C10 2941 dwellings);
- C12 Land South of Littlebourne Road (1400 dwellings);
- C13 Land South of Bekesbourne Lane (645 dwellings);
- C14 Land North of Bekesbourne Lane (67 dwellings);
- C15 Canterbury Golf Course (74 dwellings);
- R1 Land at Cooting Farm (3200 dwellings);
- R14 Littlebourne (R15-16 350 dwellings);
- R20 South Aylesham (Womenswold 420 dwellings);
- Eastern Movement Corridor, which would have a junction with the A257.

Cont./over...

The 'A257 Plan' refers to specific pinch points on the A257, such as the B2046/A257 junction and the Preston Hill/A257 junction; the number of traffic collisions along its length; speeding issues; lack of pavement; size (HGVs) and volume of traffic; increased vehicle movements from planned development and enforcement. All these issues will be exacerbated by the proposed developments contained within the Canterbury District Draft Local Plan.

Though it is acknowledged that much of the traffic from proposed developments at Adisham and Aylesham will head towards the A2, much will use the B2046 Adisham Road and A257 to head towards Thanet, particularly bearing in mind the success of the Discovery Park and other Thanet developments. It is also likely traffic from South West Canterbury developments will use the A257 to get to Thanet. All of which would put increased pressure on the already congested Red Lion Corner junction (B2046/A257), a very narrow road junction where HGVs cannot pass each other without mounting the kerb and there is documented evidence of listed buildings being hit.

Traffic will seek out 'rat-runs' to avoid congestion and so there will be increased traffic from the proposed developments on the smaller roads off the A257, such as the Adisham Road, Wingham Well Lane, Bramling Road and Bekesbourne Lane.

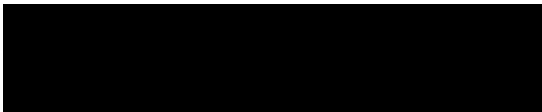
With some existing feeder roads proposed to be closed within the plan, such as Stodmarsh Road at its junction with the A257, this will necessitate longer journeys for residents wishing to access local amenities.

The location of the proposed Eastern Movement Corridor junction with the A257 gives rise to concern, being in a dip with a current speed limit of 50mph where several recent crashes have been recorded.

Vehicle volumes are getting higher making it very difficult for pedestrians to cross roads, walk along roads where there are no pavements, and for local traffic to try to gain access to the main road, not to mention the impact on the environment from noise and pollution. The 'A257 Plan' demonstrates that the A257 is currently unsuitable for both the size and the volume of vehicles currently using the road and feeder roads and this situation will only get worse in both respects should the proposed developments contained within the draft local plan be approved.

It is imperative that a holistic view be taken of the imposition and cumulative effect of piecemeal development plans which is based on accurate data taken from adequate traffic impact assessments and travel plans. The capacity of the entire road structure of East Kent needs to be examined to ensure the impact on the A257 and feeder roads is duly considered and mitigated against. The Group request that Canterbury City Council liaises with Kent and Dover authorities to jointly mitigate for the impact of the sum of all the proposed developments affecting the A257.

Signed on behalf of the A257 Traffic Group by

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Kerry Coltham
A257 Traffic Group Administrator & Wingham PC Clerk

ccfi. A257 Traffic Group Members (includes: Canterbury & South Thanet MPs, District & County Councillors for Canterbury & Dover districts, Parish Councillors & Group representatives)