

Fwd: Local Plan Consultation - response to questionnaire and further comments

1 message

CCC Planning <planning@canterbury.gov.uk>

9 August 2021 at 08:07

To: Michael Bailey [REDACTED]

Regards,

Planning Team
Canterbury City Council
01227 862178



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From: [REDACTED]
Date: Sat, 7 Aug 2021 at 14:28
Subject: Local Plan Consultation - response to questionnaire and further comments
To: <planning@canterbury.gov.uk>
Cc: [REDACTED]

Dear Canterbury City Council

I had previously submitted some comments on the Transport Chapter but have now been through the questionnaire and attach a word version of my responses.

While I have not had time to read all the background information or the various consultants reports in detail I have a fair knowledge and understanding of planning and particularly Transport issues in Canterbury and also wish to register the following issues, which I would request should be considered:

- Congestion may be a problem in Canterbury but congestion is self regulating and the congestion does encourage higher levels of walking, cycling and public transport use than many other cities of similar size. Your policies are ostensibly to encourage this further but there are little concrete proposals to help this rather than road building - which will hinder use and development of sustainable modes.
- The A28 is definitely a route which some (few) cars and freight traffic use right through Canterbury but I did understand that the vast majority of the traffic on this route has at least one trip end in Canterbury (eg the retail parks each side of the centre or indeed the City Centre). Is this still correct?
- I can see some very limited traffic justification for the 'Eastern bypass' to take this small element of traffic away from the A28 within Canterbury; the 'benefit' would be that genuinely through traffic can use the slip roads by Morrisons to access the A2 then access the new eastern bypass and rejoin the A28 at Sturry.
- It is well proven that new roads and road enlargements seldom provide traffic relief anyway and usually do generate significant extra traffic and often more congestion. This situation would be more than likely for the 'Eastern bypass'. As

somebody who did a lot of the original research on Roads generating traffic I would be pleased to explain this and the various research that I have been involved with on this subject since 1985.

- I can see very little justification for the so called western bypass – it only provides a link between the A2050 and the A290 Whitstable Road - and possibly via Giles lane to Tyler Hill. There are a number of other alternative roads now adequately providing for such movements with little congestion – Rough Common Road or Whitstable Road and London Road, and then as far as Tyler Hill via Forty Acres Road or University Road. Even ignoring the fact that Roads Generate Traffic this link would have next to zero traffic benefit but would have serious deleterious effect as a barrier for walking routes and environmental intrusion to more residents in north Canterbury and Rough Common and particularly the open spaces in NW Canterbury.
- As an ex local government officer, and still working in a semi voluntary capacity as a special adviser to the Local Government Technical Advisers Group, I am well aware that there is a great temptation to bid for Central Government funding even if the funding is only available for things that are not really needed or desirable for an area. The grants for infrastructure related to housing provision are such an example – I would implore our relevant councils not to develop undesirable schemes to gain more grants. Canterbury would really suffer in the long term – it is notable how much damage 1960s and 1970s town centre road schemes (probably funded by Government at the time) did to many towns.
- There should be a package of measures developed which could reduce present car use and compensate for any extra housing that may be required.

Congestion charging and park and ride may be helpful together with improvements to public transport, walking and cycling other measures such as workplace parking charges and better use of part developed land in the retail parks could also be part of a better solution.

- I understand no Strategic Environmental Assessment has been carried out before the chosen option has been seen as a preferred option.
- I see no reason to increase housing more than the government is demanding - 9000 homes will be too big an impact on the whole area. Indeed I believe that the government needs to review the targets and be pressed on this by KCC, CCC and probably a consortium of South East England Councils. The following factors should be considered to change the predicted housing demand:-
 - The South east has a shortage of water,
 - there now is a levelling up agenda,
 - there are vast areas of Brown Field land in the north,
 - it will be much cheaper to provide affordable housing where land values are lower,
 - many Europeans are now leaving the UK so there should be less population stress.

Please ensure these above points are dealt with as part of the consultation on the Local Plan – please call me if it would be helpful to discuss these - I am more than happy to debate and resolve any points included in this e-mail or the completed questionnaire.

Kind regards

John Elliott

JOHN ELLIOTT CONSULTANCY

Transport, Planning, Traffic and Parking

Principal John R Elliott BSc, CEng, MICE, FCIHT, MCM

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Comments on local plan by Mr John Elliott of [REDACTED]. 7-8-21.docx
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