

## **Traffic Regulation Order – proposed closure of Pound Lane to vehicles consultation BID response**

Having consulted with a number of businesses in the BID area, the primary question is why the TRO is being requested now when feedback from the latest Levelling Up “Highways” feedback has yet to be analysed. It is premature to request a TRO when the information required to inform the decision is not yet available. In the consultation on the proposed order, we couldn't see any statement of need.

Regardless of the final decision, could there be some sort of traffic management solution at The Causeway. Related to this could the Local Plan provide a long term vision of how the streetscape in canterbury could be enhanced and treated to accommodate a variety of uses and users.

### **Key questions**

- Have the responses from the ‘Connected Canterbury – Unlocking the Tales of England highways proposals’ consultation been analysed ahead of this new consultation to permanently close Pound Lane?
- What impact has the current closure had on customers, residents, and businesses?
- What is the average wait time to leave Pound Lane, Millers Field and St Radigund’s Car Parks after an event at the Westgate Hall or a performance at the Marlowe and what does this equate to in parking charges?
- Has the economic impact of nearby businesses been assessed?
- As part of the LUF highways consultation, there is the prospect of extending the pedestrian pathway on the corner of the Causeway and Pound Lane, which would be welcomed by pedestrians however, what is the impact on vehicle access for suppliers and contractors, for example waste removal for residents and businesses, and supplier access for the Curzon and Westgate Hall?

There was a mixed response to the permanent closure of Pound Lane which warrants further, proactive consultation. On the one hand, the closure would lend itself to a better pedestrian flow from the station to the high street, and from St Radigund’s and the Coach Park to the High Street. Daytime visitors / coach visitors and locals often use this route coming from the Coach Park or St Radigund’s Car Park, either via St Peter’s Lane to the High Street or Pound Lane to the Westgate Towers area / St Peter’s Street. At the moment this route is dangerous due to very poor lighting (pitch black in places during the winter months which coincides with Panto season) and narrow or non-existent pavement along parts of Pound Lane. Tour groups, including children, the elderly, and families with pushchairs and young children often use these routes. From this perspective, pedestrianising Pound Lane would be welcome.

Conversely many vehicles leave the Pound Lane car park after a show at the Marlowe Theatre, a film at the Curzon or an event at the Westgate Hall. From this perspective, not being able to turn left on Pound Lane will continue to create traffic congestion and potentially have a detrimental impact on the user experience. By closing Pound Lane, the only real exit point is via The Causeway which serves two other key car parks, namely St Radigunds and Millers Field creating a traffic bottle neck. Ultimately the reduction in vehicle dominance needs to coincide with an improvement in frequency, routes, and timings of public transport.

### **Suggestions**

- Regardless of the final decision, could there be some sort of traffic management solution at The Causeway. The traffic congestion and dangers to pedestrians are easily observable (and in the case of traffic congestion, demonstrable).
- Develop a Streetscape strategy for Canterbury to provide a long term vision of how the streetscape in canterbury could be enhanced and treated to accommodate a variety of uses and users.
- Could Pound Lane be made one way from the car park to the Westgate Towers going West thus giving an additional exit point for users of Pound Lane Car Park and be restricted to a certain size of vehicle? This would then allow the pavement to be widened where possible.
- Reduce the pavement on the first bend, where the 'Except for loading' sign is, when turning left from Pound Lane onto The Causeway, to allow vehicles to fully turn so that the traffic still flows and doesn't have to stop for oncoming traffic.
- Could there be a pedestrian crossing at the junction of Pound Lane and the Westgate Towers.