

RE: Coventry Local Plan Examination Hearing Session 10

Statement for the Inspector with regard to Site H2:8

Ms. Albrighton,

With reference to the Inspector's questions as they particularly apply to the above site, we would like to submit the following statement on behalf of the Cromwell and Duggins Lane Residents Association

1. Transport Infrastructure and the Transport Network

f) The existing infrastructure in the vicinity of this proposed development is already at or near capacity during peak periods as clearly shown both by the recent Traffic Survey carried out by Coventry City Council and the Developer and this is without taking into account the projected increase shown by CASM without this proposed development. We do not believe that an assessment which covers all issues has been conducted, the traffic counts and speed assessment has been done but we await any positive plan for the numerous junctions involved. Particularly, there has been no detailed investigation into the amount of HGV traffic using this area, where it originates from and how/if it can be accommodated on these minor unclassified roads. There is no plan for new infrastructure in the proposed development apart from 'to investigate residents parking schemes'.

j) Cycle routes, although the development proposal refers to the close proximity of cycle routes at Charter avenue, Banner Lane and Burton Green, it does not refer to the lack of space for a separate cycle lane along Station Avenue, Cromwell Lane to Burton Green and the western end of Charter Avenue which are in fact highly dangerous for cyclists particularly when mixed with the previously mentioned HGV lorries. The fact that there are no recorded fatalities to date does not mean there will not be

2. Accessibility

a) The CASM model projects a possible increase of 42% in am peak traffic and 37% in pm peak traffic on Coventry roads throughout the plan period. As the Inspector concludes to achieve a 10% decrease in these figures would be difficult and not under the Council's sole control. It has been suggested that these roads would not be subject to the same increases as in other parts of the city but as they are used at peak periods as a 'rat run' to A46, University of Warwick and Westwood Business Park it is hard to see how they would not be affected. Further proposed developments in other areas will also impact on these particular minor roads. We don't believe that there is a firm basis for achieving this reduction and even if it should occur, it would still leave the problem junctions in this small area being over capacity. The access arrangements for the land West of Cromwell Lane propose central reservations at the turning points but this would not be possible with the HGV traffic which currently uses this lane. Of course a weight limit of 7.5 tonnes would resolve these issues and this has been done in other parts of the city (Parkhill Drive).

c) The proposal consistently refers to the park and ride facility at Tile Hill Station as a complete 'win' situation as it does with the facilities around Tile Hill Village. The reality is that whilst the station is a boon to commuting rail users it has an ongoing and worsening effect on the surrounding residential

and business areas. The parking issues are well documented and extend well beyond the immediate area of the station. They are not limited to parking but also to peak traffic which the Developer's report chooses to ignore. Any increase in parking facilities will improve the parking issues (temporarily), but inevitably increase peak traffic. Since the operators of all surrounding park and ride facilities have recently increased their daily tariffs (Coventry, Birmingham International, Warwick Parkway etc.) yet the Tile Hill facility remains free and unmanaged, it is hard to escape the view that traffic is being encouraged into these small suburban stations as part of an overall strategy. The operator refuses to acknowledge this issue let alone take any action and the Council are complicit in not insisting on a lasting solution. It is also worth remarking that despite the optimistic view of the developer and planners, the greatest majority of travellers use the car to get to the station even if they live close by and of course many come from outside the city boundary attracted by the free parking. Genuine park and ride customers cannot park if they arrive after the rush hour at about 8.30 am and there is evidence that nearby residents without sufficient parking at their homes, use the station as a second car parking spot. Until there is a Metropolitan parking policy which addresses these issues the problems around small stations which have been turned into 'hubs' will continue.

4. Any Other Matters

HS2 Proposed build at Burton Green. This is again completely ignored by both the developer and the planning team despite the very obvious implications for this area. The fact that the Council have felt it necessary to petition the House of Commons Select Committee concerning the effects of construction traffic on the surrounding area for a period of 10 years indicates how seriously these problems need to be taken. The response from HS2 UK does not inspire confidence. A moratorium on any building in the area surrounding HS2 works for the construction period would be a sensible minimum precaution.

Clive Birch (Chairman)

Paul McDonald (Secretary)

Cromwell & Duggins Lane

Residents Association