



**Air Quality - Changes to the road network**  
**Consultation themes and responses**

<b>Area</b>	<b>Theme</b>	<b>Response</b>
Spon End	The proposals will just move the issues from the Holyhead Road to Spon End	The Council has carried out extensive traffic and air quality modelling to verify that the proposed schemes will achieve air quality compliance across all of Coventry. This modelling has been subject to rigorous checking by Government experts and accepted by Government in their approval of the Full Business Case. The modelling demonstrates that the proposed schemes will not create an air quality exceedance in Spon Ed, or indeed any other location.

Spon End	There is little evidence to suggest that the proposals will work	The Council has carried out extensive modelling to verify that the proposed schemes will achieve air quality compliance across all of Coventry. This modelling has been subject to rigorous checking by Government experts and accepted by Government in their approval of the Full Business Case. The FBC can be viewed on the Council's website.
Spon End	The proposed traffic management should be improved for local people – already too many traffic lights	New traffic light systems will allow more effective control of traffic and will be linked together to facilitate traffic movement whilst still providing safe crossing points for pedestrians and cyclists.
Spon End	Need a segregated cycleway	The proposed cycleways are designed to LN1/20 standards as far as possible, but there is insufficient space to provide full segregation without compromising the air quality objectives of the scheme or without major property impacts being necessary Following the consultation, the Council will change the cycleway/footway under the flyover at Junction 7 to be fully segregated. In other areas this is not

		possible without the acquisition of additional land and demolition of properties.
Spon End	Should be improving green travel opportunities instead of implementing this scheme	Air Quality modelling has demonstrated that green travel opportunities along will not achieve compliance with NO2 legal limits, and that the Spon End scheme is necessary to allow this route to accommodate traffic diverted away from Holyhead Road. The overall LAQAP package does improve green travel opportunities through the Coundon Cycle Route, the associated engagement programme, and improved walking and cycling facilities at Spon End at Junction 7. The Council is also implementing many other measures to promote green travel, such as the Binley Cycle Route, Foleshill Transport Package, All Electric Bus City, E-Fleet scheme, and WM Cycle Hire scheme, and the most extensive EV charging network outside of London.
Spon End	The scheme has a negative impact on the history and heritage of the area – particularly the demolition of the Black Horse	The Council needs to balance the wider air quality improvement benefits of the schemes with the loss of the Black Horse. The Black Horse was previously listed, primarily due to its interior. This

		<p>interior no longer exists. The demolition is subject to planning consent.</p> <p>Only one other structure is being removed, and that is an outbuilding at Godiva Carpets. The impact of the scheme upon Spon End cottages is being mitigated through the widening of the footway and associated landscaping</p>
Spon End	There needs to be more planting in the area. Need the right trees in the right places, with roots that can grow and aren't covered in concrete	The LAQAP schemes will incorporate significant levels of tree planting and green infrastructure as part of the design. The species and type of tree to be planted will be carefully chosen to match the streetscape and to maximise the chance that they will be healthy.
Spon End	The scheme will make parking issues in the area worse – this will have negative impact on businesses	<p>When the scheme is constructed, the Council will provide replacement off-street parking to replace that lost in Spon End. During the works, the Council will provide temporary parking.</p> <p>Consideration will be given to allowing loading and, potentially, some short-stay parking outside peak periods or daytime hours if it is considered that doing so would not compromise the achievement of the air quality objectives.</p>

<p>Spon End</p>	<p>Don't want shared use cycle/pedestrian paths</p>	<p>Ideally fully segregated cycle routes would be provided, but there is insufficient space to do so without compromising the ability to achieve air quality objectives through the improvement in highway capacity at Spon End.</p> <p>Following the consultation, the Council will change the cycleway/footway under the flyover at Junction 7 to be fully segregated. In other areas this is not possible without the acquisition of additional land and demolition of properties.</p>
<p>Spon End</p>	<p>This will have huge negative impact on residents who live adjacent to the highway</p>	<p>The Council has investigated more than 50 options to find the most appropriate solution that improves air quality but avoids a damaging Clean Air Zone. On balance the current schemes are considered the most appropriate; the Council has had to balance the impact on local residents in Spon End with the wider benefits for the city.</p> <p>This impact has been partially mitigated through the proposed widening of the footway and associated landscaping will provide a buffer. Drainage improvements</p>

		will also be incorporated in the scheme. There are statutory processes for property owners to claim compensation for any residual impacts that they can demonstrate the scheme has had upon their property
Junction 7	The evidence presented is inadequate or inaccurate	The Council has carried out extensive traffic and air quality modelling to verify that the proposed schemes will achieve air quality compliance across all of Coventry. This modelling has been subject to rigorous checking by Government experts and accepted by Government through the approval of the Full Business Case. The FBC, including modelling reports, can be viewed on the Council website.
Junction 7	Removal of the subways will make it dangerous for pedestrians who will have to cross the ring road instead	The works at Junction 7 include the provision of at grade crossings of the carriageways for both pedestrians and cyclists. Users of the crossings will have better lighting and greater visibility of their surroundings compared to the current subways, and the routes will be more direct than using the subways. The scheme will be subject to road safety

		audits to ensure that it is as safe as possible for all road users.
Junction 7	More traffic will be in this area because of the Spon End scheme and therefore air quality won't be improved	<p>The Council has carried out extensive traffic and air quality modelling to verify that the proposed schemes will achieve air quality compliance across all of Coventry. This modelling has been subject to rigorous checking by Government experts, and accepted by Government through their approval of the Full Business Case.</p> <p>The overall amount of traffic passing through Junction 7 will not be significantly different, although more traffic may approach the junction via Spon End with less traffic approaching from Holyhead Road.</p>
Junction 7	If there was a charging zone you wouldn't need to make these changes	A Clean Air Zone was considered when the initial LAQAP was in development, and was discounted by the Council as a result of the very high social and economic costs that were identified through the modelling (the CAZ would have had a cost of £250 million to the Coventry economy, 82,000 residents would have lived within the CAZ

		<p>boundary, along with businesses employing 27,000 people).</p> <p>With a daily charge of £12.50 for cars, the CAZ would have had a disproportionate impact on the less well off. Based on this evidence, the Council decided that such an economic impact could not be justified, and alternative measures as identified in the approved LAQAP were preferred.</p>
Junction 7	Should provide subsidised bus services instead	<p>Air Quality modelling has demonstrated that improved bus services alone will not achieve compliance with NO2 legal limits, and that the Junction 7 scheme is necessary to allow this route to accommodate traffic diverted away from Holyhead Road. The Council is also implementing the All Electric Bus City project which will improve bus services within the city</p>
Upper Hill Street/Barras Lane	This will increase pollution around St. Osburg's Primary School	<p>The Council has carried out extensive traffic and air quality modelling to verify that the proposed schemes will achieve air quality compliance across all of Coventry. This modelling has been subject to rigorous checking by Government experts, and accepted by</p>



		Government through approval of the Full Business Case. The modelling shows that air quality in Upper Hill street would be within national limits. This contrasts with the existing situation whereby Holyhead Road along the southern boundary of the school has NO2 levels significantly in excess of the legal limit
Upper Hill Street/Barras Lane	There is already congestion here because of the school and the church and this will make it worse	There is currently congestion at school start and finish with parents parking and manoeuvring in Upper Hill Street. The proposed one-way system in Upper Hill Street and parking bays in Barras Lane will be a more controlled environment than the current regime. The new parking spaces in Barras Lane will fully replace this lost in Upper Hill Street and Coundon Road.
Upper Hill Street/Barras Lane	This will cause real safety issues for pupils at St. Osburg's school	Upper Hill Street will be a one-way street and will be subject to a 20mph speed limit, reinforced by traffic calming. With the removal of parking and manoeuvring in Upper Hill Street, safety should be enhanced. The scheme design will be subject to Road Safety Audits at every stage of the design process, and the scheme designers will need to address any safety

		issues for pupils, and other road users, identified through this process
Upper Hill Street/Barras Lane	It is not appropriate to have all the traffic exiting ring road next to a primary school	<p>Upper Hill Street will be a one-way street and will be subject to a 20mph speed limit, reinforced by traffic calming. With the removal of parking and manoeuvring in Upper Hill Street, safety should be enhanced. Air quality modelling indicates that air quality in Upper Hill Street will remain within national safe limits.</p> <p>This traffic currently uses Holyhead Road and Barras Lane, which means it already passes along two sides of the Primary School.</p>
Upper Hill Street/Barras Lane	The proposed Abbots Lane housing scheme will add traffic and pollution here, this will add more	Traffic and air quality modelling has been undertaken for the LAQAP and a sensitivity test carried out with the Abbots Lane development included. However, as part of the planning process, the site promoter for Abbots Lane will need to evidence the traffic and air quality impacts of the development, including the identification of any necessary mitigation measures.

Upper Hill Street/Barras Lane	You should do the previously proposed scheme which involved closing the Coundon Road level crossing instead	A previous scheme based on the closure of Coundon Road at the level crossing was proposed at OBC stage, and consultation was carried out on that scheme. Significant opposition to that scheme was raised through the consultation, including a petition of more than 3,000 signatures, and, in response the Council decided to reject the level crossing closure as an option. Consequently, the Council needed to find alternative schemes.
Upper Hill Street/Barras Lane	School drop off and pick up arrangements need to be managed better here	The new one-way system in Upper Hill Street, coupled with the removal of parking from Upper Hill Street will make the arrangements at St Osburg's more controlled. Bablake School have now instigated a new traffic management system, using their own perimeter road. This has significantly improved the traffic arrangements at this location, despite the presence of roadworks to construct the Coundon cycleway.
Upper Hill Street/Barras Lane	The Coundon Cycleway has caused traffic problems in the area	The evidence indicates that the cycleway has not caused problems. By narrowing down the carriageway, traffic speeds have reduced, which brings safety benefits. The remaining carriageway is

		sufficient for two large vehicles to pass each other.
Upper Hill Street/Barras Lane	Should spend the money on active travel and buses instead	The infrastructure improvements are one aspect of a wider set of measures being implemented by Coventry. The wider air quality improvement plans include measures to encourage modal shift from cars, for example the Coundon Cycleway. Additionally, Coventry will become the first all-electric bus city by 2025 and Coventry has the most extensive EV charging network outside of London.
<b>Generic</b>	There needs to be more consultation	This current consultation was on the detail of the schemes. Previous consultations were carried out in 2019 and 2020.
<b>Generic</b>	Should introduce a charging zone like Birmingham instead	A Clean Air Zone was considered when the initial LAQAP was in development, and was discounted by the Council as a result of the very high social and economic costs that were identified through the modelling (the CAZ would have had a cost of £250 million to the Coventry economy, 82,000 residents

		<p>would have lived within the CAZ boundary, along with businesses employing 27,000 people).</p> <p>With a daily charge of £12.50 for cars, the CAZ would have had a disproportionate impact on the less well off. Based on this evidence, the Council decided that such an economic impact could not be justified, and alternative measures as identified in the FBC were preferred. .</p>
<b>Generic</b>	The questions in the survey were misleading, the Council haven't been directed by Government to do this scheme, they have been directed to improve air quality in the city	The Environment Act 1995 (Coventry City Council) Air Quality Direction 2021 is the legal direction served by Government on the Council, instructing the Council to take steps to implement the local plan, and specifies the particular measures to be implemented based on the FBC submission.
<b>Generic</b>	Should be much more planting of trees and greenery in the city – especially CO2 absorbing plants	The problem that the Council is legally obliged to address is pollution caused by NO <sub>2</sub> . Planting would not be sufficient to address the problem in Coventry. However, the LAQAP schemes will incorporate significant levels of tree planting and green infrastructure as part of the design.