

8.21 Comments on Responses received by Deadline 2

1.2.2

In light of the above and to avoid unnecessary duplication, in this document National Highways has sought to respond only where it has identified matters that may benefit from new or further points of clarification or correction, where it may assist a stakeholder and/or the ExA. Therefore, this document generally does not seek to provide a detailed response to each individual submission made at Deadline 2 where National Highways considers that its existing submissions to the Examination address the matter in question. Failure to respond to a particular point should not therefore be inferred as National Highways accepting a matter on which its position is already clearly identified. National Highways would, however, be very willing to respond to any additional questions from the ExA arising from the submissions made at Deadline 2, where they consider it would be helpful for National Highways to further comment.

Can the ExA be appraised as to whether the large number of submissions from Cowley residents is indicative of their failure to inform, engage with or consult with the local community?

Can the ExA be appraised as to why the applicant seems to feel that it is not necessary to answer reasonable and valid points raised by myself and other interested parties.? I would respectfully suggest that any repetition is due to the failure by the applicant to answer satisfactorily or indeed at all, points previously raised and shows disrespect to the interested parties and to the process.

2.2.8

National Highways made the decision to stop up Cowley Wood Lane following the 2019 statutory consultation. National Highways notes from the submissions made at Deadline 2 that some Interested Parties consider that this decision was made without input from or communication with the local community.

Can the ExA please be appraised as to why if this decision was made in 2019, that the information that there would be an increase in traffic using Cowley Lane was not communicated to the local community at this time or consulted upon? Why did this information only come to light during the course of these Hearings? Is this a further example of the lack of any meaningful consultation with the local community?

2.2.11 Traffic modelling

Can the ExA be appraised as to why the data for the baseline figures was collected between 6th October and 19th October 2015? Why has more accurate and up to date data not been collected? Does this not affect the validity of the traffic modelling on which it is based?

2.2.13

In Cowley, there is a forecast increase in traffic on Cowley Lane due to the proposed closure of Cowley Wood Lane. Whilst the forecast increase is significant

Can the ExA be appraised as to why, if the applicant has acknowledged that there will be a significant increase in traffic that there has been no assessment of the road condition or it's ability to carry a very significant percentage increase in traffic? Cowley Lane is a single track lane with a speed limit of 60mph , there is no pavement and no passing places. Why has there been no assessment of the safety of the users of this road , to include walkers, cyclists and riders?

Why has the required environmental assessment not been carried out ?

Will the applicant please confirm that an environmental assessment will now be undertaken, in line with the Institute of Environmental Management & Assessment (IEMA) (1993) Guidelines for the Environmental Assessment of Road Traffic. The overarching aim of this guidance is to 'Set out the threshold for the scale and extent of assessment of traffic impact within the environmental statement.' The guidelines state that this should) include highway links where traffic flows will increase by over 30%. Based on the increased forecast for 'Cowley road' being above the thresholds an assessment of traffic impact should be undertaken within the ES. In accordance with this guidance, an assessment should be undertaken including looking at baseline traffic levels, and to determine magnitude band significance of environmental effects including noise and vibration, pedestrian amenity, accidents and safety, air pollution, dust and dirt, ecological effects. Will the applicant please confirm that they will be complying with these guidelines?

Can the ExA be appraised as to where Cowley Lane ends as this information has still not been provided? There are at present 5 roads which access Cowley Village, even with Cowley Woods Road closed to through traffic, there will be 4 remaining. Why does the traffic modelling not include this data? Surely the traffic modelling is meaningless unless it includes this data? Has the applicant paid due regard to the fact that the centre of the village and specifically part of Cowley Lane itself is in a conservation area? What plans are there to mitigate against this increase?