

From: [REDACTED]
To: WMInterchange@pins.gsi.gov.uk
Subject: project reference is TR050005
Date: 03 April 2019 18:34:34

REFERENCE THE HUB.

I wish to raise the following points against the development of the HUB:-

The A5 and A449 are already congested with traffic. This becomes extreme whenever there are delays though road-works or accidents on the M6. The extra traffic which would result with the development of the hub would exacerbate this putting hours on journeys. Already this year the M6 has been closed 4 times resulting in gridlock on "all roads in the surrounding areas" as told on Radio2's traffic news.

Penkridge has grown through all the new build houses and yet the surrounding roads have not been resurfaced to a standard which takes this extra use. The roads are dangerously potholed.

The increasing size of Penkridge reduces the green belt which in turn has a negative effect on the environment. Whatever happened to fresh air and green fields that many residents thought they were buying into when they originally moved here?

I would be extremely interested to hear the thoughts of the developers should they be told that prior to any buildings/warehousing they must first build the railway for the HUB. I suspect they would not be so enthusiastic then. To build warehousing and roads first is backward. Once built it could be a number of years before any action is taken to build the railway and who knows, maybe a change of plan by then! So we would have all the warehousing and road traffic with no railway. This would therefore make the original plan null and void. I would suggest examination of other Hubs to see what they have experienced. It would be worth noting that rail track is 6 to 7 times as expensive to build. Consequently, in terms of capital employed, the productivity of the strategic road network may outperform rail by a factor of 20.

This is a major concern regarding freight traffic as according to the Institute of Economic Affairs (IEA) freight flows per track or lane are three times greater on the motorway and trunk road network than on the rail network. Therefore surely anybody using warehousing here would rather transport by road! Again, if this is the case the planning for the development has to be declined.

Regarding new jobs to the area this has not borne out in other areas where hubs have been built.

I have to question the increasing development of Green Field sites rather than Brownfield sites. Surely this is counterproductive to the promotion of reducing greenhouse gasses.

Yours Sincerely

Chris Walker (Mr.)



Virus-free. www.avast.com

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>
