

To
 Chair,
 Infrastructure Overview and Scrutiny Committee,
 From
 Councillor Trevor Allison.

**Contribution to discussion on Local Plan.
 IOSC meeting of 23.03.05**

At the Full Council meeting on 8th March, it was agreed that two Councillors and the Portfolio Holder (cross party) would meet with the Contact Officer from the Environmental Health department, to discuss aspects of the report EPS. O1A/2005. (Item18i) The particular issue concerns air quality measurements in the Caldewgate area and the levels of NO₂ (Nitrogen Dioxide) and particulates arising from traffic in this area. Scotland Road and Castle Way were quite rightly identified in the report as potential hotspots. This then, is being addressed separately.

The SW sector is an area whose only current access over the River Caldew and the railway, to the city and destinations East, North and South, is via Caldew Bridge/Castle Way, or Nelson Bridge/Viaduct The third crossing via Dalston/Durdar is increasingly being used as a rat run by some of this traffic and this has become an issue with residents in Dalston and at Durdar/Newbiggen Road. At present there is a measure of relief at the Viaduct amounting to 5/700 car journeys a day, due to the relocation of the County Council facility at the Lower Viaduct, to Kingmoor Park.

Impact of the CNDR

The CNDR will provide another access going North to Junction 44. There is no doubt, that using the County Council Highways Department's own published figures, it will achieve it's objective of substantially reducing traffic flows on Scotland Road.

	<u>Without CNDR</u>	<u>With CNDR</u>
Scotland Road	29,159	21,745 (-25.4%)
Kingstown Road	26,891	16,703 (-37.8%)
Castle Way	43,469	42,578 (-2.0%)

The CNDR has emerged as a development route and if it is successful, it is reasonable to assume that in the life of the new Plan there will be an increase in traffic in the area it serves. The headlines in the local press of 9/3/05 is an indicator of its potential, but even at current levels, traffic flows and consequently air pollution levels, on the two city routes identified above, Castle Way and the Viaduct, will remain substantially the same post CNDR.

A southern Link is proposed in LTP2 but is unlikely to come to fruition within the next Plan Period.

Park and Ride is also included in LTP2 but is unlikely to be funded within the next 3-5 years

We can then, expect developments in the SW sector, housing, commercial or industrial, to result in increased traffic in this area of the city. This is summarised as follows;

- 1) No. housing units built in the SW sector during the Present Plan Period including "The Beeches" estate on Wigton Road 722
- 2) No. housing units approved or pending in this area Including Raffles Regeneration, Carrs Field etc app. 700
- 3) Morton Masterplan* main site and Wigton Road 900+
- 3) Substantial Brownfield sites in the SW sector, as yet undeveloped. Likely to emerge from the current Urban Capacity Study, or will become available in the lifetime of the new Plan. Reflects the decline in manufacturing and relocations to Kingmoor Park PPG3 target of 30-50 units per hectare. ?00

*does not include proposed commercial and retail developments.

The figures show that approx. 2,000 housing are projected for the SW sector, about four times the total size of the new estates at Garlands. This will generate an additional 14,000 car journeys per day. (Professor Whitelegg) A substantial number of these journeys will be to or through the city. This discounts the retail developments identified in the Plan.

On the basis of the figure above, given that the routes identified above are at capacity at peak periods, it seems likely that developments on this scale in the SW sector are simply not sustainable with respect to traffic and air pollution. It seems sensible that the IOSC and the officers should debate and address these issues at our meeting.