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----- Forwarded message -----

From: [Redacted]

Date: 13 March 2017 at 20:47

Subject: Hillmorton Lane/Rugby Link Road

To: [Redacted]

Cc: [Redacted]

[Redacted]

[Redacted]

Whist my wife was looking through one of last week's local papers, she noticed your advert with regard to road alterations to Hillmorton Lane and the construction of the new Rugby Link Road.

I have downloaded your proposed plans and I have great concerns about your traffic directions as indicated on DRG. NO 24.2-228-003. There are several issues about the indicated direction of traffic and from the view on the drawing it is obvious that your project drawer does not use road junctions very often or is not indeed a road user. From the content of the drawing it seems to me that a traffic survey has not been taken otherwise it would be well known, as we know from the amount of vehicle's that use Hillmorton Lane to get to Butlers Leap and the industrial estates beyond.

First of all, the drawing indicates that vehicle travelling north from Hillmorton Lane can only continue ahead or turn right onto Rugby Link eastbound but no left turn to travel west. WHY?

Secondly, vehicles travelling south on Hillmorton Lane are instructed "Ahead Only" WHY?

Thirdly, vehicles travelling east on the Rugby Link, again "Ahead Only" WHY?

And fourthly, vehicles travelling west along the Rugby Link can only continue west on the Rugby Link or turn left onto Hillmorton Lane south with no right turn to Hillmorton Lane (not road) north. WHY?

If these drawings are final, pray explain to me how on earth are you going to enforce these directions without any physical equipment on the roads to stop a driver taking a decision to do the opposite to what you propose. It's all very well saying that cameras will record the junction activity, but that will not stop an accident which I feel is inevitable. **The drawing is an accident waiting to happen.**

I do not have an issue with the construction of a new road, in fact I welcome it if it relieves traffic congestion and is planned and constructed correctly. It seems to be a perfectly good enough route which may or may not relieve traffic congestion on the A428 in Hillmorton Village, particularly at the Paddock Pub junction, exiting Deerings Road, Fenwick Drive and Watts Lane which is used as an alternative easier route to go to the DIRFT complex rather than going through Rugby town or Mill road. **This will only get worse if nothing is done.**

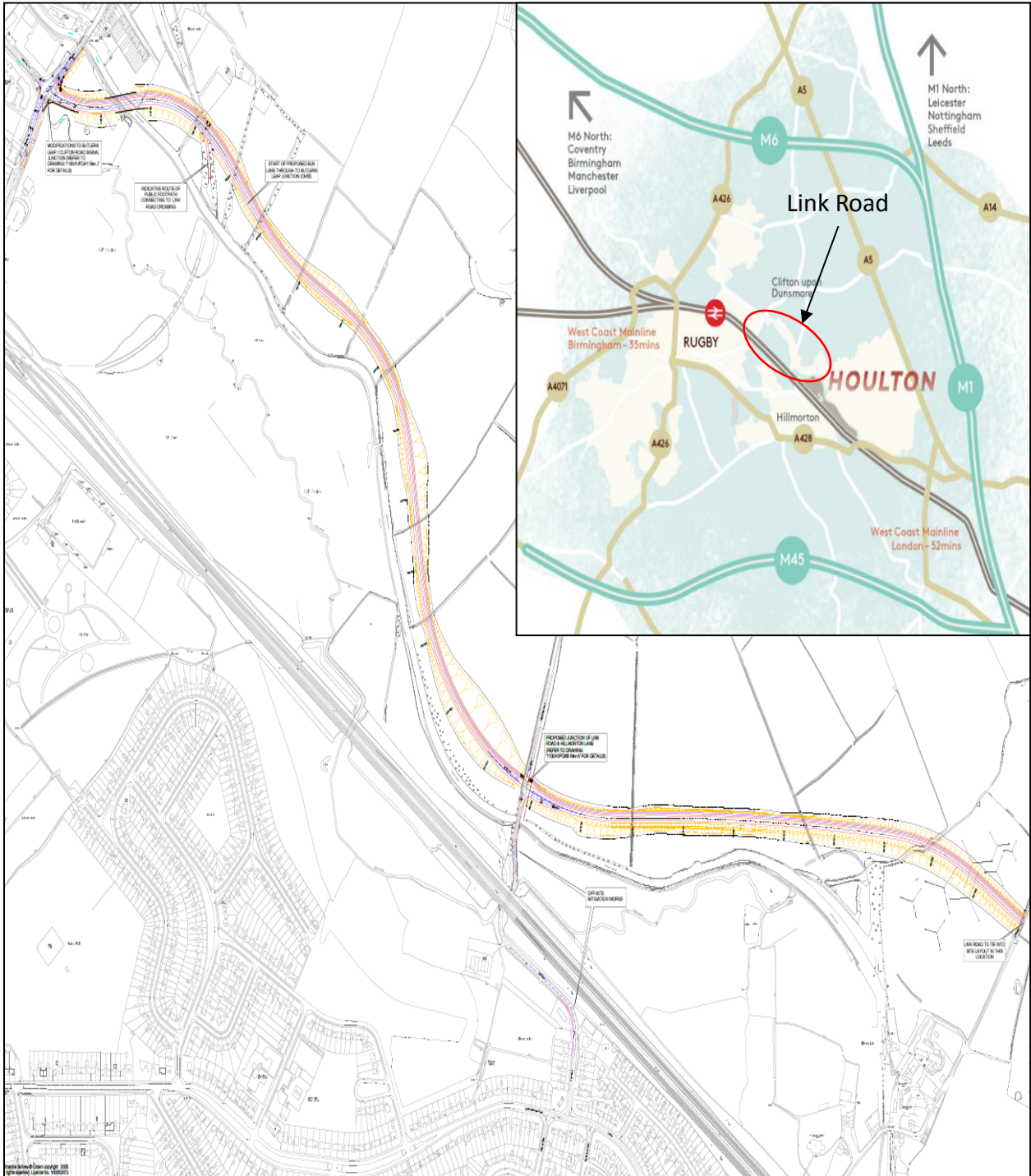
Finally with cost in mind, I remember the Western Relief bypass issues and the ongoing alterations at "Cathorpe interchange" which could have been avoided if more thought and facts about the volume of future traffic were applied to the original projects instead of trying to save costs. It is easier and cheaper to alter the drawings now by widening the proposed junction so that traffic can travel in all directions instead of having to alter the junction in 5 to 10 years from now.

Your comments would be welcome and also perhaps a time scale of when future plans/drawings for the continuing route of the Rugby Link Road.

With regards

[REDACTED]

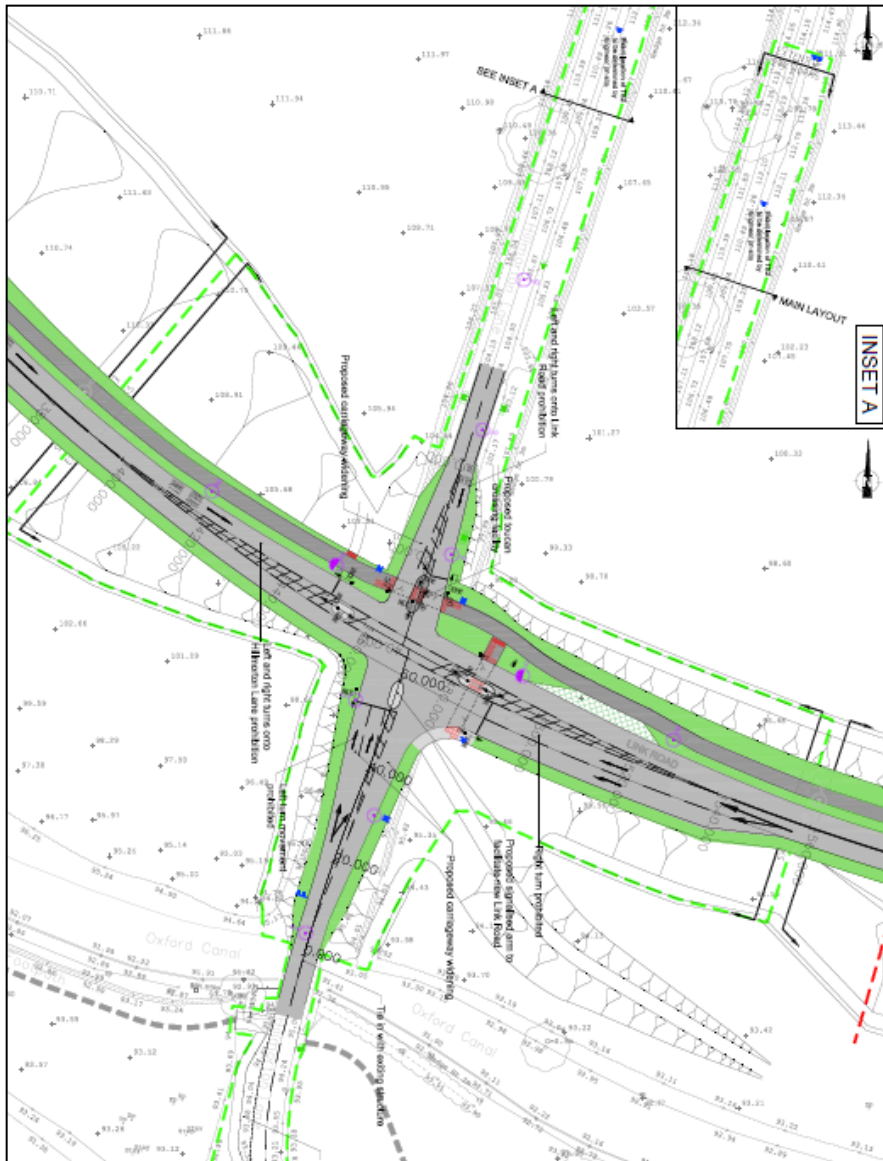
Appendix A (1)



Overall plan

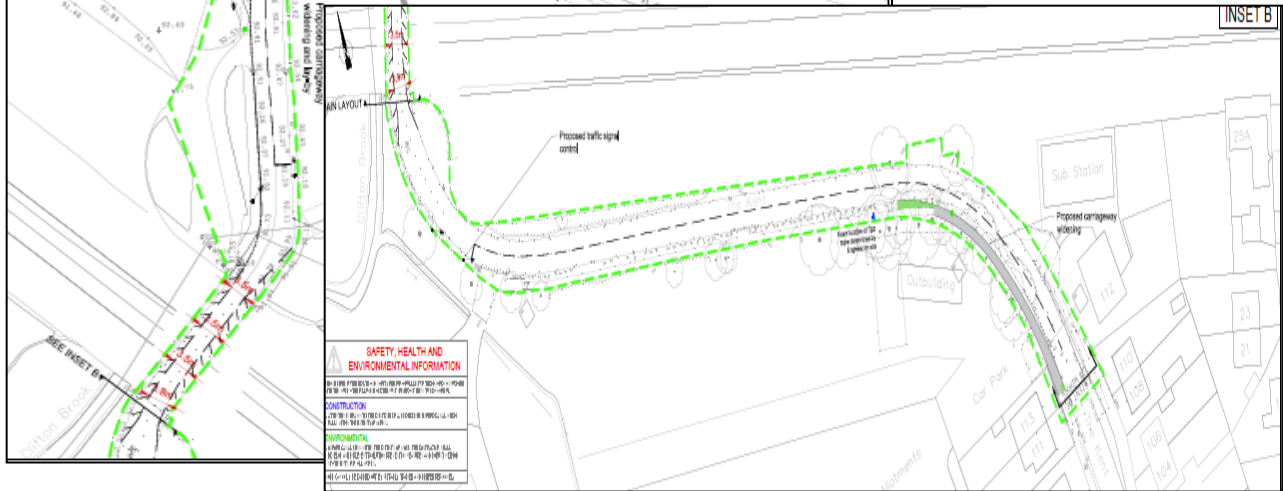
Link Road to Houlton

Appendix A (2)



Hillmorton Lane / link road junction

The Kent



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
CONSTRUCTION
IMPROVEMENTS

S278 scheme:
C30 Hillmorton Lane / link road