



## Proposed traffic lights and pedestrian crossings on Eastboro Way Nuneaton

22 March 2017 at 11:39

TO: [REDACTED]

Dear [REDACTED],

I will take your comments regarding the proposed traffic lights and crossing as your objection to the proposals. However, I would also like to reassure you that the traffic lights will include the latest vehicle detection technology which will be used to dynamically alter the timings so as to minimise delays to road users.

The traffic calming webpage I referred you to is a list of current and proposed schemes and you may wish to raise your concerns with the Traffic and Road Safety team using the details on that page. You may also wish to direct your observations about the speed limit signs to them as they look after speed limits, traffic management and road safety generally.

My understanding with fault reporting is that Fix My Street is used to collect the reports, but I am not aware of the process for following these up or tracking. Please call County Highways on 01926 412515 if you wish to speak to someone about this.

With regard to Fillongley Crossroads, this is another Traffic and Road Safety team scheme and they may be able to provide you with additional details. However, I understand that the changes which are currently being made do not include the introduction of traffic lights, but the works have been designed so that this could be done at a later date.

I have forwarded your email regarding drains to [REDACTED]. Please note though that my area of work is specifically related to the works associated with the development site at Eastboro Way so I hope the links I have provided are helpful if you have any further similar issues.

Regards

Tel: [REDACTED]

Email: [REDACTED]

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PO Box 43 | Shire Hall | Warwick | CV34 4SX

On 19 March 2017 at 08:42, [REDACTED] wrote:

I thank you for your most comprehensive and swift response.

I would comment as follows:

### **Proposed traffic lights and pedestrian crossing on Eastboro Way near Cambourne Drive, Nuneaton:**

- the installation of 3 sets of lights within such a short distance will surely lead to a lot of stop start traffic especially at peak times.
- with all the other proposed lights this 'relief road' may become easily gridlocked between Long Shoot and Coton Arches unless lights are synchronised or intelligent to traffic flow.

Please take this as my comment regarding the scheme.

### **Double mini island in Whitestone:**

You refer me to a traffic calming website but can find no mention whatsoever about this traffic congestion hotspot?

### **Gipsy Lane lights and mudbath**

It is good to see the lights issue is with enforcement - I wish them every success.

Regarding the mudbath I am confused with your website as when you report it sometimes forwards you to Fix My Street which seems at times to say that your complaint will be forwarded to WCC and on other places, especially to the monthly follow up e mails, it says it does not report faults to WCC? Either it does or it doesn't?

I have so far reported this issue on your website, along with many others at the local Community Forum and to my county councillors without any improvement so far. One councillor has even, in frustration I suspect, written a letter to the local newspaper about this

### Roundabout Eastboro Way/Hickley Road

The current signing is confusing. As you enter the island from Eastboro Way there is a 40 mph repeater on a lamppost - odd to put this just as you have to slow for the roundabout.

However as you turn left into Hinckley Road it becomes a 30 mph limit. The 30 mph signs are badly sighted and easily missed - the one on the left is out of your sight line as you are concentration on traffic from the right. The sign on the right is on the far side of a very wide centre reservation. Both signs can be lost in the clutter especially as there is also a pedestrian crossing with all its lights etc.

Could I suggest that the 40 mph sign is removed from the entry to the roundabout from Eastboro Way, the 30 mph signs resited, and a 30 mph 'repeater' added to the camera sign as you exit the roundabout but before the turn into St Nicolas Park Drive. Alternatively paint a 30 mph sign on the road surface. There is a flashing illuminated sign but this is way down Hinckley Road. I know a motorist is expected to measure distance between street lights but how many do this especially having just seen a 40 mph repeater sign.

Note that Long Shoot, also 40 mph, joins same roundabout so you have 2 x 40 mph roads worth of traffic that needs a better notification of the speed limit change.

On a totally different topic:

### Fillongley Crossroads

I travel regularly from Nuneaton to Meriden and cross this junction. There is a lot of work going on here but no sign of the traffic lights it so badly needs.

I have seen suggestion that the problem has been drivers coming from Nuneaton direction and failing to notice that there is a main road coming across their path and failing to stop at all.

My experience is not this at all. When you are at the stop line going up the hill the view to the left is very restricted and traffic appears very quickly into view. Obviously moving off uphill can be slower than a level start and it is these factors that can easily lead to collision.

Lets hope your plans work but I am not convinced.

You have done something similar at Astley Crossroads and approaching this from Fillongley also results in near misses with unsighted traffic pulling out from the Bedworth direction into your path.

Regards

[REDACTED]

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**From:** [REDACTED]

**To:** [REDACTED]

**Sent:** Friday, 17 March 2017, 13:35

**Subject:** Fwd: Proposed traffic lights and pedestrian crossings on Eastboro Way Nuneaton

Dear [REDACTED]

Thank you for your email. I would like to apologise that the plan referred to was not on the website and this has now been addressed and can be found at [www.warwickshire.gov.uk/trafficsignals](http://www.warwickshire.gov.uk/trafficsignals). I hope the following information is helpful.

The installation of traffic signals at the two junctions of Eastboro Way and Cambourne Drive, and the installation of a Toucan crossing between them, has arisen from the planning conditions associated with the development of land on the corner of The Long Shoot and Eastboro Way. The details can be found on Nuneaton and Bedworth Borough Council's website and the planning application reference is 033157. The principle of the scheme has been consulted upon through the planning process by the Borough Council, but as highway authority we are required to advertise the intention to install traffic signals. If we receive any objections these will be reported to our Portfolio Holder for Transport and Planning who will make a decision as to whether or not there is sufficient reason to request that the Borough

Council re-consider their planning condition.

Many of the schemes you have asked about are linked to the need to manage and mitigate increased vehicular, pedestrian and cyclists demands on the network linked to Borough Plan development proposals. The high level details of identified schemes and proposed locations are included in the Strategic Transport Assessment developed by the County Council to inform the evidence base for the Nuneaton and Bedworth Borough Plan

([https://www.nuneatonandbedworth.gov.uk/downloads/download/357/strategic\\_transport\\_assessment\\_2016](https://www.nuneatonandbedworth.gov.uk/downloads/download/357/strategic_transport_assessment_2016)).

With reference to your specific queries:

- Long Shoot to new housing estate to West - 1 or 2 sets of traffic lights and perhaps a pedestrian crossing: **A new traffic signal controlled junction is proposed for the junction of The Long Shoot and Greendale Road. This is a planning condition, see planning application reference 032992. It is anticipated that the works will commence in the summer.**

- Long Shoot/Hinckley Road/Eastboro Way roundabout - traffic lights in addition to existing pedestrian crossing on beginning of Hinckley Road: **It is WCC's aspiration to make changes to this roundabout and we are taking developer contributions towards this through the planning process. We do not currently have a programme for this.**

- Eastboro Way/ Camborne Drive - traffic lights at both Camborne Drive junctions and pedestrian lights: **This is the scheme you have contacted me about.**

- Eastboro Way to Heart of England Way - adding traffic lights to existing roundabout: **Planning application reference 033926 includes a condition to replace the existing mini-roundabout with traffic signals.**

- Eastboro Way to Crowhill Road - replace mini roundabout with signalled T junction: **The same planning application as above includes a condition to replace the existing roundabout with traffic signals.**

- Eastboro Way where it becomes Garrett Street - existing pedestrian lights **Yes, there is.**

- Avenue Road existing 3 sets of pedestrian lights and traffic lights to Pingles **Yes, there are.**

- Coton Arches - signalisation and pedestrian crossings in major revamp about to start: **More details on this scheme can be found at [www.warwickshire.gov.uk/cotonarches](http://www.warwickshire.gov.uk/cotonarches)**

You have also asked about the roundabout at Garrett Street/Highfield Road/Avenue Road. There are proposals for improvements at this location linked to the Borough Plan, scheme proposals have not been fully developed and are not funded at this stage. Currently the Strategic Transport Assessment identifies widening of approaches, however further study work will be required to identify the most appropriate scheme

And about the double mini island in Whitestone at the Lutterworth Road, Bulkington Lane, Golf Drive junction. I am not aware of any proposals for this location but you may wish to see [www.warwickshire.gov.uk/trafficcalming](http://www.warwickshire.gov.uk/trafficcalming) for details of road safety schemes that are proposed for Nuneaton.

At Gipsy Lane / Coventry Road: You are correct that traffic signals are required and this matter is with planning enforcement. With regard to the mud, the operators are arranging for regular road sweeping, but if you have a specific complaint about this then please see [www.warwickshire.gov.uk/reporhighwayproblem](http://www.warwickshire.gov.uk/reporhighwayproblem).

If you wish to object to the proposed installation of traffic signals at both junctions of Eastboro Way and Camborne Drive, plus the Toucan crossing, then please can you put the details of

your objection in writing to me so as to be received by 7 April.

Regards

[REDACTED]

[REDACTED]

Tel: [REDACTED]

Email: [REDACTED]

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PO Box 43 | Shire Hall | Warwick | CV34 4SX

On 16 March 2017 at 09:12, [REDACTED] wrote:

**1** -I see in the Nuneaton news an entry from WCC on page 44 about putting 2 sets of traffic lights and one pedestrian crossing on Eastboro Way, Nuneaton in the Camborne Drive area.

The entry states that plans are on line but they do not appear on the site in the newspaper entry nor via a Google search.

Can you advise me on this.

**2** -Can you also confirm how many sets of lights are now planned or in consultation in this area. My understanding is that from the A5 junction with Long Shoot to Chilvers Rise the following are now installed or planned.

- Long Shoot to new housing estate to West - 1 or 2 sets of traffic lights and perhaps a pedestrian crossing

- Long Shoot/Hinckley Road/Eastboro Way roundabout - traffic lights in addition to existing pedestrian crossing on beginning of Hinckley Road

- Eastboro Way/ Camborne Drive - traffic lights at both Camborne Way junctions and pedestrian lights

- Eastboro Way to Heart of England Way - adding traffic lights to existing roundabout

- Eastboro Way to Crowhill Road - replace mini roundabout with signalled T junction

- Eastboro Way where it becomes Garrett Street - existing pedestrian lights

- Avenue Road existing 3 sets of pedestrian lights and traffic lights to Pingles

- Coton Arches - signalisation and pedestrian crossings in major revamp about to start.

**3** - I also undersatnd that there are plans to improve flow round the roundabout at Garrett Street/Highfield Road/Avenue Road by reducing the size of the centre reservation so that 2 vehicles can pass through side by side. Flow round this area is also hampered by having pedestrian lights on 3 of the 4 exits. Is this change information correct and when will it happen.

**4** -What plans are there to improve traffic flow and safety at the double mini island in Whitestone at the Lutterworth Road, Bulkington Lane, Golf Drive junction?

**5** - What plans are there in place to improve the junction of Gipsy Lane and Coventry Road by the quarry - I have heard that the quarry operators are supposed to have installed lights as part of their operating approval/ Likewise I undersatand they are supposed to have put in measures to prevent the mudbath that motorists have to endure when oassing the quarry exit as the wheelwash debris drains down the hill from the quarry, and is carried on truck wheels, on to the road. They use a road sweeper on occasions but this just holds up traffic and spreads yet more water along the road

Could you advise me on all of the above and where details of those lights and traffic flow improvements etc being planned or approved for construction can be found on the website.

If you need to pass any of these questions on to others for response please feel free to do so but please advise me to whom you have passed the request on to.

Many thanks

[REDACTED]



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## Objection to proposed installation of traffic signals at both junctions of A4254 Eastboro Way and Camborne Drive, plus the Toucan crossing

27 March 2017 at 10:54

To:  
Cc:

Dear [REDACTED],

I would like to acknowledge receipt of your objection and for the details and information it contains.

You objection, and any other received, will be reported to the Portfolio Holder for Transport and Planning at the next available meeting, which is currently scheduled to be on 16 June. The report will be published one week beforehand and you should be able to view it at [https://democratic.warwickshire.gov.uk/cm5/CurrentCommittees/tabid/122/ctl/ViewCMIS\\_CommitteeDetails/mid/600/id/548/Default.aspx](https://democratic.warwickshire.gov.uk/cm5/CurrentCommittees/tabid/122/ctl/ViewCMIS_CommitteeDetails/mid/600/id/548/Default.aspx).

Regards

Tel: [REDACTED]  
Email: [REDACTED]

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On 24 March 2017 at 14:17, [REDACTED] wrote:

Hello [REDACTED],

Thank you for your previous reply to my initial enquiry regarding the proposed installation of traffic signals at both junctions of A4254 Eastboro Way and Camborne Drive, plus the Toucan crossing see below:

I would like to object on the basis of:

- The Transport Assessment 16178 The Longshoot, Nuneaton, Carried out by Jubb on behalf of Barratt Homes appears to be floored. The Transport Assessment addendum states: 'traffic model generates acceptable queue lengths and indicates the works will deliver an improvement in the performance of the local highway network' (from section 3. Revised S278 Scheme).
  - There are already unacceptable queue lengths on Eastboro Way at peak times, often running the length of Eastboro Way (both directions) and common sense dictates that adding 2 sets of 4 way lights and a Toucan Crossing can only increase these queue lengths, increase standing traffic, increase traffic noise levels and pollution from vehicles on Eastboro Way and the surrounding area, even if the new sets of traffic signals utilise the latest technology for monitoring traffic demand.
  - The Transport Assessment 16178 The Longshoot, Nuneaton, has **NOT** taken into account the effect of the proposed additional traffic signals on the A47 Long Shoot/Greendale Road will have on the proposed installation of traffic signals at both junctions of A4254 Eastboro Way and Camborne Drive, plus the Toucan crossing.
  - The Transport Assessment 16178 The Longshoot, Nuneaton, is very difficult to understand and a drawing (Appendix A Outline Approved S278 GA and LinSig Models) show the signalisation of the Hinckley Road/Longshoot/Eastboro Way Island. Has the proposed scheme been based the traffic flows on the signalisation of the island or not?
  - The number of vehicles shown queuing in Appendix A Summery Results (Planning Submission) in my view seems very small and inaccurate, as a resident I use the A4254 Eastboro Way South

& North bound at varying times throughout the day, every day and often witness queues of 30 to 40 vehicles and even larger at peak times. The longest queue stipulated within the report is 25 vehicles on the A4254 (North) Southbound PM which in my view is a very inaccurate figure.

- Could an independent traffic volume and queue assessment be carried out to include peak times to confirm the figures produced by Jubb are accurate?

As I write this email (11:30 am on Friday 24/03/2017), I can see a queue of traffic from the island backing up past the entrance to Camborne Drive (the whole length of Eastboro Way) of over 50 vehicles, this does not seem to reflect the numbers stipulated within the transport assessment. Please see photos attached:











- As you can see from the photos, traffic is queuing on Eastboro Way as far as the eye can see, and without the installation of 2 sets of 4 way lights and a Toucan crossing.
- The widening of Eastboro Way into 2 lanes (not including turning lanes proposed for site & Camborne Drive) will create a bottle neck where the two lanes merge into one (Near existing Railway Bridge) , again increasing queue lengths and affecting the traffic signals.
- Pollution
  - Air Quality Monitoring has not been carried out on Eastboro Way prior to the proposed traffic signals and nothing is proposed to monitor air quality in the vicinity after the works (if approved) have been completed. This raises health concerns for residents in the immediate area, I am afraid the installation of signals on Eastboro Way will increase traffic queues and standing traffic (at all times) and only increase my concerns regarding the health of local residents.
  - As a minimum I would expect the County Council to carry out air quality monitoring to reassure residents that air quality has not been affected by the installation of traffic signals at both junctions of A4254 Eastboro Way and Camborne Drive, plus the Toucan crossing.
  - I am concerned that Borough Council does not take its responsibility for measuring the quality of ambient air seriously with the Borough Council deciding to discontinue the use of the automatic air quality monitoring station on Leicester Road, Nuneaton, by the gyratory system, leaving only one automatic air quality monitoring station on Midland Road (B4114) See: <https://nuneaton.greenparty.org.uk/news/2017/02/13/air-quality-update/> Having only one automatic air quality monitoring station cannot accurately measure air quality within Nuneaton.

- Noise
  - Noise from traffic at peak times is already a concern to local residents, the increased standing traffic, the stop/starting of engines at multiple traffic signals will only increase the noise levels, which could have a detrimental effect on quality of life for local residents.

Please note that I am not opposed to the development of land on the corner of The Long Shoot and Eastboro Way, planning application reference 033157, but are opposed to the way access to this site is obtained, what other options to access this land were put forward to the Borough Council for consideration?

If the Transport Assessment 16178, Appendix A Summary Results (Planning Submission) are accurate then a queue of only one vehicle (North & South) is expected at the site access, so why is there a need for 2 access points to the site? The results of the Jubb survey would suggest only one access point is required due to volume of traffic expected to require access/egress. Would it not make more sense to add a access point to the site from the existing island situated at the end of Eastboro Way/Hinckley Road/Longshoot if expected vehicle numbers utilising the site are so low?

The Strategic Transport Assessment: NBBC Local Plan Schemes (2016) regarding A4254/B4114/Eastboro Way, The widening on west, east and southern approaches to extend the two lane approach has a 2016 Cost of £730,000, could this be reduced if access is gained to the site via the island (potentially with Barratt Homes covering the full cost) and not having to widen Eastboro Way?

Can you please acknowledge receipt of this objection.

Regards,

[Redacted signature block]

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[Redacted block]

[Redacted block]

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

From: [Redacted]

To: [REDACTED]  
Cc: [REDACTED]  
Bcc:  
Date: Wed, 22 Mar 2017 11:07:17 +0000  
Subject: EXT || Re: Proposed Traffic Signals Junction- A4254 Eastboro Way/Camborne Drive (North & South)  
Nuneaton  
Dear [REDACTED],

Please accept my apologies for my delay in replying to your email with more detail.

The installation of traffic signals at the two junctions of Eastboro Way and Camborne Drive, and the installation of a Toucan crossing between them, has arisen from the planning conditions associated with the development of land on the corner of The Long Shoot and Eastboro Way. The details can be found on Nuneaton and Bedworth Borough Council's website and the planning application reference is 033157. The principle of the scheme has been consulted upon through the planning process by the Borough Council, but as highway authority we are required to advertise the intention to install traffic signals. If we receive any objections these will be reported to our Portfolio Holder for Transport and Planning who will make a decision as to whether or not there is sufficient reason to request that the Borough Council re-consider their planning condition.

The need for traffic signals was identified as a result of traffic modelling work carried out by the applicant's transport consultant and the details can be found in the Transport Assessment (TA) which forms part of the planning application. You will see in the TA that the original proposal was for two sets of traffic signals at each junction with Camborne Drive and the site accesses. Once more detailed design work was commenced by Barratt Homes' consultant it was established that it would not be possible to provide full pedestrian crossing facilities at the two junctions whilst still ensuring the traffic signals would operate with capacity for the traffic demand that is expected. Therefore, we agreed with Barratt Homes and their consultant that a Toucan crossing could be provided between the two junctions, which has the added advantage of linking directly to the route between the rear of the shops and the rear of St Austell Drive. The operation of this Toucan crossing will be on demand and will be linked to the operation of the two adjoining traffic signal junctions to avoid traffic on Eastboro Way stopping multiple times.

With regard to the traffic signals at A47 / Greendale Road, these are a planning condition associated with the Bellway Homes development and the details, including the Transport Assessment, can be found on the Borough Council's website. The planning application reference is 032399. All these new sets of traffic signals will utilise the latest technology for monitoring traffic demand and adjusting the timings dynamically to minimise the delays to all road users.

You may also find it of interest to refer to the Nuneaton and Borough Plan development proposals as it gives details of how various schemes are linked to the need to manage and mitigate increased vehicular, pedestrian and cyclists demands on the network. The high level details of identified schemes and proposed locations are included in the Strategic Transport Assessment developed by the County Council to inform the evidence base for the Plan ([https://www.nuneatonandbedworth.gov.uk/downloads/download/357/strategic\\_transport\\_assessment\\_2016](https://www.nuneatonandbedworth.gov.uk/downloads/download/357/strategic_transport_assessment_2016)).

We anticipate commencing these works in June, depending on the outcome of the Portfolio Holder for Transport and Planning's decision regarding any objections received to the proposed installation of the traffic signals and Toucan crossing. The works will take 5 to 6 months to complete. Air quality monitoring is carried out by the Borough Council and details of their services can be found at [www.nuneatonandbedworth.gov.uk/info/20081/pollution/186/pollution/4](http://www.nuneatonandbedworth.gov.uk/info/20081/pollution/186/pollution/4). There are no proposals for the County Council to monitor air quality in the vicinity of these works.

I hope this information and links are helpful. If you wish to object to the proposed installation of traffic signals at both junctions of Eastboro Way and Camborne Drive, plus the Toucan crossing, then please can you put the details of your objection in writing to me so as to be received by 7 April.

Regards

[REDACTED]

[REDACTED]

Tel: [REDACTED]

Email: [REDACTED]

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PO Box 43 | Shire Hall | Warwick | CV34 4SX

On 17 March 2017 at 15:56, [REDACTED] wrote:

Dear [REDACTED]

Thank you for your email. Please accept our apologies that the plans were not available on the website yesterday. This has now been addressed and can be accessed following the link you have shown.

You have asked a number of questions regarding the scheme and other nearby schemes and I will be able to respond with more detail early next week.

Regards

[REDACTED]

[REDACTED]

Tel: [REDACTED]

Email: [REDACTED]

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PO Box 43 | Shire Hall | Warwick | CV34 4SX

On 16 March 2017 at 11:56, [REDACTED] wrote:

Hello [REDACTED],

Hope you can help me?

A notice has been placed on Eastboro Way, Nuneaton regarding the proposed traffic signals.

I have been on the website [www.warwickshire.gov.uk/trafficsignals](http://www.warwickshire.gov.uk/trafficsignals) hoping to find these proposals but the Proposed Traffic Signals Junction- A4254 Eastboro Way/Camborne Drive (North & South) Nuneaton do not appear to be there.

Could you please supply them to me?

I am a local resident (St Buryan Close) and will be directly affected by the proposed traffic signals, in brief I am concerned about:

- Traffic Flow Eastboro Way. Fflow of traffic is already poor on Eastboro Way, often resulting in long queues at peak times & even off peak.
- Traffic Flow Camborne Drive outside Acorn Pub. There are already long queues at this location at peak times, often resulting in queues past the junction of Portreath Drive, traffic signals will only increase the length of these queues.
- Standing traffic on Eastboro Way. St Buryan Close is situated along side Eastboro Way near the Hinckley Road/Longshoot Island, Noise from traffic is already high, standing traffic will only increase this.
- Pollution. An increase in emissions from vehicles on Eastboro Way if having to stop/start at 2 sets of 4 way traffic lights & a Toucan Crossing + the Island at the junction of Hinckley Road/Longshoot.
- Proposed traffic signals on A47 Long Shoot/Greendale Road. These traffic signals will again increase stop/start traffic and effect the proposed traffic signals on Eastboro Way & island at junction of Eastboro Way/Hinckley Road/Longshoot.
- Toucan Crossing on Eastboro Way. How will this affect the 2 sets of 4 way traffic signals on Eastboro Way when operated? Again increasing stop/start and affecting the effectiveness the traffic signal timings.

I am sure Warwickshire County Council has done appropriate surveys to determine how these new traffic signals will affect the traffic flows in the area, could you please supply these?

Can you confirm the traffic survey has included:

- The proposed additional traffic signals on the A47 Long Shoot/Greendale Road?
- The effect on traffic flow on the island (junction of Eastboro Way/Hinckley Road/Longshoot)?
- Queue lengths (all directions)? Current queues already run the length of Eastboro Way (both directions) at peak times, if adding in 2 sets of 4 way traffic signals + a Toucan crossing, common sense would dictate these queues will only grow. Excessive queue lengths will reduce the

effectiveness of the traffic signals as vehicles will not be able to progress, as often happens at the junction of the Longshoot & A5, causing traffic a peak times to back up from the junction of the A5/Longshoot the full length of the longshot to the island at the junction of Eastboro Way/Hinckley Road/Longshoot, even at it's worse onto Eastboro Way and Hinckley Road.

- How will the additional traffic signals on Eastboro Way and A47/Greendale Road effect the traffic emerging from the St Nicholas Park Estate/St Nicholas Park Drive? Again at peak times large queues form on St Nicholas Park Drive trying to access Hinckley Road.
- How will the additional traffic signals on Eastboro Way and A47/Greendale Road effect the traffic on Hinckley Road, heading towards the Longshoot? Currently queues form at peak times and often go back the entrance of North Warwickshire Collage, sometimes even the junction of Higham Lane.

If approved when are the works likely to take place and for how long?

Would it be possible to fit some sort of pollution monitoring device near the Hinckley Road/Longshoot/Eastboro Way Island prior to the proposed works starting? (if approved) I suspect the additional traffic signals will greatly increase pollution on Eastboro Way (and surrounding area), and it would in my view be appropriate to monitor this prior to the proposed traffic signals and after installation.

If the traffic signal proposals are accepted and installed, do Warwickshire County Council have any back up plans if these traffic signals detrimentally effects the traffic flow, as I suspect? Are there any future plans to improve the road infrastructure in this area?

Thank You in advance.

Kind Regards,

[Redacted signature block]

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## Proposed traffic signals at Eastboro Way / Camborne Drive, Nuneaton

25 April 2017 at 15:16

TO: [REDACTED]

Dear [REDACTED]

Thank you for putting in writing the grounds for your objections to the traffic signals. These will be reported to the Portfolio Holder for Transport and Planning at their meeting on 16 June. The report will be published one week beforehand on [https://democratic.warwickshire.gov.uk/cm5/CurrentCommittees/tabid/122/ctl/ViewCMIS\\_CommitteeDetails/mid/600/id/548/Default.aspx](https://democratic.warwickshire.gov.uk/cm5/CurrentCommittees/tabid/122/ctl/ViewCMIS_CommitteeDetails/mid/600/id/548/Default.aspx).

The Portfolio Holder will be asked to make a decision on whether to approve the introduction of traffic signals having considered the objections which have been received. The report will also make it clear that the requirement for the traffic signals arises from a planning condition that was put in place by Nuneaton and Bedworth Borough Council.

I must make you aware that a number of the points that you have made relate to the planning application processes for the development and for your own house and therefore fall outside of the scope of what can be considered as objections to the traffic signals. You may wish to take these up separately with the Planning Department at NBBC.

The Portfolio Holder's decision will be published one or two working days after the meeting date. It will be published on the same webpage as above.

Regards

Tel: [REDACTED]

Email: [REDACTED]

Design Services | Communities | Warwickshire County Council  
PO Box 43 | Shire Hall | Warwick | CV34 4SX

On 21 April 2017 at 17:09, [REDACTED] wrote:

Hi [REDACTED]

As discussed, I am writing to formally object to the proposal of traffic lights nearest to my property [REDACTED].

Firstly, can I ask why the original plan to have an entrance on the Hinckley Road, Long shoot has been removed from the plans, as this would be the most logical place for this entrance.

Also, when I originally looked at the plans the entrance was not directly situated opposite Camborne Drive but further down the road, why was this changed?

- I was not made aware of the development when I submitted my plans to extensively extend my property
- There were no traffic lights on the original plans, when were these added and why was I not informed?
- I am impacted more than anyone on the Horeston Grange Estate, as my property is situated on the corner of [REDACTED]
- There will be a build up of traffic outside my house



- There is currently a Bus stop outside my house, this will delay getting off my drive.
- What happens when the bus is stationary, which it does quite often and you have traffic on the opposite side of the road, you will create a bottle neck on the Eastboro Way and traffic will not be able to move on quickly
- It's a residential area and not a city centre, this is the reason I purchased the property, you are turning a nice corner plot into a verge of a junction. This side does not need traffic lights.
- Desirability of my property will go and we will find it hard to sell. I have already asked this question and been informed of this and I personally would not buy and would not have purchased if I knew this was taking place.
- It will devalue my property due to this
- I have spent £100k on developing my property and have built a balcony that will look on to the junction.
- It's not a necessity with the current road layouts, however you are making allowances for the new development, which are directly having an impact on me and my family, you need to review the entire situation and be considerate to residents impacted.
- There will be a loss of privacy with the cars parked outside my property waiting to turn at the junction and also on the Eastboro Way from both ends as my balcony window faces the road, where currently the traffic is flowing and not stop starting.
- Too many traffic lights close to each other within a close proximity, which will cause a bottle neck and congestion, as the traffic on the Eastboro Way is already starting to increase with all the various developments that are being built in the surrounding areas. They will also look very odd with them being so close to each other.
- New houses on Longshot did not have any impact like this
- I dread to think about the congestion and pollution on my house, windows and the noise with it being so close to the road.
- I have felt upset, depressed and ill since finding out about the proposal and how it will financially impact myself and my family. It has been impacting my job and I cannot focus due to this hanging over me.

I would suggest that you move the entrance to the Longshot, Hinckley Road as initially proposed, move further up the road or have a crossroads without traffic lights.

Regards,

[Redacted signature]

[Redacted text]

[Redacted text]

[Redacted text]

[Redacted text]

