

PROPOSED TRAFFIC SIGNALS AT COMMON LANE/NEW ACCESS ROAD, KENILWORTH

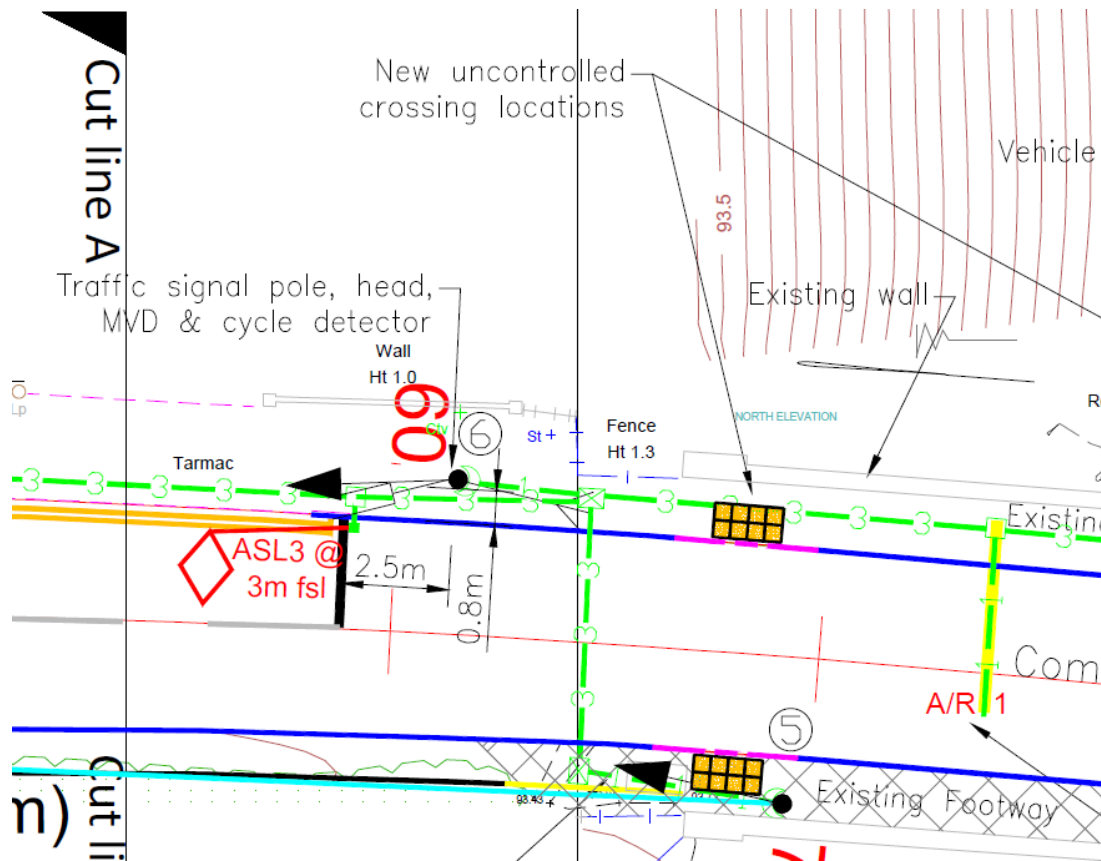
3 August 2017 at 17:22

To: [REDACTED]

Dear [REDACTED],

Thank you for your email and my apologies that I had not yet replied to your earlier email.

Whilst I understand your suggestion of moving the stopline further towards the site access, the width of the road across the bridge is such that it is not possible to widen the footway enough to install a traffic signal pole and keep enough room for pedestrians to pass, and have a lane for traffic queued at the stopline and still have enough road width for vehicles to pass the queuing traffic. I must make you aware that in order to move the traffic signal pole away from [REDACTED] as requested, it has meant that the pole and, as a direct result, the stop line have been moved slightly closer to [REDACTED] driveway as you can see on this extract. This should not conflict with the location of the Virgin Media cable, but we are aware that other utility apparatus will need to be diverted as part of the works. (The green dashed lines are the ducts needed for the traffic signal cables.)



The consultation on the double yellow lines is underway and you will need to respond to that using the details on the notice to raise your comments or objections - please see [this webpage](#) for more details. As I mentioned previously, the double yellow lines are needed to prohibit parking on the approaches to the traffic signals and are required for their safe and effective operation. Whilst parking on double yellow lines is prohibited, it is permitted to wait on them for a short period to load or unload if it is safe to do so and delivery drivers know how to position their vehicles so that they can carry out their business.

Objections will be reported to the Portfolio Holder for Transport and Environment in the same way as your objection to the installation of the traffic signals is being reported. By way of update, the objections to the traffic signals are being considered by the Portfolio Holder on 18 August and the objections to the double yellow lines will be considered on 15 September.

I cannot comment on any alternative access proposals and you would need to contact the Planning Department at Warwick District Council.

I will agree to meet with you again, but I must make you aware that I would only be able to re-iterate the points that I have already made. If you would like to go ahead with a meeting, please let me know your availability to come to Warwick - I am currently free most of next Thursday if that suits.

Regards

Tel: [REDACTED]

Email: [REDACTED]

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

On 3 August 2017 at 12:51, [REDACTED] wrote:

Dear [REDACTED],

Have had a meeting with the other residents (of nos. [REDACTED]). The idea for location of the lights as expressed below in (1) was agreed to be a good one in that it would largely remove the queueing & resultant access problem which we all feel so strongly about.

I would like to meet up with you to go through matters again please. Happy to come to your office if you let me know when is convenient ? - it would be just me.

Kind regards,

From: [REDACTED]

Sent: Saturday, July 29, 2017 6:59 AM

To: [REDACTED]

Subject: PROPOSED TRAFFIC SIGNALS AT COMMON LANE/NEW ACCESS ROAD, KENILWORTH

Dear [REDACTED],

I refer to the letter from WCC dd 7 July asking for feedback on the proposals.

My comments are as set out below & might I say that it is hoped that these are taken very seriously by the relevant officers of the Council & Councillors involved in the decision making on this matter (along with those from other neighbours). As a number of us tried to convey at our recent site meeting, living where we do, we do know the "ins & outs" of traffic flows etc at the bridge & are very concerned that your proposals will not work satisfactorily in practice :-

(1) The main issue by far is the adverse impact on [REDACTED] private access at [REDACTED]. Particularly being a 3-way signal system with therefore greater than average time-delay between red & green, there will be excessive queueing outside our property, especially at peak periods, being the nearest to the proposed traffic lights in location 5/6. This will mean considerable delays for my family (& no doubt nos. [REDACTED] also) in getting into & out of our driveway - we will be trapped in our driveway trying to get out and also not able to get into it turning right because of being blocked in the worst case scenarios ! We have 2 cars/drivers as I believe do all our near neighbours. **Solution - Please consider moving these lights to the areas closer to the proposed new access road, eg. the buff area adjacent to location 7, to significantly lessen the impact of your proposals** - the pavement may need to be widened in the same way as for the proposed access in order to accommodate the lights on the northern side of the road but the developer should be made to "cough up" to extend his airborne widened access to provide the space for the traffic lights in order to lessen the serious queueing impact on the local community onto which this development is being "shoe-horned" in. If the status quo is maintained as per your plans, a claim for compensation would justifiably be made in due course for material detriment to my property under the statutory code.

(2) With regard to traffic light location no. 6 , it is difficult to understand exactly where this is proposed to be located but, as discussed on site, you should note that I have a pedestrian access to my property in the immediate vicinity which you would be potentially blocking. Also there is a Severn Trent water meter & Virgin fibre optic cable in the immediate location.

(3) Tradesmen working at our houses (plus delivery vehicles etc) often cannot get onto our driveways so may need to park outside in the road which they do at the moment. Obviously this would cause major problems if the traffic lights were to be located at 5/6 as shown on the plan but to a much lesser extent if located as suggested in (1).

- (4) Safety : There has never been a notable accident in living memory in the area of the bridge; people approach with caution - the present system works reasonably well. With your new one-way system, many will race through the bridge thinking they are safe to do so. When reversing into Common Lane to go towards Coventry Rd from nos. [REDACTED] in particular, I believe we would feel threatened by vehicles coming up the hill through the bridge at speed around the semi-blind corner. Solution - an additional appropriate warning sign at the lights at location 4 ;

- (5) General point for reconsideration by the appropriate authority, can you please pass on ? : the access to the development site clearly should be enabled from Coventry Rd, so much so that it would seem a "no brainer"! It is exceedingly difficult to comprehend why the PP was originally given with the access from Common Lane. By adversely affecting the accesses to the properties in Common Lane, there will surely be wider compensation implications should you proceed with your present proposals. There wouldn't be any from Coventry Rd which has excess capacity for traffic unlike Common Lane & would be far cheaper/easier to construct & far safer in practice.

- I understand that the yellow lines issue is to be the subject of a separate consultation but is an inter-related issue from what you said at our site meeting (I have not seen anything on this as yet ?!). I therefore want to make it clear now that I strongly object to yellow lines outside the various properties in Common Lane. This seems totally unnecessary for edge of the town location & would change the character of the neighbourhood. This is not a busy thoroughfare in terms of parking. Please also note my comments at (3) above.

Yours sincerely,

[Redacted signature]