



Traffic Signals, Common Lane, Kenilworth

4 July 2017 at 15:51

TO: [REDACTED]

Dear [REDACTED]

Thank you for your email. I am sorry to hear that you recently found an incorrectly addressed letter on the ground rather than a correctly addressed letter in with your post. The letters were hand delivered on 6 June.

The notice contained within the letter relates to the intention to install traffic signals at the development site access, which is a planning condition of Warwick District Council (reference W/14/1340). The location of the access has been approved through the planning process and you would need to contact Warwick District Council if you disagree with the decision that has been made. The County Council, as highway authority, is responsible for ensuring that the design of that access meets national and local standards and has a duty to advertise the intention to install traffic signals.

It is now outside of the period for which objections can be made, but I can update you that the points you have raised are similar to objections made by others. Our process now is to report those objections to a decision making session of the Portfolio Holder for Transport and Environment for consideration. The Portfolio Holder can decide to agree to the installation of the traffic signals proceeding as advertised, or to refer back to the planning authority if he is minded that some exceptional or changed circumstances call for a different approach. The objections are due to be considered on or after 21 July and the report will be published one week beforehand at https://democratic.warwickshire.gov.uk/cm5/CurrentCommittees/tabid/122/ctl/ViewCMIS_CommitteeDetails/mid/600/id/587/Default.aspx.

The advertisement of the proposed double yellow lines will be taking place on either 13 or 20 July. You will be consulted directly regarding this and you will be able to make an objection if you wish. Any objections will be reported to a future decision making session of the Portfolio Holder for Transport and Environment in the same way as for the traffic signals. 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.

I am visiting [REDACTED] to discuss these matters further. Would you like me to call on you at the same time?

Regards

Tel: [REDACTED]

Email: [REDACTED]

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

On 4 July 2017 at 12:36, [REDACTED] wrote:

Dear Madam,

I am the owner/occupier of [REDACTED] Common Lane & have recently returned from 3 weeks holiday. I eventually noticed your letter dd 7 June on the ground in my driveway somewhat damp & addressed to [REDACTED] Common Lane.

My immediate comments are :

- I strongly object to yellow lines outside the various properties. 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 ;
- Tradesmen/delivery vehicles etc often cannot get onto our driveways so need to park outside in the road which they do in a sensible fashion ;
- There has never been an accident in living memory in the area of the bridge; people approach with caution - the present system works OK ;
- With your new one-way system, many will race through the bridge thinking they are safe to do so. People reversing into the road to go towards Coventry Rd from nos. 55 & 53 in particular will feel threatened by vehicles coming up the hill through the bridge at speed around the blind corner ;
- The access to the development site clearly should be from Coventry Rd, so much so that it would seem a "no brainer"! By adversely affecting the properties in Common Lane, there will surely be compensation implications given 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.
- With regard to your traffic light location outside my property, it is difficult to understand exactly where this is proposed to be located but you should note that I have a pedestrian access to my property in the immediate vicinity which you are potentially blocking. Also there is a Severn Trent stopcock & fibre optic cable (Virgin).

I reserve the right to make further comments in due course.

Yours faithfully,

[REDACTED]



Shirley Reynolds <shirleyreynolds@warwickshire.gov.uk>

S278 highway scheme at Common Lane, Kenilworth

Shirley Reynolds <shirleyreynolds@warwickshire.gov.uk>
To: Kenilworth Town Council <kentc@kenilworth.org>
Cc: Jeff Clarke <jeffclarke@warwickshire.gov.uk>

7 July 2017 at 14:49

Dear Maggie,

I would like to update you that we will be delaying the report which considers the objections to the installation of traffic signals on Common Lane. This is because some of the residents of Common Lane have brought to our attention that they did not receive a letter at the start of the consultation period.

As a result, we have re-opened the consultation period with a new letter drop to directly affected residents and will defer the report to a later meeting of the Portfolio Holder for Transport and Environment. I expect that to be the meeting planned for 18 August, but will confirm if that changes.

Regards

Shirley

Shirley Reynolds
Team Leader - Highways

Tel: 01926 412110
Email: shirleyreynolds@warwickshire.gov.uk

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

On 27 June 2017 at 11:08, Shirley Reynolds <shirleyreynolds@warwickshire.gov.uk> wrote:

Dear Maggie,

Many thanks for forwarding the Town Council's consultation response.

I will report them to Cllr Clarke, Portfolio Holder for Transport and Environment, for his decision making session which will take place on or after 21 July.

Regards

Shirley

Shirley Reynolds
Team Leader - Highways

Tel: 01926 412110
Email: shirleyreynolds@warwickshire.gov.uk

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

On 26 June 2017 at 15:57, Kenilworth Town Council <kentc@kenilworth.org> wrote:

Dear Shirley,

As discussed Members would like to submit the following response to the Consultation in relation to the traffic signal scheme proposed for Common Lane in connection with the Bloor Homes Development.

Kenilworth Town Council could not conceive how the County Councils Highways Department could approve the creation of a junction serving a development of possibly 90 homes, in the middle of a narrow crooked bridge, which cannot be widened.

This view is further confirmed by the fact that the only way in which this junction can be accommodated is by the introduction of a three way traffic light system on a busy road, which also hosts as a bus route.

The result will be to create a permanent area of congestion and will cause queues which may be hazardous on the steep hill leading to the bridge, particularly in wintery conditions. Furthermore, there does not appear to be adequate provision for the accommodation of cyclists and pedestrians.

This would appear to be an inadequate response to a situation created by the authority, which will cause congestion and a traffic hotspot.

Kenilworth Town Council would wish to object to the plan as a whole, and in any event seek to have the matter of the provision for pedestrians and cyclists addressed.

As requested by Members, I have also copied this response to the Leader of the Council and to Transport Portfolio holder. If you should have any queries please do not hesitate to contact me, or in my absence, my Deputy – Neil Eaton.

Many thanks,

Maggie

MISS M S FIELD

Town Clerk

Kenilworth Town Council, Jubilee House, Smalley Place, Kenilworth, CV8 1QG.

Telephone: 01926 859155.

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KTC01

From: Shirley Reynolds [mailto:shirleyreynolds@warwickshire.gov.uk]
Sent: 19 June 2017 14:23
To: Kenilworth Town Council
Cc: Dave Shilton
Subject: S278 highway scheme at Common Lane, Kenilworth

Dear Maggie,

Cllr Shilton has asked that I contact you regarding the traffic signal scheme that is being progressed for Common Lane in connection with the Bloor Homes development. I understand this was discussed at last week's Town Council meeting.

I can update you that we are currently finalising the technical approval of the traffic signal junction which has recently been advertised and on this Thursday we will be advertising the intention to install double yellow lines here.

It is anticipated that we will begin the procurement of the works early July and we will notify the Town Council and other directly affected parties about the start date once it is known. As a rough indication we often expect the tendering, contract award and mobilisation processes to take about 10 weeks in total.

Cllr Shilton mentioned that there had been discussion about the planning consent, my understanding was that Bloor Homes had consent dated 23 December 2014, but please let me know if you think I can help by double-checking this.

Please also let me know if the Town Council require any additional information about the scheme.

Regards

Shirley

Shirley Reynolds

Team Leader - Highways

Tel: 01926 412110

Email: shirleyreynolds@warwickshire.gov.uk

Design Services | Communities | Warwickshire County Council

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

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[Redacted]

Ref proposed traffic signals junction common lane / kenilworth

27 June 2017 at 17:01

TO: [Redacted]

Dear [Redacted],

Thank you for your email regarding your objection to the traffic signals and the double yellow lines. I would like to apologise for my delay in replying to you.

When would be a convenient time to meet with you? If it helps, I am currently free on Monday, Tuesday and Wednesday next week.

Regards

[Redacted]

[Redacted]

Tel: [Redacted]
Email: [Redacted]

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On 22 June 2017 at 19:41, [Redacted] wrote:

I want to strongly oppose your proposed plan to erect traffic signals outside my property ? I would also like to speak to you about the proposed yellow lines you plan to put on the road outside my house [Redacted] . Do you plan on compensating us for this inconvenience and the fact that this could de value my house. How do the builders get all the choices in this matter . I am requesting a one to one face to face meeting with all concerned

Regards

[Redacted]

Sent from my iPad

PROPOSED TRAFFIC SIGNALS JUNCTION – COMMON LANE / NEW ACCESS ROAD, KENILWORTH

From:

General Concern:

I have concerns about how the, mainly, peak time traffic volume can be accommodated. The number of vehicles leaving the new development will be high. We can discount the developer's predicted car quantity as stated in the original application (97 houses = 45 cars). This is Kenilworth so that figure could be approaching 200! As these cars are leaving the estate, traffic in both directions on Common Lane will be static inevitably blocking access to and from Woodland Road. Eventually a vehicle will need to approach from the bridges and wish to turn into Woodland Road, which if prevented from doing so, could cause a tailback through the lights and blockage. Similarly, cars could find difficulty turning out from Woodland Road. In addition, there are 4 houses between the proposed lights and Woodland Road, all of which may, at some time, need access in through a solid line of traffic with the resulting blockage.

While the traffic is stationary, there is bound to be an increase in air pollution by the exhaust systems. In the middle of all this, what about the requirements of the emergency services?

Later, if I am led to believe correctly, when construction of HS2 finally gets under way, Dalehouse Lane is to be closed off. Inevitably most of the traffic that uses this route out of Kenilworth will end up coming along Common Lane.

In addition, when all of the proposed extra houses have been built in the area, the traffic will only increase even more.

Personal Concern:

The combination of double yellow lines and standing traffic at the traffic lights will cause me undue difficulty when I arrive home with a caravan. My current approach is to drive half on the road and half on the pavement until my outfit is in line. Because of the change from full kerb to dropped kerb, I have to travel further than necessary (it is not advisable to bump a road wheel up a kerb unnecessarily). I then have to reverse the outfit until the caravan is in a suitable position for the next part of the manoeuvre. This has to happen while traffic is passing. The caravan then is detached from the car and I deploy a motor mover turn the caravan and propel it into my driveway facing in correct direction for the next departure. The manoeuvring process occupies both carriageways for a short time and at the moment, works reasonably well. The car is still half on the road with hazard lights on. I always approach from the Coventry Road direction as this is the only procedure that is effective.

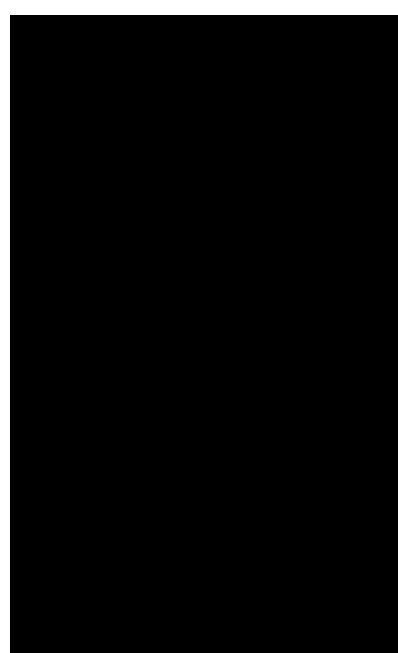
I anticipate that the complication of the traffic signals and associated standing traffic will cause problems all round.

During the recent site visit by [REDACTED], I did suggest a possible solution that would get my car and caravan completely off the road.

If my existing dropped kerb could be extended round [REDACTED] as far as the present tactile paving, this would enable me to pull my car and caravan off the road completely leaving free flow for the traffic. Only during the final manoeuvring is it likely that I will cause a short interference with the flow.

I would add that I would expect the developers to stand the cost of this work as it is caused by them.

As a final comment, I am surprised that this development was allowed in the first place. The only realistic approach to the site should be via a traffic island on Coventry Road but that means gaining access through the next field.





Proposed Traffic Signals, Common Lane, Kenilworth

20 July 2017 at 17:24

TO: [REDACTED]

Dear [REDACTED],

Thank you for your email and please accept my apologies for my delay in acknowledging it.

As you are no doubt aware the intention to install traffic signals is associated with the planning permission given by Warwick District Council, reference W/14/1340. As part of the planning process a Transport Assessment was produced in which the traffic signals were modelled. Traffic will have to queue at a red traffic signal and the extent of the queue will depend on the traffic volume. The traffic signals include vehicle detection equipment which is used in the optimisation of the traffic signal timings to minimise delays. It is inevitable, however, that drivers wishing to turn in or out of Woodland Road or private driveways will be delayed if the queue extends beyond the point they are trying to reach.

It is not proposed to install a yellow box marking at Woodland Road as their use is generally limited to where both the main road and the side road are heavily trafficked causing significant delays to turning traffic. Whilst the queue lengths shown in the Transport Assessment do not suggest significant blocking back across Woodland Road in either the morning or evening peak periods, this will be monitored and a KEEP CLEAR marking could be considered if necessary.

In respect of the verge outside 57 Common Lane, the widening is up to 2.3m at its maximum with a 1.6m wide footway.

I have been advised that the retaining wall construction will use bored piling rather than hammered sheet piles and the contractor will be given a risk assessment for their design of the works. It is intended to keep the Greenway open as far as possible, however some limited duration closures may be necessary and advance warning notice will be given.

It is intended that I will report your concerns to the Portfolio Holder for Transport and Environment at his meeting on 18 August. The report will be published one week beforehand at https://democratic.warwickshire.gov.uk/cm5/CurrentCommittees/tabid/122/ctl/ViewCMIS_CommitteeDetails/mid/600/id/587/Default.aspx. The Portfolio Holder will be asked to decide whether there are exceptional or changed circumstances which would call for a different approach to that approved by Warwick District Council which would then require a further planning application.

Regards

Tel: [REDACTED]

Email: [REDACTED]

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

On 16 July 2017 at 07:57, [REDACTED] wrote:

Dear [REDACTED]

Thank you for your letter dated 7th July 2017 re the above. As we had not received a letter dated 7th June, we would like to comment on the proposals as follows:

1. Our biggest concern and objection is regarding the inevitable traffic queues that will result from traffic lights being installed. Once again, local residents are paying for the commercial gain of a development which will have an adverse impact on road traffic for every year in the future;
2. The queues will build up outside residential properties on Common Lane and have an adverse affect on the community;
3. The lights will also make it difficult to exit the top of Woodland Road and Highland Road;
4. In particular, exiting in either direction from Woodland Road will be hazardous as a queue of circa eight vehicle will block the road (and a hatched box will not be in keeping with the local area;
5. The bridge is very narrow and in the event of a breakdown (which we often see on Common Lane), all routes will be blocked;
6. The new access road is narrow. Inevitably, the County and Town Council will be consulting us next on increasing the area being built on. With much greater traffic being the result;
7. In view of point 6, why can the main access to the development area be from Coventry Road? HS2 will slice through and fill the green gap between South Coventry and North Kenilworth, so why not build a road there? Is it down to the point I make in item 1 above?;
8. the realignment of Common Lane near Highland Road is unclear. Can you confirm how much the road will be realigned to the North East? i.e. how much of the verge outside 57 Common Lane will be lost;
9. The proposed layout is wholly dependent on the construction of a new retaining wall next to the Greenway. If the proposal goes ahead, we assume that hammered sheet piles will not be an option due to the risk of damage to adjacent properties and the railway bridges. How will WCC ensure that this is done safely?;
10. How will you keep the Greenway open during construction of the retaining wall?;
11. The footpaths are very narrow over the railway bridges and with a pedestrian crossing, there will be no room for waiting pedestrians to safely wait to cross.

In summary, this proposal will benefit Bloor Homes as a commercial enterprise but will have a serious adverse impact on residents in Common Lane, Woodland Road and Highland Road and will disturb traffic journeys of all users of Common Lane for all time.

We would be pleased to receive your response to the above points.





Proposed traffic signals junction Common Lane/ New Access Road, Kenilworth

20 July 2017 at 17:44

Draft To: [REDACTED]

Dear [REDACTED],

Thank you for your email and please accept my apologies for my delay in acknowledging it.

As you are no doubt aware the intention to install traffic signals is associated with the planning permission given by Warwick District Council, reference W/14/1340. In order to ensure the safe operation of the traffic signals for drivers they have been designed so that the three arms of the junction will operate independently. This means that traffic will flow in one direction only at any time. The traffic signals do include vehicle detection equipment which is used in the optimisation of the traffic signal timings to minimise delays.

It is intended that I will report your concerns to the Portfolio Holder for Transport and Environment at his meeting on 18 August. The report will be published one week beforehand at https://democratic.warwickshire.gov.uk/cm5/CurrentCommittees/tabid/122/ctl/ViewCMIS_CommitteeDetails/mid/600/id/587/Default.aspx. The Portfolio Holder will be asked to decide whether there are exceptional or changed circumstances which would call for a different approach to that approved by Warwick District Council which would then require a further planning application.

Regards

[REDACTED]

[REDACTED]

Tel: [REDACTED]

Email: [REDACTED]

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

On 13 July 2017 at 09:33, [REDACTED] wrote:

Dear Madam

I am writing in response to the communication in regard to the notification about the traffic signals above. As a resident of Common Lane since 1986 I reassured yourselves when planning for this development was first proposed, there is not and never has been a pinch point issue. But planners in there wisdom ignored everything as usual. Now you are about to create a traffic issue, unless, the proposed signals only stop the traffic on Common Lane when a car needs to come out of the development. I am only sending this so that it cannot be stated that you received no objections.

[REDACTED]

Sent from my iPad

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
10.07.2017

I wish to object to planning application number W/14/1340

On the basis that the proposed plan will

- 1- Increase air pollution
- 2- Increase noise pollution
- 3- Increase light pollution
- 4- Impede the free flow of traffic
- 5- Adversely affect the health and safety of occupants of houses near the proposed traffic signals. Because traffic will be held while waiting for traffic lights to go through their sequence.
- 6- Adversely affect the health and safety of occupants of the new estate. Because if an incident occurs in the one and only narrow entrance to their dwellings they will be trapped, without any other way of escape.
- 7- Create an accident hotspot by creating stationary traffic on a blind bend.

The plans have been poorly conceived with priority given to cost saving for the developer rather than a plan that will be safe and satisfactory for the current residents in the area and the future residence of the new estate.

I strongly urge the council to reconsider these proposed plans.

A better solution would be

- 1- To require the developer to construct a system which negates the requirement for traffic signals
- 2- To allow access across the greenbelt by converting the existing farmers track from the Coventry road opposite Crackley Crescent.

One of the arguments made by the developers for the acceptance of traffic light was that it would improve the safety of the area. However there have been NO recorded incidents on this area of Common Lane. The incidents refer to the area by Dalehouse lane.



WDC planning application number W/14/1340

12 July 2017 at 12:12

TO: [REDACTED]

Dear [REDACTED],

Thank you for sending to me your objections to the intention to install traffic lights on Common Lane and I apologise for my delay in responding. I will report them alongside other objections to the Portfolio Holder for Transport and Environment. His name is Cllr Jeff Clarke and he is a senior member of the County Council's Cabinet. He will make a decision on whether there are exceptional or changed circumstances that call for a different approach to that approved by Warwick District Council in their planning consent. I anticipate that he will be considering the report at his decision making session on 18 August and the report will be published one week before that date on this webpage https://democratic.warwickshire.gov.uk/cm5/CurrentCommittees/tabid/122/ctl/ViewCMIS_CommitteeDetails/mid/600/id/587/Default.aspx.

Regards

Tel: [REDACTED]

Email: [REDACTED]

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

On 10 July 2017 at 18:56, [REDACTED] wrote:

Dear [REDACTED]

Please find attached my comments on the proposal.

kind regards

[REDACTED]



Common lane Proposal

12 July 2017 at 11:53

TO: [REDACTED]

Dear [REDACTED],

Thank you for your email and please accept my apologies for my delay in responding.

I can respond to some of the points you have made, however the decision regarding the development location and the principle of the location of access are matters that were decided upon as part of the planning process and you would need to refer to Warwick District Council. As I am sure you are aware, the details can be found on their planning pages <https://www.warwickdc.gov.uk/info/20004/planning> and the application reference is W/14/1340.

The current consultation relates to the intention to install the traffic lights and any objections that are received will be reported to the Portfolio Holder for Transport and Environment here at the County Council. His name is Cllr Jeff Clarke and he is a senior member of the County Council's Cabinet. I will be preparing a report to him regarding the objections and he will make a decision on whether there are exceptional or changed circumstances that call for a different approach to that approved by Warwick District Council in their planning consent. I anticipate that he will be considering the report at his decision making session on 18 August and the report will be published one week before that date on this webpage https://democratic.warwickshire.gov.uk/cm5/CurrentCommittees/tabid/122/ctl/ViewCMIS_CommitteeDetails/mid/600/id/587/Default.aspx.

The intention to install double yellow lines is subject to a different statutory consultation procedure because it relates to different legislation. You should receive a notice and letter at the end of next week regarding this and you will have the opportunity to object to the double yellow lines if you wish. By way of explanation, it is usual to have double yellow lines on the approach to traffic lights both on safety grounds, as parked cars can cause an obstruction, and operational grounds because parked cars can interfere with the way that the traffic light vehicle detection equipment works (the loops in the road).

I have noted your objections on the grounds of (i) queuing traffic hampering your driveway access; (ii) inconvenience and journey delays; (iii) concerns about drivers running the red light; and (iv) concerns about delays to emergency vehicles. I will report these to the Portfolio Holder for his consideration. In the meantime, you may find more information in the Transport Assessment which was submitted as part of the planning application.

You have also raised a concern about inconvenience and disruption whilst the site access works are undertaken and whilst the house building is underway. Warwickshire County Council will be responsible for the supervision and management of the works on the access and on Common Lane and we will endeavour to minimise the disruption, however it is inevitable that roadworks, wherever they take place, will cause inconvenience to those directly affected by them. The responsibility for ensuring that Developers comply with planning conditions in respect of the house building operations rests with the District Council.

I hope this information is helpful in explaining the process we are following in respect of your objection and gives you some background information.

Regards

Tel: [REDACTED]
Email: [REDACTED]

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

On 7 July 2017 at 17:41, [REDACTED] wrote:

Thank you we indeed did not receive any letter concerning the proposed traffic lights.

I cannot complain strongly enough to tell you how disgusted we are with the plan and Bloor homes in pressing ahead with access to the development onto Common Lane.

We have complained consistently that this plan is fundamentally flawed and an unacceptable solution for all

residents and users of Common Lane? I suspect that it is only Bloor Homes that gain through financial advantage; They will not suffer the inconvenience they are insistent on inflicting.
We still have had no acceptable answer as to why access onto Coventry Road has not been pursued.

Our specific complaints are as follows

- 1 Double yellow lines to the front off our house (no. [REDACTED]) - An undoubted negative effect on the house value and desirability.
- 2 Queueing traffic hampering our driveway access.
- 3 inconvenience and journey delays due to 3 way traffic lights towards Dalehouse Lane.
- 4 The danger of drivers running the red light due to this potentially extended delay.
- 5 Inconvenience and disruption to our peace and tranquility while the access to the development site entrance is widened, additional works traffic while the house building is going on and the subsequent traffic increase from new residents, no doubt with 2 cars per household average now the "affordable" house numbers has been reduced!
- 6 Delayed Access for Emergency Vehicles to Common Lane and Environs remains a concern in our minds.

We urge an alternative scheme be considered.

Sincerely

[REDACTED]

[REDACTED]



proposed traffic junction common lane kenilworth

27 July 2017 at 09:52

TO: [REDACTED]

Dear [REDACTED],

Thank you for your email confirming your objections to the intention to install traffic signals for the development access on Common Lane.

As you are no doubt aware the need for traffic signals was identified in the planning application submitted to Warwick District Council. The details can be found on the District Council's website and the reference is W/14/1340. The planning application included a transport assessment which determined that the installation of traffic signals would be necessary to manage the traffic and congestion on Common Lane and to facilitate the vehicle movements in and out of the site. The decision to site the access on Common Lane was part of the planning process and therefore I cannot comment on your suggestion of an alternative access from Coventry Road.

It is the case that traffic queuing at a red light may extend beyond the Highland Road junction, but this will depend on traffic volume. Therefore, it is inevitable that at certain times of day you may be delayed entering or exiting Highland Road. It is not possible to predict how long you may be delayed as it will depend on the traffic volume, the stage in the traffic light cycle and also the consideration of other road users in leaving a gap.

I note your comment about large vehicles. The traffic lights are designed to operate in one direction at a time so that drivers, including those of large vehicles, will not need to worry about on-coming traffic within the width of the junction over the bridge.

In respect of double yellow lines, colleagues have recently advertised the intention to install these around the junction. More details can be found [here](#) and if you wish to object or comment on this, then please contact pmc@warwickshire.gov.uk by 18 August.

I will be reporting your objections to the installation of traffic lights alongside others we have received to the Portfolio Holder for Transport and Environment at his meeting on 18 August. The Portfolio Holder will be asked to decide whether to approve the introduction of the traffic lights or, if he feels that there are exceptional or changed circumstances, to refer the matter back to Warwick District Council as the planning authority. The report will be published one week beforehand [here](#).

Regards

Tel: [REDACTED]

Email: [REDACTED]

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

On 26 July 2017 at 16:56, [REDACTED] wrote:

I am opposed to this scheme inthat it is not pratical and potentially dangerous

the points are;

1/. the road is already carrying very heavy traffic especially at peak times when the university and local traffic use the lane,the congestion will be much greater on Common lane when the houses are finished and the new rail system is being built.

2/. the traffic queue will stop traffic leaving Highland Road causing more congestion and dangerous traffic fumes.

3/. large vehicles already get jammed because of the bend in the lane over the bridges, your drawing is not accurate in this respect and shows it to almost straight road when it is not.

4/. the planning authority should only let this development go ahead if they have an alternative access from the A429 Coventry road.

5/. if this proposal is accepted there should be double yellow lines for the first 200yds of Highland Rd to reduce the congestion while traffic is queuing to get out into Common Lane.

Yours Sincerely

[Redacted signature]

[Redacted name]

[Redacted contact information]

RECEIVED 25 JUL 2017
COMMUNITIES GROUP
LEADERSHIP TEAM
GROUP



24/7/17

WDC Planning Application W/14/1340.
Bloor Homes, Common Lane traffic signals access.

I object strongly to your proposal to install the Common Lane traffic signal access for Bloor Homes, Crackley Triangle. This proposed traffic light system will cause chaos in Common Lane especially at busy times. It will stop traffic and form a queue on a steep hill and reduce accessibility for local inhabitants, not only in Common Lane but all around Crackley. The junctions of Common Lane and Knowle Hill with Dalehouse Lane would also be affected by the bottleneck. Pollution and noise will increase.

The above effect could be proved simply by installing a temporary traffic light system (as with roadworks) for about two weeks with realistic timings albeit without the Crackley Triangle traffic of 93 plus vehicles. It could not be done during school holidays but perhaps in mid-September when schools are open. Alas, you will probably not do this since public consultation is a formality not to be taken notice of. Anyway you'll think you've covered this by vehicle counters put on the road for a short period.

Common Lane is part of a Kenilworth inner ring-road system Beehive Hill, Upper Spring Lane, Common Lane, Knowle Hill, Glasshouse Lane and Birches Lane. It would be messed-up with a bottleneck in Common Lane and consequential road junction queues.

Bloor Homes Ltd, having paid their advisers, will leave the area with their profit but will leave Kenilworth with a big traffic problem which tax-payers will have to sort out.

Since you must build houses on Crackley Triangle "no matter what", this "no matter what" attitude should include the sanctity of the 'green-belt' land. HS2 is to run through green belt land and houses are being built on 'green-belt' land, eg Burton Green, so why not put an access road down to the A429 Ken-Coventry road. This access road would not need 60ft grass verges on each side and need not be pushed up against existing properties — just a 20mph speed limit and perhaps a crossing for farming. An entrance (one-way only) from Common Lane could be provided.

Yours sincerely



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27 July 2017

Dear [REDACTED]

RE: Objection to traffic lights on Common Lane, Kenilworth

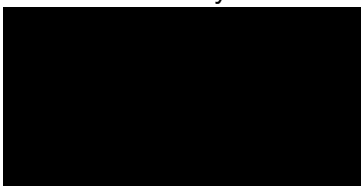
Thank you for your letter dated 24 July regarding your objections to the intention to install traffic lights on Common Lane at the new development access.

As you are no doubt aware, the intention to install traffic lights is linked to the planning consent given by Warwick District Council to the development site off Common Lane. The planning application reference number is W/14/1340. I cannot respond to your suggestion of an access road to Coventry Road as the location and form of the access was dealt with through the planning process.

A Transport Assessment was submitted as part of the planning application process which included the modelling of the operation of the traffic lights to predict queues and delays and the effect on adjoining roads. Therefore it is not proposed to test this with the use of temporary traffic lights. The design of the traffic lights includes vehicle detectors to assess the demand on each approach and to dynamically alter the amount of green time each approach is given to minimise delays and hence congestion.

Your objections will be reported to the Portfolio Holder for Transport and Environment at his meeting on 18 August. The report will be published one week beforehand. This will be available on the Warwickshire County Council website, but please let me know if you would like me to send you a copy by post if you do not have access to the internet. The Portfolio Holder will be asked to decide whether to approve the introduction of the traffic lights or, if he feels that there are exceptional or changed circumstances, to refer the matter back to Warwick District Council as the planning authority.

Yours sincerely



FS 26655

*Working for
Warwickshire*