

Shirley Reynolds  
Design Services  
Shire Hall  
CV34 4SP



January 22, 2019

Ref: Proposed Junction Improvements, Signalised Crossings

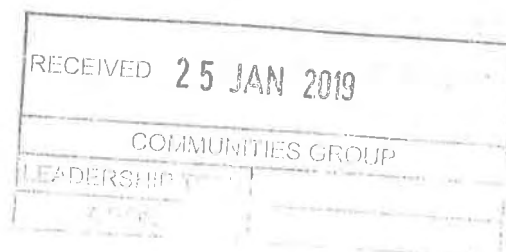
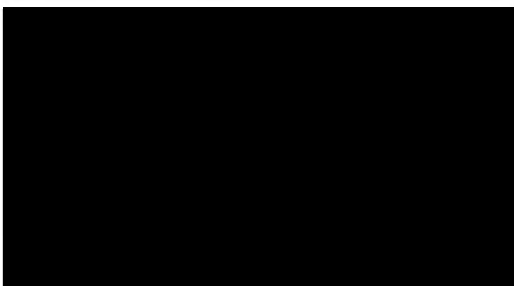
Dear Ms Reynolds

I do not have a problem with pedestrian crossings, in that anything which increases the safety of pedestrians on busy roads has to be a good thing. What I question is: why are two crossings planned for this site? There is already a pedestrian crossing (pc) outside Ashlawn School, which pedestrians can use to cross over to the Paddox Pub side of the road. Therefore I believe the pc right by the pub is unnecessary. The pc heading into Hillmorton village is a good idea, providing it is somehow in synchronisation with the traffic signals so they are not stopping and starting all the time – otherwise traffic will begin to move following a change to green lights only to be stopped again by a pedestrian using the pc. To have all three sets of lights proposed seems confusing and surplus to needs.

I approve wholeheartedly with the plan to put in the traffic signals. Trying to turn out of Ashlawn Road is becoming increasingly tricky. I have lived in Ashlawn Road for over forty years and have never known the junction to be so congested. Trying to turn right out of the junction during rush hour or, worse, when there is a shift change at DIRFT, is a nightmare. Traffic frequently backs up to past my house at no.62. I have been sat in a queue approaching the junction for many minutes at busy periods. Driving can become erratic at such times and impatient drivers can cause accidents.

I do not understand why widening of the Paddox Pub end of Ashlawn Road is not proposed. Traffic trying to turn left out of the junction is frequently stuck behind the queue of cars trying to turn right; the road is too narrow for cars to squeeze past safely. If the road close to the junction by the pub was widened, then cars could easily pass to the left of the right turning traffic and then turn left if their road is clear from the right. Currently there is almost always a bottle neck, with queues that could to some extent be alleviated by widening the junction. I have often seen cars impatient to turn left squeeze past traffic waiting to turn right by mounting the pavement. That is clearly not a safe option. Why is it not proposed to widen the Ashlawn Road by the Paddox Pub whilst attempting to improve the whole junction?

Yours sincerely



direct line (01926) 41 2110  
fax (01926) 41 8616  
email shirleyreynolds@warwickshire.gov.uk  
your ref  
my ref 9.2/A428/040



**Design Services**

Warwickshire County Council  
Communities  
Shire Hall Post Room  
WARWICK  
CV34 4SP

[www.warwickshire.gov.uk](http://www.warwickshire.gov.uk)

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

07 February 2019

Dear [REDACTED]

**Proposed Junction Improvements at Hillmorton Road / Ashlawn Road**

Thank you for your letter dated 22 January and please accept my apologies for my delay in replying.

I would like to confirm that it is proposed to install a traffic signal junction here which includes facilities for pedestrians to cross. I am sorry if the plan was not clear and implied that the crossings were separate from the traffic signals. When a pedestrian wishes to cross either arm of Ashlawn Road they will need to press the button and wait for the traffic to stop and the green man to appear. Thus the crossings will be fully integrated into the operation of the traffic signals.

It is not possible to widen Ashlawn Road near The Paddox public house as it would require the purchase of land from the pub. As you may be aware the installation of the traffic signals here is being paid for by the Developer of the Wharf Farm site on Crick Road as it forms part of their planning consent. They are not required to obtain the land from the pub in order to fulfil their requirements.

It is anticipated that installing traffic signals here will make it easier for vehicles wishing to turn out of Ashlawn Road and also for pedestrians who wish to cross the road as well. Hopefully you will notice an improvement for your own journeys as a result.

I hope that this information is helpful to you, but please do not hesitate to contact me directly if you need any additional information.

Yours sincerely

Shirley Reynolds  
Team Leader - s278 Major Schemes



FS 26655

*Working for  
Warwickshire*

direct line (01926) 41 2110  
fax (01926) 41 8616  
email shirleyreynolds@warwickshire.gov.uk  
your ref  
my ref 9.2/A428/040



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07 February 2019

Dear [REDACTED]

### Proposed Junction Improvements at Hillmorton Road / Ashlawn Road

Thank you for your letter dated 18 January and please accept my apologies for my delay in replying. I would like to acknowledge your objections to the installation of traffic signals at this junction. As you are aware the planning consent associated with the Wharf Farm development on Crick Road (R15/1702) includes a condition requiring a junction improvement here. The form of junction proposed by the Developer is a traffic signal controlled junction and this is the design which has been taken forward. The works would be entirely funded by the Developer.

I note your request for a box junction at Barby Lane. This is not included in the scheme proposed by the Developer because it is not expected that queuing traffic at the junction would extend back to Barby Lane. Similarly, no proposals have been made for Elms Drive but if rat-running does become an issue after the completion of the works, a request can be made for this to be looked at by the Traffic and Road Safety Team of the County Council.

Your objections will be reported to the Portfolio Holder for Transport and Environment, probably at his meeting of 15 March. He will consider whether there are exceptional or changed circumstances which should be referred back to the planning authority to consider. The details for the Portfolio Holder meeting can be found at [https://democratic.warwickshire.gov.uk/cmis5/CurrentCommittees/tabid/122/ctl/ViewCMIS\\_CommitteeDetails/mid/600/id/593/Default.aspx](https://democratic.warwickshire.gov.uk/cmis5/CurrentCommittees/tabid/122/ctl/ViewCMIS_CommitteeDetails/mid/600/id/593/Default.aspx).

Yours sincerely

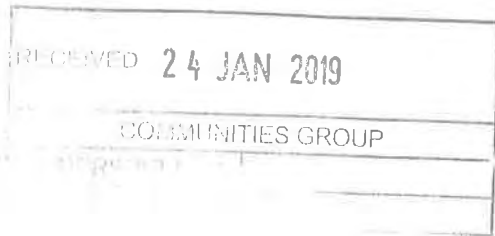
A handwritten signature in black ink, appearing to read "Shirley Reynolds".

Shirley Reynolds  
Team Leader - s278 Major Schemes



FS 26655

*Working for  
Warwickshire*



Shirley Reynolds  
Design Services,  
Environmental Services,  
Communities Directorate,  
Shire Hall Post Room,  
Northgate Street  
Warwick  
CV34 4SP

18/01/2019

Dear Shirley

I wish to make two objections to the proposed plans for the Installation of traffic Signals at the junction of Hillmorton Road with Ashlawn Road, Rugby.

1. The congestion that will be caused by the proposed alterations, in particular:
  - a. The installation of traffic lights
  - b. The redesign of the carriage way layout to remove the central dividing zone between the Ashlawn Road and Hillmorton Road Junction and the Junction of the Ashlawn Road with Barby Lane.
  - c. The relocation of the bus stop from outside the Paddox Public House on Hillmorton Road to the Ashlawn Road

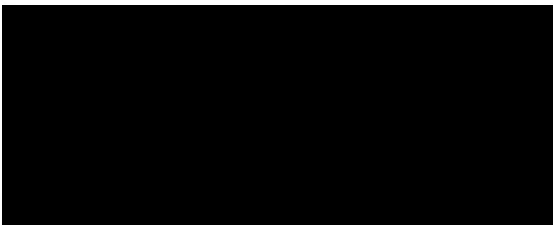
These changes are likely to make tuning onto Barby Lane by vehicles progressing along the Ashlawn Road from the direction of Rugby town centre, and the exiting of vehicles from Barby Lane onto the Ashlawn Road in both directions almost impossible at many times of the day. This is also likely to lead to 'Grid Lock' at the traffic lights, as vehicles will be tailing back behind vehicles wishing to turn right from Ashlawn Road onto Barby Lane.

I wish to propose a potential mitigation to this problem:

The creation of a 'Box Junction' at the junction of Barby Lane with the Ashlawn Road would facilitate traffic flowing both directions by ensuring that the junction is not blocked by traffic proceeding along the Ashlawn Road towards Rugby town centre.

2. The lack of any provision to stop Elms Drive being used as a 'short cut' by vehicles wishing to avoid being delayed by the new traffic lights.

I am interested to know what action will be taken to mitigate both of these problems.





Shirley Reynolds &lt;shirleyreynolds@warwickshire.gov.uk&gt;

---

**Fwd: Objection to the Traffic Lights Proposed at the Hillmorton Road/Ashlawn Road Junction in Hillmorton Rugby**

2 messages

12 January 2019 at 18:04

To: shirleyreynolds@warwickshire.gov.uk

Hi Shirley - The initial e-mail address bounced !!

----- Forwarded Message -----

**Subject:** Objection to the Traffic Lights Proposed at the Hillmorton Road/Ashlawn Road Junction in Hillmorton Rugby**Date:** Sat, 12 Jan 2019 17:55:38 +0000**From:**

"shirleyreynolds,"@warwickshire.gov.uk, Cllr David Cranham &lt;david.cranham@rugby.gov.uk&gt;, Cllr Kathryn Lawrence &lt;kathryn.lawrence@rugby.gov.uk&gt;, tim.douglas@rugby.gov.uk, noreen.new@rugby.gov.uk, ian.picker@rugby.gov.uk, jerry.roodhouse@rugby.gov.uk

Dear Mrs Reynolds.

Please find attached my detailed objection to the current proposal.

Comments &amp; feedback invited &amp; welcomed please.

With Many Thanks &amp; Best Regards - Yours faithfully - [REDACTED]

**Comments on the Hillmorton High Street Traffic - Jan 2019.pdf**

63K

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**Shirley Reynolds** <shirleyreynolds@warwickshire.gov.uk>

21 January 2019 at 14:58

To: [REDACTED]

Dear [REDACTED],

Thank you for forwarding your objection to the installation of traffic signals at the junction of Hillmorton Road and Ashlawn Road and I would like to apologise for my delay in acknowledging it.

This public notice is specifically in respect of a planning condition associated with the development at Wharf Farm, Crick Road, (RBC planning reference R15/1702) and the consented scheme does not include any plans to make any other changes such as those you have suggested. Your objection will be reported to the Portfolio Holder for Transport and Environment, probably at his meeting of 15 March. He will consider whether there are exceptional or changed circumstances which should be referred back to the planning authority to consider. The details for the Portfolio Holder meeting can be found at [https://democratic.warwickshire.gov.uk/cm5/CurrentCommittees/tabid/122/ctl/ViewCMIS\\_CommitteeDetails/mid/600/id/593/Default.aspx](https://democratic.warwickshire.gov.uk/cm5/CurrentCommittees/tabid/122/ctl/ViewCMIS_CommitteeDetails/mid/600/id/593/Default.aspx).

Regards

Shirley

**Shirley Reynolds**

Team Leader - s278 Major Schemes

Tel: 01926 412110

Email: [shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)Design Services | Environment Services | Warwickshire County Council  
PO Box 43 | Shire Hall | Warwick | CV34 4SX

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On Sat, 12 Jan 2019 at 18:04, [REDACTED] wrote:

Hi Shirley - The initial e-mail address bounced !!

----- Forwarded Message -----

**Subject:** Objection to the Traffic Lights Proposed at the Hillmorton Road/Ashlawn Road Junction in Hillmorton Rugby

**Date:** Sat, 12 Jan 2019 17:55:38 +0000

**From:** [REDACTED]

**CC:** "shirleyreynolds,"@warwickshire.gov.uk, Cllr David Cranham <david.cranham@rugby.gov.uk>, Cllr Kathryn Lawrence <kathryn.lawrence@rugby.gov.uk>, tim.douglas@rugby.gov.uk, noreen.new@rugby.gov.uk, ian.picker@rugby.gov.uk, jerry.roodhouse@rugby.gov.uk

Dear Mrs Reynolds.

Please find attached my detailed objection to the current proposal.

Comments & feedback invited & welcomed please.

With Many Thanks & Best Regards - Yours faithfully - [REDACTED]

Shirley Reynolds <[shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)>

## Paddox Junction

21 January 2019 at 14:49

To: Shirley Reynolds <[shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)>, Yousef Dahmash <[yousefdahmash@warwickshire.gov.uk](mailto:yousefdahmash@warwickshire.gov.uk)>

Thank you Shirley, that does make more sense - I think I may also have mis-led you! We don't need a pedestrian crossing at the junction of Rainsbrook and Hillmorton Road, I was saying it is difficult at the moment to turn right out of Rainsbrook Avenue into Hillmorton Road in a car - and these lights will make it nigh on impossible. We will be met with a stream of stationary traffic in the left hand lane of Hillmorton Road, waiting for the lights.

If I were ever waiting in the traffic on Hillmorton Road (on the off chance I actually got out of Rainsbrook!) I would definitely use Elms Drive to dodge the lights - However I am sure the residents of there will make their feelings known once they realise what's going on.

It seems the decisions have already been made, so we will see how it goes.

On Mon, Jan 21, 2019 at 2:09 PM Shirley Reynolds <[shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)> wrote:

Dear [REDACTED],

I am sorry if my reply was misleading. The traffic signals will be "on" all the time to control the traffic at the junction, but will only stop all of the traffic when a pedestrian wants to cross and pushes the button.

A nearby example is the traffic signals at the junction of Clifton Road and Butlers Leap.

Regards

Shirley

**Shirley Reynolds**

Team Leader - s278 Major Schemes

Tel: 01926 412110

Email: [shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)

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On Thu, 17 Jan 2019 at 13:33, [REDACTED] wrote:

Thanks for your response Shirley - so to make it clear, the traffic lights will be "off" unless someone crosses at the crossings?

On Thu, Jan 17, 2019 at 11:33 AM Shirley Reynolds <[shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)> wrote:

Dear [REDACTED],

Please accept my apologies for my delay in responding.

The scheme is required to fulfil a planning condition in connection with the site at Crick Road (Wharf Farm). The planning reference is R15/1702. The Developer proposed a traffic signal controlled junction and this was accepted by Rugby Borough Council in consultation with Warwickshire County Council as being suitable.

The junction will be controlled with traffic lights and there will be two places where pedestrians can cross. All the traffic will be stopped when pedestrians want to cross either arm of Ashlawn Road, but to be clear this will only happen if pedestrians press the button.

The planning condition does not require the Developer to provide a crossing elsewhere or to undertake any works at Rainsbrook Avenue or Dunsmore Avenue. However, I have spoken to my colleagues in the Traffic Control and Information Systems Team and they have informed me that you can request a crossing at the location you suggest using the link on this webpage: <https://www.warwickshire.gov.uk/pedestriancrossing>.

We have received similar concerns from several people regarding Elms Drive. There are no proposals to make any changes as part of the consented scheme, however if rat-running does become an issue after the

completion of the works a request can be made for this to be looked by the Traffic and Road Safety Team of the County Council.

Regards

Shirley

**Shirley Reynolds**

Team Leader - s278 Major Schemes

Tel: 01926 412110

Email: [shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)

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On Fri, 11 Jan 2019 at 09:47, [REDACTED] wrote:

Dear Ms Reynolds

Please can I have a more detailed plan of the junction proposals?

The one we have seems to indicate that there will be two sets of traffic lights at the junction and two new pedestrian crossings - it does not state whether these crossing will manage the traffic lights or if the traffic lights will be standalone. I am not sure why on earth we need two pedestrian crossings at this junction - I have yet to witness more than a couple of people needing to cross! there is already a crossing on Hillmorton Road by Aldi - if you needed a second crossing it would be better further down Ashlawn Road on / near the junction with Featherbed Lane, this would avoid cluttering up the already busy Paddox junction.

It also doesn't say what plans will be put in place to stop Elms Drive becoming a rat run for people trying the avoid the lights.

It also does not say what plans will be put in place for residents of Dunsmore / Rainsbrook Avenues trying to turn right onto Hillmorton Road, from Rainsbrook Avenue, opposite Sainsbuys. This junction is awful, bordering on dangerous at the moment, it will be an absolute nightmare when these traffic lights are in place as residents won't be able to turn right from Rainsbrook onto Hillmorton Road, towards Hillmorton as there will be a queue of stationary traffic in the left hand lane of Hillmorton Road waiting for the traffic lights.

In my opinion a roundabout at the Paddox junction would be far more suitable and will keep traffic moving, something the junction has been needing for years.

Many thanks for your help

[REDACTED]

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Shirley Reynolds &lt;shirleyreynolds@warwickshire.gov.uk&gt;

---

**Re: Traffic Signal Junction of Hillmorton Road with Ashlawn Road/Objections/Rugby Residents**

---

Shirley Reynolds &lt;shirleyreynolds@warwickshire.gov.uk&gt;

7 February 2019 at 12:31

To: [REDACTED]  
Cc: [REDACTED] Jerry Roodhouse <jerryroodhouse@warwickshire.gov.uk>, Paul Shacklock <paulshacklock@warwickshire.gov.uk>

Dear Mr Dunster,

Thank you for confirming that you are representing the views of your neighbours and I will report that accordingly.

Regards

Shirley

**Shirley Reynolds**

Team Leader - s278 Major Schemes

Tel: 01926 412110

Email: [shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)

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On Thu, 7 Feb 2019 at 07:37, [REDACTED] wrote:

Thanks. Our neighbours agree ours was an agreed and collective response and we cannot see why we should have

to reply individually. We share the concerns along our row of properties. Are you saying you would not accept our views henceforth? [REDACTED]

On 06 February 2019 at 14:39 Shirley Reynolds <shirleyreynolds@warwickshire.gov.uk> wrote:

Dear [REDACTED]

Please accept my sincere apologies for my delay in replying to your email.

As you are aware the planning consent associated with the Wharf Farm development on Crick Road (R15/1702) includes a condition requiring a junction improvement here. The form of junction proposed by the Developer is a traffic signal controlled junction and this is the design which has been taken forward. The works would be entirely funded by the Developer.

As you have highlighted, the white line outside of 33/35 is the stop line for the traffic signals and it will be necessary for you, your neighbours and your visitors to wait for a gap in the traffic before turning into or out of your driveways. Thank you for pointing out that you currently use the hatched area (which shows the area of carriageway which is not meant to be trafficked) to wait for a gap and you are correct that it will now mean that you may have to hold up traffic travelling in a easterly direction. This is a situation which is experienced at other traffic signal controlled junctions in urban areas where there are driveways within the junction area.

It is currently expected that the bollards will be removed, but I will see if that can be reconsidered given your comment regarding the parking issues previously experienced. It is also the case that double yellow lines will be required to stop drivers from parking around the junction and this will be subject to a separate public advertisement and consultation process.

You have also asked about the position of the stop line on Ashlawn Road (west). Its position is determined by the amount of space required for vehicles to be able to turn into Ashlawn Road from the main road and be able to pass any traffic which is waiting for a green light. It is also determined

by where the pedestrian crossing needs to be located. In response to another of your questions, the crossings will only be activated when a pedestrian presses the button and they will wait for a "green man". I can also confirm that there is a left filter to allow vehicles to turn from Ashlawn Road (east) into Ashlawn Road (west) when there is a green light for vehicles to exit Ashlawn Road (west).

The removal of the speed hump has been advertised because there will no longer be any requirement for that speed reducing feature. It is generally the case that traffic signals provide some traffic calming effect as drivers either need to slow for a red light or will anticipate a green light changing to red. With regard to the bus stop, it is necessary to relocate it because, in its current position, there are concerns that if a queue of vehicles built up behind a stopped bus, then they may block the junction.

Finally, you have asked about Elms Drive. This is a two-way road as there are no restrictions on its use in either direction. There are no proposals to make any changes as part of the consented scheme, however if rat-running does become an issue after the completion of the works a request can be made for this to be looked by the Traffic and Road Safety Team of the County Council.

Your objections will be reported to the Portfolio Holder for Transport and Environment, probably at his meeting of 15 March. He will consider whether there are exceptional or changed circumstances which should be referred back to the planning authority to consider. The details for the Portfolio Holder meeting can be found at [https://democratic.warwickshire.gov.uk/cm5/CurrentCommittees/tabid/122/ctl/ViewCMIS\\_CommitteeDetails/mid/600/id/593/Default.aspx](https://democratic.warwickshire.gov.uk/cm5/CurrentCommittees/tabid/122/ctl/ViewCMIS_CommitteeDetails/mid/600/id/593/Default.aspx).

If your neighbours wish to object as well, then I would be grateful if they could reply individually, confirming the grounds on which they are objecting.

Regards

Shirley

**Shirley Reynolds**

Team Leader - s278 Major Schemes

Tel: 01926 412110

Email: [shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)

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On Wed, 23 Jan 2019 at 15:17, [REDACTED] wrote:

On 23 January 2019 at 15:14 [REDACTED]  
[REDACTED] wrote:

Dear Ms Renolds.

I am replying to your letter of the 9th January this year and p.p. the residents of [REDACTED] Ashlawn Road.

1. White Line in front of No's 33/35 is presumably the 'STOP' position for the traffic travelling 'WEST' from the

M1. This will result in one or two parallel queues of stationary traffic coming from Dunchurch ,whilst the relevant

traffic lights are on RED. This in turn will prevent any traffic coming from Dunchurch or Town Centre direction from turning

right into 33-19 homes. . The existing road scheme includes a HAVEN lane ,positioned between the EAST and WEST traffic lanes

between the 'PADDOX@ and BARBY LANE . The term 'HAVEN@ is a reference only to the HATCHED lane outlined with a white

broken line.. The purpose of this lane is to disincline drivers from overtaking in this area. The fact that that it is outlined in

broken means that it is not there in reality and can be used as a 'HAVEN@. The current road scheme allows drivers wishing to enter

their homes from No 19-33 to turn right when proceeding 'EAST' to use the HAVEN Lane. This in turn allows the following traffic to flow in an 'EASTERLY' direction while waiting for the opportunity to cross the 'WESTERLY' traffic lane to their homes. The traffic scheme

as proposed will cause accident and disruption. When vehicles are travelling EAST from Dunchurch or Town Centre ans wishing to

turn right into homes 19-33, traffic will be backed up and the junction compromised.

2. Steel poles are on the apron now- will they remain and if so ,where will they be sited and will their purpose be diluted . They were

allegedly to disincline overflow parking from the PADDOX PUB .

3. Two lanes comin g from Crick/M1 - why- what's the anticpated traffic flow?

4. Ashlawn Road West ' T/L's too far back and will cause rushing for the the junction when the GREEN comes on!

5. Filter arrows on any T/L's?

6. Stopped traffic - will it all wait to queue in reality ?

7. How do No's 39/37/35/33 get to Crick/M1? How do we drive off the apron EASTWARDS?

8. New Houlton Relief Road will not help as junction at Hillmorton Lane will have restricted turning?

9.T/L's not the solution! Now we have seen the major back up of traffic when temporary lights installed for

road repairs etc. Traffic is backed up on Hillmorton Road to Sainburys and sometimes as far as Paddox Shops. Delivery

wagons to the two supermarkets make this even worse. WHY not a mini-roundabout?

10. The impairment to traffic access from Barby Rd/Featherbed Lane to the A428 will be massive.

11. Pelican Crossings or Belisha How will change be triggered?

12. Loss of speed hump in Ashlawn Rd. EAST - why . Speeds will increase Eastwards.

13. Why the Bus Stop on the EAST Ashlawn Road? More congestion.

14. Who funds these changes? W.C.C. or R.B.C. or the Developers?

AND finally...

15. ELMS Drive is used a 'rat run' now and especially by traffic circumventing temporary T/L's . It's dangerous

and in one direction , illegal.

We five household will await your responses please.

1. [REDACTED]

2. [REDACTED]

3. [REDACTED]

4. [REDACTED]

5. 

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Shirley Reynolds &lt;shirleyreynolds@warwickshire.gov.uk&gt;

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**Paddox Junction development: A428 Ashlawn Hillmorton & Ashlawn Road.**

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Shirley Reynolds &lt;shirleyreynolds@warwickshire.gov.uk&gt;

11 January 2019 at 10:52

To: [REDACTED]

Dear [REDACTED],

Thank you for your email.

I understand your concern that drivers may use Elms Drive to by-pass the works which will be required to install traffic signals at the Hillmorton Road / Ashlawn Road junction and eventually to by-pass the permanent traffic signals once the works are completed. However, there are no plans to widen or close any part of Elms Drive as part of these works which are required to fulfil a planning condition for the development of the land at Wharf Farm (RBC reference R15/1702).

Regards

Shirley

**Shirley Reynolds**

Team Leader - s278 Major Schemes

Tel: 01926 412110

Email: [shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)

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On Thu, 10 Jan 2019 at 21:25, [REDACTED] wrote:

**Re: Paddox Junction development: A428 Ashlawn Hillmorton & Ashlawn Road.**

The main concern from my local perspective is this development will be turning Elms Drive into a rat run after the installation of lights just after Walford place.

The entrance at the top of Elms Drive needs broadening for in and out traffic and the bottom at Walford place needs closing in and out traffic.

Walford Place regularly suffers near misses with cars trying to slip behind those leaving the Place and trying to gain entrance to the Drive.

It's a tricky 2 in 1 junction currently and the current plan will exacerbate this.

If this is done, then I completely support the crossing.

--

[REDACTED]



Shirley Reynolds <shirleyreynolds@warwickshire.gov.uk>

**FW: Proposed Traffic Signal Junction, Hillmorton Road /Ashlawn Road , Rugby**

2 messages

[Redacted] 11 January 2019 at 08:40

To: shirleyreynolds@warwickshire.gov.uk  
Cc: tim.douglas@rugby.gov.uk

-----Original Message-----

From: [Redacted]  
Sent: 11 January 2019 07:57  
To: shirley\_reynolds@warwickshire.gov.uk  
Cc: jerry.roodhouse@rugbylibdems.org.uk; noreen.new@rugby.gov.uk; tim.douglas@rugby.co.uk; shirley.reynolds@warwickshire.gov.uk  
Subject: Proposed Traffic Signal Junction, Hillmorton Road /Ashlawn Road , Rugby

Dear Ms Reynolds

I am writing to express my concerns regarding the proposal for signalling this junction at Hillmorton Road/Ashlawn Road. It is clear from the promoters of this scheme that the proposal has been made to benefit primarily the developers of the new properties in Ashlawn Road in order to make these properties more saleable by allowing Ashlawn Road users to have greater priority.

My primary concern, as a resident of Walford Place is that this junction will make it practically impossible to exit Walford Place by turning right. Queueing traffic at the Southbound Hillmorton Road will block the entrance/exit to Walford Place. Given the significantly increasing traffic flows on Hillmorton Road and a large number of left turners coming out of the Sainsbury's/BP garage car park which accelerate away it is already very difficult to exit Elms Drive and Walford Place without causing traffic on the Hillmorton Road to brake. If this does go ahead there MUST be a yellow box on the southbound carriageway across the entrance/exit to Walford Place.

Allied to this, the arrangement proposed means that there must be an "all red" period on the signals allowing pedestrians to cross. This really slows the traffic and extends the time that the traffic remains at a stop. Impatient drivers travelling southbound on Hillmorton Road will swing left into Walford Place and use Elms Drive as a rat run to bypass the traffic signals. I have several personal incidences and witnessed a number of others, where I have almost been driven into by 'rat runners' as a result of this behaviour. Whenever there are temporary signals at this junction for road works, burst water main, utility repairs, drivers continually exhibit this behaviour. This is a blind turn for Southbound Hillmorton Road traffic and blind for drivers in Walford Place traffic looking to turn right. There will be accidents as a result of this behaviour.

The traffic congestion in Ashlawn Road at the junction can be reduced by at least 50% by simply widening the Ashlawn Road approach to the junction to provide a left turn lane as currently the right turners block the junction. A zebra crossing further back up Ashlawn Road would provide a crossing point in addition to those that exist in front of Ashlawn School. Traffic is slow on Ashlawn road here as a result of traffic calming so put the crossing there. A zebra crossing could also be set further back along the road towards Crick to provide the second crossing.

Locating signals on this bend will cause accidents and cause greater problems than already exist. and I wish to register my objection to the scheme. Better solutions are possible

[Redacted signature]

+++++

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The following notice applies to emails originating in the UK.

[Redacted]

[Redacted]

+++++

**Shirley Reynolds** <shirleyreynolds@warwickshire.gov.uk>

15 January 2019 at 10:18

To: [Redacted]

Dear [Redacted],

I would like to acknowledge receipt of your objection to the installation of traffic signals at this location.

This is specifically a planning condition associated with the development at Wharf Farm, Crick Road, (RBC planning reference R15/1702) but I am aware that contributions are also expected from the developer of the Ashlawn Road site. I understand your concern that drivers may use Walford Place / Elms Drive to by-pass the works which will be required to install the traffic signals and eventually to by-pass the permanent traffic signals once the works are completed. However, the consented scheme does not include any plans to widen or close any part of Elms Drive as part of these works nor to widen the Ashlawn Road approach. I will ask the Developer's designer to consider the introduction of a yellow box or Keep Clear marking as you suggest.

Whilst the scheme is required to fulfil a planning condition, your objection will be reported to the Portfolio Holder for Transport and Environment, probably at his meeting of 15 March. He will consider whether there are exceptional or changed circumstances which should be referred back to the planning authority to consider. The details for the Portfolio Holder meeting can be found at [https://democratic.warwickshire.gov.uk/cm5/CurrentCommittees/tabid/122/ctl/ViewCMIS\\_CommitteeDetails/mid/600/id/593/Default.aspx](https://democratic.warwickshire.gov.uk/cm5/CurrentCommittees/tabid/122/ctl/ViewCMIS_CommitteeDetails/mid/600/id/593/Default.aspx).

Regards

Shirley

**Shirley Reynolds**  
Team Leader - s278 Major Schemes

Tel: 01926 412110  
Email: [shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)

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PO Box 43 | Shire Hall | Warwick | CV34 4SX  
Please use CV34 4RL if using a Sat Nav

On Fri, 11 Jan 2019 at 08:40, [Redacted] wrote:

-----Original Message-----

From: [Redacted]  
Sent: 11 January 2019 07:57  
To: [shirley\\_reynolds@warwickshire.gov.uk](mailto:shirley_reynolds@warwickshire.gov.uk)  
Cc: [jerry.roodhouse@rugbylibdems.org.uk](mailto:jerry.roodhouse@rugbylibdems.org.uk); [noreen.new@rugby.gov.uk](mailto:noreen.new@rugby.gov.uk); [tim.douglas@rugby.co.uk](mailto:tim.douglas@rugby.co.uk); [shirley.reynolds@warwickshire.gov.uk](mailto:shirley.reynolds@warwickshire.gov.uk)  
Subject: Proposed Traffic Signal Junction, Hillmorton Road /Ashlawn Road , Rugby

Dear Ms Reynolds

I am writing to express my concerns regarding the proposal for signalling this junction at Hillmorton Road/Ashlawn Road. It is clear from the promoters of this scheme that the proposal has been made to benefit primarily the developers of the new properties in Ashlawn Road in order to make these properties more saleable by allowing Ashlawn Road users to have greater priority.

My primary concern, as a resident of Walford Place is that this junction will make it practically impossible to exit Walford Place by turning right. Queueing traffic at the Southbound Hillmorton Road will block the entrance/exit to Walford Place. Given the significantly increasing traffic flows on Hillmorton Road and a large number of left turners coming out of the Sainsbury's/BP garage car park which accelerate away it is already very difficult to exit Elms Drive and Walford Place without causing traffic on the Hillmorton Road to brake. If this does go ahead there MUST

be a yellow box on the southbound carriageway across the entrance/exit to Walford Place.

Allied to this, the arrangement proposed means that there must be an "all red" period on the signals allowing pedestrians to cross. This really slows the traffic and extends the time that the traffic remains at a stop. Impatient drivers travelling southbound on Hillmorton Road will swing left into Walford Place and use Elms Drive as a rat run to bypass the traffic signals. I have several personal incidences and witnessed a number of others, where I have almost been driven into by 'rat runners' as a result of this behaviour. Whenever there are temporary signals at this junction for road works, burst water main, utility repairs, drivers continually exhibit this behaviour. This is a blind turn for Southbound Hillmorton Road traffic and blind for drivers in Walford Place traffic looking to turn right. There will be accidents as a result of this behaviour.

The traffic congestion in Ashlawn Road at the junction can be reduced by at least 50% by simply widening the Ashlawn Road approach to the junction to provide a left turn lane as currently the right turners block the junction. A zebra crossing further back up Ashlawn Road would provide a crossing point in addition to those that exist in front of Ashlawn School. Traffic is slow on Ashlawn road here as a result of traffic calming so put the crossing there. A zebra crossing could also be set further back along the road towards Crick to provide the second crossing.

Locating signals on this bend will cause accidents and cause greater problems than already exist. and I wish to register my objection to the scheme. Better solutions are possible

[Redacted signature]

+++++

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The following notice applies to emails originating in the UK.

[Redacted notice text]

[Redacted notice text]

+++++





Shirley Reynolds &lt;shirleyreynolds@warwickshire.gov.uk&gt;

---

## Installation of traffic signal at the junction of Hillmorton Road with Ashlawn Road Rugby

---

Shirley Reynolds &lt;shirleyreynolds@warwickshire.gov.uk&gt;

10 January 2019 at 13:00

To: [REDACTED]

Cc: Paul Shacklock &lt;paulshacklock@warwickshire.gov.uk&gt;

Dear [REDACTED],

Thank you for your email.

I understand your concern that drivers may use Elms Drive to by-pass the works which will be required to install traffic signals at the Hillmorton Road / Ashlawn Road junction and eventually to by-pass the permanent traffic signals once the works are completed. However, as Elms Drive is public highway we cannot restrict its use and it will remain open to traffic from both ends.

Regards

Shirley

**Shirley Reynolds**

Team Leader - s278 Major Schemes

Tel: 01926 412110

Email: [shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)

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

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On Wed, 9 Jan 2019 at 20:37, [REDACTED] wrote:

Hi

I am writing with reference to the above proposal.

As a resident of Elms Drive I would like to know what provisions you have or will be putting in to place to stop Elms Drive becoming the rat run it is whenever work takes place on Hillmorton Road?

As the proposed installation of 'traffic signals' is possibly going to be something permanent, I am sure you can appreciate both mine and probably all residents of Elms Drives concerns.

Thankyou and I look forward to your reply.

[REDACTED]

[REDACTED]

Sent from my iPhone

Shirley Reynolds <[shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)>

---

## Paddox Junction Development

2 messages

10 January 2019 at 23:13

To: ShirleyReynolds@warwickshire.gov.uk

Dear Mrs Reynolds,

I am emailing regarding the proposed development:  
Paddox Junction development: A428 Ashlawn Hillmorton & Ashlawn Road.

Having been brought up on Fisher Avenue and now living in Hillmorton it means I am a regular user of the above junction. I spend much time there of an evening and on Ashlawn road of a morning. On the proposal I must query why when exiting Ashlawn road there isn't two lanes to speed up exit from this road when there is this option at present (albeit it a poorly laid out option). I've felt if the widening of the exit to allow exit both ways at once was done years ago the problems experienced today wouldn't be as bad and would stop many mounting the kerb to leave the road. I ask that this is strongly considered or the works done will not solve much at all.

I will say the two lanes entering Ashlawn road from the drift direction is a great idea as when the traffic backs up from the buses on school mornings traffic will end up queuing into this road this idea will mean those travelling to town won't be held up.

I look forward to this development greatly providing it is done right as it will mean reaching my children of an evening much quicker!

Please do let me know if any further user experience is required.

Regards

---

**Shirley Reynolds** <[shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)>

11 January 2019 at 12:27

To: [REDACTED]

Dear [REDACTED]

Thank you for your email and for your observations.

There are no proposals to widen the Ashlawn Road approach. This is because the signals will operate such that the traffic queuing on Ashlawn Road (from past the school) will be able to exit on the green light without having to give way as it does at present, so there is no need to have a separate left turn flare lane. The operation of the junction was modelled when the Developer submitted their planning application to RBC and it was agreed that this arrangement of lanes on each approach was sufficient to minimise the overall delays to traffic using the junction.

I hope this explains the rationale for the proposed junction layout.

Regards

Shirley

**Shirley Reynolds**

Team Leader - s278 Major Schemes

Tel: 01926 412110

Email: [shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)

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PO Box 43 | Shire Hall | Warwick | CV34 4SX  
Please use CV34 4RL if using a Sat Nav

On Thu, 10 Jan 2019 at 23:14, [REDACTED] wrote:

Dear Mrs Reynolds,

I am emailing regarding the proposed development:  
Paddox Junction development: A428 Ashlawn Hillmorton & Ashlawn Road.

Having been brought up on Fisher Avenue and now living in Hillmorton it means I am a regular user of the above junction. I spend much time there of an evening and on Ashlawn road of a morning. On the proposal I must query why when exiting Ashlawn road there isn't two lanes to speed up exit from this road when there is this option at present (albeit it a poorly laid out option). I've felt if the widening of the exit to allow exit both ways at once was done years ago the problems experienced today wouldn't be as bad and would stop many mounting the kerb to leave the road. I ask that this is strongly considered or the works done will not solve much at all.

I will say the two lanes entering Ashlawn road from the drift direction is a great idea as when the traffic backs up from the buses on school mornings traffic will end up queuing into this road this idea will mean those travelling to town won't be held up.

I look forward to this development greatly providing it is done right as it will mean reaching my children of an evening much quicker!

Please do let me know if any further user experience is required.

[REDACTED]



Shirley Reynolds &lt;shirleyreynolds@warwickshire.gov.uk&gt;

---

**Planning Consultation - Paddox Junction**

2 messages

11 January 2019 at 10:15

To: shirleyreynolds@warwickshire.gov.uk

Dear Shirley,

I would like to offer my views on the proposed development.

Firstly I assume the intention of the development is to enable safe crossing for school children attending Ashlawn and to improve the flow of traffic through Ashlawn Road, most of which heads in the direction of the DIRFT in the morning.

As it currently stands the junction is too narrow to have a vehicle turning left and another turning right out of Ashlawn road simultaneously, therefore if a vehicle is turning right everyone wanting to turn left has a long wait. This causes giant queues right up past the school and has made our houses pollution hotspots.

So in my mind one of the first things to do is widen the junction, possibly by taking a few feet of Paddox pub carpark to improve flow of traffic, reduce queues and pollution.

The next issue is solving the long time it takes for someone to be able to turn right at that junction towards the DIRFT. It requires a break in traffic heading out of town to co-incide with a break in traffic heading into town. This results in long queues as such gaps are rare at peak times.

So perhaps a traffic light controlled roundabout would be the best idea. The light sequence can be adjusted to cope with traffic flows and switched off outside peak times. This also enables pedestrian crossings to function in conjunction with the traffic as opposed to simply causing tailbacks.

The current proposal does not appear to widen the junction. The proposed pedestrian crossings will add to the misery of anyone trying to exit at the Paddox and head to the DIRFT. This will increase queues, pollution and frustrations.

Having lived on this road and used that junction daily for nearly ten years I think my observations may be slightly better than someone who hasn't and doesn't live on this road.

Of course the real solution might be to stop building everywhere, do we really need to double the size of the town? Where are all these people coming from? Where do they live now?

So in summary:

Widen the junction at the Paddox.

Consider a roundabout with traffic light control at peak times.

The current proposal to have a pedestrian crossing will make things worse unless it is in conjunction with a roundabout.

Regards,

---

**Shirley Reynolds** <shirleyreynolds@warwickshire.gov.uk>

21 January 2019 at 15:24

To: [REDACTED]

Dear [REDACTED],

Please accept my sincere apologies for my delay in responding to your email.

This intention to install traffic signals at this junction is specifically a planning condition associated with the development at Wharf Farm, Crick Road, (RBC planning reference R15/1702) and has been proposed by the Developer and their designer to help mitigate the impact of the additional traffic on this junction. Whilst the consented scheme does not include any plans to widen the Ashlawn Road approach, the effect of installing traffic signals here should make it easier for vehicles to turn out of Ashlawn Road (from the school) as each traffic signal cycle will include holding the traffic on the Hillmorton Road - Ashlawn Road main through route. If any pedestrians wish to cross, then all of the traffic will be held at a red light for a short period of time.

Whilst the scheme is required to fulfil a planning condition, your objection will be reported to the Portfolio Holder for Transport and Environment, probably at his meeting of 15 March. He will consider whether there are exceptional or changed circumstances which should be referred back to the planning authority to consider. The details for the Portfolio Holder meeting can be found at [https://democratic.warwickshire.gov.uk/cm5/CurrentCommittees/tabid/122/ctl/ViewCMIS\\_CommitteeDetails/mid/600/id/593/Default.aspx](https://democratic.warwickshire.gov.uk/cm5/CurrentCommittees/tabid/122/ctl/ViewCMIS_CommitteeDetails/mid/600/id/593/Default.aspx).

Any questions you may have regarding the development itself or wider planning matters will need to be addressed to the Planning Team at Rugby Borough Council.

Regards

Shirley

**Shirley Reynolds**

Team Leader - s278 Major Schemes

Tel: 01926 412110

Email: [shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)

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PO Box 43 | Shire Hall | Warwick | CV34 4SX  
Please use CV34 4RL if using a Sat Nav

On Fri, 11 Jan 2019 at 10:15, [REDACTED] wrote:

Dear Shirley,

I would like to offer my views on the proposed development.

Firstly I assume the intention of the development is to enable safe crossing for school children attending Ashlawn and to improve the flow of traffic through Ashlawn Road, most of which heads in the direction of the DIRFT in the morning.

As it currently stands the junction is too narrow to have a vehicle turning left and another turning right out of Ashlawn road simultaneously, therefore if a vehicle is turning right everyone wanting to turn left has a long wait. This causes giant queues right up past the school and has made our houses pollution hotspots.

So in my mind one of the first things to do is widen the junction, possibly by taking a few feet of Paddox pub carpark to improve flow of traffic, reduce queues and pollution.

The next issue is solving the long time it takes for someone to be able to turn right at that junction towards the DIRFT. It requires a break in traffic heading out of town to co-incide with a break in traffic heading into town. This results in long queues as such gaps are rare at peak times.

So perhaps a traffic light controlled roundabout would be the best idea. The light sequence can be adjusted to cope with traffic flows and switched off outside peak times. This also enables pedestrian crossings to function in conjunction with the traffic as opposed to simply causing tailbacks.

The current proposal does not appear to widen the junction. The proposed pedestrian crossings will add to the misery of anyone trying to exit at the Paddox and head to the DIRFT. This will increase queues, pollution and frustrations.

Having lived on this road and used that junction daily for nearly ten years I think my observations may be slightly better than someone who hasn't and doesn't live on this road.

Of course the real solution might be to stop building everywhere, do we really need to double the size of the town? Where are all these people coming from? Where do they live now?

So in summary:

Widen the junction at the Paddox.

Consider a roundabout with traffic light control at peak times.

The current proposal to have a pedestrian crossing will make things worse unless it is in conjunction with a roundabout.

Regards,

[Redacted signature]

[Redacted contact information]



4<sup>th</sup> February 2019

Shirley Reynolds  
Design Services - Environmental Services  
Communities Directorate  
Shire Hall Post Room  
Northgate Street, Warwick, CV34 4SP

Ref : Objection to Warwickshire County Council intention to install traffic signals at the junction of Hillmorton Road and Ashlawn Road, Rugby.

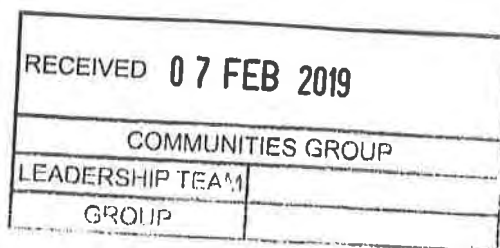
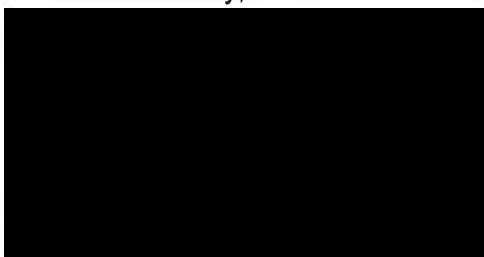
Dear Mrs Reynolds,

I am writing to formally record my objection to WCC plans to install new traffic signals and pedestrian crossings described in your letter dated 9<sup>th</sup> January 2019, shown on drawing 24.2-273-004 rev -. The grounds on which I make the objection are as follows :

1. Ashlawn Road has seen a significant increase in traffic volume in recent years, following the continued development of DIRFT, and, Houlton Estates. The peak periods of high traffic flow are at around 6.15 am, 2.15 pm and 10.15 pm, corresponding with shift changeover at some of the DIRFT facilities. After installing the new traffic signals, I would expect to see long traffic queues outside my house early in the morning, at night, and at other times which will disturb my family and our sleep. I'm sure that the car, bus and truck drivers would have little consideration to try and reduce noise levels whilst queuing.
2. The traffic queues will increase levels of atmospheric pollution in the vicinity of the new signals and on my property. I have a 5 month old child and would be concerned with the effect on her health and my family's well-being in the future.
3. The status of the WCC drawing is 'Approved (Level 3)' and the letter says that 'The Council regrets any inconvenience that may be caused due to the works'. This implies that the proposal has been approved and will go ahead, regardless of the views of the local community.

I look forward to receiving your response.

Yours sincerely,





Shirley Reynolds &lt;shirleyreynolds@warwickshire.gov.uk&gt;

---

## Objection to traffic signals at Hillmorton Road / Ashlawn Road

---

Shirley Reynolds &lt;shirleyreynolds@warwickshire.gov.uk&gt;

22 February 2019 at 15:26

To: [REDACTED]

Dear [REDACTED],

I would like to apologise that you have not received an acknowledgement of your objection to the notification of the intention to install traffic signals at this junction.

I trust that you are aware that the installation of traffic signals here is a planning condition in connection with the development at Wharf Farm on Crick Road (reference R15/1702) and in that respect it is the case that this scheme already has the benefit of planning approval. However, it is the County Council's duty, as highway authority, to advertise the intention to install the traffic signals and to consider whether any objections which are received give cause to consider that there are exceptional or changed circumstances which should be referred back to the Developer and the planning authority.

I appreciate that you are concerned about the effect of queuing traffic outside your home where currently it is free-flowing and I have discussed this with the manager of the Traffic Control and Information Systems team. Traffic signal controlled junctions incorporate vehicle detectors as input to the optimisation of the green signal timings on the different approaches in order to minimise the overall delay to vehicles. Thus if the predominant flow is on the A428 Hillmorton Road - Ashlawn Road, then this is where the majority of the green time in the traffic signal cycle will occur.

I will report your objections to the Portfolio Holder for Transport and Planning at his meeting on 15 March 2019. The details for the Portfolio Holder meeting can be found at [https://democratic.warwickshire.gov.uk/cm5/CurrentCommittees/tabid/122/ctl/ViewCMIS\\_CommitteeDetails/mid/600/id/593/Default.aspx](https://democratic.warwickshire.gov.uk/cm5/CurrentCommittees/tabid/122/ctl/ViewCMIS_CommitteeDetails/mid/600/id/593/Default.aspx) and the report will be available to view from one week beforehand.

Regards

Shirley

**Shirley Reynolds CEng MCIHT**  
Team Leader - s278 Major Schemes

Tel: 01926 412110

Email: [shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)

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Shirley Reynolds &lt;shirleyreynolds@warwickshire.gov.uk&gt;

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## Paddox Junction

5 messages

---

**Jerry Roodhouse** <jerryroodhouse@warwickshire.gov.uk>  
To: Shirley Reynolds <shirleyreynolds@warwickshire.gov.uk>  
Cc: Yousef Dahmash <yousefdahmash@warwickshire.gov.uk>

31 January 2019 at 15:37

Thank you for the meeting today,  
Could i raise an objection as a Paddox Borough Cllr in regard to Elms Drive and ask that the Portfolio Holder seeks to ensure that engineering solutions are investigated and solutions found to ensure that the road safety concerns raised by local residents are dealt with, i concur with the yellow box as a keep clear for the junction,.  
I have CCd Yousef in as the County Cllr for this area.  
Regards  
Cllr Jerry Roodhouse

--  
Jerry Roodhouse  
mobile 07768 058353  
[Facebook](#)

I may pass on your details to Council Officers and also fellow ward councillors, if you do not wish me to do this please tell me clearly in your e mail, otherwise i will regard as giving consent.

---

**Yousef Dahmash** <yousefdahmash@warwickshire.gov.uk>  
To: Jerry Roodhouse <jerryroodhouse@warwickshire.gov.uk>

31 January 2019 at 15:58

Cc: Yousef Dahmash <yousefdahmash@warwickshire.gov.uk>, Shirley Reynolds <shirleyreynolds@warwickshire.gov.uk>

I concur with Jerry and am happy to formally raise this concern with the PH. Jerry and I can speak with Cllr Clark about this issue at Full Council next week.

Regards,

Yousef

### Cllr Yousef Dahmash

Warwickshire County Councillor for Hillmorton (Rugby)

**Mobile** 07769916990  
**Email** [cllrdahmash@warwickshire.gov.uk](mailto:cllrdahmash@warwickshire.gov.uk)  
**Twitter** @yousefdahmash  
**Facebook** [www.facebook.com/Yousef4Hillmorton](http://www.facebook.com/Yousef4Hillmorton)

On Thu, 31 Jan 2019 at 15:39, Jerry Roodhouse <jerryroodhouse@warwickshire.gov.uk> wrote:

Thank you for the meeting today,  
Could i raise an objection as a Paddox Borough Cllr in regard to Elms Drive and ask that the Portfolio Holder seeks to ensure that engineering solutions are investigated and solutions found to ensure that the road safety concerns raised by local residents are dealt with, i concur with the yellow box as a keep clear for the junction,.  
I have CCd Yousef in as the County Cllr for this area.  
Regards  
Cllr Jerry Roodhouse

--  
Jerry Roodhouse  
mobile 07768 058353  
[Facebook](#)

I may pass on your details to Council Officers and also fellow ward councillors, if you do not wish me to do this please tell me clearly in your e mail, otherwise i will regard as giving consent.

**Shirley Reynolds** <shirleyreynolds@warwickshire.gov.uk>

31 January 2019 at 17:07

To: Gafoor Din <gafoordin@warwickshire.gov.uk>, Debbie Schneider <debbieschneider@warwickshire.gov.uk>, Jonathan Simkins <jonathansimkins@warwickshire.gov.uk>

Dear all,

For info.

Debbie / Jonathan - we'll explain more tomorrow!

Shirley

**Shirley Reynolds**

Team Leader - s278 Major Schemes

Tel: 01926 412110

Email: [shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)

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

From: **Yousef Dahmash** <[yousefdahmash@warwickshire.gov.uk](mailto:yousefdahmash@warwickshire.gov.uk)>

Date: Thu, 31 Jan 2019 at 15:58

Subject: Re: Paddox Junction

To: Jerry Roodhouse <[jerryroodhouse@warwickshire.gov.uk](mailto:jerryroodhouse@warwickshire.gov.uk)>

Cc: Yousef Dahmash <[yousefdahmash@warwickshire.gov.uk](mailto:yousefdahmash@warwickshire.gov.uk)>, Shirley Reynolds <[shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)>

I concur with Jerry and am happy to formally raise this concern with the PH. Jerry and I can speak with Cllr Clark about this issue at Full Council next week.

Regards,

Yousef

**Cllr Yousef Dahmash**

Warwickshire County Councillor for Hillmorton (Rugby)

**Mobile** 07769916990

**Email** [cllrdahmash@warwickshire.gov.uk](mailto:cllrdahmash@warwickshire.gov.uk)

**Twitter** @yousefdahmash

**Facebook** [www.facebook.com/Yousef4Hillmorton](http://www.facebook.com/Yousef4Hillmorton)

On Thu, 31 Jan 2019 at 15:39, Jerry Roodhouse <[jerryroodhouse@warwickshire.gov.uk](mailto:jerryroodhouse@warwickshire.gov.uk)> wrote:

Thank you for the meeting today,

Could i raise an objection as a Paddox Borough Cllr in regard to Elms Drive and ask that the Portfolio Holder seeks to ensure that engineering solutions are investigated and solutions found to ensure that the road safety concerns raised by local residents are dealt with, i concur with the yellow box as a keep clear for the junction,.

I have CCd Yousef in as the County Cllr for this area.

Regards

Cllr Jerry Roodhouse

--

Jerry Roodhouse

mobile 07768 058353

[Facebook](#)

I may pass on your details to Council Officers and also fellow ward councillors, if you do not wish me to do this please tell me clearly in your e mail, otherwise i will regard as giving consent.

**Gafoor Din** <gafoordin@warwickshire.gov.uk>  
To: Shirley Reynolds <shirleyreynolds@warwickshire.gov.uk>  
Cc: Debbie Schneider <debbieschneider@warwickshire.gov.uk>, Jonathan Simkins <jonathansimkins@warwickshire.gov.uk>

1 February 2019 at 13:57

Hi Shirley

I'm not sure if the TRO associated with the proposed double yellow lines "no waiting at any time" has been actioned for the above scheme; if not, I would recommend pulling the Portfolio Holder report (15 March) and advertise the TRO first because this is also likely to attract objections and therefore you could do one report to address both issues.

Kind regards - Gafoor

## Gafoor Din

Manager for Traffic Control &amp; Information Systems | Design Services | Environment Services

**Warwickshire County Council****T:** (01926) 41 8065; **M:** 0777 5640844**E:** [gafoordin@warwickshire.gov.uk](mailto:gafoordin@warwickshire.gov.uk)**A:** Communities Directorate | Shire Hall Post Room | Northgate Street | Warwick | CV34 4SP[www.warwickshire.gov.uk](http://www.warwickshire.gov.uk)

On Thu, 31 Jan 2019 at 17:07, Shirley Reynolds &lt;shirleyreynolds@warwickshire.gov.uk&gt; wrote:

Dear all,

For info.

Debbie / Jonathan - we'll explain more tomorrow!

Shirley

**Shirley Reynolds**

Team Leader - s278 Major Schemes

Tel: 01926 412110

Email: [shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)

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

From: **Yousef Dahmash** <[yousefdahmash@warwickshire.gov.uk](mailto:yousefdahmash@warwickshire.gov.uk)>

Date: Thu, 31 Jan 2019 at 15:58

Subject: Re: Paddox Junction

To: Jerry Roodhouse <[jerryroodhouse@warwickshire.gov.uk](mailto:jerryroodhouse@warwickshire.gov.uk)>Cc: Yousef Dahmash <[yousefdahmash@warwickshire.gov.uk](mailto:yousefdahmash@warwickshire.gov.uk)>, Shirley Reynolds <[shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)>

I concur with Jerry and am happy to formally raise this concern with the PH. Jerry and I can speak with Cllr Clark about this issue at Full Council next week.

Regards,

Yousef

**Cllr Yousef Dahmash**

Warwickshire County Councillor for Hillmorton (Rugby)

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[Facebook](#)

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---

**Shirley Reynolds** <[shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)>

6 February 2019 at 14:45

To: Yousef Dahmash <[yousefdahmash@warwickshire.gov.uk](mailto:yousefdahmash@warwickshire.gov.uk)>, Jerry Roodhouse <[jerryroodhouse@warwickshire.gov.uk](mailto:jerryroodhouse@warwickshire.gov.uk)>

Cc: Gafoor Din <[gafoordin@warwickshire.gov.uk](mailto:gafoordin@warwickshire.gov.uk)>, Debbie Schneider <[debbieschneider@warwickshire.gov.uk](mailto:debbieschneider@warwickshire.gov.uk)>

Dear Cllr Roodhouse and Cllr Dahmash,

Sorry for my delay in acknowledging your comments regarding the junction design. I will include this in my report to the Portfolio Holder.

Regards

Shirley

**Shirley Reynolds**

Team Leader - s278 Major Schemes

Tel: 01926 412110

Email: [shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)

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Yousef

**Cllr Yousef Dahmash**

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Cllr Jerry Roodhouse

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Jerry Roodhouse

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ELMS DRIVE.

Concerns regarding Elms Drive becoming a 'rat run'

Parking on corner at School end times.

Ashlawn Road

Concerns about queuing traffic.

Ashlawn Road.

- Travel queues on Ashlawn Road, especially at school times.

Car parking from school traffic on all the roads off Ashlawn Road.

Ashlawn Rd

Unhappy with replies to my correspondence. I do not believe extent of probable congestion has been correctly assessed.

HILLMORTON ROAD

2 LANES NEEDED ON PADDOX CORNER WITH A MINI ROUNDABOUTS TO AVOID BACK UP AND CONGESTION, ALONG HILLMORTON ROAD. CONCERNS REGARDING ELMS DRIVE RAT RUN!

We live in Hillmorton Rd by pub & concerns with us trying to turn right

RECEIVED 26 FEB 2019

COMMUNITIES GROUP

LEADERSHIP TEAM

GROUP

Currently turning right into Walford Place from Millmorton Road when traffic is busy then you block the road waiting to turn.

Cannot exit Walford Place because of volume of traffic from Ashlawn Road/Crick Rd now & that is before Ashlawn Road is made 2 lanes. -

Very CONCERNED WITH ELMS DRIVE BEING USED

AS A RAT RUN, THIS HAPPENS EVERY TIME

THERE HAS BEEN ANY ROAD WORKS PREVIOUS.

ELMS DRIVE IS A NARROW ROAD, ~~WAS~~ NOT

DESIGNED FOR ANY VOLUME OF TRAFFIC.

## ELMS DRIVE

I think that the traffic lights on Ashlawn Road is a good idea - definitely needed, however leaving Elms Drive open at both ends, will cause this road to be used as a cut through. This will endanger the safety of school children who use this road and also as the bend on Elms Drive is a blind bend, cars ~~speeding~~ using this road as a cut through do not slow down and inevitably accidents will happen.

## Elms Drive

As a resident of Elms Drive I can testify that if Elms Drive is not blocked at one end, a serious collision with a car + child will happen.

Also a yellow box Junction should be placed o/s Weyford Place or it will be v hard to enter + exit this Junction.

### Elms Drive.

---

ASHTON RD - TURNING RIGHT INTO DRVD.  
CONCERNED ABOUT ACCESS FROM TOWN TO  
HILLMONT DIRECTION. TRAFFIC STEADILY UP COMES  
NO AN ISSUE. AND ACCESS TO AND FROM DRVD.  
STANDS TRAFFIC.





Shirley Reynolds <shirleyreynolds@warwickshire.gov.uk>

---

**R15/1702**

---

[REDACTED]  
To: Shirley Reynolds <shirleyreynolds@warwickshire.gov.uk>

24 January 2019 at 14:51

Thanks Shirley

I will ask [REDACTED] to confirm.

FYI I have a scheduled meeting with RBC planning officers and Bellway next week to discuss our situation, I will reference these works as well.

Kind Regards

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]

[REDACTED] [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED] [REDACTED]  
[REDACTED] [REDACTED]  
[REDACTED] [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** Shirley Reynolds <[shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)>

**Sent:** 24 January 2019 13:36

**To:** [REDACTED]

**Cc:** [REDACTED] Paul Shacklock  
<[paulshacklock@warwickshire.gov.uk](mailto:paulshacklock@warwickshire.gov.uk)>

**Subject:** Re: R15/1702

Dear [REDACTED],

Thank you for contacting me with your objection to the installation of the permanent traffic signals at the development access. I note that you comment on behalf of [REDACTED], but I would be grateful for [REDACTED] confirmation of that.

The County Council has a duty to advertise the intention to install traffic signals, which in this case relate to the planning condition you have referenced. I will report your objections to the Portfolio Holder for Transport and Planning but can only report those which directly relate to the traffic signals themselves. The matters you have raised regarding the development in the vicinity of your home are outside the scope of this consultation and I can only refer you to the Planning Team at RBC.

I have noted your comments regarding the inconvenience you and your neighbour have experienced during the works which took place to construct the footway / cycleway. We will have an inspector to check on the works that Bellway will undertake to construct the temporary accesses and I will make them aware of your concerns about access to your properties. We regret it is inevitable that inconvenience will be caused when they have to use temporary signals, which is currently expected to start on 04 February for up to 2 weeks. You may find it helpful to refer to [warwickshire.roadworks.org](http://warwickshire.roadworks.org) where you can find details of current and planned roadworks.

In terms of the installation of the permanent traffic signals, this will of course depend on the decision of the Portfolio Holder. This matter will probably be reported to his meeting on 15 March. Please see <https://democratic.warwickshire.gov.uk/cm5/Calendarofmeetings/tabid/73/ctl/ViewMeetingPublic/mid/410/Meeting/4409/Committee/593/Default.aspx> for a link and the report should be published one week before.

Regards

Shirley

**Shirley Reynolds**

Team Leader - s278 Major Schemes

Tel: 01926 412110

Email: [shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)

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On Wed, 23 Jan 2019 at 10:05, [REDACTED] wrote:

Good morning Shirley

I am the resident at [REDACTED] and have recently received your notice R15/1702. [REDACTED] is in Copy and is aware that I also comment on his behalf.

[REDACTED] are the only [REDACTED] neighbouring properties to this development site – We have experienced and endured years of construction which has now completely surrounded our previously quiet and rural properties.

Having both previously experienced the issues works on this section of road and objections raised to RBC concerning the formation of temporary access roads R18/1127 we would like the following points to be of consideration.

- Plant traffic for the New Bellway development has been designated to pass our homes Ref R18/1127 this will be in addition to the increased traffic volumes supplying the Houlton Housing development.
- During the formation of the footpath and road re-alignment we were on several occasions unable to access or leave our properties due to the constant queues of signalled traffic, During shift times which is from 4am onwards and late evenings we experienced large queues of traffic sat directly outside our properties playing music, shouting and beeping horns in frustration. This kept us awake and became an absolute intolerable situation. There was a three way traffic light system to allow us to enter and leave our properties but due to the length of queues we could not leave until they had passed. Considering we will also have the added volume of plant and HGV vehicles passing our homes we cannot accept that they will also be sat outside in the traffic queues this will create.
- Our children and families are already suffering due to the volume of construction noise and pollution levels – queuing traffic will definitely increase these issues.
- From the early hours and late evenings our children are woken by noise and flashing plant vehicle beacons which during important schooling years is not acceptable.
- If in the event we required the assistance of emergency services there would be no way for them to get to us.
- The formation of stationary traffic also caused a huge influx of littering.
- On some occasions drivers were urinating on our boundaries.
- The extra fumes and pollution created from construction vehicles that sat stationary outside our properties was extremely noticeable, given the close proximity of the new temporary access roads this will undoubtedly create further disruption as issues.
- On almost a weekly basis HGV drivers pass our property and due to the height restriction of the low bridge have nowhere to turn – this means they have to reverse for over a mile to find a suitable point to turn round – from previous experience this caused huge delays and issues.
- The road is in an elevated position to our homes so when we have buses or plant vehicles stationary they have full view into our homes.
- The Footpath has only recently been completed to provide a safe cycle way and pedestrian route into Houlton and Dirft– pedestrians and cyclist will now have to cross over several points of access removing the footpaths purpose.
- The water supply to our homes runs underneath this footpath – we experienced days without water during the previous works so we are again concerned it will cause us additional outages.

The above points where issues we endured during small scale works that lasted 1.5 years – given that this is a large development that will last many years and has already created increased traffic volume, noise and pollution we as the only 2 neighbouring properties object to these plans.

Kind Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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## THE PROPOSED TRAFFIC LIGHTS IN HILLMORTON AT THE PADDOX PUB JUNCTION

### WCC Drawing 24.2- 273- 004

#### Back cloth from the Perspective of [REDACTED] – a Long-Time Hillmorton Resident

I have lived just off the Hillmorton Green for 40+ years. And in those days the Hillmorton High Street was quite busy only during the day & really quiet in the evening. One could sit out in the back garden and it was beautifully tranquil with much bird life.

Over recent years this traffic has grown exponentially due to significant development of many cul-de-sacs in the then larger gardens on the High Street, growth of Crick & Kilsby, the commencement of commuter traffic to & from the many, huge units of DIRFT at Crick & the increase in commuting out to the M1.

#### Current Traffic Control Measures.

There are already many local main-road traffic light controls in the vicinity → outside Ashlawn School, at the Fareham Road junction, outside Maddens shop near the Kingsley Avenue junction, outside ALDI, opposite the Hillmorton Manor, opposite English Martyrs school, at the Watts Lane junction plus a mini-roundabout along Ashlawn Road (which, as it's just a painted disc, is ignored & driven straight over by 99% of the traffic coming from Dunchurch).

#### Current Congestion Causes

I own dogs and must now schedule their walks away from DIRFT shift-change times (before & after 06.00am/2.00pm/10.00pm) because the road is one solid stream of “high-vis jacket” traffic, not-going-to-stop drivers.

I have mentioned DIRFT speeding traffic on the High Street to local councillors many, many times.

The traffic queues to gain access to Hillmorton Road/High Street from Deerings Road, Barby Lane and Ashlawn Road are often really really much too long & a source of much delay.

Ashlawn School children exacerbate the situation by crossing willy-nilly – they tend to cluster on the small island in the middle of the road on the bend outside the Paddox pub in their dozens often giggling & holding on to each other to stop falling beneath passing traffic. Some just wander across, ignoring all traffic, in “you don't want to kill me” mode!! An accident waiting to happen.

#### Future Developments

The traffic is set to grow further & massively as→

- (1) Rugby is the fastest growing town in the Midlands with many more estates being built such as on Ashlawn Road near the water-tower.
- (2) DIRFT is still only partly developed – many more units with related commuting traffic to be constructed yet.
- (2) A new mini-town - the 8000 Houlton housing development at the old Rugby Radio Station - is still only in very early stages of construction.
- (3) Crick & Kilsby continue to grow.

### Personal Experience Of Newer local traffic light controls.

A new road-layout with additional disciplines & lights has been constructed on the other side of Rugby – Leicester Road – where the newer shopping centres are clustered.

The result is virtually permanent grid-lock.

I avoid going near that part of town as I know that I will be delayed for too long in traffic. I have friends who travel to work in Rugby from the Lutterworth area. They have to leave at least half an hour earlier now as they know they will be delayed & queue, often backed-up all the way back to the M6 Junction 1. There is no alternative route into Rugby

### The Current Traffic Light Proposal at Ashlawn Road/Hight Street.

Given the above, I am 100% sure that the proposed modifications of lights & crossings here will have the same effect as on the Leicester Road – continual grid-lock - and as such I am opposed to it. It will destroy the life-style Hillmorton as we know it.

### The Way Onwards.

With the low bridge outside Hillmorton (Birmingham to London Euston line), large lorries have little need to go along the High Street to the M1 J18.

Elevated mini-roundabouts (kerb-stoned with direction signs so cars can't cut over them) should be constructed at this junction AND those at Barby Lane and Deerings Road with one panda crossing on the Hillmorton side away from the Paddox pub on the High Street (children can already cross Ashlawn Road at the panda crossing outside the school).

The mini-roundabout on Ashlawn Road should be similarly modified.

From personal experience of the much more complicated roundabout system in Swindon centre – 6 roads converging in a 7 circle solution (locally known as the magic roundabout) managed successfully for 50 years, I am confident that this would best sort the growing congestion, frustration & delays from the increasing load on the Hillmorton main road system.

It may be a more expensive solution than traffic lights – but will not cause grid-lock.

**With Rugby expanding so quickly, it's absolutely essential that WCC get this right.**

Yours faithfully



11th January 2019