

2<sup>nd</sup> February 2019



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

RECEIVED 05 FEB 2019	
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

*Dear Sirs,*

*Ref. NBBC Planning Application Ref. No. 034076 & 03604*

*Following the submission to install traffic signal controlled junction on Higham Lane, I am objecting to this proposal.*

*I request a copy of the traffic survey carried out by Department of Transport, Especially as a dual carriageway is under review along the section of A5 trunk road, between M69 Junction 1 & M42 Junction 10.*

*The time to complete the journey from A5 end of Higham Lane to Hinckley Road is approx.. 20 Minutes.*

*These traffic controls will hamper free flowing movement on a major arterial Road, and, cause a bottle neck.*

*The recent traffic controls on Hinckley Road took TEN months to complete, and, Are a significant distance from the A5 & A47 Traffic controls, and, they created a bottle neck on this arterial road.*

*The residents of all other roads in the vicinity: Milby Drive, Peake Avenue, St Nicholas Park Road & Ambleside will equally expect to have a Traffic Signal Junction.*

*You can publish letter on your web-site, I have no objections.*

*I remain.*



*Copies to: Marcus Jones M.P*

*Keith Kondador , Councillor, WCC*

*Hayden Walmsley Councillor, NBBC*



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

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**Higham Lane Development Access - proposed Traffic Lights consultation.**

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

21 January 2019 at 16:46

To: [REDACTED]  
Cc: Paul Shacklock <paulshacklock@warwickshire.gov.uk>, Debbie Schneider <debbieschneider@warwickshire.gov.uk>

Dear [REDACTED],

Thank you for your email regarding this matter and I hope the following information will be helpful. I would also like to acknowledge your objection and will report it to the Portfolio Holder for Transport and Planning - probably 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.

The installation of traffic signals at this junction is a planning condition for the development off Higham Lane and the planning reference is 034076. The planning documents available on NBBC's website include the Transport Assessment, a technical note on the proposed traffic signals and also the Stage 1 Road Safety Audit for your reference.

I apologise that it is not clear from the consultation drawing that the controlled crossings on the development arm will be Toucan crossings. The footway / cycleway will end just to the north of the junction and tie into the existing footway. The footway / cycleway to the south of the junction will end at the southern edge of the development frontage with a dropped kerb to allow cyclists to re-join the carriageway and for pedestrians to carry on to the existing footway. The footway/cycleway on the development access is only on the southern side as you have highlighted. There are no proposals from the Developer to provide any additional cycling facilities beyond those to the frontage and access to the site. However, my colleagues in Transport Planning are aware of the demand for additional cycling facilities on Higham Lane. It is possible that planning conditions on other development sites may assist in delivering this.

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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Please use CV34 4RL if using a Sat Nav

On Sun, 20 Jan 2019 at 15:48, [REDACTED] wrote:

I wish to object to the above traffic lights as I do not think it will be safe, certainly not as shown in the diagram of the proposed junction.

1. This junction is too close to the A5 and will cause tail backs at Peak times if signalled. Surely only a roundabout would keep things flowing safely and not risk a queue onto the A5?
2. Traffic coming southbound on Higham Lane will be stopped at the traffic lights and then when it sets off will be picking up speed ( it is a 40mph road). This will cause the junction with Milby Drive to become more dangerous, especially for cyclists. It is already difficult to turn right out of Milby Drive as it is - a combination of poor visibility at the corner from hedge, traffic at speed and poor road surface. It will be much harder to judge the speed of the traffic as it will be picking up speed. At least, as it stands at the moment, you can assess the speed.
3. The diagram shows a footway/cycleway at the South side of the junction but only a footway on the north side. If cyclists coming out

from the new estate are heading South, where will they go? Where are they expected to rejoin the carriageway?. There is a very narrow pavement as you approach Milby Drive so the cycleway/footway cannot go all the way to Milby Drive as there is not space and even if it could, how are the cyclists then expected to get onto Higham Lane?

4. The diagram shows only a pedestrian crossing so cyclists using the shown footway/cycleway can only go into the estate, on the south side of the access road? Even if this was a toucan crossing, they would have to go from the crossing straight onto the road, into the estate as there is no way to continue on that side of Higham Lane to the A5.

Please acknowledge my objections.

Is there a safety audit for the proposed junction please?



This email has been checked for viruses by Avast antivirus software.  
<https://www.avast.com/antivirus>



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

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## Re: Higham Lane

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**Keith Kondakor** <[keithkondakor@warwickshire.gov.uk](mailto:keithkondakor@warwickshire.gov.uk)>

21 January 2019 at 16:57

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

Cc: Paul Shacklock <[paulshacklock@warwickshire.gov.uk](mailto:paulshacklock@warwickshire.gov.uk)>, Ben Simm <[bensimm@warwickshire.gov.uk](mailto:bensimm@warwickshire.gov.uk)>, Joanne Archer <[joannearcher@warwickshire.gov.uk](mailto:joannearcher@warwickshire.gov.uk)>, Lisa Jones <[lisajones@warwickshire.gov.uk](mailto:lisajones@warwickshire.gov.uk)>, Debbie Schneider <[debbieschneider@warwickshire.gov.uk](mailto:debbieschneider@warwickshire.gov.uk)>, Gafoor Din <[gafoordin@warwickshire.gov.uk](mailto:gafoordin@warwickshire.gov.uk)>

It would be a lot quicker and easier if junctions were designed to be safe for cyclist from design stage rather than having to go through the objection route.

Keith

On Mon, 21 Jan 2019 at 15:54, Shirley Reynolds <[shirleyreynolds@warwickshire.gov.uk](mailto:shirleyreynolds@warwickshire.gov.uk)> wrote:

Dear Cllr Kondakor,

I can confirm that your objection to the advertisement of the intention to install traffic signals at this junction will be reported to the Portfolio Holder for Transport and Planning on 15 March.

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 Mon, 21 Jan 2019 at 13:41, Keith Kondakor <[keithkondakor@warwickshire.gov.uk](mailto:keithkondakor@warwickshire.gov.uk)> wrote:

Dear all,

I am formally objecting to your proposed traffic signals as this design does not provide a safe route for cyclist coming from the north and south on Higham lane and also exiting the development site and turning north.

Cllr Keith Kondakor  
02476 344 079

On Mon, 21 Jan 2019 at 11:22, Paul Shacklock <[paulshacklock@warwickshire.gov.uk](mailto:paulshacklock@warwickshire.gov.uk)> wrote:

Hi Councillor Kondakor,

I have spoken to the developer and development control regarding the comments you raised about the cycle provision and yellow lines.

Unfortunately the developer is unwilling to make amendments to the design regarding the cycle provision because the layout has been approved at planning and this relates to his development at the moment.

This currently is to provide a cycle provision on one side of the road to allow cycles to exit his development. Further cycle provisions will need to be made upon the proposed new development on the opposite side of the road, as this will then include a new cycle way on the West side of Higham Ln which will then provide facilities for the cycle movements you described North ( to the A5) and South ( from the A5) , also as part of that development new central crossing facility's will need to be provided to allow connectivity from one side to the other .

I hope you can understand from the above that the overall cycle provision will be made upon this future development.

Regarding the extension of the double yellow lines to eliminate the gap between the development and Milby Drive, i can confirm that this will be added to the drawings and will go out to the public for the consultation process with parking management services.

Should you need any further information please let me know.

Regards

**Paul Shacklock MIHE**

Senior Engineer | Design Services | Environment Services

**Warwickshire County Council**

**T:** (01926) 41 2095

**E:** [paulshacklock@warwickshire.gov.uk](mailto:paulshacklock@warwickshire.gov.uk)

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On Wed, 16 Jan 2019 at 15:03, Paul Shacklock <[paulshacklock@warwickshire.gov.uk](mailto:paulshacklock@warwickshire.gov.uk)> wrote:

Hi Keith,

Sorry its taken a while for me to acknowledge our conversation earlier this morning.

I will investigate your issues with colleagues from the road safety team and the developer regarding the cycle way and double yellow lines.

I shall come back to you as soon as i have some information.

Please also find attached for your information a general site plan of the junction.

Regards

**Paul Shacklock MIHE**

Senior Engineer | Design Services | Environment Services

**Warwickshire County Council**

**T:** (01926) 41 2095

**E:** [paulshacklock@warwickshire.gov.uk](mailto:paulshacklock@warwickshire.gov.uk)

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