

Portfolio Holder Decisions/Leader Decisions

Date: Monday 17 April 2023

Time: 12.00 pm

Membership

Councillor Wallace Redford

Items on the agenda: -

1. **Green Man, Coleshill, Signalised Junction (Casualty Reduction Scheme)** 3 - 516
2. **North Warwickshire Borough CPE Variation No.7** 517 - 538

Monica Fogarty
Chief Executive
Warwickshire County Council
Shire Hall, Warwick

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Portfolio Holder Decision Green Man, Coleshill, Signalised Junction (Casualty Reduction Scheme)

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	14 April 2023
	Signed

1. Decision taken

That the Portfolio Holder for Transport and Planning approves the making of the following Orders:

- 1.1 The introduction of traffic signals with pedestrian crossing facility on the 'Green Man' junction in Coleshill, which was formally advertised through the local newspaper, erected on street notices, by letter drop to local residents directly affected by the scheme and by informing various stakeholders.
- 1.2 The introduction of new and the amendment to existing Traffic Regulation Orders (TROs) as set out in Appendix E, to include a new 20mph speed limit zone, banned right turns, ban on loading/unloading and an increase of the existing 2.5 tonne weight restriction to 7.5 tonne pursuant to Road Traffic Regulation Act sections 1(1) and (2) and 2(1) to (3), 2(4), 3(2), 4(2), 19, 32, 35, 45, 46, 47, 49, 53, 84 and 124.

2. Reasons for decisions

- 2.1 Where objections have been received to advertised traffic orders it is necessary for the Portfolio Holder to make a decision on the orders proposed, as provided for in the Council's Constitution.
- 2.2 The Orders referred to the Portfolio Holder for decision are referenced in Appendix E of this report. These traffic orders proposed are necessary to improving safety issues surrounding the junction as well as junction capacity improvements during its operation, as explained in more detail in Section 3 of this report.

3. Background information

- 3.1 The County Council has received many requests to address congestion and safety issues in Coleshill which are linked to the operation of the Green Man crossroads. The Transport Planning Unit have been involved in reviews of Coleshill transport network since before 2006, engaging with local members and stakeholder groups. A number of options had been considered in the past, including the signalisation of the

junction. These options were not progressed, as a workable solution could not be identified which would fit within the physical constraints, would be accepted by Warwickshire Police and would address safety and severance issues for active modes caused by traffic at the Green Man junction.

- 3.2 The junction is a standard all movement priority junction. However, due to poor visibility it has stop lines (on Birmingham Road/Blythe Road) as opposed to a standard 'Give Way' layout. Birmingham Road/Blythe Road proves an important link from rural North Warwickshire and Nuneaton to the A446 and Birmingham and as such the route experiences relatively high flows. Congestion at this junction has been an issue for many years and results in drivers undertaking risky manoeuvres to avoid delays, causing accidents and conflict with cyclists and other road users. In May 2017 Transport Planning Unit met with Cllr Reilly and Cllr Hayfield to discuss transport issues in the Coleshill area. In September 2017, Transport Planning Unit discussed an approach to assessment and during the following period identified an option which met all the objectives of the study and could be developed into a highway scheme.
- 3.3 The primary purpose of the proposed scheme (as detailed in the plans at Appendix E) is to address safety issues around the Green Man junction in Coleshill. The proposed scheme will improve capacity at the junction which will be an added benefit to its operation. This junction features consistently on the County Council's annually produced list of junctions with a poor safety record as the junction has a long-standing history of being a casualty hotspot for traffic collisions resulting in personal injury.
- 3.4 It is proposed to signalise the crossroads junction including provision of pedestrian crossings & cycle facilities. All junction approaches will be restricted to straight ahead and left turn movement only, with a ban on the right turn movement by means of a Traffic Regulation Order (TRO).

Consultation Objections

- 3.5 The initial scheme proposed, which went out to public consultation was for a ban on both the right and left turn movements at the junction. The public consultation on this option ran from 4th November 2021 to 9th December 2021. There were significant levels of public interest with over 150 objections being received to the proposals. Following this initial consultation, the scheme went through further design iterations to arrival at the final design with the key change being banning the right turn manoeuvre only via a proposed TRO.
- 3.6 A further consultation was undertaken from 17th November 2022 to 9th December 2022 to advertise the TROs associated with the scheme and to reflect the amended design. The TROs advertised during this consultation were for the banned right turn at the traffic signal junction and the revocation of the existing banned right turn at the Church Hill/High Street junction. Only 6 objections were received from that consultation, thus suggesting concerns raised during the 2021 public consultation have been largely addressed. These are detailed in this report.
- 3.7 This report responds to the objections raised to the initial scheme, advertised TROs and consultations, as well as those received following the consultation on the revised TROs relating to the revised design.

Objections from November 2021 consultation

The consultation in November 2021 covered the introduction of traffic signals with pedestrian crossing facilities on the 'Green Man' junction in Coleshill as well as the introduction of new TROs and amendments to existing TROs. These included a new 20mph speed limit zone, banned right and left turns, ban on loading/unloading and an increase of existing 2.5 tonne weight restriction to 7.5 tonne.

1. **Objection** - Increase traffic on other roads

There were 128 objections received on this basis whereby people felt the scheme would lead to other roads being used more regularly thus causing an increase in traffic on those roads. For details of objections please refer to Appendix A.

Engineers Response: Improvements to the junction efficiency and capacity through introduction of traffic signals are necessary to support the current and expected traffic using the junction. If the junction remains in its un-controlled state, there would be a significant detrimental impact on the local and wider traffic network and it could be expected that the safety performance of the junction would continue to deteriorate. Following the advertisement of the TROs for the initial scheme in 2021, the design has been altered to allow for left turns and the traffic model has undergone recalibration and sensitivity tests to validate the existing data and the revised proposal of the scheme. The findings for key locations are as follows:

Birmingham Road / Blythe Road

In the revised design, allowing the left turns to take place at the Green Man crossroads shows a reduction in traffic using side roads (Church Hill, Parkfield Road and High Brink Road. This results, during the AM peak hour, to queues on the B4114 Blythe Road westbound of approximately 20 vehicles in the Design Year (2031) which is a significant improvement on the Do Nothing predicted queue of 200. The design change makes no impact on the predicted queues on the other approaches, which all remain significantly lower than the Do Nothing alternative. During the PM peak-hour, the scheme demonstrates a reduction in queuing on Blythe Road, Birmingham Road, and High Street northbound.

Church Hill

Although there is a net increase in the traffic that may use Church Hill via Blythe Road or High Street, the queue lengths of the proposed scheme are similar or smaller than those in the current scenario. Often, there are also fewer short spikes with the proposed queue lengths, indicating that the traffic is flowing more stably. In comparison to the initial scheme with the banned turns, introduction of the left turn at the junction has a marginal reduction on traffic flows using Church Hill and there is a negligible impact on queues. Any queueing on Church Hill remains limited as they are managed by the proposed traffic signals upstream of the junction which provides gaps in traffic for vehicles to pull out of Church Hill. Overall, the scheme demonstrates a positive impact.

Parkfield Road

The improved efficiency of the Green Man junction results in less diverted trips onto neighbouring roads therefore with the revised scheme there is a slight benefit overall to the Parkfield Road route.

The modelled results indicate that the installation of traffic signals with straight ahead and left turn movements is expected to provide substantial benefits to traffic flow compared to the “Do Nothing” scenario, and that the revised design introducing the left turn movements reduces the impact of traffic using minor roads.

2. Objection – Tight bend at Church Hill

There were 67 objections received on this basis. The concern raised relates to the layout of the road in particular the tight bend which could lead to accidents occurring due to the increased traffic generated on Church Hill. For details of objections please refer to Appendix A.

Engineers Response: Church Hill is within a conservation zone and there are limited options for improvement around the bend. With the revised layout the traffic flow in Church Hill is unlikely to be impacted as there is only a marginal fall in use of Church Hill which the traffic model confirms to be the case. Church Hill is a low-speed road with average speeds under 30mph based on data available and with the presence of the tight bend and parked vehicles, is deemed to encourage a cautious approach thus minimising the risk of accidents occurring. It should be noted that with the exception of removing the TRO banning right turning movements at the junction with High Street, the Stage 2 RSA (Road Safety Audit) did not highlight any road safety issues or concerns for traffic using Church Hill and by that, no changes have been proposed on Church Hill.

3. Objection – No need for banning turns (accidents minor/general objection)

There were 66 objections to the scheme based on ‘no need for banning turning movements at the junction.’ For details of objections please refer to Appendix A.

Engineers Response: Collision data from the last 5 years indicate there have been at least 3 serious collisions and 12 slight collisions at the crossroads. These consist of 22 casualties, of which 13 were drivers, 3 were passengers, 4 cyclists and 2 pedestrians. A ban on right turn movement would significantly reduce or remove the potential conflict for drivers passing through the junction. The right turn ban will also facilitate smoother traffic flow and prevent the build-up of congestion due to vehicles waiting for a gap in traffic to turn right.

The revised design bans the right turning movement at the junction to ensure the proposed traffic signal junction works safely and effectively. The TRO will apply to all road users including cyclists.

4. Objection – Increases danger on other roads

There were 48 objections on the basis of the proposal transferring traffic onto other routes particularly residential roads which would not be able to accommodate additional traffic thus increasing the danger of collisions on these roads. For details of objections please refer to Appendix A.

Engineers Response: With the revised scheme the traffic model shows significant improvements to traffic flows within Coleshill, as the main cause of congestion along the Blythe Road / Birmingham Road corridor has been removed. The efficiency in traffic flow makes this route attractive to commuters and it is less likely that traffic would use the neighbouring residential roads. The installation of traffic signals and

controlled crossing points also directly controls the flow of traffic compared to the current scenario which relies solely on driver judgement.

Church Hill is likely to experience a small increase in traffic numbers however the flows are less prone to spikes and the flows are still relatively low. It is therefore unlikely to impact the safety performance of the road.

During peak AM and PM hours, there is a relatively small net increase in traffic using Parkfield Road and Sumner Road South however due to the efficiencies in traffic flow it is unlikely to impact safety or the risk to vulnerable road users. There are no physical changes proposed to Parkfield Road / Park Road within this scheme.

5. Objection – Turning in/out of Church Hill

There were 43 objections to the scheme based on ‘turning in/out of Church Hill.’ For details of objections please refer to Appendix A.

Engineers Response: As part of the scheme proposal the right turn ban from Church Hill to High Street is proposed to be revoked to offset the movement restriction at the junction of Birmingham Road / Blythe Road and High Street. The traffic modelling undertaken has indicated, that whilst traffic flows increase, the proposed change would demonstrate a reduction in delays along Church Hill.

We understand that larger vehicles occasionally overrun the footway when turning left out of Church Hill at the junction with High Street. The traffic calming buildout on High Street currently creates a conflict point for large vehicles turning out of Church Hill. To resolve this, the buildout on High Street will be modified with lower kerbs to allow occasional overrunning of larger vehicles. Street furniture will be rearranged at the junction bell mouth to prevent vehicles from overrunning the footway corner.

6. Objection – Increased pollution

There were approximately 31 objections where it is believed the layout of Church Hill and the increase in traffic into Church Hill would cause congestion thus an increase in pollution. For details of objections please refer to Appendix A.

Engineers Response: Blythe Road / Birmingham Road currently faces significant congestion during peak hours and overall. In excess of 90% of all emissions are generated in the Blythe Road / Birmingham Road and High Street areas. By targeting the junction to improve traffic flows and reduce delays in the area where emissions are the highest, this in turn, delivers a benefit to the overall area.

An analysis has been completed using the Analysis of Instantaneous Road Emissions (AIRE) which predicts changes in tailpipe emissions based on changes in vehicle speeds and paths through different model networks on a second-by-second basis. Changes in NO_x (Nitrogen oxides), PM₁₀ (particulate matter) and carbon have all been assessed in terms of tailpipe emissions generation both with and without the scheme proposal and using 2014 and 2023 traffic data. Analysis of the effect of the scheme proposals on the production of vehicular tailpipe emissions reveals that the level of pollutants likely to be generated within the Coleshill area will reduce as a result of the scheme proposals.

In particular there are significant reductions on Blyth Road / Birmingham Road, Parkfield Road / Park Road, and Sumner Road. These are due to the improvements to the Green Man junction resulting in less vehicles queuing on approach to the

junction. Reducing these queues also reduces the tendency for rat running on other routes, with air quality improvements associated with this reduced rat running. Traffic flows used to develop the traffic model predate the Covid 19 pandemic, the traffic model is considered to be fit for purpose according to national guidance. In line with DfT Transport Analysis guidance, the data used in the model has been checked against more recent traffic counts undertaken during a neutral survey period earlier this year. The comparison identifies only a small change in flow and therefore the assumptions and modelling used to develop the scheme remain valid.

7. Objection – Inconvenience/limit mobility for residents

There were 30 objections to the scheme on this basis. For details of objections please refer to Appendix A.

Engineers Response: Since the consultation we have reviewed the design and have amended the proposals to allow the left turns on all approaches. This will alleviate a significant proportion of traffic flow that would use the neighbouring roads and retain the accessibility to Coleshill. Compromise is required due to the nature of the safety scheme i.e., removing the conflict point which is the right turn movement on the approaches. The right turn ban will also facilitate smoother traffic flow and prevent the build-up of congestion due to vehicles waiting for a gap in traffic to turn right. By providing traffic signal-controlled crossing facilities we are looking to improve accessibility and safety for all pedestrians and especially those with restricted mobility and also cyclists that would otherwise be at a higher risk of conflict with vehicles using the uncontrolled crossing points at the crossroads.

8. Objection – Parking changes are required to aid traffic flow

There were 29 objections highlighting that parking changes required in and around the junction and Church Hill Street as the increase in traffic flow on Church Hill would cause congestion. For details of objections please refer to Appendix A.

Engineers Response: It has been noted that there are historic issues over double parking and vehicles jutting out of parking spaces which causes disruptions to traffic flow. Designated parking spaces on the highway have been acknowledged and factored into the traffic model. Double parking is an enforcement issue. As of February 1st, 2022, North Warwickshire Borough has adopted Civil Parking Enforcement, under which the Council has taken over from the Police as the primary enforcement agents for Waiting Restrictions. Over time there is an expectation that this change in enforcement will lead to greater compliance with restrictions, reducing in disruption to traffic flow.

The traffic model has been recalibrated and refined to better reflect the impact of various capacity constraints such as narrowing, and prevalence of cars parked on street that create give way vehicle behaviour. Further calibration measures have been applied to the base model to reflect additional traffic calming measures such as the kerb build outs along High Street and the designated parking bays along Park Field Road.

Please note that funding has been allocated for the specific purpose of providing safety and capacity improvements to the Birmingham Road / Blythe Road / High Street areas.

At the Coleshill Town Council meeting on the 30th of March 2022, the Town Council

were very supportive of Officers and County Councillors in making the changes to the turning movements at the junction.

9. Objection – Congestion on main roads

There were 29 objections received based on the scheme causing congestion to the main roads. For details of objections please refer to Appendix A.

Engineers Response: The scheme is designed to alleviate congestion on Blythe Rd/Birmingham Rd and is part of a wider funded project to improve the A446/Birmingham Rd junction. Without the schemes in place the traffic congestion on routes travelling through these junctions is forecast to worsen considerably.

10. Objection – Existing weight limit 2.5t signed; why raise to 7.5t?

There were 18 objections received where the weight limit increase is being queried. For details of objections please refer to Appendix A.

Engineers Response: In Coleshill there have been some redundant 2.5t weight limit restriction signage that as part of this scheme have been identified for removal. The 2.5t weight limit is not enforceable as it is no longer within the current Traffic Signs Regulations and General Directions. When considering the scheme for Coleshill Town Centre it was decided that a 7.5t Weight Restriction would be appropriate as it is the standard environmental weight limit used in Residential areas. It is hoped that this will deter rat-running goods vehicles from residential roads.

11. Objection – Lack of/too short consultation

There were 16 objections received relating to this whereby members of the public felt adequate information had not been provided on the scheme and not enough consultation had taken place. For details of objections please refer to Appendix A.

Engineers Response: The consultation period from the initial consultation in November 2021 was extended to 9th December 2021 to allow additional time for feedback to be provided. A further consultation which took place in November 2022 from 17th November to 9th December, was for advertising the TROs resulting from the amended proposals. Notices were placed on street, with information posted on the Council's website.

12. Support response – Support for 20mph

There were 15 responses received whereby members of the public were in support of the 20mph zone around the junction. For details of responses in support of this, please refer to Appendix A.

Engineers Response: Many consultation responses also indicated concerns over excessive speeding along the High Street and Blythe Road. Studies have shown that 20mph zones are an effective means of reducing road collisions and injuries. The principle is that traffic calming slows vehicle speeds down and the zone becomes 'self-enforcing'. Existing chicanes, road narrowing, speed cushions, and signage can both physically and visually reinforce the nature of the road and influence driver behaviour. They are very effective at protecting most vulnerable road users, including children, pedestrians, and cyclists

As well as the road safety benefits the 20mph zone can also contribute to improving

air quality, reducing noise pollution and with the provision of the new crossing points greatly enhance the experience for pedestrians and cyclists.

13. Objection – Impact on historic buildings

There were 11 objections received where members of the public believe the increase in traffic and in particular the large vehicles due to the weight limit increase from 2.5t to 7.5t would have an impact on the historic buildings. For details of objections please refer to Appendix A.

Engineers Response: As the scheme has been revised to allow left turns on all approaches, the potential for traffic using Church Hill as an alternative route is minimised. This has been analysed in the traffic model which has shown relatively small increase in the utilisation of Church Hill however it is significantly less compared to the previous proposal.

With the proposed 7.5t weight ban (except for loading) being extended to Church Hill, this would reduce the risk of HGV using roads such as Church Hill which are restricted in carriageway space available.

Church Hill would also fall within the proposed 7.5t weight limit restriction which means large vehicles should not be using this route to access Coleshill. The 7.5t Weight Restriction is deemed appropriate as it is the standard environmental weight limit used in Residential areas.

It should be noted that the 2.5t weight limit is not enforceable as it is no longer within the current Traffic Signs Regulations and General Directions guidance.

14. Objection – Enforcement

There were 9 objections received in relation to this. Members of the public believed motorists would not adhere to a reduction in speed limit and also queried how this would be policed. For details of objections please refer to Appendix A.

Engineers Response: From 1st Feb 2022, contraventions of waiting restriction TROs will be enforceable by Warwickshire County Council.

Enforcement of the 20mph Speed Limit and 7.5t Weight Restriction is the responsibility of Warwickshire Police. However, the introduction of Traffic Signals at the junction of the Green Man will mean that speeds will be expected to be reduced and therefore more compliant with a reduced speed limit.

15. Objection – Will increase time for Fire Station Crews/Ambulances

There were 9 objections received on this basis where it is believed that the ban on turning movements at the junction would impact on the services provided by emergency services and public safety would be compromised. For details of objections please refer to Appendix A.

Engineers Response: Travel times for emergency services will be improved due to traffic flow efficiencies achieved as a result of implementing the scheme. In addition, emergency services are exempt from the prohibitions of turning movements. Warwickshire Fire and Rescue have been consulted as part of the consultation process and are aware of the scheme.

16. Objection – Will cause more danger at junction

There were 7 objections received on this basis where members of the public feel the

junction layout to include the ban on turning movements would cause more danger at the junction. For details of objections please refer to Appendix A.

Engineers Response: An independent RSA (Road Safety Audit) has been undertaken to review the proposed changes and check the safety implications of the highway improvements. The audit has considered the highway improvements for all road users, particularly vulnerable road users.

The anticipated reduction in speed along the corridor would make it a safer location for vulnerable road users. The removal of the right turn conflict point significantly reduces the likelihood of personal injuries and collisions.

The installation of the new traffic signal-controlled crossing points will not only provide a safer option for pedestrians, in particular for the elderly and mobility challenged pedestrians to cross the road, but it will also encourage sustainable local travel by making walking and cycling more attractive.

17. Objection – Build by-pass/one-way system instead

There were 4 objections received on this basis. For details of objections please refer to Appendix A.

Engineers Response: Funding has been allocated for the specific purpose of providing safety and capacity improvements to the Birmingham Road / Blythe Road / High Street. A by-pass does not meet the project objectives as this scheme is aimed specifically at addressing safety issues around the Green Man junction, whilst improving capacity as an added benefit. Furthermore, a by-pass is not feasible with the current budget.

Some consultation responses also indicated a preference for one-way system. However, this has been previously modelled and discounted due to the impact on overall network performance and the impact of increased traffic on residential routes that would be caused by such a scheme.

18. Objection – Will cause a reduction of on street parking

There were 3 objections to the scheme on this basis where members of the public believe the scheme reduces the number of on street parking which is already reduced. For details of objections please refer to Appendix A.

Engineers Response: This scheme will not reduce the current level of on street parking. However, as civil parking enforcement was introduced in February 2022, the council is reviewing the level of on street parking within Coleshill Town Centre

19. Objection – Narrow footway from Church Hill to Blythe Road via crossroads

There were 2 objections received where concern was raised about the narrow footway on Church Hill. Where vehicles are parked on either side of the road it would make it difficult for pedestrians using the footway. For details of objections please refer to Appendix A.

Engineers Response: As from 1st Feb 2022, civil parking enforcement was introduced in North Warwickshire which includes Coleshill. Double Yellow lines prohibit parking on the footway, and this will be enforced.

20. Objection – Objections to parking restrictions on High Street

There were 2 objections to the scheme on this basis. It is believed the parking restrictions would impact businesses due to reduced foot fall resulting from already reduced parking on High Street. For details of objections please refer to Appendix A.

Engineers Response: As part of this scheme there are no changes to the existing parking restrictions in this area.

21. Objection – Relocate zebra crossing

There was 1 objection to the scheme where concern was raised on the impact the revocation of right turn out of Church Hill would have on the zebra crossing on High Street. For details of objections please refer to Appendix A.

Engineers Response: There are no proposals to relocate the zebra crossing point on High Street. The zebra crossing point could potentially be relocated however this is currently considered the most appropriate location for the convenience and safety of pedestrians accessing local facilities such as Church Hill parking. A zebra crossing point would not be appropriate at the junction of Birmingham Road / Blythe Road and High Street due to the constrained nature of the highway and high traffic flows.

Objections from November 2022 consultation

The consultation in November 2022 was to advertise the traffic signal junction on the 'Green Man' junction with a banned right turn only and also the revocation of the existing banned right turn at the Church Hill/High Street junction.

1. Objection - Increase traffic on other roads

There were 5 objections received on this basis with concerns similar to that of those received during the November 2021 consultation. For details of objections please refer to Appendix B.

Engineers Response: Please see response to this objection from objection no. 1 in the November 2021 consultation.

2. Objection - No need for banning turns (accidents minor/general objection)

There were 4 objections to the scheme based on this and with concerns similar to that of those received during the November 2021 consultation. For details of objections please refer to Appendix B.

Engineers Response: Please see response to this objection from objection no. 3 in the November 2021 consultation.

3. Objection – Turning in/out of Church Hill

There were 3 objections to the scheme based on this and with concerns similar to that of those received during the November 2021 consultation. For details of objections please refer to Appendix B.

Engineers Response: Please see response to this objection from objection no. 5 in the November 2021 consultation.

4. Objection – Tight bend at Church Hill

There were 2 objections to the scheme based on this and with concerns similar to that of those received during the November 2021 consultation. For details of objections please refer to Appendix B.

Engineers Response: Please see response to this objection from objection no.2 in the November 2021 consultation.

5. Objection – Lack of/too short consultation

There were 2 objections to the scheme whereby members of the public felt the consultation period was not enough. For details of objections please refer to Appendix B.

Engineers Response: Please see response to this objection from objection no.11 in the November 2021 consultation.

6. Objection – 4-way traffic light system favoured

There were 2 objections to the scheme whereby the members of the public are against the 2-way traffic light system and would favour a 4-way system if feasible. For details of objections please refer to Appendix B.

Engineers Response: We consider that the 4-way signals (+pedestrian stages) allowing for right turn to be made would have an unacceptable impact on the level of queuing at the junction. This is because the right turn movement has to give-way to the opposing traffic, and vehicles waiting to turn right would block any straight-ahead or left turning vehicles in the queue. With the straight ahead and left turn only option you do not experience this same delay.

Operating the lights using individual stages for each approach would also not be workable, whilst this would address right turning traffic blocking the through movement at the junction, the opposing flow would not be able to run, and queues would form rapidly.

7. Objection – Will cause more danger at junction

There was 1 objection to the scheme based on this and with concerns similar to that of those received during the November 2021 consultation. For details of objections please refer to Appendix B.

Engineers Response: Please see response to this objection from objection no.16 in the November 2021 consultation.

8. Objection – Possible Business Extinguishment/Deliveries Affected

There was 1 objection to the scheme based on this. For details of objections please refer to Appendix B.

Engineers Response: There are already double yellow lines 'No Waiting' on High Street. The TRO that is being proposed is for a 'No Loading' on High Street. There will be some impact on deliveries to residents/businesses due to the introduction of this TRO, however this is necessary for safety and to ensure view of signals & pedestrians waiting/crossing is not blocked by parked vehicles.

9. Objection – Increases danger on other roads

There was 1 objection to the scheme based on this and with concerns similar to that of those received during the November 2021 consultation. For details of objections please refer to Appendix B.

Engineers Response: Please see response to this objection from objection no.4 in the November 2021 consultation.

10. Objection – Inconvenience/limit mobility for residents

There was 1 objection to the scheme based on this and with concerns similar to that of those received during the November 2021 consultation. For details of objections please refer to Appendix B.

Engineers Response: Please see response to this objection from objection no. 7 in the November 2021 consultation.

4. Financial implications

4.1 The scheme will be fully funded from the Capital Investment Fund (CIF) budget and via HS2 safety funding. The funding available from these funding streams is £650k. Furthermore, an allowance of £34k has been made for inflation which has been allocated via the Capital Inflation Contingency fund.
In addition to the above there has been a funding contribution of £176k from WCC County highways to incorporate additional carriageway surfacing works within the scheme.

5. Environmental & Equalities implications

5.1 This has been assessed as part of the Capital Investment Fund bid and details are provided within the report in Appendix C.

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Portfolio Holder	Councillor Wallace Redford Portfolio Holder for Transport and Planning cllrredford@warwickshire.gov.uk

Urgent matter?	No
Confidential or exempt?	No

Is the decision contrary to the budget and policy framework?

No

List of background papers

Appendix A – Greenman Crossroads Objections 2021
 Appendix B – Greenman Crossroads Objections 2022
 Appendix C – CIF bid and Equality Impact Assessment (EqIA)
 Appendix E – Scheme plans of proposed traffic signal junction with banned manoeuvres, TROs including 20mph, 7.5t weight restriction and loading/unloading restrictions

Members and officers consulted and informed

Portfolio Holder – Councillor Wallace Redford

Strategic Director – Mark Ryder

Assistant Director – Scott Tompkins

Engineering Design Services (EDS) Service Manager – Nicola van der Hoven

Legal – Caroline Gutteridge and Nichola Vine

Finance – Andrew Felton

Equality – Joanna Kemp

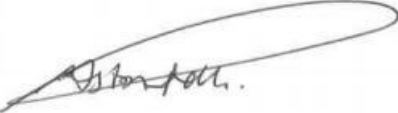
Democratic Services – Isabelle Moorhouse and Deb Moseley

Councillors – Clarke, Chilvers, Fradgley and D’Arcy

Local Member(s): Martin Watson and Dave Humphreys

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Capital Investment Fund Business Case Template

Project Title (to be used in future Cabinet/Council papers and Capital Programme)
Green Man, Coleshill, Signalised Junction (Casualty Reduction Scheme)
Assistant Director sign off
<p>The Assistant Director, in submitting this bid to the Evaluation Panel, is:</p> <ul style="list-style-type: none"> • Confirming the scheme is a priority to deliver the Council's core outcomes, • Satisfied with both the content and rigour of the business case, and • Accepting accountability for delivery of the scheme benefits as detailed. <p style="text-align: center;"></p> <p>Assistant Director</p> <p>Date of Sign Off11.09.18.....</p>
Strategic Finance Manager sign off
<p>The Strategic Finance Manager, in signing off this bid, confirms:</p> <ul style="list-style-type: none"> • Any figures and/or statements made in relation to finance presented in the bid and/or any appendices are accurate and complete, and • All financial risks or potential risk outcomes associated with the bid have been given appropriate consideration and evaluation. <p>Strategic Finance ManagerDawn Suckling.....</p> <p>Date of Sign Off10th Sept 2019.....</p> <p>Comments</p> <p>.....</p> <p>.....</p>

Please ensure you have read the detailed guidance (appendix C) and the evaluation criteria (appendix B) before completing this template.

Under which of the Council's Core Outcomes should the bid be assessed?		
Asset Enhancement and Strategic Investment		Making Best Use of Available Resources
Warwickshire's communities and individuals are supported to be safe, healthy and independent	Warwickshire's economy is vibrant and supported by the right jobs, training and skills and infrastructure	Delivery of Revenue Savings / Generation of Revenue Income
(Y)		
Which strategic objective(s) will the project deliver? (Select all that apply in correct section as indicated above)		
Warwickshire's communities and individuals are supported to be safe, healthy and independent		
Support our most vulnerable and disadvantaged children reducing the need for children to become, or remain looked after		N
Support Warwickshire residents to take responsibility for their own health and wellbeing and reduce the need for hospital or long term health care		Y
Support the most vulnerable and disadvantaged adults in Warwickshire to enjoy life, achieve and live independently		Y
Work with communities to reduce crime and disorder and promote safety across Warwickshire		Y
Warwickshire's economy is vibrant and supported by the right jobs, training and skills and infrastructure		
Attract economic investment and maximise the rate of employment, business growth and skill levels in Warwickshire		
Manage and maintain Warwickshire's transport network in a safe, sustainable and integrated way		Y
Support communities and businesses to develop the digital skills and tools they need in an increasingly digital economy		
Reduce waste and increase reuse, recycling and composting rates across Warwickshire		
Support and enable children and young people to access a place in high quality education settings		
Delivery of Revenue Savings / Generation of Revenue Income		
Make it easy for the customers to access our information and services so they have a positive experience of our services		
Put our financial resources in the right place to support the Organisation's priorities		
Develop our work force so that it has the right skills and capabilities to get the job done		
Pursue leadership excellence and high performance at all levels		
Reduce demand and cost through innovative and effective service redesign		

ALL BIDS MUST ANSWER ALL GREY-HEADED BOXES**Q1: What need or opportunity is the proposal meeting? (one page maximum)**

The Green Man, Coleshill, Signalised Junction Casualty Reduction Scheme (the Scheme) will reduce personal injury accidents within Coleshill. The junction of Birmingham Road/Blyth Road/High Street features consistently on the County's annually produced list of junctions with a poor safety record as the junction has a long-standing history of being a casualty hotspot for traffic collisions resulting in personal injury.

Cllr Hayfield and Cllr Reilly have also highlighted capacity and safety as issues which need addressing at this location. The existing delays experienced travelling through this junction has been raised as a key issue from members of the public. Presently the delays experienced in reaching wider routes due to the inadequate road layout have led to driver frustration. This has been identified as one of the main contributory factors leading to collisions. Cyclists presently have been involved in a number of collisions at this location; this again is as a result of the present road layout. The new layout will ensure that cyclists can confidently facilitate this collision hotspot when travelling to their wider route, as the traffic signals will only allow 'ahead only' movement. The new road layout will prevent vehicles turning into High street from Blythe Road and Birmingham Road, which will remove collisions with cyclists as well as any other vehicles at this location.

Transport Planning has been working with local members and WCC's Road Safety team on a solution to the capacity and safety issues around the Green Man junction in Coleshill. A number of the issues linked to capacity and safety are linked to the junction layout, visibility and the ability to make all vehicle movements at the junction. The proposed scheme layout is highlighted below (figure 1a).

Traffic signals would offer a maximum control to the road intersections at this location. The signalised traffic signals will relay messages of both what you must do and what not to do as a driver. The primary function of the traffic signals is to assign the right of way to the contradicting movements of traffic at an intersection. This is done by allowing the conflicting traffic streams to share the same intersection by way of separating the time for the movements.

WCC's Road Safety team produces a list annually as part of the Casualty Reduction Scheme (CRS). This investigates sites with a high amount of Personal Injury Collisions (PICs) over a five year period. The aim of this programme is to improve safety at these identified locations using engineering measures to resolve treatable collision patterns.

The ten sites for the 2019/2020 CRS programme are shown in the table below which have been identified as the junctions with the highest amount of PICs occurring: The Green Man scheme is ranked at number six. The other sites identified have either proposed engineering schemes or do not have treatable patterns of collisions. This Scheme has been progressed in advance of higher ranked schemes due to suitable engineering designs identified which has resulted in high level feasibility work being

carried out. This would ensure that project risks are minimised. Higher ranked schemes have not yet been able to provide identifiable engineering solutions to reduce casualties at their respected locations.

Figure 1: 2019/2020 Casualty reduction programme

Rank	Primary Road	Location	Site Description	Cluster Diameter (m)	2018 PIC	2018 KSI	Measures	CIF Proposal
1	B4455	Harbury	Fosse Way jw C43 Harbury Lane	35	35	3	Traffic signal installation	Yes
2	B4102	Astley	Park Lane je Red Lane	33	23	7	Roundabout/Traffic Signal installation	Yes
3	B4098	Fillongley	Coventry Road jw B4102 Nuneaton Road	42	23	2	Roundabout/Traffic Signal installation	Yes
4	B4109	Wolvey	B4114 Temple Hill jw Lutterworth Rd	50	20	3	Roundabout installation	Yes
5	B4114	Fumace End	Coleshill rd jw Nuneaton Rd	40	16	2	Roundabout/Traffic Signal installation	Yes
6	B4117	Coleshill	High Street jw B4114 Birmingham Rd	60	15	1	Traffic signal installation	Yes
7	A4390	Straford	Grove Road jw D6320	70	15	1	Due to geometry unable to provide solution within existing site extents. Pattern of collisions alone does not provide sufficient justification to progress scheme	No
8	A429	Shipston	Fosse Way jw B4035 Campden Rd	30	13	6	Traffic signal installation ongoing	No
9	B4453	Bourton	Straight Mile jw A4071 Blue Boar Flyover	54	12	2	Roundabout/Traffic Signal installation	Yes
10	A428	Rugby	Lawford Rd jw Jubilee Street	50	11	4	Roundabout installation ongoing	Historic CIF

Table Key

JW- (Junction with)

M- Metres

Rd- Road

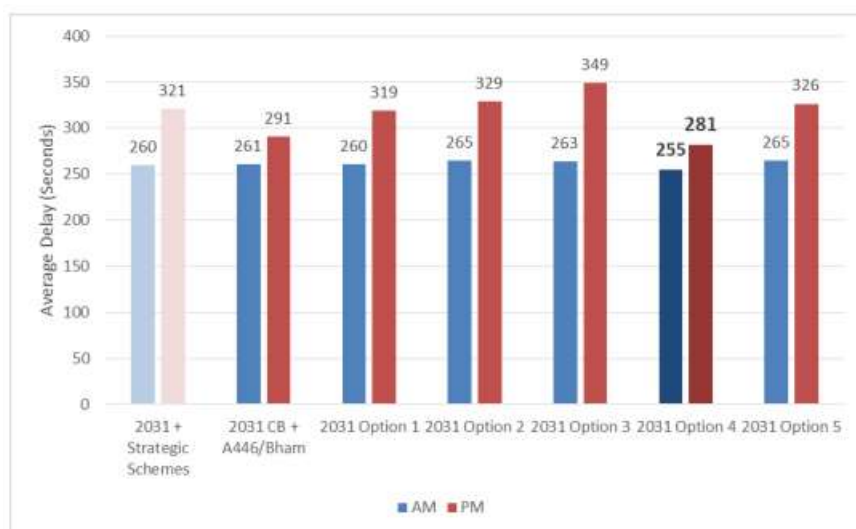
Figure 1a: Proposed Scheme Layout



Q2: What options have been considered and what has the appraisal approach been? Which is the preferred option and why? (two page maximum)

The present road layout at the Green Man junction has been analysed from the safety engineering team. The analysis highlighted regular patterns of collisions, which could be prevented if the junction became signalised in combination with pedestrian 'walk' with traffic movement. This scheme was also identified to tackle present capacity constraints which would have a knock on consequence on road safety. A range of the options explored are attached separately, these took into consideration alternative network arrangements which were investigated with the town council. The below table highlights that (option four) clearly presents the best option in terms of the strategic level performance. This is demonstrated by the fact that the journey times in Option 4 are quickest of all of the options.

Figure 2: Average Delay in Travel



An accident investigation report highlighted the vulnerability of car users, cyclist and pedestrians at the junction, the majority of collisions arise from failure to give way at the existing cross roads. The current layout is not fit for purpose with the level of traffic entering or leaving this junction to access their wider route.

The frequent collisions at this location require regular renewal of signs and posts, refreshing of junction markings. Maintenance crews are regularly required to attend site and set up road closures following road traffic collisions in order to clear debris and resolve oil spillages. This resource could be better utilised at other locations within the county. Due to the nature of collisions, updating signs and road markings which have been would not result in a reduction in collisions occurring at this junction.

The signalised junctions 'walk with traffic' approach will also allow pedestrians to cross safely at this location, whereas presently vehicles are able to turn sharply off the High Street on to Birmingham Road and Blythe Road. Drivers during peak times are carrying out this manoeuvre at higher speed and undue care as a result of frustration caused by queuing. This Scheme will reduce the severity and frequency of various types of

accidents or crashes, especially the right-angle collisions that are occurring. These reoccurring collisions will be significantly reduced if not completely removed as the signalised traffic lights will allow 'ahead only' movement.

Benefits will be far reaching to all road users and the local community. Birmingham Rd/Blythe Rd proves an important link from rural north Warwickshire and Nuneaton to the A446 and Birmingham; as such the route experiences relatively high flows.

The project comprises a number of enhancements which will have the following benefits:

Transport Improvements

- Manage the flow of traffic along the corridor
- Reduce the personal injury collisions at the junction
- Improve conditions for pedestrians and enhancing the overall public realm.

Highway Improvements

- Signalised ahead only junction at Green Man junction. Allowing "walk with traffic" movements for pedestrians
- Sharp Cornering at junctions to remove turning movements for vehicles, which will reduce hold up to traffic flows in this high casualty hotspot.
- No waiting 'yellow lines' on junction approaches, with reinstated kerbs

Pedestrian Improvements

- 'walk with traffic' pedestrian control to be provided at the junction which significantly improves conditions for pedestrians in the area, especially since the current arrangement only has one uncontrolled pedestrian crossing point which is approximately 60 metres south of the junction and only caters for pedestrians crossing High Street
- Tactile paving to be installed to highlight controlled crossing point which will be highly beneficial for visually impaired people crossing at this junction.

The Scheme will tackle a part of the road network which suffers from consistently high collision rates, often involving personal injury to road users. The new road configuration will significantly reduce collisions and injuries from the current rate of 5 per year to around 0.4 per year. Across Warwickshire signalised junctions have PIC rates of approximately 0.4 per year. Therefore It is assumed that the proposed signalised junction will have a beneficial impact on the driver to reduce road casualties in line with experience at other sites across Warwickshire.

The Department for Transport (DfT) gives a value of £102,715 for the cost to the UK economy for each PIC. This would mean that a potential reduction in accident/Collision cost of £513,575 a year as a result of this scheme being implemented. This figure would highlight a significant sum of money which is spent on attending casualties at this location. The initial cost lay out of the scheme in comparison to the reduction in collisions would highlight how beneficial this scheme will be from a road safety point of view.

Q3: What are the expected benefits of the proposed option and how have they been assessed? How will they be measured when the scheme is complete? What baseline data have been

collected and when will the benefits be felt? How will we know the benefits are as a result of this investment? (two page maximum)

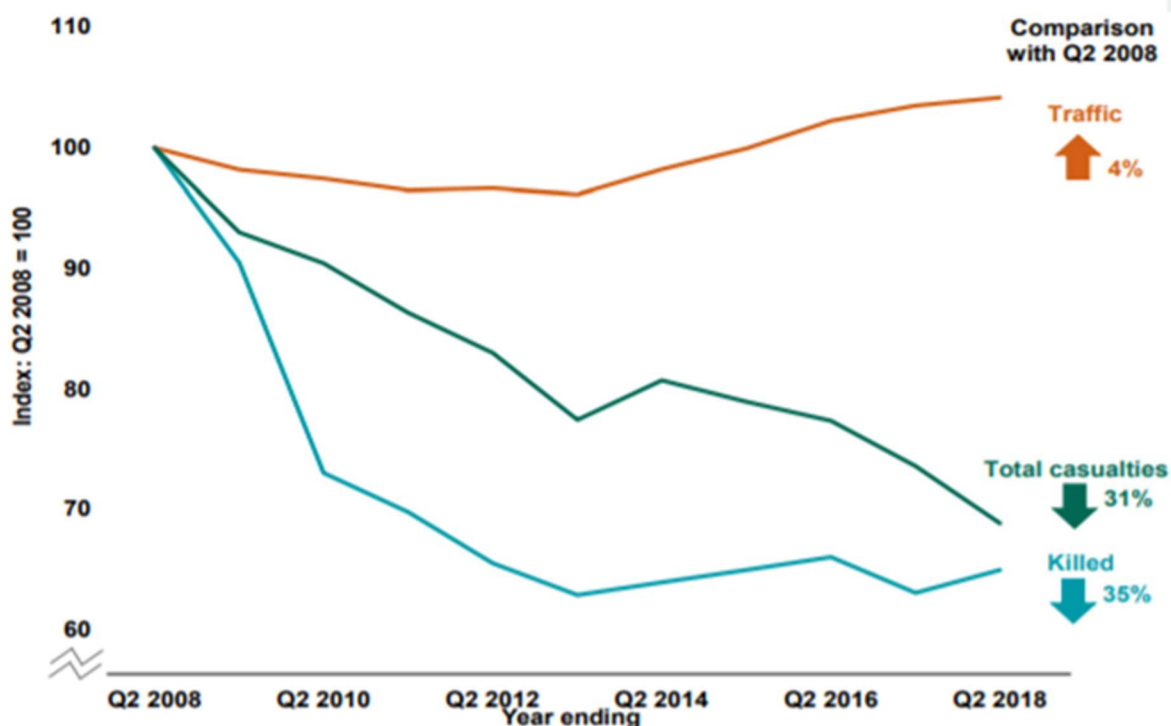
An Accident Investigation Programme has been carried out and identified an average personal injury collision (PIC) rate of 5 per year at this location. As highlighted Warwickshire's signalised junctions have PIC rates of approximately 0.4 per year. It is therefore assumed that the proposed signalised junction will have a beneficial impact on the driver which will reduce road casualties. 94% of incidents occurred at this location as a result of vehicles failing to give way, highlighting the high level of incidents occurring at this location being due to drivers taking risky manoeuvres from being frustrated at the queuing time on Blythe road and Birmingham road.

As part of the Vectos modelling package, a benefit to cost ratio (BCR) was carried out on the proposed scheme. The BCR takes into consideration the initial cost layout of the scheme, in relation to the proposed benefits achievable for the road users. Attached separately the highlighted cost benefits are shown taking into consideration all stakeholders using this road. For the signalised junction scheme a positive BCR of 6.16 was established based on the projected cost of scheme of £500,000 which includes contingency built in to the cost.

The DfT collects data from collision sites and vehicle counts across the UK. This data is used to identify trends which can be useful in forecasting collision frequency. For the UK as a whole, vehicle growth and killed and seriously injured (KSI) figures show a degree of correlation. Figure 3 below shows the trends for casualties for the entire of the UK. Despite traffic growing significantly the amount of casualties in the UK is in decline. The Green Man junction however has not followed this declining trend and has consistently high casualty numbers.

At the Green Man Road junction the KSI rate for the last five years has been observed, based upon the collision data for the location it is a safe assumption that as traffic increases, the proposed scheme will have a significant impact on reducing the number of collisions at the site, most importantly on the proportion of PICs which is valued at £102,715 per PIC.

Figure 3: Fatalities, total casualties and traffic, GB, years ending June 2008 to 2018



The above chart shows that in general though casualties are in decline across the UK, this is not the case at the Green Man Junction location.

Changing the road layout to a signalised junction road, from the existing 'STOP' junction on Blythe road and Birmingham Road predicts a significant decrease in injury collisions. The walk with traffic signalised junction will give pedestrians the confidence to cross safely at this location. Vehicles only being able to move 'ahead only' will reduce motorists colliding with pedestrians and cyclist at this location.

Once the Scheme is in place a review of the collisions across a three year period will be monitored. These figures will be monitored to identify the level of collisions potentially still occurring at this hotspot, and inform the nature of collisions. These will be able to be assessed against the estimated baseline reduction from 5 to 0.4 collisions a year, which was the estimated figure of annual collisions, once the Scheme is implemented. This is based on the data gathered for signalised junctions across Warwickshire.

Presently there is increasing driving frustration in being able to access wider routes through the present road layout. Below is a graph which analyses peak time traffic at this location: the blue bar highlights the Green Man junction being signalised, highlighting the estimated journey time saved. The grey bar which highlights; if nothing was done and the layout remained the same. The table clearly highlights that journey time will be significantly reduced with the implementation of this scheme. Driver frustration was a key

contributory factor which led to a number of collisions occurring at this location, therefore it would be predicted that these collisions are far less likely to occur as access to wider routes will be made easier and less time consuming through the new road layout.

Figure 4 : Route 2 Journey Times AM Peak Hour 0800-0900

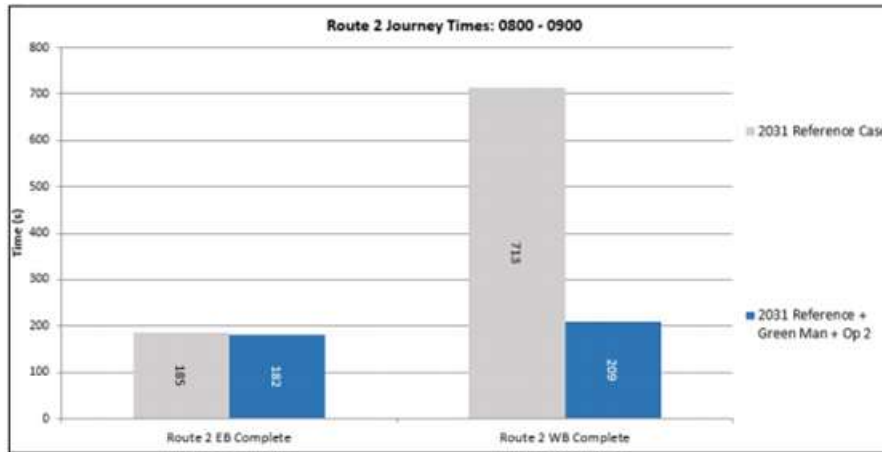
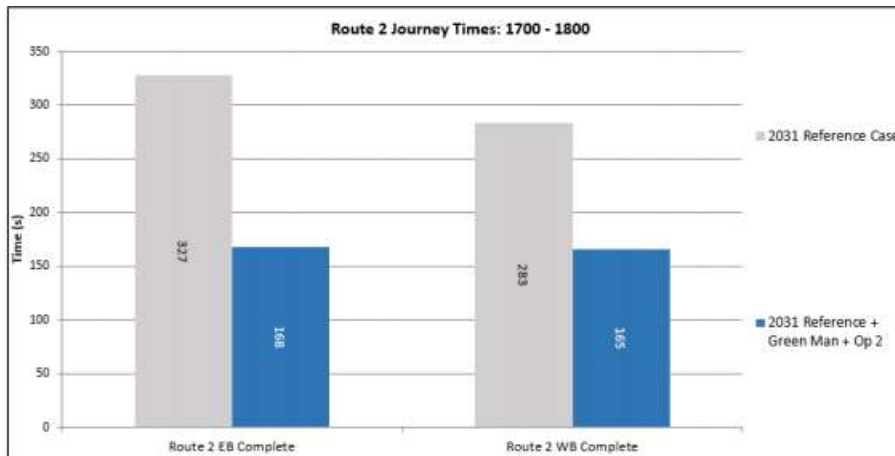


Figure 5 : Route Journey Times PM Peak Hours 1700-1800



Q4: What are the specific legal, tax (including VAT), HR or other statutory issues relating to the project? How have these been assessed and considered? Please attach any relevant advice, including sources, as appendices. (one page maximum)

N/A

Q5: What is the project timeline through to full delivery of benefits? (either describe here or attach as appendix)

Once the funding has been secured, the preliminary design will be reviewed alongside onsite visits , this will be carried out by our design services team. This design will then have a first stage audit carried out on it. Utility companies will then be communicated with to confirm cost estimation provided for the work to be carried out at this location.

Once this has been established a detailed design will be commissioned for the proposed scheme. This again will need to go through an audit, which once complete the design can be finalised for the scheme. The audits will be carried out by the traffic and road safety team.

Contracts drawings will then be produced by Design services. Construction mobilisation will follow once the drawings have been prepared for the contractor. Utility diversion works will normally be agreed in conjunction with this. Once this has been agreed and approved with all the legal licenses in place, the construction phase can commence.

Q6: What are the potential equality impacts of the project and its outcomes? (attach the EqlA as an appendix and comment here)

An EqlA has been carried out on the installation of traffic signals and is attached to this report separately. None of the categories have been identified as being prone to discrimination, which will be adversely affected by the installation of enforcement cameras.

Q7: Are there any consultation requirements arising from the proposal? How have these been assessed?

There will be a requirement for Consultation of new Traffic Regulation Order.
It is expected to undertake consultation with local members where information will be given on the Scheme as well as the opportunity for consultation and input from members.
This engagement is scheduled to take place once funding has been secured.

Q8: What are the key risks to the delivery of this project's benefits, on time and on budget?

Either describe risks (including both impact and probability), or attach a risk register as an appendix. Include planned monitoring steps and potential mitigation actions. What is the governance structure to deliver the project's benefits? (one page maximum)

WCC's Transport and Economy will assume full responsibility for delivery of the Scheme. The Scheme will be managed as a project using PRINCE2 methodologies in accordance with WCC standard governance procedures, which determine delegations for decision making, reporting and monitoring

Risk Register is attached as a separate document.

Q9: Provide the estimated Capital Costs and Funding.

	Prior years £'000	2019/20 £'000	2020/21 £'000	2021/22 and later £'000	Total £'000
Design: Detail design			33		32
Site Supervision			12		12
Works: Survey, Audits, Contract works. Highways cost (including contingency)			161		161
Traffic signals			42		42
Public utilities: Gas, electricity (including contingency)			81		81
Contingency (44%)			142		142
Inflation factor (6% per cent per year)			29		29
Total Capital Cost			500		500
Less: external funding secured					
Less: external funding unsecured					
Less: revenue/other internal funding					
Capital Investment Fund requirement			500		500

Q10: Explain where uncertainties in costing exist. What is the probability of cost increases and what is the level of contingency within the budget?

The levels of anticipated engineering works proposed for this Scheme have had contingency built in to their estimated cost as highlighted above. These have been factored in to utilities works and highways construction works. The contingency would

factor utility cost which could increase when ground works are carried out, as well as increase in highways construction cost if the project is delayed or requires additional specifications of works.

The cost estimations are based on the preliminary design, however these will need to take in to consideration mitigating factors such as removing pinch points, addressing possible rat runs as a result of this schemes implementation. This supports the requirement for £500,000 to deliver this scheme, anything which is surplus will be returned to the CIF Pot.

Q11: Provide details of any External Funding identified above

Sources of Funding	Secured or Unsecured	Prior years £'000	2019/20 £'000	2020/21 £'000	2021/22 and later £'000	Total £'000
Total external funds to be applied						

Q12: What are the conditions and timescales for achieving and applying these external funding streams?

The funding should only be used for the detailed design and further feasibility work associated with the improvement scheme at the Green Man crossroads.

Q13: What are the revenue costs/savings arising from the project? How will they be met?

There will be an ongoing maintenance requirement for traffic signals. These will be met from the traffic signals team as part of their maintenance programme for all existing traffic signals across Warwickshire. The average cost for maintenance and routine inspections for a traffic signal junction has been highlighted in the table below, which was provided from our traffic signals team.

Provide details in table below

Revenue cost item and funding source	Prior years £'000	2019/20 £'000	2020/21 £'000	2021/22 and later £'000	Total £'000
Maintenance and routine inspections of traffic signal junction (annually)			3		3
Total revenue cost / benefit					3

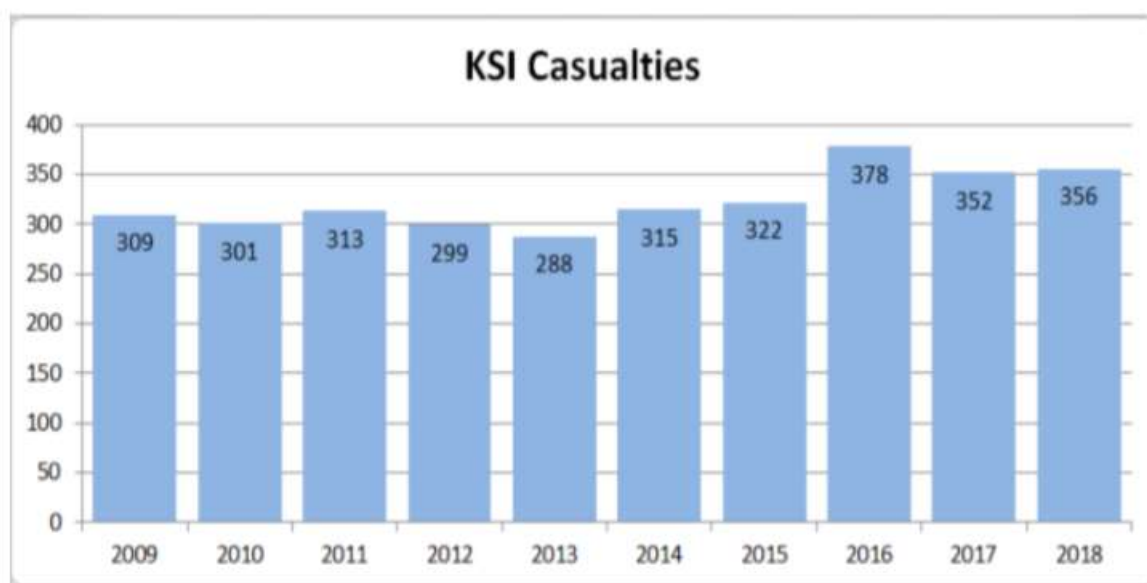
Q14: What are the likely political/reputational implications of the project? How have these been assessed?

WCC has a duty as the local Highways Authority to manage its road network with safety as a priority. The government wrote to local authorities, stating that “road casualties have huge economic and personal costs. The government is fully committed to working with local authorities to deliver further improvements in road safety.”

Part of WCC’s combined approach to road safety within the County is an engineering one. The proposed Scheme will therefore use an engineering approach to contribute to the Authority’s overall aim to reduce the number of people killed or seriously injured on its roads.

As highlighted below, the KSI casualties for Warwickshire have steadily increased year on year. The increase in number of vehicles suggests that this figure will also increase, especially at high volume traffic locations, such as the Green Man junction. Failure to tackle collision hotspots, especially those which have been recognised for some time, may have substantial reputational impact for WCC, especially if they are allowed to continue.

Figure 6 : WCC KSI Casualties (2009-2018)



Local members have received correspondence from their constituents highlighting the issues at this particular location. Although various road safety measures such as regular relining and updating the signage has occurred, the casualty problem persists.

Failure to deal with the problem is likely to lead to pressure on elected members as traffic flows increase and collisions likely to increase in turn.

Q15: What are the likely social implications of the project? How have these been assessed?

The social implications are wide and far-ranging and include a reduction in injury collisions to pedestrians at the junction. This will have direct benefits to those pedestrians who use the junction on a regular basis and the addition of signals will see improved safety and a corresponding reduction in the likelihood of being involved in a collision.

Aside from the obvious health and well-being of not being directly involved in a collision, local residents will benefit from no longer living with the knowledge of a relatively dangerous junction within their location. This is likely to have significant mental health and well-being effects. The present busy road is difficult to negotiate for vulnerable road users; the signalised junction will give equal priority to pedestrians and cyclist with the new walk with traffic signals.

The removal of delays in traveling to wider routes will result in better air quality at this location. A further benefit travelling through this location under the new layout would be reduced cost in fuel consumed to access wider routes for commuters; this is highlighted in Traffic Economic Efficiency (TEE) table which is attached that highlights all the transport economic efficiencies.

For commuters and other road users, the reduction in collisions which occur at this junction will improve the flow of traffic and prevent delays. This will help economic productivity and reduce frustration in drivers, itself a common cause of collision at this location. These figures are quantified in the (TEE) table attached separately.

Q16: What are the likely environmental implications of the project? How have these been assessed?

The DfT's *Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (2011) White Paper* is a document that sets out the government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions. It address the dominance of private vehicles by encouraging more sustainable modes of travel and the role local authorities has in enabling this shift.

This Scheme ties in with the ambitions of the above document as it will encourage sustainable local travel and economic growth by making cycling and walking more attractive and effective, promoting lower carbon transport whilst also be tackling local road congestion.

The provision of improved pedestrian facilities within the Scheme will improve the environment for people choosing the healthier option of walking; the Scheme will encourage this activity in the local area.

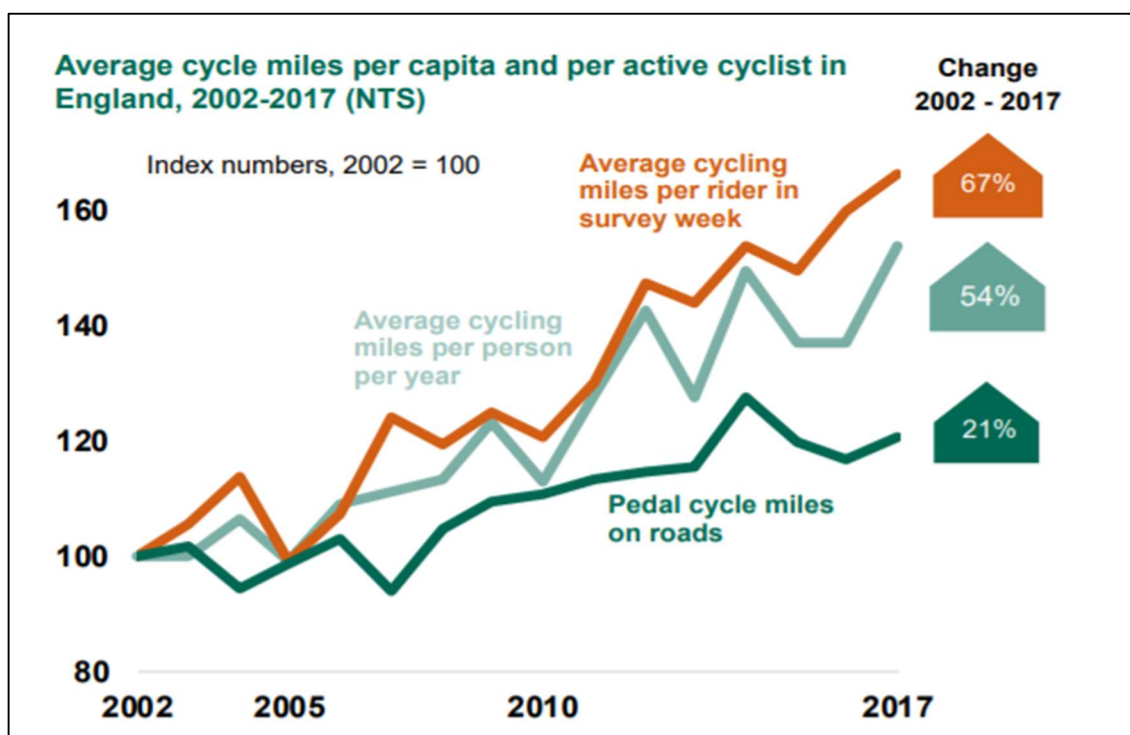
By signalling the junction and reducing collision frequency, there will also be an improvement in congestion at the site. Air quality will be improved, through less queueing and fewer hold-ups, leading to a reduction in vehicle emissions. This will lead to further improvements in the well-being of local residents through improved air quality.

The reduction in congestion will also reduce the impact of noise at the location. Less queuing traffic along with reduced vehicle speeds will lead to a reduction in noise from vehicles. This will improve the environment within the local area and further improve the well-being of local residents.

Cyclists are also a regular road user of this location that has been involved in a number of collisions. As highlighted in the graph below there has been a steady increase in the miles covered per cyclist since 2002 through to 2017. A number of collisions which occurred at the proposed scheme location involved cyclist, collisions would likely increase at this location, with cycling and number of vehicles increasing. Having a 'walk with traffic' and 'ahead only' movement signalled junction will allow cyclist to confidently facilitate their route through this location. Local residence would be encouraged to cycle to their wider route as assurance of their safety when facilitating this present known collision hotspot would be far more positive due to the new proposed road layout.

The below figures further highlights a change in culture, where more and more cyclist are now using this form of transport as part of their daily commute to work. The increase in average miles cycled would highlight that this activity will be increasing. The average cycling miles on road has also increased by a steady level. Average cycling miles per person per year has also increased. The new signalised junction will enable more cyclists to confidently facilitate this section of the highway, whereas presently there is a number of incidents taking place which involve cyclist, as the existing road lay out does not sufficiently protect cyclist from collisions at the cross road junction.

Figure 7: Average cycle miles



SECTION TO BE COMPLETED BY THOSE APPLYING UNDER THE COMMUNITY AND INDIVIDUAL SAFETY, HEALTH AND CAPACITY CORE OUTCOME (red headings, three page maximum)

Q17: Have existing service assumptions been challenged and how? What degree of innovation does the proposal display?

The scheme will tackle a part of the road network which suffers from consistently high collision rates, often involving personal injury to road users. The new road configuration will significantly reduce collisions and injuries from a current rate of 5 per year to around 0.4 per year, as highlighted previously this is reduction has been based on the average number of collisions at signalised junctions across Warwickshire.

The junction has been the subject of an accident investigation report which highlighted the

vulnerability of car users, cyclist and pedestrians at the junction, the majority of collisions arise from failure to give way at the existing cross roads. The current layout is not fit for purpose with the level of traffic entering or leaving this junction to access their wider route.

For pedestrians, the new layout enables 'walk with traffic'. This will enable local residents to access high street via this crossing facility. Pedestrians knowing that there will be no right or left turning vehicles conflicting with their walking route will encourage local resident to use walking as form of transporting themselves to the town centre. A reduction in congestion will help to improve air quality for local residents. All of these improvements tie in with the Council's One Organisational Plan (OOP2020) drive to create safe, independent and healthy communities.

The benefits to the community may also be measured directly through a reduction in personal injury collisions at the site. In addition, the local community will benefit from not living with and driving through a known casualty hotspot. The broader Coleshill community will benefit from a decrease in congestion at this location.

Once completed the scheme will be added to the Traffic and road safety completed scheme database and analysis will be carried out after a period of three years and five years to establish collision numbers following the implementation of the scheme. The forecast collision rate following completion of this scheme is an average of 0.4 per year a reduction from the current baseline value of 5 per year. This analysis will be used to inform future Road Safety intervention strategy.

As part of the Vectos modelling package, a benefit to cost ratio (BCR) was carried out on the proposed scheme. The BCR takes into consideration the initial cost layout of the scheme, in relation to the proposed benefits achievable for the road users. Attached separately the highlighted cost benefits are shown taking into consideration all stakeholders using this road. For the signalised junction scheme a positive BCR of 6.16 was established based on the projected cost of scheme of £376,000.

DfT's guidance (summarised below) classifies a BCR in this range as 'Very High' Value for Money (VfM).

- Poor VfM if below 1.0
- Low VfM if the BCR is between 1.0 and 1.5
- Medium VfM if the BCR is between 2.0 and 4.0
- High VfM if the BCR is greater than 4.0
- Very High VfM if the BCR is greater than 4.0

Q18: How have community stakeholders been involved in the decision-making process? Provide evidence of demand for the project (e.g. from local residents, employees or business) in an appendix.

The new layout will have positive benefits for local residents who will no longer be hindered by congestion as a result of traffic movements being controlled and collisions

being significantly reduced. All road users will benefit from a safer, free-flowing junction with users significantly less prone to injury collisions. The provision of a new pedestrian refuge will assist pedestrian movements in the area and promote walking. This will be beneficial for residents accessing the centre of Coleshill through this crossing facility, allowing easier access on to High Street.

Businesses will feel the benefit of an efficient and less collision prone junction, thereby allowing successful, on-time deliveries as well as their staff to get to their place of employment in a timely manner via easier access to A446.

This positive impact on economic growth meshes with the Council's OOP2020 which states that "Warwickshire's economy is supported by the right jobs, training and skills infrastructure". The improvements to the road layout will make the area a more attractive place to do business with a strong local economy and infrastructure and ensure that our communities and businesses are thriving and prosperous.

Historically the Council have received many requests to address congestion and safety at the Green Man crossroads. During the period 2006-2009 the Council, with Coleshill Town Council, Coleshill Business Action Group and Warwickshire Police formed Coleshill Traffic Management Group to consider issues relating to traffic in Coleshill town. The primary focus of the concerns related to the Green Man crossroads. The group failed to identify a workable solution which could address traffic flows as well as road accident collisions at this location, the extensive modelling which has now taken place has enabled live traffic flows to be monitored and collisions causes to be addressed.

County Councillors Reilly and Hayfield have championed the need for a scheme to be identified at the Green Man crossroads to address safety, congestion and severance issues. They have been involved throughout the development of the scheme and identify that the signalised junction would be beneficial to the local community through addressing safety and severance issues in the town centre.

An initial meeting with the police which addresses concerns about this location. They are in agreement that the ahead only signalised junction addresses the safety concerns which have been raised in the past.

Further community engagement will be undertaken through proposed public information exhibitions and TRO consultation whereby all statutory consultees will be informed of any road layout changes that will affect the location.

Q19: What external factors determine the outcomes of the project and how have these risks been mitigated?

The location has been identified as it has experienced a high number of injury collisions for some time. The collision numbers for the previous five years to the data used within this report show a similar number of collisions.

The main risk to the project as with any highways engineering scheme is that the anticipated reduction of personal injury collisions does not reduce following the installation of signalised traffic lights. This would not provide the stated anticipated benefits to reducing personal injury collisions. To mitigate this, research has been carried out in relation to the impact of signalised traffic lights across Warwickshire to determine the reductions experienced in real-life conditions.

In an engineering scheme of this size, with the implementation of traffic signals, There would be an anticipated increase of vehicles driving through High street, as their will be no facility for right or left turning on to Birmingham/Blythe Road which could possibly have an impact on the network flow of traffic. Vectos Microsim traffic modelling has assessed this scenario in the below table.

Figure 8: Model Scenarios in 2020 and 2024

Year	Period	Scenario	Completed Trips	Mean Dist. (km)	Mean Speed (km/h)	Mean JT (secs)
2020	AM	Reference	79,340	4.2	67.8	224.4
		Scheme	79,340	4.2	68.5	222.2
	PM	Reference	81,107	4.2	67.5	220.0
		Scheme	81,107	4.2	67.4	222.8
2024	AM	Reference	82,129	4.2	62.6	243.1
		Scheme	82,124	4.2	63.2	241.3
	PM	Reference	84,101	4.2	61.4	244.2
		Scheme	84,102	4.2	61.5	244.3

The above results indicate a reduction in delay time for the AM period in the year 2020 and 2024 assessment. Presently the majority of the collisions occurred during peak time AM traffic. Therefore as well as an anticipated reduction in collisions at this location, the actual delay time is estimated to be lower during the same time period at which collisions are most likely to occur.

There is also the possibility of pressure from major housing development. The increase in number of houses within this location would put pressure on to the Green man junction. However the scheme would still mitigate the impact compared to its present layout.

FOR EXISTING COMMUNITY AND INDIVIDUAL SAFETY, HEALTH AND CAPACITY SCHEMES

Q20: Why have costs increased and why was this not foreseen in the original CIF bid? (one page maximum, provide appendices if needed)

Q21: What options for alternative funding or changing the scope of the project have been considered? Could the project be stopped?

Q22: What is the risk of further cost increases and how will these be prevented?

**SECTIONS TO BE COMPLETED BY THOSE APPLYING UNDER THE ECONOMIC VIBRANCY
CORE OUTCOME (blue headings, three page maximum)**

Q23: What degree of innovation does the proposal display? Have existing service assumptions been challenged and how?

Q24: How have community stakeholders been involved in the decision-making process? Provide evidence of demand for the project (e.g. from local residents, employees or business) in an appendix.

Q25: What external factors determine the outcomes of the project and how have these risks been mitigated?

FOR EXISTING ECONOMIC VIBRANCY SCHEMES

Q26: Why have costs increased and why was this not foreseen in the original CIF bid? (one page maximum, provide appendices if needed)

Q27: What options for alternative funding or changing the scope of the project have been considered? Could the project be stopped?

Q28: What is the risk of further cost increases and how will these be prevented?

**SECTION TO BE COMPLETED BY THOSE APPLYING UNDER THE BEST USE OF RESOURCES
CORE OUTCOME (green headings, three page maximum)**

Q29: What is the financial return to the organisation, and is it cashable? What are the key assumptions and what is the sensitivity of the return to changes in those assumptions? Include here or in appendices information about relevant calculations such as Rol, NPV, payback etc. Include a 20-year annual net cashflow in an appendix, including .any revenue cost/saving impacts.

Equality Impact Assessment/ Analysis (EqIA) Toolkit – Part 1 Introduction & Forms

December 2011

We are happy for other agencies to use this document for a non-commercial basis or to amend to meet their own needs, we do ask however that you acknowledge WCC.



*Working for
Warwickshire*

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Guidance notes are available as a separate document

1. Introduction

1.1 What is an Equality Impact Assessment/ Analysis (EqIA)?

An Equality Impact Assessment/ Analysis (EqIA) is a tool for identifying the potential impact of the county council's strategies, policies, services and functions on its customers and staff.

It is an evidence based assessment tool, to ensure and evidence that the service does not unlawfully discriminate and has due regard in line with the General and specific duties under the Public Sector Equality Duty 2011.

They can help anticipate the equality consequences of particular policy/service initiatives and ensure that as far as possible, any negative consequences for a particular group or sector of the community are eliminated, minimised or counterbalanced by other measures.

They are therefore essentially about service improvements and can help staff provide and deliver excellent services to customers by making sure that these reflect the needs of the community.

This toolkit has been produced to help managers undertake comprehensive and robust Equality Impact Assessments/ Analysis (EqIA) of all their core services or functions, strategies, policies, procedures and practices.

Please note that throughout this document the term 'policy/service' will be used to abbreviate for 'functions, strategies, policies, procedures and practices'.

1.2 Why undertake Equality Impact Assessments/ Analysis?

It is good practice and necessary if we are to continue delivering an inclusive Council services and deliver the Council's ambitious equalities agenda.

EqIA's will help us drive forward the equalities agenda locally and with our partners. The benefits of impact assessments include:

- Helping to identify whether we are excluding certain groups from our policies/ services;
- Helping to identify any unmet need and rectify any unmet needs for those with protected characteristics
- Helping to mainstream Equality & Diversity into our work
- Helping to improve our overall service delivery
- Helping us to target resources more effectively

Under the General duty of the Public Sector Equality Duty April 2011, **a public authority must, in the exercise of its functions, give due regard to the need to:**

- a) **Eliminate discrimination, harassment, victimisation and any other prohibited conduct.**
- b) **Advance equality of opportunity** (remove or minimise disadvantage; meet people's needs; take account of disabilities; encourage participation in public life).

- c) **Foster good relations between people** (tackle prejudice and promote understanding).

The Equality Act 2010, provides cover to the following **protected characteristics**:

- **Age:** When considering disadvantage, take into account impacts on children and young people as well as adults, and cross-cutting impacts such as parents and carers (of younger, disabled and older people).
- **Disability:** A person has a disability if s/he has, or has had, a physical or mental impairment which has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. Carers are covered 'by association'.
- **Gender reassignment:** A person who is proposing to undergo, is undergoing or has undergone gender reassignment.
- **Pregnancy and maternity:** Maternity refers to the period of 26 weeks after the birth (including still births).
- **Race**
- **Religion and belief:** Religious and philosophical beliefs including lack of belief.
- **Sex**
- **Sexual orientation**
- **Marriage and civil partnership:** (b and c of the General Duty mentioned above is not applicable)

The County Council must assess which of its policies and services are relevant to the various protected characteristics, and set out how they will:

- Monitor policies/services for any adverse impact on equality
- Assess and consult on the likely impact on proposed policies/services
- Make sure the public have access to information and services
- Train their staff in relation to the various duties

We want to ensure that our policies and practices do not discriminate against any group within our community and that we use every opportunity to promote equality of opportunity and good community relations. They can be used to focus on specific protected characteristics to help promote equality of opportunity for a particular group. For instance, certain sections of the community may be known to experience more disadvantage than others. They may be adversely affected by a policy or service or omitted from the benefits of the policy or service. The list below is not meant to be exhaustive; and your experience in a particular area of work might mean that you additionally look at other diversity issues.

You may want to consider the impact of the policy on the following:

- Different ethnic groups including white minorities

- Faith groups and faith issues
- Different sexes, including transgender
- Disabled and non-disabled people
- Gay men, lesbians and straight people
- Different age groups, for example older and younger people

1.3 Who is responsible for Equality Impact Assessments/ Analysis?

Equality Impact Assessments/ Analysis should be an integral part of policy development. The person conducting an EqIA should have a detailed understanding of the policy or service being assessed, and also be in a position to ensure changes can be made when they are needed.

The ownership and responsibility for an EqIA lies at Head of Service level, however, Service Managers and frontline staff are important in the assessment process as they will not only be involved in implementing the necessary actions identified following an assessment but also helping to integrate and mainstream equalities into service planning.

For some assessments, particularly smaller ones, it may be more appropriate to have a 'virtual team' with one or two people taking responsibility for it, but drawing on the knowledge and expertise of others as and when necessary. To avoid duplication, try and undertake an EqIA as part of a review. For example, if you are reviewing your service plan, an EqIA could be undertaken at the same time.

1.4 When should I carry out EqIA?

- ***Planned EqIA***

A timetable that lists priority services, functions, policies or strategies across all business units and service areas that require an EqIA. This list will have been agreed by the Group Equality & Diversity Group and identifies which officer is responsible and the planned timescale.

- ***EqIA of decisions***

The law requires us to consider equality for any 'proposed new or changing policies, services or functions', or financial decisions which would have an effect on services. EqIA should be carried out at the formative stage of policy making, before decisions are made. The results of EqIA should be included with reports to decision makers as an attached EqIA form.

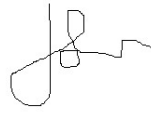
- ***EqIA and the commissioning cycle***

EqIA is relevant to commissioning at several stages; for example it provides a way to assess need, reviewing existing services, or develop service specifications.

If in doubt as to whether to undertake an EqIA, contact the equality team on 01926 412497 or email equalities@warwickshire.gov.uk

Warwickshire County Council

Equality Impact Assessment/ Analysis (EqIA)

Group	Traffic and Road Safety
Business Units/Service Area	Communities
Plan/ Strategy/ Policy/ Service being assessed	Coleshill Green Man Junction, Proposed signalisation
Is this is a new or existing policy/service?	New
If existing policy/service please state date of last assessment	
EqIA Review team – List of members	Jagpreet Liddar
Date of this assessment	30/07/2019
Signature of completing officer (to be signed after the EqIA has been completed)	
Are any of the outcomes from this assessment likely to result in complaints from existing services users and/ or members of the public? If yes please flag this with your Head of Service and the Customer Relations Team as soon as possible.	NO
Name and signature of Head of Service (to be signed after the EqIA has been completed)	
Signature of GLT Equalities Champion (to be signed after the EqIA is completed and signed by the completing officer)	

A copy of this form including relevant data and information to be forwarded to the Group Equalities Champion and the Corporate Equalities & Diversity Team



Working for
Warwickshire

Form A1

INITIAL SCREENING FOR STRATEGIES/POLICIES/FUNCTIONS FOR EQUALITIES RELEVANCE TO ELIMINATE DISCRIMINATION, PROMOTE EQUALITY AND FOSTER GOOD RELATIONS

High relevance/priority
 Medium relevance/priority
 Low or no relevance/ priority

Note:

1. Tick coloured boxes appropriately, and depending on degree of relevance to each of the equality strands
2. Summaries of the legislation/guidance should be used to assist this screening process

Business Unit/Services:	Relevance/Risk to Equalities																										
State the Function/Policy /Service/Strategy being assessed:	Gender			Race			Disability			Sexual Orientation			Religion/Belief			Age			Gender Reassignment			Pregnancy/ Maternity			Marriage/ Civil Partnership (only for staff)		
Installation Of Traffic Signals	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Are your proposals likely to impact on social inequalities e.g. child poverty for example or our most geographically disadvantaged communities? If yes please explain how.																								NO			
Are your proposals likely to impact on a carer who looks after older people or people with disabilities? If yes please explain how.																								NO			

Form A2 – Details of Plan/ Strategy/ Service/ Policy

<u>Stage 1 – Scoping and Defining</u>	
(1) What are the aims and objectives of Plan/Strategy/Service/Policy?	To tackle a long-standing casualty hotspot for traffic collisions resulting in personal injury.
(2) How does it fit with Warwickshire County Council's wider objectives?	The scheme reinforces the ambition to 'reduce further the number of people killed or injured on Warwickshire's roads'.
(3) What are the expected outcomes?	To reduce the current average personal injury collision rate from 4 per year to around 0.4 per year.
(4) Which of the groups with protected characteristics is this intended to benefit? (see form A1 for list of protected groups)	It is intended that it will benefit all groups. The safety and accessibility to the Junction will be improved from its current state.
<u>Stage 2 - Information Gathering</u>	
(1) What type and range of evidence or information have you used to help you make a judgement about the plan/ strategy/ service/ policy?	Vectos Microsim was employed to provide a traffic analysis of the proposed new road layout and an indication of the potential benefits in comparison with leaving the road layout as it currently stands. Data has been collected from the Department For Transport and Warwickshire Local Transport Plan 3.
(2) Have you consulted on the plan/ strategy/ service/policy and if so with whom?	Consultation has been carried out with Local County and Warwickshire Police.
(3) Which of the groups with protected characteristics have you consulted with?	N/A

Stage 3 – Analysis of impact			
(1) From your data and consultations is there any adverse or negative impact identified for any particular group which could amount to discrimination? If yes, identify the groups and how they are affected.	RACE	DISABILITY Change in road layout may result in potential collisions if unfamiliar with the scheme and its changes.	GENDER
	MARRIAGE/CIVIL PARTNERSHIP	AGE	GENDER REASSIGNMENT
(2) If there is an adverse impact, can this be justified?	RELIGION/BELIEF	PREGNANCY MATERNITY	SEXUAL ORIENTATION
	This impact will be for a transitional period as local people gain familiarity with the proposed changes.		
(3) What actions are going to be taken to reduce or eliminate negative or adverse impact? (this should form part of your action plan under Stage 4.)	Ensure that during construction phases of scheme, the traffic management is in accordance with the Safety of Street Works and Road Works: A Code of Practise. The scheme design will be designed to cater for these users and undergo a Safety Audit prior to installation.		
(4) How does the plan/strategy/service/policy contribute to promotion of equality? If not what can be done?	The scheme will benefit all road user groups by improved safety and reliability of journey times.		
(5) How does the plan/strategy/service/policy promote good relations between groups? If not what can be done?	The introduction of a revised road layout will provide a safe, reliable access to the public highway for all user groups. By simplifying the road layout there will be less conflict between the different groups.		

(6) Are there any obvious barriers to accessing the service? If yes how can they be overcome?

N/A

Stage 4 – Action Planning, Review & Monitoring

If No Further Action is required then go to – Review & Monitoring

(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.

EqlA Action Plan

Action	Lead Officer	Date for completion	Resource requirements	Comments

(2) Review and Monitoring
State how and when you will monitor policy and Action Plan

This will be reviewed three years from the date of this assessment by a Road Safety Engineer. If the scheme is constructed a site visit will be undertaken to assess the usability of the junction for each user group.

**Communications Log
Green Man Crossroads**

Emails into Inbox

DATE	CODE
03/11/21	COMM1
05/11/21	COMM2

05/11/21	COMM3
06/11/21	COMM4

06/11/21	COMM5
08/11/21	COMM6

08/11/21	COMM7
04/11/21	COMM8

04/11/21	COMM9
08/11/21	COMM10
08/11/21	COMM11

03/11/21	COMM12
09/11/21	COMM13

10/11/21	COMM14
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10/11/21	COMM15
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11/11/21	COMM16
11/11/21	COMM17
11/11/21	COMM18

11/11/21	COMM19
11/11/21	COMM20

11/11/21	COMM21
11/11/21	COMM22

08/11/21	COMM23
07/11/21	COMM24

12/11/21	COMM25
13/11/21	COMM26
13/11/21	COMM27

13/11/21	COMM28
13/11/21	COMM29

13/11/21	COMM30
14/11/21	COMM31

14/11/21	COMM32
15/11/21	COMM33
15/11/21	COMM34

15/11/21	COMM35
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09/11/21	COMM36
11/11/21	COMM37

16/11/21	COMM38
16/11/21	COMM39

16/11/21	COMM40
16/11/21	COMM41

16/11/21	COMM42
16/11/21	COMM43

16/11/21	COMM44
16/11/21	COMM45

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16/11/21	COMM47
16/11/21	COMM48
16/11/21	COMM49

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20/11/21	COMM86
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22/11/21	COMM88
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24/11/21	COMM103
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24/11/21	COMM105
	COMM106

25/11/21	COMM107
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25/11/21	COMM108
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28/11/21	COMM109
28/11/21	COMM110

29/11/21	COMM111
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29/11/21	COMM117
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29/11/21	COMM118
29/11/21	COMM119

30/11/21	COMM120
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02/12/21	COMM121
02/12/21	COMM122
04/12/21	COMM123

04/12/21	COMM124
04/12/21	COMM125
04/12/21	COMM126
05/12/21	COMM127

06/12/21	COMM128
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11/12/21	COMM162
11/12/21	COMM163
12/12/21	COMM164
12/12/21	COMM165
13/12/21	COMM166
20/01/22	COMM167

02/02/22	COMM168
08/04/2022 (Letter sent to digital mailbox 25/11/2021)	COMM169

22/04/22	COMM170
16/08/22	COMM171

MESSAGE

With reference to our telephone call yesterday, here are some bullet points:

- the junction of Parkfield Road and Birmingham Road, will this increase traffic as traffic will be allowed to turn right
- the traffic when at a standstill which has been horrendous over the last few months, the noise of running engines and the smell of fumes is extremely unpleasant but the tooting of horns and verbal abuse is unacceptable
- traffic is going down the wrong way on a one way street, there will be a death if this is not looked at. Is it possible for a road narrowing to be put in place at this junction as large lorries will turn right onto Parkfield Road from Birmingham Road
- who or how will the road layout changes be enforced
- will there be no parking all along Parkfield Road as it already causes chaos and if lorries are trying to drive long Parkfield Road from Park Road, it will cause more verbal abuse and road rage and Coleshill will come to a standstill
- why are lorries over 7.5 tonnes not using the A446 and continuing up to Dunton Island to use the Kingsbury link which is what our councillor told us was supposed to happen
- the traffic of lorries coming through the crossroads from 4 am is horrendous, the rumble of lorries on the road wakes us up every morning, who is going to ensure they don't come this route and enforce it?
- has a survey even been done on what the traffic and noise and chaos is being caused in Coleshill
- how by only being allowed to go up or down the high street is that going to solve any traffic issues, can the bridge at the bottom of the hill take the weight of 7.5 tonnes and the width of the lorries? You will need to enforce that all lorries use the Kingsbury Link, that is the only way this is going to work to be honest

I have no doubt, that all of the above comments will not be taken on board, nobody has contacted the residents along Birmingham Road, Parkfield Road and Blythe Road. It would be more reassuring if we saw surveys being done and your department could see the chaos. The overall issue for these roads is the extremely large lorries that pass through Coleshill, please stop these lorries going through Coleshill, surely this can be done by road narrowing at certain junctions and also down by the Police Island as you come off the A446 and lorries are veered towards using the Kingsbury Link as they should. They don't like using it because it adds an extra 10

The residents of Coleshill and surrounding areas are most concerned with the intended new road system. You would be essentially sending traffic up and down Colemeadow, High Brink and Old Mill roads. These are residential streets with many parked cars children playing and sharp hazardous bends. Park Road and Parkfield roads would be badly affected too. I'm glad we are having a meeting about it in Coleshill soon. Thanks

... I believe it's ... we should thank for an exceptionally ludicrous proposal to stop traffic turning left/right at the junction of these crossroads.

I live at the bottom of Coleshill High Street, you know the road you've currently shut off for 3 months for some heritage firm to pick their nose, go the loo and pontificate about putting a few bricks up, whilst we the residents of Coleshill have to navigate around this absolute waste of time and money being spent... you may want to inspect those said works, but it's 50/50 whether anyone is working on it! If you close a road off, the priority has to be re-opening asap, not when contractors can make it there to do work... sometime this week or may be next!

Anyway, I massively digress. That is small fry compared to the idiotic scheme I have just seen... my god, you must think we're all stupid? I vehemently oppose these plans and would like to make objections based on incompetence.

The simple solution for these crossroads and, lets remember, it's not a fatality hotspot, just a collision point at a junction, would be to ban heavy goods vehicles turning (they shouldn't be going up & down the high street anyway), install traffic lights and move public transport to alternative routes. I cannot for the life of me understand why some idiot in an ivory tower thinks a complete ban on turns is the right move, this will cause all traffic wanting to turn left/right to seek alternative routes through housing estates. We know it's going to happen and no one will stop that, someone with reason needs to wake up and take a much sterner view on such an inappropriate plan... it seems to me Coleshill will become a drive-thru for much greater developments in & around the area, whilst the people that live there have to navigate around schemes on a multiple daily basis.

I doubt anyone will consider these plans on the nightmare it will cause residents to navigate around once in place, your reasoning will be based on how you can improve wider access, you haven't got a clue. By making the crossroads a no turn, all you will do is put massive pressure on the main island on the A446 (old police station), which will then back up to the crossroads (& with no turns, that is then blocked)... & if you want to see what that looks like, I suggest making a site visit at 8.30am or 5pm any weekday whilst your bridge closure is in effect (we still have a month of that, whoopee!).

I appreciate why plans are being developed but alternatives must be sort to no turns, by stopping local people using that crossroad to go about their daily tasks is tantamount to shoving both fingers up at us. The scheme is flawed, it will cause massive issues elsewhere in Coleshill and will definitely lead to vehicles of all shapes and

Subject: Coleshill crossroads

Dear ...

A Point of fact from myself who travels to Coleshill everyday at 07.30.

Since the bridge has been Closed and no right turn on the high street , traffic backs up past the lay-by on Blythe road.

This is due to the traffic that would have turned right having to go straight on. If you do turn right and cut through high brink road your still met with a back log of traffic caused by letting out a further backlog of traffic trying to get out of park field road. If you turn left up church hill you just join the queue on parkfield road. If you go past the school and come back down the dual carriageway you are then stick again because off all the traffic backing on from coleshill .

This so-called plan will result in more cars ticking over for along time causing more emissions than ever ,and given the fact that the great climate change meeting cop26 is been held in Scotland this must be a concern Also a safety concern forcing more cars up the night street along the route where hundreds of school children walk to school.

Follow up email received 06/11/2021 as below:

Also, further to my message if you were familiar with the area you will note that church hill when turning left is a particularly tight turn as the pavement is widened for pedestrian safety.it's a job to make a left turn as it is without going up the kerb and avoiding hitting a car heading down the high street .

Your plan will not help as you will just be forcing cars down the high street and the accident zones you

Subject: Proposed traffic flow changes - Coleshill High Street

Dear Mr ...,

I am contacting you to register my opposition to the proposed changes to traffic movements at what is known locally as the Green Man crossroads in Coleshill. I understand that the proposal is to limit traffic movements so that left and right turns are prohibited for traffic travelling along Coleshill High Street and that travelling on the B4114. These changes will have a disastrous effect on our town, severely limiting how people can move from one part of the town to another, with a detrimental effect on local trade and how we go about our day to day business.

Nobody can deny that there is a problem with traffic at the crossroads, but this is caused by traffic passing East-West through the town and it is unfair that the solution should be one that so adversely affects local people.

A much better solution would be to provide an alternative to the crossroads for traffic moving East to West. This could be done by constructing effectively a bypass in this direction - possibly by continuing Gorsey Lane eastwards and joining this extension with the B4114 around Blyth End. Alternatively a road could be built eastwards off Station Road using vacant land next to the Aldi supermarket, again to join up with the B4114. Both of these alternatives would remove traffic volumes from the Green Man crossroads and make Eat-West journey times through the town much easier.

Please consider these alternatives in your deliberations, but above all, do not proceed with the ill-conceived proposal currently being considered.

Yours sincerely,

...

Subject: Fwd: Coleshill - Proposed change to crossroads junction - priority of traffic.

Hello Mr. ...,

After reviewing the proposed change to Coleshill crossroads vehicle priority, to not allow turning in any direction when travelling from any direction.

I object to this proposed change.

My objection is based on that I fear the current side road infrastructure intended to be used for changing a user's direction, are clearly not designed to take this scale or size of increased vehicle load & will introduce a number of un-safe or blind vision pedestrian crossing points for Coleshill's residents around much of the town.

Coleshill, especially the main crossroads junction, is an extremely busy place for cars, vans & importantly heavy good vehicles, this is currently further increased by the HS2 workers & construction traffic. However I am equally concerned for the near future, with a quoted projected increase in visitors from out of the area visiting the "Wall of the eternal prayer" & the "Surfpark", with approval for imminent construction within Coleshill's town boundaries.

The increase in visitors used for planning has been reported as 550k annually, many who will travel toward Coleshill or visit the Coleshill town centre will be confused by the proposed no turn junction, some will drive with anticipation or speed to achieve their appointments at the attractions.

Best Regards.

...

Subject: TROs - Green Man Coleshill - E52977

Hi ...

I have had a call from a local resident about this TRO. Her name is ... and she lives at ... Her son lives with them, he is 52 years old and a blue badge holder with mobility problems. They currently have zig zags directly outside of the house but manage to park on the double yellows slightly further up the road (by virtue of the blue badge) to enable her son to get in and out of the car

They are very concerned about the TRO because it would place a no waiting or loading at any time on this part of the road which would mean that Mrs Cowley's son would effectively be housebound. ... called because she saw the notice fixed to a lamppost and they have looked at the plans online.

They are contactable on ... (at holiday home) until Friday or ... (home number). I said I would talk to you and we would see what could be done. Could you speak to the client and give Mrs Cowley a call back? She's very pleasant.

Let me know if you want to discuss

Thanks

RE: Green Man Crossroads, Coleshill - 20mph, 7.5 tonne & Waiting Restrictions

I would like to object to the planned changes at the Green Man Crossroads in Coleshill.

I live in MacFarlane Way and the amount of traffic that will be forced to go on Church Hill will create problems for residents getting out of my road.

Church Hill is literally on a hill so cars that are standing still due to traffic will have engines revving which will create noise and air pollution which is not in line with Climate change specifically Cop 26. Also in cold weather when it's icy this is a dangerous road to drive on at the best times so will create more accidents which I believe you are trying to reduce.

Also people parking in the car park at the back of the shops on Church Hill will find it difficult to get in and out of. A lot of these will be residents from the surrounding houses. As well as this the church will be affected with their weddings and funerals as the procession of cars will cause traffic jams.

This has not been thought through at all and the residents of this area will be deeply affected by the change.

Please consider my objections.

Thanks.

...

RE: Green Man Crossroads, Coleshill - 20mph, 7.5 tonne & Waiting Restrictions

I would like to object to the planned changes at the Green Man Crossroads in Coleshill.

I live just off Church Hill and the amount of traffic that will be forced to go on Church Hill will create problems for residents getting out of their home road. The queue of cars at the top wanting to turn on to the High Street and at the bottom wanting to turn on to Blythe Road will have an adverse impact on residents; namely congestion, pollution and safety risk to residents due to a higher volume on residential roads. In winter the increased risk of accidents on slippery roads with more volume and narrow road width in places is an accident waiting to happen.

The consultation period is completely inadequate and does not provide time in the process to properly reflect the residents opinion or to look at other options as an alternative.

I welcome the traffic lights, albeit a 4 way system is needed with sensors to pick up demand keeping the Birmingham / Blythe Road as the priority flow otherwise. Also the 20mph restrictions is welcome as speeding in the area is a major problem, particularly on Blythe Road in the lead up to the junction.

Please consider my objections.

Thanks,

...

Dear ...

We would like to state our objection to the 'proposed' plans to stop left and right turns from any direction approaching the junction of Blythe Road, Birmingham Road and High Street in Coleshill. If this is allowed to go ahead far more accidents will be recorded than there has been so far. We agree that the crossroads has needed something put in place to make it safer for many years, however the plans put forward are not the answer.

The plans would push more traffic onto side roads such as Colemeadow, High Brink, Old Mill, Parkfield Road, Church Hill, Sumner Road and Maxstoke Lane. We live on Old Mill and suffer now with people using it as a cut through due to the bridge being closed at present. Some do not stick to the speed limit and go that fast it is an accident waiting to happen, especially when there is a childrens park on Old Mill. Regardless of the plans to put a 20mph speed limit in place, if people can not comply with the 30mph now they will not comply with a 20mph. Who would police it as police presence in Coleshill is a rare thing, unless they need to increase the coffers and park up on Blyth road to catch people just before the road becomes national speed limit. Included also in the plan is the decision to higher the vehicle weight tonne limit, which means larger trucks and lorries using the above mentioned residential side roads, that are to narrow for this type of traffic.

Other issues that would cause more traffic problems for drivers and pedestrians are:-

1. Traffic using Church Hill - The narrow bend by the church is dangerous enough at the moment and it will also mean cars etc will be turning right to access the Blyth road to drive towards Shustoke and beyond.
2. Cars coming down the high street that would normally turn left towards Morrisons or right towards Shustoke would have to use either Parkfield road to join the Birmingham Road to be able to go straight over the crossroads or turn left onto Maxstoke Lane and the left down Castle Lane to reach Shustoke, Furnace End,

Subject: Proposed Changes to Coleshill High St/ Birmingham, Blythe Rd Crossroads

Dear Sirs,.

I wish to object to the plans to stop being able to make a turn at the crossroads in Coleshill. Apart from the major inconvenience it will cause to road users who wish to make a right or left hand turn, there are other more damaging effects of this change. At a time when we are all meant to be focused on cutting co2 and saving the planet, these plans work completely against that goal. Have you stopped to work out how much extra pollution will be caused by traffic having to make a longer trip just to obide by these new rules. How can you justify the local environmental impact of the extra pollution you will be directly responsible for causing? I don't believe you can. Although the crossroads in Coleshill are not ideal, I think you should be able to come up with a more imaginative idea that doesn't cause major inconvenience and such detrimental effects to our air quality.

Dear Sir

GREEN MAN CROSSROADS CASUALTY REDUCTION SCHEME

I read the proposals for the above scheme with great interest. I have lived above the shop on this crossroads for 35 years, have seen many accidents and agree that improvements need to be made to improve road safety. However, I cannot see that the implementation of this scheme will achieve this.

No turning at the crossroads

This will force through traffic onto residential roads which are already very congested. In the morning, large number of vehicles turn right at the end of Blythe Road down the High Street towards Station Road Industrial Estate. Either alternative route is unacceptable. The bend at the top of Church Hill is very narrow and almost impossible to get 2 cars passing, let alone 2 7.5 tonne lorries. The other alternative is to turn right into Colemeadow Road, then either High Brink Road or Old Mill Road to turn left onto the High Street just before Cole End Bridge. These roads are virtually impassable due to parked cars.

As far as I can see, no mention has been made of the removal of the no right turn out of Church Hill onto the High Street and no mention has been made of any alteration to the existing parking restrictions on Church Hill, The High Street, or Parkfield Road, all of which will have increased traffic volumes.

This appears to have been specifically aimed at diverting through traffic away from the crossroads, and no thought given to how this will affect residents in their day to day life. Personally, if I am travelling down the High Street towards my flat, I will have to turn right into Church Hill and then left onto Blythe Road, then sit in traffic down to the crossroads.

Someone living in Penns Lane and shopping in Morrisons would have to turn left instead of right, turn right into Colemeadow Road, drive along Old Mill Road, and then turn right onto the High Street and right again into Penns Lane.

7.5 tonne weight limit

I may be incorrect, but I thought the current weight limit on the roads marked in red was 2.5 tonnes. If I am correct, I cannot see any benefit in increasing this to 7.5 tonnes.

Subject: Proposed Traffic signal junction B4114 Birmingham Road /Blythe Road Coleshill

Dear Sirs

Thank you in taking my phone call last Friday and explaining the reasons for the traffic lights at the crossroads and the road calming measures. I can understand why you do not want a left Turn by the Green Man ,but I can not Understand why No left turn into Blythe Road.

The problem I can see with no left turn at the Blythe road turn will be congestion into Church Hill and many minor accidents ,due to the amount of vehicles going up Church Hill and then turning right into Blythe Road, if you are turning right out of Church Hill Into Blythe Road the view to the left is partially blind, and with the amount of vehicle coming from the left and right will be vey dangerous to cross and turn right. Also the bend by the church and opposite Devereux House is too narrow at the moment to have two vehicle passing.

Please rethink your plans as I agree traffic lights will work but you must have a left turn from lower High Street into Blythe road.

As you are opening the right turn out of Church Hill you may have to change where the zebra crossing is with cars turning right the crossing will arrive to quickly for drivers to react.

Kind Regards

Subject: Green Man Crossroads, Coleshill Changes

Hi,

I have been given these email addresses to voice my concern about the upcoming changes to the Green Man crossroads in Coleshill:

<https://www.warwickshire.gov.uk/news/article/2512/green-man-crossroads-coleshill-20mph-7-5-tonne-waiting-restrictions?fbclid=IwAR1MGlpBzBwCcUoxf759S8xhSk0s8FeEq3m0cXgFLkBuLv5dqYquei6CPuo>

I can fully understand the change to the speed limit to 20 to avoid collisions, and the no loading on the roads near the junction, in fact I favour them - However the no left/right turns (especially left turns) from all angles is a ridiculous suggestion.

If anything, turning left at the crossroads is safer than going straight over as you have less risk of hitting another vehicle, so left turns at a minimum should 100% be allowed.

It's as if this suggestion has been put forward by someone that has never driven through Coleshill. It will put masses of excess stress on residential streets not designed for these levels of traffic, and cause so much more air pollution by rerouting traffic in ridiculous ways.

The alternative of using Church Hill is not sustainable at all. I'd estimate 50% of all traffic coming from Blythe road will probably be rerouted up there. It has masses of parked cars (often illegally parked) , blind spots and the bend at the top is too tight for two cars to get through. This will be significantly more dangerous than using the crossroads.

Attached are the alternate routes for where I live (the red circle) to get home from the top or bottom of the high street when only being allowed to go straight over the crossroads and avoiding the deathtrap that will be Church Hill.

IMO - The best suggestion is to leave it as is. It's not an ideal situation, but every alternative will just have a greater impact and more negative effects.

Subject: Proposed changes by your Orders at Green Man Crossroads and Town Centre in COLESHILL, B40.

Dear

I wish to oppose all the proposed changes that WCC propose to make to on-street parking restrictions, reduction of speed limit to 20mph, prohibition of vehicles over 7.5 tonnes and prohibition of turning movements.

I was the Chairman of the Group which produced the current Coleshill Neighbourhood Plan. I oppose the changes you list on several levels - the first being your complete lack of consultation with Coleshill residents, community groups or elected members.

I consider that the proposed prohibition of turning at the crossroads will create more dangerous traffic situations than it allegedly seeks to resolve. It highlights your complete lack of understanding of the dynamics of traffic movement in our Town.

You state that this current crossroads junction is exceptionally dangerous to vehicles - I would be interested to see which statistics you are basing this assertion on.

Reduction of on-street parking will have a significant effect in a Town which has virtually no on-street parking spaces at present - proposed simply to satisfy your Plan.

Church Hill is the actual centre of Coleshill physically and spiritually - your plan will turn this into an alternative A47 at that point - impeding full use of the church and creating a dangerous over-use as a High Street access point.

I would like to respond to this e-mail - in particular with details of actual consultation you claim to have undertaken in person, by letter or other means with any Coleshill representatives in preparation of your proposed Orders.

Yours sincerely

....

From: ...

Sent: 11 November 2021 06:32

To: Ross Corben <rosscorben@warwickshire.gov.uk>

Subject: Objections to changes at Greenman crossroads

Dear Sir

Can you confirm please is it true that you are only accepting postal objections ?

Are you accepting objections from non Coleshill residents?

Many Thanks

Karen Walker

...

Response:

Dear ...

The consultation asks for responses in writing and an e-mail would satisfy that request.

Non-residents are able to comment.

Kind regards

Ross Corben

Engineer

Minor Works Team

County Highways

Warwickshire County Council

rosscorben@warwickshire.gov.uk

www.warwickshire.gov.uk

Good morning,

Whilst I agree that the problem needs to be addressed, I strongly object to these proposals as this will add to the already problems we have around Coleshill. It will just create possible accident black spots either end of Church Hill. Old Mill Road and Lichfield Road could become a "rat runs" because of no left turn down the High Street also forcing more traffic onto the A446 where the turnout is not 'great'. With weight restrictions especially on the bridge, does this mean that tankers coming to refuel the garage on the high street have to come through from the top of Coleshill?

This proposal is also going to cause so many problems at a time when our local council are trying hard to promote Coleshill to visitors this will have the opposite affect with all the proposed restrictions.

I sincerely hope an amicable solution can be reached and common sense will prevail for the people of Coleshill.

Subject: Coleshill X road

Dear sir

I have been watching with growing concern the plans for Coleshill cross roads.

I lived in Coleshill for over 60 years and had an accident on the X roads in 1971 so know first hand that it can be a back spot. To stop all right and left hand turns from EVERY direction is absolute lunacy. It will be ignored like the no Rh turn from church hill onto high st.

4 way Traffic lights are the only solution, coupled with pedestrian crossings or you risk making other roads "rat runs" and alienating whole communities. For example. If you were to live in penns lane and want to go to morrisons and back home. You would either need to go down hill, navigate the old bridge and up dual carriageway. Or up high st, summer rd, park lane past parked cars at dr's (meeting congestion coming other way to avoid RH TURN at X roads the try and turn right onto bham rs accross queuing traffic)

Subject: Green Man Crossroads, B46

Dear Mr Corbin,

The proposal to ban left and right turns at the Green Man crossroads is not only unrealistic but dangerous.

Drivers coming from the bridge towards Coleshill town centre will be forced to use Church Hill to make their journeys towards Furnace End. This could potentially result in accidents at this junction as drivers will need to cross close to the brow of the hill, with other vehicles coming across from the direction of Morrisons turning right into Church Hill.

Drivers coming from Morrisons towards Furnace End would need to turn right at Church Hill in order to go through the town centre, or to drive along Parkfield Road possibly making a turn up Sumner Row.

Drivers coming from Furnace End will be forced to turn into Church Hill to access the town centre.

The above issues would result in traffic chaos in both directions along Church Hill and increase levels of pollution for businesses, residents and pedestrians.

Drivers coming into Coleshill from Coventry Road will be forced to turn left into Parkfield Road or Sumner Row.

Traffic conditions in Parkfield Road are already busy. At peak times there can be gridlock along this route.

I would like to ask the council to reconsider the proposal and apply common sense regarding the project.

Yours Sincerely,

To whom it may concern,

I am writing with my concerns with the new road proposal for the crossroads in Coleshill. As a resident of Church Hill, having that amount of traffic going up and down, is going to cause so many traffic problems, the road is does not give enough room on the bend for 2 cars let alone a large van, when cars turn right out of Church Hill on the the High Street that corner is very tight as well.

Also how will this amount of traffic effect the building foundations around there, you have the old Bank House, the Church, and the meeting room. There is also the issue of weddings & funerals taking place a lot of the time.

It will be an accident waiting to happen just like the cross roads in the past.

Hopefully all these things will be taken into account and you will see it is not viable to have all this traffic going up & down Church Hill.

Kind regards

Hello Ross,

My name is Cllr Adam Richardson & I want to say that after hearing off residents & taking into account what has been said & thinking about it, mulling over all the information we have had I have to say that I will be objecting to the current plans that have been put forward for the crossroads,

I understand that works need to be undertaken & something MUST be done about the crossroads, however it is my opinion that the current proposed plans simply will NOT work well within Coleshill, all that will happen is moving one accident area to another not even 50ft away,

The proposed usage of Church Hill is not viable, the fact of the matter being that at the top of Church Hill on the corner by the church the road becomes almost like a pinch-point which will be completely hazardous given the fact vehicles already come screeching up it at a rate of knots,

Traffic lights I fully agree are needed there, it is just the rest of the proposals that seem to be ill conceived & thought up,

So I stand with our residents & ask for WCC to do the right thing & revisit the crossroads with a better thought out solution,

Thank you for listening,

Subject: New road priority plans for Coleshill

I am sure that you have been inundated with objections to your proposed road safety plan for Coleshill and I am sorry to add my objections

You may be able to access comments on the B46 community (residents only) page on Facebook. However, from your proposals, I am confident you don't live in Coleshill or the surrounding villages and am unsure you have ever visited the B46 area prior to formulating these plans. My supposition is further compounded by the fact you chose to publicise the proposals in a Staffordshire based newspaper (The Tamworth Herald). Coleshill does have its own local paper (Coleshill Herald)

I am writing to voice my concerns but also to mention that plan does have some merits

Although it isn't obvious from the plan I have seen apparently there will be traffic lights and pedestrian crossings. There has long been a call for traffic lights at the crossroads

Apparently (although again I have no evidence to support this) there will be a weight reduction for the vehicles using the crossroads. The FB page mentions 7.5tons?? However because of the 'straight on only' rules this means some 7.5ton lorries may be tempted to use Church Hill, which I believe is currently limited to 2.5tons??

In addition there is obviously going to be increased traffic down the smaller roads eg to go Morrison's from lower Coleshill vehicles will have to turn right to go down Parkfield road which is already hazardous- it is only a small road and has traffic accessing wingfield road school, shops, a social club, a GP surgery and a pub, not to mention the 2 large care home on the edge of the road

Several people (on B46 FB group) have suggested a staged approach where by the traffic lights are introduced first - at a distance from the actual crossroads - to see if this reduces the number of accidents, then delay the introduction of the straight on only rule and only do that if necessary

I understand this may cause additional congestion at peak times but would it not be possible to program the traffic lights to reflect the peak flow of traffic eg at 8-8.30 there is heavy traffic coming from Shustoke the the reverse at 4-6pm.

Dear Ross Corben,

Re: Coleshill Crossroads, no right or left turn in any direction - OBJECTION

I am writing to strongly object to the change that will come about if these outrageous plans go ahead.

For 23 years I have lived on Blythe Road within 50 years of the crossroads, and am unaware of this being an "accident black spot".

If this proposal goes ahead I will be unable to access Blythe Road from my flat due to the constant stream of Lorries, Farm Machinery, Trucks etc at the crossroads which are even now getting longer and heavier, plus extra traffic that shakes my building on a regular basis.

Diverting traffic down side roads will cause more accidents, disruptions, and local chaos. Cars are parked either side even now.

The proposal to allow a right turn from Church Hill onto the High Street will make no difference as every other car does it now and will increase downhill traffic into oncoming cars.

We need people to come into Coleshill, not avoid it because of traffic problems!

How will you police who has right of way? Traffic signs are ignored on a regular basis.

I suggest that you drive around Coleshill's side roads to see for yourself where the problems are - divert the lorries, not local traffic.

Dear Mr Corben
Re: Objection to new road plan for Green Man Crossroads
The proposed alterations would inevitably create a constant stream of traffic up Church Hill, creating a nightmare for residents at the new Church Hill Estate, who will be unable to (or really struggle to) exit the estate.
Yours Sincerely,...(Mrs Christine Poole)
Further email received 22/11/2021 to GM Inbox: Subject: Road alterations
We live on the new Church Hill Estate and have real concerns that if recent proposals go ahead, it will increase traffic on Church Hill to such an extent that getting on and off the estate would be a nightmare. In our opinion traffic lights at the Green Man junction would be far more preferable.
Kind Regards
Christine Poole

Dear sir, Having seen the plans submitted for the crossroads at Coleshill I would like to register my objection . This appears to be madness and would adversely affect the rest of the town. There have only been minor accidents over the past 50 years so I believe this to be totally unnecessary. Yours faithfully...**Follow up email to GM Inbox received 18/11/2021**: Subject: Coleshill crossroads Dear Sir/Madam, I would like to register my objection to the proposed plan for Coleshill crossroads. There have been very few serious accidents in the last 30 years and the proposed plans will only shift the problem elsewhere and create terrible traffic problems in predominantly residential streets. This is not a viable solution. Regards

Hi Ross

I hope this email finds you well

I wanted to email over my objection to some of the proposed changes for the above junction. Whilst I certainly don't object to a new speed limit of 20mph or the use of traffic lights, I cannot get on board with the no left or right turn proposal. It would cause swells of redirected traffic, congestion at other junctions, confusion and likely even more in the way of accident or injury on or around the same junction. If the traffic system was 4 way there would be no need to ban left or right turns. I hope this registers my objection and look forward to hearing from you soon

Best Regards

Subject: Proposed traffic lights at Coleshill

I wish to object to the plans for traffic lights in Coleshill with no right or left turn. It is an ill conceived and impractical plan which will result in the creation of rat runs through residential areas where there are already many parked cars and it will cause locals to do extra miles to reach their homes which will in consequence increase the journey time and fuel usage and pollution. The fact that money has been allocated to this scheme should not automatically mean that it should go ahead without taking into consideration the serious ramifications which will greatly affect the people of Coleshill and visitors.

Subject: Green man Crossroads, Coleshill

Hi Mr Corben,

How can you justify the plans that you have for the Green Man Crossroads here in Coleshill? This is going to create more problems than it will solve, it will turn the side roads into ratruns, and they won't be able to cope with the increase in traffic, especially at rush hour! These plans have obviously been put forward by someone who has never visited Coleshill.

Thanks

A resident.

Further direct email to Ross received 17/11/2021:

Subject: Green Man Crossroads Coleshill.

Hi Ross,

If your frankly stupid plan goes ahead, the bend on Church Hill will potentially see 200-400 cars per hour.

This plan can't go ahead and I am vermently against it!

Thanks

Steven Graham

Further email sent to Cllr Wallace Redford on 18/11/2021:

From: TaurusSteve <stevegraham1975@gmail.com>

Sent: 18 November 2021 17:36

Subject: Green man crossroads Coleshill

Hello

I'd like to register my objection to the proposals for the Green man cross roads in Coleshill.

Although I do believe something should be done at the Green man crossroads, I do not believe pushing traffic onto Churchill or High brink Road is the solution.

I regularly walk to chestnut Grove from the High street and this will be dangerous under the new plans. There is not enough space for two cars to pass on the bend at the top of the Churchill and I have to walk on the road round the bend with my pushchair. And this is the only route for me to get Blythe Road. Walking from the crossroads is not an option as the path is too narrow to fit the pushchair on.

I also cannot see how increasing increasing traffic through high brink road is safe given the cars parked on both sides and that this is a residential street with lots of children.

Whilst I respect something should be done I do not think diverting traffic on to side roads is the answer. Allowing the right turn out of Churchill on to High Street is dangerous and it was not long ago a man got run over with someone making an illegal right turn.

I'd appreciate if my concerns were considered as part of the proposal.

Thanks

Dear Ross

I'm writing today to voice my strong objections to the proposed changes to the Green Man crossroads in Coleshill.

Having read the proposal via the County Council website I struggle to understand the reasoning behind the changes.

The reasoning behind the proposed changes appears to be that the crossroads is a junction that has an unacceptably high number of traffic incidents resulting in personal injury. However the changes fail to acknowledge that the majority of incidents at the crossroads are caused by vehicles travelling straight on whilst ignoring the stop signs on the Birmingham Road and Blythe Road sides. By preventing left and right turns at the crossroads the proposal will not prevent this type of accident.

By forcing traffic away from the crossroads the proposal will put additional strain on already congested local roads (e.g. Parkfield Road), will put pedestrians at risk due to the busier roads, and will force drivers to take longer journeys. This last point is crucial, by forcing drivers to travel further and to drive for longer periods you are increasing the likelihood that they will have a road accident somewhere else.

Longer car journeys will also result in more noise pollution in the local area, and air pollution at a time when our national government is working to reduce CO2 levels in the atmosphere.

The crossroads date from a time before motorised vehicles. It was never envisaged that the crossroads would have to deal with the volume of traffic it does on a daily basis; they are not fit for purpose, but short of demolishing buildings, and widening the roads there isn't a solution to the problem.

Subject: Coleshill crossroads

I would like to register my objection to the proposed changes to Coleshill crossroads

To change the roads on a small housing estate (High Brink/Old Mill road) to 7.5ton is absolutely ridiculous. I used to live on one of these roads and it was always tight to get through with a car let alone anything larger. The fire service were continually asking residents to take care where vehicles were parked as they could not get through, yet it is now acceptable to send a continuous flow of traffic in that direction. Has anybody considered that there is a park where children play, located here? This will be a fatal accident waiting to happen! What is the objection to traffic turning left on the crossroads? Surely this at least would help the traffic flow better. The bend at the top of Churchill is tight for 2 cars yet this is to become a main road! What utter madness.

I do hope that the people making these decisions have been out to look at the roads that they are proposing to use to check the suitability for heavy traffic. Parkfield road cannot cope with the traffic that uses it now as it is virtually a single lane, to send more traffic that way will make the doctors surgery inaccessible for those unable to walk far!

I urge a rethink on this proposal in order for traffic to flow through Coleshill without jams or accidents.

Yours Faithfully

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I urge a rethink on this proposal in order for traffic to flow through Coleshill without jams or accidents.

Yours Faithfully

Dear Sir / Madam,

Reviewing the technical drawings at:

<https://www.warwickshire.gov.uk/news/article/2512/green-man-crossroads-coleshill-20mph-7-5-tonne-waiting-restrictions>

There doesn't seem to be a drawing which indicates revised kerb lines, road markings, paving and traffic signals? I'd suggest that this is important for consultees to appreciate proposed changes. Can this be provided and the consultation deadline be extended?

Thank you.

Yours faithfully,

Subject: Coleshill Cross roads

Dear Mr Corben

I have seen on the internet by chance the proposals being put forward by WCC for the cross roads in Coleshill, Can I first start by saying that I strongly object to these proposals, They just will not work and the idea of no left and right turn in any direction is just crazy, It shows that someone who does not live anywhere near Coleshill has come up with this madness, By looking on the B46 web site there are many people who think the same, And to be honest I do think it is a done deal no matter what local people say the Council will go ahead with it anyway, There are many people who live in Coleshill and not on the internet and have no idea this is being put forward, I do believe but not sure that this proposal has been advertised in a Tamworth paper ? which is some ten miles away ?, Why has there not been someone from Coleshill with local knowledge in on the discussions, A far better idea would be part time traffic lights, The meetings being held on the 16th and 19th are just a public relations exercise, You will probably guess by now I have no faith in the Council over this proposal at all, And that comes from how it has all been done

Subject: Green Man Crossroads, Coleshill

Dear Mr Corben,

RE:- GREEN MAN CROSSROADS, COLESHILL

I am making my objection to traffic being diverted via Church Hill on the grounds of safety to residents and traffic congestion as specified below:-

SAFETY

I have lived on Church Hill for over 38 years and have seen how busy this road has become. The blind bend at the top of the hill has always been dangerous, and has become more so as the newer cars have become bigger and wider with less room to pass.

There is only a pavement on one side of the road at this bend, and the new estate which has been built at Church Hill Place means that the pavement has become busier with families walking with pushchairs and small children.

If larger vehicles are not used to this bend, they will either collide into the office at the end of St Phillip's Courtyard, or worse still mount the pavement.

Will W.C.C accept responsibility if people are injured or even killed if this happens?

CONGESTION

The junction at Church Hill and the High Street is very narrow. and already the pavement outside the Co-op funeral directors is damaged as vehicles cut the corner to turn left. The school buses which travel from the villages around Shustoke to Coleshill come down Church Hill, but when returning, because of how narrow the road is, they are unable to turn right up Church Hill and therefore have to turn right at the Green Man crossroads.

If it is proposed to double the traffic up and down Church Hill, are you planning to widen the road by taking back the pavement outside the fish shop, which would mean moving the lamppost and taking away valuable disabled parking spaces.

Dear Sirs,

Ref: Proposed changed to traffic flow at the Green Man crossroads Coleshill

I wish to make the following objections on the grounds of increased risk to pedestrians in the areas impacted by the current proposal as outlined by Warwickshire County Council.

The proposed plan will prevent road users from making a left or right turn at the crossroads. This will drive road users to use local side roads includeing alongside the entry to a popular play park, with increased risk to those crossing local roads.

An alternative plan which I request is considered is;

1. Control the traffic at the crossroads by traffic light signal
2. Allow traffic to turn right in any direction by utilising a right turn only light
3. Make the main high street one way only to the South from the crossroads
4. Create parking places on the left of this road from the cross roads to Church Hill
5. Make Church Hill one way from the high street towards the church to Blythe Road
6. Increase parking to make the road single carriage
7. Make the section of the high street from the junction with Church Hill to Summner Hill pedestrian access only
8. Allow disabled parking only at the Dentist Practice
9. Consider traffic calming in Sumner Road and outside the surgery on Parkfield Road

Yours faithfully

Dear Mr Corben

I am contacting you to express my concern regarding the proposed changes to the Green Man crossroads in Coleshill town centre, I have elderly parents who live on Bramble Close on lower High Street, I carry out shopping etc for them, if the propped changes take place it means I will have to visit their home and then procees to travel via Old Mill Road and then Colemeadow Road just to get to Morrison's supermarket, and then return via the same route to drop their shopping off to them as we will be unable to turn left or right at the crossroads, the side roads that I wil have to travel down are regularly congested with parked vehicles which already cause problems when you are trying to travel down them.

If as I also believe the weight restrictions are altered this will cause more issues with large lorries being on these side roads too, and accessing the town centre.

Just as a point of notice there is a no right turn out of Church Hill but many drivers ignore this rule anyway and turn right which is an accident waiting to happen as I have witnessed several near misses of pedestrians just being missed by vehicles as people are not expecting cars to be turning, if these plans go ahead I am sure this will cause the same issues.

Dear Sirs

My family and I live at ... and one side of our house runs alongside Church Hill.

I am writing to express our vehement objection to the Council's proposal to direct traffic up Church Hill, due to the plan to allow motor vehicles to only drive straight ahead at the intersection of Blythe Road and the High Street.

My wife, our daughter (now 14 months old) and I moved to Coleshill last October for many reasons including easier access to childcare. We have settled here and are very happy and plan to stay here for a number of years as our little girl has recently started Nursery at Child First (Father Hudson's).

Your proposals will seriously impact our quality of life, endanger the safety of our daughter and other children in the area and put people off buying houses in the vicinity. It will impact on our ability to enjoy our home and garden due to the additional noise from the traffic and will cause more pollution, potentially affecting my child's health.

I have read that an additional 400 cars per day are expected to be directed up Church Hill which is already narrow and is difficult to drive down, as there are many on-road parked cars and car parking spaces that form an extension of the road. There is also no path on one side of the Street which may endanger life considerably with all of the additional traffic particularly small children.

The plans you have outlined have complete disregard for the safety, well-being and quality of life of the residents living on Church Hill, Macfarlane Way (our house in particular) and surrounding businesses and

Dear Ross,

I would like to register my objection to the proposed no turning at the greenman crossroads. I think the weight restriction, traffic lights and reduced speed limit are a great idea but the no turning, not so much.

Coleshill fire station works on an alerter system whereby between 19:30 and 07:30 the wholetime crew respond to an alerter by driving their personal vehicles to the fire station, the retained crew at Coleshill use this system 24 hours a day to respond to 999 calls. This proposal will increase the response time for several fire fighters and the truck cannot leave until the last firefighter arrives on station. Having tested alternative routes the proposed no turning would add an additional three minutes to the journey at times when there is no traffic, in traffic this could easily be double. Three to six minutes can be the difference between life and death in an emergency situation. This proposal poses significant risk to life.

It's important to assess which direction the traffic that causes the accidents at the Greenman is coming from and going to before making a proposal for change. How can you propose a fix for something when you don't know what's causing it?

The traffic will be forced onto side streets that are too small to cope with the volume of traffic that would use them. It will push traffic up Parkfield Road next to a school increasing the likelihood of an accident. The no turn proposal will simply move the accidents from one location and spread them over several others and likely increase the number of accidents.

Why not try the traffic lights, weight restrictions and speed limit to see if it reduces the issue as the no turn is always an optional add on later if this doesn't work. The no turn is a drastic step when the source of the problem isn't truly known. It's akin to reporting foot pain to your doctor who then proceeds to amputate your foot without having a look at it when you only had an ingrown toe nail! Before writing this objection I kept an open mind and attended the town hall meeting to raise these concerns, unfortunately no substantive response addressing these issues was offered and as such led me to write this objection for your consideration.

Subject: Green man crossing objection.

Good Evening,

I am emailing as I wish to strongly object to the plans for the Green Man crossing.

After looking at the plans, there are valid reasons, to support my objections.

The proposed no left or right turn will redirect traffic through more residential areas - creating rat runs via Parkfield road (already a nightmare for traffic due to parked cars) as well as Old Mill Road/Colemeadow Road/High Brink road. Colemeadow road is also difficult to pass along due to parked cars. Additional traffic through these residential areas pose additional and unnecessary risk to residents of these areas, as well as increased air pollution.

Also when there are problems or closures on the M6 and M42, traffic will be horrendous as commuters redirect through Coleshill via Birmingham/Blythe road to head towards Tamworth and Coventry. When these problems occur, we already see terrible traffic as commuters find alternative route through Coleshill.

The length of Birmingham road between the crossroads and the roundabout on the A446, is not long enough to accommodate the traffic that will require to head straight access the traffic lights in either direction from or towards Blythe road.

I hope consider my reasons and are able to support my objections, as well as refer them to the appropriate persons.

I look forward to hearing from you.

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I hope consider my reasons and are able to support my objections, as well as refer them to the appropriate persons.

I look forward to hearing from you.

Subject: Fwd: Objection

Subject: Objection

Dear Mr Corben please find my objection to the proposed changes to the Greenman crossroads and to the increase of HGV from 2.5 to 7.5

- 1) increase traffic to and from Colemeadow Road/High Brink / Old Mill. These roads are minor and narrow roads in a residential area. These roads are not gritted in winter and are on an incline. There is also a children's playground, increase emissions needs to also be taken into consideration.
- 2) The inability to turn right & left at the Greenman crossroads will cause increase in traffic on Parkfield Road where there is a busy GP practice and a Community cricket and children's playground.
- 3) increase traffic on Churchill and at each end there is a incline, again road is not gritted in winter.
- 4) there are Historic and grade 2 listed buildings in Coleshill.
- 5) access for emergency vehicles to and from fire station and Heartlands Hospital will be compromised if the ability to turn left and or right patient and public safety will be compromised

Kind Regards

Subject: Coleshill Crossroads

Dear Mr Corben

COMPLAINT

I wish to complain about the arrangements that have been made to control the traffic at the Green Man Crossroads in Coleshill. I fully appreciate that there is a major problem with changing the traffic movements there.

Birmingham Road by the Inn is too narrow for modern HGV's to pass without damaging the Inn however the proposals will only cause chaos and confusion in the town.

I agree with all the changes except for the no right or left turns at the cross roads. It does state that diversions will be posted but I am unable to find any in the declaration. Any diversion using Church Hill or Colemeadow Road is doomed to failure and signs to Shustoke from the Coventry Road direction will be too complex to digest from a moving vehicle.

A solution would be to leave the turning at the cross roads alone and move traffic lights 100m from the cross roads and impose one direction only at peak times, technology will be able to identify peak times.

I would suggest a visit to Coleshill to explore the diversions possible for traffic wishing to turn at the crossroads. This I am sure will explain clearly the problems caused by banning turning at those crossroads.

Best wishes

Dear Sirs

Please accept this email as my objection, in the strongest way possible, to the ill-thought out proposals for The Green Man junction in Coleshill. I'm sure you will receive many detailed responses, so I'll keep my email brief - although it is difficult to limit the reasons why the proposals are ridiculous!

1. It creates a dangerous "rat run" down Colemeadow Road and High Brink Road/Old Mill Road - all high density, residential roads.
2. Traffic from Atherstone trying to reach the north of Coleshill will have to turn across traffic on the Birmingham Road into Colemeadow Road, with the potential for accidents and causing tailbacks beyond The Green Man crossroad.
3. It creates another "rat run" up Church Hill which is lower density, but still residential.
4. There is a narrow pinch point at the top of Church Hill which can't cope with anything other than small vehicles in both directions. The proposal moves accidents from The Green Man crossroads to here.
5. Users of the church, such as a funeral cortege or wedding vehicles, already block one side of Church Hill with many pedestrians in or around the road - which will be dangerous when it is a main road.
6. The "No Left Turn" in any direction is purely a power trip, as there can be no safety issue in not turning across traffic. I'm told it is because the road isn't wide enough - yet a left turn from Church Hill onto the High Street will be allowed.
7. Traffic from Atherstone to north Coleshill will be forced to use Church Hill and will be allowed to turn right from Church Hill onto the High Street, which was previously stopped as it slows the traffic at the crossroads.
8. Traffic turning left from Church Hill onto the High Street already has to go into the oncoming carriageway to make the turn, as it is so sharp - this is dangerous for cars and impossible for anything bigger.
9. Traffic from Birmingham heading for the south of Coleshill will have to use Park Road and Parkfield Road. The latter is effectively a single lane road already, due to parking and is already congested.
10. Traffic from Birmingham turning right into Park Road will have to turn across traffic leaving Coleshill, which can cause accidents and at busy times will cause road blockages that will stretch back onto the A446 traffic island, blocking that road too.

I'll stop at 10 - if you need any more reasons such as punitive speed limits, the dangerous increase to vehicle weight limits, impact on town centre shops/pubs, etc, please contact me. I have lived in the area for over 50 years. I am currently a resident of Water Orton, having previously lived in Coleshill, and I use the High Street most days, so I am well acquainted with the area. These plans have clearly been prepared by someone who

~~Sent: 10 November 2021 02:31~~
Subject: Green Man Cross Roads Coleshill

Hi,

I've been informed that you are the person to contact in regarding the planning application for the Green Man Cross Roads.

I would like hear by like to reject /oppose the named planning above.

If any forms are needed to be filled out please send them to the above email address.

Regards

**Further email received:
Tue 16/11/2021 13:04**

I'm sending this email in response to the planning application for the "no right and left turning" of the upper and lower High Street , and Blyth Road and Birmingham Road.

I would like to oppose the the above plan for the Green Man Cross Roads Coleshill.

Regards,

To whom it may concern,

I am writing with my concerns with the new road proposal for the crossroads in Coleshill. As a resident of Church Hill, having that amount of traffic going up and down, is going to cause so many traffic problems, the road is does not give enough room on the bend for 2 cars let alone a large van, when cars turn right out of Church Hill on the the High Street that corner is very tight as well.

Also how will this amount of traffic effect the building foundations around there, you have the old Bank House, the Church, and the meeting room. There is also the issue of weddings & funerals taking place a lot of the time.

It will be an accident waiting to happen just like the cross roads in the past.

Hopefully all these things will be taken into account and you will see it is not viable to have all this traffic going up & down Church Hill.

Kind regards

Thank you for extending the consultation period to the 10th of December and for arranging the meeting in Coleshill today.

On the original plans to the Green Man crossroads there were no traffic lights. It seems better now that the traffic lights are shown.

To whoever it may concern.

I am a Coleshill resident & I strongly object to the no right or left turn proposals that have been suggested. I would prefer a traffic light system please. There are also 3 other adults over the age of 18 who drive that this will affect who also strongly disagree with the proposals.

Dear Mr Corbett,

You must now be aware of the growing outcry regarding some of the major elements of the Green Man crossroads proposal.

Firstly, it seems that it's not actually a proposal but a fait accompli despite the glaring problems and dissatisfaction the plan, if implemented, will create.

There are realistic and fundamental reasons people are in many cases, not just worried, but indeed angry because it is seriously flawed. The vast majority do not support it and are indeed against it.

The ban on left or right turns will require residents from the areas north and south of the junction and driving east/west to either use the dual carriageway and drive around and back into Coleshill or drive through, around and back therefore increasing travelling distance and vehicle movements.

Furthermore, an unintended consequence of this will be a massive increase in the volume of traffic using Colemeadow and Parkfield Roads and Church Hill as an alternative route to their homes, employment or businesses. These roads are already difficult to use, in particular Parkfield and Colemeadow due to the narrowness of both roads caused by the large amount of residents cars parked along them every day. Both roads are severely restricted already and only one car can travel through at a time, due to cars coming in the opposite direction having to stop and give way.

The proposal is quite frankly, over zealous and is devoid of any local knowledge as any affected Coleshill resident will tell you.

Also, the question arises as to the reasons and motivation to impose a blanket speed limit of 20mph through a large area of the town, other than its your job and have the budget. It certainly isn't to reduce accidents which are largely unknown in the areas the limit is being imposed. It is a step too far.

I am a regular visitor to the Green Man and have witnessed several accidents over the years. Most have one of two common factors, which is either that one of the cars crossing the Hight St is unaware of the crossroads until they cross it without slowing down or they are travelling along the High St at excessive speed.

Dear Sirs

I am writing to object to the Green Man Junction proposed road alterations.

I am a resident of ... I can only describe the proposed alterations as farcical. I have been to the town hall this evening and to be told minor disruption to Traffic is actually circa and extra 400 vehicles per day. How do you expect a small road to cope with that?

The end result will be everyone wanting to come left or right at the crossroads will either turn left off Blythe Road up Church Hill and then either turn left or right to get to their desired location, or coming from Morrisons on Birmingham Road straight over the cross roads turn right up church hill then carry out the same manoeuvre. Church Hill can not cope currently with the traffic and two larger vehicles struggle to pass at the top bend, none of this the Agency seemed to be aware of nor the fact there is no pathway on one side of the road. Living in this property for 10 years in Winter cars get stuck coming up the road and slide back down and you want to increase the flow of traffic?

On top of that removing the no right turn will cause a back up of traffic wanting to turn right to queue up Church Hill.

Moving on from my concerns on the road I live on to the other roads to be effected. It seems no one has actually looked at the road layouts apart from on a flat piece of paper to come up with these ideas that may work on paper but knowing the roads and the parking it just doesn't work. Simple working cameras and 20mph will suffice. With the thousands of vehicles that pass over that junction, coming from north, south, east or west, this may be a controversial comment but 15 "minor" accidents over a 5 year period is 3 per year, and as upsetting as it may be for the people concerned, how many accident's have there been at Blythe Bend over 5 years, I can tell you, a lot more also how many at the A446 police island and beggars well island when cars end up in the middle of the Island, much more than 3 per year.

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Please take this letter as my objection and my continued objection as i really feel the agency there this evening

Dear sirs

I am Writing to object to the proposed Green Man junction alterations. I am a resident of ..., and I can only describe the proposed alterations as farcical. I have been to the town hall this evening and to be told minor disruption to Traffic is actually circa and extra 400 vehicles per day on church hill and slightly less on surrounding roads.

How do you expect a small road to cope with that?

The end result will be everyone wanting to come left or right at the crossroads will either turn left off Blythe Road up Church Hill and then either turn left or right to get to their desired location, or coming from Morrisons on Birmingham Road straight over the cross roads turn right up church hill then carry out the same manoeuvre. Church Hill can not cope currently with the traffic and two larger vehicles struggle to pass at the top bend, none of this the Agency seemed to be aware of nor the fact there is no pathway on one side of the road.

On top of that removing the no right turn will cause a back up of traffic wanting to turn right to queue up Church Hill.

Moving on from my concerns on Church Hill to Colemeadow Road, there is excessive parking on this road and Old Mill Road, it's already used as a rat run and these plans will only enhance that. It seems no one has actually looked at the road layouts apart from on a flat piece of paper to come up with these ideas that may work on paper but knowing the roads and the parking it just doesn't work. Simple working cameras and 20mph will suffice as, I know this may be a controversial comment but 15 "minor" accidents over a 5 year period is 3 per year, and as upsetting as it may be for the people concerned, how many accident's have there been at Blythe Bend over 5 years, I can tell you, a lot more also how many at the A446 police island and beggars well island when cars end up in the middle of the Island, much more than 3 per year.

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Please take this letter as my objection and my continued objection as i really feel the agency there this evening

Dear Sir/Madam,

As a resident of Coleshill I am massively against the plans for The Green Man Crossroads. This is going to create more problems than it will solve, it will turn the side roads into ratruns, and they won't be able to cope with the increase in traffic, especially at rush hour! Plus the church won't be able to cope with the increased traffic going up and down Church Hill. These plans have obviously been put forward by someone who has never visited Coleshill.

Thanks

Dear Sirs

I am writing to object to the Green Man Junction proposed road alterations.

I am a resident of ... and I can only describe the proposed alterations as farcical. I have been to the town hall this evening and to be told minor disruption to Traffic is actually circa and extra 400 vehicles per day. How do you expect a small road to cope with that?

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Please take this letter as my objection and my continued objection as i really feel the agency there this evening

Good Evening,

As a Coleshill resident living in Chestnut Grove Coleshill, I would like to make my objections to the ridiculous new traffic proposal for the green man cross roads.

This will not only make it more dangerous for cars using this junction but making it difficult and long winded to enter and exit our house with the new proposed route.

If cars cannot turn left or right at the crossroads from any direction surely this is more difficult and dangerous as there is no break in the traffic for cars to cross?

Kind Regards

Dear Mr Corben,

We would like to state our objection to the 'proposed' plans to stop left and right turns from any direction approaching the junction of Blythe Road, Birmingham Road and High Street in Coleshill. If this is allowed to go ahead far more accidents will be recorded than there has been so far. We agree that the crossroads has needed something put in place to make it safer for many years, however the plans put forward are not the answer.

The plans would push more traffic onto side roads such as Colemeadow, High Brink, Old Mill, Parkfield Road, Church Hill, Sumner Road and Maxstoke Lane. We live on Old Mill and suffer now with people using it as a cut through due to the bridge being closed at present. Some do not stick to the speed limit and go that fast it is an accident waiting to happen, especially when there is a childrens park on Old Mill. Regardless of the plans to put a 20mph speed limit in place, if people can not comply with the 30mph now they will not comply with a 20mph. Who would police it as police presence in Coleshill is a rare thing, unless they need to increase the coffers and park up on Blyth road to catch people just before the road becomes national speed limit. Included also in the plan is the decision to higher the vehicle weight tonne limit, which means larger trucks and lorries using the above mentioned residential side roads, that are to narrow for this type of traffic.

Other issues that would cause more traffic problems for drivers and pedestrians are:-

1. Traffic using Church Hill - The narrow bend by the church is dangerous enough at the moment and it will also mean cars etc will be turning right to access the Blyth road to drive towards Shustoke and beyond.
2. Cars coming down the high street that would normally turn left towards Morrisons or right towards Shustoke would have to use either Parkfield road to join the Birmingham Road to be able to go straight over the crossroads or turn left onto Maxstoke Lane and the left down Castle Lane to reach Shustoke, Furnace End, Fillongly and further on to Nuneaton.

This has all been kept very quiet and has only come to light by someone sharing on social media. Were you hoping to get this pushed through without anyone being made aware. We believe that there is an ulterior motive as there is no sense behind this plan to drivers or pedestrians safety.

Hi,

I have been given these email addresses to voice my concern about the upcoming changes to the Green Man crossroads in Coleshill:

<https://www.warwickshire.gov.uk/news/article/2512/green-man-crossroads-coleshill-20mph-7-5-tonne-waiting-restrictions?fbclid=IwAR1MGlpBzBwCcUoxf759S8xhSk0s8FeEq3m0cXgFLkBuLv5dqYquei6CPuo>

I can fully understand the change to the speed limit to 20 to avoid collisions, and the no loading on the roads near the junction, in fact I favour them - However the no left/right turns (especially left turns) from all angles is a ridiculous suggestion.

I live just off the crossroads on Blythe road, and have done so for 29 years.

It's as if this suggestion has been put forward by someone that has never driven through Coleshill. It will put masses of excess stress on residential streets not designed for these levels of traffic, and cause so much more air pollution by rerouting traffic in ridiculous ways. This will be more dangerous for drivers, pedestrians, cyclists and children playing in their street which is currently not a major traffic route, but will be after these ridiculous plans come in.

The alternative of using Church Hill is not sustainable at all. I'd estimate 50% of all traffic coming from Blythe road will probably be rerouted up there. It has masses of parked cars (often illegally parked) , blind spots and the bend at the top is too tight for two cars to get through. This will be significantly more dangerous than using the crossroads. Pulling out of church hill onto blythe road is also on the crest of a hill and people speed up it from the crossroads that you can not see - This also adds unnecessary danger.

IMO - The best suggestion is to leave it as is. It's not an ideal situation, but every alternative will just have a greater impact and more negative effects especially this ridiculous plan

Dear Ross, Coleshill

Dear Ross,

1. WARWICKSHIRE COUNTY COUNCIL ROAD TRAFFIC REGULATION ACT 1984 THE WARWICKSHIRE COUNTY COUNCIL (B4114 BIRMINGHAM ROAD, COLESHILL) (PROHIBITION OF TURNING MOVEMENTS) ORDER 2021

Please register my formal objection to the proposed ban on turning movements at the Green Man junction in Coleshill because:

- What analysis has been completed to identify the most efficacious solution to address the safety problems. Taking into account both pedestrian and traffic impacts.
- The proposals would lead to the high street traffic becoming more free flowing. What analysis has been done to identify any potential impacts of this on the pedestrian crossing further up the high street (by Scrivens opticians).
- You have a regulatory responsibility to manage the safety risks of all road users including pedestrians (many of whom will be vulnerable children travelling to school) to be 'As Low As Reasonably Practicable' can you demonstrate that each population and segment therein will not be detrimentally impacted by the proposals.
- The negative impact of the proposals on the people living off the road to Shustoke; the alternative route along the B4114 backs up from the high street to the Green man at peak times already, even without these proposals being implemented. It is not a viable alternative route. What is the accessibility /community severance policy for North Warwickshire?

2. THE WARWICKSHIRE COUNTY COUNCIL (COLESHILL TOWN CENTRE) (20MPH AND 30MPH SPEED LIMIT) ORDER 2021

Please register my formal objection to the proposed change to the speed limit because there is no information on how the proposed 20 mph will be enforced.

3. The banned right turn at the junction between High Street and Church Hill in Coleshill will be revoked.

Please register my formal objection to the banned right turn being revoked because:

Dear Mr Corben

I am writing in regard to the proposed changes at the Green Man crossroads and the speed reduction.

Firstly, it has been my intention to contact my borough councillor, Mr Reilly, about the speed reduction.

The street where I live is often used as a race track from Parkfield Road to the High Street and vice versa. Sumner Road is predominantly an area where elderly people reside. Crossing from one side to the other can be very dangerous, especially as elderly people tend not to move very swiftly. The junction from the Town Hall to the shops is also busy for pedestrians, especially children, going to or returning from school.

As for Parkfield Road, there are times in the day when that is also used as a race track and is particularly busy.

Consequently, I fully support the reduction in speed limits, providing some kind of warning is given, such as those cameras which tell drivers their speed.

The question of trucks / lorries I do not understand and perhaps I have misunderstood this? As far as I am aware, those types of vehicles do not park at that junction. They do park along the High Street if they are delivering goods to the shops, which is obviously important.

Now to address the crossing situation at the Green Man. To me, this is completely ridiculous and does not show any understanding of the situation. The major problem is crossing from the Birmingham Road to Blythe Road vice versa. This proposal does absolutely nothing to address that problem.

My next point is not allowing left turns at any of those junctions. A left turn is probably THE safest manoeuvre to make unless the driver is a complete numpty, in which case he/she should not be allowed to drive in my opinion. Perhaps you might explain why vehicles which want to make left turns from Blythe Road onto the High Street / Birmingham Road onto Lower High Street / Lower High Street onto Blythe Road and High Street onto Birmingham Road. Frankly I cannot see that this serves any purpose whatsoever. By not allowing that movement you are causing problems for those people whose accommodation is at that juncture. What are people who are returning home from Morrisons expected to do?

By not allowing right turns at the crossroads you have also excluded those people who may live at that

Dear sirs,

Please formally accept this email as an objection to the proposed alterations to the Greenman crossroads in Coleshill, Birmingham.

As a resident of Coleshill, I believe that the proposed plans will cause an increase in traffic on Parkfield Road, which is already problematic during peak driving hours. Parkfield Road has a series of car parking spaces upon it, which often means that only single file traffic in one direction is able to travel at any particular time. This increase in traffic will make it more difficult for residents, and especially those residing on Parkfield Road, to commute to and from work safely. The noise and pollution that could be emitted from these vehicles may well constitute a nuisance for those that reside on Parkfield Road, it being a residential street.

I feel that the proposals may exacerbate dangerousness in other areas. For example, the current proposals suggest that if you are driving from the bottom of the hill on the High Street and wish to go on to Blythe Road, you would need to turn left on to Church Hill and then pull out at that junction of Church Hill and Blyth Road, into traffic coming from both directions; instead of what is currently a simple left turn from the High Street on to Blyth Road. The view from that junction is, in my view, already dangerous enough, with limited visibility. There is also an increase in the potential for accidents for those that travel in the opposite direction and are required to turn either left or right on to the high street from Church Hill. Further, my points in relation to an increase in traffic also apply to Church Hill (you will note that there is parking here too that in turn makes the issue even more difficult). Further, the traffic on church hill could pose problems for those that wish for services to be conducted by Coleshill Parish Church, such as weddings or funerals.

I hope this objection is acknowledged and taken seriously.

Kind regards,

Dear Mr Corben,

We would like to state our objection to the 'proposed' plans to stop left and right turns from any direction approaching the junction of Blythe Road, Birmingham Road and High Street in Coleshill. If this is allowed to go ahead far more accidents will be recorded than there has been so far. We agree that the crossroads has needed something put in place to make it safer for many years, however the plans put forward are not the answer.

The plans would push more traffic onto side roads such as Colemeadow, High Brink, Old Mill, Parkfield Road, Church Hill, Sumner Road and Maxstoke Lane. We live on Old Mill and suffer now with people using it as a cut through due to the bridge being closed at present. Some do not stick to the speed limit and go that fast it is an accident waiting to happen, especially when there is a childrens park on Old Mill. Regardless of the plans to put a 20mph speed limit in place, if people can not comply with the 30mph now they will not comply with a 20mph. Who would police it as police presence in Coleshill is a rare thing, unless they need to increase the coffers and park up on Blyth road to catch people just before the road becomes national speed limit. Included also in the plan is the decision to higher the vehicle weight tonne limit, which means larger trucks and lorries using the above mentioned residential side roads, that are to narrow for this type of traffic.

Other issues that would cause more traffic problems for drivers and pedestrians are:-

1. Traffic using Church Hill - The narrow bend by the church is dangerous enough at the moment and it will also mean cars etc will be turning right to access the Blyth road to drive towards Shustoke and beyond.
2. Cars coming down the high street that would normally turn left towards Morrisons or right towards Shustoke would have to use either Parkfield road to join the Birmingham Road to be able to go straight over the crossroads or turn left onto Maxstoke Lane and the left down Castle Lane to reach Shustoke, Furnace End, Fillongly and further on to Nuneaton.

This has all been kept very quiet and has only come to light by someone sharing on social media. Were you hoping to get this pushed through without anyone being made aware. We believe that there is an ulterior motive as there is no sense behind this plan to drivers or pedestrians safety. Please do not go ahead with this plan.

Yours sincerely

Please accept this as a formal objection to the proposed changes to the Green Man cross road in Coleshill.

Having been a resident in Coleshill for almost 20 years, I find the proposed ideal poorly planned and clearly not thought through.

I reside in St Paul's Crescent and with the proposed changes, I would have take one of the following routes when leaving home;

To Shustoke;

Drive up the high street past the B4114 and then turn right in Church Hill road. I would then have to cross the traffic and turn right into B4114.

To Chelmsley Wood;

Go down the High Street over the single lane River Cole Bridge and then onto the dual carriageway.

Go up the High Street and turn into right in Sumner Road and then Parkfield Road.

Go down the High Street and turn right into Old Mill Road and then High Brink Road.

All of the above involve having to either cross over the passing traffic or take routes through already crowded / busy residential estates.

Any issues regarding safety at the cross roads should be addressed by either;

Additional pedestrian crossings, traffic lights or a way cross road.

The easiest would be to limited all traffic on the B4114 to max 7.5t vehicle

Please register my objection to the proposal of the work to be carried out on the crossroads in Coleshill.
kind regards

Dear Mr Corben,

I would like to state my objection to the 'proposed' plans to stop left and right turns from any direction approaching the junction of Blythe Road, Birmingham Road and High Street in Coleshill. If this is allowed to go ahead far more accidents will be recorded than there has been so far. I agree that the crossroads has needed something put in place to make it safer for many years, however the plans put forward are not the answer.

The plans would push more traffic onto side roads such as Colemeadow, High Brink, Old Mill, Parkfield Road, Church Hill, Sumner Road and Maxstoke Lane. I live on Old Mill and suffer now with people using it as a cut through due to the bridge being closed at present. Some do not stick to the speed limit and go that fast it is an accident waiting to happen, especially when there is a childrens park on Old Mill. Regardless of the plans to put a 20mph speed limit in place, if people can not comply with the 30mph now they will not comply with a 20mph. Who would police it as police presence in Coleshill is a rare thing.

Included also in the plan is the decision to higher the vehicle weight tonne limit, which means larger trucks and lorries using the above mentioned residential side roads, that are to narrow for this type of traffic.

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This has all been kept very quiet and has only come to light by someone sharing on social media. Were you hoping to get this pushed through without anyone being made aware. I believe that there is an ulterior motive as there is no sense behind this plan that would not improve drivers or pedestrians safety.

Yours sincerely

To whom it may concern,

If your frankly stupid plan goes ahead, the bend on Church Hill will potentially see 200-400 cars per hour.

This plan can't go ahead and I am vermently against it!

Thanks

Hi,

Following attendance at yesterday's presentation and reading through the handout I support the proposal as the best possible solution to meet the scheme's primary objective.

Regards,

Chestnut Grove
Coleshill

Please accept this email as my formal objection to the plans to alter traffic flow at the Green Man crossroads in Coleshill.

The road infrastructure for the detours in Coleshill are not suitable for the additional volume of traffic or weight limits that will be allowed. However, my main concern is the reduced air quality that the residents of Coleshill would have to suffer. In a world where we are aiming to be greener and reduce pollution levels, the new plan effectively doubles if not triples the length of some journeys. This will not be beneficial for the residents of Coleshill in any way shape or form and will be a ticking time bomb of health complaints and with the breathing issues associated with Covid19 still going to be an issue for some time to come this plan needs to be scrapped.

Subject: Coleshill Green Man cross roads planning objection.

Good morning

I wish to object to the proposed plans for the cross roads on centre of Coleshill.

My objections are based on road safety, extra congestion, increased volume of traffic in residential areas, and an adverse effect on air quality living very close to the area.

Kind regards

Subject: Green man traffic lights

Could I ask why the proposed scheme is for straight ahead only, when turning left does not hold up traffic so they could be no right turn?

Also will there be cameras on all junctions to monitor that the no turning is actually followed?

SI

Having lived in Coleshill for 60 years I have seen a lot of issues and feel I can offer a sensible solution to the above planning issue.

I do feel that limiting vehicles from turning at the junction of Birmingham/Blythe road/High street will cause immense traffic issues for the rest of Coleshill even if this junction is covered with numerous traffic cameras. It is unlikely that traffic laws will be followed without cameras

Having seen many incidents at the crossroads and also on Churchhill over the years I would like to offer my solution.

As a large proportion of the traffic in Coleshill is going to the industrial estate of station road and likewise at the end of the working day it is going away from the same area. As there are only 3 exit ways off the industrial estate. GORSEY LANE ON TO A446. LICHFIELD ROAD TO A446 or over the road bridge at the bottom of the lower HIGH STREET into Coleshill.

1. If traffic lights are to stay on the bridge, suggest that there is no right turn into Old Mill Road otherwise it will become a rat run out onto the Birmingham road by Morrisons store and onto the A446 traffic island
2. Ban right hand turns coming up lower High Street at the junction with the Birmingham road by the Green man public house. Closing both roads to traffic driving over the bridge, will force more vehicles away from the crossroad and onto Lichfield road and onto the A446
3. Lichfield Road make it double yellow lines from the off road parking area past the Rose road entrance to the A446, allowing flow of traffic in both directions
4. Lichfield road / A446 if possible add left hand filter lane to aid traffic movement,
5. A446 at the top of Grimstock hill add signs asking traffic to keep right towards lichfield road junction/ Island with indication
6. Churchill/ High Street / Swan Hotel as the left hand turn onto the High Street is a very tight turn I suggest

Dear Ross Corben,

I would like to state my objection to the proposed changes to the Green Man crossroads.

I believe there should be at the very least a left turn option at the crossroads to alleviate traffic on the surrounding roads.

I have concerns about Church Hill not being wide enough on the sharp bend to accommodate 2 opposing vehicles safely. The traffic coming from Church Hill onto Blythe Road, if turning right towards Shustoke, has to negotiate a junction with poor visibility which will certainly lead to more accidents.

Parkfield Road is at the best of times a nightmare to negotiate due to most of the one side being used for parking. This makes it a single carriageway road where oncoming cars rarely give way. This proposal will lead to more traffic and hence more bottlenecks. Is it an option to consider residents parking only along there or more passing places with less parking? I appreciate this could reduce the amount of parking which causes another issue however this would have to be considered separately.

Alternatively could the Road, on the park side have some parking spaces put in so there is 2 permanent lanes open?

Is there likely that once the work is complete to review it say after 6 months to assess the benefits/disadvantages?

I appreciate none of this is easy to sort out however would appreciate you taking another look and considering any points made by the local residents.

Kind regards

Evening Ross,

I would like to object to the proposed upgrade to the Green man cross roads. I believe the impact on other roads in the area would be catastrophic to say the least if traffic were unable to turn at the junction, there needs to be at least a left turn from all directions.

Church Hill struggles now at times without the added 200/300 vehicles per hour this proposal will cause.

Looking at the junction there is room to widen the road this may help with standing traffic from either way, on the Birmingham Road side there is pathway that could be removed opposite the Green man pub in order to widen the road and on the Blythe Road side there is also room outside the old Chalk & Linen to widen the road. I also believe the wall at the rear of the Green man pub along Birmingham Road could be moved back in order to widen the road and insert a footpath for pedestrians walking towards Morrison's.

Traffic lights with a line 25metres from the junction in all directions would facilitate the left turns.

How are you planning on policing the no right turn? There is one currently in place at Church Hill which is rarely complied with.

Regards,

To whom this may concern

I live at ..., and one side of our house runs alongside Church Hill.

I am writing to express my vehement objection to the proposal to direct traffic via Church Hill as part of the proposals relating to the intersection of Blythe Road and the High Street.

We moved to Coleshill last October for many reasons including easier access to childcare. We have settled here, we are very happy and had planned to stay for a number of years with our little girl recently starting nursery at Child First (Father Hudsons) but this has now all been thrown into question because of your proposal and how it will impact us as a family.

Your proposals will seriously impact our quality of life, endanger the safety of our daughter and other children in the area and put people off buying houses in the vicinity.

It will impact on our ability to enjoy our home and garden due to the additional noise and pollution from the traffic, which may also potentially affect our child's health. I am particularly concerned about how our 14 month old daughter will sleep at night with the additional noise from the traffic that you are proposing to divert on to our doorstep!

I have read that 200-400 cars per hour at peak times are expected to be directed up Church Hill. Church Hill is not fit for this purpose as it is a narrow road and difficult to drive down, as there are many on-road parked cars and car parking spaces that form an extension of the road. The road is also often closed for weddings and funerals because of its access to the Church. There is no path on one side of the street on parts of Church Hill which may endanger life considerably more than the issues at the intersection with all of the additional traffic to be diverted to Church Hill, particularly the lives of small children as families often walk up Church Hill to enjoy the open space in the Croft by the Church.

The plans you have outlined have complete disregard for the safety, well-being and quality of life of the residents living on Church Hill, Macfarlane Way (our house in particular) and surrounding businesses and homes.

It will be difficult for us to even leave our house in the morning to get to work if the standstill traffic approaching

Subject: Plans for Green Man Crossroads

Planning Department

I would like to state my objection to the 'proposed' plans to stop left and right turns from any direction approaching the junction of Blythe Road, Birmingham Road and High Street in Coleshill. If this is allowed to go ahead far more accidents will be recorded than there has been so far. I agree that the crossroads has needed something put in place to make it safer for many years, however the plans put forward are not the answer.

The plans would push more traffic onto side roads such as Colemeadow, High Brink, Old Mill, Parkfield Road, Church Hill, Sumner Road and Maxstoke Lane. I live on Old Mill and suffer now with people using it as a cut through due to the bridge being closed at present. Some do not stick to the speed limit and go that fast it is an accident waiting to happen, especially when there is a childrens park on Old Mill. Regardless of the plans to put a 20mph speed limit in place, if people can not comply with the 30mph now they will not comply with a 20mph. Who would police this ?

Included also in the plan is the decision to higher the vehicle weight tonne limit, which means larger trucks and lorries using the above mentioned residential side roads, that are to narrow for this type of traffic.

Other issues that would cause more traffic problems for drivers and pedestrians are:-

1. Traffic using Church Hill - The narrow bend by the church is dangerous enough at the moment and it will also mean cars etc will be turning right to access the Blyth road to drive towards Shustoke and beyond.
2. Cars coming down the high street that would normally turn left towards Morrisons or right towards Shustoke would have to use either Parkfield road to join the Birmingham Road to be able to go straight over the crossroads or turn left onto Maxstoke Lane and the left down Castle Lane to reach Shustoke, Furnace End, Fillongly and further on to Nuneaton.

This has all been kept very quiet and has only come to light by someone sharing on social media. I heard the plan had been posted in the Tamworth Echo, which seems ridiculous as it affects Coleshill and we do not get the said paper. It feels like you were hoping to get this pushed through without anyone being made aware. I believe that there is an ulterior motive as there is no sense behind this plan that would not improve drivers or

Dear Sir or Madam

I wish to strongly object to the proposed changes to the Green Man crossroads. The expected level of traffic using Church Hill at peak times is going to cause major delays, problems to residents and is dangerous in my opinion.

Church Hill is part of the historic centre of the town. This road is too narrow for this level of traffic.

A right hand turn at the bottom of Church Hill is dangerous.

Increasing traffic flow in the residential streets of High Brink road and Colemeadow will put children's lives at risk.

Please re think these plans or just fit traffic lights.

Yours Sincerely

Dear Sir

FREEDOM OF INFORMATION REQUEST - GREEN MAN CROSS ROADS COLESHILL

I wish to make the following requests:

1. Please could you let me know the exact dates, times and locations in and around Coleshill, where traffic movement data, used in formulating the current proposal, was obtained. As this would be a necessary component of the due process I do not believe it will be time consuming or expensive to collate.
2. Please advise of the the number of fatalities at the Green Man crossroads in the last 10 years and also the number of accidents recorded there during the last 5 years. As this would be a necessary component of the due process I do not believe it will be time consuming or expensive to collate.

Yours faithfully

Dear Sir

GREEN MAN CROSSROADS COLESHILL – OBJECTION TO PROPOSAL

I write to object to the proposed changes to traffic flows in and around the Green Man crossroads. The grounds for my objection are:

- 1 - The preamble to the proposal is too general - it is not possible to put any context to the comments. It is insufficient to say that the crossroads has a 'long standing history of being a casualty hot spot' without giving any numbers or detail. Anecdotal evidence is insufficient when thousands of people and hundreds of thousands of journeys will be affected by the proposals.
- 2 – The side streets in and around Coleshill are simply not equipped to deal with the increased traffic flows that the scheme would generate. In the available paperwork online there was no prediction of the traffic flow increase around these side streets and other roads – why not? Car parking is a major issue in the town and many of the side roads have a goodly number of parked cars that will have to be navigated, with inevitable collisions.

Yours faithfully

Good afternoon

This email is being sent to record my formal objection to the proposal to make the Green Man junction (GMJ) in Coleshill ahead only in every direction.

This proposal will add significant traffic on to Parkfield Road for those who would normally choose to turn at the GMJ.

Parkfield Road is already a challenge as it is a mainly residential street with those that live there parking on the road. There are several passing places where parking is prohibited (by the doctors for example) but even with the light local traffic that uses it now its not uncommon to have to give way two or three times when going between the B4114 turn (Morrisons) and Coventry Road (by the mini island).

It is unreasonable to force a higher volume of traffic on to this route when it is effectively single vehicle access already.

It also has the only doctors surgery in Coleshill located on it as well so again more traffic will make the surgery less accessible for patients some of whom will only be able to get their appointments or vaccinations by car or taxi.

There are other impacts on the surrounding roads that this change will effect which will add to traffic queuing on local roads which will inevitably add to pollution levels.

In particular is Church Hill which again is narrow and restricted and requires vehicles to give way when passing.

These chanegs will also increase the distance driven by locals and those passing though Coleshill as they navigate the alternative routes available to them.

Proof of this is evident at the moment with the bridge now closed for repair work as the B4114 between the A446 dual carriageway and B4117 high street is full of queuing traffic for most of the day every day.

Objection to green man junction proposal. When someone wants to turn right into Morrison's the traffic can back up to the dual carriageway so what will happen when everyone has to turn right into Morrison's is there a plan to put lights there as well

Coleshill resident

Further letter sent to Graham Stanley 29/11/2021:

Dear Sir,

I would like to register my objections to the proposed alteration to the Green Man Crossing.

Pushing more traffic into the town would cause more congestion as all the roads in Coleshill are very narrow and cannot cope with extra traffic; this would result in other accident black spots. If someone wants to turn right into Morrisons the traffic often backs up due to the dual carriage way if every one has to turn right it would create more congestion.

Yours Sincerely,

Objection to proposal I go often to shustoke . Turning right into church hill then to turn right on to blythe will be impossible will have to get across two lanes of traffic which have rite of way

Coleshill resident

I wish to register my objection in reference to the proposed traffic control solutions for the Green Man crossroads,

Whilst I do believe that the addition of traffic lights at this junction is long overdue, the added restrictions of no left or right hand turning is only going to move problems to side roads which were never designed to carry high volumes of vehicles.

Old Mill Road, High Brink Road, Colemedow Road, Parkfield Road and Summer Road are basically one track roads due to residential and shopper parking. Forcing extra vehicles to use these routes will cause chaos.

Church Hill has a very tight corner, which will not allow two large vehicles to pass each other. I can also see problems for drivers at both exits from Church Hill, those wanting to turn left or right at the junction with Blyth Road would have wait for a break in traffic.

There is a Bus stop opposite the Church Hill/High Street junction which will cause holdups for vehicles turning right. Those wanting to turn left, particularly large vehicles, will have difficulties as it is a very tight turn and they would have to enter to opposite lane in order to do this manoeuvre. This problem is compounded as there is a Road width restriction build out in front of the entrance to The Swan pub.

It looks like this plan has been made for traffic travelling through Coleshill rather than the residents, but I believe it will add to problems, particularly for those unfamiliar with the area, being guided by their SatNav's.

In my opinion, this solution has been created remotely by looking at maps without a thorough site visit and walk around the surrounding roads.

To sum up, Traffic Lights yes, Restrictions no.

I went to the meeting at the town Hall and viewed the plans for our towns roads, in my opinion they are dangerous, would gridlock Coleshill and make our lives a misery. We already have the disruption HS2 is causing and they haven't really got underway yet.

I have lived here since 1965 and in that time to my knowledge there has only been one fatality at the crossroads and that was a suicide. The plans for Church hill will not work for the following reasons:

The width of the road on the bend by the church is so tight that two lorries would not be able to pass at the same time.

When there are weddings and funerals at our church there has to be room for the hearse and extra cars to park outside the church, weddings are usually on a Saturday but funerals regularly in the week. Which ever way Church hill is used you would have to cross two lines of traffic to get to your destination if you're heading downhill or going towards Whitacre which will cause a gridlock. The exit from Church hill onto Blythe Road is blind and very dangerous, there has been a death there, a young boy getting off a school bus from Nuneaton a few years ago. I predict there will be fatalities on Church Hill with pedestrians and traffic queueing. (see rough sketch attached - **see email in inbox**).

Parkfield Road is a nightmare now as there is only one lane due to parking issues, these plans will make matters far worse, we have schools, Church, new housing estates, fire station, shopping centre, Drs surgery, Morrisons etc all in close proximity in a small town please don't make big decisions to put us all at risk.

The traffic jams in itself would pollute our town exactly what the government are against.

The only people to benefit this scheme would be the through traffic. Why not just put lights on the crossroads and see how that benefits traffic flow, this would save money and negate the need to ruin our town. I implore you to visit our town between 8 & 9am and 3 and 6pm when the traffic is bedlam, before major decisions are made.

Subject: Green man crossroads, Coleshill

Dear Mr Corben,

I am fully in favour of correctly sequenced traffic lights at this location and pedestrian controlled crossings. I appreciate your scheme will benefit traffic crossing from Blythe Rd in particular but it will just create problems in other areas.

A significant amount of traffic turns right coming down the hill onto Blythe Rd. The scheme would dramatically increase traffic into Church Hill which is narrow with a dangerous bend. I foresee this bend becoming a new accident black spot.

Residents from various parts of Coleshill will have increased complex journeys by car to access other parts of the town or reach the outlying villages and mostly necessitating using residential roads. So we have a significant amount of traffic in and around Coleshill, including increasingly large and heavy lorries.

Although I walk whenever I can this is not an option for many, distances may be too great and public transport is not frequent and unreliable.

I also feel that the scheme will be detrimental to the environment with more traffic using residential roads and, I believe increased amounts of waiting traffic in some areas.

Dear Sir

Green Man Junction, Coleshill

Signalisation Road Safety Scheme

I object to the implementation of aspects of the above scheme that will affect the Community adversely.

- Routing more traffic through Church Hill will create more danger and simply transfer an accident black spot from the crossroads to Church Hill, particularly at the blind bend by the Old Grammar School. The increased traffic volume will damage the fabric of the listed buildings on the Hill, which is in the Conservation Area.
- Elimination of right and left turns at the crossroads will substantially increase traffic through residential areas such as Parkfield Road, Colemeadow Road, High Brink Road and Old Mill Road to the danger and detriment of residents.
- The scheme will increase traffic on the A446 and, whilst there is reference to additional traffic from the Surf and Wall Development, there is no mention of the heavy vehicle traffic from HS2 operations and the additional load created by their substantial Compounds.
- The failure of Warwickshire County Council Officers and Councillors to provide adequate information about and consultation on the Scheme is a deliberate restriction on the Community's right and ability to safeguard their environment.

Yours faithfully

Good Evening

I am writing with regards to the proposed changes in traffic management at the Greenman crossroads junction in Coleshill

I am against this new proposal for the following reasons

- The extra traffic that it will cause on Church Hill. This road narrows at the top before the bend and is unsuitable for two cars/lorries to pass safely. Also there is a very footpath on one side of the road so is a danger to pedestrians.
- The traffic will have to pull out from Church hill on to Blyth road which is a busy junction so the accident blackspot is just being moved from one junction to another. At this junction there is also a blind hill crest with traffic flowing from the Green man junction.
- More heavy traffic through Coleshill High Street.
- Traffic directed also onto Parkfield Road. There is s school and doctors surgery on this road so this is already a very busy road and at school times extremely busy with cars not able to drive freely down the road due to parked cars. On my journey home today to my home on Parkfield Road I saw a very large 4 x 4 vehicle which could not wait for his right of way so travelled some 40 / 50 meters straddling the foot path causing danger to pedestrians. If children had been around or any person on the footpath this would have been a very nasty accident.
- Parkfield road is unsuitable for heavy vehicles. I live on this road and my house shakes when larger vehicles go past so this will only get worse if more traffic. The danger of the increased traffic flow on Parkfield Road has been highlighted as a result of the bridge closure and the change of buses and traffic along Parkfield Road.
- School children leaving the school walking/crossing Parkfield road with extra heavy traffic is a danger.
- As mentioned in the meeting at Coleshill Town Hall, the extra time it will take for the retained firemen to get to work. This extra 2/3 minutes could cost lives in a fire/RTC

Good morning

I am writing with regards to the proposed changes in traffic management at the Greenman crossroads junction in Coleshill. As an ex Police Officer of some 29 years and as a traffic officer of 11 years, I feel that I may have some knowledge and experience in these matters of road safety.

I am against this new proposal for the following reasons

- The extra traffic that it will cause on Church Hill. This road narrows at the top before the bend and is unsuitable for two cars/lorries to pass safely. Also there is a very footpath on one side of the road so is a danger to pedestrians.
- The traffic will have to pull out from Church hill on to Blyth road which is a busy junction so the accident blackspot is just being moved from one junction to another. At this junction there is also a blind hill crest with traffic flowing from the Green man junction.
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- School children leaving the school walking/crossing Parkfield road with extra heavy traffic is a danger.
- As mentioned in the meeting at Coleshill Town Hall, the extra time it will take for the retained firemen to get to work. This extra 2/3 minutes could cost lives in a fire/BTC

Hi

I have been looking at the proposals and seek clarification on a few points please.

In the Overview document the new lay out is shown. I am confused by the diagram as:

- It appears to show that if you are heading towards Shustoke from the Morrisons direction the blue, green and red traffic is diverted up Church Hill at Hill House. It does not show that any of this traffic can continue along Blythe Road. The only traffic heading in that direction is the black route!
- Am I correct in thinking that the blue, green and red traffic coming from the Shustoke direction is sent up Church Hill and then along the high street?
- Does this new layout apply to all traffic including HGV's? How can HGVs turn right at the bottom of Church Hill for instance?

I look forward to hearing from you.

Regards

Dear Mr Corben

I would like to register my objections to the proposed traffic management scheme at the Green Man crossroads Coleshill

The cross roads has functioned in its present form for many years and despite many council discussions at all levels has remained the same. Does this not tell you something?

The proposed north/ south and east/west movements only will not only increase journey times and distance for residents moving within the town but cause congestion on all surrounding roads. My own journey to the local super market (0.4 miles) will be more than doubled if the turns are abolished. My shortest alternative will be through a housing estate with cars parked on the carriage way making in effect single file traffic. This is not a road designed for through traffic. It will become a hazardous rat run which even 20 mph will not alleviate.

Perhaps the most hazardous consequence of the proposals is the effect on Church Hill. This will see a dramatic (not slight as mentioned in your presentation) increase in traffic. The bend at the top of Church Hill is very narrow and it is impossible to see oncoming traffic. Similarly exiting Church Hill onto Blythe Road has visual limitations. Making a right (easterly) turn is very difficult especially if there is a queue of traffic waiting to use the crossroads. It is impossible to see traffic on the opposite carriageway yellow box or no yellow box. Cars legitimately parked at right angles to the road in Church Hill will have to move into the traffic flow creating disruption which will also be caused by parked wedding and funeral cars at the church.

Abolishing all turns at the crossroads may reduce accidents in that area but it will certainly increase congestion and the potential for accidents on other major routes within the town.

I suggest that these plans be abolished or at least reviewed and modified.

Yours sincerely

Dear Sir

I attended the recent consultation at Coleshill Town Hall on the Green Man crossroads proposals. The installation of the traffic lights is to be welcomed, however the prohibition of left and right turns is anathema to the residents of Coleshill.

I am both a car driver and a pedestrian and have lived close by for eighty years. There is a lot of feeling in Coleshill regarding the 'no turns' proposal. There are far more vehicles than pedestrians using this area. While I see the need for a safer crossing, it is more important that the local vehicles (of which there are a large proportion of users) are able to make a left turn at least.

Why can't there be a pelican crossing on each of the four routes? Then all the traffic would be stationary while pedestrians crossed the road. I am sure this would make the proposal more acceptable to all of us, and would limit the mileage necessary for the local traffic and air pollution in the vicinity. It would be necessary for lots of vehicles to use local residential roads, most of which are narrow with just enough room to pass other traffic, and also many of these roads have cars parked outside houses, causing holdups to moving traffic (eg Old Mill Road, High Brink Road, Colemeadow Road, Park Road and Parkfield Road, and the tight corner on Church Hill).

In the last fifty years we have become the crossroads of England, with quite enough air pollution from the M6, M42, the M6 Toll and now the HS2 workings on our doorstep (not to mention the invasion of dozens of squirrels invading our gardens to dig up our bulbs and cause mayhem because so many trees and hedgerows have been cut down in the local area).

~~We have suffered enough. Please do not inflict another problem on we long suffering residents~~

To whom it may concern,

I am writing to offer my opinion on what I think would be the best solution to improve the safety and operation of the Green Man Crossroads.

There is no doubt that something needs to be done in order to improve the situation. I agree with the implementation of traffic lights and safe crossing. A crossing isn't necessarily needed at all four crossings but definitely across Blythe Road and Birmingham road up to the High Street. Especially as this is a popular route for children walking to and from school.

I strongly object to any turning restrictions. Especially if the ban leads to increased traffic on Church Hill with an already dangerous blind bend.

Weight limit restrictions should not be increased anywhere in Coleshill. A ban should exist for the whole of Coleshill residential area and High Street prohibiting HGV's unless making a delivery. Blythe Road to Birmingham road is the only exception and they do not need to turn at this junction anyway.

In order to increase safety, I suggest that the road can be widened on the left hand turn high street to Blythe road to make safer turning. Potentially creating a separate left hand turn lane. The same can be said for the left turn Birmingham road onto high street.

Thank you for taking the time to read this, I hope you have taken my suggestions on board and I look forward to seeing what you decide in the coming weeks and months. I know that any decisions like this aren't easy to make and are never made lightly. And are only made with the residents best interests at heart. However some people always think they are town-planners. I myself have lived in Coleshill a long time and acknowledge that the crossroads have always been a cause for concern and I believe there are definitely some measures I have stated that can be put in place to increase its safety for future road-users.

My sincere best wishes.

To whom it may concern,

I object to your proposals for the Green Man crossroads, Coleshill for the following reasons:

The traffic will be diverted to secondary roads, these are residential streets which are unlikely to have sufficient loadings for an increase in traffic volume and the size of vehicles you are proposing to divert.

These residential roads have mostly no parking restrictions and are used for residents to be able to park outside or near their properties. The roads are not of a sufficient width to accommodate a free flow of two way traffic especially Parkfield Road and Colemeadow Road. This will cause a back log of traffic on these residential roads and surrounding residential roads and cause gridlock throughout Coleshill. The roads are already tested at school drop off and pick up times (Coleshill Church of England Primary School).

The residents' quiet enjoyment of their properties and access to their properties will be seriously affected.

The above will increase ten fold with traffic generated by such developments such as HS2 and Wave.

Local businesses will be impacted as traffic is diverted away from the High Street.

Your proposal is simply diverting the danger to narrow residential roads. Your proposal will still cause traffic and pedestrian accidents. What is needed is 4 way traffic lights to create safer roads whilst traffic remains on suitable arterial roads through Coleshill.

Yours faithfully

Please find the following comments on the Greenman crossroads plan Coleshill.

Coleshill town has grown with more houses and more traffic, not to mention the schools traffic especially the academy on Coventry road which can generate 200 cars or more mornings and afternoons, much of that traffic going towards the high street.

Many side roads will become a rat run, as they are already.

Church hill is not suitable to take more traffic, especially by the church, having had experience working at the church with funerals and weddings.

The traffic lights should be a trial to see if can work.

Regards

Dear sir/madam

After the recent meeting at Coleshill town hall I wish to convey my concerns.

The proposed alteration to traffic flow onto the surrounding roads, will only cause more congestion and delays.

These roads are to heavily congested with parked cars, even more so at school times.

Surely a trial of a temporary traffic light system on the cross roads , could be a starting point to reduce traffic accidents.

Yours Sincerely

Dear Sirs

I am pleased that you are addressing the traffic issues at the Green Man junction in Coleshill where I have lived for the past 40 years.

In particular crossing the road as a pedestrian at the Green Man going up and down the hill has always been risky. One is reliant on the good sense of the drivers as no provision has been made for pedestrians. I've never had a problem but that is down to good fortune. However I'm not so sure about the need for a facility for pedestrians coming from Blythe Road or the Birmingham Road. My experience has always been that I would turn onto the High Street and cross over the road well away from the junction. On the crossing near the top of the hill for example or down by the petrol station. I've rarely had the need to cross straight over at the junction itself.

OBJECTION

My objection to the proposals relates to the knock on effects on other local roads. This has not been thought through. Old Mill Rd is a residential road full of parked cars. Traffic from the bridge at the bottom of the hill will use this road in order to access Morrison's if they can't turn at the Green Man. This road is not designed to take the amount of traffic it currently has let alone the extra vehicles which your scheme will generate. Parkfield Road is now used for parking for visitors to the High St. It has effectively become a single lane road due to this, leading to confrontation occasionally when drivers fail to act with respect to oncoming traffic. Your scheme will lead to more of this. To be honest, using this road at the moment is a nightmare. It's so potentially confrontational. Church Hill sees funeral cars and wedding cars needing access to the Church including being parked for a decent amount of time. This will be made more difficult with the road being used as a rat run. Have you done a survey of the vehicles on Church Hill at lunch time? Cars, trucks and white vans double park in order to access the sandwich shop. Everyone wants to be as close as possible to its front door. In fact where else is there to park in Coleshill? Parking provision is appalling. In short the knock on effects on other local roads, if considered at all, has not been thought through properly.

The impression that I gained from the meeting in Coleshill Town Hall was that an ever increasing through flow of traffic is your concern and local considerations are not important. When Daw Mill reinvents itself there is the potential that the volume of heavy lorries will increase, the Green Man junction will not be able to cope. In particular there is no pavement alongside the pub and big artic's will rattle its foundations. The effects over time

Dear Sirs

I am writing to object to the Green Man Junction proposed road alterations.

I am a resident of ...

Whilst I appreciate that something does need to be done to the crossroads to improve safety the plans that are being suggested will only have a further detrimental impact to the flow of traffic along other local roads and also safety along these roads.

Having been to the town hall to look at the plans and to be told minor disruption to Traffic is actually circa and extra 400 vehicles per day. How do you expect a small road to cope with that?

The end result will be everyone wanting to come left or right at the crossroads will either turn left off Blythe Road up Church Hill and then either turn left or right to get to their desired location, or coming from Morrisons on Birmingham Road straight over the cross roads turn right up church hill then carry out the same manoeuvre.

Church Hill cannot cope currently with the traffic and two larger vehicles struggle to pass at the top bend, none of this the Agency seemed to be aware of nor the fact there is no pathway on one side of the road. We use Church Hill everyday and see the amount of cars that come at speed around the corner from Blythe Road, go up the hill towards the bend and then go into the middle of the road to go around the bend. Our two sons walk to and from school each day as well up Church Hill as do many other children and they already have to be very careful when they approach the bend due to the amount of cars that already use Church Hill to get access to the high street. The road is already under pressure without any more cars being forced to turn right from Blythe Road.

On top of that removing the no right turn will cause a back up of traffic wanting to turn right to queue up Church Hill.

Moving on from my concerns on the road I live on to the other roads to be effected. It seems no one has actually looked at the road layouts apart from on a flat piece of paper to come up with these ideas that may work on paper but knowing the roads and the parking it just doesn't work. The roads which will have to take up the new flow of traffic are residential roads which are not adequate for the amount of traffic the proposals will force down them - they have issues with cars being parked along them already and also are again not wide

I wish to object to the proposal to ban left & right turns from Blythe Road & Birmingham Road at the Green Man crossroads due to the projected increase in traffic along Church Hill of 200 additional cars per morning & 400 per evening.

I believe that having additional traffic on Church Hill would be infeasible for the following reasons:

- vehicles travelling up Church Hill from Blythe Road frequently take the near 90 degree bend in the middle of the road
- there is low visibility of oncoming traffic when approaching the bend from High Street
- in addition to the above two points, there are often vehicles parked on the bend by Old Bank House & New Bank House further reducing visibility & reducing passing room to traffic approaching the other way
- there are frequent delivery vehicles parked adjacent to the bend when accessing the offices at St. Philip's Courtyard
- there are often vehicles double or triple parked outside the cafe which reduces the available passing room to one way
- Church Hill is a fairly narrow road & there are often cars parked on the pavement which overhang into the road causing only one way access
- queues of traffic to turn right onto High Street will likely back up around the corner & down the hill especially if a left turn out of Blythe Road is allowed
- any events at the church will also block the road at the corner

It is difficult to propose any mitigations to the above points other than having parking enforcement continually active on Church Hill.

I don't think reducing the speed limit to 20 mph will have much of an effect as there are usually so many obstacles on High Street & Church Hill it is difficult to drive above this speed currently. Also it would be difficult to enforce without active speed cameras.

Dear Sir / Madam,

Following the council's plans to introduce traffic signals and turning bans on the Green Man cross roads in Coleshill, I would like to log an objection as per this email.

I reside on Temple Way and have family in Atherstone, meaning when we go up towards the cross roads, we can't turn left to go down Blythe Road which is an easy connection to Atherstone. Without the turning, it adds extra time onto the route and more difficulty, meaning more time in the car and greater air pollution as it causes more traffic on the other roads waiting. I also feel this will cause traffic to be turning down the smaller roads (Church Hill & Colemeadow Road).

I do not feel the turning ban is needed, I regularly come across these cross roads and can't imagine not being able to turn right or left and will cause huge inconveniences for many residents of Coleshill. I do also feel it puts people off living at the top end of Coleshill now (near industrial estate) as they won't be able to turn from the cross roads.

Please formally log this as an objection to the cross roads for two residents.

To whom it may concern

I am writing as a very concerned Coleshill resident. I would like to object to the crossroads junction scheme proposed, although I think the lights are a good idea, I do not agree with the no right or left turnings on the junction. I also think that having the traffic go down Church Hill is a bad idea, as it is already a busy road, and when there may be occasions such as weddings, funerals etc this will cause even more mayhem.

Kind regards

Good afternoon warwickshire Council

I have noted your proposal for our High Street in regards to the Green Man crossroads. Initially there was to be no right turn or left approaching any junction only straight ahead. Now the update appears to be the same but with traffic lights controlling the straight ahead?

There are a multitude of concerns with this proposal

1. The weight limits on the surrounding roads that the no left/right turn would force road users to use to enable them to come at the crossroads facing the correct way to conform to the straight ahead only proposal.
2. The traffic increase on the neighbouring roads, which they were not made to take. They are residential side roads not main roads, A, B or High Street roads
3. The width of the roads which will now have to accommodate the traffic and the multitude of larger vehicles trying to manoeuvre to face the correct way, as well as in and out of parked vehicles and tight bends
4. The pinch point on a tight bend at the top of Church Hill, which vehicles will now be forced to use. Lorries cannot utilise this road therefore where do they go? The older buildings are too close to the road, and will they withstand the vibrations from constant traffic instead of occasional cut through traffic
5. The no right turn out of Church Hill being back in operation, if this wasn't a black spot why was it installed originally? And if it was why would it even be considered as an option again?
6. The detrimental effect to our air zone due to vehicles having driving round in circles to enable themselves to point in the correct direction for travel
7. This is a main through passage to Shustoke, Nether Whitacre, Kingsbury, Fillongly, Nuneaton etc, to name but a few, so if they are not facing the flow of traffic required they are going to be forced onto the loops via the surrounding roads.
8. Parkfield Rd by the doctors is already a force to be reckoned with due to its bottle necks especially in peak traffic, if larger vehicles are using this road on a regular basis. Local residents vehicles are going to lose wing mirrors and traffic jams are going to arise on a daily basis, due to the bottlenecks and narrowing of the road as well as residents/workers/visitors parking creating further obstacles
9. I work in Castle Bromwich and a lot of local residents here advise they wouldn't move to Coleshill as the lack of public transport would make them feel isolated. They also comment that there is no parking to visit the town since Morrisons was built (why was this not built where Aldi was, driving into Coleshill now all you see is this monstrosity instead of the beautiful old church spire lit up). And it is being over built now with all these new homes (multiple sites) yet only 1 Dr's surgery trying to cope with this

Dear Sir/Madam,

As a resident of High Brink Road Coleshill I have concerns that the proposed ahead only changes will cause unnecessary traffic on our road, as a result of people using it as a through road.

Are then any extra measures in place to ensure that this isn't the case?

Best regards,

Further email of objection received 11/12/2021:

I strongly object to the planned cross road changes as I believe it will cause extra through traffic on surrounding roads. Traffic which could cause more accidents.

Regards,

Dear Sirs

>
> I am writing to object to the Green Man Junction proposed road alterations.
>
> I am a resident of
>
> Whilst I appreciate that something does need to be done to the crossroads to improve safety the plans that are being suggested will only have a further detrimental impact to the flow of traffic along other local roads and also safety along these roads.
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> Having been to the town hall to look at the plans and to be told minor disruption to Traffic is actually circa and extra 400 vehicles per day. How do you expect a small road to cope with that?
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Dear Sirs

Please find attached a letter addressed to Ross Corben listing the objections that my husband and I have in connection with the proposals to place traffic lights on the Green Man Crossroads in Coleshill. We particularly concerned that there will be no opportunity to turn right or left.

Kind regards

Attached Letter:

Dear Sirs

Green Man Junction – Proposed Traffic Lights

We are most concerned about the proposed scheme and list below our observations.

POSITIVE

1. As residents of Chestnut Grove, we are in favour of the 20 mile an hour limit within Coleshill as suggested in the scheme. However, we would extend it so that it includes the B4114 Blythe Road to the town boundary. We believe that this stretch of road has seen more fatal accidents and serious injuries over a 30-40 year period than at the crossroads. When a traffic survey was conducted prior to the recent redevelopment of St Andrews, it was found that the average speed of traffic on Blythe Road was considerably higher than the speed limit.

NEGATIVE

The current proposals which do not allow right or left turns at the new traffic lights are designed for the convenience of through traffic at the expense of local people using local roads.

1. Local people know that this crossroads is dangerous and difficult and understand that the best way to cross it safely is to use caution and patience. Farsighted planners in the 1940's understood that Coleshill roads were designed for a horse and cart and so built a north/south bypass. A similar east/west bypass is needed to take traffic away from Coleshill to join the A446 at the Home Hall Industrial Estate.

Hi,

I would like to put forward my displeasure of the planned changes to the Green Man crossroads in Coleshill.

As a resident living off Church Hill, this is going to completely change a generally quiet and pedestrianised area with people using the road as a short cut.

Please consider the many many opinions of the local residents who live and breath the area and understand the negative impact this would have.

Kind regards,

Hello my name is Reece and I am currently living in coleshill and have been for the past few years I have great concern with the plans for this junction due to many factors which I will state below

1. The no turning signs for the cross road will push traffic into the back roads which you can see your self from a walk out can tell these roads will not hold the amount of traffic it will receive
2. At the back of the swan pub and beside Morrison's is a park and nursery where a lot of children and school kids always walk from as said above with the traffic coming down this road there will be more risk of these young people walking out into the traffic
3. Before any of the plans are put forward I would suggest a trial of temporary lights be put in place at the cross road to allow vehicles to turn left and right if this was to be used you are able to get a good survey from this to allow decisions to be made which it will also stop the force of traffic into the back routes as these drivers will have to travel in a circle just so they are able to use the cross roads

Please inform me by replying back that my email has been received I await of a reply

thanks,

Dear Sirs

Re: Green Man Crossroads, Coleshill

As a resident of Coleshill for many years, I am extremely concerned with this proposal on many different fronts, including **safety, air quality** and **extended journey times**.

Having viewed the proposals at the Town Hall, I understand the need for a 20mph speed limit, but I object to the traffic lights at the crossroads and 4 crossings, and especially to the suggestion that traffic can only cross the road in one direction, unable to turn left or right..

Listed below are my considered views on the subject.

The current increased traffic levels, (due to the bridge closure and the bottom of the High Street only open for access,) have resulted in **much increased journey times**, with cars, vans and lorries queueing back from the crossroads on Blythe Road for a considerable distance.

The bridge closure and these delays in crossing the High Street at the Green Man crossroads have also resulted in increased traffic using other roads in Coleshill to circumvent the crossroads, such as Church Hill, Sumner Road, Old Mile Road and Colemeadow Road. This will have an effect on the **air quality** with many vehicles' engines ticking over waiting to continue their journey.

These two points must contribute to **increased frustration of drivers due to the extended journey times that they spend time trying to cross from one side of Coleshill to the other and from the bottom of Coleshill to the top**.

The real issue here is the level of traffic that will be queuing for the island where the Birmingham Road meets the A446. As other ways of travelling through Coleshill (namely vehicles turning left and right at the crossroads) will prohibit them travelling up and down the High Street the traffic at the A446 island will only increase. Currently cars turning to go down the High Street to the many houses and businesses take some of the burden of this.

~~In my opinion, this will only worsen if this proposal is allowed to proceed as currently vehicles can at least turn~~

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In my opinion, this will only worsen if this proposal is allowed to proceed as currently vehicles can at least turn left and right. Drivers will continue to find short cuts leading to more traffic on minor roads causing gridlock.

For the attention of Ross Corben

We attended the consultation meeting regarding the above on Tuesday, 16th November 2021. The meeting was attended by about 100 residents and we all expressed concern and were opposed to the introduction of the scheme in its current format. We would like to stress the following points:

1. Banning right and left turns at the crossroads would not reduce the amount of traffic using Coleshill as a through route, but instead will encourage traffic to use side roads, particularly Church Hill which you have highlighted as receiving traffic from 5 different flows to reach a destination. Approaching the crossroads from all four roads and being unable to turn left or right will result in cars having to turn into Church Hill to reach their destination. Added pressure will also be put on Parkfield Road and Colemeadow Road leading to Old Mill Road.

2. Church Hill is the historic and religious centre of the town. Many people, including elderly and families with young children walk up and down Church Hill to access the church, the croft, the town and schools. It is not a wide road and two large vehicles would be unable to pass. Also there is a blind bend and no pavement by the church. With an increase in traffic flow this road will become dangerous for pedestrians and accidents will happen. Church traffic, such as funerals and weddings will either be unable to stop outside the church or will be blocking the traffic flow.

If the only option is to add traffic lights then these need to have no restrictions on being able to turn left or right and the stop signs need to be set back to give heavier vehicles room to turn as well as widening the curbs where possible.

Whilst looking at the whole traffic/safety problem the bridge at the bottom of the hill needs to be looked at and as only one car at a time can cross the bridge [no passing] the introduction of traffic lights would be a much safer option rather than relying on the goodwill and courtesy of drivers.

The whole scheme needs to be reviewed as in it's current form it will cause chaos for residents not those who use Coleshill as a cut through and as the traffic increases on the side roads there will be more accidents

Dear Sirs,

Re: Green Man Crossroads

I wish to object to the proposals concerning the above. My objections are as follows:

1. Extra traffic on Parkfield Road

Due to the current work being done on the bridge strengthening, the buses have been temporarily rerouted. This has already caused chaos in Parkfield Road, where parked cars mean that drivers of large vehicles struggle to get through. There are often long queues of vehicles waiting to be able to pass. The extra traffic will exacerbate the issue. It will also be very unpleasant for the residents.

2. Extra traffic on Church Hill

It would be absolute madness to direct further traffic up this road. There is a narrowing of the road at the top of the hill, due to several different buildings being there. This means that 2 large vehicles cannot pass each other at that point. The problem is exacerbated by the fact that the narrowing is very close to a bend, which means that 1 of the drivers is unsighted. If you add to that the normal extra traffic which arises from Church Activities, and the fact that the vehicles for that are very often parked in the road, adding a further 300-400 vehicles a day would be utter madness.

3. Church Hill entrance from the High St.

I understand that the plan is to remove the cut out in front of the Swan. Even if this is done, turning into it from either North or South will still be a tricky manoeuvre for anything other than a small car. Further, any driver wishing to go from the High Street towards the Whitacres etc will have to turn right from Church Hill onto Blythe Road. There will be a queue of traffic coming from the Whitacres towards the High Street, and drivers will have to rely on the good will of those in the queue to be let out.

4. I would suggest that the sale value of all properties affected by this would be significant

5. Inconvenience

It is just such a ridiculous plan to have no right or left turns at any point on the crossroads. It will severely inconvenience Coleshill residents. At the meeting that I attended at the Town Hall, there was a firefighter who ~~made the point that their entire crew at Colehill Fire Station live the "wrong" side of the crossroads, and it could~~ The proposal is a good idea that has been taken to ridiculous extremes. I support the traffic lights, I support the 20mph, I even support the no-right-turn but I totally reject and oppose the no-left-turn. I have seen no evidence to suggest that left turns cause traffic hold up or accidents - logic says that left turn is not an issue either. Banning left turn will cause problems elsewhere, let me give an example: a motorist is travelling from the old bridge and wishes to travel to Shustoke - under the current scheme, the motorist is forced to travel past the Green Man junction and then turn left at the next turn. He would follow this road around and be forced to turn right onto the Shustoke road from his side road. This will cause a tailback on this side road and cause traffic chaos, it will also require the motorist to take a right turn into a fast moving flow of traffic - this increases the risk for traffic accidents.

I can only believe that this proposal has been drawn up with at least one of the following: the proposer does not drive: the proposer does not understand the local issue: the proposer is using data that is not appropriate or the proposer is incompetent.

Whoever designed or approved these proposals obviously does not live in Coleshill or the stupidity of the scheme would be obvious. With the packhorse bridge currently closed – go and see what the effects are on traffic now on the Birmingham Road. If these plans are implemented, it will be even worse.

These proposals will effectively divide the town in two. Residents from the North End will not bother to drive up into town to shop. Parking is limited, the main facility being Morrison's, which will only be accessible from the A446. If people have to drive out on to the main road they will drive on to Chelmsley Wood or Minworth to shop. It will be bad enough for residents in the South of town to access this car park. They will have to drive down Parkfield Road and turn right, which is difficult now and with the additional traffic these proposals will create it will make it a dangerous nightmare. This will have a major impact on trade in Coleshill, which was already affected by the sale of the car park to Morrisons.

Traffic from Shustoke and beyond wanting to go to the industrial estate or Coleshill schools will all use Church Hill making an already tight road massively busy with queues going back to the main Birmingham Road.

Who will police the new 20 mph speed limit? We have no police in Coleshill.

from

Dear Mr Corben

Reference Coleshill Cross Roads

I have lived in Coleshill for a long time and taught at Coleshill School and both my sons attended the Coleshill Schools.

During this time I have become very aware of the increase in traffic in coleshill with the added problems at the crossroads, where it has become very difficult for both pedestrians and motorists to navigate.

Whatever changes are going to be made, it is vital that the town is not split and accessibility to the town and its essential services is given to all - including those who have to use the crossroads to do this.

I have great concerns about the use of Church Hill as an alternative route for traffic - possibly moving an accideent black spot to a possible even greater one.

I realise that something needs to be done and it is not an easy decision to make, but traffic lights seem to be a reasonable option.

Dear Sir,

Re: Objection to Proposed Change to Green Man Cross Roads, Coleshill

I strongly object to the proposal that has been put forward it's a ridiculous and brainless idea by NorthWarks Council the traffic chaos its going to Coleshill including to turning right or left into Blythe Road / Birmingham Road but also coming to Coleshill especially in the mornings and after noon taking and picking up children from the schools i.e. turning left before the cross roads up Church with the dangerous bend which is unable at present to cope with traffic.

There is already a major problem with traffic in Coleshill especially up and around the schools including the lack of parking which is a major concern I would also add Parkfields Road at present is unable to cope with the traffic in peak times especially trying to turn left into Birmingham Road.

Up and around were I live right by the schools which is already a problem what with double parking / parking on pavements with no respect for not only me but also other residents during school hours I am regular blocked for getting of and on my drive with cars parked with Police taking no notice whats so ever, the council proposal for the cross road can only create more traffic problems for residents in our around Coventry Road.

Has I have already stated it's a ridiculuos and brainless idea I would have thoght traffic lights would also been of more use not only at the cross roads bu also at the Harvester Bridge bottom of the hill which is a major problem.

Dear sir,

Are your proposed new Traffic Regulations governing Colehill yet another example of the potential introduction of traffic regulations with apparent unforeseen consequences?

I read with dismay the proposal to introduce Road Traffic Regulations by the Warwickshire County Council to prohibit left and right turns from all of the four arms of the junction between High Street, Birmingham Road and Blythe Road in Coleshill, with the statedaim of improving traffic flow and reducing injurious accidents at this junction. The proposal adds the proviso that the current no right turn at Church Hill into High Street will be removed to enabe vehicles to turn right from Church Hill into High Street.

When I first became aware of this proposal several thoughts immediately sprang to mind i.e.

i. Have or has the party (parties) responsible for this proposal any qualifications in transport management, since being the holder of a degree in this subject I would have expected at the very least that they would have visited the Junction and be in a position to give current vehicle movements / flow numbers including vehicle classes, together with the number of vehicles currently turning both left and right at the location. Linked to which would be a study of what alternative routes will be afforded to enable drivers to achieve their current final destination / route.

ii. The problem generated by the difficulty of heavy goods vehicles passing on Birmingham Road just up from this crossroads was raised by local road users with your former principal transport planner, when he attended a public meeting in relation to the proposed use of Daw Mill as a new manufacturing base. He stated that H.G.V.s including articulated vehicles could offswet this problem in Birmingham Road by turning from Blythe Road, left into Church Hill then left into High Street. Clearly he had never visited the site since as a regular user over the last 24 years it is difficult to undertake this turn with a car without swinging wide to the left to avoid with the projecting kerbline without damaging your wheel rims. Long vehicles would find this turn very difficult if not impossible.

So I think it is now worth raising the following potential obvious questions, and where appropriate, seek to assess their potential effects viz:-

a. You refer to the aim to reduce injury accidents at the junction. What are these new figures, since due to

Dear M/S Corben

I strongly object to the proposed changes concerning the junction of Birmingham / Blythe Road / High Street, and the proposed 20 miles per hour speed limit.

These changes are ill thought out. It would spell the 'death knell' for businesses up and down the high street in Coleshill. This scheme would deter people from shopping in Coleshill as it will be congested and no where to park, people will go elsewhere to shop, as a matter of convenience.

For the many small shops in Coleshill who probably struggle to making a living as it is, these changes will be detrimental to people, who not only work in coleshill but also the residents. The surrounding roads will be 'clogged' with traffic, its bad enough now with the bridge repairs the cross road is extremely busy all day, the traffic tails back both sides of this junction it can be a slow process waiting to cross this junction, which is even busier than usual due to the bridge repairs. Residents in surrounding roads off the high street would certainly notice a huge increase in traffic flow and air pollution.

Regards,

Dear Sir,

Re Green Man Junction Traffic Proposals

Regarding the proposed Signalisation for traffic at the above cross-roads. My objection is that the concern over the "waiting time" for traffic to cross in either direction is that the "waiting" will simple be moved to another area of the High Street in Coleshill.

For example, traffic wishing to turn left into Blythe Road at the junction of the High Street and Blythe Road from the lower part of the High Street will have to use the Church Hill Road in order to access Blythe Road, then visa-versa from Blythe Road, up Church Hill to access the High Street downwards. Both directions will cause a traffic build up, especially at certain times of the day, so "waiting time" will not be diminished, and air quality not be improved.

Again should you be proceeding up from the Lower High Street and wish to access the Birmingham Road, you cannot turn right then you will have to travek up the High Street and then access Sumner Road, then down Parkfield Road.

The traffic light system will naturally cause the "waiting times" to continue very similar to that which occurs at present.

The Church Hill corner from the High Street will, of course, need to be modified and the removal of the street lamp in order to have a wider and safer access to Church Hill. Many of the roads in Coleshill cannot be widened and footpaths in some areas are already narrow.

I am all for walking and cycling but again the cyclists will have a longer route up and down the High Street to either Birmingham Road or Blythe Road.

Thank you for the two representatives at the afternoon session, on the 16th November, and I realise you have

Dear Mr Corben

Ref: Green Man Crossroads

I am writing to register my objection to the proposals for the Green Man Crossroads.

I cannot understand why a proposal has been put forward to stop all left and right turns at the crossroads.

I have lived on Penns Lane since December 1994 and have experienced problems at the junction, not only as a pedestrian, but as a driver. I have tried to get pushchairs and a wheelchair across Birmingham Road and I know only too well how difficult it can be.

However, it seems that the current proposal will only push traffic onto other side roads. For my family that live in Fordbridge, it will mean them either turning left at the former Police Island up the dual carriageway and come across the bridge (if it is open then!) or divert up the High Street via High Brink Road and Old Mill Road or turn right at the island and go along the dual carriageway and turn left to end up on Coventry road and proceed to the High Street, or go straight on at the island and turn right onto Park Road and carry on until Parkfield Road and then turn left onto Sumner Road. It is going to cause absolute chaos. Birmingham Road, Park Road, Parkfield Road, Blythe Road, Church Hill and the High Street are already a nightmare, since the bridge has been closed for repairs.

The proposal to install traffic lights is a very good one and I can't understand why that has not been done in the past. Why can't we just have four-way lights, that would ensure that all the traffic can get through and there is no horn blowing and road rage! The lights could also incorporate a pedestrian crossing, so that you don't have to take your life into your hands to get across the road.

My parents live in Shard End and Birmingham City Council installed four-way lights at the crossroads of Hurst Lane, Chester Road and Hurst Lane North. Since those lights have been installed, accidents have reduced and the traffic flows much easier.

Dear Sirs,

Re: Green Man crossroads

I wish to object to the proposals concerning the above. My objections are as follows:

1. Extra traffic on Parkfield Road.

Due to the current work being done on the bridge strengthening, the buses have been temporarily rerouted. This has already caused chaos in Parkfield Road, where parked cars mean that drivers of large vehicles struggle to get through. There are often long queues of vehicles waiting to be able to pass. The extra traffic will exacerbate the issue. It will also be very unpleasant for the residents. I live on the corner of Wingfield Road and Parkfield Road. I am a 92 year old pensioner, and I regularly walk up Parkfield Road into town. It is difficult enough to cross the road now. It will be much more difficult with the extra traffic.

2. Extra traffic on Church Hill.

It would be absolute madness to direct further traffic up this road. There is a narrowing of the road at the top of the hill, due to several buildings being there. This means that 2 large vehicles cannot pass each other at that point. The problem is exacerbated by the fact that the narrowing is very close to a bend, which means that 1 of the drivers is unsighted. If you add to that the normal extra traffic which arises from Church activities, and the fact that the vehicles for that are very often parked in the road, adding a further 300-400 vehicles a day would be utter madness.

3. Church Hill entrance from the High St.

I understand that the plan is to remove the cut out in front of the Swan. Even if this is done, turning into it from either North or South will still be a tricky manoeuvre for anything other than a small car. Further, any driver wishing to go from the High Street towards the Whitacres etc will have to turn right from Church Hill onto Blythe Road. There will be a queue of traffic coming from the Whitacres towards the High Street, and drivers will have to rely on the good will of those in the queue to be let out.

4. I would suggest that the sale value of all properties affected by this would be significant.

5. Inconvenience.

~~It is just such a ridiculous plan to have no right or left turns at any point on the crossroads. It will severely~~

Subject: Green Man Junction Road Safety Scheme

I object to the proposal of a no turning implementation at the Green Man Crossroads

Your assessment process on traffic monitoring was conducted in 2014/2015 - there has been no accommodating for the extra housing that has been erected in the area since then

Church Hill is already a nightmare road to navigate - this will increase traffic round there to an unbearable degree

Has any consideration been given to the (in essence) only one lane travelling along Parkfield road - this non sensical no right or left turn on the Birmingham / Blythe Road approach will increase traffic flow there unbearably as people who live Coventry Road area and upper reaches of Coleshill who naturally go down the High St to turn at the Green Man to get to Morrisons now have to go down Parkfield Road ?? Then when leaving will go down Parkfield again - madness

Any Fire Fighters needing to get to the fire station - their journey time will be increased - that is unacceptable - at the meeting this was brought to the attention of the committee there and it was just brushed aside as a non issue

The suggestions of what to do seem have been created by people who do not live / work nor travel through Coleshill and the over whelming feeling of residents is that this will not work

FAO Ross Corben

As a resident of the town of Coleshill for almost 60 years, I wish it to be known, I am thoroughly against the plans that have been presented to the residents at the Public Meetings.

I do appreciate that accidents have been caused at the junction, mainly due to lack of care & attention but probably caused by sheer frustration. Drivers are always in hurry & lots don't understand Give Way instructions, or are just so sure they can get across before that car/truck get there!

I personally am of the opinion that if traffic lights are to be the only solution, I fail to see why a 4 way system of lights cannot be implemented, set well back from the cross roads. A 4 way system would also allow for the turning of left and right or continuation, would keep traffic moving in a safer, and almost faster or much the same, fashion that is currently experienced! This would help to keep down the argument of pollution & noise to residents. Everybody gets to where they need to be, without creating havoc and mayhem by going through housing estates etc.

The alternative suggestions that have been given to turn right / left, ie. Church Hill, Park Road, Ravenswood/Old Mill Road are totally unsuitable to carry the anticipated traffic that currently use/need the access via right & left turnings from any of the approaches.

There is a very good example of how a 4 way light system works just a matter of 2 miles away, at the Chelmsley Wood Shopping Centre. People have learnt that if that is the only way to gain access to their journey, so be it! Better to arrive at your destination alive and in one piece rather than via a hospital injured or worse still dead or causing somebody else to be in that situation.

Having attended the Public Meeting, together with a great many other residents, 99% of whom are equally against the proposed plans, I am of the opinion, that more thought MUST be given to solving the current

Dear Ross Corbett

I am writing to raise concerns and object to the proposed traffic modelling at the Green Man Crossroads, Coleshill.

As a resident of Coleshill for many years, I have seen the increase in traffic and feel this scheme is clearly not going to improve the road safety of our small town as the plans are intended.

I feel that the proposed scheme will only move the problems to another area namely at the bottom of Church Hill leading onto the High Street as there will inevitably be queuing traffic causing driver frustrations and pollution etc. which you state will be reduced at the Crossroads junction. Currently there is not adequate room for a car to pull out left onto the high street when there is traffic travelling from the high street towards the crossroads. This will cause a back log of queuing traffic down to Blythe Road. The whole proposed scheme in effect is ultimately moving the traffic problems to the side roads as commuters will find alternate routes within the smaller road in Coleshill to get to their destinations.

I am not disputing that there needs to be changes to the current traffic situation however do not consider restrictions/bans on turning left and right at the junctions as being effective in the aims of the planners. Traffic lights may ease some of the frustration and increase safety.

As a resident of Chestnut Grove, off Blythe Road, Coleshill, the crossroads is our main route for work/childcare therefore we travel at main rush hour times. I travel to Station Road daily on route to my work place for childcare provision. The new proposal would mean that traffic would detour up Church Hill and down to make a right hand turn to enable travel down to the bridge (currently no right turn allowed) or travel through the housing estate (Colemeadow Road) or further down the Birmingham Road to turn right at the Island. The planners state that there will be designated routes proposed for the changes however it is inevitable that people will choose to use alternate routes via the housing estates to get to their destinations. The road towards the church is currently very tight for 2 cars to travel and especially at the top by the church. I feel the new proposals would increase numbers dramatically and larger vehicles as they will be unable to turn at the crossroads junction so their only alternative would be to go this route. Has there been any considerations for the church services-weddings, funerals where the cars/horse and carriage are outside the church ? I don't feel that traffic redirected via this route is an option at all and would only serve to increase the risks of accidents. There will also be hazards for cars having to come down church Hill onto the Blythe Road as this is difficult to see oncoming

Dear Mr

At a recent Parish Council meeting the council unanimously had concerns about the proposed Traffic Signal Junction.

The minor/residential roads will become even more of a Rat Run for vehicles and HGVs.

The proposed 7.5T weight restriction extension seems to stop short of Maxstoke Lane on the High St/Coventry Rd which could result in not only more vehicles using Maxstoke Lane but also HGVs to avoid the Birmingham Rd/High St/Blythe Road crossroads. Also traffic from Coleshill Industrial Estate could exit Coleshill via Maxstoke Lane.

Conversely even more traffic coming from Atherstone, Nuneaton and Coventry direction could divert down Castle Lane onto Coleshill Rd/Maxstoke Lane into Coleshill.

The council also pointed out that the area is presently struggling to come to terms with the considerable increase in traffic from HS2 which has to be dealt with for the next decade and whatever proposals are made for the crossroads, if any, should be put on hold until the traffic load returns to pre HS2 construction levels and the impact of HS2 on all local roads has been assessed following completion of HS2.

Lights are a good idea. My suggestion is to allow right turns. Make the lights 4 way and now for 20 seconds which should allow sufficient amount of traffic to flow through. If Birmingham/Blythe get bogged down then you can adjust the timings to allow more through while the high street remains at 20 or till the timings are sufficient to not cause blocks.

>

> Also can I suggest when you post on social media you stop posting the cropped mags which doesn't show the full scale of the plan

Good afternoon looking at the proposals ,the only solution ,is traffic can go forward and left turn only this would then not impact traffic movement , the council proposal of ahead only will cause nothing but problems for locals and visitors ,with then excess travel required to get to a potential destination.

yours faithfully
A common sense approach

Hello Mr Stanley,

I would just like to say how much I am against the new proposals for the Green man crossing in Coleshill. I have lived in Coleshill for over 60 Years and yes I drive but the plans I viewed at the Town hall is madness.

To have no right and left turn is not feasible and will cause rat runs all through the residential areas and Church Hill is not designed for any traffic to pass on the corner it's just dangerous. Parkfield road is also a bottle neck at the best of times.

You may not have had any fatality on the crossroads only accidents but pushing the traffic around residential areas is too close to children's parks and schools and there is going to be a serious accident if traffic is allowed on residential roads.

Traffic light are required and even left turns but it is a ludicrous scheme that the council has come up with

Dear Sir,

I would just like to express my objection to the new traffic scheme at the Green Man Cross roads in Coleshill.

To have no left or right turns at the junction is unacceptable and will cause problems and traffic in the adjoining roads, also making rat runs through the housing estates.

Church hill is too narrow on the corner for two vehicles to pass safely. Parkfield road is always congested and will cause further problems.

The scheme is totally unsafe and is going to cause accidents elsewhere in Coleshill

Please re look at what can be done and I look forward to viewing and having another consultation in the coming months

Yours Sincerely

Hi,

I am a very local resident to the Green Man crossroads, and seeing your proposals for a traffic light system with no left or right turns is ludicrous. Yes the junction would benefit from lights but all you are going to do is create a rat run through the side roads, Park Road, Parkfield Road, Church Hill, Colemeadow Road, Highbrink Road and Old Mill Road (in which I can foresee an increase in vehicle vs pedestrian collisions. A suggestion of a 3 way traffic signal at the crossroads could work allowing road users to perform their desired left or right turn. Example, Green light for High St in both directions, then Green light for traffic on Blythe Road and then finally Green light for Birmingham Road traffic. People are still going to turn left or right if this goes ahead, every resident I have spoken to regarding this object 100%. Check the local Facebook group and your Facebook posts, nobody want this to go ahead, it is just an easy way of dealing with things. To reduce more traffic in this area, stop larger lorries coming through as a short cut, make them go around via Kingsbury utilising the wider roads, dual carriageways etc because they are far too big and wide for the area.

I eagerly await your response.

Regards

Dear team

Firstly I would like to congratulate you on obtaining funding for changes to the accident blackspot known as the Greenman Crossroads, this is very much needed.

However I would like to object as I don't think the current proposals are workable and will simply move the problem from the Crossroads to Church Hill.

Under the current proposals you can only move straight ahead, I can see the benefit of no right turn as this does slow the traffic in every direction however adding a left turn to the ahead only option would have little impact on traffic flow and I believe this to be a better option.

Church Hill is too narrow and steep to take the proposed flow of traffic wanting to turn left or right, the current left turn there onto the High Street would be impossible for a van/lorry to navigate safely plus holding up traffic further waiting until both ways are clear due to the narrow gauge on the road at that point.

Why is there a proposed increase in the weight limit on the High Street, our beautiful Historic buildings are already crumbling under the constant vibration from traffic and need preserving. Given this is a major review at controlling and alleviating Coleshill's Traffic problems it would make sense to push as much traffic possible onto the by-pass not encourage it on the High Street. I object to the weight increase as I don't see there are any benefits to our Historic Town for this, it will only cause more damage, congestion and impact on air quality.

Kind regards

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Kind regards

Good morning

I have lived in Coleshill since 1964 and have been a driver since 1982 I have been luck enough to not have an accident or witness an accident at the crossroads.

The proposed plans to not have a left or right turn is a disaster waiting to happen.

I would suggest that the planners do not know Coleshill, and the traffic issues.

There are often issues on the M6 and Coleshill becomes gridlocked.

Most days the traffic is backed up to the "old Police station island" People will not be able to turn out of Parkfield road in either direction.

The plan to send traffic around Church Hill is totally inappropriate, it is a very tight, blind bend. If you are turning right out of Church Hill onto the Blythe Rd you can not see over the brow of the hill to your left, again the traffic backs up away from the crossroads, in turn will cause a jam on Church Hill and the Hight St.

If you are turning Left onto the High St from Church Hill it is very tight even for the average car and you have to mount the curb to get round the corner, often having to wait for vehicles travelling from the opposite direction to pass and someone allowing you to turn and straighten up.

I would suggest that the new plans will cause far more accidents and traffic congestion in Coleshill. A far better solution would be traffic lights.

Hello WCC,

After carefully considering your proposals to address traffic accident concerns at the Green Man crossroads in Coleshill, we wish to object to the part of the proposal to ban left and right turns at this difficult junction.

Why are we objecting?

Your proposal will transfer traffic from the crossroads into residential roads namely Church Hill, Parkfield Road and Colemeadow Road. These roads are residential and not designed to accommodate yet more traffic. To do so would not only increase the danger of accidents here but also add to pollution levels for residents.

We also object to your proposal because it will inconvenience local residents whilst at the same time give advantage to motorists simply passing through the town. Your concern to address the issue of through traffic is not replicated in what you are proposing for town residents.

Finally, Coleshill has a Neighbourhood Plan which offers constructive ideas to improve the traffic situation in this town. Was this document referenced by the Technical team responsible for drawing up the proposals? As residents we welcome the investment in improving the crossroads with controlled traffic lights, 20 mph speed restrictions and weight restrictions. We cannot however, support the banning of left and right turns which will transfer the problem into residential roads.

Kind regards,

Dear Mr Corben

I have been advised that this is the email address to use to register concerns over the proposed crossroads new design.

Having reviewed the proposals, my concerns are as follows :-

As traffic will be not be allowed to turn right or left at the crossroads it will mean that traffic will have to use smaller, side roads in the town :

a. Many of these roads are already congested, ie Parkfield Road, and I am concerned that they will become more congested and lead to gridlock at peak times. It is already difficult to access or leave the town at peak times due to high traffic volumes. Church Hill has a very narrow bend at the top of the hill which was not designed for increased traffic (this has been estimate to be around 400 extra cars per day).

b. These roads were not built to be used in this manner and will give increased risk to pedestrians and the elderly.

c. The increase in the weight limit of these roads will mean that there will be an increase in noise levels to residents; once desirable residential streets will become noisy, congested cut throughs.

d. The increase in the weight limit of these roads will mean they will be difficult to navigate by larger vehicles, especially as they are used for resident parking and parking for visitors to the town. This may lead to an increase in accidents and a decrease in visitors to an already declining high street.

I would therefore like to register my objection to the new proposals.

Dear Sirs,

I refer to the proposals to introduce turning restrictions, loading & unloading restrictions and reduced speed limits in the areas around the Green Man Crossroads in Coleshill, North Warwickshire so as to reduce the likelihood of road traffic accidents. I have lived on the High Street in that area for over 40 years so I am well aware of the problem to be addressed.

My comments are below and I would like these to be considered before any final decisions are made.

1. Turning restrictions at the crossroads:

This restriction is likely to have an undesirable effect on surrounding roads which are not suitable for the increased traffic that would ensue. Examples are:

(a) Parkfield road, which would be the obvious alternative for traffic wanting to travel between High Street and the Birmingham Road. The road is already congested at peak times because of the parked vehicles especially between Park Road and Sumner Road. As an illustration, the recent closure of the River Cole bridge has increased the traffic on the Birmingham road which has caused frequent tailbacks to the crossroads and on Parkfield road.

(b) Church Hill - there would be increased traffic wanting to travel between Blythe Road and High Street. The limited street width on High Street adjacent to Church Hill already causes congestion for turning vehicles. Additional traffic would make matters worse. There is likely to be a similar situation for traffic wishing to travel from the High Street to Blythe Road.

(c) Old Mill Road/High Brink Road/Colemeadow Road - this would be an alternative for traffic wanting to travel between Lower High Street and the Birmingham Road in both directions. This would be an inconvenience to residents as well as increasing the risk of accidents with the increased traffic levels. The increase in traffic joining the Birmingham Road would cause considerable queues on Colemeadow Road. A 20 mph speed restriction (which I support) would make little difference.

2. Loading and Unloading Restrictions:

To Warwickshire County Council,

I am writing to object to the proposed changes to Coleshill High Street and Green Man Crossroads.

As the owner of ..., Coleshill you are effectively closing down my business with the proposed and entirely unnecessary changes you are enforcing. In addition, this has been done without written notification to me, instead deciding to attach notifications to posts in the High Street.

Schedule 1 Point 1 /3

My shop is on the high Street and in the affected area by the Crossroads. My shop is used for the delivery to, storage of and supply of carpets to the people of Coleshill and surrounding areas. By enforcing a No waiting and No Loading restriction along the High Street I will not be able to continue to run my shop. I opened Coleshill Carpets 44 years ago and as a sole trader rely on customers supporting local trade in an environment that has gradually eroded the High Street and my business.

Your Road traffic enforcement restrictions is the death knell for my shop as I will not be able get carpets and flooring into and out of my shop.

I expect North Warwickshire County Council to enter negotiations for compensation and the purchase of Coleshill Carpets, based on me not being able to run my business as I will not be able to store, deliver and trade as previously.

I appreciate your urgent response.

I live in Coleshill and read the green man crossroads docs and want to make a representation. Why do you have to this via a written letter and not an email. In this day and age plus covid it seems like thats operating in the dark ages. Please explain why or if I have missed something. Thanks

Simon Dillon

Hi as a resident of Coleshill I think traffic lights would be a better solution . My friends that would approach from Blythe road would find it difficult to go up the high street or down to the bridge. By keeping the right and left turns , locals can go about their lives easier. Yours faithfully

This note is to highlight my reservations regarding the above.

The proposal which amongst other restrictions will outlaw left and right turns in both directions at the crossroads will result in

- Rat runs through Old Mill Rd, High Brink Rd and Colemeadow Rd. These are residential roads and do not cater for through traffic.
- Congestion problems at the A446 Island (Birmingham Rd) turning left into Coleshill.
- Increased traffic through Parkfield Rd (leading to Hazlewood Surgery). This area already experiences congestion issues.
- Traffic diverted through Churchill will exacerbate existing problems in this area. Potential gridlock here.

The proposal will be detrimental to the residents of the town and create more problems rather than alleviate the

Hi Ross,

If traffic lights are to be installed at the Green Man crossroads why not allow them to control the traffic in all directions instead of creating "rat runs" around Church Hill, Parkfield road and High Brink road? I hope more thought and consideration is given to this project and the views of local residents are fully considered. Kind regards

Dear Sirs

I am writing to object to the Green Man Junction proposed road alterations.

I am a resident of Coleshill, B46 not far from the High Street.

Whilst I appreciate that something does need to be done to the crossroads to improve safety the plans that are being suggested will only have a further detrimental impact to the flow of traffic along other local roads and also safety along these roads.

Having been to the town hall to look at the plans and to be told minor disruption to Traffic is actually circa and extra 400 vehicles per day. How do you expect a small road to cope with that?

The end result will be everyone wanting to come left or right at the crossroads will either turn left off Blythe Road up Church Hill and then either turn left or right to get to their desired location, or coming from Morrisons on Birmingham Road straight over the cross roads turn right up church hill then carry out the same manoeuvre.

Church Hill cannot cope currently with the traffic and two larger vehicles struggle to pass at the top bend, none of this the Agency seemed to be aware of nor the fact there is no pathway on one side of the road. We use Church Hill everyday and see the amount of cars that come at speed around the corner from Blythe Road, go up the hill towards the bend and then go into the middle of the road to go around the bend. Our two sons walk to and from school each day as well up Church Hill as do many other children and they already have to be very careful when they approach the bend due to the amount of cars that already use Church Hill to get access to the high street. The road is already under pressure without any more cars being forced to turn right from Blythe Road.

On top of that removing the no right turn will cause a back up of traffic wanting to turn right to queue up Church Hill.

Moving on from my concerns on the road I live on to the other roads to be effected. It seems no one has actually looked at the road layouts apart from on a flat piece of paper to come up with these ideas that may work on paper but knowing the roads and the parking it just doesn't work. The roads which will have to take up the new flow of traffic are residential roads which are not adequate for the amount of traffic the proposals will

Dear Sirs

I write concerning the proposal for Coleshill Green Man Crossroads. The proposals you have outlined are not fit for purpose. The idea of putting traffic lights together with preventing right and left turns is ill conceived. It may satisfy your current remit by preventing a number of accidents (albeit small shunts rather than fatalities) in the location but it will only push the traffic and therefore incidents in to other locations with the Town Centre. Traffic naturally wishes to go the quickest and most direct route available. The prospect of a large amount of traffic using Church Hill is horrific especially the corner by the Church/Old School which can just about accept two standard cars passing. The traffic will then be expected to turn either on to Blythe Road or the High Street, both of which are dangerous manoeuvres already without the increased volume at those junctions. Traffic from Coleshill North will use Old Mill Road/High Brink Road as a cut through onto the A446, Morrisons and the Town Centre. This is an already congested residential estate where parking is limited and is a danger for children and families and very unsuitable for larger vehicles and increased traffic volumes.

As lifelong residents within the locality and property owners in Coleshill High Street, we are struggling to find tenants for retail premises despite reduction in asking rentals. The main issue with any prospective occupier seems to be traffic in Coleshill and lack of available parking for customers. Therefore we believe we have a valid reason to request this scheme to be halted.

Coleshill needs a complete traffic management program throughout the whole of the town centre. The current scheme can only be termed as a sticking plaster to mend a broken leg. Realistically car parking needs to be increased and traffic flow improved including traffic lights. This can be easily achieved by introducing a one way system. The High Street can be one way with the traffic flowing north from Vicarage Drive to Green Man. This would allow a filter lane for right and left/straight on turns at the Green Man crossroads. Parkfield Road should be one way from its junctions with Birmingham Road to Sumner Road and Sumner Road and Church Hill can remain two way. This will greatly improve traffic flow both on High Street and Parkfield Road without forcing traffic onto residential estates. It will also allow increased parking on the High Street. A similar scheme exists and works well in Atherstone.

Coleshill needs to be a town of convenience and not inconvenience. Any commercial activity will only remain or increase where people can easily access it, park for a few minutes and "pop in" to buy their goods and return home easily and safely. Your current proposal prevents this, will push traffic in to densely populated residential areas in the town and ALL traffic wishing to get to Whitacre, Shustoke, Nuneaton and Atherstone will either be

Objection to Green man junction, Coleshill, Signalisation Road Safety Scheme

From ...

We have carefully read through the proposals and attended the consultation event at the Town Hall. Your primary objective of improving 'road safety and capacity at the Green Man junction' is to be applauded, however, the detail and methods are flawed in our opinion. We may not have access to 'a significant traffic monitoring exercise', but instead we have direct experience of using the High Street, other roads in Coleshill and crossing the crossroads by foot, bicycle and car since the 1950s – almost seventy years accumulated experience.

These proposals do not reflect that the spirit of Church Hill would be fundamentally eroded and become yet another part of the town changed for so called 'progress'. In the FAQ section, no mention has been made of the fact that there would be a significant increase of traffic past our Grade I listed church and the other Grade II Listed buildings.

Points for consideration are as follows:

- Church Hill is not significantly wide enough to take heavy traffic diverted from the Crossroads, even with the 7.5 tonnes extension proposed.
- By increasing traffic flow to Church Hill it is likely to increase conflict, driver aggression, collisions and pedestrian accidents (which you are trying to avoid).
- Attendees of funerals and weddings would become at risk from increased traffic.
- The parking on Church Hill would be compromised and create potential hazards to passing traffic. (See attached photographs taken on 3rd December – an unplanned walk).
- Why no left turn at Crossroads? It would not slow traffic down as it is already below 20mph at peak traffic flow.
- Parkfield Road proposed use for avoiding Crossroads is impracticable: Doctors' surgery and current parking allowance on Parkfield Road would make traffic congestion unacceptable to residents and increase conflict

To whom it may concern

Having attended the consultation meeting at the Coleshill Town Hall and read the WCC proposals I object to the proposals on the following grounds.

1. Church Hill has a narrow bend which can be difficult for 2 cars to occasionally pass one another, it is unsuitable for increased traffic volumes.
2. When exiting from Church Hill to turn right onto Blythe Road there is limited vision to the driver's left due to the drop in the road to the crossroads and with queuing traffic across the exit it can be dangerous to exit on to. Definitely not suitable for increased volume of traffic.
3. Householders living between the crossroads and the river Cole who would normally turn right at the crossroads to join the A446 would now be forced to either go up the High Street, adding more traffic volume to an already narrow shopping area or use the bridge over the river – already a bottleneck with frequent driver frustration.
4. I live in the Shustoke area and frequently use the garage below the High Street for fuel, turning right at the crossroads. It is now proposed that I add pollution to the residents living on Church Hill and increase the volume of traffic on the High Street.
5. Parkfield Road will be used as a rat run for traffic unable to turn left or right at the crossroads. This road is already congested with cars parked outside the GPs surgery.
6. Church Hill is narrow already with parked vehicles and many pedestrians – it is unsuitable for increased volume of traffic.
7. WCC are suggesting that air quality will be improved with lower speed limits and less queuing traffic. I would disagree – local journeys will be increased with traffic using Church Hill. Parkfield Road and local housing estates as rat runs.

Dear Sirs

I wish to register my objection to the proposed traffic control plans at Green Man crossroads.

I am not an engineer and do not fully understand why turning creates a problem with lack of space. Are you intending to narrow the junction?

The argument that turning will create queues seems erroneous. Lights can be set to change frequently and overcome that particular problem.

The use of Church Hill as a main thoroughfare is my main concern. It simply is not wide enough and you will just move the accident hotspot. The corner at the top of the hill cannot easily be traversed by two cars, let alone vans. There is a new housing estate off the incline to the church that has added additional traffic and pedestrians already. I do not believe this is a safe choice.

I object to the plans in their current form.

Yours faithfully

To whom it may concern,

I am sending this email to object to the proposed plans on the crossroads in Coleshill. I am a resident of Coleshill and actually live on the crossroads in Mornington Court. I have witnessed accidents at the crossroads and have to say most of them are from cars coming from the Birmingham rd and heading straight across to Blythe Rd, nearly all have said the same they didn't realise there was a give way until they were actually at the junction and too late to stop, there are no warnings and road markings are faded.

The proposed plans are to stop all left and right turns and to direct traffic up Church Hill in order to turn left or right onto the High St. Church Hill would not cope with that amount of traffic and is an accident waiting to happen even more, the bend in the road near the church is too narrow for two way traffic now, cars come round that bend on the wrong side and some at speed, it will be even worse if more traffic are to be forced to go that way. Two big vans cannot pass each other on that bend or struggle to turn onto Church Hill from the High St if a car is waiting at the give way to turn.

Plans are also to send traffic down Colemeadow rd and High Brink Rd. Both of these are a nightmare now trying to drive up because residents have to park outside their houses, these roads would not cope with more traffic. It seems to me you are directing accidents on the crossroads to the side streets which is not good.

A few years ago they had temporary lights on the crossroads whilst road works were being carried out and these did work. Why can't traffic lights be put in? (we were told at the public meeting because it would add time to journeys). Most of the people I have spoken to think lights are the answer and would not mind waiting a few extra minutes than going on the rat run and adding a lot longer time and hassle.

Therefore I am objecting to your proposed plans

~~Object to the proposal to make the crossroads no left and no right turns from all directions on the following basis:~~

It may or may not make the crossroads less of an accident blackspot but it will potentially create more problems in so far as Blythe Road, Church Hill and the High Street will now become a huge island. Drivers will use Church Hill instead of turning right at the crossroads to go towards Shustoke, and the exit from Church Hill onto Blythe Road is at the bottom of a blind summit where drivers coming across the crossroads are picking up speed.

Drivers will use Church Hill to access the High Street more than they currently do, and this will create a problem for home owners accessing and exiting the new houses built within the last few years on the land previously occupied by one house, Dr. Stuarts old house. Church Hill will become a bottleneck with so much traffic using it, the current car parking spaces already being abused, the 90 degree bend at the top by the church being barely wide enough for two cars, let alone vans and lorries trying to pass each other.

A further issue will occur when funeral and wedding cars are parked outside the church, sometimes for in excess of an hour.

It also has to be borne in mind that Church Hill is a residential area of flats and access may become restricted to the car park on Church Hill.

It is only human nature that drivers coming across the river bridge may cut off the crossroads and the High Street by turning into Old Mill Road and using this as a short cut to get to Birmingham Road. This will necessitate going around a sharp bend directly alongside a childrens play area. This is an accident waiting to happen ! Old Mill Road, High Brink Road and Ravenswood Hill are residential roads that are not meant to have 7.5 tonne vehicles passing through them. Also on the subject of shortcuts, Park Road and Parkfield Road will become more congested than they already are. Parkfield Road is already very congested with parked cars outside residential property and also the location of the town GP surgery.

Traffic lights in the right position may alleviate one problem, but if two HGV lorries have to pass one another between the Green Man and the Bell public houses, there is not enough room !

~~The traffic study on the crossroads was initially done in 2014/15. Houses have been built and population~~

I am emailing to object to the proposed changes to the greenman crossroads junction in Coleshill. I have a number of concerns that I do not believe the proposals have adequately addressed. These are:

- The routing of traffic through Churchill presents safety concerns. This road has a dangerous bend and is also occupied by a number of venues that are frequently used, i.e. the market hall, the chip shop and the church. In addition there are a number of car park spaces that are used frequently. Extra traffic that will use this road due to the no left or right turns at the greenman junction poses safety concerns to both pedestrians and cars. The consultation documents have not explained how this road can manage the extra traffic without creating further 'hot spots' for accidents.
- Parkfield road becomes congested in rush hour due to the parking that occurs down one side (by the doctors surgery and social club). No left or right turns at the Greenman crossroads is going to increase this problem, as drivers will use parkfield as an alternative to turning at the crossroads. A speed limit and weight limit does not solve this problem.
- High brink road traffic will increase causing noise and traffic pollution to residents that live there. There are a number of dangerous bends on Colemeadow and High brink road and these will become even more dangerous with an increase in traffic. A speed limit and weight limit does not solve this problem.
- In the consultation document, it proposes that the traffic in and around coleshill will not be affected as people will start to plan alternative routes when there is no longer a left or right turn at the greenmans crossroads. The council have not put forward any evidence to support this hypothesis. The current situation, whereby the bridge has been closed, has in fact demonstrated the opposite. Since the bridge has been closed there has been significant traffic problems in and around coleshill as the traffic builds up due to the bridge being closed.
- Developments planned for coleshill such as the wave and the wall will bring additional traffic to the area. How much of this traffic will be rerouted around Coleshill as they cannot turn left or right at the greenman crossroads?
- There will not be a reduction in congestion as the consultation documents suggests, instead traffic will just be rerouted elsewhere in Coleshill, e.g. Churchill, Parkfields, and High brink road. This is merely moving the problems at the greenman junction to create accident hotspots elsewhere in Coleshill.

Dear Sir/Madam

I have lived in Coleshill for 44years , just off the High St, and 30 yards from The Greenman Crossroads. I fully support any plans, ANYWHERE that improve SAFETY. I will try to be brief in response to these proposals.

Since being told of these changes a few weeks ago by my neighbours on the High St, I have been VERY surprised at how FEW PEOPLE know of them.

How many of the "FRUSTRATED DRIVERS" you speak of, for example? Can they read the proposals attached to the posts on the High St & by the crossroads? No! They can't see them from their cars, can they?

There is SO much detail on the sheet, I doubt if the average pedestrian is going out with a map to check on the co-ordinates of the changes either. In my opinion there has been very publicity about this major change to traffic flow.

My main concern is that this plan will move the issues to other roads and road junctions in Coleshill and, very importantly, to RESIDENTIAL STREETS with Families living in them.

CHURCH HILL is a SMALL road to be used as the 'RAT RUN' in this proposal, Its junction with the High ST is such that vehicles cannot turn LEFT into the High ST WITHOUT crossing onto the far side of the road, by The Swan. I consider this will be a highly dangerous crossing for pedestrians too, at both Blyth Rd and more so, the High St end.

The BLYTH RD junction with CHURCH HILL is very near the brow of a hill and for traffic that would be turning RT to SHUSTOKE, from Church Hill this is a danger. The junction is also very close to the cross roads itself and I foresee a bottleneck of traffic on Blyth Rd if vehicles are turning RT into Church Hill.

If drivers look for alternatives for RT and LEFTs turns, this could seriously effect residents of Colemeadow Rd, Park Rd and Parkfield RD, Old Mill Rd, and of course, Church Hill. I think these roads would then become accident blackspots

Re the issues of Cyclists, I would suggest they invest in more suitable COLOURED gear. As a cyclist myself, I am appalled at the number who wear BLACK. They cannot be seen well!!!!

my name is ... I have lived overlooking the crossroads more than 10 years.

This letter is my total objection to the current proposal by Warwickshire highways in relation to the changes suggested in relation to the crossroads. The application in my opinion is ill founded, based on unsound data, very little knowledge of the local area and does not take into consideration several areas which I have listed below.

I do accept having been a resident of Coleshill for over 50 years that the crossroads does need change, but these changes proposed are not the answer. My objections are as follows.

1. The first problem with the crossroads is the use of the Birmingham Road by large heavy goods vehicles mainly from Aldi and Watson petroleum along with several other hgv's throughout the day but mainly during peak hours. Traffic backs up on the crossroads during peak hours between 6:30 AM and 9:30 AM and then in the evening between 4:00 PM under the latest 7:00 PM. During those hours it is very difficult for pedestrians or cycles to cross the Birmingham Road.

2. The first solution that has been offered by the highways department is both ludicrous, dangerous and will cause accidents with pedestrians and vehicles. This is the suggested route through Churchill which is a very narrow Rd off Blythe Rd. Firstly at the top of Churchill at the turning right 2 HGV vehicles or lgv vehicles will not fit together on that turn it is not wide enough, it also has no sight to what is coming from the right and direction and is dangerous even without the extra traffic. On several days, the church is used for weddings and funerals and often wedding cars and funeral hearses are parked by the entrance to the church which blocks Church Hill completely. If the highways department had viewed Church Hill, they will see the parking of vehicles is already a major problem and only recently EV chargers have been installed on the left-hand side and are very close. Vehicles every day are double parked all the way down Churchill. This will increase traffic on Churchill alongside the buildings of the church and other old buildings which are all grade one and grade two listed and will surely be damaged with the increase in traffic. If two vehicles cannot pass each other on this road then surely it is unable to be used. My final point in relation to church hill is if a vehicle is travelling in the opposite direction towards Blythe Rd if you wish to turn right when traffic is present it is very difficult and very dangerous as you have no view from the left at all and it is on the brow of an hill and you are blind. This has already been the scene of many serious accidents and has not been taken into consideration

~~3. The second solution that has been offered is that of only allowing traffic to flow ahead with no right or left turn~~

To whom this may concern,

Making the Green Man crossroads one way definitely would not make any difference for safety. I strongly disagree, putting traffic lights and only allowing to going straight across.

This will result in the High street becoming blocked.

Same as Birmingham road.

As well as the Bridge will become back locked with only one car at a time to go over the bridge.

This will cause all cars to drive around residential areas, including past schools and parks; causing more danger to safety. High Brink road and Parkfield road are already extremely congested allowing only single traffic. How can you expect HGVs and increased traffic flow to drive along residential estates!

Pushing traffic up Church Hill road is also a very narrow road, which will not be suitable for increased traffic. Especially when there are weddings, funerals and events at the church.

Why not just continue the A446 Lichfield rd from Gorsey land, to Marsh lane as a dual carriageway to keep the flow of traffic. Also when HS2 train arrives, the B4117 Gilson rd will be closed, therefore all the traffic will have to go onto the A446.

This proposed plan will also effect the environment causing an increase in greenhouse gases as vehicles will be forced to make longer journeys.

I look forward to hearing your new plans.

Kind regards,

Dear Ross

Re: Coleshill Crossroads Traffic Proposal, Blythe Road/Birmingham Road No left or right turns travelling up/down Coleshill High Street

With reference to the proposal for banning turns along Birmingham Road at Coleshill High Street; as a resident of Coleshill who regularly commutes to and from my place of work, I would like to address my concerns, as follows:

The proposal states that there will be no left and right turns at the Green Man crossroads, whilst travelling through Coleshill up and down the main high street. This will significantly increase the volume of traffic travelling through Coleshill, potentially creating a gridlock of traffic coming from Whitacre Heath driving along the B4114 (Blythe Road) to Coleshill turning left up Church Hill, and back out on the main high street, where there is only a left turn.

My main concern is that commuters will seek alternative routes that involve travelling through residential areas of town, to avoid the restrictions in place on main routes. Church Hill is a likely route that will be taken which proves treacherous in some weather conditions; please refer to photographs posted by residents on the B46 website of the road when we encountered snow.

I live in High Brink Road and have lived in Coleshill my whole life. I can envisage a concerning volume of traffic turning up Old Mill Road, onto High Brink Road, using this route as a cut through to Birmingham Road, to travel out of Coleshill or back into the town centre. May I highlight that a children's play park is located along High Brink Road and so there is a risk of fatal injury should traffic volume increase. A significant number of vehicles are left parked along both High Brink Road and Old Mill Road, this increases the risk of a road traffic accident.

In addition, local residents anticipate that the bridge will encounter an increased volume of vehicles crossing, and we feel it is not equipped to withstand the constant flow of traffic.

In summary, by banning access to some routes via the crossroads I am concerned that the traffic situation will worsen and not improve, especially during busy rush hour periods. It will create tension and frustration for residents, potentially leading to an increase in commute times for travellers and present as a health and safety risk for all.

to whom it may concern.

I am writing to comment on the proposals for the Green man Crossroads in Coleshill following discussions with officers of Warwickshire County Council, County Councillors for the area, the Town Council, police and local residents. I also attended the consultation events held at Coleshill Town Hall and hosted a "Meet Your MP" session in the Town to ensure that any resident who wanted to speak to me about the project had the opportunity to do so. A number of constituents have also written to me to share their concerns in respect of the proposals, both during and post construction. My comments are in my capacity as Member of Parliament for the area and reflect the common themes of the conversations referenced above.

Whilst there is little argument that prohibiting left or right turns at the junction will cut down on accidents on the road and the larger pavements and pedestrian crossing zones will be safer than the current arrangements, there are a number of unwelcome potential consequences which residents feel need to be balanced with this so the changes don't simply displace the issue elsewhere or create congestion on nearby roads.

Firstly, there is concern that with the proposed changes, road users will then start to use Parkfield Road to access areas of Coleshill more easily. Residents are concerned that the parking on the road is already a considerable challenge and has all but turned into a one way flow. The proposals will see increase traffic and make Parkfield Road into a rat run for those trying to avoid the traffic light system. There does seem an acceptance that allowing a left turn from all directions at the Green Man unction would helop to alleviate many of the concerns with the plans. In view of this, I would request that this option is fully investigated and if it is not possible to deliver, the reasons why it does not fit in with the road safety plan.

The proposals for Church Hill have also raised a number of concerns where it has been highlighted that larger vehicles will not be able to pass each other on the bend of the hill, so can you confirm that this issue has been looked at and provide evidence that it is viable, to allay the fears of residents.

It has also been raised that there are significant worries that the increase in car movements on Church Hill will cause more accidents due to the parked cars reversing into the two-way traffic from the spaces near the junction with the High Street. I understand that the proposal will remove the parking on Church Hill to enable more access, but as I've noted there is already an issue with limited parking in the Town, can you advise if these spaces will be relocated elsewhere?

Dear sir or madam.

After having attended the meeting in the Town Hall Coleshill , I strongly object to your proposals. for the Green Man Junction.

Whoever thought up and designed this ridiculous idea has never lived in Coleshill or experienced the heavy traffic running through our town on a daily basis. Firstly you are acting on historic road surveys, done over 5years ago. The numerous new housing estates that have sprung up (We have insufficient parking or the infrastructure to cope with the additions and needs of this extra population and their vehicle parking needs) ,Parents picking up and dropping off there children from,Parkfield road and Wingfield road ,school parking either side of the road as far down as park road, is causing chaos and traffic Jams. especially the school on Coventry road it is absolutely chaotic the houses on that road cannot leave there homes between the hours of 2.50pm and 3.20 if there was ever need for an emergency ambulance or fire engine access would be impossible.The excessive traffic speeding down Parkfield road is a regular occurance,and collecting at the police island and up to Dunton Island . most afternoons .

We haven't even touched on the pollution encountered day after day .

I suggest you spend sometime trying to leave or enter Coleshill during these times before you attempt to change our town .You will just move one accident spot and cause at least two more!!!!

To whom it may concern

Having read the documents my wife and I have the following concerns to raise

- The supporting documents state that the Traffic monitoring for which is a contributing piece to the proposal was done in 2014/15. We strongly suggest that traffic flow and some behaviours have changed since that time.
- A new physical survey is required.

- The rat run that is used to avoid the crossing coming from the Nuneaton direction of Church Hill has a "No Right Turn" sign which is duly ignored by many people. If the proposed NO left / right turn is introduced at the crossing how will this be monitored to avoid noncompliance?

- The Church Hill Road is not suitable for what would be an increase in traffic to avoid the crossing and make a left or right turn onto the high street which is a very narrow turning width. What is the proposal to avoid this happening?

- The proposed scheme will increase the traffic down Parkfield Road which has increased recently due to the bridge closure making access to the doctors surgery tricky and more dangerous to pull out in both directions. Generally. Clearly the proposed scheme will make this worse than at present, how will this be mitigated?

- In this day and age why does this letter of objection have to be sent via post and not email?

While improving safety is a good thing there are no mentions in the FAQs or proposals to address the above issues and other options could be looked at like One Way on High Street.

Good afternoon,

I think it would be very difficult to find any Coleshill resident who does not want to see a change to the current Green Man crossroads junction arrangement. However the proposal put forward by the Council is wholly inadequate in solving this accident blackspot. It merely moves the same issue to other locations within the town, most notably to Church Hill.

In summary my objections are;

The routing of traffic through Church Hill presents dramatic safety concerns. This road has a dangerous narrow bend and is also occupied by a number of venues that are frequently used, i.e. the market hall, the chip shop and the church. In addition there are a number of car park spaces on Church Hill that are frequently used. Extra traffic that will use this road due to the no left or right turns at the Green Man junction poses safety concerns to both pedestrians and cars. The consultation documents have not explained how this road can manage the extra traffic without creating further 'hot spots' for accidents.

Parkfield Road becomes congested during rush hour. This has been highlighted recently with the closure of the medieval bridge for repairs. Parkfield Road is effectively a one lane road due to the on road parking down large sections of the road - particularly outside the doctors surgery and social club. A speed limit and weight limit does not solve this problem.

The proposal dismisses the impact of any additional congestion through the residential areas of Colemeadow Road, High Brink Road and Old Mill Road without providing any evidence to substantiate this. Traffic will inevitably increase in these roads causing noise and traffic pollution to residents that live there. There are three dangerous bends on Colemeadow Road, Old Mill Road, and on High Brink Road and these will become even more dangerous with an increase in traffic. A speed limit and weight limit does not solve this problem.

The consultation documents state that drivers' frustration due to delays at the crossroads are contributing to the accidents that occur. This will still be a problem but will be related to other areas e.g. drivers using Church Hill or Parkfield Road will become frustrated as traffic becomes even more congested in these areas.

I believe the council should be undertaking a proper consultation with residents which looks at further

alternative options (I personally would like the council to revisit the idea of a left turn only - in addition to the

Whilst I appreciate that thought and time has been spent on safety improvements , I don't think the proposed changes are the answer. Indeed it will just push the problem elsewhere.

Here are my concerns/objections :

- No right or left turns at the crossroads will split the town into two and will only benefit and sadly increase through traffic and greatly inconvenience Coleshill residents.
- The 'NO right turn at the bottom of Church Hill was introduced as part of traffic calming. A safety feature and also preventing a rat run. I don't understand what has changed that makes this OK now? This will only cause congestion and frustration on the High Street!!
- Colemeadow, High Brink and Old Mill Road will become a Rat run and these roads are 100% residential, narrow, winding roads.
- The High Street will suffer more decimation by making it less accessible for North Coleshill residents!!

As I said to start with, I really think the proposed changes will cause chaos for residents and will encourage more through traffic via Birmingham road/Blythe Road. Surely we should be discouraging the through traffic on small, winding, country lanes.

I do sincerely hope that you give these proposals a lot further consideration and take into account all the objections from Coleshill residents. Indeed I have yet to meet any Coleshillian who thinks this is a valid solution. Just pushes the safety problems further into the town.!

I vehemently object to the proposals put forward for the Green Man Crossroads in Coleshill for the following reasons:

1. Safety - with the ridiculous no left or right turn, the diverted traffic will be forced to use smaller residential roads where there are childrens play areas (Cole End Park and the Memorial Park) as well as a primary school and a Church. This will create an increased danger to children whether of school age or not, and THIS HAS NOT BEEN CONSIDERED IN THE PLANS. If one of the reasons is safety, then you will just be moving the danger to another area and not solving the problem at all. In fact there is more likelihood of a fatal accident (which has never occurred to date at the crossroads) by increasing traffic around schools and play areas.
- 2.. Old Mill Road in particular has a weight limit of 2.5 tonnes and you wish to increase it to 7.5 without consideration of i) the residents on those roads, ii) the cars currently parked on those roads, and iii) the direct proximity to childrens play areas
3. Parking on Old Mill Road, High Meadow Road, Colemeadow Road and Parkfield Road in particular will severely impede any flow of additional traffic - thereby adding more issues rather than solving any problems. All these roads in several places will only allow one car to pass at a time because of the parking needs of residents on those roads, as well as parents dropping / picking up children from the schools, patients visiting the doctors etc etc. This will actually impede the flow of traffic and AGAIN THIS DOES NOT SEEM TO HAVE BEEN CONSIDERED
4. The use of Church Hill will present similar problems in that there is now a new residential area and increased parking / access is required by residents. You SEEM TO HAVE OMITTED the fact that weddings and funerals will also be taking place at the church, with cars and sometimes horse and carriage also being parked there. Now that's another danger if a vehicle gets too close to a horse, or is noisy or drives too fast.....
4. There is also a sharp bend in Church Hill that only just allows 2 cars to pass safely. If lorries are using the road then there is an increased likelihood of crashes on the corner. But luckily there may be funeral cars there already This road is also a severe hazard in wintry conditions, with a steep hill between Blythe Road and the Church as well as down into the High Street.
5. Traffic using Church Hill will also then need to turn right or left out onto a busy High Street that has no room at the moment for 2 cars to pass when turning left. Another danger for pedestrians as the pavement is likely to

Dear Sir / Madam,

I am writing on behalf of the Coleshill Cycling Forum, a group set up by NWBC and Coleshill Town councillor Dave Reilly to advocate and promote cycle use in Coleshill for all forms of cycling activities.

The group objects to the proposals for the Green Man crossroads as they are wholly detrimental to cycling in the town: cyclists would not be able to make all the movements they currently do. It would result in routes for cyclists in Coleshill that are incoherent, indirect, less safe and unattractive, contrary to both local and national policies.

The foreword section of Cycle Infrastructure Design (LTN 1/20) is clear that: "to receive Government funding for local highways investment where the main element is not cycling or walking, there will be a presumption that schemes must deliver or improve cycling infrastructure to the standards in this Local Transport Note". We understand that funding for this scheme originates from central government including from HS2 allocations.

LTN 1/20 also emphasises (paragraph 1.3.1) that "The guidance should be applied to all changes associated with highway improvements" and that (paragraph 1.6.1) improvements to highways should always seek to enhance accessibility for all cyclists and pedestrians.

Manual for Streets advocates a hierarchy of road users that places pedestrians and cyclists at the top.

We understand that the objectives for this scheme are to improve road safety and to increase junction capacity, however do not believe that the latter should be an objective. Future growth in Coleshill needs to be accommodated by alternative means to the private car: there is ample evidence that increasing road capacity generates new traffic.

The Coleshill Cycling Forum believes that the current design proposals could be improved with negligible impact on capacity. Proposals were made in September (via Cllr. Reilly) to:

1. Use AI camera technology to detect cyclists on approach to the junction and call an on-demand signal to facilitate right and left turns.

2. Install advanced stop lines for cyclists on all junction arms.

Re: Observations of Coleshill and District Civic Society

Dear Ross Corben

I write in my capacity as Plans Secretary of the Society to express our deep concern about part of WCC's proposals for traffic management at the above location.

We welcome attempts to improve the safety of pedestrians and moving vehicles by the introduction of a 20mph zone and restrictions on Waiting and Loading in the area, but object to the concept of the traffic management proposed at the crossroads; this being the 'ahead only' nature of the scheme in both north-south and east-west directions.

Whilst through traffic is favoured, not enough consideration has been given to the needs of local residents and businesses with the removal of all left and right turns, particularly those based in the northern end of the town who will be forced to rat run through residential areas to avoid using the busy A446.

Regards
Plans Secretary

Further email sent to Graham Stanley 15/12/2021:

Dear Graham Stanley

I understand you are the WCC highways engineer now looking after the Green Man Crossroads scheme at Coleshill, so I'm forwarding you the comments I previously sent to Ross.

In addition, and omitted from my earlier note, I would add that a main bone of contention on the part of the Civic Society is the increase of traffic that will be using Church Hill and this, we believe, is a totally unacceptable feature of the proposed scheme as it stands.

Please note that the Society will be pleased to be party to any ongoing or future discussion or consultation on the project.

Dear Sirs

I write in relation to the proposed plans for the Green Man Crossroads in Coleshill, whilst there are a number of accidents at the crossroads, mainly caused by drivers not driving correctly, traffic lights would be a much better solution than the ludicrous plans that have clearly been drawn up by someone who doesn't live in or has no knowledge of the town. This is a major crossroads and turning right or left is a necessity.

To have crossroads where you cannot turn is ridiculous and will cause far more traffic chaos & accidents than ever.

The roads in & around the High street are not built to cope with hundreds of cars and big lorries, this will create traffic chaos, numerous accident blackspots, increased wear & tear on the roads which will lead to more maintenance and ultimately probably increase our already extortionate council tax bills!

Cars will turn into Church Hill, which is not equipped to handle more than a few cars let alone a few hundred an hour plus huge lorries who will see this as shortcut to get where they want to go, they will then also try & turn into a narrow High street, which will cause major havoc to pedestrians and other road users creating a new accident blackspot.

Surely the extra weight on these roads will be an issue also.

In wintery weather, which is becoming more normal, the majority of the side roads that will be used as 'rat runs' or alternatives to adding time to journeys are on hills adding furthermore possibilities of accidents due to snow and ice. As these are not main roads they are not gritted..

They will also use the roads behind the crossroads, such as Ravenswood, High Brink, Old Mill to name a few.

Ravenswood is also narrow and 2 cars cannot pass each other on opposite sides of the road at the best of times, add into that the almost blind corner and the parked cars on that road, this will be another accident blackspot – merely moving the current problem to somewhere else that is even less equipped to deal with traffic.

~~Old Mill Road has a park at one end of it – add children playing into the mix of extra cars and again this will be~~

Good morning

I just want to state my objection to the green man cross roads proposition, I live on the new build estate on macfarlane way on the coleshill church hill, I walk this hill every single date and this proposal will create unbearable amounts of traffic, the church hill road is already so small in width that only one car can fit down it at the best of times, with the new proposal more cars will be using this hill and it will be impossible for cars to be able to get up and down the hill, my main suggestion would be to spend around 30 minutes of the day and you will see that the small side church hill road should only be used for parking and home access, this road isn't built for mainstream traffic.

I trust you will do what is best for the coleshill town residents

Thanks

Good morning

I would like to raise my concerns about the proposed changes to the crossroads in Coleshill.

As much as the current arrangement is far from satisfactory the suggested changes would encourage traffic to use much smaller roads and create congestion on residential roads and numerous new accident hotspots.

Can somebody sensible please review this and create a more suitable and safe system.

Thank you.

Regards

Good morning

I strongly object to the planned cross road changes as I believe it will increase the traffic around coleshill and create accident hotspots elsewhere in the town. I live on high brink road which will end up being much busier as it will be used as a short cut. This road is already busy and would not cope with the increasing volume of traffic.

Regards

Dear Sirs,

I wish to raise an objection to the proposed plans for the Greenman Cross Roads in Coleshill.

As a Coleshill resident of many years and living on one of the roads that I feel may become more congested as a result of your plans, I am deeply concerned.

Colemeadow Road, Coleshill is already used as a 'cut through' at times when the main Birmingham Road towards the crossroads is congested. Colemeadow Road is a residential road home to many young families and elderly residents who's lives are already being put at risk by vehicles speeding through to avoid the crossroads. Should this become compulsory, as your plan suggests, this traffic will only increase and it won't be long before an accident takes place.

Coleshill and it's surrounding side roads have already become increasingly congested over the years and the recent closure of the bridge has simply highlighted this issue.

I would ask that you reconsider your proposal for the crossroads and take the time to recognise the significant impact it will have on the smaller side roads of Coleshill.

Kind regards

Dear Sir

I object to the proposals for the crossroads at the Greenman in Coleshill. With the current proposal all you are going to do is create congestion and danger areas elsewhere in Coleshill, making other roads accident hotspots.

Why can't some form of pedestrianisation be considered, this would help make Coleshill thrive and help the small businesses. Pedestrianisation would enable you to re think the whole area in terms of roads and parking.

Regards

I am sending this to object to the proposals put forward for this junction and the surrounding area. I find it hard to believe that anyone involved in the planning has actually visited the site! The no right or left turn will cause tremendous congestion on residential roads and make Church Hill, with its sharp bend by the Church and even sharper left hand turn onto the High Street, a potential worse accident spot than the crossroads! Please consider the views of people, like me, who actually use these roads, along with those who live in the area, particularly on roads which will be the new thoroughfares.

Hi, I strongly object to the proposal of at the Green Man crossroads. The idea of no left or right turning is just the most bizarre thing. The congestion your proposal will cause will be overwhelming. Your plans are just madness, causing so many problems for locals/residents. Church Hill is already congested. Your ideas will cause mayhem.

Please please don't not do your proposal. Put traffic lights at the green man junction. Simple cost effective solution.

I have only just been made aware of the proposals for this crossroads.

It seems crazy to ban turns in every direction. In my view the main problem is the backing up of the through traffic (Blythe Road - Birmingham Road). What you should be doing is making that the priority direction and then allowing left turns would be fine since there is no waiting involved with that. I have no problem with banning right turns since that does cause much greater delay.

Dear sir/madam

Further to your recent email, I understand that there are now discussions going ahead regarding allowing a left-hand turn at the crossroads.

This however will have hardly any benefit for the increase in traffic on Church Hill, as presently most traffic coming into Coleshill from Whitacre, Nuneaton etc who need to turn left, take a short cut through Church Hill instead of going to the crossroads.

It will also have no benefit for drivers travelling from the top of Coleshill to Whitacre (including school buses) as they will still have to turn right onto Church Hill and again turn right onto Blythe Road.

I have sent an email before regarding how narrow and dangerous the bend at the top of Church Hill is, and will be "an accident waiting to happen" with extra cars and buses, and by just changing the crossroads to allow for a left-hand turn will make no difference.

Dear Sir,

As a resident of Coleshill for over 50 years, residing within a stone's throw from the Green Man Junction, which is clearly visible from my bedroom and also directly opposite the Blythe Rd / Churchill Junction, I feel qualified to comment on the proposed plans.

Accident Hotspot

The accidents that occur at this junction are not so much to be blamed on the Crossroads, but more on driver impatience and lack of traffic awareness. More dangerous collisions have occurred on the B4114 between Coleshill and Furnace End.

Traffic Flow

Over the last 10 years I have witnessed a dramatic increase in traffic no's using the Crossroads. Initially it was Furnace End Boot Sales on Sunday that hugely increased the flow and waiting times to access the Junction. Over the last 2 years I have noticed a huge increase in 38 tonne articulated lorries using the Coleshill "Rat-Run" going both ways across the Crossroads. Obviously "Bentons Haulage" vehicles would be expected as their depot is only 3 miles away, but juggernauts from Lancashire / Yorkshire / Wales / Ireland are now common sights regularly using this route. This can severely affect delays at the Crossroads as I am sure you must be aware of the "pinch point" at the end of the Green Man Car Park, where the wall does not allow two of these vehicles to pass.

Subsequently, vehicles often have to stop to allow another one to pass at this point. If one vehicle is seen to be in traffic waiting to get to the Junction, the opposing artic must wait, holding up traffic, before he can proceed.

Alternative Routes

Having studied your plans, I can only conclude that you have not considered the residents of Colehill, but are more interested in the "through traffic" which brings no benefit whatsoever to the town. With the no left/right policy, minor roads will become overwhelmed by the re-routed flows. The junction of Blythe Rd / Church Hill will move accidents from the Crossroads to the Junction.

From:
Sent: 22 April 2022 16:10
To: traffic and safety <trafficandsafety@warwickshire.gov.uk>
Subject: Green man crossroads Coleshill

Dear sir,
I wondered if there was any news regarding the Green Man crossroads in Coleshill.
As a local resident of Coleshill any update would be appreciated.
Its regarding the improvement of road safety there and for Coleshill in general.
Thank you
Yours faithfully

Haven't heard about the Green man crossroads for a while. What's the latest?

Regards

COMMS TOPIC	METHOD (EMAIL, WEB, PHONE, LETTER)	REASONS FOR OBJECTION
Multiple questions, inc lorries in Coleshill currently an issue.	Email	<ol style="list-style-type: none"> 1. Increase traffic on other roads 2. Parking changes are required to aid traffic flow 3. Enforcement
Concerns about where traffic is to be directed in Coleshill, being unsafe.	Email	<ol style="list-style-type: none"> 1. Increase traffic on other roads

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. No need for banning turns (accidents minor / general objection)3. Congestion on main roads4. Inconvenience / limit mobility for residents
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Congestion on main roads2. Turning in / out of Church Hill3. Increases danger on other roads4. Increased pollution

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Inconvenience / limit mobility for residents2. Build by-pass / one-way system instead
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. Increases danger on other roads

Concern	Phone	1. Objections to parking restrictions on High Street
Objection	Letter	1. Congestion on main roads 2. Increased pollution

<p>Objection</p>	<p>Letter</p>	<ol style="list-style-type: none"> 1. Congestion on main roads 2. Increases danger on other roads 3. Support for 20mph 4. Support for weight restriction 5. Increased pollution 6. Lack of / too short consultation
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Increase traffic on other roads 2. Enforcement 3. Turning in / out of Church Hill 4. Tight bend at Church Hill 5. Increases danger on other roads 6. Increased pollution 7. Will cause more danger at junction 8. Lack of / too short consultation
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Inconvenience / limit mobility for residents 2. Increased pollution

<p>Objection</p>	<p>Letter</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. Turning in / out of Church Hill3. Tight bend at Church Hill4. Support for 20mph5. Support for weight restriction6. Existing weight limit 2.5t signed - why raise to 7.5t?
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. Turning in / out of Church Hill3. Tight bend at Church Hill4. Impact on historic buildings5. Relocate zebra crossing

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. Parking changes are required to aid traffic flow3. Turning in / out of Church Hill4. Tight bend at Church Hill5. Support for 20mph6. Support for weight restriction7. Increased pollution
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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Turning in / out of Church Hill2. Impact on historic buildings3. Increases danger on other roads4. Will cause a reduction of on street parking5. Will cause more danger at junction6. Lack of / too short consultation
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Query	Email	
Objection	Email	<ol style="list-style-type: none">1. Increase traffic on other roads2. Turning in / out of Church Hill3. Increases danger on other roads
Objection	Email	<ol style="list-style-type: none">1. Increase traffic on other roads2. Inconvenience / limit mobility for residents3. No need for banning turns (accidents minor / general objection)

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. Turning in / out of Church Hill3. Tight bend at Church Hill4. Increased pollution5. No need for banning turns (accidents minor / general objection)
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. Turning in / out of Church Hill3. Tight bend at Church Hill4. Impact on historic buildings

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<p>Objection</p>	<p>Letter</p>	<ol style="list-style-type: none">1. Enforcement2. No need for banning turns (accidents minor / general objection)3. Congestion on main roads4. Turning in / out of Church Hill
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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Increase traffic on other roads 2. Congestion on main roads 3. Increases danger on other roads 4. Support for 20mph 5. Support for weight restriction 6. Will cause more danger at junction
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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. Parking changes are required to aid traffic flow3. Turning in / out of Church Hill4. Tight bend at Church Hill5. Increases danger on other roads6. Will cause more danger at junction7. Narrow footway from Church Hill to Blythe Road via crossroads

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. No need for banning turns (accidents minor / general objection)3. Inconvenience / limit mobility for residents4. Increases danger on other roads5. Increased pollution
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<p>Technical drawing missing from website</p>	<p>Email</p>	
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Lack of / too short consultation 2. No need for banning turns (accidents minor / general objection)

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Parking changes are required to aid traffic flow2. Turning in / out of Church Hill3. Tight bend at Church Hill4. Impact on historic buildings5. Increases danger on other roads
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<p>Objection</p>	<p>Letter</p>	<ol style="list-style-type: none">1. Increases traffic on other roads2. Parking changes are required to aid traffic flow3. Build by-pass / one-way system instead4. Increases danger on other roads
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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. No need for banning turns (accidents minor / general objection)3. Increases danger on other roads4. Support for 20mph5. Support for weight restriction6. Will increase time for Fire Station crews / ambulances

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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Turning in / out of Church Hill2. Tight bend at Church Hill

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Increase traffic on other roads 2. Congestion on main roads 3. Tight bend at Church Hill
<p>Compliment</p>	<p>Email</p>	
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. No need for banning turns (accidents minor / general objection)
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Increase traffic on other roads 2. No need for banning turns (accidents minor / general objection)

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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Congestion on main roads

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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. No need for banning turns (accidents minor / general objection)3. Increased pollution
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<p>Objection</p>	<p>Email</p>	<p>1. Inconvenience / limit mobility for residents</p>
<p>Objection</p>	<p>Email</p>	<p>No specific reason given</p>

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Increase traffic on other roads 2. No need for banning turns (accidents minor / general objection) 3. Existing weight limit 2.5t signed - why raise to 7.5t? 4. Tight bend at Church Hill 5. Lack of / too short consultation
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Tight bend at Church Hill
<p>Support</p>	<p>Email</p>	
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Increase traffic on other roads 2. Increases danger on other roads 3. Increased pollution

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Increase traffic on other roads 2. Congestion on main roads 3. Increases danger on other roads 4. Increased pollution
<p>Query</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. No need for banning turns (accidents minor / general objection)
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Increase traffic on other roads 2. Parking changes are required to aid traffic flow 3. Enforcement 4. Turning in / out of Church Hill

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. Parking changes are required to aid traffic flow3. Tight bend at Church Hill
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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Increase traffic on other roads 2. Tight bend at Church Hill 3. Impact on historic buildings

Freedom of Information Request	Email	
Objection	Email	1. Increase traffic on other roads

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Increase traffic on other roads 2. No need for banning turns (accidents minor / general objection) 3. Turning in / out of Church Hill 4. Tight bend at Church Hill
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	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. Tight bend at Church Hill3. Lack of / too short consultation

	Email	<ol style="list-style-type: none">1. Increase traffic on other roads2. Tight bend at Church Hill3. Will cause more danger at junction4. Parking changes are required to aid traffic flow5. Congestion on main roads6. Will increase time for Fire Station Crews / Ambulances
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Query	Email	
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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. Inconvenience / limit mobility for residents3. Tight bend at Church Hill4. Turning in / out of Church Hill
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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. Parking changes are required to aid traffic flow
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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. Tight bend at Church Hill3. Will cause a reduction of on street parking
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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. No need for banning turns (accidents minor / general objection) 2. Increase traffic on other roads 3. Inconvenience / limit mobility for residents
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. No need for banning turns (accidents minor / general objection) 2. Increase traffic on other roads

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Existing weight limit 2.5t signed - why raise to 7.5t?2. Increase traffic on other roads3. Tight bend at Church Hill4. Turning in / out of Church Hill5. Congestion on main roads6. Increases danger on other roads7. Will increase time for Fire Station Crews / Ambulances
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. Tight bend at Church Hill3. Parking changes are required to aid traffic flow
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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Build by-pass / one-way system instead2. Support for 20mph3. Increase traffic on other roads4. Inconvenience / limit mobility for residents5. Congestion on main roads
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. Inconvenience / limit mobility for residents
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increased pollution2. Inconvenience / limit mobility for residents3. Increase traffic on other roads

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increased pollution2. Inconvenience / limit mobility for residents3. Increase traffic on other roads
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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. No need for banning turns (accidents minor / general objection)2. Increase traffic on other roads3. Tight bend at Church Hill
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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Increase traffic on other roads 2. Tight bend at Church Hill 3. Inconvenience / limit mobility for residents 4. No need for banning turns (accidents minor / general objection) 5. Lack of / too short consultation 6. Will increase time for Fire Station Crews / Ambulances
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Support for 20mph 2. No need for banning turns (accidents minor / general objection) 3. Increases danger on other roads 4. Congestion on main roads

<p>Objection</p>	<p>Letter</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. Inconvenience / limit mobility for residents3. Tight bend at Church Hill4. Enforcement
<p>Objection</p>	<p>Letter</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. Inconvenience / limit mobility for residents3. Increases danger on other roads

<p>Objection</p>	<p>Letter</p>	<ol style="list-style-type: none"> 1. No need for banning turns (accidents minor / general objection) 2. Increase traffic on other roads 3. Parking changes are required to aid traffic flow 4. Increases danger on other roads 5. Tight bend at Church Hill
<p>Objection</p>	<p>Letter</p>	<ol style="list-style-type: none"> 1. Increase traffic on other roads 2. Congestion on main roads 3. No need for banning turns (accidents minor / general objection) 4. Turning in / out of Church Hill 5. Increases danger on other roads 6. Parking changes are required to aid traffic flow

<p>Objection</p>	<p>Letter</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. Congestion on main roads3. Inconvenience / limit mobility for residents
<p>Objection</p>	<p>Letter</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. Increased pollution3. Narrow footway from Church Hill to Blythe Road via Crossroads

<p>Objection</p>	<p>Letter</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. Increases danger on other roads
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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. Tight bend at Church Hill3. Inconvenience / limit mobility for residents4. No need for banning turns (accidents minor / general objection)5. Lack of / too short consultation6. Will increase time for Fire Station Crews / Ambulances
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. No need for banning turns (accidents minor / general objection)3. Will increase time for Fire Station Crews / Ambulances

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. No need for banning turns (accidents minor / general objection)2. Increase traffic on other roads
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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. No need for banning turns (accidents minor / general objection)3. Tight bend at Church Hill4. Congestion on main roads
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. Existing weight limit 2.5t signed - why raise to 7.5t?3. Congestion on main roads
<p>Support</p>	<p>Email</p>	

<p>Objection</p>	<p>Email</p>	<p>1. Inconvenience / limit mobility for residents</p>
<p>Objection</p>	<p>Email</p>	<p>1. No need for banning turns (accidents minor / general objection) 2. Increase traffic on other roads</p>
<p>Objection</p>	<p>Email</p>	<p>1. No need for banning turns (accidents minor / general objection) 2. Increase traffic on other roads 3. Tight bend at Church Hill</p>
<p>Objection</p>	<p>Email</p>	<p>1. No need for banning turns (accidents minor / general objection) 2. Increase traffic on other roads</p>

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. No need for banning turns (accidents minor / general objection) 2. Increase traffic on other roads 3. Tight bend at Church Hill 4. Existing weight limit 2.5t signed - why raise to 7.5t? 5. Impact on historic buildings 6. Increased pollution
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. No need for banning turns (accidents minor / general objection) 2. Increase traffic on other roads 3. Tight bend at Church Hill 4. Existing weight limit 2.5t signed - why raise to 7.5t? 5. Impact on historic buildings 6. Increased pollution

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. No need for banning turns (accidents minor / general objection) 2. Tight bend at Church Hill 3. Turning in / out of Church Hill 4. Increase traffic on other roads
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Increase traffic on other roads 2. Increases danger on other roads 3. Inconvenience / limit mobility for residents 4. Support for 20mph 5. No need for banning turns (accidents minor / general objection)

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. Increases danger on other roads3. Tight bend at Church Hill4. Existing weight limit 2.5t signed - why raise to 7.5t?
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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. No need for banning turns (accidents minor / general objection)2. Increase traffic on other roads3. Tight bend at Church Hill4. Parking changes are required to aid traffic flow5. Support for 20mph5. Possible Business Extinguishment / Deliveries Affected
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Lack of / too short consultation2. Possible Business Extinguishment / Deliveries Affected

Query	Email	
Objection	Email	1. Inconvenience / limit mobility for residents
Objection	Email	<ol style="list-style-type: none"> 1. No need for banning turns (accidents minor / general objection) 2. Increase traffic on other roads 3. Inconvenience / limit mobility for residents
Objection	Email	<ol style="list-style-type: none"> 1. Increase traffic on other roads 2. No need for banning turns (accidents minor / general objection)

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. Increases danger on other roads3. Turning in / out of Church Hill4. Tight bend at Church Hill5. Support for 20mph6. No need for banning turns (accidents minor / general objection)
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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. No need for banning turns (accidents minor / general objection)2. Increase traffic on other roads3. Tight bend at Church Hill4. Turning in / out of Church Hill5. Increases danger on other roads6. Congestion on main roads7. Parking changes are required to aid traffic flow8. Inconvenience / limit mobility for residents
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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Impact on historic buildings2. Increase traffic on other roads3. No need for banning turns (accidents minor / general objection)4. Parking changes are required to aid traffic flow5. Increased pollution
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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Tight bend at Church Hill2. Turning in / out of Church Hill3. Inconvenience / limit mobility for residents4. Increase traffic on other roads5. Increased pollution6. Will cause a reduction of on street parking
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. No need for banning turns (accidents minor / general objection)2. Tight bend at Church Hill3. Increase traffic on other roads

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. No need for banning turns (accidents minor / general objection) 2. Increase traffic on other roads 3. Tight bend at Church Hill 4. Increases danger on other roads 5. Inconvenience / limit mobility for residents
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. No need for banning turns (accidents minor / general objection) 2. Increase traffic on other roads 3. Tight bend at Church Hill 4. Congestion on main roads 5. Increased pollution 6. Lack of / too short consultation

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Tight bend at Church Hill2. Increases danger on other roads3. Increase traffic on other roads
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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Lack of / too short consultation2. Increase traffic on other roads3. Turning in / out of Church Hill4. Tight bend at Church Hill5. Possible Business Extinguishment / Deliveries Affected
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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Tight bend at Church Hill 2. Impact on historic buildings 3. Increases danger on other roads 4. No need for banning turns (accidents minor / general objection) 5. Turning in / out of Church Hill 6. Existing weight limit 2.5t signed - why raise to 7.5t? 7. Increase traffic on other roads
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Congestion on main roads 2. Increases danger on other roads 4. Tight bend at Church Hill 5. Increased pollution 6. Increase traffic on other roads

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. No need for banning turns (accidents minor / general objection)2. Increase traffic on other roads3. Increases danger on other roads
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<p>Objection</p>	<p>Email / Letter</p>	<ol style="list-style-type: none"> 1. No need for banning turns (accidents minor / general objection) 2. Increase traffic on other roads 3. Tight bend at Church Hill 4. Turning in / out of Church Hill 5. Support for 20mph 6. Parking changes are required to aid traffic flow
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Increased pollution 2. Parking changes are required to aid traffic flow 3. Increase traffic on other roads 4. Inconvenience / limit mobility for residents 5. Will increase time for Fire Station Crews / Ambulances

<p>Objection</p>	<p>Letter</p>	<ol style="list-style-type: none"> 1. No need for banning turns (accidents minor / general objection) 2. Enforcement 3. Turning in / out of Church Hill 4. Increase traffic on other roads
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Tight bend at Church Hill 2. Turning in / out of Church Hill 3. Increase traffic on other roads 4. Increased pollution 5. No need for banning turns (accidents minor / general objection) 6. Lack of / too short consultation

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. No need for banning turns (accidents minor / general objection) 2. Turning in / out of Church Hill 3. Increase traffic on other roads
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. No need for banning turns (accidents minor / general objection) 2. Increases danger on other roads 3. Existing weight limit 2.5t signed - why raise to 7.5t? 4. Parking changes are required to aid traffic flow 5. Tight bend at Church Hill 6. Turning in / out of Church Hill 7. Objections to parking restrictions on High Street

<p>Objection</p>	<p>Email</p>	<p>1. Cyclist movements impacted</p>
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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Support for 20mph2. No need for banning turns (accidents minor / general objection)3. Increase traffic on other roads
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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. No need for banning turns (accidents minor / general objection) 2. Increase traffic on other roads 3. Turning in / out of Church Hill 4. Existing weight limit 2.5t signed - why raise to 7.5t? 5. Increases danger on other roads
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Increase traffic on other roads 2. Tight bend at Church Hill
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Increase traffic on other roads 2. Increases danger on other roads

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Increase traffic on other roads 2. Increases danger on other roads
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<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. No need for banning turns (accidents minor / general objection) 2. Increase traffic on other roads
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. No need for banning turns (accidents minor / general objection)

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Tight bend at Church Hill2. Increase traffic on other roads
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. Increase traffic on other roads2. No need for banning turns (accidents minor / general objection)3. Increases danger on other roads4. Will cause more danger at junction

Query	Email	
Query	Email	

RESPONSE & ACTIONS	NOTES	ATTITUDE (POSITIVE, NEUTRAL, NEGATIVE)
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent to: To: Ross Corben <rosscorben@warwickshire.gov.uk></p> <p>Also forwarded to PMC WCC <pmc@warwickshire.gov.uk></p>	NEGATIVE
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent to: To: Ross Corben <rosscorben@warwickshire.gov.uk></p>	NEGATIVE

<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent to: To: Ross Corben <rosscorben@warwickshire.gov.uk></p> <p>Also emailed to: To: highway consultation <highwayconsultation@warwickshire.gov.uk>; jackdeakin@northwarks.gov.uk <jackdeakin@northwarks.gov.uk>; janefarrow@northwarks.gov.uk <janefarrow@northwarks.gov.uk>; colinhayfield@northwarks.gov.uk <colinhayfield@northwarks.gov.uk>; carolinesymonds@northwarks.gov.uk <carolinesymonds@northwarks.gov.uk></p>	
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent to: To: Ross Corben <rosscorben@warwickshire.gov.uk></p>	

<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent to: To: Ross Corben <rosscorben@warwickshire.gov.uk></p>	
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent to: To: Ross Corben <rosscorben@warwickshire.gov.uk></p>	

<p>Letter from Ross sent to Sue Cowley and email correspondence made since.</p> <p>Acknowledgement of message from PMC Inbox to the resident has been made</p>	<p>From: Caroline Gutteridge <carolinegutteridge@warwickshire.gov.uk> To: Lucy Adams <lucyadams@warwickshire.gov.uk></p> <p>Sent from Caroline following a call from Sue Cowley</p>	
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Letter received 4th November 2021 and addressed to Ross Corben.</p>	<p>Negative</p>

<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Letter received 4th November 2021 and addressed to Ross Corben.</p> <p>Email received into inbox on 19/11/2021 with suggestions for the junction and noted in Message column.</p>	<p>Negative</p>
<p>Acknowledgement of message from Graham Stanley to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		<p>Negative</p>
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent to Highways England / Ross Corben:</p> <p>From: Sent: 08 November 2021 19:37 To: info@highwaysengland.co.uk; Ross Corben <rosscorben@warwickshire.gov.uk></p>	

<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Letter dated 03/11/2021 and sent to Ross Corben in Communities Group</p>	
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent directly to Usman:</p> <p>From: Sent: 09 November 2021 16:47 To: Usman Saqib <usmansaqib@warwickshire.gov.uk></p>	

<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent to Highways England / Ross Corben:</p> <p>From: Sent: 10 November 2021 12:56 To: Info@highwaysengland.co.uk; Ross Corben <rosscorben@warwickshire.gov.uk></p> <p>Later sent again to GM Inbox (see LR xx below)</p>	
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<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Response was made by Ross Corben - full email trail in message column. Resident still unhappy.</p>	<p>Negative</p>
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<p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Ross Corben responded, noted in message column</p>	
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent directly to Ross Corben:</p> <p>From: Sent: 11 November 2021 08:50 To: Ross Corben <rosscorben@warwickshire.gov.uk></p>	
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent directly to Ross Corben:</p> <p>From: Sent: 11 November 2021 12:04 To: Ross Corben <rosscorben@warwickshire.gov.uk></p>	

<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent directly to Ross Corben / Craig Tracey MP:</p> <p>From: Sent: 11 November 2021 13:14 To: Ross Corben <rosscorben@warwickshire.gov.uk>; craig.tracey.mp <craig.tracey.mp@parliament.uk></p> <p>Identical email sent to the GM inbox 17/11/2021 at 16:13</p> <p>Email also sent to Cllr Wallace Redford directly on 18/11/2021</p>	<p>Negative</p>
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Objection to traffic volume</p> <p>Originally sent directly to Ross Corben on 11/11/2021 and sent again to the GM inbox on 16/11/2021</p>	

<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent directly to Ross Corben:</p> <p>From: Cllr Adam Richardson <adamrichardson@coleshilltowncouncil.gov.uk> Sent: 11 November 2021 19:07 To: Ross Corben <rosscorben@warwickshire.gov.uk></p>	
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent directly to Ross Corben / Craig Tracey:</p> <p>From: trisha wildbore Sent: 11 November 2021 23:26 To: Ross Corben <rosscorben@warwickshire.gov.uk> Cc: Craig Tracey <craig@craigtracey.uk></p> <p>Emails have been exchanged since 11/11/2021</p>	

<p>Acknowledgement of message from PMC Inbox to the resident has been made</p>	<p>Letter originally written 08/11/2021 but unclear when received.</p>	
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p>	<p>Originally written 07/11/2021 but unclear when received. Written directly to Ross Corben.</p>	

<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent directly to Ross Corben:</p> <p>From: Sent: 12 November 2021 19:50 To: Ross Corben <rosscorben@warwickshire.gov.uk></p>	
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent directly to Ross Corben:</p> <p>From: Sent: 13 November 2021 09:13 To: Ross Corben <rosscorben@warwickshire.gov.uk></p>	
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent directly to Ross Corben:</p> <p>From: Sent: 13 November 2021 09:48 To: Ross Corben <rosscorben@warwickshire.gov.uk></p>	

<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>First email sent directly to Ross Corben on 13/11/2021:</p> <p>From: Sent: 13 November 2021 19:19 To: Ross Corben <rosscorben@warwickshire.gov.uk></p> <p>Follow up email also sent directly to Ross:</p> <p>From: Sent: 17 November 2021 11:23 To: Ross Corben <rosscorben@warwickshire.gov.uk></p>	
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent directly to Ross Corben:</p> <p>From: Sent: 13 November 2021 20:03 To: Ross Corben <rosscorben@warwickshire.gov.uk></p>	

<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent directly to Ross Corben:</p> <p>From: Sent: 13 November 2021 20:39 To: Ross Corben <rosscorben@warwickshire.gov.uk></p>	<p>Negative</p>
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent directly to Ross Corben:</p> <p>From: Sent: 14 November 2021 21:38 To: Ross Corben <rosscorben@warwickshire.gov.uk></p>	<p>Negative</p>

<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent directly to Ross Corben:</p> <p>From: Sent: 14 November 2021 21:40 To: Ross Corben <rosscorben@warwickshire.gov.uk></p> <p>Note this is identical in wording to LR31</p>	
<p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent directly to Ross Corben:</p> <p>From: Sent: 15 November 2021 23:53 To: Ross Corben <rosscorben@warwickshire.gov.uk></p>	

<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent directly to Ross Corben:</p> <p>From: Sent: 15 November 2021 17:59 To: Ross Corben <rosscorben@warwickshire.gov.uk></p>	
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<p>Response from FMC inbox 16/11/2021:</p> <p>Dear Mr Swindells</p> <p>Re: Coleshill consultation</p> <p>Thank you for your e-mail concerning this consultation.</p> <p>Your comments will be included in a report that will be submitted to the Transport Portfolio holder for a decision in early 2022.</p> <p>For your information, the public notice was published in the Tamworth Herald on 4 November 2021.</p> <p>It is also advertised on the Council's website at Green Man Crossroads, Coleshill - 20mph, 7.5 tonne & Waiting Restrictions – Warwickshire County Council:</p> <p>https://www.warwickshire.gov.uk/news/article/2512/green-man-crossroads-coleshill-20mph-7-5-tonne-waiting-restrictions</p> <p>and on-street</p> <p>Details of meetings are shown at:</p>	<p>Letter dated 09/11/2021 but not clear when received by WCC</p>	
	<p>Letter dated 11/11/2021 but unclear when received by WCC</p>	

<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		<p>Negative</p>
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Sent to Ross Corben and GM Inbox:</p> <p>From: Sent: 16 November 2021 21:56 To: Green Man Enquiries <greenmanenquiries@warwickshire.gov.uk> Cc: Ross Corben <rosscorben@warwickshire.gov.uk></p>	

<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent directly to Ross Corben:</p> <p>From: Katie Sent: 16 November 2021 21:35 To: Ross Corben <rosscorben@warwickshire.gov.uk></p>	
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Objection to traffic volumes and redirections</p>	<p>Negative</p>

<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent directly to Ross Corben:</p> <p>From: Karen Perry Sent: 16 November 2021 20:53 To: Ross Corben <rosscorben@warwickshire.gov.uk></p>	
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent directly to Ross Corben:</p> <p>From: Sent: 16 November 2021 16:21 To: Ross Corben <rosscorben@warwickshire.gov.uk></p>	

<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		<p>Negative</p>
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>First email sent directly to Ross Corben:</p> <p>From: Sent: 16 November 2021 02:31 To: Ross Corben <rosscorben@warwickshire.gov.uk></p> <p>The further email came through to the GM inbox.</p> <p>Objection to "no left and right turning" plans Refers to: Upper / Lower High Street, Blyth Road, Birmingham Road</p>	

<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Objection to traffic volume</p>	
		<p>Positive</p>
<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Objection to "no left and right turning" plans</p> <p>Preference for a traffic light system</p>	
<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		<p>Negative</p>

<p>Acknowledgement of message from Graham Stanley to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Note that Objections LR15 to LR18 are identical in wording but appear to be from a different email address / named sender.</p>	<p>Negative</p>
<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Note that Objections LR15 to LR18 are identical in wording but appear to be from a different email address / named sender.</p>	<p>Negative</p>

<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Note that Objections LR15 to LR18 are identical in wording but appear to be from a different email address / named sender.</p>	<p>Negative</p>
<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Note that Objections LR15 to LR18 are identical in wording but appear to be from a different email address / named sender.</p>	<p>Negative</p>

<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Objections to traffic volume</p>	<p>Negative</p>
<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Note that this objection is identical in wording to objections LR15 to LR18 but from a different sender</p>	<p>Negative</p>
<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		<p>Negative</p>

<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		<p>Negative</p>
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		

<p>Forwarded to PMC WCC inbox by Ross Corben</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		
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<p>Acknowledgement of message from Graham Stanley to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		
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<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		
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<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		<p>Negative</p>
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<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Objection to traffic movements</p>	
<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Original Message:</p> <p>From: Sent: 16 November 2021 13:58 To: Usman Saqib <usmansaqib@warwickshire.gov.uk> Subject: Objection</p>	

<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Objection identical in wording to LR62 but from different sender - possible relation?</p>	
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>There are images attached to this email - in the inbox</p>	<p>Negative</p>
<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		<p>Positive</p>
<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Objection to traffic movements - reduced air quality</p>	<p>Negative</p>

<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent directly to Ross Corben:</p> <p>From: Sent: 17 November 2021 06:59 To: Ross Corben <rosscorben@warwickshire.gov.uk></p>	<p>Negative</p>
<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		
<p>Acknowledgement of message from Graham Stanley to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		

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<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Negative</p>	
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<p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		<p>Negative</p>
<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		<p>Negative</p>

<p>Forwarded to Info Request Team and Usman copied in for reference. Response being collated</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		
<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		

<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		
<p>Letter in digital mailroom FAO Graham Stanley</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		
<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		

<p>Acknowledgement of message from Graham Stanley to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		
<p>Forwarded to PMC WCC inbox by Ross Corben</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		

<p>Forwarded to PMC WCC inbox by Ross Corben</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Originally sent directly to Ross Corben, who forwarded it to the GM Inbox:</p> <p>From: Sent: 18 November 2021 16:46 To: Ross Corben <rosscorben@warwickshire.gov.uk></p>	
<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		

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<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		
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<p>Forwarded to Osman Saqib for response</p> <p>Response sent 20/12/2021:</p> <p>Good morning,</p> <p>We apologise for the delay in responding to your email. Please find below the answers to your questions in blue.</p> <p>It appears to show that if you are heading towards Shustoke from the Morrisons direction the blue, green, and red traffic is diverted up Church Hill at Hill House. It does not show that any of this traffic can continue along Blythe Road. The only traffic heading in that direction is the black route!</p> <p>For the current proposal, the colours shown are examples of routes you would need to take for local destinations within Coleshill. For example, if you are on the High Street and want to travel towards Shustoke, you would use the signed route shown in black depending on whether you are north or south of the junction.</p> <p>Am I correct in thinking that the blue, green, and red traffic coming from the Shustoke direction is sent up Church</p>		
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<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p>	<p>Craig Tracey MP also copied into the email sent to Ross Corben and GM Inbox</p>	
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<p>Letter in digital mailroom FAO Graham Stanley</p>		

<p>Letter in digital mailroom FAO Graham Stanley</p>		
<p>Letter in digital mailroom FAO Graham Stanley</p>	<p>Received via Graham Stanley into GM Inbox on 29/11/2021 at 11:54. The letter and sketches are attached to this email.</p>	

Letter in digital mailroom FAO Graham Stanley		
Letter in digital mailroom FAO Graham Stanley		

<p>Letter in digital mailroom FAO Graham Stanley</p>		
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<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		
<p>Acknowledgement of message from PMC Inbox to the resident has been made</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		

<p>Responded - informed can register objection via email</p> <p>Dear Simon,</p> <p>If you wish to make an objection to the plans for the Green Man Crossroads you can do this via email. You can reply to this email or send a fresh email to greenmanenquiries@warwickshire.gov.uk if you prefer.</p> <p>The deadline to receive objections to the plans is 10th December 2021.</p> <p>All responses are being collated and further communication will be sent out after this date once objection analysis has taken place.</p> <p>I hope this is of assistance.</p>		
<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		
<p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		
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<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>There are pictures in the attachment in the inbox showing the locations the objectees refer to</p>	<p>Negative</p>
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<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		
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<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		
<p>Cllr Redford responded to the resident to advise them that their objections would be taken into consideration</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>	<p>Initially sent to Cllr Wallace Redford on 03/12/2021 and eventually forwarded to GM Inbox on 10/12/2021</p>	<p>Negative</p>

Letter in digital mailroom FAO Graham Stanley

Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text

Update 13/12/2021: Email has been forwarded to PMC WCC Inbox

Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text

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<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		
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Update 13/12/2021: Email has been forwarded to PMC WCC Inbox

Update 20/12/2021: Further email received and response from Graham has been made:

Dear Mr Vaughton,
Thank you for your email of the 15th December concerning the above.
Your extra comments on behalf of the Civic Society have been noted,
Thank you
Kind regards
Graham Stanley

Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text

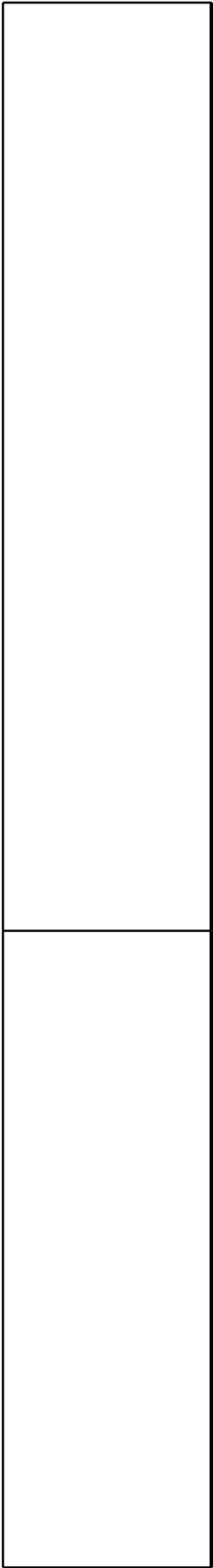
<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		
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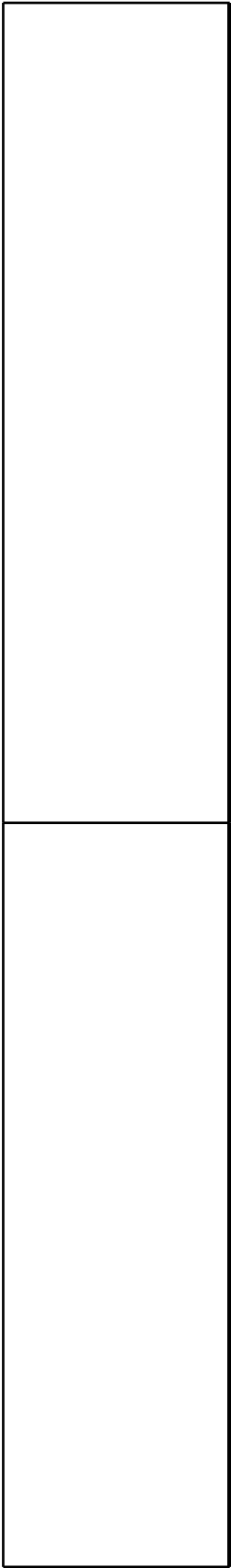
<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		
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<p>Update 13/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		
<p>Update 14/12/2021: Email has been forwarded to PMC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		
<p>Update 20/01/2022: Email has been forwarded to PCC WCC Inbox</p> <p>Response sent 26/01/2022 at 13:46 from GM Inbox - see Local Residents Tab for full text</p>		<p>Neutral</p>

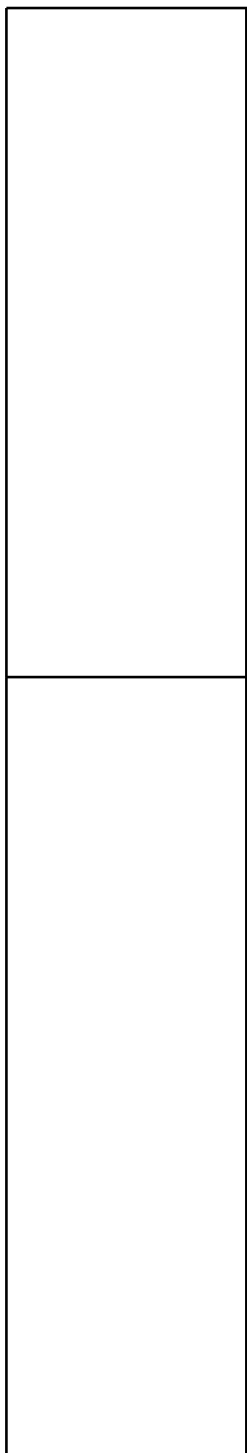
<p>Update 04/02/2022: Forwarded to the PMC WCC Team with Usman copied in</p>		
<p>Update 11/04/2022: Usman and Graham Stanley copied in to the email at the time it was sent to the GM Inbox. No further action taken as parties are aware. Objection logged only.</p>		<p>Negative</p>

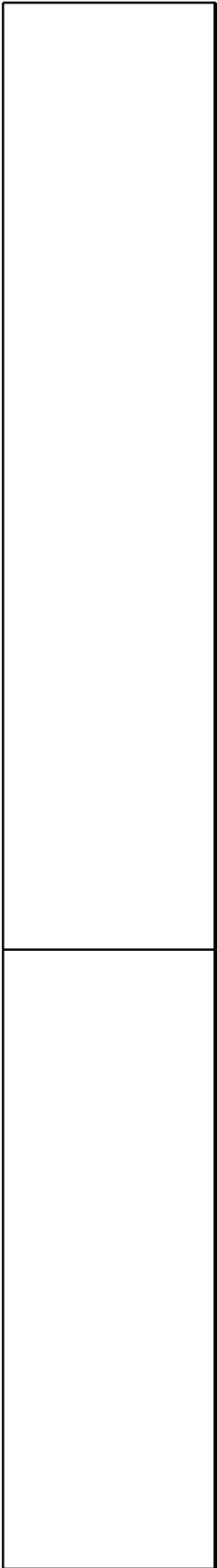
<p>Green Man Enquiries Mon 25/04/2022 09:01 Dear Mr Tarrant,</p> <p>Thank you for contacting us.</p> <p>An update regarding the Green Man Crossroads is imminent and we hope to be able to share further information within the next couple of weeks via the website.</p> <p>We will also be emailing residents who sent in enquiries during the consultation period.</p> <p>I hope this helps.</p> <p>Kind regards,</p> <p>Green Man Crossroads Coleshill Project Team</p>	<p>Originally sent to Traffic and Safety Team who forwarded it to GM Inbox</p>	
<p>Good afternoon Michael,</p> <p>Due to unforeseen circumstances surrounding a review of the project, a further update has been delayed until Autumn 2022.</p> <p>We will endeavour to provide an update at the earliest opportunity.</p> <p>Kind regards,</p> <p>Green Man Crossroads Coleshill Project Team</p>		

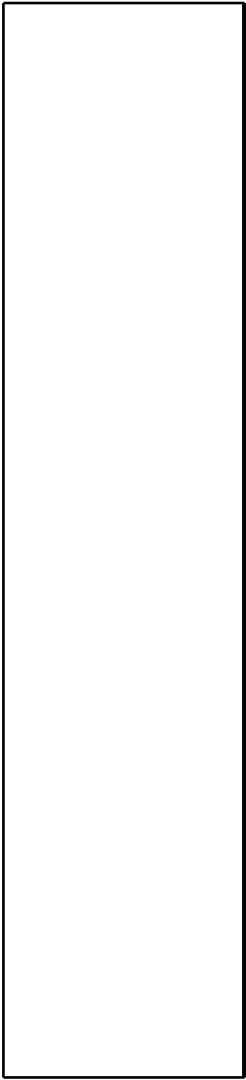
ENQUIRY RESOLVED Open or Closed

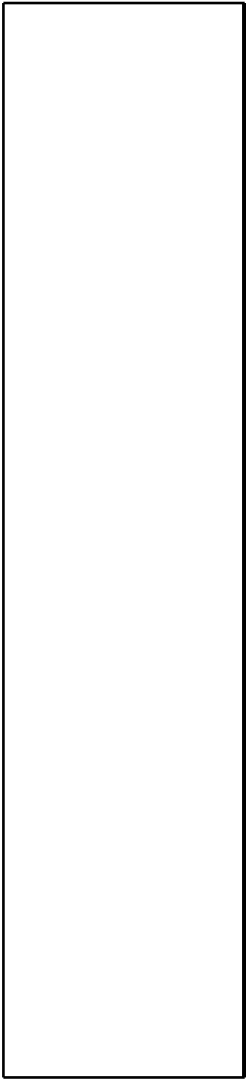




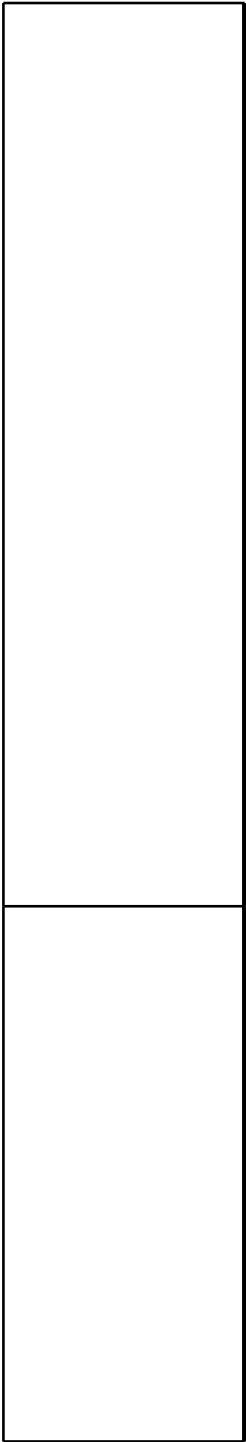


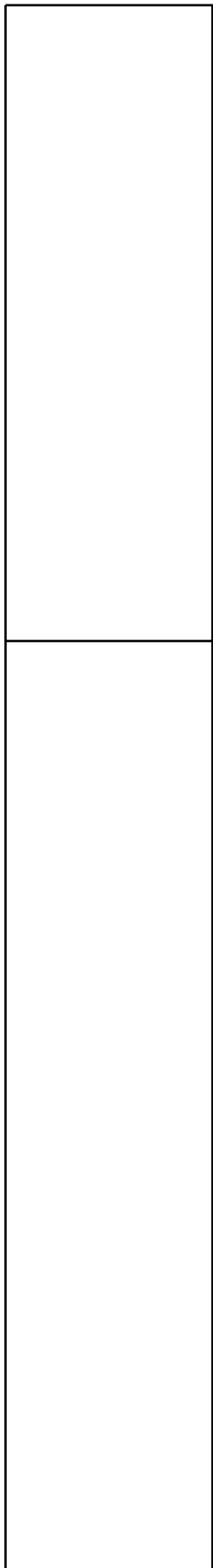


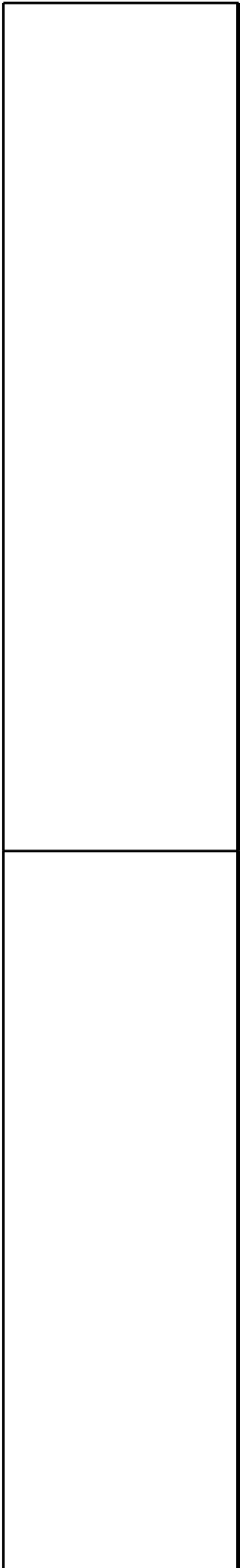


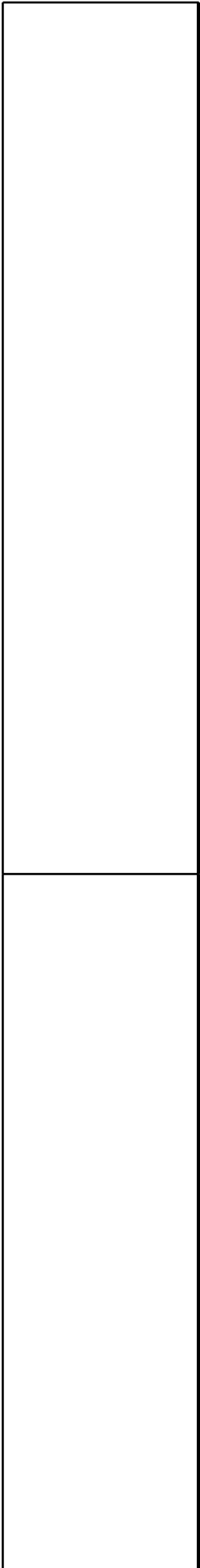


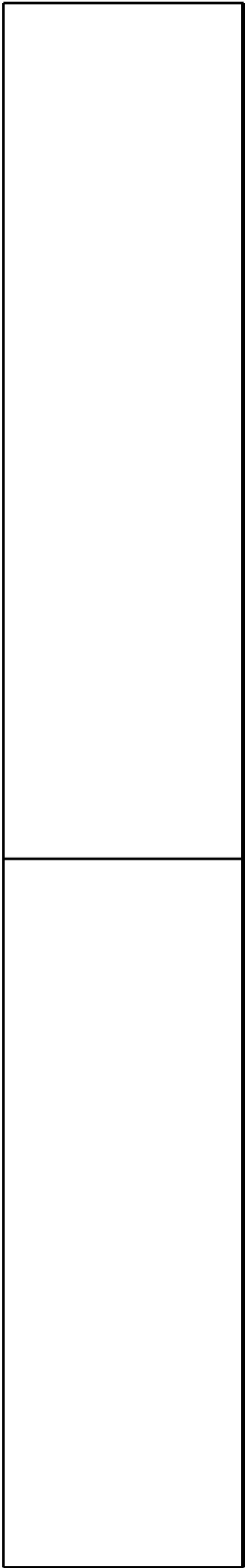
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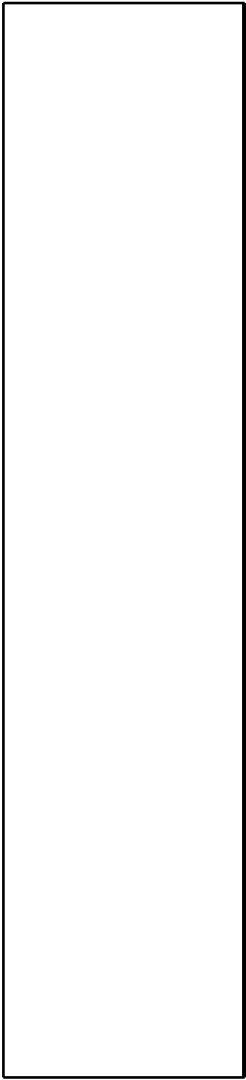


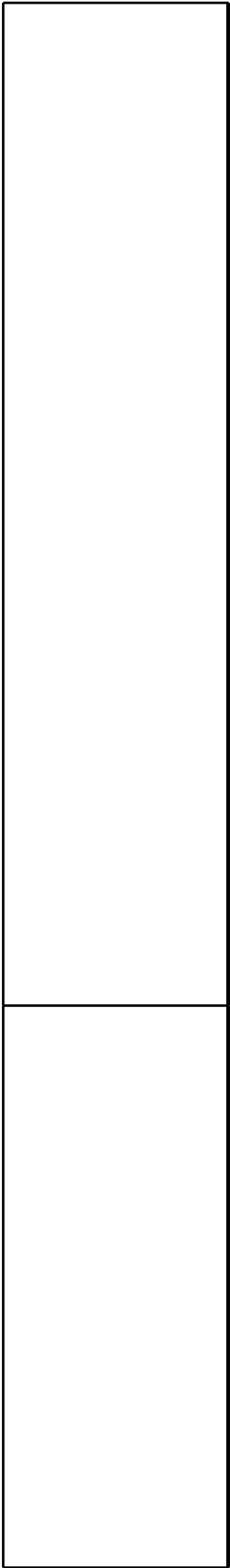


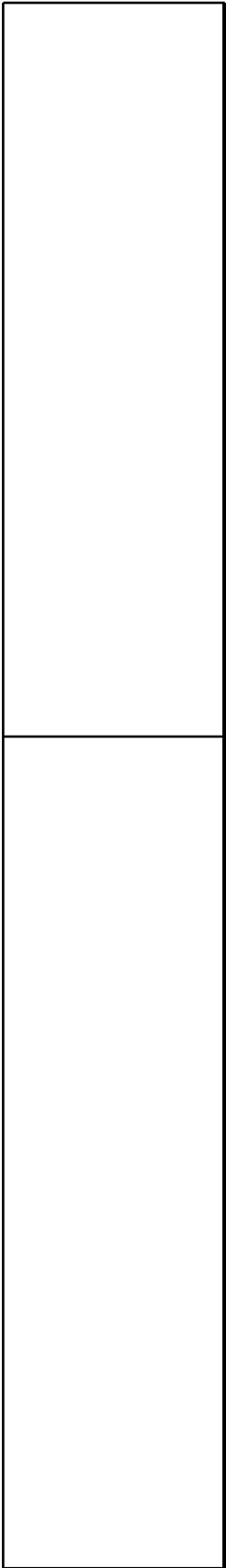


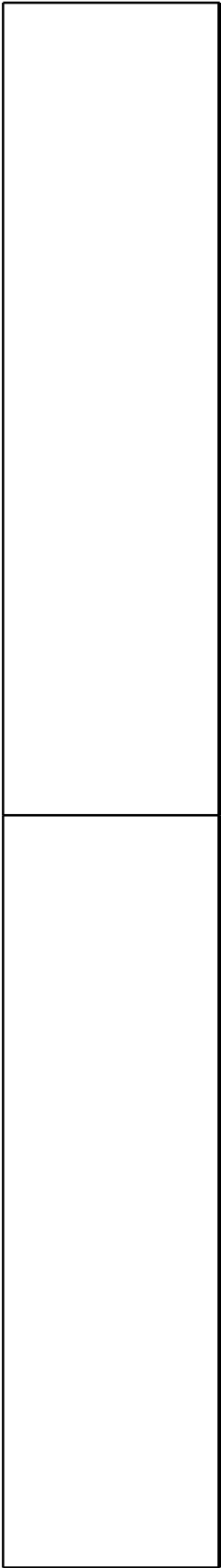


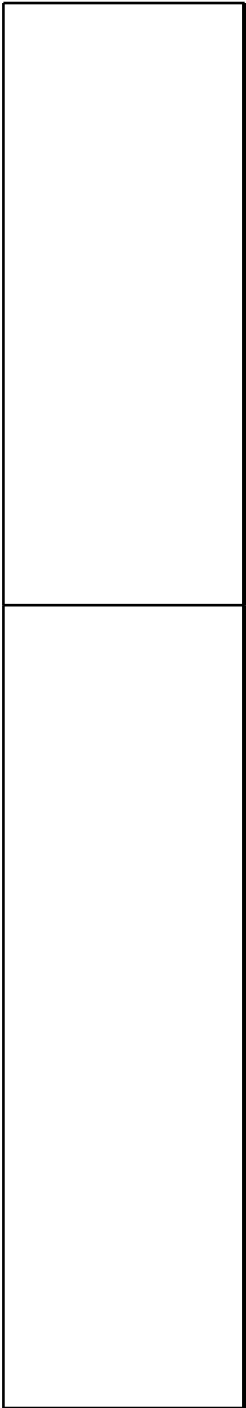


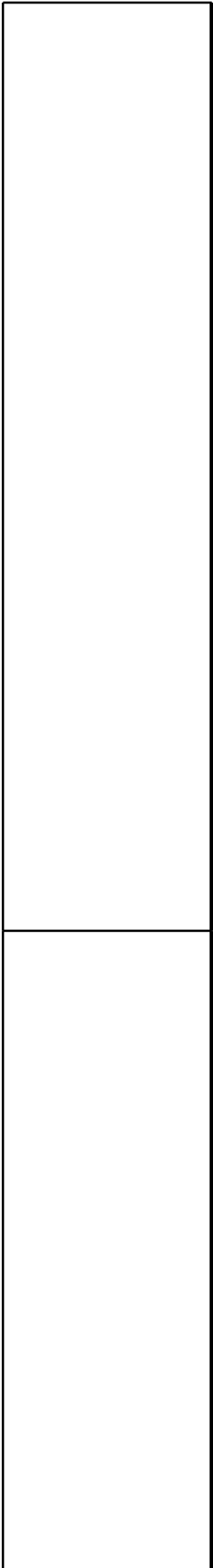




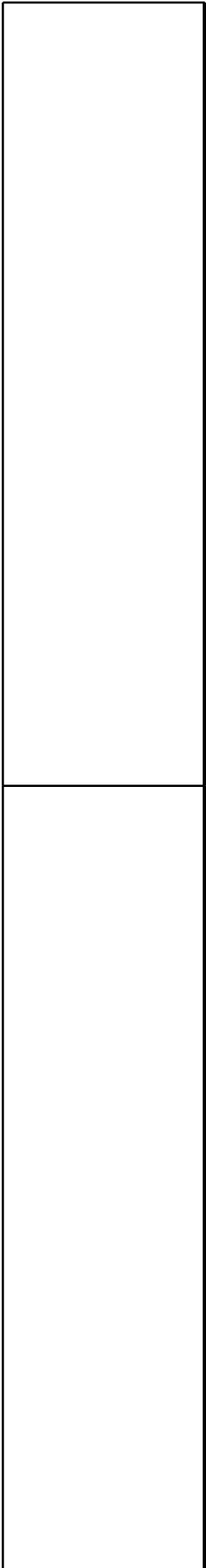


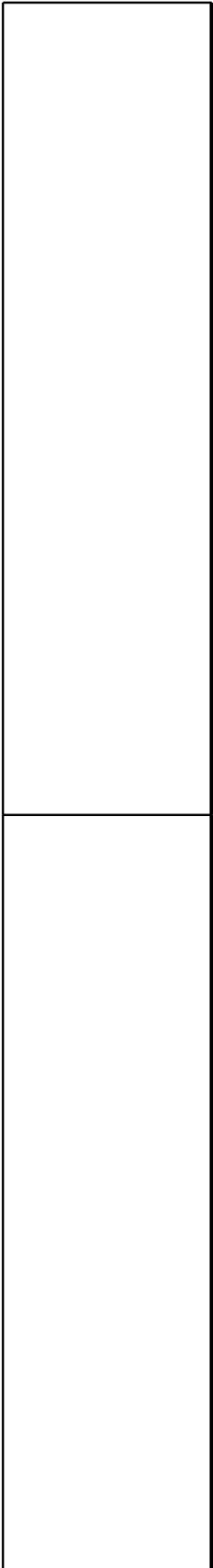


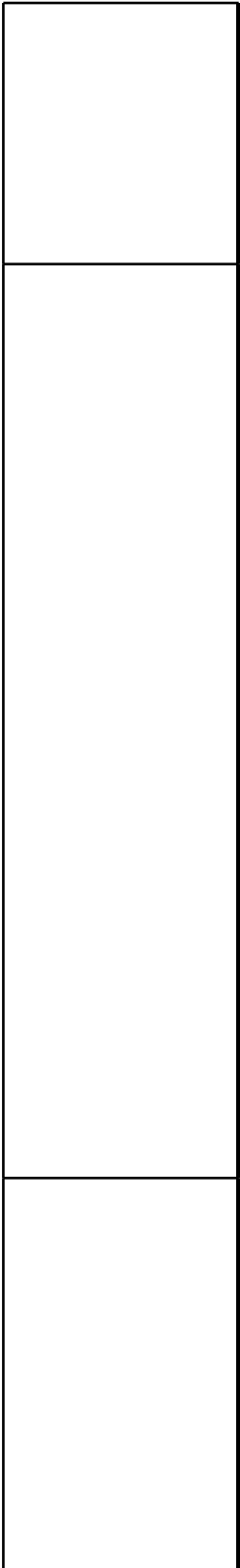


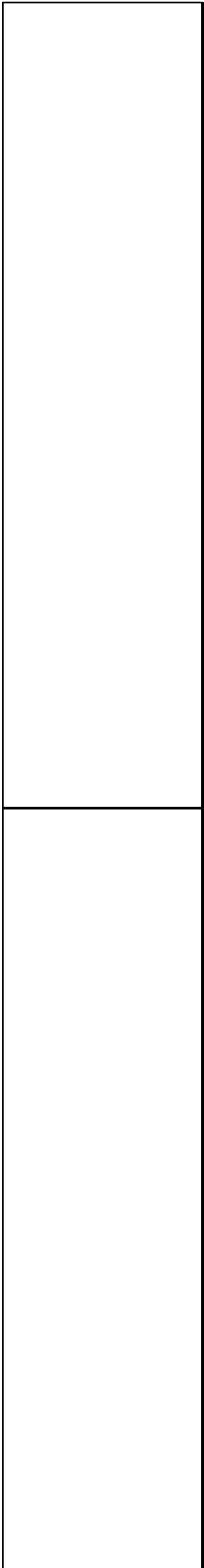


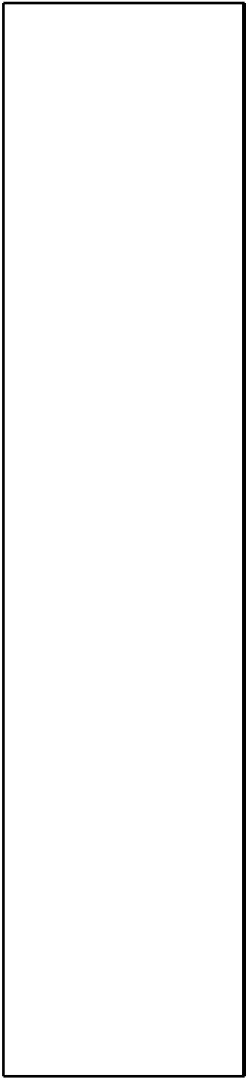
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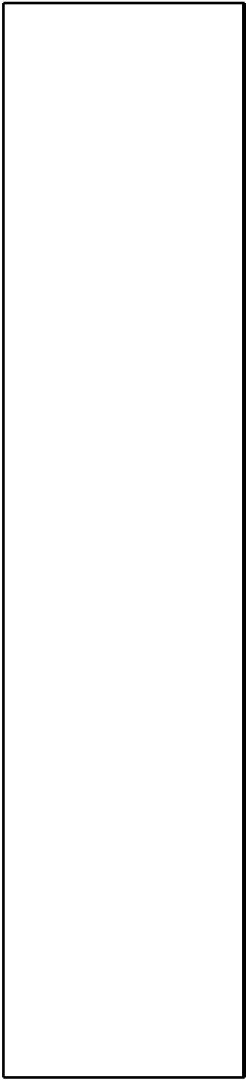


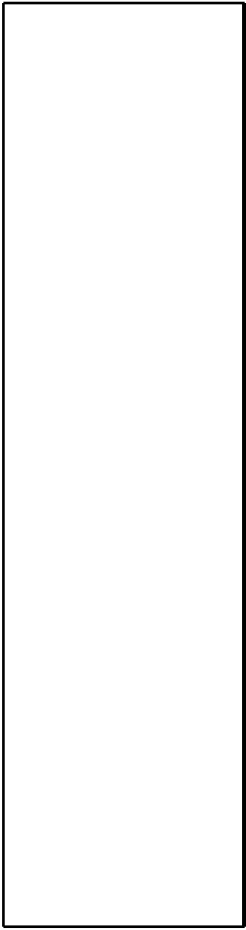


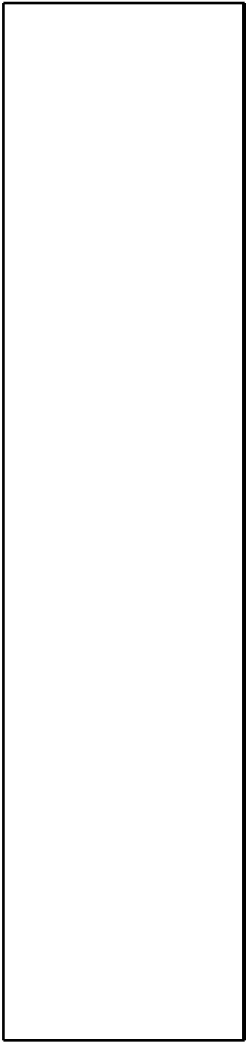


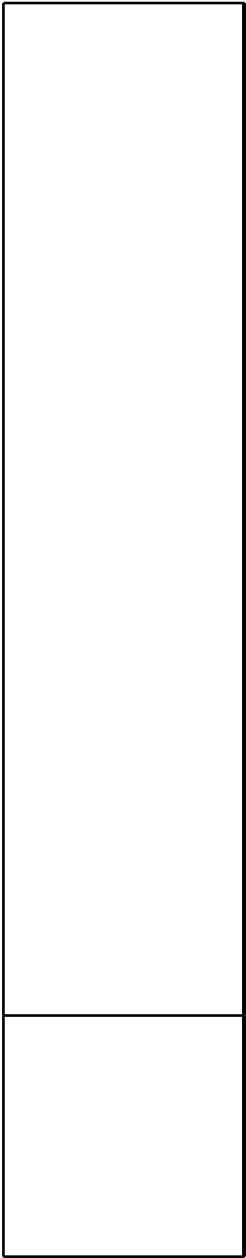


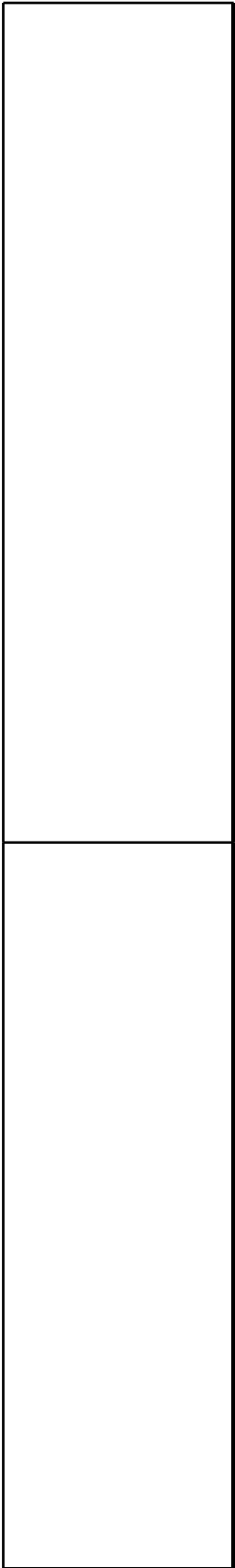


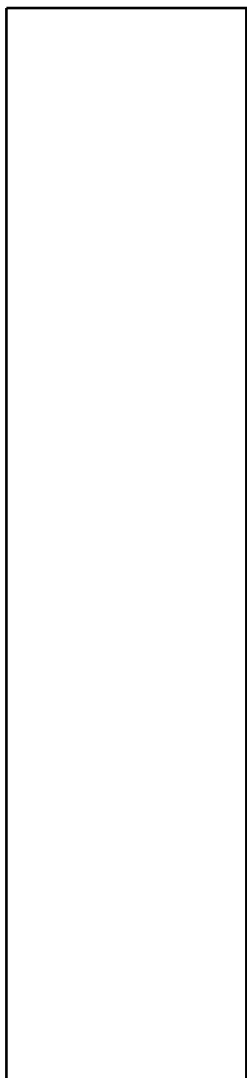


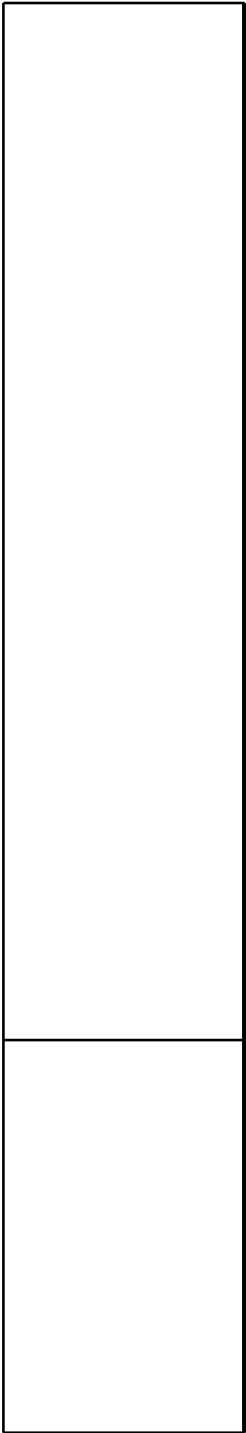


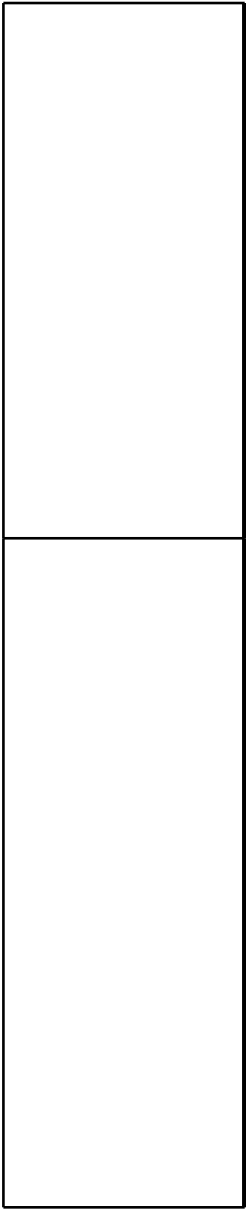


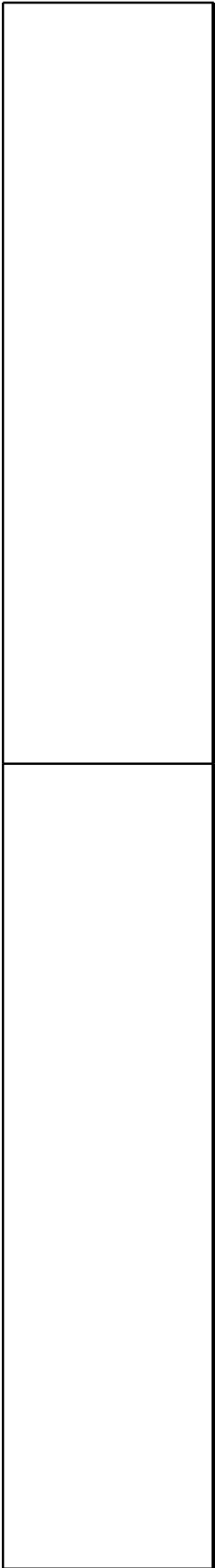


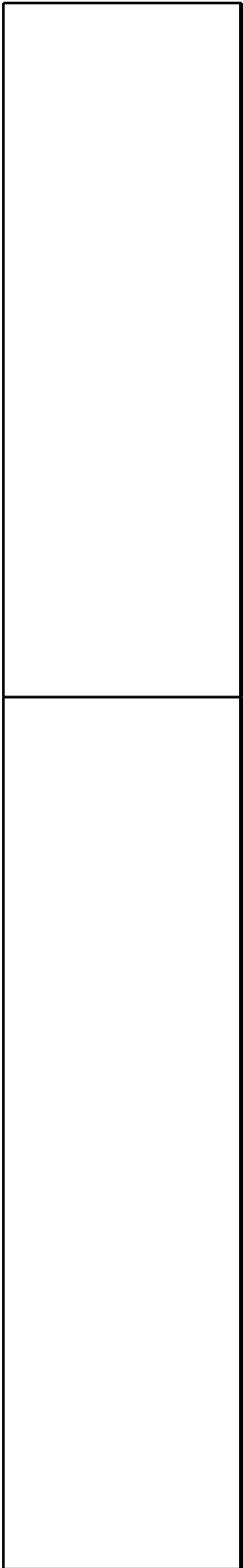


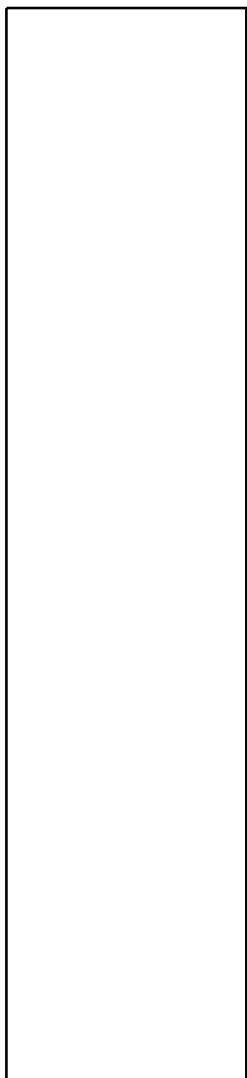


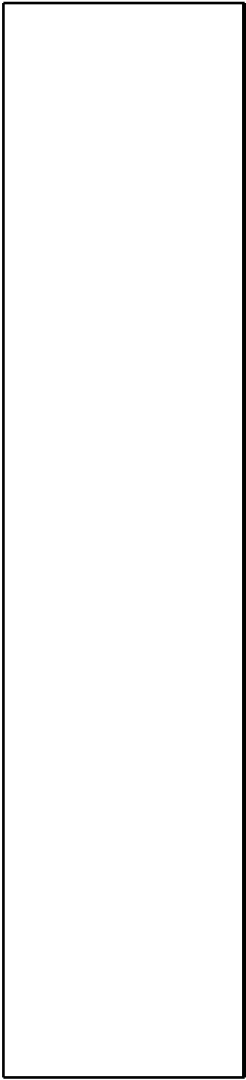


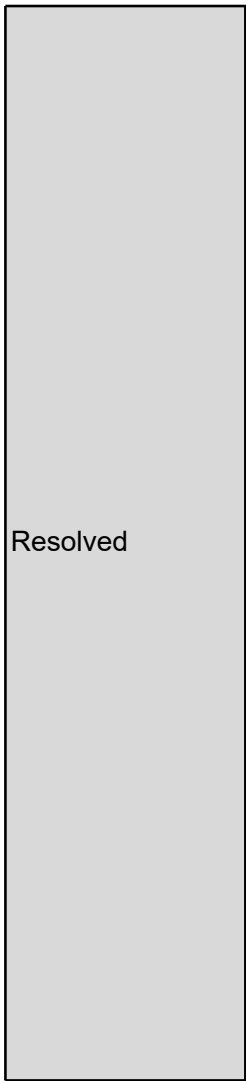




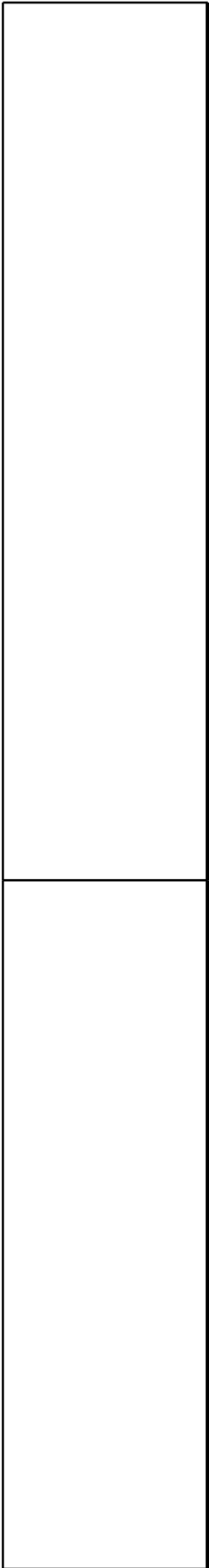


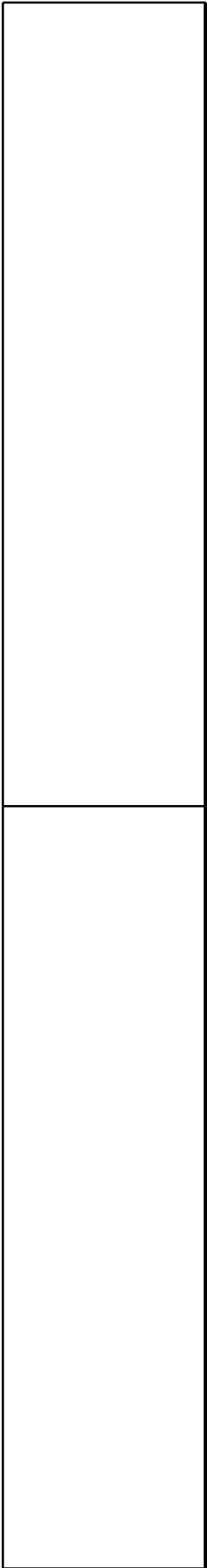


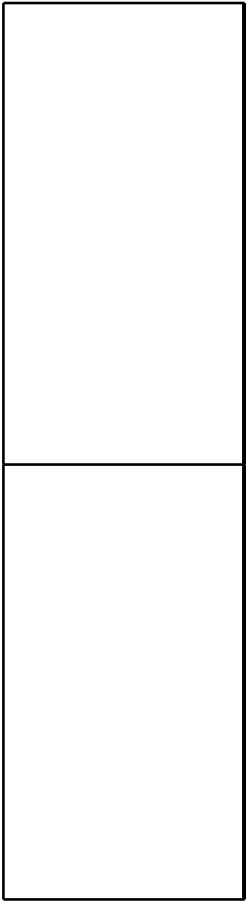


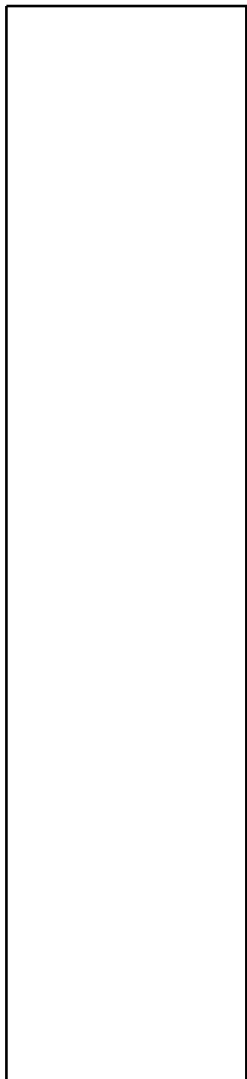


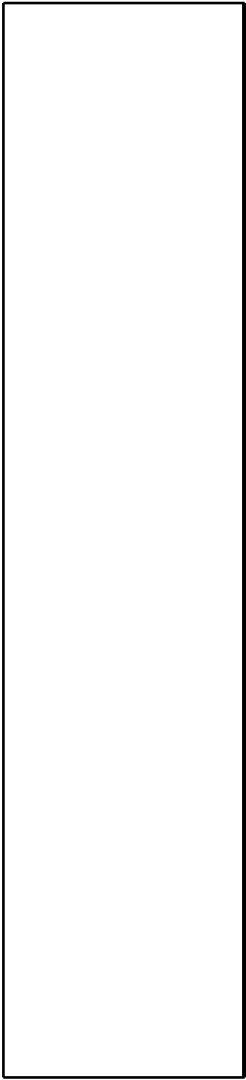
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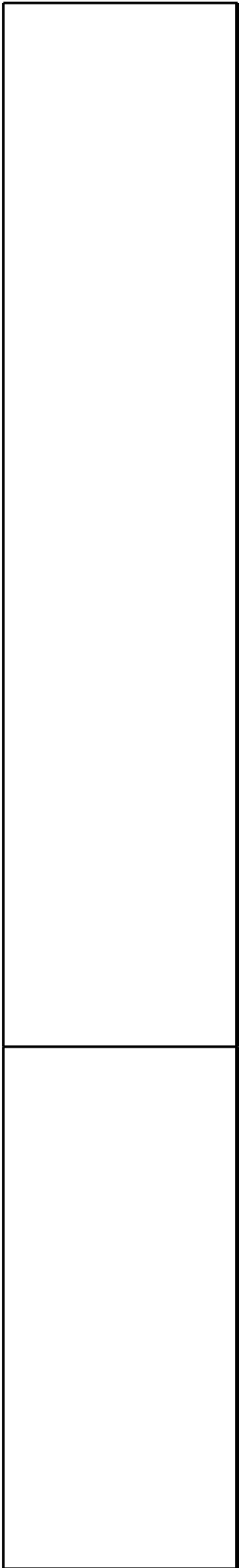


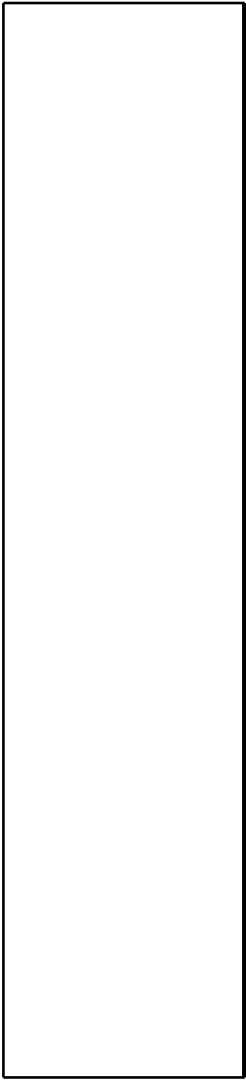


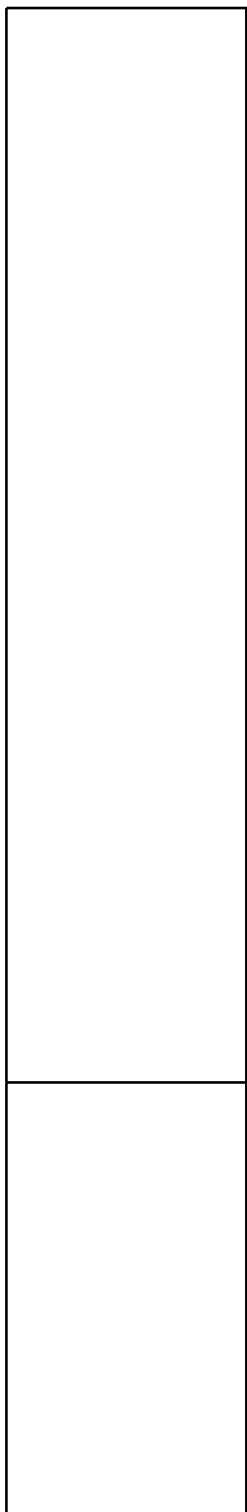


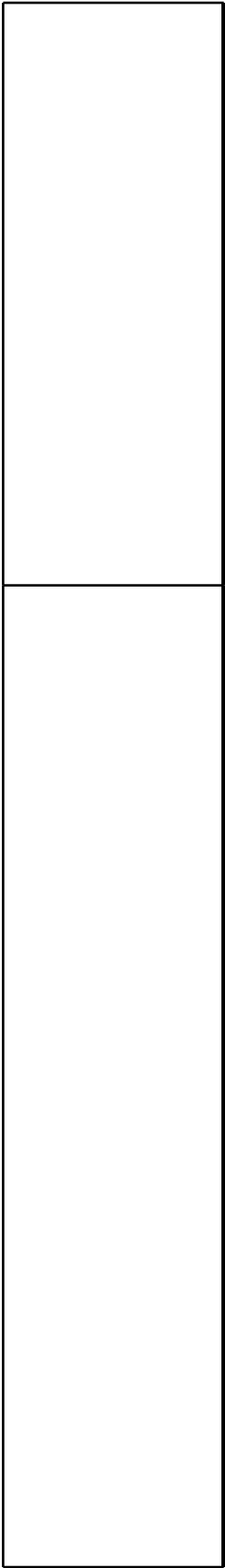


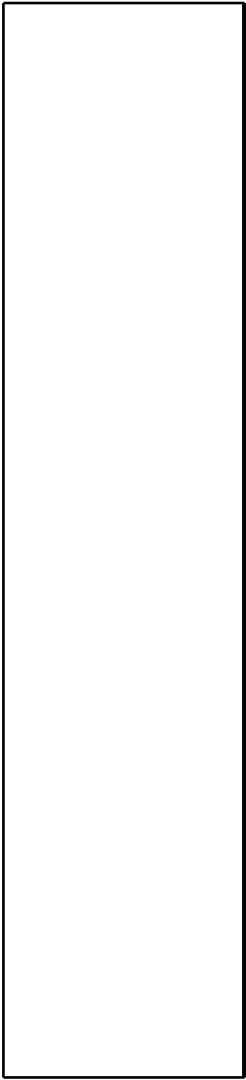


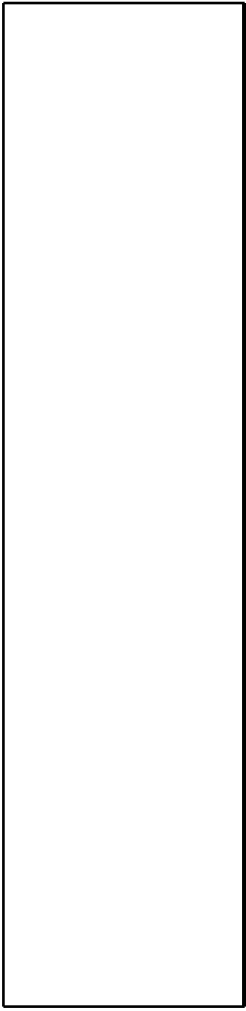


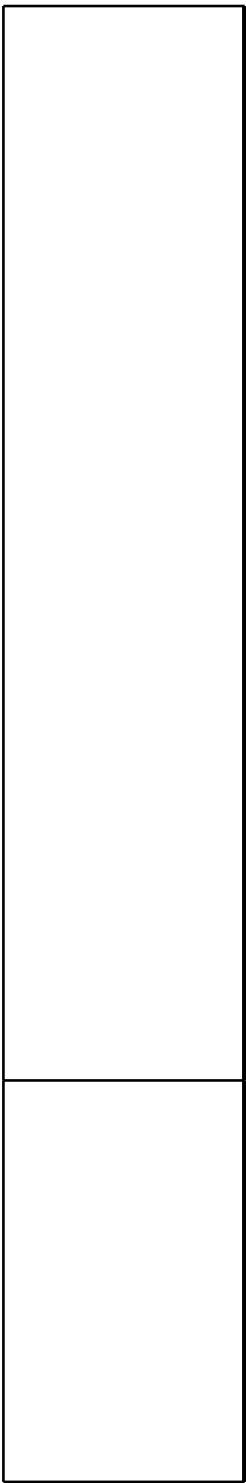


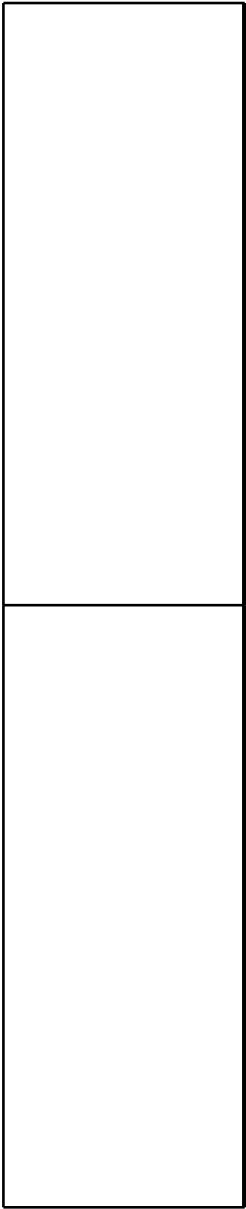


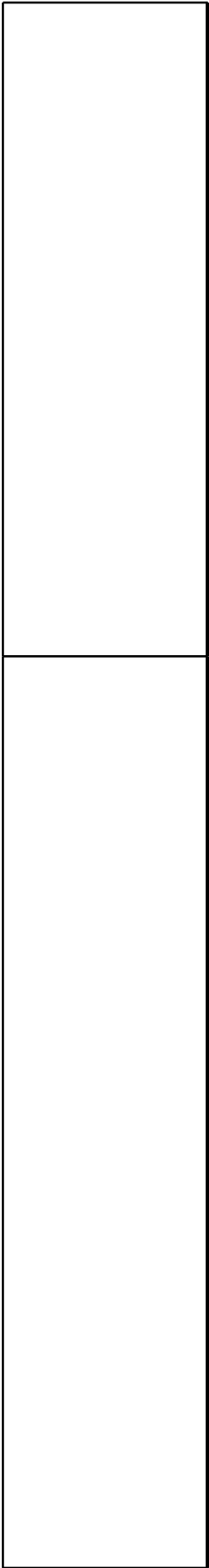


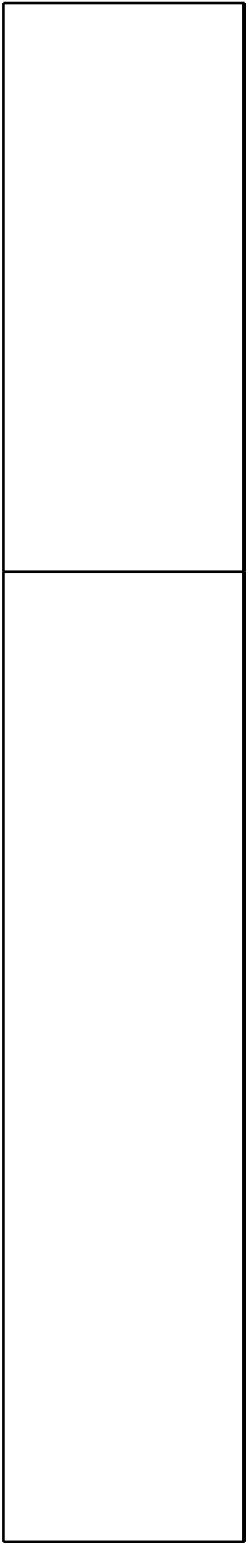


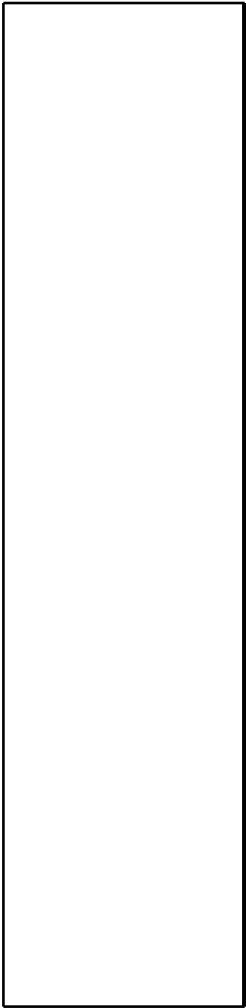


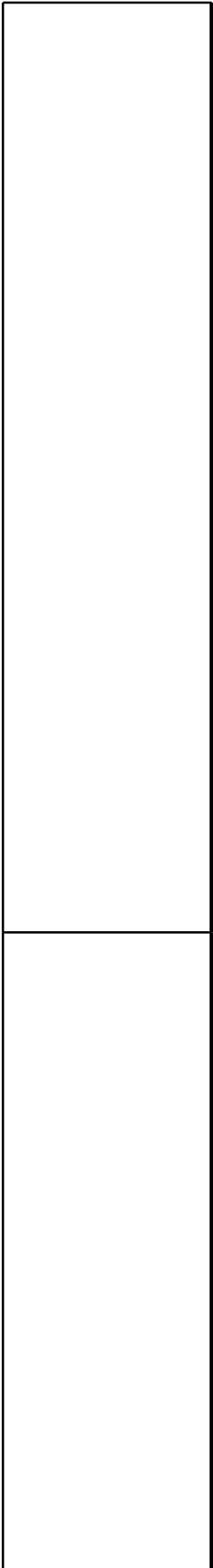


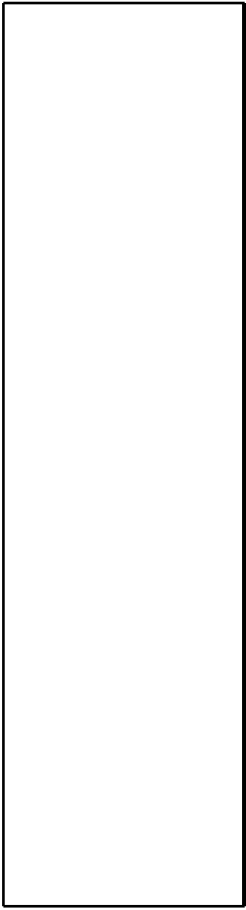


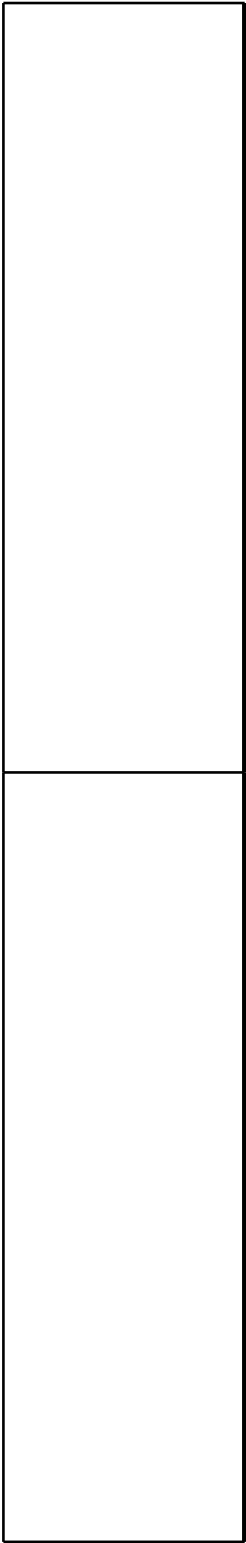


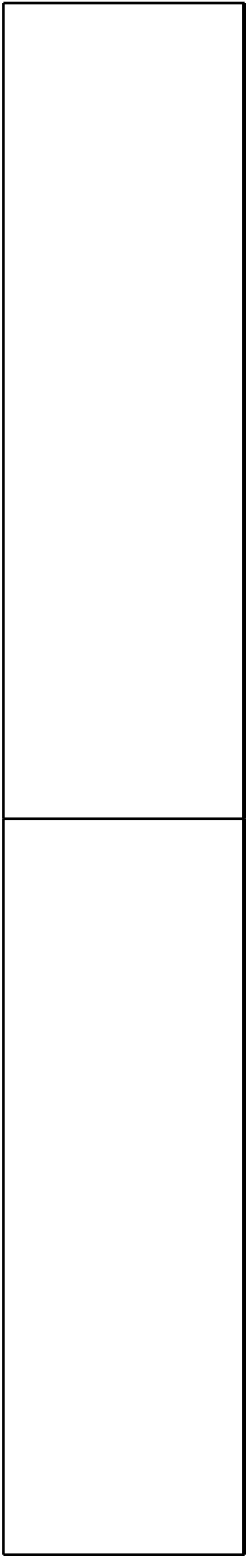


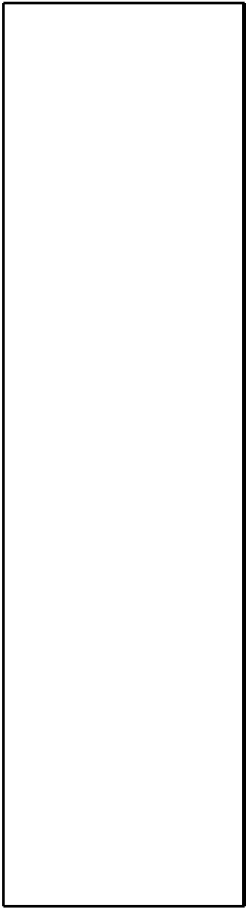


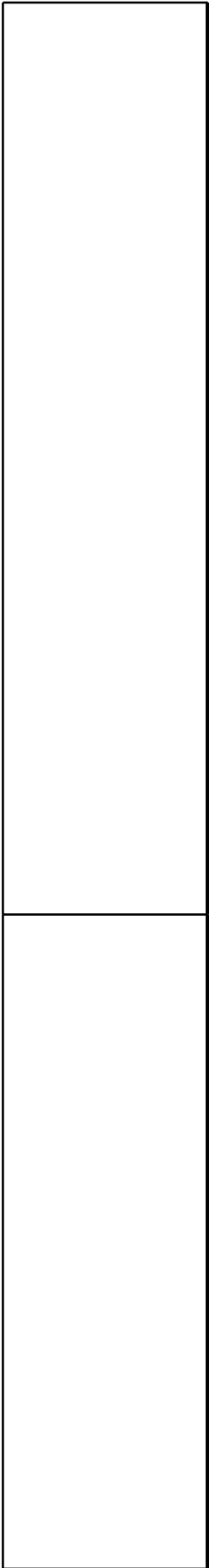




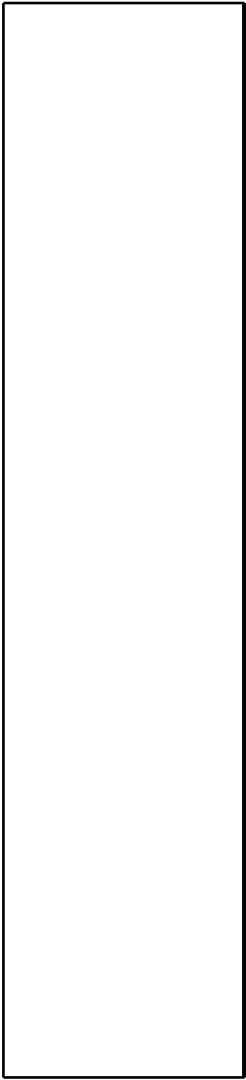


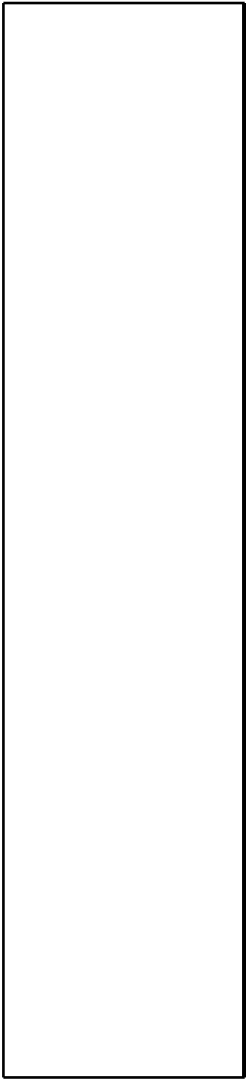


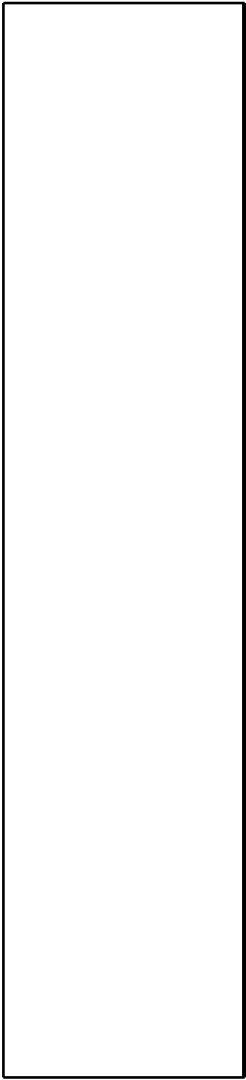


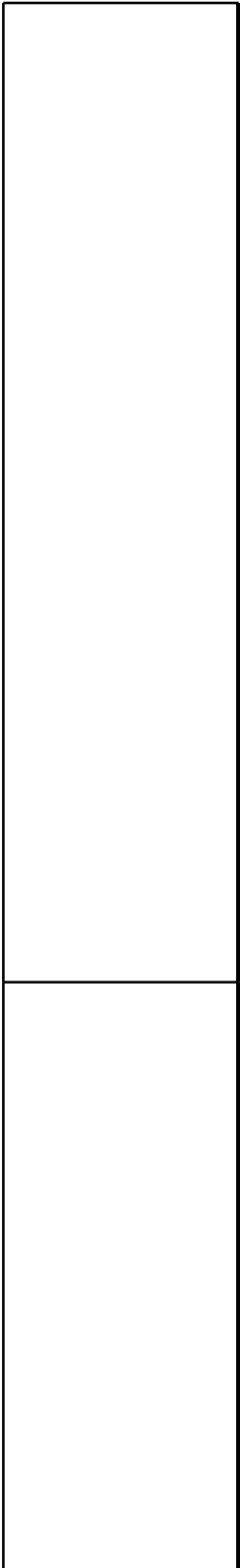


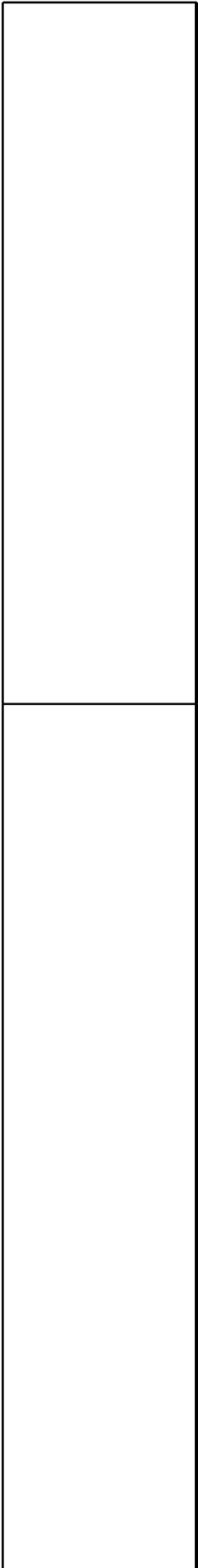
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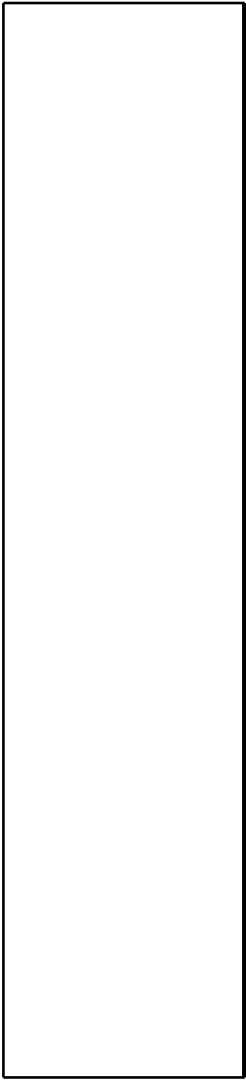


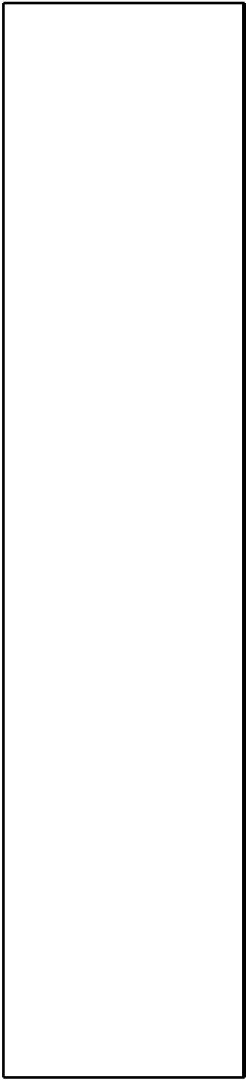


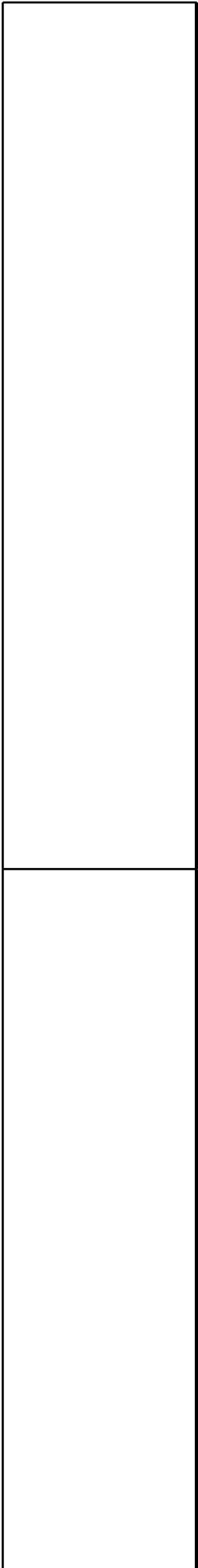


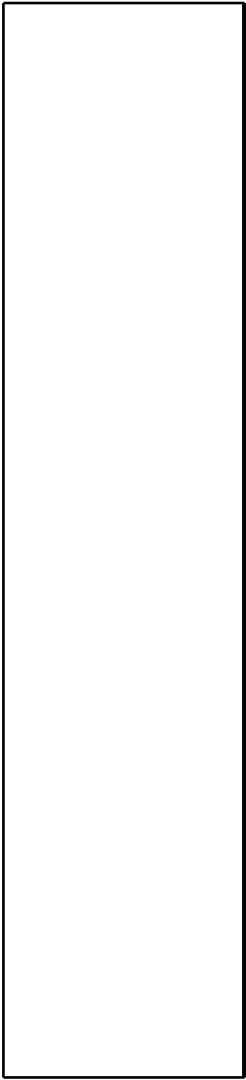


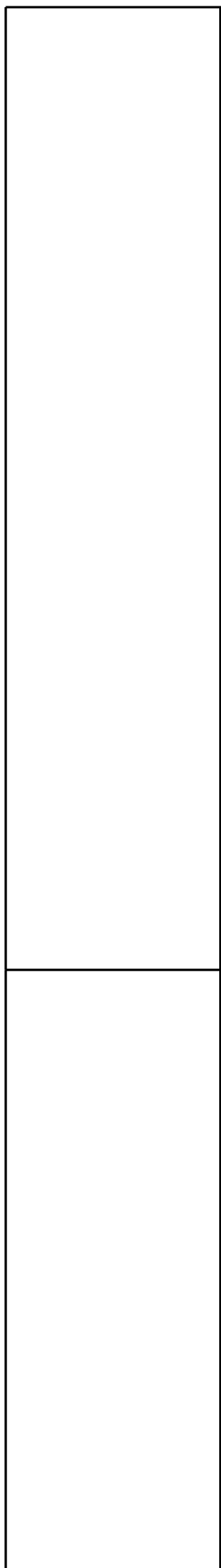


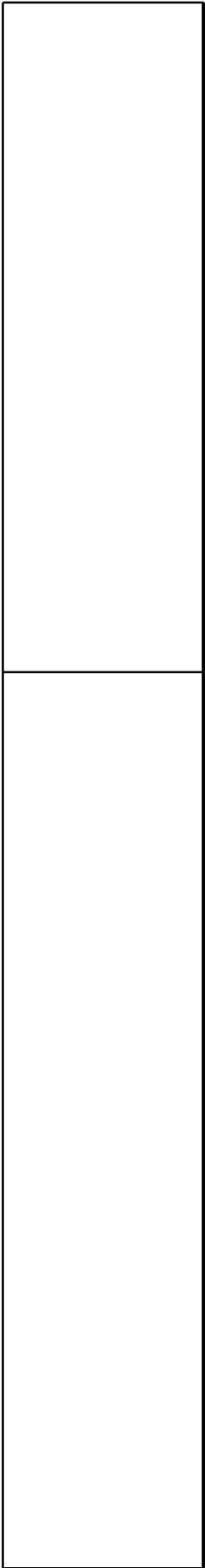


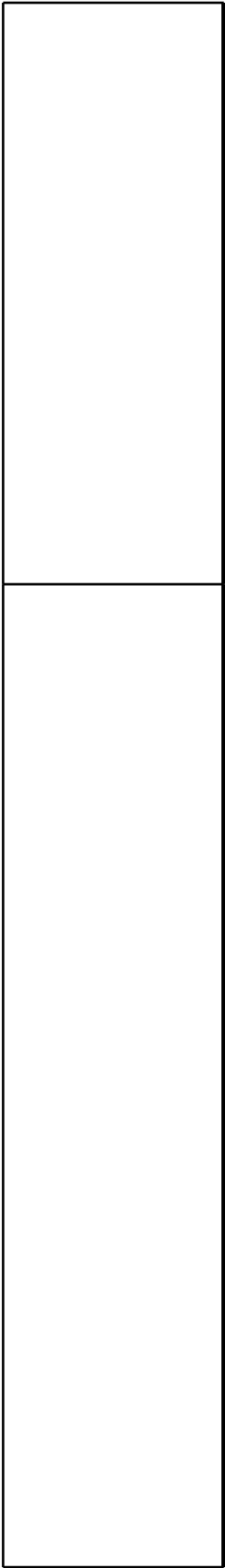


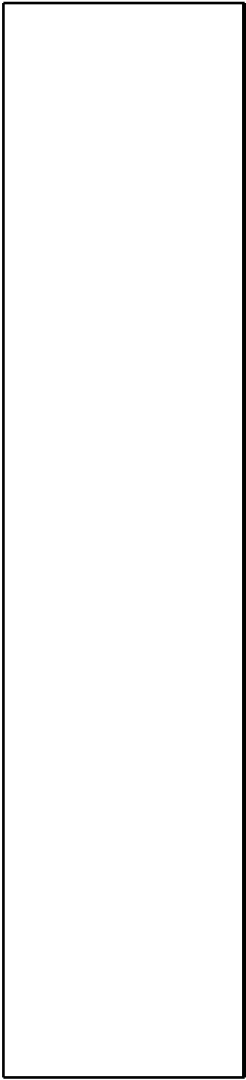


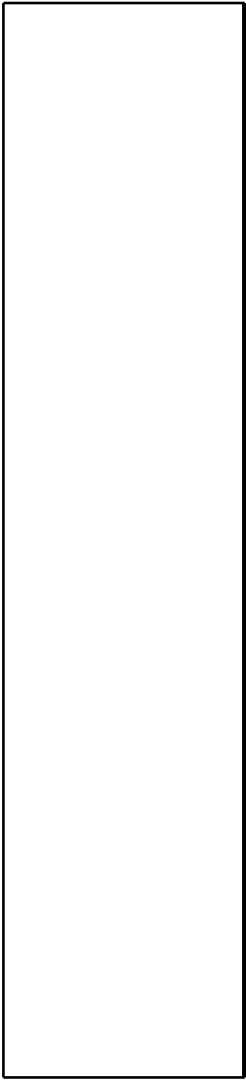


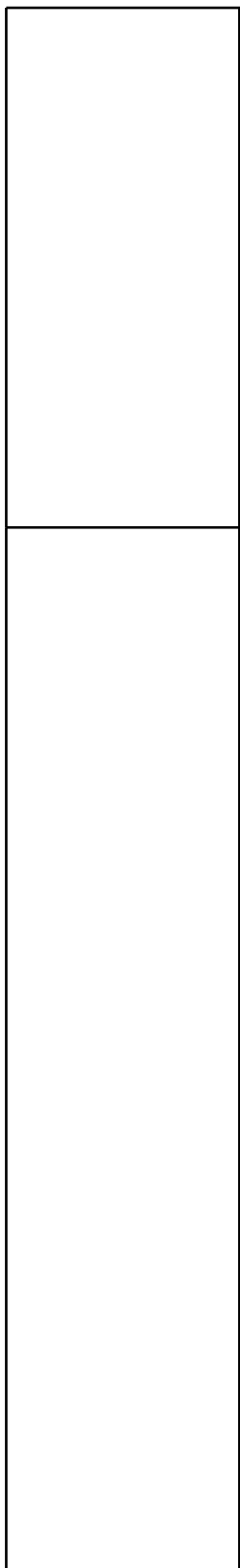


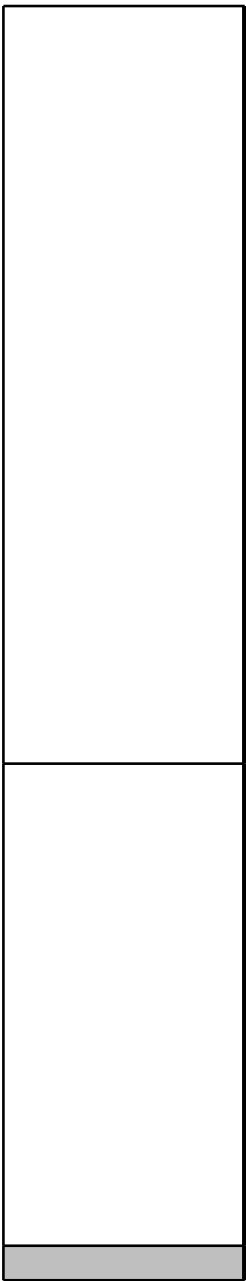












Communications Log Green Man Crossroads	Emails into Inbox
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DATE	CODE
16/11/22	COMM172

17/11/22	COMM173
17/11/22	COMM174

17/11/22	COMM175
17/11/22	COMM176

06/12/22	COMM177
12/12/22	COMM178

MESSAGE

Email 10/11/2022.

I have forwarded my original letter to you. Nearly a year has passed without a reply .
Pretty poor!!

I believe this proposal will create chaos in other residential roads in Coleshill. It will not stop 'Frustrated Drivers' as described in plans because too many drivers are Aggressive and Impatient.
It moves the problem to other streets

Will I get a reply before Christmas 2023?

Email reminder from 09/12/2021:

Dear Sir/Madam

I have lived in Coleshill for 44years , just off the High St, and 30 yards from The Greenman Crossroads. I fully support any plans, ANYWHERE that improve SAFETY. I will try to be brief in response to these proposals.

Since being told of these changes a few weeks ago by my neighbours on the High St, I have been VERY surprised at how FEW PEOPLE know of them.

How many of the "FRUSTRATED DRIVERS" you speak of, for example? Can they read the proposals attached to the posts on the High St & by the crossroads? No! They can't see them from their cars, can they?

There is SO much detail on the sheet, I doubt if the average pedestrian is going out with a map to check on the co-ordinates of the changes either. In my opinion there has been very publicity about this major change to traffic flow.

My main concern is that this plan will move the issues to other roads and road junctions in Coleshill and, very importantly, to RESIDENTIAL STREETS with Families living in them.

CHURCH HILL is a SMALL road to be used as the 'BAT PLAN' in this proposal. Its junction with the High ST is

AC Felix Kwateng, Engineering Design Services

I would like to express in writing my multiple objections to the proposed Traffic Signal junction - B4114 Birmingham Road/High Street/Blythe Road.

Most objections are mainly for the ban on 'No Right Turn' procedures for following reasons:

No right turn at junction of Birmingham Road (East) and High Street (South)

results in a lack of accessibility to businesses on the High Street. Furthermore any traffic wishing to gain access to High street will need to be directed down Parkfield Road/Park Road resulting in significant increases in volumes of traffic in these residential areas which already suffers with significant access issues due to parked cars and the need to access Coleshill C of E Primary School during term time/peak hours, therefore adding traffic to these roads becomes a safety risk to children crossing. As is stands there are already issues with backed up traffic on these roads as they are at times essentially single lane roads due to parked vehicles, therefore directing the traffic from the Birmingham Road in addition to the already strained infrastructure is, in my humble opinion, senseless. It is in fairness that I mention that the majority of all traffic does already travel via this route but to impose this is the only route is incredibly restrictive and does push all traffic, including HGV/Bus traffic via the side roads.

No right turn at junction of High Street (South) and Birmingham Road (West).

Any traffic wishing to access the main arterial route from Coleshill to Birmingham will need to access this further up the High Street via Sumner Road. This brings in to note the above noted issues mentioned for Parkfield Road and Park Road.

Any extra traffic routed via Parkfield Road/Park Road results in significant increases in volumes of traffic in these residential areas which already suffers with significant access issues due to parked cars and the need to access Coleshill C of E Primary School during term time/peak hours, therefore adding traffic to these roads becomes a safety risk to children crossing.

Traffic may, instead of going further up High Street to Sumner Road, access Birmingham Road via Old Mill Road/High Bring Road/Colemeadow Road. These are densely populated residential areas which are narrow due to parked cars. Adding additional 'Main Road' traffic on the main arterial route out of Coleshill to Birmingham should be considered a significant safety risk to the densely populated areas.

I object to the proposals most strongly, the "no right turn" on all 4 approaches make no sense to local residents on the basis that they will cause traffic to be diverted onto unsuitable roads. As follows:

- 1) Traffic approaching north along High Street and intending to turn right onto Blythe Road will divert up Church Hill and join Blythe Road to the East of the crossroads. Church Hill is too narrow to take this volume of traffic safely. The right turn out of Church Hill onto Blythe Road is also hazardous because drivers are unsighted by the brow of the hill to the left.
- 2) Traffic approaching from the east along Blythe Road and intending to turn right onto High Street will have to go straight on and then most likely turn right onto Colemeadow Road and through the narrow estate roads onto High Street near the narrow river Cole bridge.
- 3) Traffic approaching from the north on High Street to turn right onto Birmingham Rd will either have to go straight ahead and through the town centre, or go north and use estate roads described in 2) to get to Birmingham Rd.
- 4) Traffic approaching from the west on Birmingham Rd and intending to turn right onto High Street will divert along Parkfield Road which is a narrow road and has parking along one side (parking is very limited in Coleshill). At times when roads have been closed the restricted flow along Parkfield has caused gridlock.

The above issues are serious road safety risks and cannot be ignored. Local residents made these points to the representatives at the public meetings previously but the designers appear to have totally disregarded these comments from people who live in Coleshill and use the road system.

MEMO,

My name is Cllr Adam Richardson a Councillor but more importantly a resident of Coleshill,

I have seen the new plans for the Green Man crossroads in Coleshill,

While I approve that work HAS to be done at this rather busy intersection I still am opposed to the new current plan & I will state my objections below,

1 - No right turns because the lights will be 2 way controlled? Why? Surely the lights CAN be a 4 way controlled system, you stated at it adds 20 seconds on to a journey, wow 20 seconds must be harsh to be penalised over 20 seconds on a journey,

2 - No public consultation? Why? At the last meeting it was stipulated that this should & MUST be done with a PUBLIC meeting with those involved over it coming to Coleshill to hold a public session,

3 - No forward thinking of other road measures going in, why? We know that the Bridge & the A446 traffic island as what is still known to many as the police island are both set to have traffic measures in the not so distant future, in the form of lights, would this then not mean that when a 4 way controlled lights was thought of if wasn't taken into account that the flow would be eased from other directions?

4 - Is Church Hill being considered as a route through for ease of access? Why? Church hill cannot withstand the increase of traffic that it will have put upon it, it certainly cannot withstand 2 vehicles passing at Old School House, so whoever has been & looked & said it is fine hasn't tried to put two vans meeting at the top & I certainly hope it is retaining its weight restrictions on it,

5 - A closing date of 9th of December for objections? Why? Its a mere 3 weeks away give or take a couple of days, surely for such a huge project as it will be for the residents of Coleshill who I represent & wholeheartedly stand by & with this is inadequate for the 9000+ who live here to have their say, now we know not everyone will, however it simply is NOT good enough & I will certainly let my electorate know that I feel they have been let down by this decision for such a quick closing date,

~~In short you have still yet to listen to the towns people of this fine town & take their views into consideration & I~~

Dear sir

Having seen the current plan and proposal ,words fail me, how absurd at this cross roads to suggest no right turn in any direction ,I live on Church Hill which is busy enough anyway and all the no right turns are going to cause is more traffic from several directions using Church Hill.what I fail to see is why on earth can't we have a straightforward 4 way traffic light system , without causing utter chaos,whoever dreamed this one up is certainly not a Coleshill resident .

This jnct/ crossroads as been a problem with accidents ongoing for the 40 years I have lived in Coleshill.

So with due respect I beg you to reconsider this absurdity and just implement a 4 way traffic light system.

Dear Mr Kwateng,

I am aware from personal experience that any proposals for change will always find opposition and that opponents of change always tend to be the most vocal. I am writing to register my support for the latest proposals for traffic lights at the Green Man crossroads.

I have lived in Coleshill for over sixty years and even as a child I remember the adults advocating traffic lights; and then, it should be noted, there was far less traffic. Hitherto there has always been some objection from the powers that be, however spurious, so nothing has been done while the problem gets worse.

As a former Town Councillor I was charged with exploring all the issues of parking and traffic movements through Coleshill. Everyone seemed to have a suggestion though the provision of traffic lights was the most frequently mentioned. Then, as now, no proposal seemed to gain universal approval. In any case the County Council could not find the funding and no progress was made.

I am delighted that there are now the resources to do the work and pleased that you have listened to the views of residents by modifying original proposal to allow left turns. It is clear to me that following the survey planners with experience, training and expertise have provided a workable solution to a problem that has existed in the town for decades.

The proposal now also now provides for safe crossing for pedestrians. This is a real bonus especially for people with limited mobility and parents with pushchairs.

I do hope that you will go ahead with the scheme.

Dear sir,

I do not agree that there will be no right turns at Colehill Cross Roads, after seeing your plans of 'Proposed Traffic Signal Junction'.

I have lived in this house (which looks directly up to Church Hill) over 50 years and although there are queues of traffic at normal busy times on the whole traffic flows nicely and there are not that many 'accidents' at the cross roads.

Did you sit in Patregus Coffee Shop to see how many vehicles want to turn right? I for one go down the hill regularly.

Can we not have 4-way traffic lights and go all ways?

I hope more thought will go into your difficult dilemma and that a public meeting will be arranged before starting

COMMS TOPIC	METHOD (EMAIL, WEB, PHONE, LETTER)	REASONS FOR OBJECTION
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none"> 1. Lack of / too short consultation 2. Increase traffic on other roads 3. Turning in / out of Church Hill 4. Tight bend at Church Hill 5. Possible Business Extinguishment / Deliveries Affected

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. No need for banning turns (accidents minor / general objection)2. Increase traffic on other roads3. Turning in / out of Church Hill4. Inconvenience / limit mobility for residents5. Will cause more danger at junction
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. No need for banning turns (accidents minor / general objection)2. Increase traffic on other roads3. Turning in / out of Church Hill4. Increases danger on other roads

<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. No need for banning turns (accidents minor / general objection)2. Lack of / too short consultation3. Increase traffic on other roads4. Tight bend at Church Hill5. 4-way traffic light system favoured
<p>Objection</p>	<p>Email</p>	<ol style="list-style-type: none">1. No need for banning turns (accidents minor / general objection)2. Increase traffic on other roads3. 4-way traffic light system favoured

Support	Email	
Objection	Letter	<ol style="list-style-type: none">1. 4-way traffic light system favoured2. No need for banning turns (accidents minor / general objection)

RESPONSE & ACTIONS	NOTES	ATTITUDE (POSITIVE, NEUTRAL, NEGATIVE)
		Negative

		Negative
		Negative

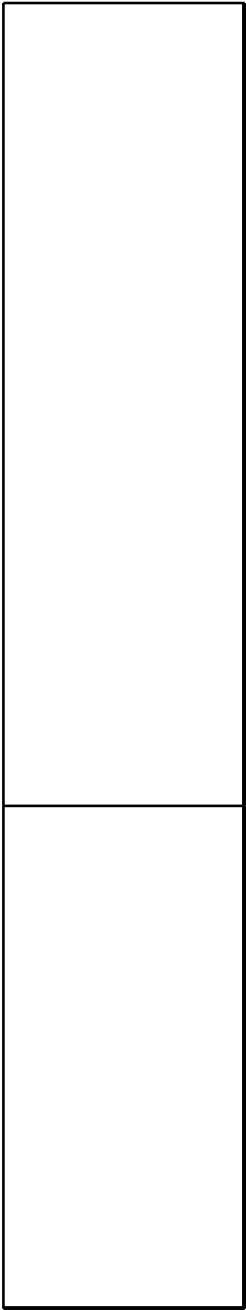
		Negative
		Negative

		Positive

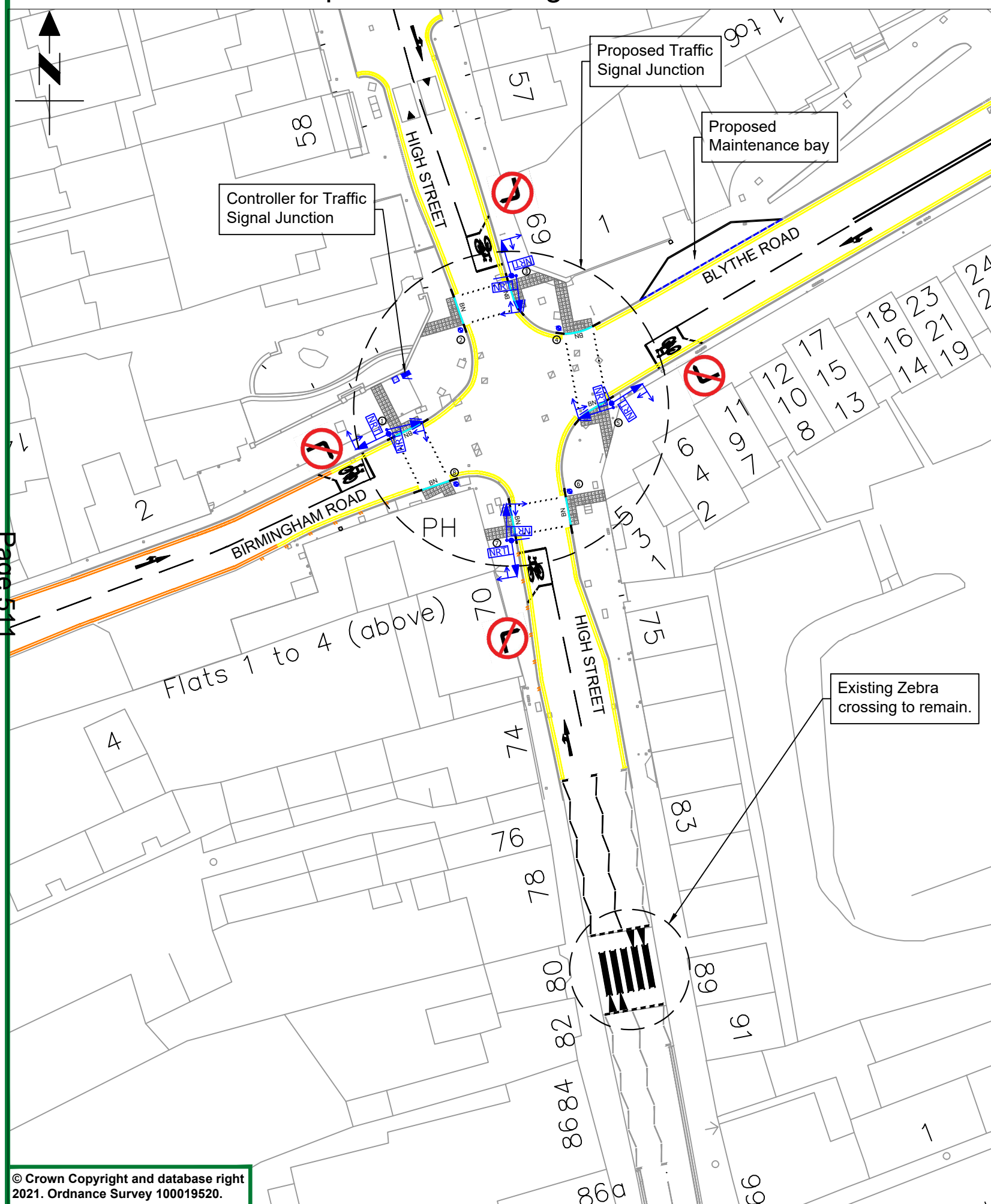
ENQUIRY RESOLVED Open or Closed
Open

Open
Open

Open
Open



Proposed Traffic Signal Junction



The proposed traffic signal junction will incorporate controlled pedestrian crossing facilities on all four arms of the junction.

Also, as part of the scheme, it is proposed to ban the right manoeuvres on all four approaches to the junction.

- ### Key
- Traffic signal head mounted on pole with 'No Right Turn'.
 - Traffic Signal Controller Approximate dimensions: 73cm width x 43cm depth x 116cm height
 - Traffic Signal Controller Feeder Pillar (FP) Approximate dimensions: 36cm width x 25cm depth x 60cm height
 - Grey Tactile Paving
 - Existing double yellow lines
 - Proposed extension of - double yellow lines (See Traffic Regulations Order for details)
 - Proposed Loading and Unloading of vehicles prohibited at all times (See Traffic Regulations Order for details)

NOTES

All traffic signal equipment and road markings shown are indicative and may be subject to change during detailed design or during installation due to site constraints.

REV	DRN	AMENDMENT	DATE
E	LV	Added banned movement sign	07/11/22
D	EM	Removed Cylist movement sign	02/08/22
C	EM	Cylist movement at intersection	20/06/22
B	EM	To reflect new design layout	30/03/22
A	EM	To reflect revised design layout	22/09/21



**Warwickshire
County Council**

**Engineering
Design Services**

Engineering Design Services
Environment Services, Communities
Shire Hall Post Room
Warwick
CV34 4SP
Tel : 01926 410410
Web : www.warwickshire.gov.uk



FS 26655

C:\DesignServices\24.2\345\3 Drawings\3-01 AutoCAD\24.2---345-005.dwg

PROJECT
 B4114 - Birmingham Rd/High St/Blythe Rd,
 Coleshill - Proposed Traffic Signal Junction

TITLE
 Public Notice Plan

Purpose of Drawing: Consultation

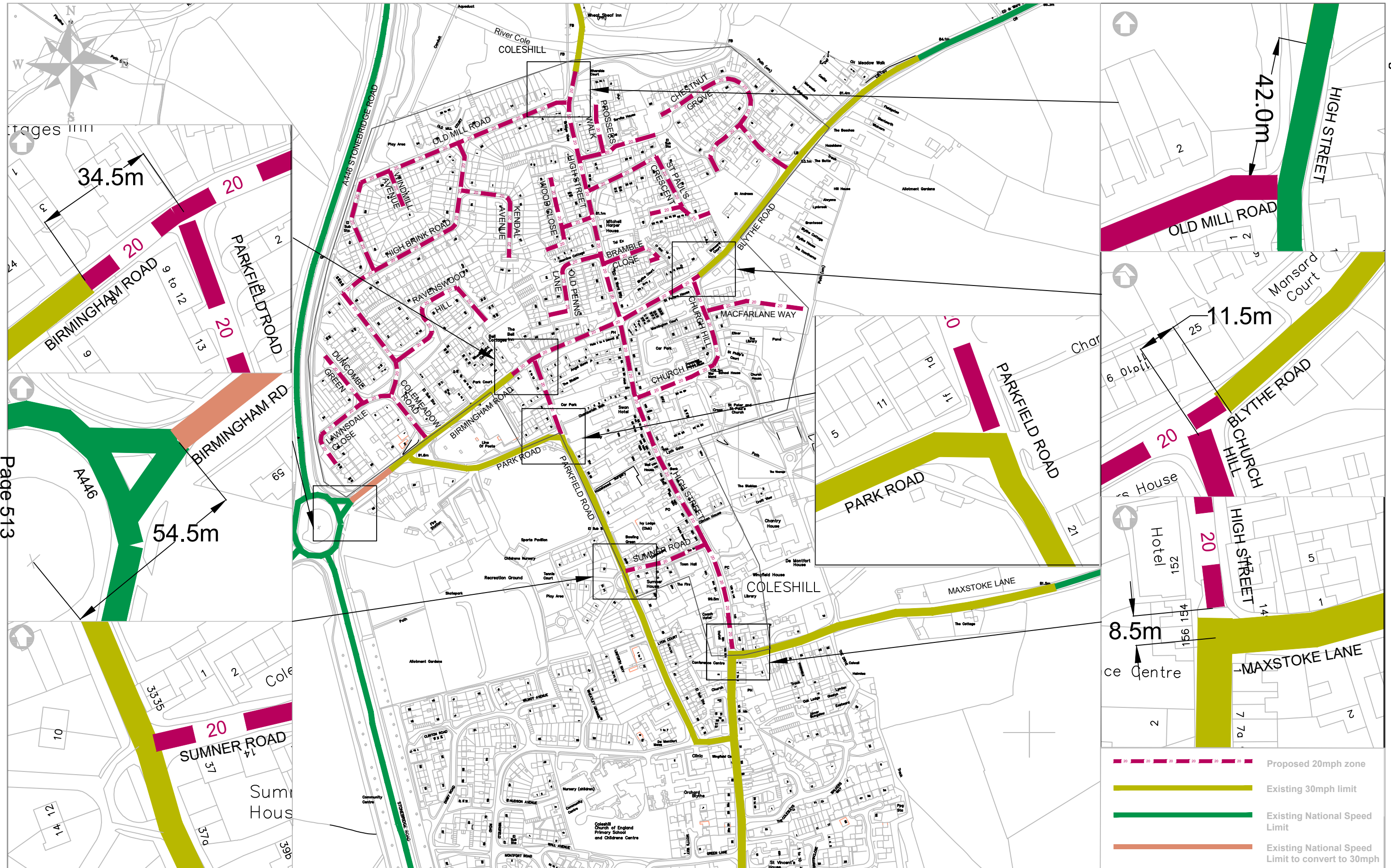
Drm	EM	Ck'd	GD	App'd	GD
Date	01-03-21	Date	07-11-22	Date	07-11-22

Status
 Approved (Level 3)

Scale 1:500 **Sheet size** A3

DRG. NO. 24.2---345-005 **Rev.** E

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NOTES
 MACFARLANE WAY TO BECOME 20MPH WHEN IT IS ADOPTED

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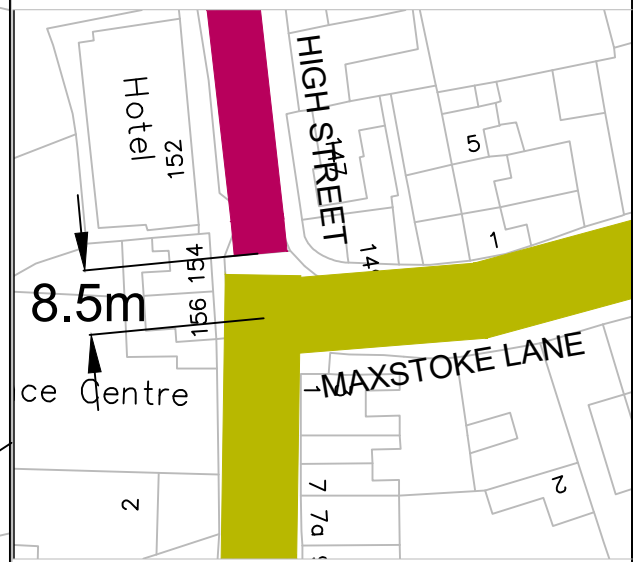
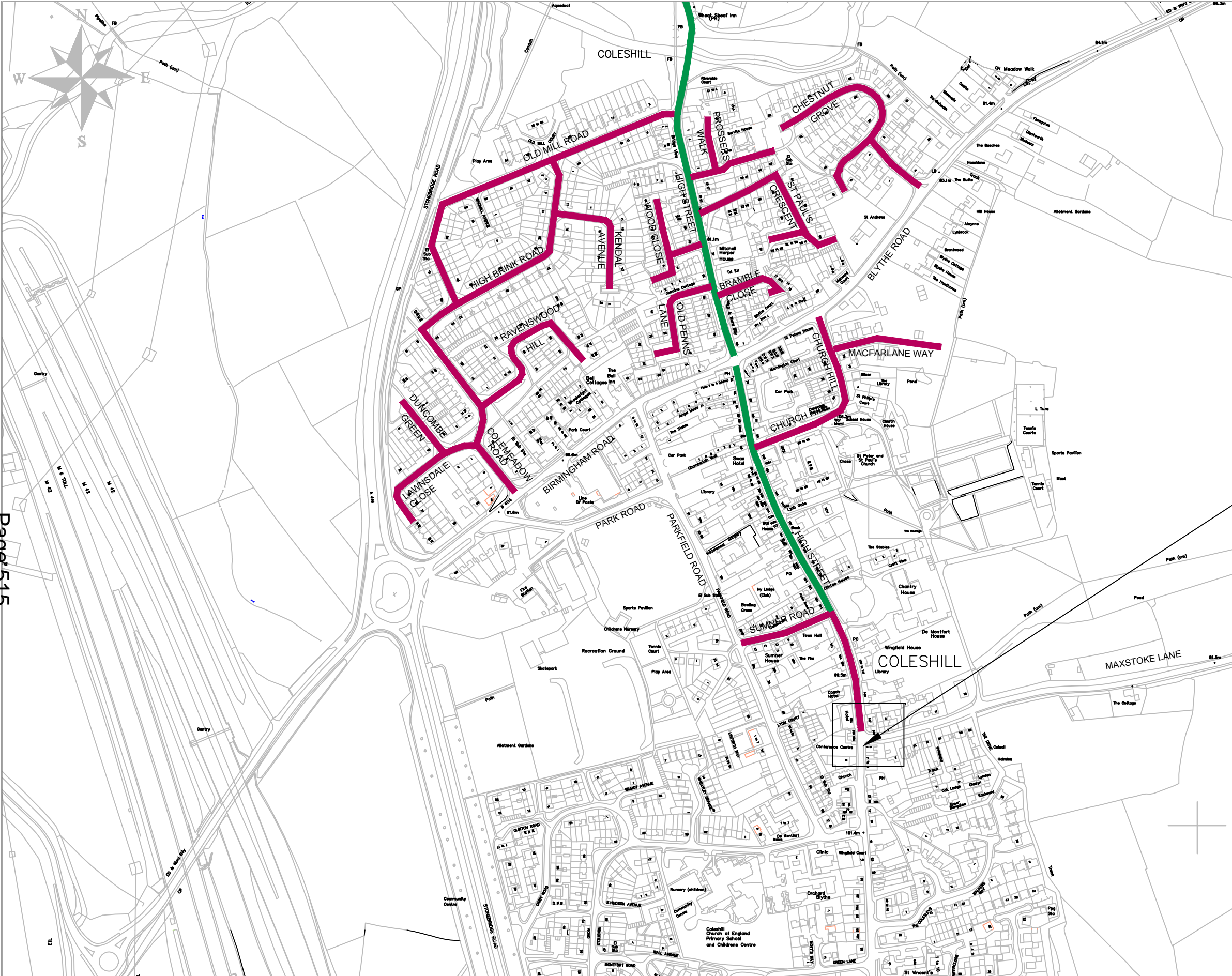
REV	DATE	BY	CHK	AMENDMENT
A	11/06/21	RC	GS	EXTENTS OF 20MPH AREA
B	05/07/21	RC	GS	EXTENTS OF 20MPH AT JN OF
-	-/-/-	-	-	PARKVIEW RD & BIRMINGHAM RD
-	-/-/-	-	-	-
-	-/-/-	-	-	-

Drawing title
PROPOSED SIGNED 20MPH SPEED LIMITS TOWN CENTRE COLESHILL

Project title
B4114 BIRMINGHAM RD/HIGH ST

Drawn by RC	Checked by GS
Date 05 July 2021	
Scale NTS @ A3_L	
Drawing number TR/11374/10	

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Proposed 7.5 tonne weight restriction except for loading

Existing 7.5 tonne weight restriction except for loading to be incorporated into proposed 7.5 tonne weight restriction, except for loading.



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NOTES
 7.5 TONNE EXCEPT FOR LOADING RESTRICTION TO APPLY TO MACFARLANE WAY WHEN IT IS ADOPTED

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REV	DATE	BY	CHK	AMENDMENT
A	11/06/21	R	GS	EXTENTS OF 7.5 TON BAN AREA
-	-/-/-	-	-	-
-	-/-/-	-	-	-
-	-/-/-	-	-	-
-	-/-/-	-	-	-

Drawing title	Drawn by	Checked by
PROPOSED SIGNED 7.5 TONNE WEIGHT BAN EXCEPT FOR LOADING TOWN CENTRE, COLESHILL	RC	GS
	Date	11 June 2021
	Scale	NTS @ A3_L
Project title	Drawing number	
B4114 BIRMINGHAM RD/HIGH ST	TR/11364/17	

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Portfolio Holder Decision

Borough of North Warwickshire CPE Variation No.7

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	14 April 2022
	Signed

1. Decision taken

- 1.1 That the Portfolio Holder for Transport and Planning approves the variation order No7 as advertised

2. Reasons for decisions

1. Croft Road and Sheepy Road, Atherstone – No Waiting at any Time

- 1.1. Following on from complaints of difficulties with vehicles parking close to the junctions of Croft Road and Sheepy Road, double yellow lines were proposed to be installed at the two junctions of Croft Road and Sheepy Road, Atherstone to ensure that the junction is kept as safe as possible.
- 1.2. The following tables detail the objections and/or comments received along with the officer recommendations.

Emails/letters	
Total objections	1
Total comments	2

Ref	Objections and comments received	Total number of responses containing the comment
A	The restrictions do not go far enough into the junction to keep it free of cars	1
B	The proposals will push the vehicles elsewhere onto nearby residential roads	2
C	Request a residents permit scheme for Sheepy Road	1

Ref	Officer Comments
-----	------------------

A	These restrictions have been proposed to keep Sheepy Road, the main through road, free of obstructive parking whilst maximising the amount of space available for nearby residents. The addition of restrictions further into Croft Road would have a negative impact on the residents by reducing the amount of space available for residents to park.
B	It is acknowledged that these restrictions will move the existing parking into the nearby residential roads, however the primary purpose of these restrictions is to improve the safety of the junctions along Sheepy Road by removing the obstructive parking at the junctions.
C	A residents parking scheme is outside the scope of these proposed restrictions, however such a scheme could be considered in a subsequent consultation.

Recommendations

It is recommended to implement these proposals as advertised.

Members Comments

No comments have yet been received from the local member, if comments are received they will be forwarded on to the Portfolio Holder for consideration.

2. High Street, Coleshill – No Waiting at any Time

- 2.1. After the introduction of Civil Parking Enforcement in North Warwickshire, a number of requests have been received to remove the limited waiting restrictions outside of the residential properties along High Street, Coleshill between Birmingham Road and Wood Close. This will ensure that residents will
- 2.2. The following tables detail the objections and/or comments received along with the officer recommendations.

Emails/letters	
Total objections	0
Total comments	1

Ref	Objections and comments received	Total number of responses containing the comment
A	Support the proposals	1

Ref	Officer Comments
A	No Comment necessary

Recommendations

It is recommended to implement these proposals as advertised.

Members Comments

No comments have yet been received from the local member, if comments are received they will be forwarded on to the Portfolio Holder for consideration.

3. Bridge Street, Polesworth – No Waiting at any Time

- 3.1. Following on from reports of vehicles being parked in an obstructive manner along Bridge Street, Polesworth, it is proposed to extend the double yellow lines on Bridge Street,

Polesworth to cover both sides of the road and maintain the free flow of traffic along the main road.

3.2. The following tables detail the objections and/or comments received along with the officer recommendations.

Emails/letters	
Total objections	0
Total comments	1

Ref	Objections and comments received	Total number of responses containing the comment
A	The proposals will push the problem elsewhere	1
B	Request a permit scheme	1

Ref	Officer Comments
A	It is acknowledged that these restrictions will move the existing parking into the nearby residential roads, however the primary purpose of these restrictions is to improve the safety of Bridge Street by removing the obstructive parking.
B	A residents parking scheme is outside the scope of the proposals. Additionally a residents parking scheme would not be suitable for this location as it does not meet the criteria set out in Warwickshire County Councils parking policies. The properties along Rickyard Close have driveways which would be against point 2.2 (iv) given below; <i>2.2 (iv) It should generally be demonstrated that the majority of the available kerbside parking space is regularly occupied by non-residential parkers and also that a significant number of the properties do not have parking space within the curtilage.</i>

Recommendations

It is recommended to implement these proposals as advertised.

Members Comments

No comments have yet been received from the local member, if comments are received they will be forwarded on to the Portfolio Holder for consideration.

3. Background information

3.1 Proposals for waiting restrictions at various locations were advertised and consulted upon in accordance with statutory procedure on the 1st September 2022, with consultation open until the 23rd September 2022.

3.2 The statutory criteria for decisions on making Traffic Regulation Orders are included as Appendix A.

3.3 Drawings showing published proposals for waiting restrictions that received objections are found in Appendix B.

3.4 A copy of the published Statement of Reasons for each scheme are found in Appendix C with the schemes that received objections have been highlighted in red.

3.5 Copies of objections and comments received are available as background information in Appendix D.

3.6 An equalities impact assessment has not been commissioned for this scheme as the implementation of these parking restrictions is not expected to have a detrimental impact to any particular demographic of the population that will be using the road.

4. Financial implications

4.1 All work will be carried out within the existing 2023/24 CPE budget allocations.

5. Environmental implications

5.1 It is anticipated that the presence of waiting restrictions would not have a significant adverse effect on air quality, with no predicted increase in traffic volumes or noise levels as a result of the schemes.

Report Author

Ben Davenport
bendavenport@warwickshire.gov.uk,

Assistant Director

scotttompkins@warwickshire.gov.uk

Strategic Director

Strategic Director for Communities

Portfolio Holder

Portfolio Holder for Transport and Planning

Urgent matter?

No

Confidential or exempt?

No

Is the decision contrary to the budget and policy framework?

No

List of background papers

Appendix A
Appendix B
Appendix C
Appendix D

Members and officers consulted and informed

Portfolio Holder – Councillor Wallace Redford

Corporate Board – Mark Ryder

Legal – Caroline Gutteridge

Finance – Virginia Rennie

Equality – n/a

Democratic Services – Helen Barnsley

Councillors – Clarke, Chilvers, Fradgley and D’Arcy

Local Member(s): Mejar Singh, Dave Humphreys and Marian Humphreys

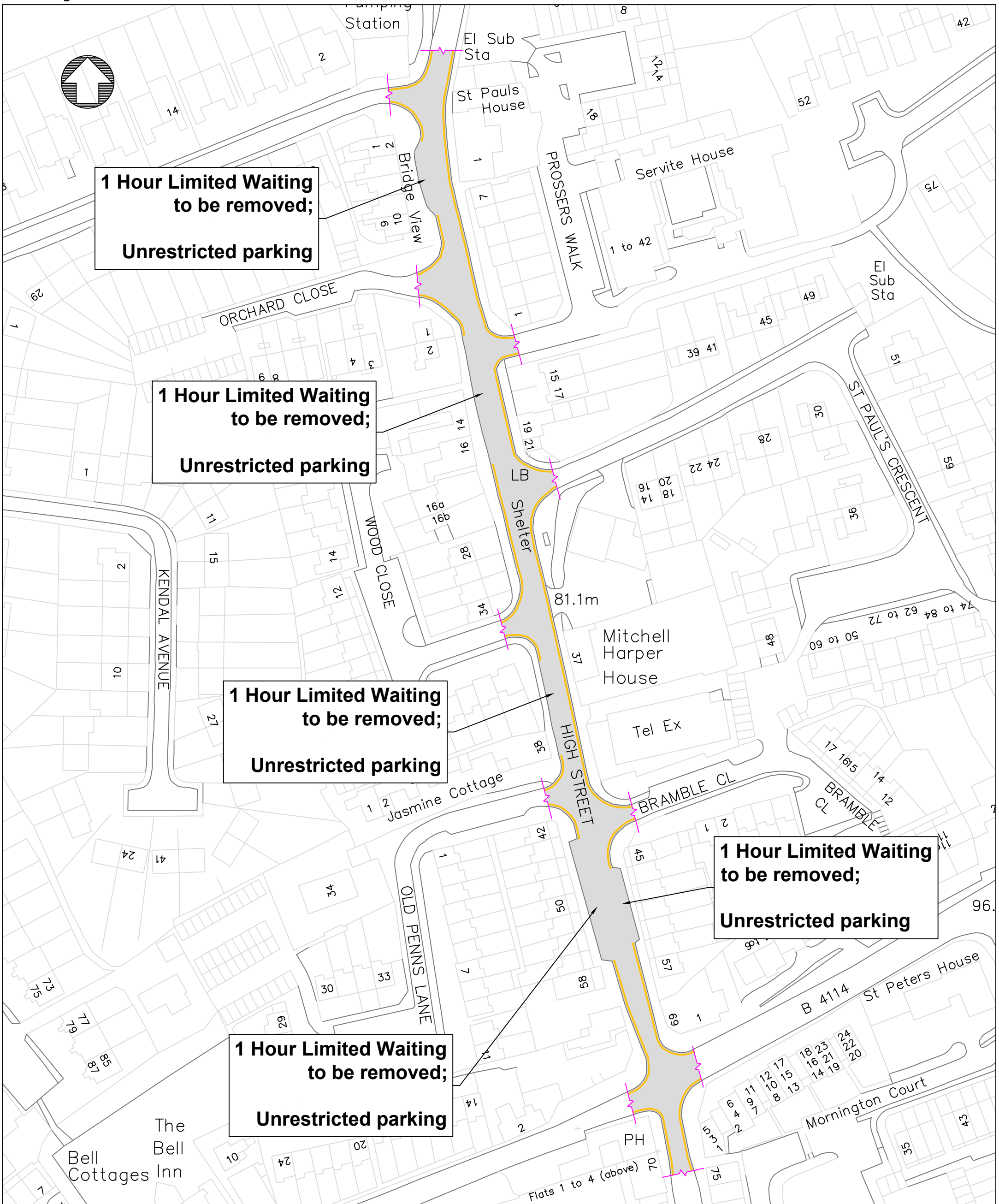
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Appendix A – Statutory Criteria for Decision Making on Traffic Regulation Orders

Cabinet – 7th September 2006**The Delegation of Powers for Determining Contested
Minor Traffic Regulation Orders**

Powers and Duties	Statutory Reference	Type of Function
* To propose the making of orders relating to minor road traffic orders provided that the local Member does not object.	Parts I and II Road Traffic Regulation Act 1984	Executive
<p>A “minor traffic order” is one falling into the following categories</p> <p>(i) No waiting at any time restrictions at junctions including waiting restrictions required for the safe and efficient operation of traffic signals.</p> <p>(ii) Waiting restrictions on one or both sides of a length of road extending no greater than 50 metres on a principal road or 100 metres on a non-principal road, when measured along the centre line of the road.</p> <p>(iii) Extension to a speed limit order on a length of road extending no greater than 50 metres on a principal road or 100 metres on a non-principal road, when measured along the centre line of the road.</p> <p>(iv) Any other traffic order designated by the Strategic Director of Performance and Development as such following consultation with the relevant Portfolio Holder and the Chair of the relevant Overview & Scrutiny Committee.</p> <p>The maximum lengths of roads which come within the definition of “minor traffic order” apply to each separate proposal and not the total length of road covered by an order which may contain a number of proposals.</p> <p>The above definition of a “minor traffic order” will apply to new traffic orders and to amendments to existing traffic orders, including consolidation orders.</p>	Parts I and II Road Traffic Regulation Act 1984	Executive

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**1 Hour Limited Waiting to be removed;
Unrestricted parking**

**1 Hour Limited Waiting to be removed;
Unrestricted parking**

**1 Hour Limited Waiting to be removed;
Unrestricted parking**

**1 Hour Limited Waiting to be removed;
Unrestricted parking**

**1 Hour Limited Waiting to be removed;
Unrestricted parking**

REV	DATE	BY	CHK	AMENDMENT	REV	DATE	BY	CHK	AMENDMENT	REV	DATE	BY	CHK	AMENDMENT
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NOTES

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Drawing title
**High Street, Coleshill
 Proposed Removal of Limited Waiting
 Informal Consultation**

Project title
North Works Borough CPE

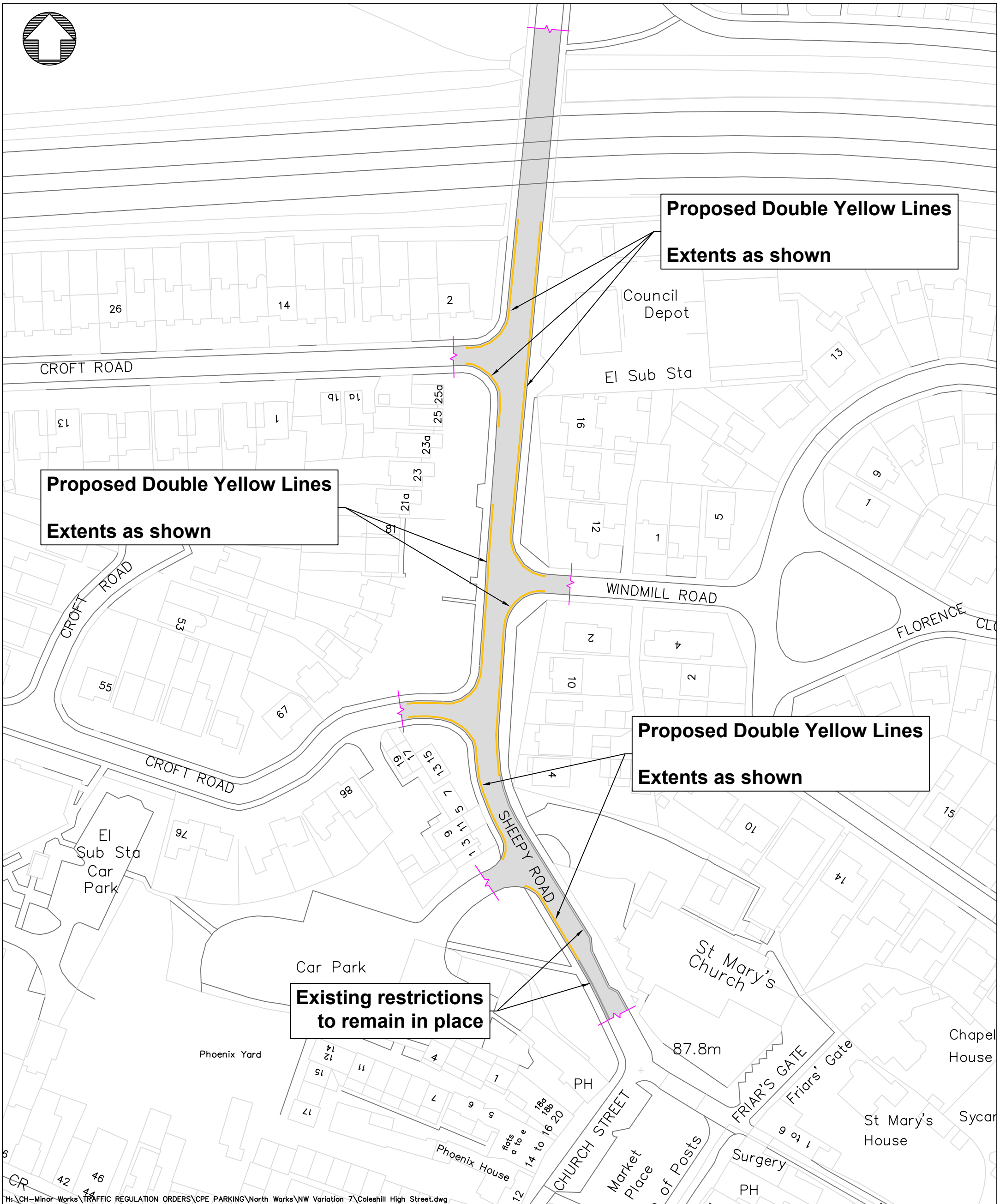
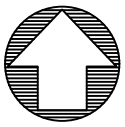
Drawn by
PM

Checked by
GVS

Date
22 March 2022

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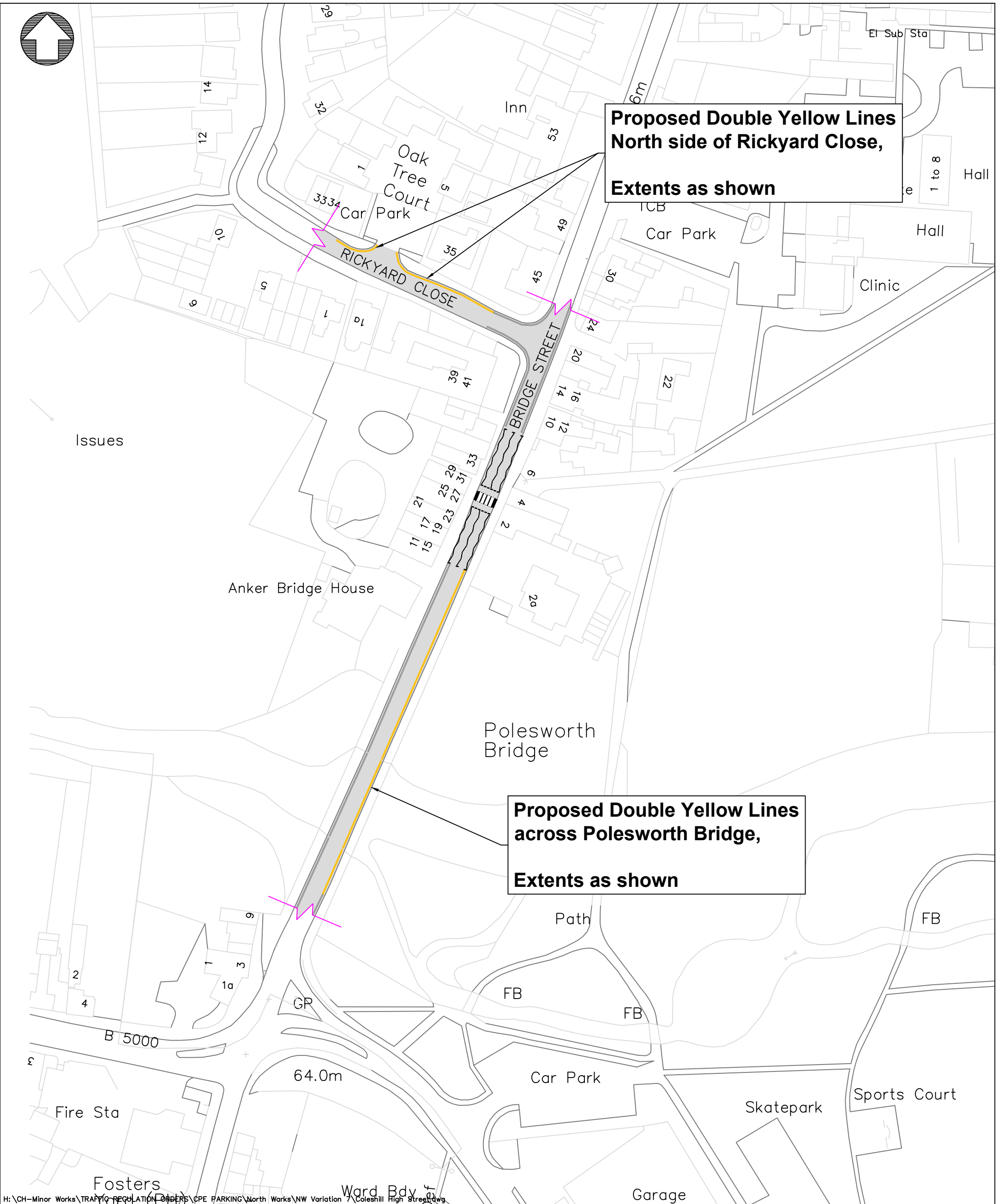
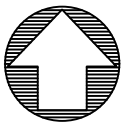
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PTRO21-023-01



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-	--/--	-	-	-	-	--/--	-	-	-	-	--/--	-	-	-

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			<p>Project title</p> <p>North Warks Borough CPE</p>		<p>Date</p> <p>22 March 2022</p>	
			<p>Scale</p> <p>1:1000 @ A3_P</p>		<p>Drawing number</p> <p>PTRO21-023-03</p>	
			<p>Page 526</p>			



**Proposed Double Yellow Lines
North side of Rickyard Close,
Extents as shown**

**Proposed Double Yellow Lines
across Polesworth Bridge,
Extents as shown**

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REV	DATE	BY	CHK	AMENDMENT	REV	DATE	BY	CHK	AMENDMENT	REV	DATE	BY	CHK	AMENDMENT
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**Warwickshire
County Council**
**TRANSPORT
AND ECONOMY**

Traffic & Road Safety
Communities,
Shire Hall Post Room
Warwick, CV34 4SP
Tel : 01926 410410

www.warwickshire.gov.uk
<mailto:communities@warwickshire.gov.uk>

NOTES

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Warwickshire County Council.

Drawing title
**Bridge Street & Rickyards Close
Polesworth
Proposed Double Yellow Lines
Informal Consultation**

Project title
North Works Borough CPE

Drawn by PM	Checked by GVS
Date 22 March 2022	Scale 1:1000 @ A3_P
Drawing number PTRO21-023-05	

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Warwickshire County Council

Road Traffic Regulation Act 1984

The Warwickshire County Council (Borough of North Warwickshire) (Civil Enforcement Area) (Waiting Restrictions, On Street Parking Places) (Consolidation) (Variation 07) Order 2022

1. Background

Throughout the last year Warwickshire County Council have received numerous requests for changes to the parking restrictions throughout Stratford District.

Consultation Plan	Location	Street	Plan Reference	Revision No.
PTRO21-023-001	Coleshill	High Street	CH36	2
			CI36	3
PTRO21-023-002	Dordon	Long Street	AN49	2
			AO49	3
			AP49	3
			AQ49	3
PTRO21-023-003	Atherstone	Sheepy Road	AY58	3
			AZ58	3
PTRO21-023-004	Water Orton	Birmingham Road	CA32	1
PTRO21-023-005	Polesworth	Bridge Street	AH49	3
PTRO21-023-006	Coleshill	Church Hill	CI37	5

2. Statement of Reasons

High Street, Coleshill – Revocation of Limited Waiting restrictions

It is proposed to remove the limited waiting restrictions that are currently in place along High Street, Coleshill north of the crossroad junction with Birmingham Road. This will provide a facility for residents to park for a longer period of time thereby aiding in preserving or improving the amenities of the area through which the road runs.

Long Street, Dordon – Revocation of Limited Waiting restrictions

It is proposed to remove the limited waiting restrictions that are currently in place along Long Street, Dordon. This will provide a facility for residents to park for a longer period of time thereby aiding in preserving or improving the amenities of the area through which the road runs.

Sheepy Road, Atherstone – No Waiting at any Time

It is proposed to introduce no waiting at any time restrictions at the junction of Sheepy Road and Croft Road to aid in reducing the likelihood of vehicles being parked in an obstructive manner thereby aiding in avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

Birmingham Road, Water Orton – Limited Waiting Mon-Sat 8am-6pm 1 hour No return within 2 hours

It is proposed to introduce limited waiting restrictions outside of the shops along Birmingham Road in Water Orton, this will provide an area that will promote the turnover of parking required for shopping thereby aiding in preserving or improving the amenities of the area through which the road runs.

Bridge Street, Polesworth – No Waiting at any Time

It is proposed to introduce no waiting at any time restrictions along the bridge on Bridge Street, Polesworth to aid in reducing the likelihood of vehicles being parked in an obstructive manner thereby aiding in avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

Church Hill, Coleshill – Disabled Badge Holders Only

It is proposed to introduce a disabled persons parking space on Church Hill, Coleshill to provide a dedicated area where owners of a disabled badge are able to park, this will aid in preserving or improving the amenities of the area through which the road runs.

3. Schedule

Birmingham Road, Water Orton – Limited Waiting Mon-Sat 8am-6pm 1 hour No return within 2 hours

North side, from a point 15 metres east of its junction with Marsh Lane, eastwards for 38 metres

Birmingham Road, Water Orton – Disabled Badge Holders Only

North side, from a point 53 metres east of its junction with Marsh Lane, eastwards for 7 metres

Bridge Street, Polesworth – No Waiting At Any Time

East side, from a point 75 metres south of its junction with Rickyards Close, southwards for 92 metres

Church Hill, Coleshill – Disabled Badge Holders Only

North side, from a point 70 metres east of its junction with High Street, eastwards for 6.6 metres

Croft Road, Atherstone – No Waiting at any Time

Both sides, from its northern junction with Sheepy Road, westwards for 10 metres

Both sides, from its southern junction with Sheepy Road, westwards for 15 metres

High Street, Coleshill – Revocation of Limited Waiting 1 Hour No Return 2 Hours Mon-Sat 8am-6pm Restrictions

East side, from a point 10 metres south of the junction with Bramble Close, southwards for 22 metres

West side, from a point 9 metres south of the junction with Penns Lane, southwards for 35 metres

West side, from a point 6 metres north of the junction with Penns Lane, northwards for 28 metres

West side, from a point 40 metres north of the junction with Wood Close, northwards for 40 metres

West side, from a point 6 metres south of the junction with Old Mill Road, southwards for 25 metres

Long Street, Dordon – Revocation of Limited Waiting 2 Hours No Return 4 Hours Mon-Sat 8am-6pm Restrictions

West side, from a point 50 metres north of its junction with Watling Street, northwards for 90 metres

West side, from a point 75 metres north of its junction with The Shortwoods, northwards for 63 metres

East side, from a point 30 metres south of its junction with Church Road, southwards for 115 metres

West side, from a point 40 metres south of its junction with Roman Way, southwards for 62 metres

Rickyards Close, Polesworth – No Waiting At Any Time

North side, from a point 8 metres west of its junction with Bridge Street, westwards for 62 metres

Sheepy Road, Atherstone – No Waiting at any Time

West side, from a point 30 metres north-west of its junction with Church Street, northwards for 152 metres

West side, from a point 17 metres south of its junction with Croft Road (northern junction) northwards for 58 metres

East side, from a point 50 metres south of its junction with Windmill Road, northwards for 165 metres

Windmill Road, Atherstone – No Waiting at any Time

Both sides, from its junction with Sheepy Road, eastwards for 10 metres

4. Existing orders to be varied.

The Warwickshire County Council (Borough of North Warwickshire) (Civil Enforcement Area) (Waiting Restrictions, On Street Parking Places) (Consolidation) (Variation 07) Order 2022

5. Priority

High

Proposed changes to roads on bridge street Polesworth

[REDACTED]
Fri 09-Sep-22 3:38 PM

[REDACTED]
Hi

While the proposed changes to Bridge are a good start to issues in the area have you considered the knock on effect this will have to residents on Rickyard Close as all you are doing is moving the problem with this proposal not actually solving it. I have lived on rickyard Close for 7 years now and had numerous occasions of people parking on my drive and iam sure others have had similar issues on surrounding streets so I was wondering what was planned to help solve this which is obviously going to get worse as people will look to side streets to park ? Maybe a permit scheme might be a good idea ? Not expecting this to be solved over night but would be grateful if this was considered in your planning for the area.

Regards

[REDACTED]

RE: F.A.O: Ben Davenport - North Warwickshire CPE Variation No. 7

[REDACTED]
Fri 07-Oct-22 1:56 PM

To: PMC WCC <pmc@warwickshire.gov.uk>

1 attachments (3 MB)

IMG_20221007_141901_4.jpg;

Hi Ben,

Thank you for your time today. As discussed, unfortunately we have a local resident who lives in Bramble Close that has their own drive and garage but constantly restricts the parking access for other car users.

Please see attached photo of their car deliberately parking across 2 parking bays today. They also block parking spaces with their bins.

I appreciate that there is nothing that you can do, but I hope you can understand that this is the consequence of introducing the parking warden.

Can you please keep me update on the progress of this variation.

Kind regards

[REDACTED]

From: [REDACTED]

Sent: 12 September 2022 14:44

To: pmc@warwickshire.gov.uk

Subject: F.A.O: Ben Davenport - North Warwickshire CPE Variation No. 7

Good Afternoon Ben,

With reference to your letter dated 1st September 2022. I am delighted to hear that the current parking restriction outside my property is being reviewed and hopefully removed.

Since the introduction of the parking warden in February 2022, it has been a nightmare for me to park outside my house and I have especially struggled at the weekend. Which has had an impact on my mental health. I am also aware that several neighbours have received parking tickets, as they have been unable to find any spare parking spaces in either Bramble Close or Old Penns Lane. Unfortunately these car parking spaces/bays have been used by none residents or by neighbours who have several cars.

I would like you to also consider the use of parking permits for residents of the High Street, which will still provide the council with an income but restrict vehicles being left outside the properties all day by local employees.

Thank you for your time.

Kind regards

[REDACTED]

Parking changes/double yellow lines

[REDACTED]
Thu 15-Sep-22 5:09 PM

To: PMC WCC <pmc@warwickshire.gov.uk>

Dear Mr Davenport

I wish to object to the proposals for parking restriction on Sheepy Road Atherstone.

Living by the junction of Croft Road to Sheepy Road opposite the council depot. I have to put up with large amounts of parking from the council staff and now since pay and display, shop and bank works causing access issues that can be dangerous while trying to use the junction.

I feel that the yellow lines at the junction do not come far enough onto Sheepy road In order to keep the junction clear of parked cars. I also feel that with all of the extra restriction proposed, this will just increase the amount of parked cars on or nearby residential roads. With many complaints to the council and police over this and that fact legally the vehicles have road tax residents will be more over whelmed with parked vehicles. The pay and display clearly does not work in our small town environment were volunteer or low paid employees can not afford to still come to work as well as pay parking charges resulting in them having no choice but to park in these streets.

I feel that Sheepy Road and none residential streets should be left without any double lines except for the junctions or areas witch will cause danger.

These proposals will be very detrimental to our residents unless the council then enforces permit only residential roads witch will again increase the councils revenues but again be costly to all involved.

The council should make parking free but however use enforcement for bad parking. This would result in employees parking responsibly with no extra cost. Residents able to freely use the streets as designed and poor parking penalised.

Everyone wins

Respectfully [REDACTED]

[REDACTED]

REF. VARIATION NO7
SHEEPY ROAD

DEAR SIR

REGARDING THE CONSULTATION

OF PARKING RESTRICTIONS IN SHEEPY ROAD

I CANNOT FIND HOW MANY PEOPLE REPLIED TO THE QUESTIONNAIRE AND THE OVERALL OPINION OF THE REPLY'S. ORIGINALLY I

AGREED IN PRINCIPAL OF THE IDEA BUT HAVE HAD NO MEANINGFUL RESPONSE. IN MY OPINION I BELIEVE THERE WILL HAVE TO

BE IN THE REGION OF 25 VEHICLES THAT WILL HAVE TO RELOCATE WHEN DOUBLE

YELLOW LINES ARE APPLIED. WHERE ARE THESE VEHICLES GOING TO GO?

FLATS WITH NO PARKING, CHARGING ON CAR PARKS HAVE LED TO THE PARKING CHAOS WE

NOW HAVE. I FEAR THE PROBLEM WILL MOVE ONTO RESIDENTIAL STREETS CROFT ROAD

WINDMILL ROAD HALTEROAD WHICH ARE ALREADY DANGEROUSLY OVERCROWDED BECAUSE OF POOR

COUNCIL DECISIONS. I WOULD APPRECIATE A REPLY TO THE 3 MAIN BULLET POINTS

1. HOW MANY PEOPLE REPLIED TO THE QUESTIONNAIRE
2. WHAT WAS THERE OPINIONS
3. WHERE IS THE PROBLEM GOING TO NEXT?

KIND REGARDS [REDACTED]

18-09-22

RE VARIATION N^o 7

TEL

EMAIL

DEAR SIR
PLEASE SEE ENCLOSED

DRAWING.

COULD YOU PLEASE CONFIRM
THE DISTANCE THE DOUBLE YELLOWS
WILL GO INTO WINDMILL ROAD AND
CROFT ROAD OPPOSITE COUNCIL DEPOT?
CONTINUED PARKING ON THE CORNERS
IS PROVING HAZARDOUS FOR ROAD USERS
AND PEDESTRIANS AND I FORESEE A
SERIOUS INCIDENT. I WINE HORE SEE
THE PROBLEMS ON A DAILY BASIS AND
HAVE PHOTOGRAPHIC EVIDENCE TO BACK MY
CONCERNS. I HAVE LITTLE FEED BACK FROM
YOURSELVES. IN THE INTEREST OF SAFETY
IT IS MY OPINION THAT DOUBLE YELLOWS
SHOULD EXTEND DOWN WINDMILL ROAD BY
2-3 METRES AND POSSIBILITY THE SAME IN
CROFT ROAD

KIND REGARDS

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