

Re: Proposed Puffin crossing on Coventry Road, Exhall, near Rectory Drive

[Redacted]

Tue 01/04/22 9:09 AM

[Redacted]

Thank you for your Email of the 31st December Objecting to the proposed Puffin Crossing on the Coventry Road near Rectory Drive, Exhall.

Your email and contents of your Email objecting to the proposed Puffin Crossing will be considered as part of the decision-making process and will be taken into account when making a final decision for the proposed Puffin Crossing.

Kind regards

[Redacted]

Warwickshire County Council

[Redacted]

I am currently working flexibly, so if you've received this email 'out of hours', whilst it suits me to email now, I do not expect a response or action outside of your working hours.

From: [Redacted]
Sent: Friday, December 31, 2021 5:07 PM
To: [Redacted]
Subject: Proposed Puffin crossing on Coventry Road, Exhall, near Rectory Drive

[Redacted]

The plans for this proposed crossing have just been brought to my attention.

I wish to object as the plans appear to show a narrowing of the carriageway at the point of the crossing, which is going to make cycling even more unpleasant than it already is in this area - coming from Bedworth there are lots of parked cars and cyclists are going uphill.

The LTP3, which, as far as I am aware, is still the relevant document,

should be leading to all schemes being better for sustainable transport in particular pedestrians AND cyclists, not worse.

The Cycle Forum has been assured that the cycle route from Bedworth to Coventry is virtually ready to go and yet this application does not seem to take any notice of that.

I worked close to this location for 7 years and so am very familiar with the road layout here. I am all in favour of a crossing for pedestrians but it must not be at the detriment to cyclists.

Please can you confirm that this will be looked at in relation to the proposed cycle route along this section and ensure that the schemes are fully integrated to ensure cyclist safety as well as pedestrian safety, before any approval is granted?

[REDACTED]

OBJECTION 2)

**PROPOSED PUFFIN CROSSING, COVENTRY ROAD NEAR RECTORY DRIVE,
EXHALL Objection**

[REDACTED]

Fri 12/31/21 11:04 AM

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

This crossing ignores all the planning for cycle routes in the Nuneaton and Bedworth Borough Plan and the proposed Bedworth to Coventry Cycle route. The narrowing of the carriage way could be a safety risk for cyclists.

Please treat this as an official objection.
Also please provide the safety audit of the proposed works.

[REDACTED]

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OBJECTION 3)

Consultation Response: Proposed Puffin Crossing - Coventry Road near Rectory Drive, Exhall

[REDACTED]
Fri 12/31/21 7:09 PM

To: [REDACTED]

📎 1 attachments (637 KB)

Puffin Crossing - Coventry Road, Exhall - Objection.pdf;

[REDACTED]

Please find attached an objection in response to the public consultation for the proposed puffin crossing on Coventry Road near Rectory Drive, Exhall.

I'd be grateful if you would confirm receipt by reply.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

With regard to the proposed puffin crossing on **Coventry Road near Rectory Drive, Exhall**, I wish to submit the following as an objection in response to the public consultation.

I am supportive of measures to improve pedestrian safety and as such I welcome the general concept of providing a controlled crossing space on Coventry Road. However, any road improvements must also be made in consideration of cycling. Local Transport Note (LTN) 1/20 states that it *"should be applied to all changes associated with highway improvements"* (LTN 1/20, paragraph 1.3.1).

The location currently features a pedestrian refuge which presents as a "pinch point" for cyclists travelling in either direction. Such locations are hazardous where they put riders – especially less confident riders who may not "take the lane" – at risk of close passes by drivers. The proposal does not improve this situation. Indeed, it appears to make it worse where the new central island appears to be wider and longer than the existing island. There is also a risk of drivers stopping next to riders waiting at a red light leaving very little room when both move off on a green signal. This is potentially dangerous.

I understand Coventry Road is earmarked to be part of the major cycle scheme to connect Nuneaton to Bedworth to Exhall. Any changes to the road network must be designed with this scheme in mind, else this change may be short-lived requiring replacement to accommodate forthcoming cycle infrastructure – an inefficient use of resources.

The road width at this location appears to be approximately 14.3 metres widening to about 15.3m (north to south) with verge space also available. This would appear sufficient for providing 2x 3m general traffic lanes, 1x 2.5m turning lane, 1x 2.5-3m bidirectional cycle lane, and 2x 1.5m footpaths.

I look forward to your comments in reply and hope that these designs will be revised before the commencement of works.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

~~I warrant that I am a resident of Warwickshire County Council and that I am permitted to disclose otherwise undisclosed any personally identifiable information associated with this submission without prior authorisation (i.e. surname and email address).~~

Fwd: Objection to Proposed Puffin Crossing on Coventry Road near Rectory Drive

[Redacted]
Fri 12/31/21 5:06 PM

[Redacted]
[Redacted]

Apologies, I sent the below to the wrong address.

Thanks,

[Redacted]

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

From: [Redacted]
Date: Fri, 31 Dec 2021, 11:27
Subject: Objection to Proposed Puffin Crossing on Coventry Road near Rectory Drive
To: [Redacted]
Cc: [Redacted]

[Redacted]

I'm objecting to the current plans as they stand for a Puffin crossing in Exhall. I fully support the addition of a crossing here, but believe it should be built with cycle infrastructure in mind. The plans therefore should include ASLs and cycle lanes in the immediate vicinity to help make future cycle infrastructure easier to integrate. If there is insufficient space for cycle lanes then the turning lane should be removed.

The additional cycle infrastructure would be expected (based on existing studies) to have a beneficial side-effect of improving safety for all other road users.

Thanks,

[Redacted]