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 NOx (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