

Green Man Junction, Coleshill Signalisation Road Safety Scheme

Frequently Asked Questions

Q: Why are you installing traffic signals?

A: Traffic signals would offer a maximum control to the road intersection 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 by way of separating the time for the movements.

Q: Why are we banning left / right turns?

A: We cannot allow the turning movements as it requires an additional phase on the lights to accommodate the pedestrians. This adds delay into the junction which would cause congestion at peak times. We are continuing to explore the options around allowing turning movements at off peak times, but road safety auditors are not keen on this as it puts doubt in driver's minds, who then might violate the order and make the turn and end up hitting a pedestrian who has a green light at that point to make the crossing. There is also insufficient space to accommodate the turning movements whilst providing traffic signals and pedestrian facilities at this location.

Q: Can you allow just left turns?

A: As part of design development consideration was given to allow left turns for all road users however this was not possible due to the limited space available for vehicles turning left whilst maintaining footway space for traffic signals equipment and pedestrians. Consideration was also given to allow left turns for cyclists only however this would require an additional stage of the traffic signals sequence and there would need to be a safe waiting area for cyclists during the phase. Again, due to the limited space available within the junction footprint, it is not feasible to create a zone with sufficient clearance in the carriageway from other road users.

Q: What surveys have been undertaken?

A: Traffic models were calibrated using data for 176 movements across the network. Key junctions in Coleshill and the surrounding area were surveyed using video footage, allowing individual turning movements to be analysed and allowed for pedestrian footfall to be considered at the Green Man junction.

ANPR surveys were undertaken to calibrate routing and journey time within the model. 5 routes were considered, these included sections B4113, B4117, A446.

Q: How are you going to monitor the junction?

A: Permanent monitoring devices will be installed on the junction to monitor traffic flow, cycle use and pedestrian footfall. A wider monitoring exercise will take place 1 year after scheme completion for evaluation purposes.

Q: Will the scheme cause more congestion along the neighbouring roads?

A: The extension to the 7.5t weight limit ban will prevent HGVs 'rat-running' along the neighbouring roads and will restrict reassigned traffic to light vehicles only. Turning movements are relatively small compared to the straight-ahead movement at the junction, and longer distance trips may well reroute to alternative routes beyond the model extent/Coleshill area. Details of the changes to the base model flows and delays on neighbouring roads will be available at the exhibition events.

Q: What are the environmental benefits?

A: This scheme 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 will improve the environment for people choosing the healthier option of walking.

By signalising 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 queueing 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.

Q: Where can I find plans and notices for the proposed scheme?

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

Q: How can I object to the scheme?

A: For any objections or representations in support of the proposals, which must be in writing and specify the grounds on which they are made, should be addressed to Ross Corben, Communities Group, PO Box 43, Shire Hall, Warwick, CV34 4SX. Alternatively, you can email greenmanenquiries@warwickshire.gov.uk

(Objections, representations, and the name of the objector or person making a representation, will normally be treated as public information and may be published. For further information on how Warwickshire County Council processes personal data please refer to the Customer Privacy Notice which is available at <https://www.warwickshire.gov.uk/privacy>).

Q: What is the deadline for representations and objections?

A: This has been extended by two weeks. Objections and representations must be received by 10 December 2021.

Further information about this scheme is available online:

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