

## Enquiries and Representations Response

### **1. Increase traffic on other roads**

Improvements to the junction efficiency and capacity are necessary as 'Do Nothing' would be detrimental to the traffic network and does not address the safety performance of the junction and is therefore not an option. Following the exhibition, the traffic model has undergone recalibration and sensitivity tests to validate the existing data and the revised proposal of the scheme.

#### **Birmingham Road / Blythe Road**

By allowing the left turns to take place the revised traffic model for the AM peak hour, show that the scheme results in a reduction in queue length on the B4114 Blythe Road westbound, with queuing on this approach reducing from over 200 vehicles to 18 within the 2031 model. The other arms stay similar with no notable increases. During the PM peak-hour, the scheme again 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 is also fewer short spikes with the proposed queue lengths, indicating that the traffic is flowing more stably. 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.

In summary the results indicate that there are substantial benefits in implementing the scheme especially in addressing queueing issues around the Green Man junction.

### **2. Tight bend at Church Hill**

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 by the changes therefore no changes have been proposed on Church Hill.

With the exception of removing the TRO banning right turning movements at the junction with the High Street the Stage 2 RSA (Road Safety Audit) did not highlight any road safety issues or concerns for traffic using Church Hill.

### **3. Turning in / out of Church Hill**

As part of the scheme proposal the right turn ban from Church Hill to High Street is being revoked to offset the movement restriction at the junction of Birmingham Road / Blythe Road and High Street. The traffic modelling undertaken has proven that the proposed change would demonstrate a positive impact on traffic flow along Church Hill.

We understand that the kerbs are currently being overrun 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.

#### **4. Increases danger on other roads**

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 as 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 for traffic using Parkfield Road and Summer 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. No need for banning turns (accidents minor / general objection)**

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. Removing the conflict point would significantly remove the risk of any further collisions, 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.

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.

#### **6. Increased pollution (linked to 1.)**

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<sub>x</sub> (Nitrogen oxides), PM<sub>10</sub> (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. Parking changes are required to aid traffic flow – High Street, Parkfield Road**

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. Whilst this issue has been acknowledged and factored into the traffic model for the proposed scheme, this is more of an enforcement issue. As of February 1<sup>st</sup> 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 improved efficiency 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 30<sup>th</sup> March 2022, the Town Council were very supportive of Officers and County Councillors in making the changes to the turning movements at the junction.

#### **8. Congestion on main roads (linked to issue 1)**

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.

#### **9. Inconvenience / limit mobility for residents**

Since the consultation we have reviewed the design and have changed it 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 enhancing mobility for pedestrians and cyclists that would otherwise be at a higher risk of conflict with vehicles using the uncontrolled crossing points at the crossroads.

**10. Lack of / too short consultation**

The consultation period was extended to 10<sup>th</sup> December 2021 to allow additional time for feedback to be provided.

Revised proposals relating to waiting restrictions and prohibited turning movements will be subject to the introduction of TROs (Traffic Regulation Orders), which involves further consultation on these specific elements. Notices will be placed on street, with information posted on the Council's website and letters sent to affected businesses and households.

**11. Existing weight limit 2.5t signed - why raise to 7.5t?**

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's the standard environmental weight limit used Residential areas. It is hoped that this will deter rat-running Goods vehicles from residential roads.

**12. Support for 20mph**

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. Impact on historic buildings**

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.

**14. Will cause more danger at junction (inked to issue 5)**

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 overall 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 safe method to cross the road, but it will also encourage sustainable local travel by making walking and cycling more attractive.

#### **15. Enforcement**

From 1<sup>st</sup> Feb 2022, contraventions of waiting restrictions TROs (Traffic Road Orders) 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. The 7.5t Weight Restrictions is also enforceable by Warwickshire Police.

#### **16. Will increase time for Fire Station Crews / Ambulances**

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.

#### **17. Build by-pass / one-way system instead**

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 and is not feasible with the current budget.

Some consultation responses also indicated a preference for one-way system however this has been previously modelled. These options were discounted due to the overall network performance and the impact of increased traffic on residential routes.

#### **18. Will cause a reduction of on street parking**

Increasing capacity for on street parking is not within scope of commission however the request for additional street parking has been raised with local elected members and Town Council for discussion.

#### **19. Relocate zebra crossing**

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 the most convenient 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.

#### **20. Narrow footway from Church Hill to Blythe Road via Crossroads**

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.

#### **21. Objections to parking restrictions on High Street**

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