

Aspia Jannat

From: Brian Heath [REDACTED]
Sent: 13 January 2019 19:12
To: Planning Policy
Subject: Land East of Kenilworth Consultation

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My name is Brian Heath and I am submitting the following comments on the above consultation document. They are intended to be positive suggestions, which I hope you will consider and incorporate into the final Development Brief.

I live in the Mayfield Drive/Dencer Drive area and my comments are centred on the highway infrastructure developments accompanying the Land East of Kenilworth housing scheme; and their interaction with the new school sites.

At present, there is a reasonable traffic flow along Glasshouse Lane/Birches Lane towards the St. Johns Gyrotory (SJG) at most times, with the following exceptions:

1) The junction of Birches Lane, Windy Arbour and Glasshouse Lane is particularly dangerous. There is a kink in the road and the junction layout makes it almost impossible for traffic exiting Windy Arbour to see traffic approaching on Birches Lane and vice versa.

2) During the morning rush hour there is often a queue to enter the SJG. This becomes a major problem in the event of any traffic hold-ups on roads such as the A46 resulting in local diversions.

Having read the Draft Development Brief, these issues will be greatly magnified by the resulting increased traffic flows; and the signalisation of SJG will further hinder the flow unless careful, intelligent, traffic phasing is incorporated into the scheme. The diversion of the planned spine road to use Glasshouse Lane as part of its route will also contribute to the potential for congestion on Glasshouse Lane.

The Development will incorporate new schools on the Southcrest Farm site and, most likely, on the development opposite the southern junction of Dencer Drive with Glasshouse Lane. The plans for various roundabouts and traffic lights on Glasshouse Lane are obviously designed to slow traffic flow and increase safety around the vicinities of these schools, but great care needs to be taken to ensure that the changes do not encourage congestion; with resulting increases in accident risks. Recent developments in Leyes Lane have been made with the aim of increasing safety for pupils attending Kenilworth School, but in my view they have not addressed the issues effectively and have proved a significant hindrance to traffic using Leyes Lane at times when school children are not present. A particular issue at night is that the headlights of traffic negotiating the speed ramps momentarily blind on-coming cars, cyclists and pedestrians, increasing the risk of accidents. Also, as a regular user of Leyes Lane at school times, I have observed that parents taking their children to school by car take advantage of temporary halts in the traffic flow to allow children to alight directly onto the road. This causes further delays to the traffic flow, but more importantly it increases the risk of accidents to school children; and potentially to passing cyclists. It is imperative that this traffic congestion and these risks to school children are not transferred to the new school sites on Glasshouse Lane. Traffic pull-ins should be provided at each new school site; and they should be of sufficient length and appropriate design to ensure that parents are able to drop off their children in a safe and effective manner. Further, this would also minimise the need for parents to park in nearby roads to deliver their children to school, causing further traffic congestion and inconvenience to local residents. I have regularly encountered unnecessary traffic congestion, with associated risk to the safety of school children, at many school sites in Kenilworth.

In summary, this new housing development seems to be inevitable, but I urge that full use should be made of the opportunities afforded by the flexible nature of this "greenfield" development. In particular:

- safety should be improved at the Glasshouse Lane/Birches Lane/Windy Arbour junction;
- extremely careful consideration should be given to the affects of the increased traffic flow associated with the new housing and schools on safe and efficient access for existing and new residents to the A46 and Leamington Spa at all times; and
- great care needs to be taken to ensure that current traffic issues affecting many Kenilworth schools are not perpetuated in the "Land East of Kenilworth" development.

I hope that you will find these comments useful and I look forward to hearing your response to them.

Kind Regards,
Brian Heath

