Mr P Hudson
Examining Authority
The Planning Inspectorate
3/18 Eagle Wing
2 The Square
Bristol
BS1 6PN

Dear Mr Hudson

Re: DIRFT III Examining Authority’s First Written Questions, Annex C.

Newton and Biggin Parish Council (NBPC) have considered the Examining Authority’s First Written Questions, Annex C, of your letter dated 15th July 2013, and wish to submit the following information for your consideration;

**Question 3.4:** NBPC would like the junction of Newton Lane and the A5 (grid ref: 52.414985N 1.2185318 W) to be considered by The Planning Inspectorate. This junction is not currently included in the list of roads being considered and NBPC feel that this is a serious omission because it is located between Gibbet Hill roundabout (junction of A5, A426 and Rugby Road) and the motorway M1 J18, both of which junctions are included in the planning examination. The Newton Lane / A5 junction is a particularly hazardous junction because a brow of a hill is only 200 yards along the A5 from the junction. A vehicle, including heavy goods vehicles, travelling at the maximum speed limit of 60 mph is less than 7 seconds from the Newton Lane junction with the A5. This means that drivers have only 7 seconds, less if a vehicle is exceeded the speed limit, to cross or turn on to the A5 safely. As Newton Lane is not currently included in the gritting route drivers attempting to cross or turn onto the A5 have a potentially dangerously icy and slippery surface to contend with in the 7 seconds that they have to make their manoeuvre safely. Tragically, there have been serious road traffic accidents at this junction and the NBPC are very concerned about the safety of this junction if the DIRFT III development goes ahead without improvements made to this road junction, especially as the road usage is expected to increase significantly if the DIRFT III proposal does go ahead.

As satellite navigation systems route drivers travelling between the motorway and Newton via Newton Lane and consequently its junction with the A5, there is a potential problem of more cars trying to get to the A5 which will be busier than ever.

NBPC would like the Planning Examination to consider a filter lane to be added from Newton Lane on to the A5 and feel there is enough space where the present grass verge is.

**Question 3.11:** Whilst considering the effects of the Rugby SUE and the Rugby Gateway the main change noted is the increase in traffic flows on the A5 north of the application site and on the A428.

NBPC would like the “cut through” route along Newton Manor Lane to be considered. This stretch of road is already an established short-cut between the A5 via Newton Manor Lane and B5414, from the A426. The junction of Newton Manor Lane and the B5414, known locally as St Thomas’s Cross (grid ref: 52.393505N...
1.2214183W) is also a hazardous junction and NBPC would like the expected increase in traffic flow to be taken into consideration. NBPC feel safety improvements to this junction will be needed as drivers are often currently confused as to the priorities at this junction and feel that increased traffic flow along this route between the A426 and A5 will exacerbate the problems already experienced at St Thomas’s Cross.

Yours sincerely

S. Esworthy

Sarah Esworthy
Clerk

cc Adrian Hart, Warwickshire County Council