

Portfolio Holder Decisions

Date: Friday, 20 March 2020

Time: 12.00 pm

Venue: Online

Membership

Councillor Izzi Seccombe

Councillor Peter Butlin

Councillor Les Caborn

Councillor Jeff Clarke

Councillor Andy Crump

Councillor Colin Hayfield

Councillor Kam Kaur

Councillor Jeff Morgan

Councillor Heather Timms

Items on the agenda: -

- 1. Deputy Leader - Finance and Property - Developer Funded Scheme Approvals** 3 - 6
- 2. Portfolio Holder for Transport and Planning - Bermuda Connectivity - Nuneaton Borough CPE, Traffic Regulation Orders** 7 - 38
- 3. Portfolio Holder for Transport and Planning - Objections to Proposed Speed Limit and Traffic Calming on B4086 Warwick Road, Kineton** 39 - 48
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Monica Fogarty
Chief Executive
Warwickshire County Council

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Decision Record – Developer Funded Scheme Approvals

Lead Member	Deputy Leader (Finance and Property)
Date of decision	March 2020
	Signed

Decision taken

That the Deputy Leader (Finance and Property) gives approval to the addition of the following schemes to the Capital Programme for 2020/2021:

- A46 Alcester Road, Stratford-upon-Avon. Developer – IM Properties (Development) Ltd. Approximate value £50,000
- B4632 Campden Road (Freshfields Nursery), Clifford Chambers. Developer – Cala Homes (Midlands) Ltd. Approximate value £100,000
- C43 Gallows Hill (Strawberry Fields), Warwick. Developer – William Davis Ltd. Approximate value £50,000
- D7069 Glasshouse Lane, Kenilworth. Developer – Kenilworth Multi Academy Trust. Approximate value £50,000

Reasons for decisions

On 21 May 2019 Council reconfirmed the delegated power to the Leader, or body nominated by them, to approve the addition to the capital programme of projects costing less than £2.0 million, which are fully funded from external grants, developer contributions or from revenue. The Portfolio Holder for Finance and Property is that nominated body.

Background information

A46 Alcester Road, Stratford-upon-Avon

A planning application was submitted to Stratford-on-Avon District Council by IM Properties (Development) Ltd for a development on land to the south of A46 Alcester Road. Planning permission was granted on appeal on 17 December 2019 (ref APP/J3720/W/19/3233061 and 17/03629/OUT). The planning permission requires the construction of a new roundabout on the A46 at D5446 Drayton Manor Drive and amendments to the existing junction at C100 Billesley Road / Temple Grafton Road. Whilst the works are predominately on the strategic road network, the works do affect local roads. It will be necessary for the Council to enter into Highways Act 1980 s4 and s8 agreements with Highways England to facilitate this. The Council will also need to enter into a Highways Act 1980 s278 agreement with the developer for works on Drayton Manor Drive.

B4632 Campden Road (Freshfields Nursery), Clifford Chambers

A planning application was submitted to Stratford-on-Avon District Council by CALA Homes (Midlands) Ltd in respect of a development of 400 homes on land at Long Marston Airfield. Planning permission was granted on 28 February 2017 (ref: 14/03579/OUT). On 15 October 2019 Council approved that a scheme be added to the capital programme in respect of a roundabout and related highway improvements at the site access. This report is specifically in relation to the off-site highway improvement in Clifford Chambers near the Freshfields Nursery. A further planning application is being considered in respect of a larger development on the airfield site, but this report specifically relates to the 400 home development.

C43 Gallows Hill (Strawberry Fields), Warwick

A planning application was submitted to Warwick District Council by William Davis Ltd and Hallam Land Management in respect of a development of up to 180 homes on land to the south of Gallows Hill, Warwick. Planning permission was granted on 22 August 2019 (ref: W/18/1435). The planning permission requires the construction of a traffic signal-controlled junction on Gallows Hill at the western end of D1081 Warwick Technology Park. The implementation of traffic signals is subject to separate statutory notice and consultation procedure and any objections will be reported to the Portfolio Holder for Transport and Planning.

D7069 Glasshouse Lane, Kenilworth

A planning application was submitted to Warwick District Council by Kenilworth Multi Academy Trust in respect of the erection of a secondary school and sixth form building. Planning permission was granted on 19 December 2019 (ref: W/19/0655). The planning permission requires the construction of site entrances, traffic calming features and controlled crossings. The implementation of traffic calming features and controlled crossings are subject to separate statutory notice and consultation procedures and any objections will be reported to the Portfolio Holder for Transport and Planning.

Financial implications

As the new highway assets which are being created through these schemes will come on to the Council's balance sheet once completed, the costs incurred by the Council need to be treated as capital expenditure.

Section 278 schemes are fully funded by developer contributions which are ring-fenced for the schemes described in the sections above. There are no alternative uses for the contributions and the addition of these schemes will not affect the overall level of available capital resources.

Some preliminary technical review work has already started for each of the named schemes and will continue into 2020/2021. The respective Developers have already committed to funding the technical review work by accepting the Council's fee estimates. The Council's fees for technical review are always collected in advance of the s278 agreement being signed.

It has not yet been determined how the construction contracts for these works will be procured. Further reports will become necessary to seek approval to proceed with the procurement and subsequent award of construction contracts, subject to the applicable Section 278 agreements being signed which will provide 100% of the funding.

Environmental implications

The environmental impacts of developer-funded highway schemes are considered through the planning approval process.

The contractors on the Council's Framework Contract for the Provision of Engineering and Construction Works (WCC 6012) have all demonstrated that they hold a certificate of compliance with BS EN ISO 140001 (or equivalent) or have otherwise satisfactorily demonstrated their policies and arrangements for the management of construction-related environmental issues.

Report Author	Shirley Reynolds shirleyreynolds@warwickshire.gov.uk,
Assistant Director	Scott Tompkins
Lead Director	Strategic Director for Communities
Lead Member	Deputy Leader (Finance and Property)

Urgent matter?	No
Confidential or exempt?	No
Is the decision contrary to the budget and policy framework?	No

Lists of reports considered

Not applicable

List of background papers

None

Members and officers consulted and informed

Portfolio Holder – Councillor Peter Butlin

Corporate Board – N/A

Legal – Ian Marriott

Finance – Virginia Rennie

Equality – Keira Rounsley

Democratic Services – Paul Williams

Councillors –

Local Member(s):

A46 Alcester Road, Stratford-upon-Avon – Cllr Fradgley (Stratford West) and Cllr Cargill (Alcester)

B4632 Campden Road, Clifford Chambers – Cllr Brain (Bidford and Welford)

C43 Gallows Hill, Warwick – Cllr Singh Birdi (Warwick South)

D7069 Glasshouse Lane, Kenilworth – Cllr Shilton (Kenilworth Park Hill)

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Portfolio Holder Decision – Bermuda Connectivity - Nuneaton Borough CPE, Traffic Regulation Orders WCC (Borough of Nuneaton & Bedworth) (Waiting Restrictions, on Street Parking Places & Residents' Parking) (Consolidation) (Variation C) Order 2020

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	20 March 2020
	Signed

Decision taken

That the Portfolio Holder for Transport and Planning approves that The Warwickshire County Council (Borough of Nuneaton and Bedworth) (Waiting Restrictions, On Street Parking Places and Residents' Parking) (Consolidation) (Variation C) Order 2020 be made as advertised.

Reasons for decisions

- Copies of plans numbered TR-10935-WR01 to WR10 detailing proposals for on-street waiting restrictions can be found as Appendix B.
- A copy of the public notice published on 9 January 2020 can be found as Appendix C.
- A copy of the Statement of Reasons for the proposals can be found as Appendix D.
- Objections and comments were received to these proposals; the following tables detail the objections and comments received together with the officers' responses.

Emails/letters	
Total objections	7
Additional comments	4

Ref	Objections received	Total number of responses containing the comment
A	With the removal of the planned shared use footway / cycleway between the Phoenix Centre and Sargasso Lane, parked cars are the only control of traffic flow.	1
B	Bermuda Road, Radley Drive, Cornish Crescent and Redwood Croft are regularly used for on-street parking by staff and visitors to George Eliot Hospital, with instances of parking obstructing driveways. Concerns over additional displacement of vehicles from Bermuda Road, requesting additional restrictions into surrounding roads.	1
C	Concerns over displacement of parked vehicles from Tenlons Road into Shillingstone Drive – alternative facilities for Tenlons Road businesses not provided.	1
D	No-one enforces current dangerous parking practices so restrictions will have little effect.	1
E	Have three cars and insufficient off-street parking provision on Tenlons Road if double yellow lines are implemented, enquiring about financial assistance for creating off-street parking provision.	1
F	Agree with waiting restriction proposals in principle, enquiring about financial assistance for creating off-street parking provision.	1
G	<p>A business on Bermuda Road has an entry and exit on Hazel Way, with access required for HGVs and cars. Restrictions on Bermuda Road may displace trucks onto Hazel Way, compromising working functionality of this access.</p> <p>From further discussions, it is noted that other businesses on Hazel Way have similar concerns.</p>	1

Ref	Officer Comments in Response to Objections
A	<p>A number of speed reducing features are proposed along the route, including vehicle activated warning signs and a series of central islands to narrow the carriageway. Those proposals do not form part of this report. The presence of waiting restrictions along the route is intended to maintain carriageway width to allow unrestricted traffic flow, with speeds controlled by these features.</p>
B & C	<p>It is accepted that there may be limited amounts of displaced parking from newly restricted streets into surrounding areas. However, Radley Drive, Cornish Crescent, Redwood Croft and Shillingstone Drive properties all have off-street parking and there are substantial numbers of dropped kerbs, likely resulting in displaced parking being spread across various nearby streets without significant concentration of parked vehicles in any one area.</p> <p>The effects of any restrictions introduced would be monitored. In the event of further parking issues being identified, revisions to waiting restrictions could be considered under the standard practices of Civil Parking Enforcement in Nuneaton & Bedworth Borough.</p>
D	<p>Most streets in the area are currently unrestricted. Motorists are bound by the terms of the Highway Code which states “You MUST NOT leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road. [Laws CSDPA sect 21 & RTRA sects 5 & 8]” – enforcement is carried out by the Police on an ad-hoc basis in response to specific requests as and when resources allow.</p> <p>Under these proposals, any on-street parking restrictions implemented would be enforced to an appropriate level by the Council’s dedicated Civil Enforcement Officers. The effects of any restrictions introduced would be monitored. In the event of further parking issues, revisions to waiting restrictions could be considered under the standard practices of Civil Parking Enforcement in Nuneaton & Bedworth Borough.</p>
E & F	<p>While Warwickshire County Council as Highway Authority gives due consideration to the provision of suitable and adequate parking facilities on and off the carriageway, and to the desirability of securing and maintaining reasonable access to premises, the overall objective of the Council must be to secure the expeditious, convenient and safe movement of vehicular and other traffic.</p> <p>Tenlons Road is on average 6 metres wide, insufficient to cater for on-street parking and significant traffic volumes of two-way traffic.</p> <p>There are no proposals for financial assistance to create off-street parking facilities. Applications for dropped kerbs can be made to County Highways with each application assessed against standard criteria.</p>
G	<p>Hazel Way is currently unrestricted and is regularly used for parking by cars and HGVs without compromising access. While it is accepted that there may be displacement into unrestricted side roads, motorists would still be bound by the Highway Code with regard to obstructive parking. In addition, consideration could be given to the installation of an access protection marking to highlight the need to keep the access clear.</p>

Ref	Additional Comments Received
A	<p>Comment - Concerns over access for HGVs from Bermuda Road. Current practice has a banksman assisting HGVs drivers to reverse onto a loading area off Bermuda Road, increases in traffic volumes relating to the re-opening of Bermuda Bridge will have an effect on health and safety of staff.</p> <p>Officer's response – this is beyond the scope of this report into the Traffic Regulation Orders associated with the Bermuda Connectivity project, and was considered at the planning stage.</p>
B	<p>Comment - Businesses off Bermuda Road and on Hazel Way were not contacted directly.</p> <p>Officer's response – Notices were published in the local press (Nuneaton News) and consultation carried out in line with statutory process. Notices were posted on street, with additional comprehensive coverage appearing as a news item in the Coventry Telegraph on 8 January 2020.</p>
C	<p>Comment - Radley Drive is used as a rat run to avoid the Bermuda Road / Heath End Road junction.</p> <p>Officer's response - this is beyond the scope of this report into the Traffic Regulation Orders associated with the Bermuda Connectivity project, and was considered at the planning stage.</p>
D	<p>Comment – Street lighting is insufficient in Radley Drive</p> <p>Officer's response - this is beyond the scope of this report into the Traffic Regulation Orders associated with the Bermuda Connectivity project.</p>

Background information

- Warwickshire County Council has previously consulted on and received planning approvals for a major project to re-open the bridge across the A444, Nuneaton to connect Griff Island to the south of Nuneaton with Heath End Road to the west. Original proposals, as designed and opened to initial consultation, showed double yellow lines along the entire route connecting Griff Island with Heath End Road.
- Taking into account feedback received, a full investigation into parking provision along the route has been carried out which has resulted in proposals for a combination of parking places, single and double yellow lines along the route. These were advertised and consulted upon in accordance with statutory procedure in December 2019-January

2020.

- The statutory criteria for decisions on making Traffic Regulation Orders is included as **Appendix A**.
- Copies of plans numbered TR-10935-WR01 to WR10 detailing proposals for on-street waiting restrictions are included as **Appendix B**.
- A copy of the public notice published on 9 January 2020 is included as **Appendix C**.
- A copy of the Statement of Reasons for the proposals is included as **Appendix D**.
- Copies of objections and comments received can be found in **Appendix E**.

Financial implications

The Bermuda Connectivity scheme has a total Capital scheme budget of £8.9 million and is financed as follows :

Funding Source	£million
WCC Capital Growth	3.202
WCC Capital Investment	4.198
Coventry & Warwickshire Local Enterprise Partnership	1.500
Total funding	8.900

The last Project Board finance statement (dated February 2020) reported actual and committed expenditure of £2.3 million.

All costs associated with the advertising and implementation of Traffic Regulation / Parking Orders (approximately £14k) are to be met by the Bermuda Connectivity scheme funding outlined above.

Environmental implications

An Environmental Impact Assessment has been carried out for the wider Bermuda Connectivity project and concluded that the Scheme would not have a significant adverse effect on air quality even on the roads experiencing an increase in traffic. However, it is projected that residential properties at certain locations will be adversely impacted by increased noise levels. These findings were reported to WCC Cabinet and full Council in 2018.

Report Author	Phil Mitton philmitton@warwickshire.gov.uk,
Assistant Director	Scott Tompkins – Assistant Director for Environment Services
Lead Director	Mark Ryder - Strategic Director for Communities
Lead Member	Jeff Clarke - Portfolio Holder for Transport and

	Planning
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Urgent matter?	<i>No</i>
Confidential or exempt?	<i>No</i>
Is the decision contrary to the budget and policy framework?	<i>No</i>

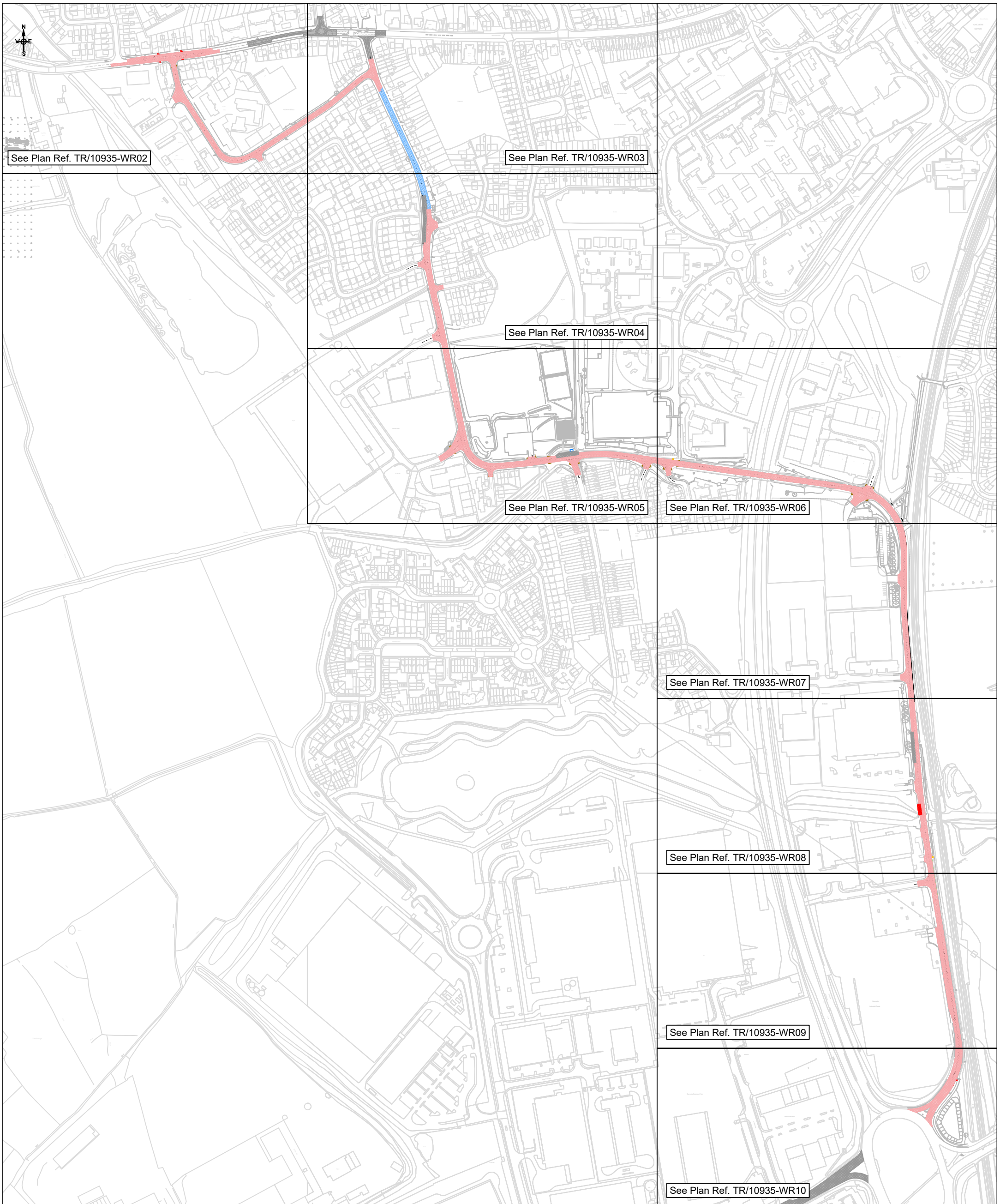
List of background papers
Letters and email objections along with large scale plans that can be produced if required.

Members and officers consulted and informed
<p>Portfolio Holder – Councillor Jeff Clarke</p> <p>Corporate Board – N/A</p> <p>Legal – Ian Marriott and Serena Cammish</p> <p>Finance – Virginia Rennie</p> <p>Equality – Keira Rounsley</p> <p>Democratic Services – Paul Williams</p> <p>Councillors – Councillors Clarke, Cockburn, Fradgley, Holland, Kondakor and Shilton</p> <p>Local Member(s): Councillor Golby</p>

Statutory Criteria for Decisions on Making Traffic Regulation Orders and Parking Orders

1. The Road Traffic Regulation Act 1984 enables the Council to implement Traffic Regulation Orders (TROs) for one or more of the following purposes:-
 - (i) avoiding danger to persons or traffic;
 - (ii) preventing damage to the road or to buildings nearby;
 - (iii) facilitating the passage of traffic;
 - (iv) preventing use by unsuitable traffic;
 - (v) preserving the character of a road especially suitable for walking and horse riding;
 - (vi) preserving or improving amenities of the area through which the road runs;
 - (vii) for any of the purposes specified in Section 87(1)(a) to (c) of the Environment Act 1995 in relation to air quality.
2. TROs are designed to regulate, restrict or prohibit the use of a road or any part of the width of a road by vehicular traffic or pedestrians. Permanent TROs remain in force until superseded or revoked.
3. TROs must not have the effect of preventing pedestrian access at any time, or preventing vehicular access for more than 8 hours in 24, to premises on or adjacent to the road. This restriction does not apply if the Council states in the order that it requires vehicular access to be limited for more than 8 hours in 24.
4. The Road Traffic Regulation Act 1984 also enables the Council to make orders authorising the use of part of a road as a parking place without charge, for the purpose of preventing or relieving congestion, and enables the Council to make orders designating parking places on highways with a charge. In determining what parking places are to be designated, the Council shall consider both the interests of traffic, and those of the owners/occupiers of adjoining property and in particular:-
 - (i) The need for maintaining the free movement of traffic;
 - (ii) The need for maintaining reasonable access to premises; and
 - (iii) The extent to which off-street parking is available in the neighbourhood.
5. In deciding whether or not to make any order, the Council is required to have regard to the matters set out in section 122 of the 1984 Act. Section 122(1) requires the Council to exercise the functions conferred on it by the 1984 Act as (so far as practicable, having regard to the matters specified in Section 122(2)) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), and the provision of suitable and adequate parking facilities on and off the highway.
6. The matters to which the Council must have regard are:-

- (i) The desirability of securing and maintaining reasonable access to premises;
 - (ii) The effect on the amenities of any locality affected, and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run;
 - (iii) The national air quality strategy prepared under Section 80 of the Environmental Protection Act 1995;
 - (iv) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles;
 - (v) Any other matters appearing to the Council to be relevant
7. Therefore, whilst the overall objective of the Council must be to secure the expeditious, convenient and safe movement of vehicular traffic, this will sometimes need to give way to the objectives in Section 122(2), and a balance has to be achieved between the overall objective and the matters set out in Section 122(2).



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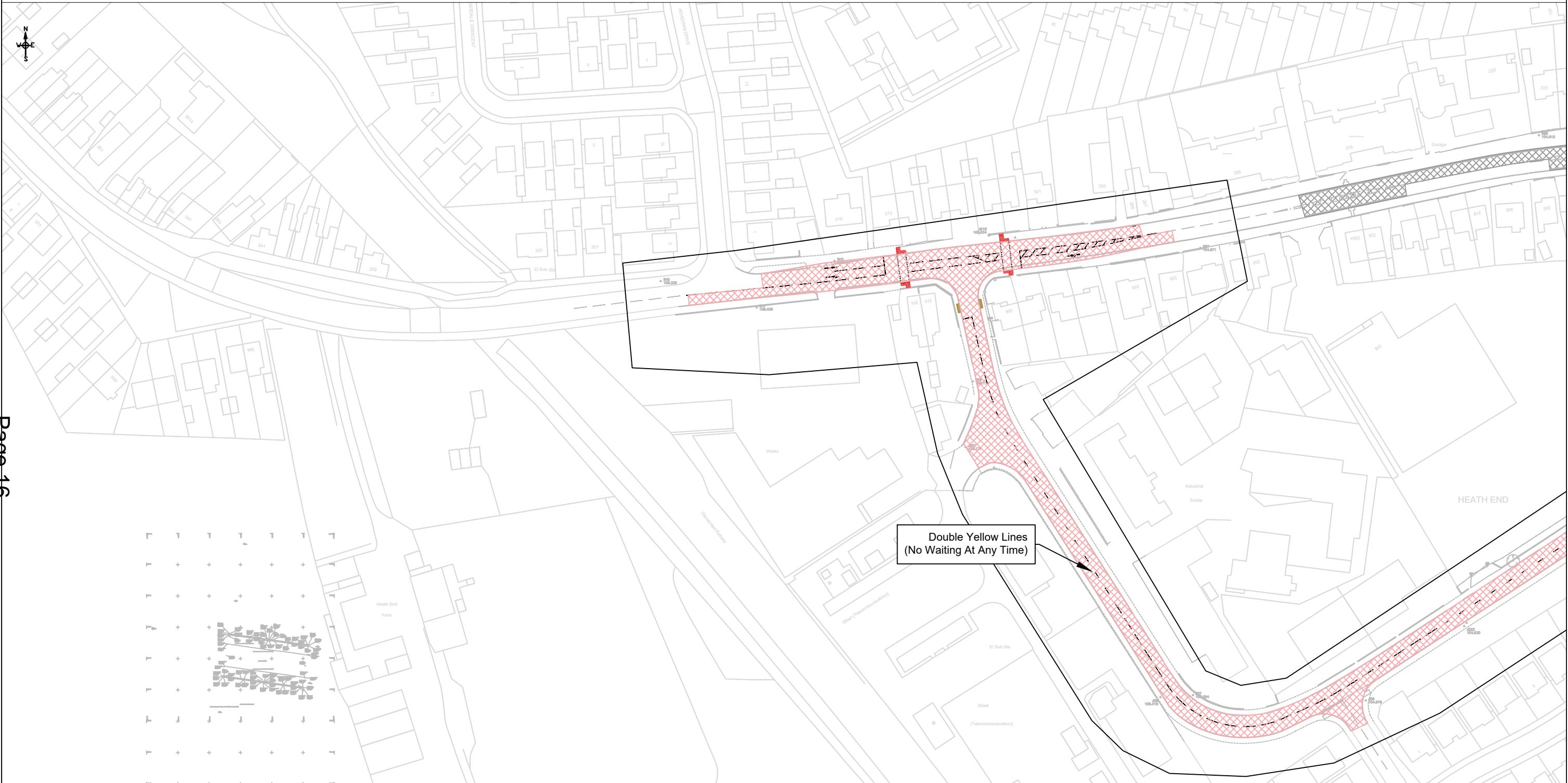
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**Waiting Restrictions Overall Layout
 Bermuda Connectivity
 Nuneaton & Bedworth Borough**

Project title

Bermuda Connectivity

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All restrictions outside the outlined area unaffected by the Bermuda Connectivity Project
See Map Tile Ref. CC66, Current Revision



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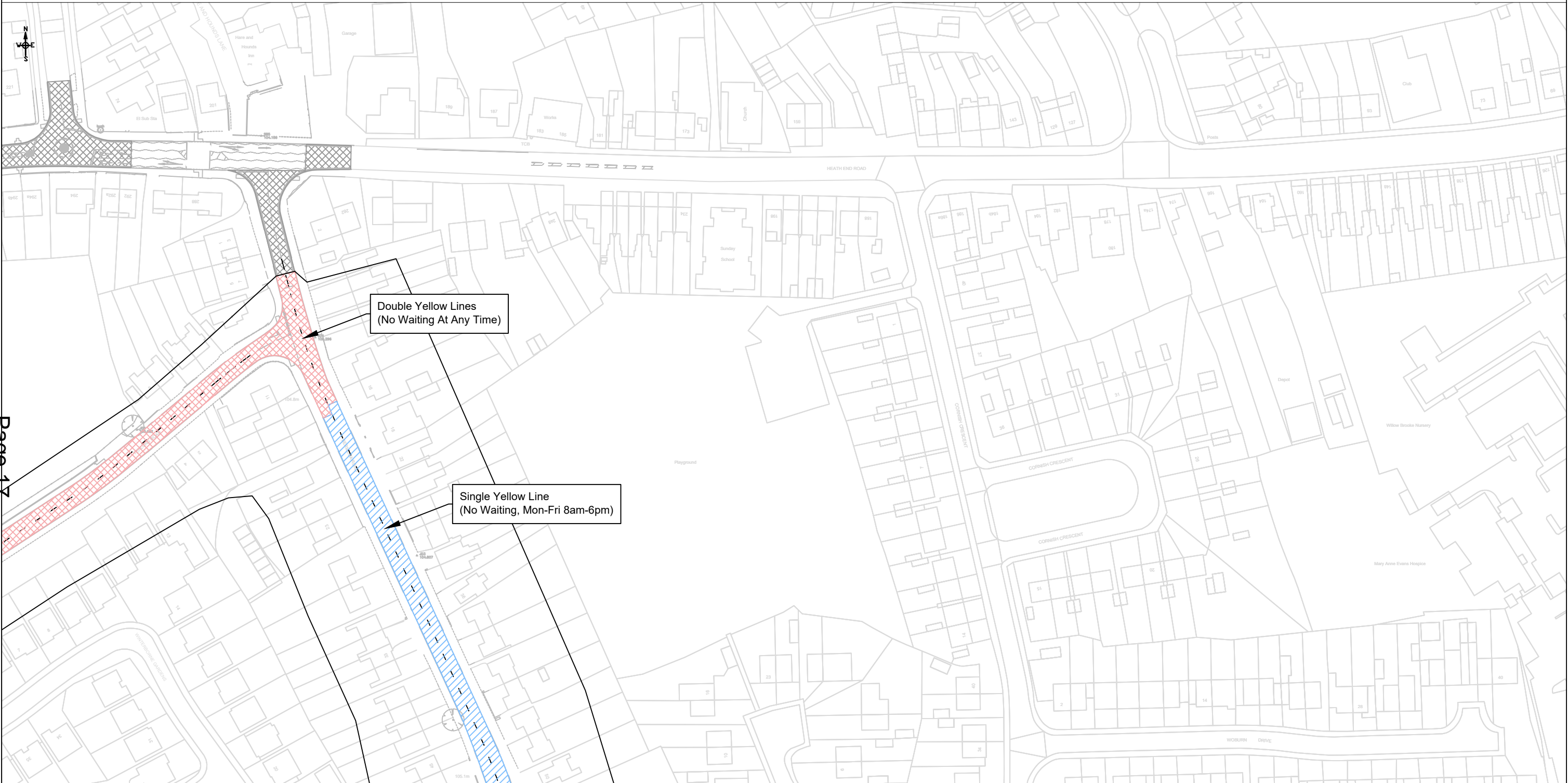
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Waiting Restrictions (CC66)
Bermuda Connectivity
Nuneaton & Bedworth Borough

Project title

Bermuda Connectivity

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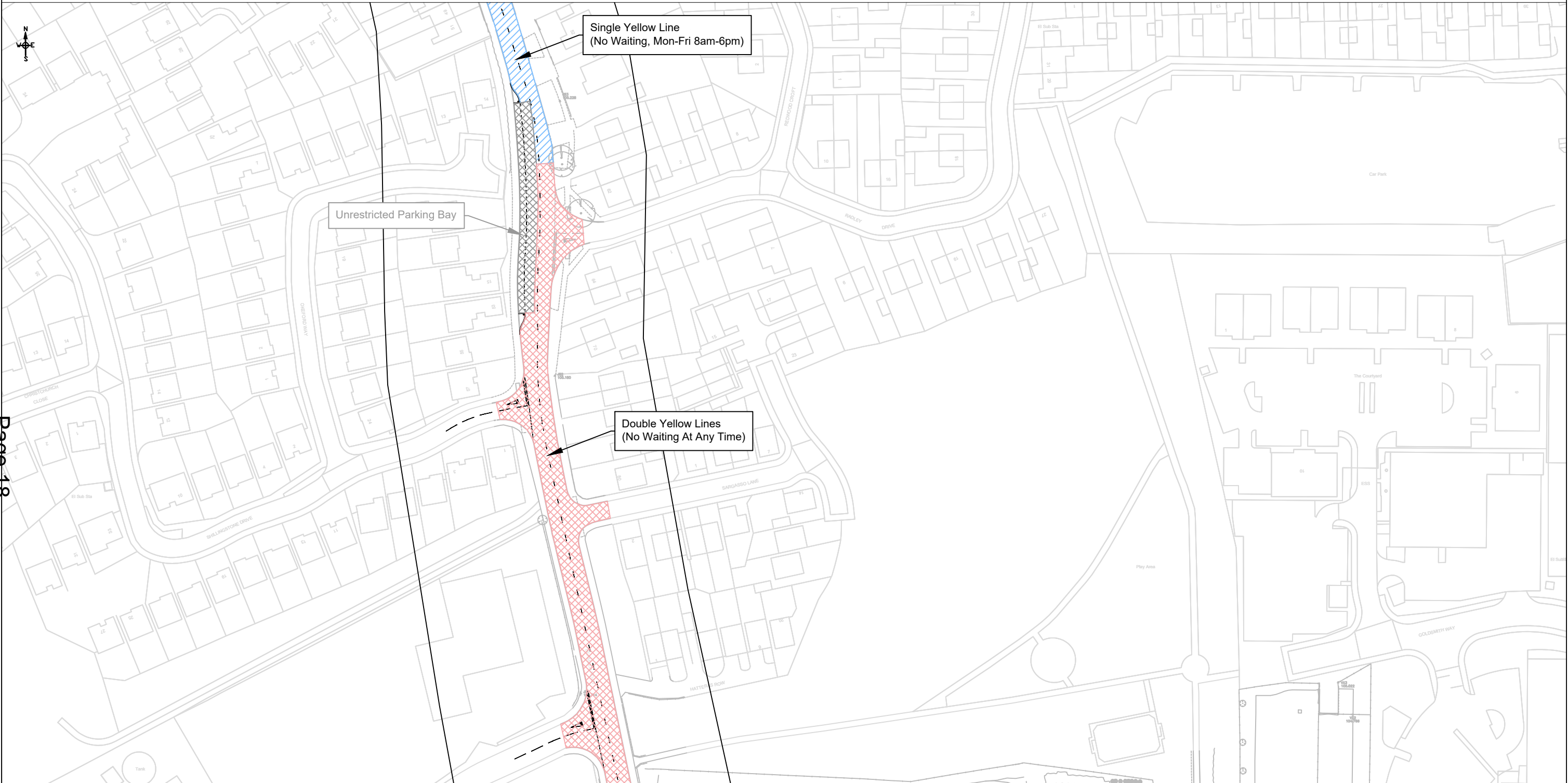
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Nuneaton & Bedworth Borough

Project title
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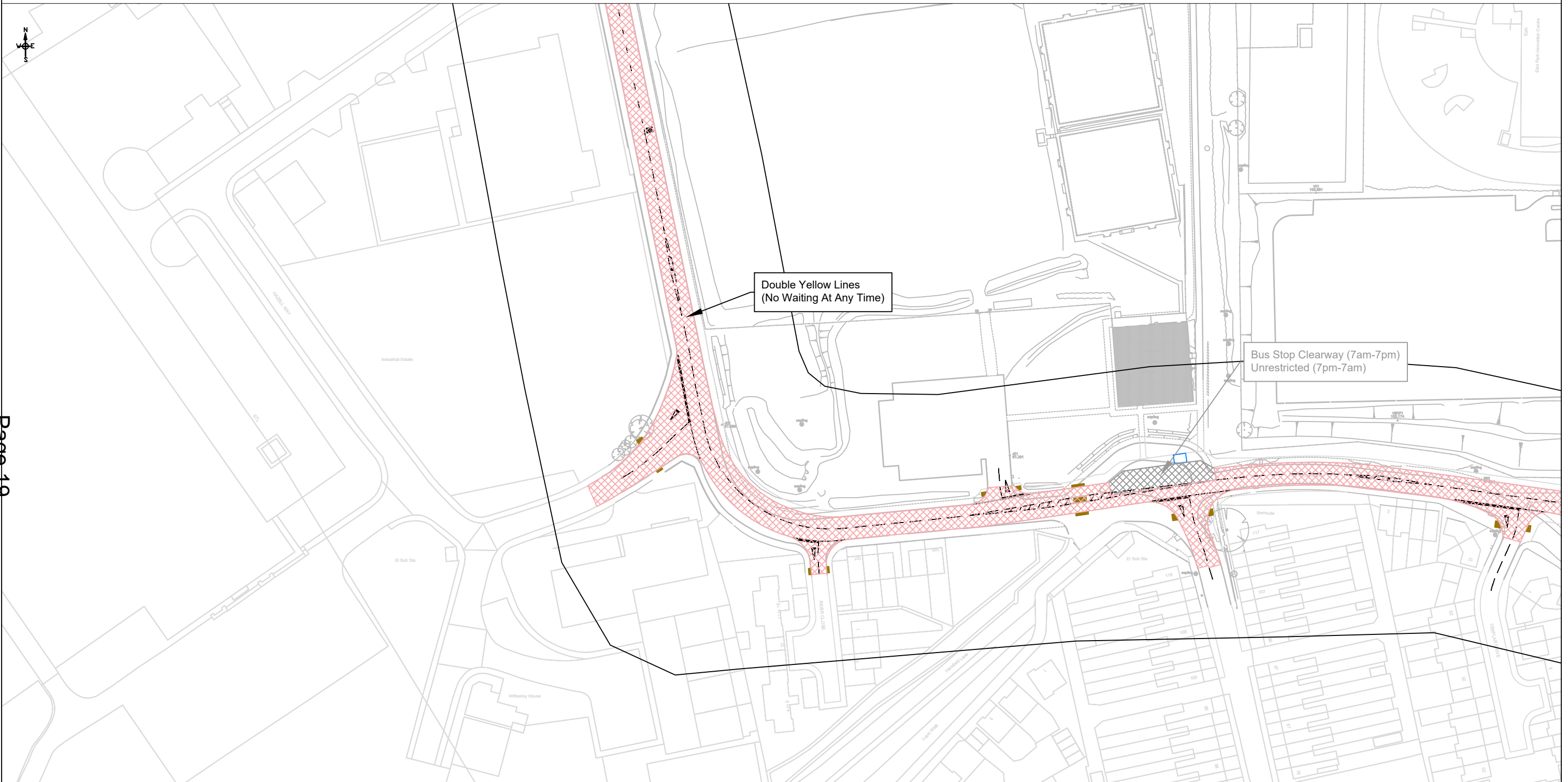
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Bermuda Connectivity
Nuneaton & Bedworth Borough

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Bus Stop Clearway defined by national Traffic Regulation Order (TRO); Shown for clarity only, not part of this TRO



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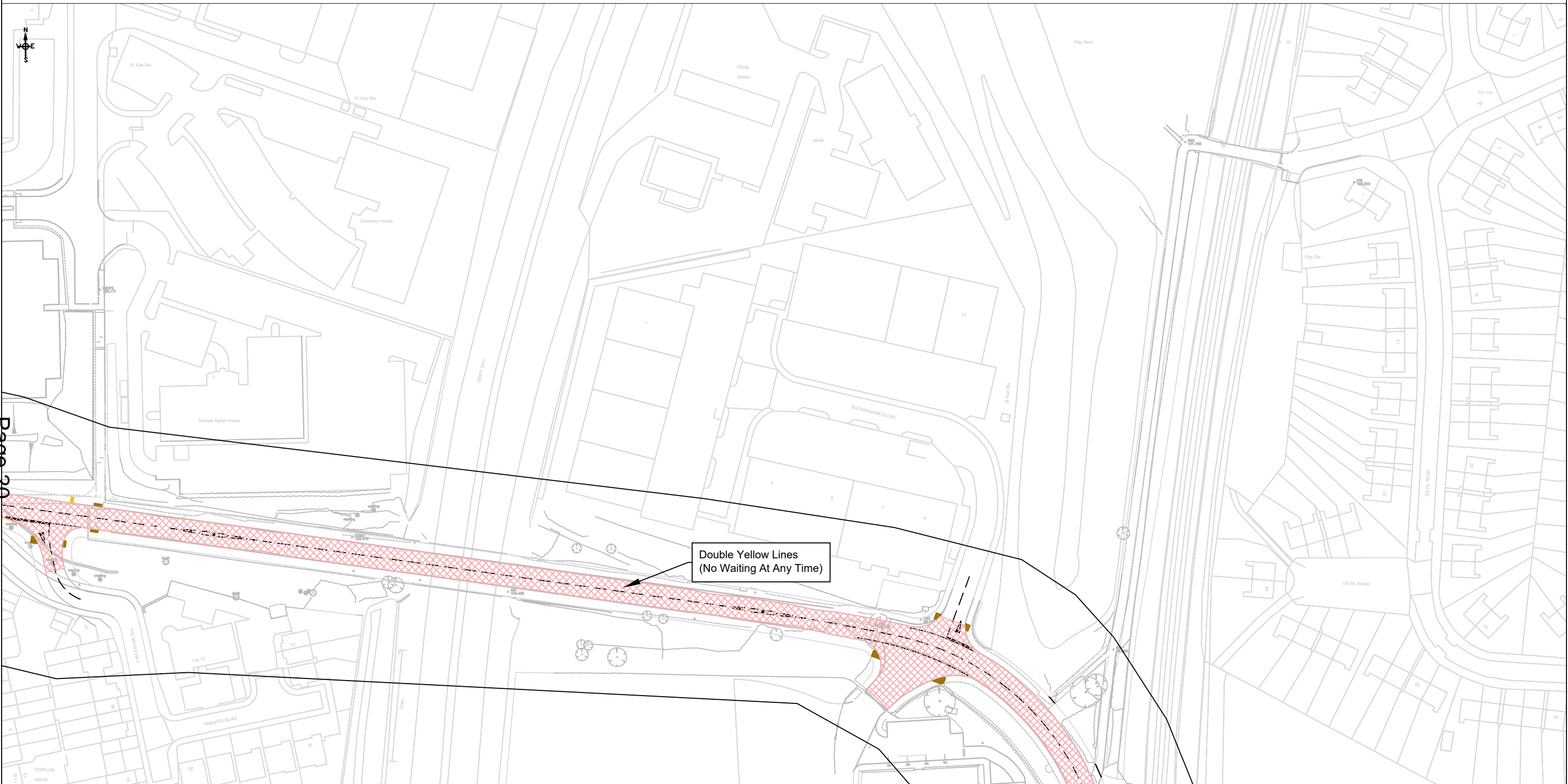
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Waiting Restrictions (CE67)
Bermuda Connectivity
Nuneaton & Bedworth Borough
 Project title
Bermuda Connectivity

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All restrictions outside the outlined area unaffected by the Bermuda Connectivity Project
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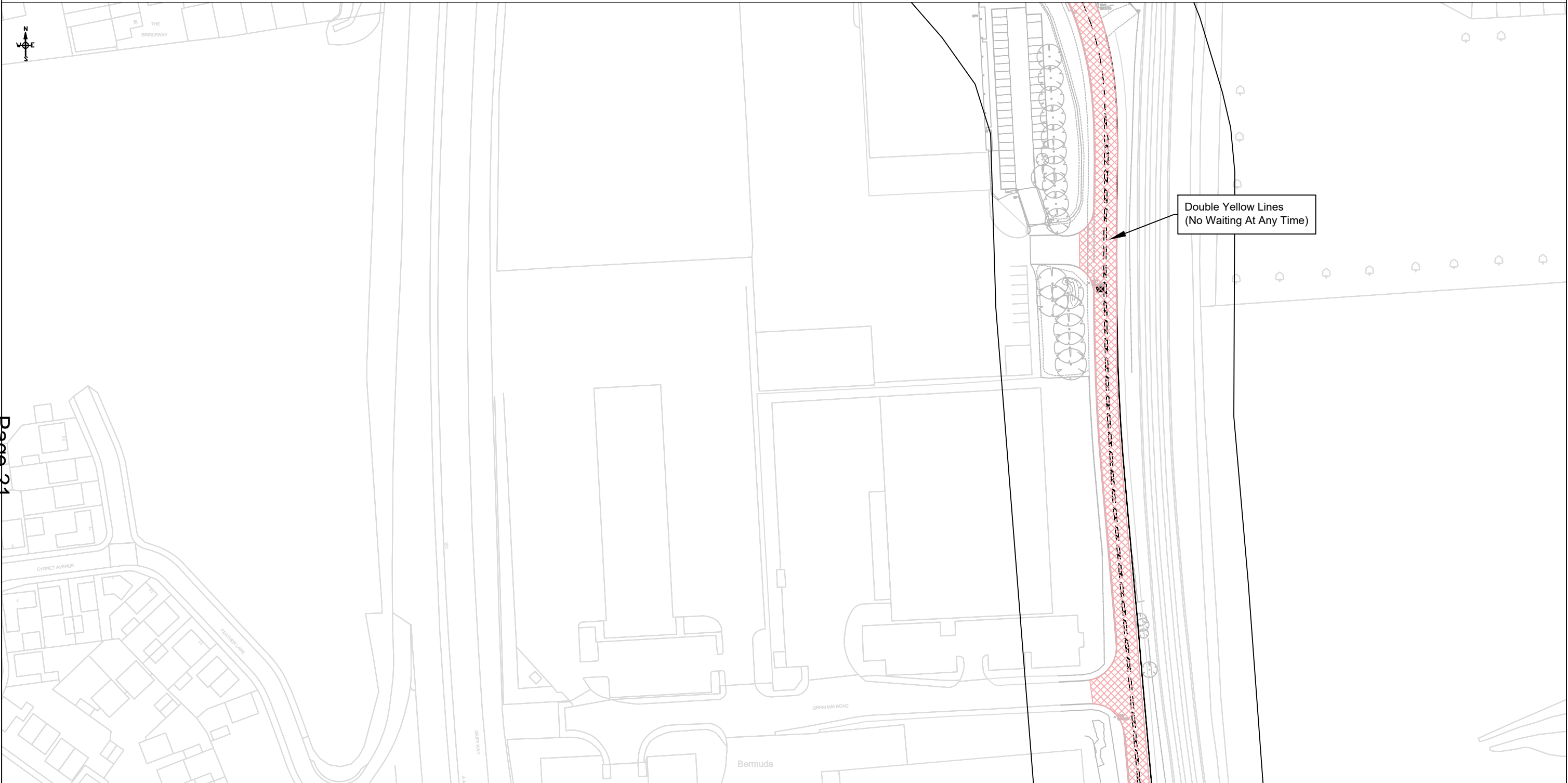
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Waiting Restrictions (CE68)
Bermuda Connectivity
Nuneaton & Bedworth Borough

Project title

Bermuda Connectivity

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TR/10935-WR06	



Double Yellow Lines
(No Waiting At Any Time)

All restrictions outside the outlined area
unaffected by the Bermuda Connectivity Project
See Map Tile Ref. CF68, Current Revision



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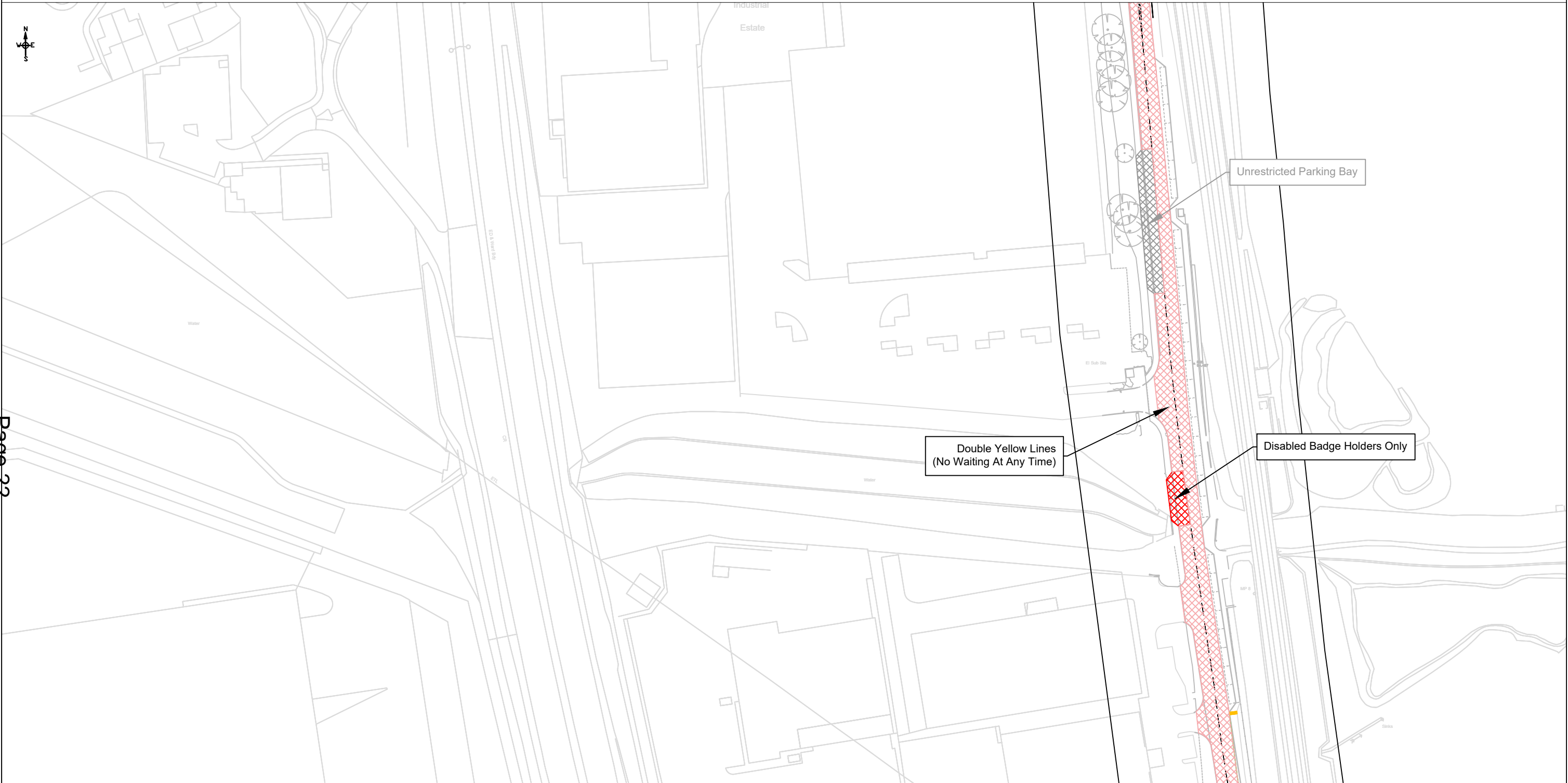
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Drawing title

**Waiting Restrictions
(CF68)
Bermuda Connectivity
Nuneaton & Bedworth Borough**

Project title
Bermuda Connectivity

Drawn by PM	Checked by AP
Date 05/09/2019	
Scale 1:500 @ A3_L	
Drawing number TR/10935-WR07	



All restrictions outside the outlined area unaffected by the Bermuda Connectivity Project
See Map Tile Ref. CG68, Current Revision

Warwickshire County Council
TRANSPORT AND ECONOMY
www.warwickshire.gov.uk
<mailto:communities@warwickshire.gov.uk>

Traffic & Road Safety
 Communities,
 Shire Hall Post Room
 Warwick, CV34 4SP
 Tel : 01926 410410

NOTES

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REV	DATE	BY	CHK	AMENDMENT
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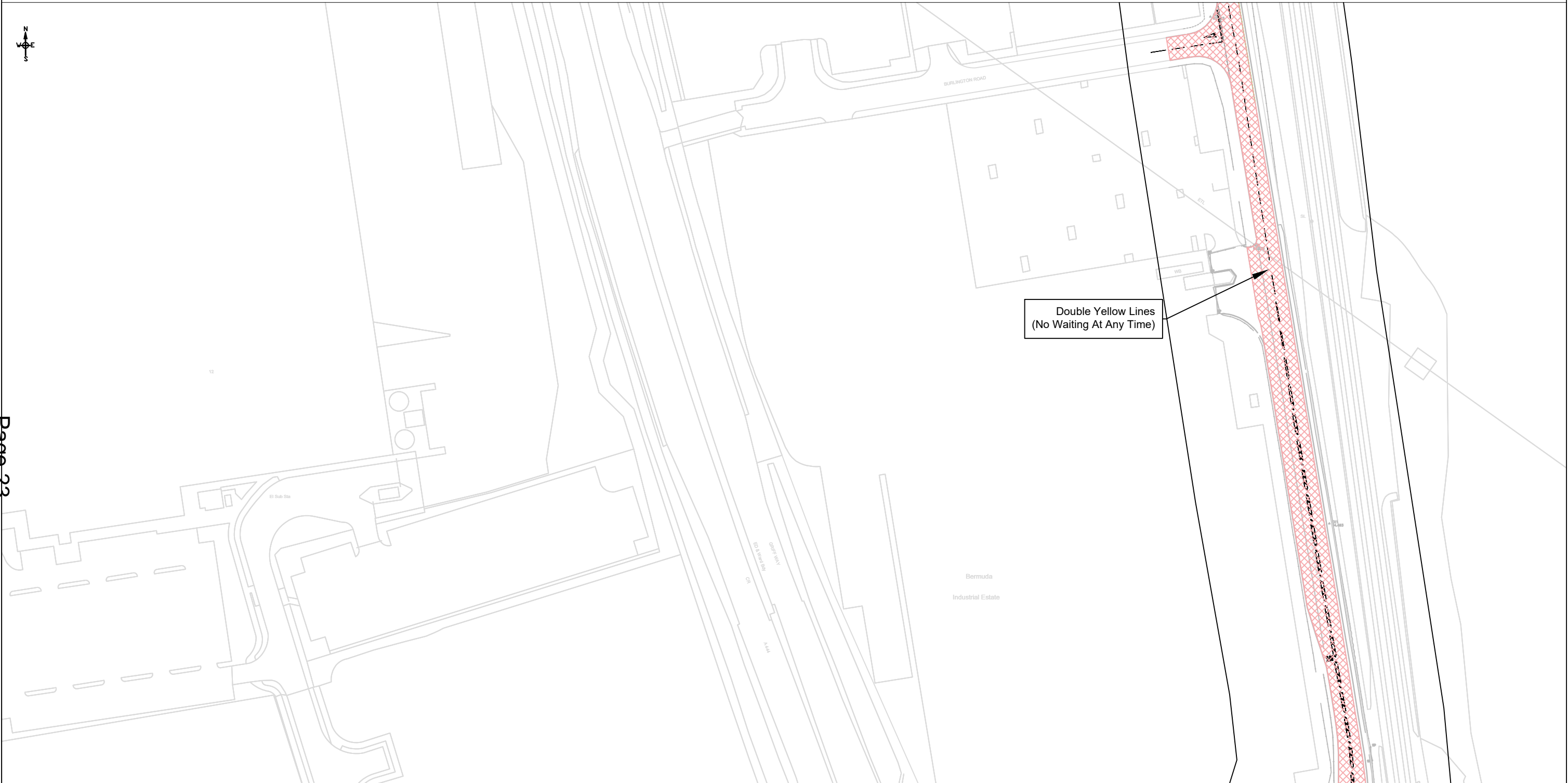
Drawing title

Waiting Restrictions (CG68)
Bermuda Connectivity
Nuneaton & Bedworth Borough

Project title

Bermuda Connectivity

Drawn by	Checked by
PM	AP
Date	
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TR/10935-WR08	



Double Yellow Lines
(No Waiting At Any Time)

All restrictions outside the outlined area
unaffected by the Bermuda Connectivity Project
See Map Tile Ref. CH68, Current Revision



Traffic & Road Safety
Communities,
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Warwick, CV34 4SP
Tel : 01926 410410

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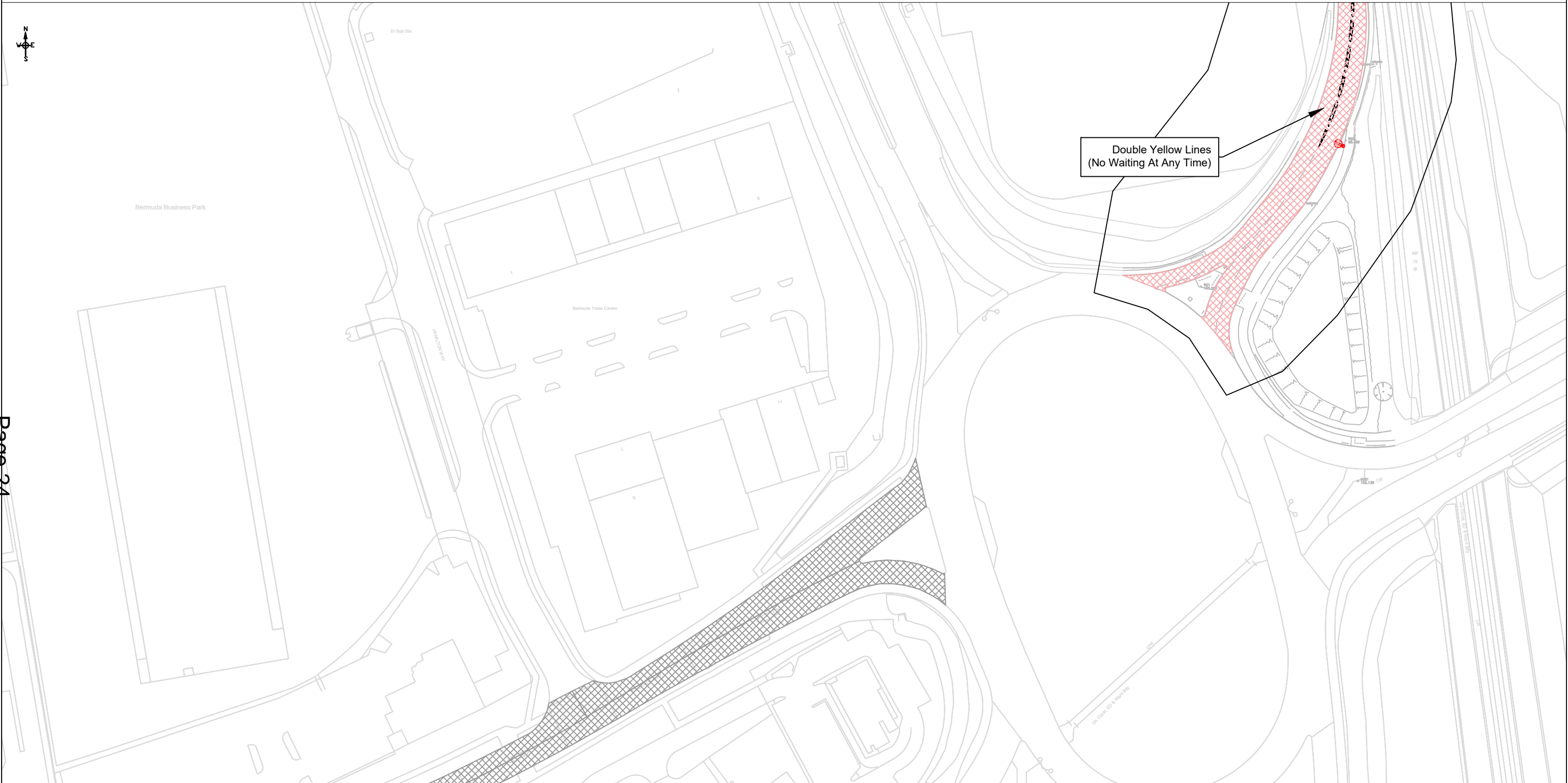
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Drawing title
**Waiting Restrictions (CH68)
Bermuda Connectivity
Nuneaton & Bedworth Borough**
Project title
Bermuda Connectivity

Drawn by PM	Checked by AP
Date 05/09/2019	
Scale 1:500 @ A3_L	
Drawing number TR/10935-WR09	



All restrictions outside the outlined area unaffected by the Bermuda Connectivity Project
See Map Tile Ref. C168, Current Revision



Warwickshire County Council
TRANSPORT AND ECONOMY

Traffic & Road Safety
Communities,
Shire Hall Post Room
Warwick, CV34 4SP
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REV	DATE	BY	CHK	AMENDMENT
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Drawing title
**Waiting Restrictions (C168)
Bermuda Connectivity
Nuneaton & Bedworth Borough**

Project title
Bermuda Connectivity

Drawn by PM	Checked by AP
Date 05/09/2019	
Scale 1:500 @ A3_L	
Drawing number TR/10935-WR10	

**THE WARWICKSHIRE COUNTY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984**

**THE WARWICKSHIRE COUNTY COUNCIL (BOROUGH OF NUNEATON AND BEDWORTH)
(WAITING RESTRICTIONS, ON-STREET PARKING PLACES AND RESIDENTS' PARKING (CONSOLIDATION) (VARIATION C) ORDER 2020**

Warwickshire County Council propose to make the above named Order under the Road Traffic Regulation Act 1984, the effect of which will be to vary the following order;

- (i) The Warwickshire County Council (Borough of Nuneaton and Bedworth) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) Order 2017, as described (by approximate measurements) in Schedule 1 below.

Exceptions to any waiting restrictions described in Schedule 1 below will permit waiting for the purposes of picking up and setting down passengers, loading and unloading goods, for vehicles displaying a disabled person's badge and in connection with the maintenance of the road and the supply of gas, water or electricity.

A copy of the proposed Order, together with a copies of Order to be varied, plans showing the lengths of road affected and statements of the Council's reasons for proposing to make the Order may be inspected at the Main Reception, Shire Hall, Market Place, Warwick, at Nuneaton and Bedworth Borough Council, Town Hall, Coton Rd, Nuneaton CV11 5AA and at the Library & Information Centre, Church Street, Nuneaton CV11 4DR during usual opening hours.

Any enquiries relating to these proposals may be made to Phil Mitton, Communities Directorate, Shire Hall, Warwick by email to pmc@warwickshire.gov.uk.

Any objections to the proposals, which must be in writing and specify the grounds on which they are made, should be addressed to Phil Mitton, Parking Management, Traffic and Road Safety Group, Communities Directorate, PO Box 43, Shire Hall, Warwick, CV34 4RL or to the above mentioned email address with "Bermuda Connectivity" as the subject header. (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>). Objections and representations must be sent so as to be received by 29th January 2020.

**SCHEDULE 1
(Proposed No Waiting At Any Time)**

No waiting at any time

Heath End Road

- (i) South side, from its junction with Tenlons Road westwards for 80 metres
- (ii) South side, from its junction with Tenlons Road eastwards for 57 metres
- (iii) North side, from a point 5 metres east of its junction with Ashdown Drive eastwards for 121 metres

Tenlons Road - Both sides, for its entire length

Shillingstone Drive

- (i) Both sides, from its junction with Tenlons Road southwards for 10 metres
- (ii) Both sides, from its junction with Bermuda Road westwards for 10 metres

Bermuda Road

- (i) East side, from its junction with Heath End Road southwards for 76 metres (existing lines extended by 45 metres)
- (ii) East side, from its junction with Radley Drive northwards for 10 metres
- (iii) East side, from its junction with Radley Drive to its junction with Sargasso Lane
- (iv) East side then North side, from its junction with Sargasso Lane southwards then eastwards for 359 metres
- (v) West side, from its junction with Heath End Road to its junction with Tenlons Road
- (vi) West side, from its junction with Tenlons Road southwards for 17.5 metres
- (vii) West side, from its junction with Shillingstone Drive northwards for 20 metres
- (viii) West side, from its junction with Shillingstone Drive to its northern junction with Hazell Way
- (ix) West side, from its northern junction with Hazell Way to its southern junction with Hazell Way
- (x) South-west side, from its southern junction with Hazell Way to its junction with Rider Close
- (xi) South side, from its junction with Rider Close to its junction with Bermuda Village

Radley Drive - Both sides, from its junction with Bermuda Road eastwards for 10 metres

Sargasso Lane - Both sides, from its junction with Bermuda Road eastwards for 10 metres

The Bridleway

- (i) North side, from a point 10 metres east of the projected centre line of the junction with Bermuda Road, eastwards to Bermuda Bridge
- (ii) South side, from its junction with Bermuda Village to its junction with Templar Drive
- (iii) South side, from its junction with Templar Drive to its junction with the cul-de-sac section of The Bridleway
- (iv) South side, from its junction with the cul-de-sac section of The Bridleway to Bermuda Bridge

The Bridleway (cul-de-sac) - Both sides, from its junction with The Bridleway southwards for 15 metres

Bermuda Bridge - Both sides, for its entire length

St Georges Way

- (i) North side, from Bermuda Bridge to its junction with Buckingham Close
- (ii) East side, from its junction with Buckingham Close, southwards to the roundabout junction with the A444 (Griff Island)
- (iii) South side then West side, from Bermuda Bridge to its junction with Gresham Road
- (iv) West Side, from its junction with Gresham Road southwards for 66 metres
- (v) West side, from a point 100 metres north of its junction with Burlington Road, northwards for 57 metres
- (vi) West side, from its junction with Burlington Road northwards for 83 metres
- (vii) West side, from its junction with Burlington Road to the roundabout junction with the A444 (Griff Island)

Buckingham Close - Both sides, from its junction with St Georges Way northwards for 7 metres

Hazell Way

- (i) Both sides, from its northern junction with Bermuda Road westwards for 10 metres
- (ii) Both sides, from its southern junction with Bermuda Road westwards for 40 metres

Rider Close - Both sides, from its junction with Bermuda Road southwards for 10 metres

Bermuda Village - Both sides, from its junction with Bermuda Road southwards for 24 metres

Templar Drive - Both sides, from its junction with The Bridleway southwards for 10 metres

Gresham Road - Both sides, from its junction with St Georges Way westwards for 10 metres

Burlington Road - Both sides, from its junction with St Georges Way westwards for 18 metres

No Waiting, Monday – Friday 8am – 6pm

Bermuda Road

- (i) East side, from a point 76 metres south of its junction with Heath End Road, southwards for 188 metres
- (ii) West side, from a point 17.5 metres south of its junction with Tenlons Road, southwards for 162 metres

Disabled Badge Holders Only

- (i) St Georges Way - West side, from a point 83 metres north of its junction with Burlington Road, northwards for 17 metres

Bus Stop Clearway 7am – 7pm

Bermuda Road - North side, from a point 359 metres southwards then eastwards of its junction with Sargasso Lane eastwards for 34 metres

S Duxbury
Assistant Director Governance & Policy

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Warwickshire County Council

Road Traffic Regulation Act 1984

The Warwickshire County Council (Borough of Nuneaton and Bedworth)
(Permitted Parking Area and Special Parking Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) (Variation C)
Order 2020

1. Background

Warwickshire County Council has previously consulted on a major project to re-open the bridge across the A444, Nuneaton to connect Griff Island to the south of Nuneaton with Heath End Road to the west. Original proposals, as designed and opened to initial consultation, showed double yellow lines along the entire route connecting Griff Island with Heath End Road.

Taking into account feedback received, a full investigation into parking provision along the route has been carried out which has resulted in the proposals as detailed below.

Consultation Plan	Location	TRO Map Tile Ref.	Revision No.
TR/10935-P01 TR/10935-P02 TR/10935-P03	Heath End Road Tenlons Road Bermuda Road The Bridleway St Georges Road & adjoining streets	CC66	1
		CC67	1
		CD67	1
		CE67	0
		CE68	0
		CF68	1
		CG68	1
		CH68	0
		CI68	1
		TR/10935-WR01	
		TR/10935-WR02	
		TR/10935-WR03	
		TR/10935-WR04	
		TR/10935-WR05	
TR/10935-WR06			
TR/10935-WR07			
TR/10935-WR08			
TR/10935-WR09			
TR/10935-WR10			

2. Statement of Reasons

2.1 Heath End Road / Tenlons Road Junction

Double yellow lines (No Waiting At Any Time) are proposed on each approach to the signal controlled junction in order to keep the traffic detector loops clear, maintaining the efficient operation of the signals and therefore the free-flow of traffic.

2.2 Tenlons Road / Bermuda Road / The Bridleway / Bermuda Bridge / St Georges Way

Double yellow lines (No Waiting At Any Time) are proposed along the length of the route connecting the roundabout junction at Griff Island with Heath End Road, except where otherwise stated in **sections 2.3 to 2.7**. These restrictions are proposed to extend a short distance into each adjacent side road along the route for reasons of road safety, ensuring sufficient space at the junctions to allow turning vehicles to pass stationary vehicles waiting to exit. The double yellow lines along the main route are intended to maintain the free-flow of traffic.

2.3 Bermuda Road (Tenlons Road to Radley Drive)

In the mainly residential section of Bermuda Road where demand for parking by residents and visitors is at its highest, sections of single yellow lines (No Waiting Monday to Friday, 8am – 6pm) are proposed. This is intended to maintain the free-flow of traffic during the hours of higher traffic volumes, while retaining some parking facilities on-street at all other times in locations where parking can safely be accommodated without causing an obstruction to persons or traffic.

2.4 Bermuda Road (Opposite Radley Drive)

In a section of carriageway where width is sufficient to support parking at any time without restricting the free-flow of two-way traffic, unrestricted parking is proposed to be retained.

2.5 Bermuda Road (Opposite Bermuda Village)

To provide a dedicated facility for use of buses, as part of the scheme a layby is to be provided to allow buses to stop off the main carriageway. A Bus Stop Clearway (7am – 7pm) is proposed to be imposed by virtue of the national Traffic Regulation Order (Schedule 7, Part 6 of the Traffic Signs Regulations and General Directions 2016), preserving or improving the amenities of the area through which the road runs.

Outside the hours of operation of buses (between 7pm – 7am), parking in the layby can safely be accommodated without affecting the free-flow of traffic along the route, therefore unrestricted parking is proposed to be retained.

2.6 St Georges Way (Opposite Railway Station)

To accommodate additional pedestrian and cycle traffic, the existing unrestricted parking on the east side of St Georges Way is to be removed. Parking in dedicated laybys opposite Bermuda Railway Station (west side of St Georges Way) can safely be accommodated without affecting the free-flow of traffic along the route, therefore unrestricted parking is proposed to be included within the scheme.

2.7 St Georges Way (Opposite Railway Station)

To accommodate additional pedestrian and cycle traffic, the existing advisory bays for disabled badge holders only on the east side of St Georges Way are to be removed. It is therefore proposed to formalise two parking places for use of Disabled Badge holders only on the west side of St Georges Way, preserving or improving the amenities of the area through which the road runs.

3. Schedule

No Waiting At Any Time

Heath End Road

- (i) South side, from its junction with Tenlons Road westwards for 80 metres
- (ii) South side, from its junction with Tenlons Road eastwards for 57 metres
- (iii) North side, from a point 5 metres east of its junction with Ashdown Drive eastwards for 121 metres

Tenlons Road

- (i) Both sides, for its entire length

Shillingstone Drive

- (i) Both sides, from its junction with Tenlons Road southwards for 10 metres
- (ii) Both sides, from its junction with Bermuda Road westwards for 10 metres

Bermuda Road

- (i) East side, from its junction with Heath End Road southwards for 76 metres (existing lines extended by 45 metres)
- (ii) East side, from its junction with Radley Drive northwards for 10 metres
- (iii) East side, from its junction with Radley Drive to its junction with Sargasso Lane
- (iv) East side then North side, from its junction with Sargasso Lane southwards then eastwards for 359 metres
- (v) West side, from its junction with Heath End Road to its junction with Tenlons Road
- (vi) West side, from its junction with Tenlons Road southwards for 17.5 metres
- (vii) West side, from its junction with Shillingstone Drive northwards for 20 metres
- (viii) West side, from its junction with Shillingstone Drive to its northern junction with Hazell Way
- (ix) West side, from its northern junction with Hazell Way to its southern junction with Hazell Way
- (x) South-west side, from its southern junction with Hazell Way to its junction with Rider Close
- (xi) South side, from its junction with Rider Close to its junction with Bermuda Village

Radley Drive

- (i) Both sides, from its junction with Bermuda Road eastwards for 10 metres

Sargasso Lane

- (i) Both sides, from its junction with Bermuda Road eastwards for 10 metres

The Bridleway

- (i) North side, from a point 10 metres east of the projected centre line of the junction with Bermuda Road, eastwards to Bermuda Bridge
- (ii) South side, from its junction with Bermuda Village to its junction with Templar Drive
- (iii) South side, from its junction with Templar Drive to its junction with the cul-de-sac section of The Bridleway
- (iv) South side, from its junction with the cul-de-sac section of The Bridleway to Bermuda Bridge

The Bridleway (cul-de-sac)

- (i) Both sides, from its junction with The Bridleway southwards for 15 metres

Bermuda Bridge

- (i) Both sides, for its entire length

St Georges Way

- (i) North side, from Bermuda Bridge to its junction with Buckingham Close
- (ii) East side, from its junction with Buckingham Close, southwards to the roundabout junction with the A444 (Griff Island)
- (iii) South side then West side, from Bermuda Bridge to its junction with Gresham Road
- (iv) West Side, from its junction with Gresham Road southwards for 66 metres
- (v) West side, from a point 100 metres north of its junction with Burlington Road, northwards for 57 metres
- (vi) West side, from its junction with Burlington Road northwards for 83 metres
- (vii) West side, from its junction with Burlington Road to the roundabout junction with the A444 (Griff Island)

Buckingham Close

- (i) Both sides, from its junction with St Georges Way northwards for 7 metres

Hazell Way

- (i) Both sides, from its northern junction with Bermuda Road westwards for 10 metres
- (ii) Both sides, from its southern junction with Bermuda Road westwards for 40 metres

Rider Close

- (i) Both sides, from its junction with Bermuda Road southwards for 10 metres

Bermuda Village

- (i) Both sides, from its junction with Bermuda Road southwards for 24 metres

Templar Drive

- (i) Both sides, from its junction with The Bridleway southwards for 10 metres

Gresham Road

- (i) Both sides, from its junction with St Georges Way westwards for 10 metres

Burlington Road

- (i) Both sides, from its junction with St Georges Way westwards for 18 metres

No Waiting, Monday – Friday 8am – 6pm

Bermuda Road

- (i) East side, from a point 76 metres south of its junction with Heath End Road, southwards for 188 metres
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Disabled Badge Holders Only

St Georges Way

- (i) West side, from a point 83 metres north of its junction with Burlington Road, northwards for 17 metres

Bus Stop Clearway 7am – 7pm

Bermuda Road

- (i) North side, from a point 359 metres southwards then eastwards of its junction with Sargasso Lane eastwards for 34 metres

4. Existing orders to be varied

The Warwickshire County Council (Borough of Nuneaton and Bedworth) (Permitted Parking Area and Special Parking Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) Order 2017

5. Priority

High

RECEIVED	10 JAN 2020
COMMUNITIES GROUP	
LEADERSHIP TEAM	
GROUP	

Dear Phil Milton

Stockingford
Lumaton
8th Jan 2020

Spewing just road details regarding yellow lines at on Bermuda Rd near to Radley Drive, so feel that I should raise some concerns to you. The traffic parked on Bermuda Rd near Radley Drive is hospital staff and quite a few use the road to park. They also use Radley Drive and Redwood staff, which blocks my beach drive containing so almost impossible to use my property how I want to, also they park on junction. The whole of Lornish (present time into compare with visitors also to the hospital, can be very dangerous at times.

The road is also used as a cut

1 1

run for school traffic, because they cannot get out of Bermuda junction. There is all going to increase if browned bridge opens.

Yellow lines should also be put down Radley Drive and Redwood. It as it is only going to get worse for residents that live here,

A brown also reported street lighting as well as only one side of the whole road is lit up, as no street lights one side.

Just before Christmas I went to church service at night and walking home because most cars park on pavement and because it is dark I walked in the side of a car. It was black car, and because no proper street lights that I could not see properly enough to arm on having mirror and was very lucky I was not pulled to the floor.

2

3

as Cook caught on it.

It is not safe to walk round here after dark, and I advise also to watch people with dogs that wear hats with lights on, as you just cannot see yourselves.

When I went to the hospital and watched them back carpark I use to have to take torch, as it was so bad. Barnada Rd. is also full of pot holes also reported.

My car's used to take short cut

Thurs Radley Drive, as I had my telephone cable ripped down and also my guttering and soffits on front of house, because they fell and my next door but one neighbour had his house damaged as well, need to pay for this damage our selves. I have a sign up now, but we still get a few ignore signs at times. People will not pay the

4

parking charges at the hospital so then we have those side roads instead.

It's got worse in the past few years. I want to know if anything is going to be done in Radley Drive and Redwood Croft, as it needs sorting sooner than later.

Most days cars park opposite my back drive, and make it impossible with such a narrow rd, for me to park.

Thurs my gates,

So I want to know what is going to be sorted round here, as I pay council tax for the property and cannot use it, as I should be able to,

These roads should not be treated as a free carpark, which is what is

happening, day and night, and should all get a restriction as we living in a carpark, which is just going to get worse.

Yours faithfully,

Bermuda Connectivity

[Redacted] <[Redacted]>

Mon 27-Jan-20 6:50 PM

To: PMC WCC <pmc@warwickshire.gov.uk>

I am formally objecting to all the parking restrictions proposed. The county council has removed the planned share use path between Phoenix Centre and Sargasso Ln. This needs to be re-introduced before the project goes ahead. Otherwise Parked cars are the only control of flow.

[Redacted]

Bermuda connectivity

[REDACTED] <[REDACTED]>

Tue 21-Jan-20 11:00 PM

To: PMC WCC <pmc@warwickshire.gov.uk>

Hi, I am a resident of [REDACTED] and although I am for most of the proposal, I have an issue with the parking restrictions. Our house is [REDACTED] and as such I have to park on Tenlons rd. we do have a garage for one of our cars on Tenlons rd, but as a two car family, possibly 3 in the near future, the double yellow lines will be an issue. Is there any funding or grants available for a possible dropped kerb so I can park on my frontage or will there be resident permitted parking. I am obviously willing to make my frontage suitable myself but if there are also any grants available to help with costs I would appreciate some information on them, kind regards

Sent from Yahoo Mail for iPad

Bermuda Connectivity

[Redacted]

Sun 12-Jan-20 8:55 PM

To: PMC WCC <pmc@warwickshire.gov.uk>

Dear Phil,

I read the article "New Double Yellow Lines..." in the Coventry Telegraph online January 8th 2020.

I was wondering if any consideration had been given to putting in a pedestrian crossing along Bermuda Road? The volume of traffic during the day and night will no doubt increase significantly once the Bermuda bridge is opened. There are a number of people who walk and cycle around this area and must be able to cross Bermuda Road safely.

- School children of all ages cross this road to get to their schools
- Staff who work many different shifts patterns walk to and from work at George Eliot Hospital.
- Car Dealerships and other businesses in the area also have staff who work or cycle to work.
- Access to classes, events, & playing fields at the Phoenix Center for those who are not driving
- Childrens playground and foot ball area requires safe access
- Dog walkers and recreational walkers who walk around Ensor's Pool.
- To be able to safely cross the street when getting on or off the bus

I would be much obliged if you could please inform me if there are firm plans in place to put at least one safe pedestrian crossing in at the time of construction? I would also be interested to know if there is no plan in place to put in a safe pedestrian crossing. I'll look forwards to hearing from you,

Kind Regards,

[Redacted]



Fwd: Bermuda Conectivity

[REDACTED]

Fri 10-Jan-20 12:10 PM

To: PMC WCC <pmc@warwickshire.gov.uk>

Sent from my iPhone

Begin forwarded message:

From: [REDACTED]

Date: 10 January 2020 at 10:22:58 GMT

To: pmc@warwickshire.govuk

Subject: Bermuda Conectivity

I am a resident in Tenlons Road and have 3 cars in my household how are we supposed to park if double yellow lines are to be put in. If this is the case the council should put dropped kerbs in every household to enable us to get at least 2 on our driveway and do this without a cost to the household as we pay council tax.

Sent from my iPhone

FW: Bermuda Connectivity

[REDACTED]
Thu 06-Feb-20 2:37 PM

To: PMC WCC <pmc@warwickshire.gov.uk>

Cc: [REDACTED]
[REDACTED]

Good Afternoon Phil,

I would firstly like to take this opportunity to say thank you for taking the time to visit [REDACTED] on Tuesday 4th February it was appreciated.

I know you listened intently to our concerns regarding the new proposed traffic orders for the Bermuda Connectivity project, however, we would also like to commit those concerns to you in writing, thus negating the possibility of any potential misunderstanding.

As outlined during our discussion we were amazed that we did not receive any notification in writing from your department outlining the proposal or plans, it is really not good enough that we should have to find out through the local press.

In fact, to date, as far as we are aware, no business in the area has received notification, a situation I believe you were going to address and I look forward to receiving confirmation that this has been actioned.

I have listed the companies we are aware of below:

DCM Drillquip
Arbury Coachworks
Pembertons Printers
Weddington Commercials
Witherley Services
Ralph Coleman
IFCO
Prestige Plastics
County Building Supplies
The Dance Unit
Tippers

One point we did not raise with you is the fact we have another exit and entry gate on Hazel Way, this gate is also in constant use, with access required all through the working day from both cars and HGV's.

We believe the new proposals will seriously compromise the working functionality of that exit/entry point and further discussions with you will certainly be required, as trucks will be looking to park on and around Hazel Way due to the restrictions proposed for Bermuda Road.

To reiterate a point made by my colleague [REDACTED] during our discussion, and that is we have grave concerns for the health and safety of our staff, especially the banksmen overseeing vehicles reversing into the loading / unloading area through the exit/entry gate on Bermuda Road.

We believe the increased volume of traffic and speed that vehicles would be travelling at, make it extremely hazardous with a high risk of collision for any member of staff overseeing any heavy goods vehicle when manoeuvring into position.

We also seek clarification on whether or not HGV's will be allowed to use the bridge over the A444 and whether double yellow lines are to be put in and around the Tenlons Road area, as this road also holds a number of businesses.

Decision Record – Objections to proposed speed limit and traffic calming on B4086 Warwick Road, Kineton

Lead Member	Portfolio Holder for Transport and Planning
Date of decision	20 March 2020
	Signed

Decision taken

That the Portfolio Holder for Transport and Planning approves

- (1) the implementation of a 40 mph speed limit as advertised in accordance with the Road Traffic Regulation Act 1984
- (2) the implementation of speed cushions as advertised in accordance with s90G of the Highways Act 1980

conditional upon the necessary Highways Act 1980 Section 278 agreement being in place for the highway improvements associated with the development site at B4086 Warwick Road, Kineton.

Reasons for decisions

Where objections have been received to advertised traffic orders it is necessary for the Portfolio Holder to decide on the orders.

Background information

A planning application was submitted to Stratford-on-Avon District Council by Gladman Developments in respect of a development on land off Warwick Road, Kineton. Planning permission was granted on 17 November 2016 (ref: 15/03101/OUT). The planning permission requires the Developer to implement an access into the site and a traffic calming scheme for Warwick Road. The development is now being taken forward by Morris Homes. Technical approval of the proposed highway improvements is underway and Morris Homes are entering into a Highways Act 1980 Section 278 agreement with Warwickshire County Council whereby the costs of the works will be fully funded.

The traffic calming scheme comprises a reduction in the speed limit on Warwick Road from national speed limit (60 mph) to 40 mph and the introduction of four sets of two and one set of three speed cushions as shown in **Appendix 1** and **Appendix 2**.

The proposed traffic orders were advertised on 21 November 2019. Warwickshire Police has objected to the proposed speed limit order but has not commented on the speed cushions. Kineton Parish Council has supported the proposed speed limit order but has requested that the

extent of the speed limit be extended. The Parish Council has objected to the introduction of the speed cushions.

Warwickshire Police objection to speed limit change

The objection is based on a concern that if signs only were changed along the route there would be insufficient change in driver behaviour. A risk of unrealistic expectation of enforcement could then be created. The Police have indicated that they are ready to work with the Council, as Highway Authority, to consider the inclusion of additional engineering features. The Police have suggested that the types of additional engineering features which could be considered include supplementary gateway features and roundels on the road surface which would promote a self-regulating compliance environment.

Response: Speed cushions are engineering measures which would change the environment for drivers. Dragons teeth markings, 40 mph roundels and the use of red hatching have also been added to the scheme design (see **Appendix 3**).

Kineton Parish Council comment on speed limit change

The Parish Council have welcomed the reduction in speed limit but have requested that it be extended to just beyond the top of Pittern Hill thereby encompassing two additional accesses.

Response: The proposed speed limit extent is designed to act as a buffer zone between the national speed limit approach to Kineton and the 30 mph speed limit in the vicinity of the site. Extending the speed limit further without a change of environment may lead to the type of non-compliance which concerns Warwickshire Police.

Kineton Parish Council objection to the traffic calming features

The Parish Council question the effectiveness of speed cushions and has highlighted concerns about noise issues. The Parish Council does not feel that speed cushions are a necessary addition.

Response: The requirement for a traffic calming scheme is a planning condition. Where a highway scheme is considered and approved as part of the planning process, the courts have made it clear that the highway / traffic authority is expected to co-operate in its implementation unless some exceptional or changed circumstances call for a different approach. The highway authority view is that such a scheme would reduce prevailing traffic speeds on Warwick Road is also beneficial to traffic using the development site access. The design of the traffic calming scheme has been reviewed through both a Stage 1 and a Stage 2 Road Safety Audit.

Financial implications

On 12 July 2019 the Deputy Leader (Finance and Property) approved the addition of this scheme to the Capital Programme. The County Council intends to enter into a Section 278 agreement with the Developer to undertake the works. Under that agreement the cost of the works will be fully funded by the Developer.

Environmental implications

The environmental impacts of developer-funded highway schemes are considered through the planning approval process.

The contractors on the Council's Framework Contract for the Provision of Engineering and Construction Works (WCC 6012) have all demonstrated that they hold a certificate of compliance with BS EN ISO 140001 (or equivalent) or have otherwise satisfactorily demonstrated their policies and arrangements for the management of construction-related environmental issues.

Report Author	Shirley Reynolds shirleyreynolds@warwickshire.gov.uk,
Assistant Director	Scott Tompkins
Lead Director	Strategic Director for Communities
Lead Member	Portfolio Holder for Transport and Planning

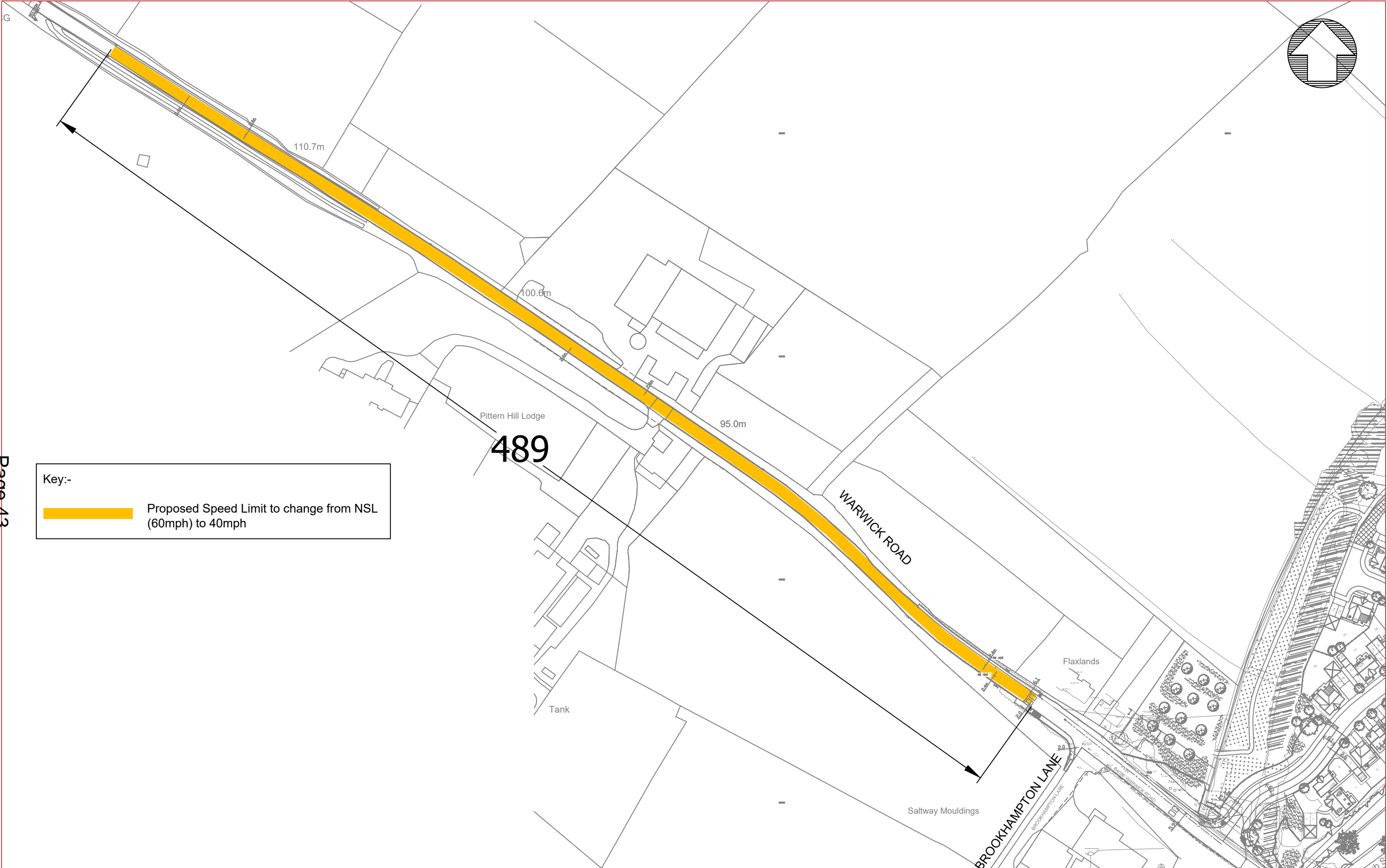
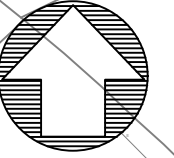
Urgent matter?	No
Confidential or exempt?	No
Is the decision contrary to the budget and policy framework?	No

Lists of reports considered
Not applicable

List of background papers
Objection correspondence

Members and officers consulted and informed
Portfolio Holder – Councillor Jeff Clarke
Corporate Board –
Legal –
Finance –
Equality –
Democratic Services –
Councillors –
Local Member(s): Cllr Williams (Kineton and Red Horse)

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Key:-

Proposed Speed Limit to change from NSL (60mph) to 40mph



Warwickshire County Council
TRANSPORT AND ECONOMY

Traffic & Road Safety
 Communities
 Shire Hall Post Room
 Warwick, CV34 4SP
 Tel : 01926 410410

www.warwickshire.gov.uk
<mailto:communities@warwickshire.gov.uk>

NOTES

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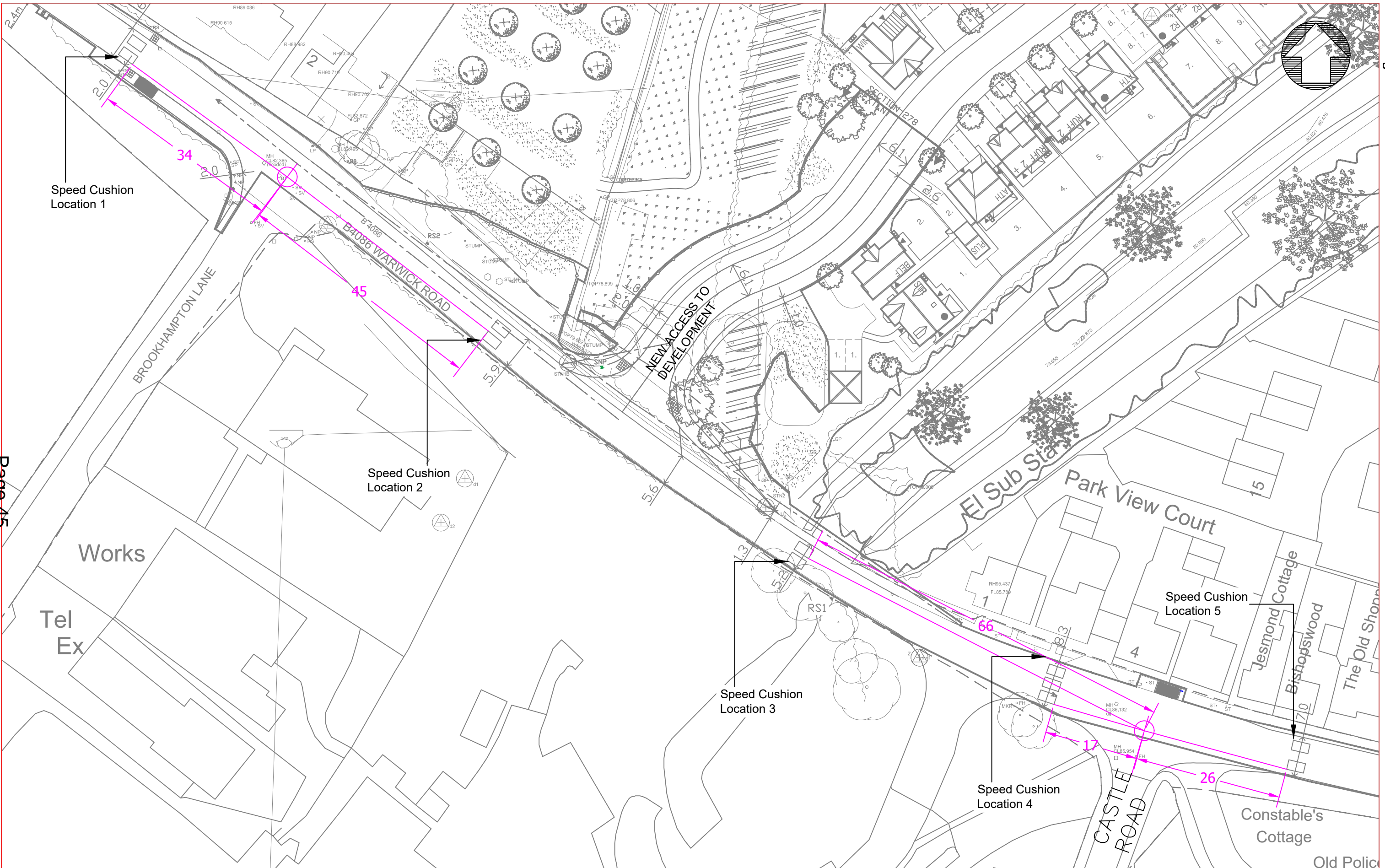
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Drawing title
**Proposed Speed Limit Change
 Warwick Road
 Kineton**

Project title
WARWICK ROAD-KINETON

Drawn by PAS	Checked by
Date 31/10/2019	
Scale NTS @ A3_L	
Drawing number TR11093-1	

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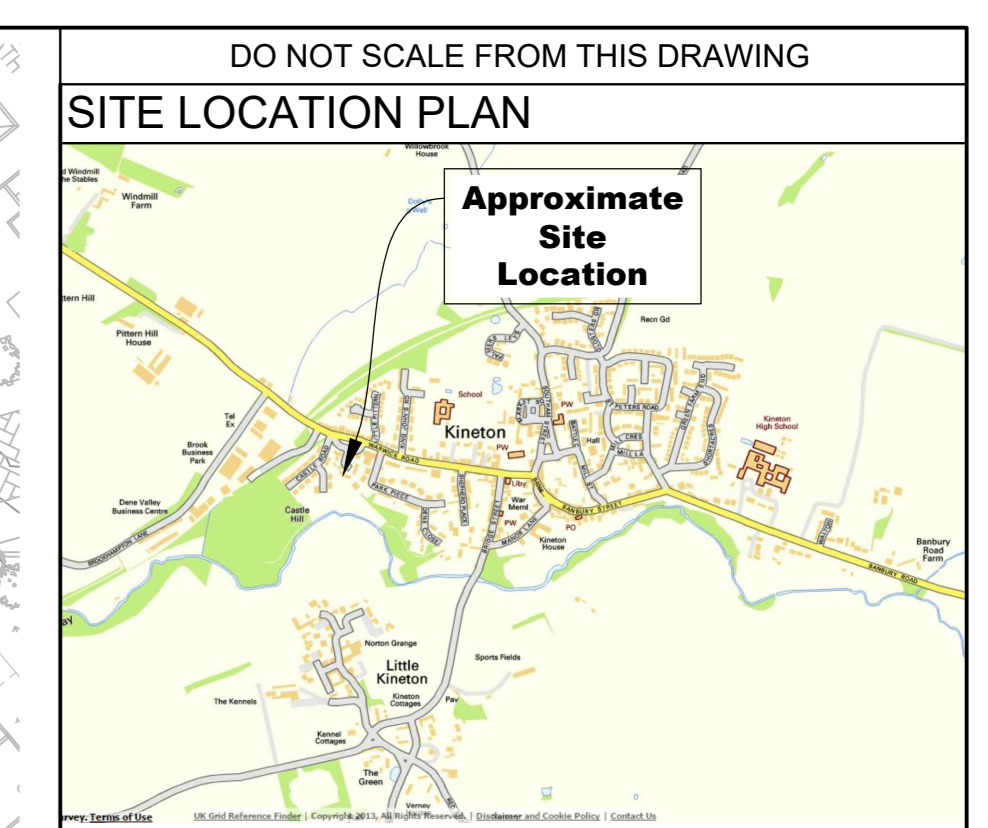
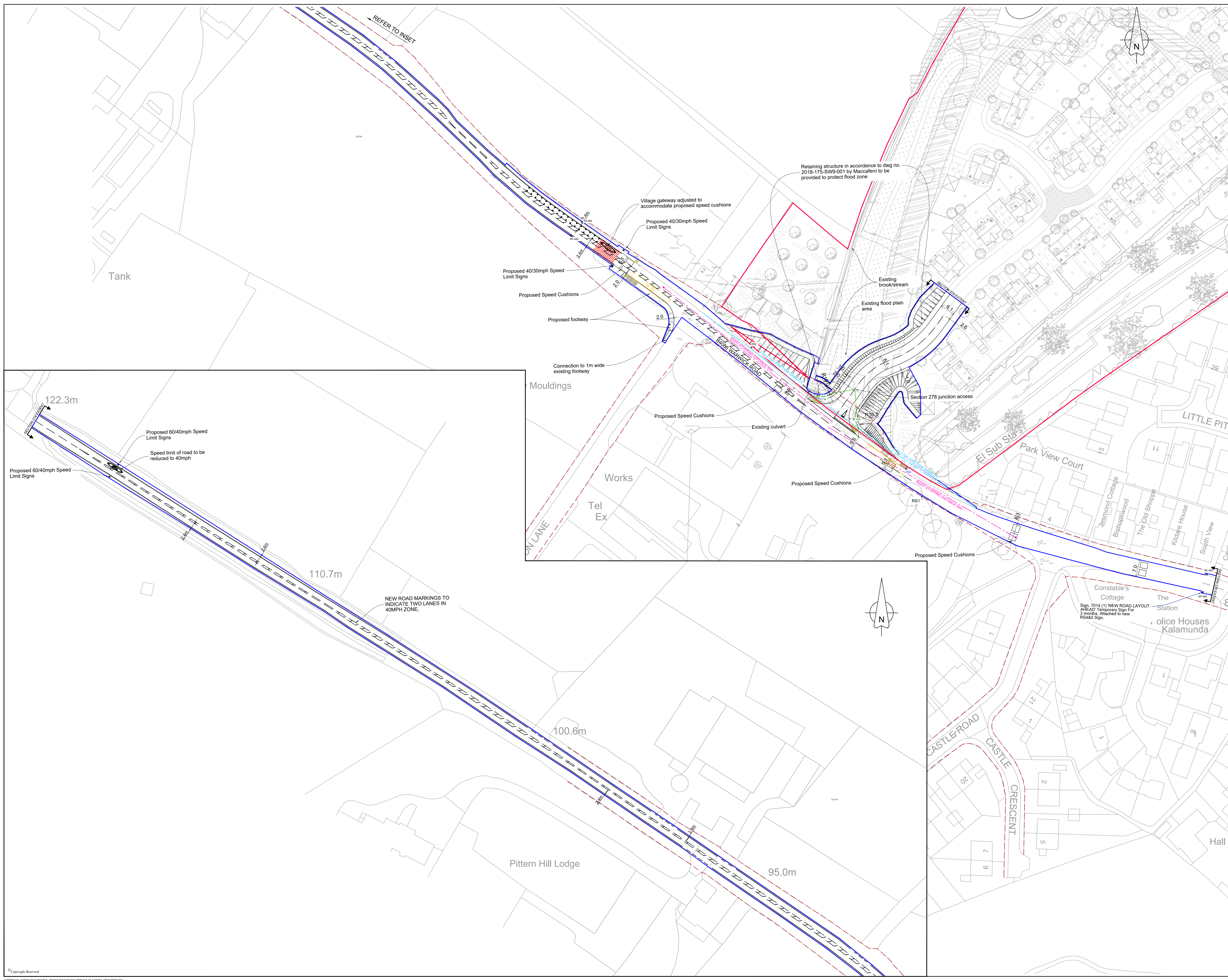
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Drawing title
**Proposed Speed Cushions
 Warwick Road
 Kineton**

Project title
WARWICK ROAD-KINETON

Drawn by PAS	Checked by
Date 31/10/2019	
Scale NTS @ A3_L	
Drawing number TR11093	

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- ### GENERAL NOTES
1. Do not scale from this drawing
 2. All dimensions are in metres, unless otherwise stated
 3. This drawing is indicative and provides details of the overall scheme extent. The contractor to refer to specific construction drawings and details for further information
 4. The contractor is to check all information provided prior to commencing works and sought clarification from the engineer in respect to any ambiguities/omissions found
 5. This drawing is not to be reproduced in any part or form without the consent of Wardell-Armstrong LLP, as all copyrights are reserved
 6. Amendments to the existing highways shall be carried out under the Section 278 of the Highways Act 1980, and the design shall either comply with either the adopting authorities' highway design standards, the Highways England Design Manual for Roads & Bridges and/or Department for Transport Manual for Streets 2, as appropriate
 7. All proposals shall be constructed in accordance with the Department for Transport, Specification for Highway Works and local authority standard details

- ### KEY TO SYMBOLS
- Junction visibility tangent in accordance to MFS2 based on a set-back of 4.5m and a splay of 70m
 - Internal junction visibility based on a 15m set back based on DMRB TD 9/93
 - 90m Site Stopping Distance to proposed junction based on DMRB TD 9/93
 - - - Assumed existing Highway Boundary
 - Developer's Redline/Ownership Boundary
 - Section 278 Work Boundary
 - ▤ Proposed tactile paving, denoting new pedestrian crossing points
 - ▤ Proposed bus boarding point
 - Proposed alignment
 - Proposed Boundary Fence

- For Standard Details refer to Warwickshire County Council Details:
- A701.3 - Sub-Bases & The Earthworks Outline
 - B701.1 - Carrageways with Concrete Kerbing
 - B702.1 - Kerbs, Edges & Channels
 - B704.1 - Footway & Cycleway Construction (Bituminous)
 - B704.4 - Bus Boarding Point with Kassel Kerbs
 - B705.2 - Overlay & Transverse Jointing Details
 - F701.1 - Surface Water Drains: Bedding & Trench Details
 - F703.1 - Precast Concrete Catchpits
 - F704.1 - Gullies - Type 1
 - F704.2 - Gully Connectors & Rodding Eyes
 - H701.1 - Boundary Hedge
 - H702.1 - Fencing: Timber Post and Rail

H	Speed Limit notes amended to suit WCC comments	06/03/17	LM	1:1	001
G	Boundary fence added to drawing. North Arrow added to meet following comments from WCC	06/03/17	LM	1:1	002
F	Drawing updated to show new speed cushion locations to avoid white lining	06/03/17	LM	1:1	003
E	Drawing sheet amended to A0 to suit updated Section 278 comments. New Road Markings added	06/03/17	LM	1:1	004

CLIENT: MORRIS

PROJECT: LAND OFF WARWICK ROAD KINETON, WARWICKSHIRE

DRAWING TITLE: PROPOSED SECTION 278 WORKS GENERAL ARRANGEMENT

DRG No: BM11315-100

DRG SIZE: A0

SCALE: 1:500

DATE: 20/04/2017

DRAWN BY: AF

CHECKED BY: SM

APPROVED BY: JMB

wardell armstrong

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Portfolio Holder Decision – Waste Management Fees 2020/21

Portfolio Holder	Portfolio Holder for Environment and Heritage & Culture
Date of decision	
	Signed

Decision taken
<ol style="list-style-type: none"> 1) Approval be given for the changes to waste fees and charges from 1 April 2020, as set out in the Appendix. 2) All charges continue to be reviewed annually to allow for future gate fee and/or haulage increases and inflation.

Reasons for decisions
<p>The Environmental Protection Act 1998 Section 51(1)(b) gives Warwickshire County Council as the Waste Disposal Authority the duty to provide free to access Household Waste Recycling Centres for the deposit of household waste by householders. Two of our HWRCs - Princes Drive and Hunters Lane - have had longstanding arrangements in place to accept non-household and commercial wastes on a chargeable basis. Charges are calculated by weight using calibrated weighbridges. In 2015, the Authority added to this service by allowing commercial waste to be delivered to all our sites; chargeable on a by-volume basis due to the lack of weighbridges at these smaller sites.</p> <p>The launch of the extended commercial waste service in 2015 followed the development by Defra and WRAP¹ of a pricing model by size of delivery vehicle, which ensures that all costs associated in offering the service are covered whilst also ensuring small business are supported to dispose of their wastes correctly and cost effectively. Income from the service supports the council's ability to deliver a comprehensive recycling centre service for householders and achieve income targets. The comprehensive drop-off charging scheme at all of our sites allows local people and small businesses to access compliant waste disposal services at locations around the county at a competitive cost. The service provides a wide range of recycling opportunities that are not readily available to businesses by other means. The availability and range of services are one way the the County Council can prevent fly-tipping.</p>

¹ Defra – Department of Environment, Food and Rural Affairs; WRAP – Waste and Resources Action Programme

Background information

The Appendix sets out the new fees and charges which take effect from 1 April 2020

Method of calculation

Calculations are based on a Defra model and were first used in 2015.

Charges by weight are banded in 10 bands from 0 – 100kg to 900 – 1000kg. At the lower band, an administration multiplier of 2 is used and at the upper band, an administration multiplier of 1.5 is used, with the administration multiplier evenly escalated with each band in between. Current costs for the treatment gate fee for each material have been calculated, as have the costs for haulage of each material to the treatment facility. These prices will increase in the next financial year; as most are linked to RPIX², the average RPIX from the past 12 months (Dec 18 to Nov 19) has been used at 2.6%. The gross figures are rounded up to the nearest 50p for use at Princes Drive and Hunters Lane weighbridge sites. For the non-weighbridge sites, the gross figures are used, along with 70% fill levels for each of the 5 types of vehicle and average densities for the materials. The relevant administration multiplier is applied, and the gross values are rounded up to the nearest £1.

This year, as there have been no changes in contracts, the charges have been calculated based on 2019/20 prices plus 2.6% (average RPIX over past 12 months). In the case of general waste, new prices have been calculated from scratch as there will be a new landfill tax from April 2020 and the Bubbenhall landfill contract uses RICS³ indices to calculate the increase, which is estimated at a higher 4.7%.

This year we will seek to alleviate the operational issue of traders occasionally incorrectly declaring plasterboard as general waste as general waste is cheaper to dispose of. This false declaration has also led to potential contamination of the general waste. The price difference is so small that we will use the general waste price for plasterboard and will review the impact of this next year.

Due to densities, the by volume price for wood 2 years ago was more than general waste, which may have discouraged recycling. Last year and this year, the price has been dropped by 25% to bring it below the general waste price but still cover costs.

For the pay by item prices, the £12 per item of large furniture for the non-weighbridge sites will continue. That assumes that the large item i.e. a mattress, settee or bed base would not weigh more than 50kg.

The £12 charge for a load of paper or cardboard will be capped at a maximum load size of 1 tonne, as it is currently costing the council to dispose of this waste stream.

The minimum charge for disposal of a gas bottle, fire extinguisher or tyre will be reduced £5. This will make the proper disposal of these items even more accessible. Other Pay-by-item charges remain the same. Public weigh charges will remain at £10 plus VAT in line with other local weighbridges.

On the table of charges per item at Princes Drive and Hunters Lane (Appendix) additional text has been added to show more explicitly that fire extinguishers bare the same cost as gas bottles and ammonia fridges are the same as commercial fridges.

² Measure of inflation in the UK, equivalent to the all items Retail Price Index excluding mortgage interest payments.

³ Measure of inflation from Royal Institution of Chartered Surveyors

The cost of the commercial recycling permit will increase from £40 to £50. This is to cover administration costs and the costs to the council due to the current depression in the global cardboard and paper markets. This will be the first price rise since inception 5 years ago.

Costs for the disposal of waste streams can vary for several reasons, for example market fluctuations, new procurements and indexation uplifts. For that reason, it may be necessary to change discrete prices in-year and the correct approvals will be sought for any alterations to the fees and charges.

Benchmarking

To ensure that prices are competitive with the market, the proposed charges have been compared to the charges of other local authorities. Bearing in mind the varying cost of waste treatment and haulage depending on availability and proximity, the proposed charges are broadly in line with our peers.

Financial implications

Prices are calculated based on a Defra model. They ensure that the true cost of waste disposal is covered, including the element of site running costs and administration. Income gained supports the operation of the sites and the delivery of services to the public. The facility to recycle and dispose of a wide range of waste types are of benefit to the local economy. The public have a facility to dispose of non-household waste and local businesses can easily access competitively priced recycling and disposal services that ensure their compliance with waste legislation and the reduction of fly-tipping.

Table 1 shows the level of income gained from providing the opportunity for local small businesses to be able to deposit waste at our network of HWRCs.

Table 1: HWRC Trade Waste Sales, Fees & Charges Income

	Actual Income 2018/19	Budgeted Income 2019/20	Actual Income 2019/20 (as at 12 th March)	Forecast Income 2019/20	Budgeted Income 2020/21
HWRCs	£9,607	£13,605	£9,700	£13,605	£14,267
Transfer Stations	£334,903	£331,850	£250,393	£331,850	£331,850
Totals	£344,510	£345,455	£269,793	£345,455	£346,117

Environmental implications

The Council's commercial waste service offers the facility for local people and businesses to recycle and dispose of their waste in compliance with their waste duty of care and other environmental legislation. It offers local business the opportunity to recycle a range of materials that may not be accessible to them through standard collection services. Providing services that allow for the correct disposal of waste and the increased recycling of valuable materials, benefits the environment by reducing pollution, reducing the use of raw materials and reducing carbon emissions.

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Report Author	Ruth Dixon paulwilliamscl@warwickshire.gov.uk, Tel: 01926 418064
Assistant Director	Assistant Director, Communities
Lead Director	Strategic Director for Communities
Lead Member	Portfolio Holder for Environment and Heritage & Culture

Urgent matter?	<i>No</i>
Confidential or exempt?	<i>No</i>
Is the decision contrary to the budget and policy framework?	<i>No</i>

List of background papers
N/A

Members and officers consulted and informed
Portfolio Holder – Councillor Heather Timms
Corporate Board – N/A
Legal – Ian Marriott
Finance – Andy Felton
Equality – Keira Rounsley
Democratic Services – Paul Williams
Councillors – Councillor Heather Timms
Local Member(s): N/A

Appendix - Waste Fees & Charges Update 2019/20

Commercial Waste Charges and Payment Methods Please note: VAT is not chargeable unless otherwise stated

(April 2020)

Charging Method - Weighbridge (Princes Drive and Hunters Lane only)

Weight Bands	0 to 100 kgs	101 to 200 kgs	201 to 300 kgs	301 to 400 kgs	401 to 500 kgs	501 to 600 kgs	601 to 700 kgs	701 to 800 kgs	801 to 900 kgs	901 to 1000 kgs	Over 1000kg
Green Waste	£7.50	£14.00	£20.50	£26.50	£32.00	£37.50	£42.50	£47.00	£51.00	£55.00	£0.056 per kg
General / Mixed Waste	£25.00	£49.00	£71.00	£92.50	£112.50	£131.00	£148.50	£164.50	£179.50	£193.00	£0.194 per kg
Rubble / Soil	£5.00	£7.50	£10.50	£12.50	£15.50	£18.00	£20.00	£23.50	£26.00	£28.50	£0.029 per kg
Plasterboard / Gypsum	£25.00	£49.00	£71.00	£92.50	£112.50	£131.00	£148.50	£164.50	£179.50	£193.00	£0.194 per kg
Wood / Chipboard	£17.00	£29.00	£41.00	£52.50	£64.50	£76.00	£88.00	£100.00	£111.50	£124.00	£0.125 per kg

Charging Method - Vehicle Size

Vehicle Category	Car	Estate car / car derived van	Small van or pickup	Twin cab pickup or large 4 x 4	Trailers up to 6'
Green Waste	£12.00	£18.00	£37.00	£51.00	£23.00
General / Mixed Waste	£31.00	£46.00	£110.00	£130.00	£66.00
Rubble / Soil	£18.00	£27.00	£72.00	£99.00	£39.00
Plasterboard / Gypsum*	£54.00	£73.00	£168.00	£231.00	£105.00
Wood / Chipboard	£29.00	£40.00	£91.00	£124.00	£56.00

* only available at Burton Farm, Lower House Farm and Judkins

Charges - per item (Princes Drive and Hunters Lane)

Domestic sized fridges and freezers - price per unit	£12
TVs and monitors - price per unit	£6
Clean cardboard and paper - per load (max. 1 tonne)	£12
Gas cylinders (with brand ID on cylinder) - price per unit	From £5
Fire extinguishers - price per unit	From £5
Commercial sized fridges and freezers (+ photocopiers) - price per unit*	£60
Ammonia fridges - price per unit*	£60
Domestic car tyres - price per unit*	From £5
Fluorescent tubes (max 8 foot) - price per tube	£1
Small waste electrical items (toaster, light fitting, shower) - price per item	£2
Public Weighing (£10 + £2 VAT)	£12

* not available at Hunters Lane

Charges - per item (All other sites)

Charge per settee, mattress or bed base	£12
Commercial recycling permit	£50
Commercial pre-paid sacks	£60 for 20

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