

# Portfolio Holder Decisions/Leader Decisions

Date: Friday, 17 April 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) - Addition of Developer-funded Highway Schemes to the Capital Programme - Bus Shelters in Nuneaton and Bidford** 5 - 8

A report requesting that the Deputy Leader (Finance and Property) grant approval to additions to the Capital Programme for the provision of bus shelters at two locations, Galley Common, Nuneaton and Bidford.
- 2. Deputy Leader (Finance and Property) - April 2020 Developer Funded Scheme Approvals** 9 - 12

A decision by the Deputy Leader for the addition of six projects to the Capital Programme.
- 3. Portfolio Holder for Transport and Planning - Warwick CPE Variation 5** 13 - 24

A report seeking changes to car parking arrangements on the Radford Road in Leamington Spa.
- 4. Portfolio Holder for Transport and Planning - Stareton Lane -One way (Proposed No Right Turnout of Stareton Lane, Stoneleigh)** 25 - 34

A report seeking the approval of the Portfolio Holder for Transport and Planning to the prohibition of right turns out of Stareton Lane, Stonleigh.

**Monica Fogarty**  
Chief Executive  
Warwickshire County Council

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## Portfolio Holder Decision – Addition of Developer-funded Highway Schemes to the Capital Programme

<b>Portfolio Holder</b>	<b>Deputy Leader (Finance and Property)</b>
<b>Date of decision</b>	<b>2020</b>
	<b>Signed</b>

### Decision taken

That the Deputy Leader (Finance and Property) gives approval to add the following schemes to the Capital Programme:

1. Contribution towards a puffin crossing and improvements to existing bus stops including provision of bus shelters on Plough Hill Road in Nuneaton. Approximate cost £74k
2. Provision of a bus stop including a bus shelter in the vicinity of the roundabout on Waterloo Road in Bidford-on-Avon. Approximate cost £27k.

### 1.0 Reasons for decisions

- 1.1 On 15 May 2018, the Council reconfirmed the delegated power to the Leader, or body nominated by them, to approve the addition to the Capital Programme of schemes costing less than £2.0million, which are funded from external grants, developer contributions or from revenue. The Portfolio Holder for Finance and Property is that nominated body.

### 2.0 Background information

- 2.1 Contribution towards a Puffin Crossing and Improvements to Existing Bus Stops in Nuneaton:

A planning application was submitted to Nuneaton and Bedworth Borough Council in relation to Land at the Former Reservoir on Mancetter Road in Nuneaton. Planning permission was granted 17 August 2015 (Planning Application No.

033156) and this requires the Developer to make a “Highway Improvements Contribution” of £74k to the County Council upon first occupation of any dwelling. A puffin crossing and pair of bus stops have already been provided on Plough Hill Road as part of Section 278 Agreement highway works funded by the Developer. Therefore, the developer contribution is earmarked towards providing bus shelters at the bus stops to further improve the waiting environment and to create a Traffic Monitoring Site at the puffin crossing to survey flow.

**2.2 Provision of a Bus Stop including Bus Shelter in Bidford-on-Avon:**

A planning application was submitted to Stratford-on-Avon District Council relating to land at Waterloo Road in Bidford-on-Avon. Planning permission was granted on 26 June 2016 (Planning Application No. 14/03027/OUT) and this requires the Developer to make a “Bus Stop Contribution” of £27k for the provision of a bus stop/shelter in the vicinity of the roundabout on Waterloo Road.

### 3.0 Financial implications

3.1 The delivery of on-street bus stop infrastructure and a Traffic Monitoring Site in Nuneaton and Bidford-on-Avon will be fully funded by an applicable Section 106 developer contribution discharged to the County Council, which has been received. The addition of these schemes to the Capital Programme will not affect the overall level of capital resources available to the County Council.

### 4.0 Environmental implications

4.1 The National Planning Policy Framework promotes connectivity and integration between new development and sustainable transport. The bus stops and puffin crossing enhance the attractiveness of travelling by sustainable transport. This will contribute towards reducing the number of car trips on the local highway network in accordance with the County Council’s aspiration to improve the local environment.

<b>Report Author</b>	Nigel Whyte nigelwhyte@warwickshire.gov.uk
<b>Assistant Director</b>	David Ayton Hill Assistant Director for Communities
<b>Lead Director</b>	Mark Ryder Strategic Director for Communities
<b>Lead Member</b>	Cllr Jeff Clarke Portfolio Holder for Transport and Planning

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

### List of background papers

NONE.

### Members and officers consulted and informed

Portfolio Holder – Councillor Peter Butlin

Corporate Board – Monica Fogarty and Mark Ryder

Legal – Ian Marriott

Finance – Virginia Rennie

Equality – Keira Rounsley

Democratic Services – Paul Williams

Councillors –

Local Member(s): Cllr Daniel Gissane (Galley Common)  
Cllr Mike Brain (Bidford & Welford)

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## Portfolio Holder Decision – April 2020 Developer Funded Scheme Approvals

<b>Portfolio Holder</b>	<b>Deputy Leader (Finance and Property)</b>
<b>Date of decision</b>	<b>2020</b>
	<b>Signed</b>

### Decision taken

That the Portfolio Holder for Finance and Property gives approval to the addition of the following six schemes to the Capital Programme for 2020/2021:

- A46 / A428 Rugby Road, Binley Woods. Highways England scheme. Approximate value £50,000
- A426 Rugby Road / D3616 The Square, Dunchurch. Developer – Barratt David Wilson Homes. Approximate value £500,000
- A426 Dunchurch Road / B4429 Ashlawn Road, Rugby. Developer – Barratt David Wilson Homes. Approximate value £200,000
- B4429 Ashlawn Road / D3394 Barby Road, Dunchurch. Developer – Barratt David Wilson Homes. Approximate value £600,000
- C93 Bishopton Lane (canal bridge traffic signals), Stratford-upon-Avon. Developers – Taylor Wimpey and Miller Homes. Approximate value £600,000
- D3948 Falkland Place, Temple Herdewyke. Developer – Mulberry Homes. Approximate value £300,000

### 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 / A428 Rugby Road, Binley Woods**

Highways England are progressing an improvement to the junction of the A46 / A428 at Binley Woods. Whilst the works are predominately on the strategic road network, the works do affect local roads and it is intended that the roundabout circulatory will be de-trunked following construction of the fly-over. More details of the scheme can be found at

<https://highwaysengland.co.uk/projects/a46-coventry-junctions-upgrade/>. 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 undertake the technical review of Highways England's design proposal for the A428 to ensure that their proposals are in accordance with our highway design and maintenance requirements. As new highway assets will be created which will come on to the Council's balance sheet once completed, the costs incurred by the Council in undertaking the technical review need to be treated as capital expenditure. The cost of the technical review will be funded by Highways England under the s4 and s8 agreements.

#### **A426 Rugby Road and B4429 Ashlawn Road, Dunchurch and Rugby**

On 25 July 2019 Council gave approval to enter a developer-funded scheme on to the capital programme which comprised five separate highway improvements:

- New roundabout at western site access on Ashlawn Road
- New ghost right turn lane at eastern site access on Ashlawn Road
- Works at the traffic signal junction at Rugby Road / Coventry Road, Dunchurch (the "Dun Cow crossroads")
- Works at the roundabout at Dunchurch Road / Ashlawn Road (the "Cock Robin roundabout")
- New traffic signal junction at Ashlawn Road / Barby Lane.

On 13 September 2019 the Deputy Leader (Finance and Property) gave approval for the procurement and subsequent award of construction contracts in respect of these schemes. This has now been progressed for the first two improvements on the B4429 Ashlawn Road at the western and eastern site accesses. A s278 agreement has been entered into by the Developer in respect of these improvements.

At the time that these schemes were added to the capital programme it was anticipated that there would be one s278 agreement to cover all the improvement locations. However, the Developer, in consultation with the Council, has decided to split the works between up to four agreements and up to four construction contracts. The Portfolio Holder for Finance and Property is now requested to approve that the following three highway improvements are added to the capital programme as separate schemes:

- A426 Rugby Road / D3616 The Square, Dunchurch (the "Dun Cow" crossroads)
- A426 Dunchurch Road / B4429 Ashlawn Road, Rugby (the "Cock Robin roundabout")
- B4429 Ashlawn Road / D3394 Barby Road, Rugby

#### **C93 Bishopton Lane (canal bridge traffic signals), Stratford-upon-Avon**

On 09 August 2019 the Deputy Leader (Finance and Property) gave approval to enter a developer-funded scheme on to the capital programme and to the procurement and subsequent award of a construction contract in respect of the following highway improvements:

- Southern site access on The Ridgeway
- Roundabout at the central site access
- Northern site access
- Pedestrian improvements including new footway / cycleway, uncontrolled pedestrian crossing facilities and traffic signal controlled pedestrian crossing facilities
- Traffic signals at the canal bridge (prior to 150<sup>th</sup> occupation)

At the time that these schemes were added to the capital programme it was anticipated that there would be one s278 agreement to cover all the improvement locations. However, the Developer, in consultation with the Council, has decided to split the works between two agreements and two construction contracts. The Portfolio Holder for Finance and Property is now requested to approve that the canal bridge traffic signals highway improvement is added to the capital programme as a

separate scheme.

#### **D3948 Falkland Place, Temple Herdewyke**

A planning application was submitted to Stratford-on-Avon District Council by Mulberry Homes in respect of a development of 94 dwellings, new community hall, village green and associated infrastructure. Planning permission was granted on 20 July 2016 (ref: 15/03833/OUT). The planning permission requires the construction of a site entrance and a traffic-signal controlled pedestrian crossing. The implementation of controlled crossings is 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 during 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 (or s4/s8 agreement in the case of Highways England).

### **Environmental implications**

The environmental impacts of developer-funded highway schemes are considered through the planning approval process to ensure that the developments are consistent with the principles of sustainability

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.

<b>Report Author</b>	Shirley Reynolds shirleyreynolds@warwickshire.gov.uk,
<b>Assistant Director</b>	Scott Tompkins
<b>Lead Director</b>	Strategic Director for Communities
<b>Lead Member</b>	Portfolio Holder for Finance and Property

<b>Urgent matter?</b>	No
<b>Confidential or exempt?</b>	No

**Is the decision contrary to the budget and policy framework?**

No

**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 – Kiera Rounsley

Democratic Services – Paul Williams

Councillors –

Local Member(s):

Cllr Timms – Earl Craven

Cllr Roberts – Dunsmore and Leam Valley

Cllr Dahmash – Hillmorton

Cllr O'Rourke – New Bilton and Overslade

Cllr Fradgley – Stratford West

Cllr Skinner – Stratford North

Cllr Williams – Kineton and Red Horse

## Portfolio Holder Decision – Warwick CPE Variation 5

<b>Portfolio Holder</b>	<b>Portfolio Holder for Transport and Planning</b>
<b>Date of decision</b>	<b>2020</b>
	<b>Signed</b>

### Decision taken

That the Portfolio Holder for Transport and Planning approves that the below named proposed Traffic Regulation Order be made as advertised (or with such other title as amended to reflect the Order title change from a Permitted Parking Area and Special Parking Area to the correct term of Civil Enforcement Area).

Warwickshire County Council (District of Warwick) (Permitted Parking Area and Special Parking Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) Variation 5 Order 2019

### Reasons for decisions

#### **Radford Road, Leamington – Footway parking and No waiting at any Time**

- A copy of plan numbers TR/11084-01, TR/11084-02 and TR/1184-04 detailing proposals for waiting restrictions can be found as Appendix B. 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	2
Total comments	2

Ref	Objections and comments received	Total number of responses containing the comment
A	It is taking away pedestrian facilities to allow for parking	1
B	Cars already park on the pavement at various places along the south side of Radford Road	1
C	Cars Often drive along the pavement to reach parking spaces	1
D	Parking on the pavement to the east of the pedestrian crossing by Sainsbury's is particularly dangerous as it blocks the sight line for pedestrians	1
E	It would encourage pavement parking for customers of Sainsbury's	1
F	Can't see how these proposals which encourage car use are in any way compatible (with WCC's carbon neutral stance)	1
G	Can't see how allowing cars to park on the pavement are compatible with the proposed shared path and cycleway	1

Ref	Officer Comments
A	Parking is only being introduced in the locations where the pavement is of a sufficient width to allow drivers to manoeuvre their vehicles without compromising the width of the pavement available for pedestrians.
B/C/G	The parking bays were proposed to be located on the carriageway side of the footpath to minimise the risk of cars being driven along the footpath in order to find a space. The remaining footpath is of a sufficient width to allow pedestrians and cyclists to navigate the footway without the risk of collisions with vehicles attempting to manoeuvre into the spaces.
D	No parking is being proposed near to the pedestrian dropped kerb crossing points, this was to ensure that the sight lines of pedestrians wanting to cross the Radford Road are not obstructed
E	The proposals are for resident permit holders (L7) only, this will only permit vehicles that hold the specified permit from parking in the bays.
F	The main aim of these bays is not to promote car use but to provide parking that is beneficial for residents along Radford Road. This would reduce competition for available spaces thereby reducing the likelihood of vehicles being driven round trying to find a space.

## Background information

- Radford Road is a primarily residential road in Leamington Spa that serves as one on the main routes into and out of the town centre from the south and as such is covered by no waiting at any time restrictions.
- We have received requests over the past few years to introduce a residents parking scheme along a section of Radford Road and after extensive informal consultations with the residents we created the proposals as given by plan numbers TR/11084-01, TR/11084-02 and TR/1184-04
- Proposals were advertised and consulted upon in accordance with statutory procedure on the 28<sup>th</sup> November 2019, with consultation open until the 21<sup>st</sup> December 2019.
- The statutory criteria for decisions on making Traffic Regulation Orders are included as **Appendix A**.
- Drawings showing published proposals for waiting restrictions are found in **Appendix B**.
- Copies of objections and comments received can be found in **Appendix C**.

## Financial implications

The work will be carried out within the existing 2020/21 CPE budget allocations.

## Environmental implications

It is anticipated that the presence of waiting restrictions would not have a significant adverse effect on air quality, with no predicted increase in traffic volumes or noise levels as a result of the scheme.

<b>Report Author</b>	Ben Davenport bendavenport@warwickshire.gov.uk,
<b>Assistant Director</b>	David Ayton-Hill
<b>Lead Director</b>	Mark Ryder
<b>Lead Member</b>	Cllr Jeff Clarke

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

<b>framework?</b>	
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<b>List of background papers</b>
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Letters and email objections.
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<b>Members and officers consulted and informed</b>
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Portfolio Holder – Councillor Jeff Clarke
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Corporate Board – Mark Ryder
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Legal – Ian Marriott
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Finance – Virginia Rennie
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Equality – Keira Rounsley
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Democratic Services – Paul Williams
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Councillors –
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Local Member(s): Councillor Helen Adkins
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**Statutory Criteria for Decisions on Making Traffic Regulation Orders and Parking Orders**

**Various Roads, Warwick District -  
Proposed Waiting Restrictions, On-Street Parking Places  
and Residents' Parking Permits – Variation 05**

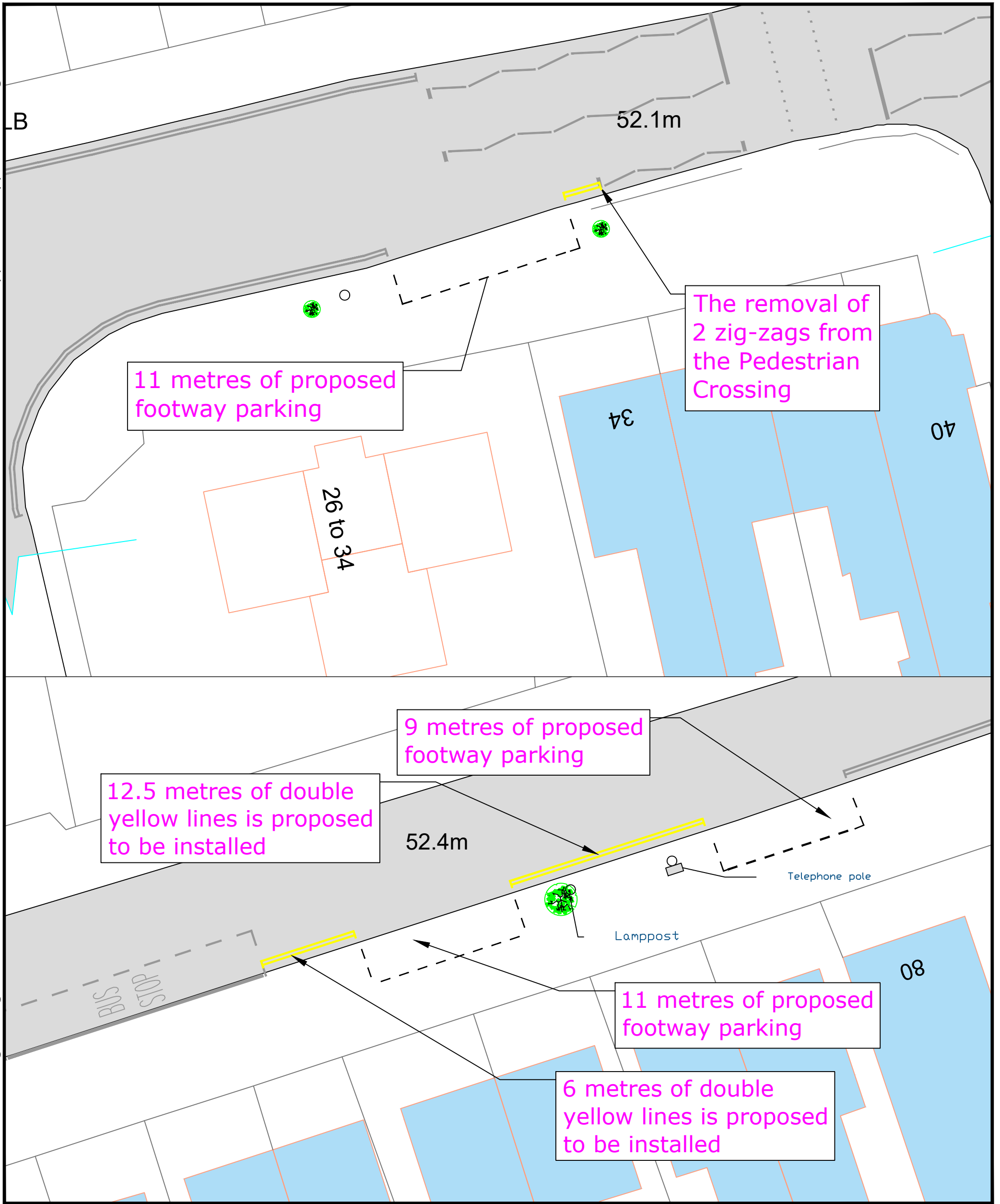
1. The Road Traffic Regulation Act 1984 enables the Council to implement Traffic Regulation Orders (TROs) for one or more of the following purposes:-
  - (i) avoiding danger to persons or traffic;
  - (ii) preventing damage to the road or to buildings nearby;
  - (iii) facilitating the passage of traffic;
  - (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).

# APPENDIX B

H:\Traffic\A\_Parking Management\AA\_Warwick District\CPE Variations\V5 - Radford Road\05 - Portfolio Holder Process\Appendices\Appendix B.dwg



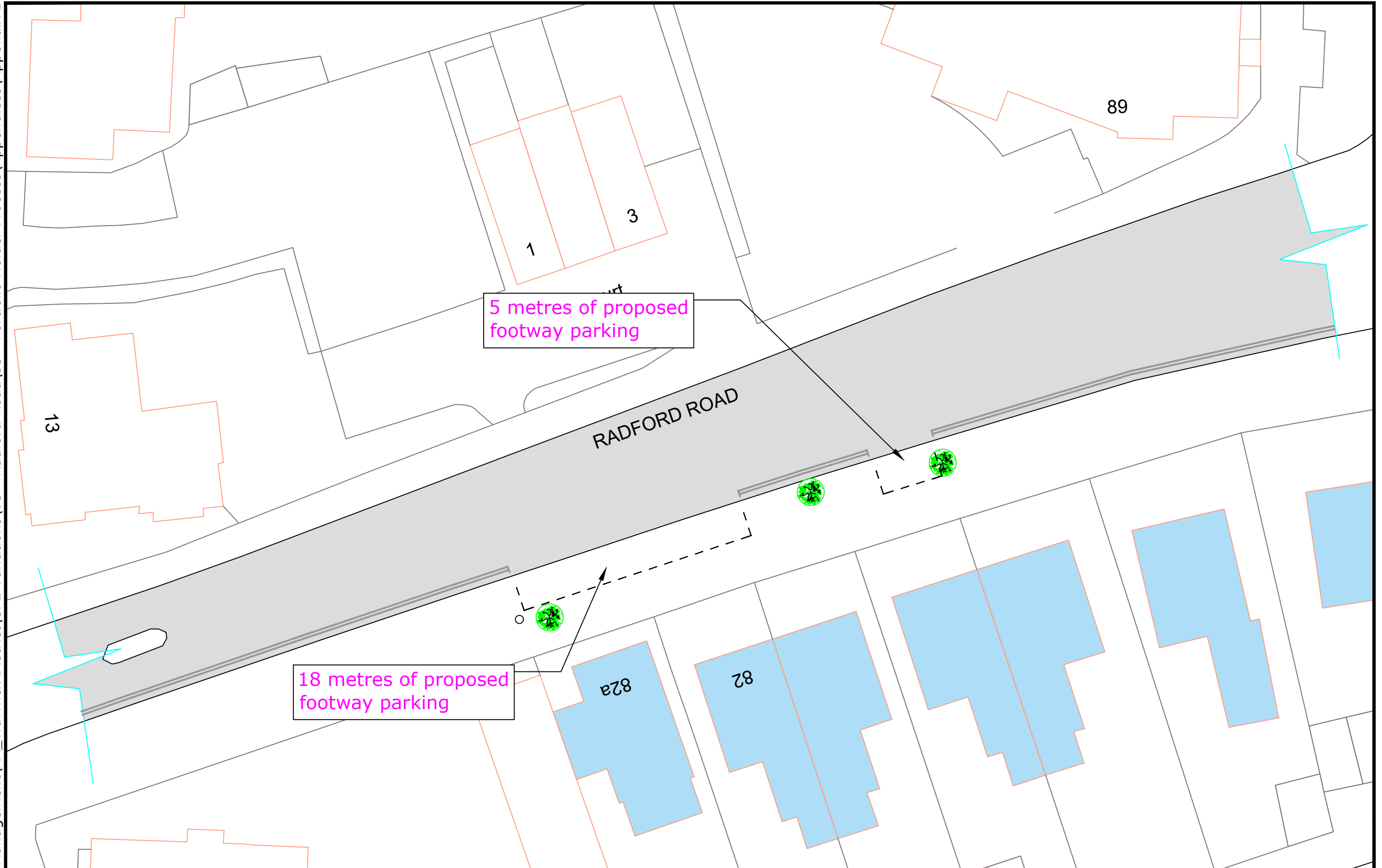
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**17 April 2020**

## Warwick CPE Variation 5

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Plan number :	TR/11084-02	Drawn by:	BD	Checked by:	JR
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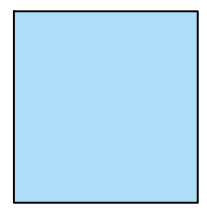
**17 April 2020**  
**Warwick CPE Variation 5**

**Traffic and Road Safety**

Communities,  
 Shire Hall Post Room  
 Warwick, CV34 4SP  
 Tel : 01926 410410

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Properties that are proposed to be included in the L7 zone



Plan number :

TR/11084-04

Drawn by:

BD

Checked by:

JR

17 April 2020

Warwick CPE Variation 5

Traffic and Road Safety

Communities,  
Shire Hall Post Room  
Warwick, CV34 4SP  
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Traffic & Road Safety

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Car Parking Proposal objection

Wed 11-Dec-19 7:29 PM

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

Hi

I'd like to object to the Radford Road parking proposal on the following points:

- 1) Given that WWC has announced a climate change emergency <https://news.warwickshire.gov.uk/blog/2019/07/26/wcc-declares-climate-change-emergency-on-hottest-day-of-summer/> and carbon neutral stance I can't see how these proposals which encourage car use are in any way compatible.
- 2) It is my understanding from Councillor Adkins that there are plans to introduce shared cycle paths along Radford Road pavement (since the carriageway is too narrow for on-road paths) and I cannot see how allowing cars to park on the pavement can be compatible with that scheme. It should be delayed until that scheme has been decided.

Cheers,

Radford Road parking scheme

Thu 28-Nov-19 4:26 PM

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

The Warwickshire County Council (District Of Warwick) (Permitted Parking Area and Special Parking Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) Variation 5 Order 2019

I wish to object to the proposed on pavement parking being proposed on the south side of Radford Road west and east of St Mary's Road junction.

My objections are on the grounds of taking away pedestrian facilities to allow for parking of private cars. Cars already park on the pavement at various places along the south side of Radford Road from the junction of Willes Road to Davidson Avenue and are a hazard for pedestrians. It is especially so for the disabled and unsighted people.

Cars often drive along the pavement to reach parking spaces and I have at times had to quickly move out of the way of cars.

Parking on the pavement to the east of the pedestrian crossing by Sainsburys is particularly dangerous as it blocks the sight line for pedestrians crossing the road at the refuge. I have myself had near misses here when crossing.

It would also encourage pavement parking for customers of Sainsbury's something that already is becoming a problem.

[Redacted signature]

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## Decision Record – Stareton Lane -One way (Proposed No Right Turn Out of Stareton Lane, Stoneleigh)

<b>Lead Member</b>	<b>Portfolio Holder for Transport and Planning</b>
<b>Date of decision</b>	<b>2020</b>
	<b>Signed</b>

### Decision taken

That the Portfolio Holder for Transport and Planning approves The Warwickshire County Council (Stareton Lane, Stoneleigh) (One Way Traffic) Order 2020 and The Warwickshire County Council (Stareton Lane / B4113 Stoneleigh Road, Stoneleigh) (Prohibition of Right Turns) Order 2020 as advertised.

### Reasons for decisions

The accident rates at the junction of Stareton Lane / B4113 show 7 accidents in the last 3 years. Most of these accidents are due to vehicles exiting the NAEC access and colliding with vehicles travelling northbound on Stoneleigh Lane.

Previously engineering measures have been introduced, however a road safety audit on those measures has highlighted that these have been ineffective in tackling the safety issues at this location.

The scheme will involve construction of bollards, formation of a ghost-right turn into the NAEC, additional road markings and no entry into Stareton Lane by virtue of the proposed one way. (See appendices 1 and 2).

### Background information

Historically this location has a collision problem which has led to it being identified as a priority casualty reduction scheme. Key accident data has been gathered which has formalised the proposed scheme.

The scheme has been supported by local County Councillor Wallace Redford, in response to calls to improve the safety of vehicles travelling in this vicinity as part of their daily commutes as well as

regular visitors to the Stoneleigh show ground. The scheme has also received positive feedback from the local community.

Several objections were received. These are highlighted below.

Objections Summarised:

**Objection: Speed limit in Stareton Lane should be cut from 50mph to 30mph.**

Engineer response: This would go against Warwickshire's criteria for setting speed limits. The police would not support this speed limit as the enforcement of it would be problematic. Therefore, location of Stareton Lane would not be fitting for a 30mph speed limit. The Police have made it very clear that they will not support the introduction of limits which are inappropriate for the road environment, but which would increase enforcement burdens with no significant reduction in speeds.

**Objection: Preventing vehicles entering Stareton Lane will not stop accidents occurring at junction.**

Engineer response: The accident statistics which have been reviewed and analysed highlight that banning this manoeuvre will reduce collisions occurring at this location as most of these collisions were the result of vehicles turning right out of Stareton Lane. The level of conflict between the entrance of the NAEC show ground and Stareton Lane will be significantly reduced as vehicles will not be crossing directly over the B113 Stoneleigh Road to access one another.

**Objection: Proposed one-way system will put pressure on Stonebridge turning right into Coventry Road from Leamington direction.**

Engineer response: The proposal for this scheme will remove dangerous manoeuvres from Stoneleigh showground across Stoneleigh Road in to Stareton Lane, which is the manoeuvre the above objectors are carrying out. The Stonebridge turning highlighted to be more likely to have collisions as a result of this scheme would not be accurate. The collision data highlights that there have been no collisions at the Stonebridge junction in the last five years.

Stonebridge vicinity has been highlighted for possible future engineering improvements as part of HS2 funding. This would mean that implementing the Stareton/NAEC scheme with future improvements to Stonebridge crossing, will improve safety for drivers even further within this vicinity.

The Road Traffic Regulation Act 1984 enables the Council to implement Traffic Regulation Orders (TROs) for one or more of a number of reasons. These are set out in Appendix 3

## Financial implications

The budget for these works will come from the local County Councillor's delegated budget.

The scheme has been estimated at a cost of £45,235. This has been estimated by The County Highways Team that will be implementing the works

Failure to implement this scheme would have financial implications based on the existing collision data.

### Environmental implications

For commuters and other road users, the reduction in collisions which occur at this junction will improve the flow of traffic and prevent delays. This will help economic productivity and reduce frustration in drivers, itself a common cause of collision at this location.

<b>Report Author</b>	Jagpreet Liddar jagpreetliddar@warwickshire.gov.uk,
<b>Assistant Director</b>	Scott Tompkins
<b>Lead Director</b>	Mark Ryder
<b>Lead Member</b>	Portfolio Holder for Transport and Planning

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

### Lists of reports considered

N/A

### List of background papers

None

### Members and officers consulted and informed

Portfolio Holder – Councillor Jeff Clarke

Corporate Board – Mark Ryder

Legal – Ian Marriott

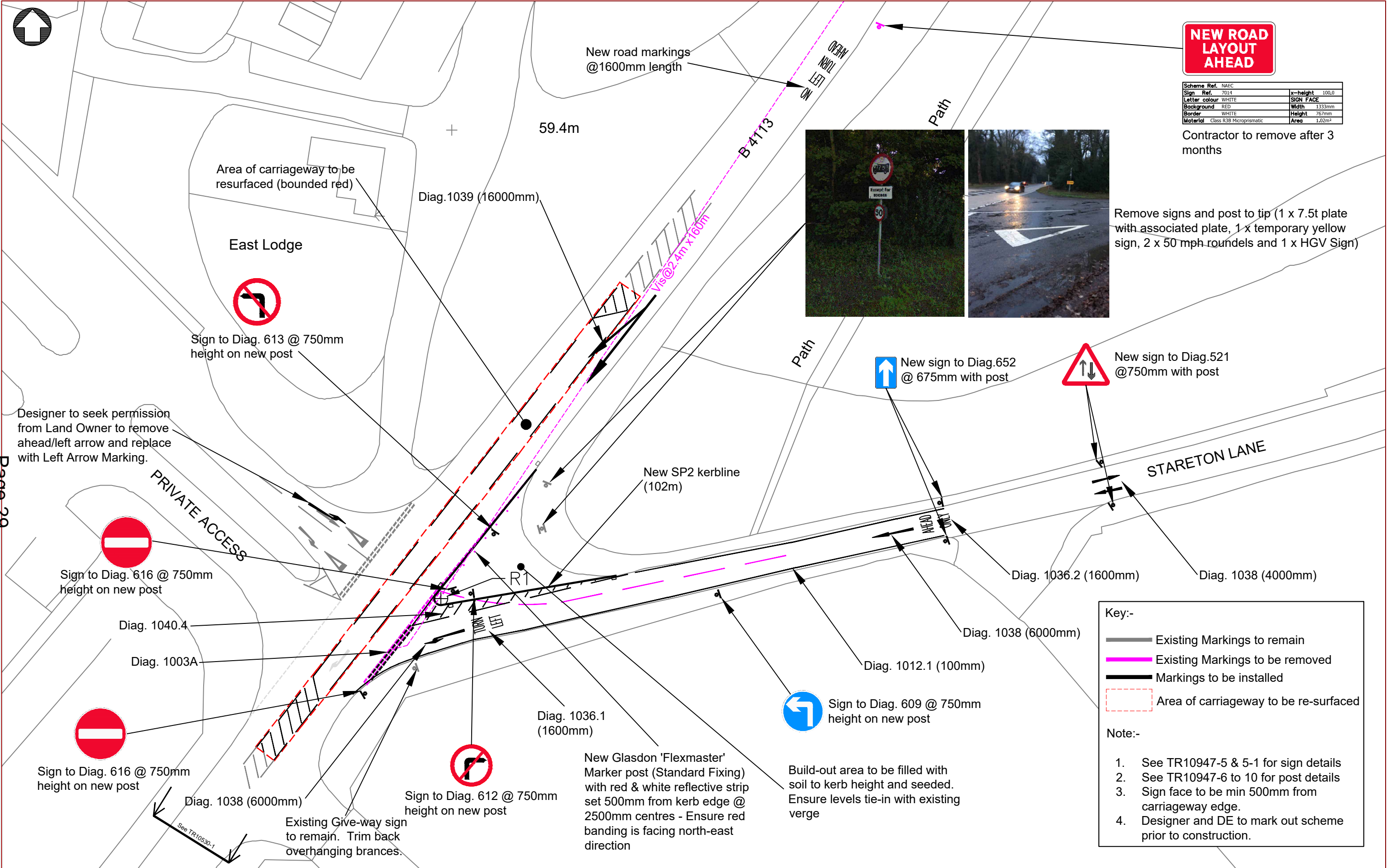
Finance – John Stansfield

Equality – Keira Rounsley

Democratic Services – Paul Williams

Councillors – Cllr Cockburn, Cllr Shilton, Cllr Fradgley, Cllr Holland, Cllr Kondaker

Local Member(s): Cllr Redford



**NEW ROAD LAYOUT AHEAD**

Scheme Ref.	NAEC	x-height	100,0
Sign Ref.	7014	SIGN FACE	
Letter colour	WHITE	Width	133mm
Background	RED	Height	767mm
Border	WHITE	Area	1,02m²
Material	Class R3B Microprismatic		

Contractor to remove after 3 months



Remove signs and post to tip (1 x 7.5t plate with associated plate, 1 x temporary yellow sign, 2 x 50 mph roundels and 1 x HGV Sign)

New sign to Diag. 521 @ 750mm with post

New sign to Diag. 652 @ 675mm with post

- Key:-**
- Existing Markings to remain
  - Existing Markings to be removed
  - Markings to be installed
  - ▭ Area of carriageway to be re-surfaced
- Note:-**
1. See TR10947-5 & 5-1 for sign details
  2. See TR10947-6 to 10 for post details
  3. Sign face to be min 500mm from carriageway edge.
  4. Designer and DE to mark out scheme prior to construction.

**Warwickshire County Council**  
**TRANSPORT AND ECONOMY**

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

[www.warwickshire.gov.uk](http://www.warwickshire.gov.uk)  
<mailto:communities@warwickshire.gov.uk>

**NOTES**

H:\Traffic\AA\_PROJECT SUPPORT\Stoneleigh\Stoneleigh NAC entrance\One Way\TR10947-rev-No Entry - Option 1.dwg  
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 Warwickshire County Council.

REV	DATE	BY	CHK	AMENDMENT
A	10/10/19	PAS	JE	Kerblines type
-	--/--	-	-	-
-	--/--	-	-	-
-	--/--	-	-	-
-	--/--	-	-	-

Drawing title	NAEC Stoneleigh Stareton Lane / NAC Access General Arrangement Sheet 1 of 6	Drawn by	PAS	Checked by	JE
Date	20/12/2017	Scale	NTS @ A3_L		
Project title	Stoneleigh	Drawing number	TR10947		

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## **STARETON LANE / B4113 STONELEIGH ROAD, STONELEIGH**

### **Proposed Right Turn ban and One-Way**

#### **1. STATEMENT OF REASONS**

##### **1.1 Banned Right Turn – Stareton Lane on B4113**

It is proposed to introduce a Right turn ban on all vehicles travelling west on Stareton Lane wanting to turn right onto B4113 Stoneleigh Road

##### **1.2 One Way – Stareton Lane (Westbound)**

It is proposed to introduce a section of One-Way on Stareton Lane shown on plan TR10530-21 in a westerly direction. This will create a 'No Entry' from Stoneleigh Road onto Stareton Lane.

**1.3** The accident rates at the junction of Stareton Lane / B4113 show 7 accidents in the last 3 years. The majority of these accidents are mainly due to vehicles exiting the NAEC access and colliding with vehicles travelling northbound on Stoneleigh Lane. Previous engineering measures have been introduced, however following a Road Safety 3 audit on the schemes post construction, they have indicated the measures have been ineffective in tackling the safety issues. The proposed Right Turn ban is proposed along with a One-Way and other measures detailed below in paragraph 1.4.

**1.4** The scheme will involve the construction of bollards, formation of a ghost-right turn into NAEC, additional road markings and No Entry into Stareton Lane by virtue of the proposed One-Way as detailed above, for avoiding danger to persons or other traffic using the road to which the order relates.

#### **2. SCHEDULE**

##### **SCHEDULE 1 (Right turn ban)**

1. Stareton Lane onto B4113

Refer to plan TR10530-20

##### **SCHEDULE 2 (One-Way)**

1. Stareton Lane (Westbound) (Refer to Plan 10530-21)

From a point 80 metres East of its junction with B4113 Stoneleigh Road, westerly to its junction with B4113 Stoneleigh Road.

#### **3. EXISTING ORDERS TO BE REVOKED/AMENDED**

None

#### **4. PRIORITY**

4.1 – Medium.

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## APPENDIX 3

### Explanation of Conditions set out within The Road Traffic Regulation Act 1984 whereby Councils are enabled to implement Traffic Regulation Orders

Councils are enabled to implement Traffic Regulation Orders for the following reasons:

- a) avoiding danger to persons or traffic
- b) preventing damage to the road or to buildings nearby
- c) facilitating the passage of traffic
- d) preventing use by unsuitable traffic
- e) preserving the character of a road especially suitable for walking and horse riding
- f) preserving or improving amenities of the area through which the road runs
- g) for any of the purposes specified in section 87(1)(a) to (c) of the Environment Act 1995 in relation to air quality.

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. TROs must not have the effect of preventing pedestrian access at any time or preventing vehicular access for more than 8 hours in 24 on 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.

In deciding whether or not to make a TRO, 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.

The matters to which the Council must have regard are:-

- 1) the desirability of securing and maintaining reasonable access to premises
- 2) 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
- 3) the national air quality strategy prepared under section 80 of the Environmental Protection Act 1995

- 4) 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
- 5) and any other matters appearing to the Council to be relevant 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).