

# Portfolio Holder Decisions/Leader Decisions

Date: Friday 12 March 2021  
Time: 12.00 pm

## Membership

Councillor Peter Butlin  
Councillor Jeff Clarke  
Councillor Colin Hayfield  
Councillor Heather Timms

Items on the agenda: -

- |    |  |         |
|----|--|---------|
| 1. | <b>Addition of Developer-funded Highway Schemes to the Capital Programme</b> | 3 - 6   |
| 2. | <b>Developer -Funded S278 Highway Schemes Approvals</b>                      | 7 - 10  |
| 3. | <b>North Warwickshire Borough - TRO Variation 3 - Electric Vehicles</b>      | 11 - 22 |
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| 6. | <b>Recycling Centre Fees and Charges 2021/22</b>                             | 51 - 58 |
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**Monica Fogarty**  
Chief Executive  
Warwickshire County Council  
Shire Hall, Warwick

## Disclaimers

### Disclosures of Pecuniary and Non-Pecuniary Interests

Members are required to register their disclosable pecuniary interests within 28 days of their election of appointment to the Council. A member attending a meeting where a matter arises in which s/he has a disclosable pecuniary interest must (unless s/he has a dispensation):

- Declare the interest if s/he has not already registered it
- Not participate in any discussion or vote
- Must leave the meeting room until the matter has been dealt with
- Give written notice of any unregistered interest to the Monitoring Officer within 28 days of the meeting

Non-pecuniary interests must still be declared in accordance with the Code of Conduct.

These should be declared at the commencement of the meeting

The public reports referred to are available on the Warwickshire Web

<https://democracy.warwickshire.gov.uk/uuCoverPage.aspx?bcr=1>

### Public Speaking

Any member of the public who is resident or working in Warwickshire, or who is in receipt of services from the Council, may speak at the meeting for up to three minutes on any matter within the remit of the Committee. This can be in the form of a statement or a question. If you wish to speak please notify Democratic Services in writing at least two working days before the meeting. You should give your name and address and the subject upon which you wish to speak. Full details of the public speaking scheme are set out in the Council's Standing Orders.

## 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>12 March 2021</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. Construct two new bus stops on Orton Road near to the junction with Barn End Road in Warton. Approximate cost £9k.
2. Upgrading the existing bus stop infrastructure on Knights Lane (5 bus stops) in Tiddington. Approximate cost £19k.
3. Upgrading a bus stop in the vicinity of the new development to provide a bus shelter on Birmingham Road in Stratford-upon-Avon. Approximate cost £94k.
4. Improving or providing bus stops along bus routes in the vicinity of the development in Bishopton Lane in Stratford-upon-Avon. Approximate cost £17k.

#### 1. 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. Background information

### 2.1 Construct two new bus stops on Orton Road near to the junction with Barn End Road in Warton:

A planning application was submitted to North Warwickshire Borough Council relating to land south of Warton Recreation Ground Orton Road/Barn End Road in Warton. Planning permission was granted on 30 October 2017 (Planning Ref No. PAP/2017/0551) and this requires the Developer to make a “Bus Stop Contribution” of £9k to be used to construct two new bus stops on Orton Road near the junction with Barn End Road.

### 2.2 Upgrading the existing bus stop infrastructure on Knights Lane (5 bus stops) in Tiddington:

A planning application was submitted to Stratford-on-Avon District Council relating to land off Oak Road in Tiddington. Planning permission was granted on 8 February 2016 (Planning Ref No. 15/02057/OUT) and this requires the Developer to make “Off-Site Highway Contributions” including the sum of £18k for the purpose of upgrading the existing bus stop infrastructure on Knights Lane (5 bus stops).

### 2.3 Upgrading an existing bus stop in the vicinity of the new development to provide a bus shelter on Birmingham Road in Stratford-upon-Avon:

A planning application was submitted to Stratford-on-Avon District Council relating to the development of land to the east of Birmingham Road in Stratford-upon-Avon. Planning permission was granted on 11 October 2016 (Planning Ref No.15/04458/OUT) and this requires the Developer to make a “Public Transport Contribution” of £85k for the purpose of upgrading a bus stop in the vicinity of the site to provide a bus shelter for passengers awaiting inbound services to the town centre and maintaining the shelter for a period of 5 years. Close liaison with WCC Design Services will be undertaken during implementation to ensure cohesion with the A3400 Birmingham Road Major Highway Scheme.

### 2.4 Improving or providing bus stops along bus routes in the vicinity of the development in Bishopton Lane in Stratford-upon-Avon:

A planning application as submitted to Stratford-on-Avon District Council relating to the development of land on the northwest side of Bishopton Lane in Stratford-upon-Avon. Planning permission was granted on 17 May 2017 (Planning Ref No. 15/04499/OUT) and this requires the Developer to “Bus Stop Contribution” of £17k for the purpose of improving or providing bus stops along the bus routes in the vicinity of the development.

### 2.5 Engagement with Relevant WCC Members:

County Council officers will liaise with the relevant WCC Members prior to planning delivery of the works, which will include a steer on whether to inform the relevant Town/Parish Council.

### 3. Financial implications

- 3.1 Delivery of the programme of on-street bus stop infrastructure provision and improvements will be fully funded by the respective Section 106 developer contributions discharged to the County Council, which have 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 programme of Section 106 funded on-street bus stop infrastructure provision and enhancements enhance the attractiveness of travelling by sustainable transport. This will contribute towards reducing the number of car trips on the local highway network and improving the environment, in acknowledgement the County Council declared a Climate Emergency in July 2019.

<b>Report Author</b>	Nigel Whyte <a href="mailto:nigelwhyte@warwickshire.gov.uk">nigelwhyte@warwickshire.gov.uk</a>
<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 – Mark Ryder

Legal – Ian Marriott

Finance – Virginia Rennie

Equality – Keira Rounsley

Democratic Services – Paul Williams

Councillors – Golby, Shilton, Holland and Kondakor

Local Member(s):

Cllr Andrew Wright (Baddesley and Dordon)

Cllr Kate Rolfe (Stratford South)

Cllr Dominic Skinner (Stratford North)

Cllr Jenny Fradgley (Stratford West)

## Portfolio Holder Decision Developer -Funded S278 Highway Schemes Approvals

<b>Portfolio Holder</b>	<b>Portfolio Holder for Finance and Property</b>
<b>Date of decision</b>	<b>12 March 2021</b>
	<b>Signed</b>

### Decision taken

That the Portfolio Holder for Finance and Property gives approval to:

1. the addition of the s278 fully funded developer-funded highway improvement scheme at B4438 Brinklow Road, Binley Heath to the Capital Programme for 2021/2022. Estimated value £120,000.
2. increase the capital programme provision for the s278 highway improvement scheme at B4632 (Freshfields Nursery), Clifford Chambers, to £710,000
3. increase the capital programme provision for the s278 highway improvement scheme at C43 Gallows Hill (Strawberry Fields), Warwick to £1,950,000 and authorises the Strategic Director for Communities to procure the construction contract and to enter into such contract on terms and conditions acceptable to the Strategic Director for Resources subject to the applicable Section 278 Agreement with the Developer being signed which will provide for 100% of the funding.

### Reasons for decisions

On 23 July 2020 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

### **B4438 Brinklow Road, Binley Heath**

A planning application was submitted to Rugby Borough Council by Geoffrey Osbornes Ltd in respect of a proposed temporary construction access and footway to give access to a service yard as part of the major works being undertaken to improve the Coventry Eastern Bypass (A46) on behalf of Highways England. Planning permission was granted on 17th September 2020 (ref: R20/0462). This temporary access will be in use for the duration of the Coventry Eastern Bypass works and it is necessary for the contractor to enter into a s278 agreement with the County Council for its construction.

### **B4632 Campden Road (Freshfields Nursery), Clifford Chambers**

On 20 March 2020 the Portfolio Holder for Finance and Property approved the addition of this scheme to the Capital Programme with a value of £100,000 in respect of technical review work only whilst the scope of the scheme was being established. The purpose of this report is to increase that allocation to £710,000 to cover the cost of works and fees.

### **C43 Gallows Hill (Strawberry Fields), Warwick**

On 20 March 2020 the Portfolio Holder for Finance and Property approved the addition of this scheme to the Capital Programme with a value of £50,000 in respect of technical review work only whilst the scope of the scheme was being established. The purpose of this report is to increase that allocation to £1,950,000 to cover the cost of works and fees and to seek approval for the procurement and subsequent award of the construction contract.

## Financial implications

1. 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.
2. 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.
3. Some preliminary technical review work has already started for each of the named schemes and will continue into 2021/2022. 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.
4. Procurement and subsequent award of construction contracts will only take place subject to the applicable Section 278 agreements being signed, which will provide 100% of the funding. The commencement of the works is dependent on the completion of the technical review, procurement and contractor mobilisation processes and may slip into 2021/2022. Any slippage or increase in costs due to changes in the scope of the works will be reported in the normal quarterly monitoring process.

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### Environmental implications

1. The environmental impacts of developer-funded highway schemes are considered through the planning approval process.
2. 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>	Ian Stuart ianstuart@warwickshire.gov.uk,
<b>Assistant Director</b>	Scott Tompkins (Assistant Director – Environmental Services)
<b>Lead Director</b>	Mark Ryder - 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
<b>Is the decision contrary to the budget and policy framework?</b>	No

### List of background papers

Not Applicable

### Members and officers consulted and informed

Portfolio Holder – Councillor Jeff Clarke

Corporate Board – n/a (if it didn't go to corporate board)

Legal –

Finance –

Equality –

Democratic Services – Isabelle Moorhouse

Councillors – Golby, Shilton, Fradgley, Holland and Kondakor

Local Member(s):

B4438 Brinklow Road, Binley Heath – Cllr Timms (Earl Craven)

B4632 Campden Road (Freshfields Nursery), Clifford Chambers - Cllr Brain (Bidford and Welford); Cllr Rolfe (Stratford South)

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

# Portfolio Holder Decision

## North Warwickshire Borough

### Waiting Restrictions and On-street parking places Variation No. 3 (Electric Vehicles) Order 2021

<b>Portfolio Holder</b>	Portfolio Holder for Transport and Planning – Cllr Jeff Clarke
<b>Date of decision</b>	12 March 2021
	Signed

<b>Decision taken</b>
<p>That the Portfolio Holder for Transport and Planning approves the abandonment of the making of the below named Variation Order as advertised and consulted upon between 14 January 2021 and 5 February 2021: -</p> <p>“The Warwickshire County Council (Borough of North Warwickshire) (Waiting Restrictions and On-street Parking Places) (Consolidation) (Variation No. 3 (Electric Vehicles)) Order 2021”</p>

## Reasons for decisions

The Variation Order consulted upon comprised of the following proposals which are shown on the accompanying plans which can be found in Appendix B: -

**Proposed Parking Bays for All-Electric Vehicles or Plug-In Hybrid Vehicles**  
**(whilst connected to a Charge Point Only)**  
**(max. stay of 2 hours, no return within 4 hours)**

High Street, Coleshill

2 no. parking bays fronting 94-104 High Street, Coleshill. West side, from a point 122 metres south of the junction with Birmingham Road, southwards for a distance of 12 metres.

**Proposed Limited Waiting**  
**(Mon-Sat 8am to 6pm) (max. stay 2 hours, no return within 4 hours)**

High Street, Coleshill

West side, from a point 134 metres south of the junction with Birmingham Road, southwards for a distance of 23 metres. (Additional charge points will also be available for electric vehicles to use within these spaces.)

The proposed variation to the existing Order was intended to put in place two dedicated on-street parking bays for electric vehicles (including plug-in hybrid vehicles) and a further four bays intended for shared use between electric vehicles and fossil-fuel powered vehicles.

In order to facilitate uptake by electric vehicles and provide sufficient time for charging, it was proposed to increase the waiting restriction from one hour maximum to two hours, with no return in four hours. This would have allowed electric vehicle drivers to 'top-up' their cars while visiting high street shops and premises.

Most of the objections received focussed on the apparent 'loss' of two parking spaces on Coleshill High St, which already suffers from a perceived lack of parking availability. This perceived loss arises from having two spaces dedicated solely to electric vehicles in a location where electric vehicle uptake is currently low. Most objectors considered that charge point installation with parking use restricted to electric vehicles was not appropriate at the proposed location.

### **Comments in support of the advertised orders and notices**

None received

**Comments in opposition to the advertised orders and notices with officer's response**

Email Ref	Objections	Response
1	Further to your letter regarding electrical vehicle parking spaces on Coleshill High Street, may I suggest that instead of stealing two parking spaces from a High Street that is already suffering from lack of parking, that you create two new parking spaces outside 'Books Revisited and Cafe on the Hill' 110 and 112 High Street?	<p>The same number of parking spaces will be available.</p> <p>Two of the spaces will be available solely to drivers of electric vehicles whilst the remaining bays will be shared use between electric vehicles and fossil-fuel powered vehicles. This compromise provides an incentive for electric vehicle uptake without unduly penalising fossil-fuel powered car drivers.</p> <p>It is not possible to propose the removal of double yellow lines to create such new parking spaces, since these are in place primarily for safety reasons.</p>
2	<p>Some comments were made about general parking availability and abuse of existing waiting restrictions.</p> <p>In short, more car parking spaces are needed, and not taking 2 away for these charging points!!! If you are to proceed with the 2, may I suggest one outside BOOKS REVISITED and the t'other in The Town Hall Carpark?</p>	<p>Outside of scope of the current report.</p> <p>See response to 1 above.</p>
3	<p>Some comments were made about general parking availability.</p> <p>I, along with many others, agree that charging points need to be readily available, and we are all for reducing carbon footprint, doing our bit to help the environment, but maybe you should look at improving local</p>	<p>Out of scope of the current report.</p> <p>See response in 1 above.</p>

	<p>shopping communities, not taking up parking spaces from an already restricted parking area, enabling local communities to shop local, surely this would be beneficial for everyone?</p> <p>I would be really interested to know what made you think this was a good idea, why it needed to be on the High Street, and if there would be any possibility of not doing this in the prepossessed areas, and maybe even discussing further visitor parking.</p>	<p>High Street was chosen as an on-street location as it will increase awareness of electric vehicle charging infrastructure generally, encourage uptake of electric vehicles and provide an opportunity for drivers to top-up their vehicles while visiting local shops and premises.</p> <p>Off-street car parking locations have also been selected (by agreement with the District and Borough Councils) for charge point installation across Warwickshire.</p>
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### Recommendations

It is recommended to abandon the making of the TRO as advertised and not to proceed with the installation of the electric vehicle chargepoints.

It is recommended that the Portfolio Holder for Transport and Planning approves the abandonment of "The Warwickshire County Council (Borough of North Warwickshire) (Waiting Restrictions and On-street Parking Places) (Consolidation) (Variation No. 3 (Electric Vehicles)) Order 2021"

### Members Comments

No comments were received from the local member.

### Background information

- 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**.

### Financial implications

None. All TRO work was carried out with the existing 2020/21 CPE budget.

### Environmental implications

The making of the Variation Order as advertised and the installation of electric vehicle charge points was intended to have had a positive impact on local air quality. The widespread installation of electric vehicle charging infrastructure is a crucial first step towards encouraging the adoption of greener, more sustainable transport options. Electric vehicle uptake will make a positive contribution towards phasing out new fossil-fuel powered vehicles by 2030 and the aim of a carbon neutral UK by 2050.

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<b>Assistant Director</b>	David Ayton-Hill davidaytonhill@warwickshire.gov.uk
<b>Lead Director</b>	Mark Ryder - Strategic Director for Communities markryder@warwickshire.gov.uk
<b>Lead Member</b>	Cllr Jeff Clarke - Portfolio Holder for Transport and Planning jeffclarke@warwickshire.gov.uk

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

List of background papers
Redacted emails

Members and officers consulted and informed
Portfolio Holder – Councillor Jeff Clarke Corporate Board – N/A Legal – Serena Cammish Finance – Purnima Sherwood Equality – Keira Rounsley Democratic Services – Isabelle Moorhouse Councillors – Golby, Shilton, Fradgley, Holland and Kondakor Local Member(s): Cllr Colin Hayfield

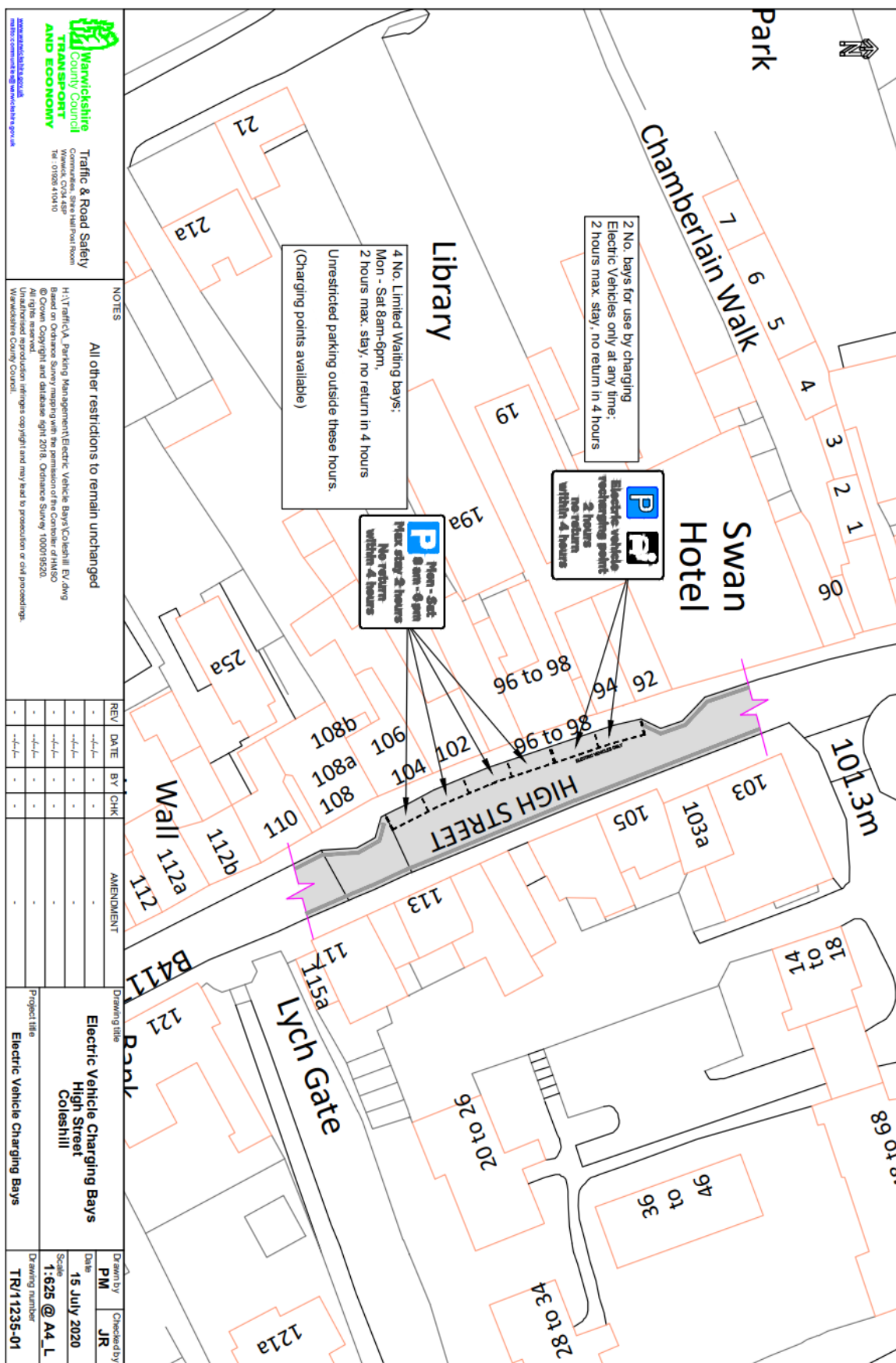
## Appendix A

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

#### **THE WARWICKSHIRE COUNTY COUNCIL (BOROUGH OF NORTH WARWICKSHIRE) (WAITING RESTRICTIONS AND ON-STREET PARKING PLACES) (CONSOLIDATION) (VARIATION NO. 3 (ELECTRIC VEHICLES)) ORDER 2021**

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:-
  - a. the need for maintaining the free movement of traffic
  - b. the need for maintaining reasonable access to premises; and
  - c. 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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## **North Warwickshire Borough Electric Vehicle TRO variation consultation responses**

### **Comments received in support of the proposed variation**

None

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### **Comments received in objection to the proposed variation**

#### **Email ref Ob 1**

Further to your letter regarding electrical vehicle parking spaces on Coleshill High Street, may I suggest that instead of stealing two parking spaces from a High Street that is already suffering from lack of parking, that you create two new parking spaces outside 'Books Revisited and Cafe on the Hill' 110 and 112 High Street?

Name supplied

#### **Email ref Ob 2**

We are in receipt of your hand delivered letter dated 14th January 2021 advising of the two Parking Bays for All Electric Vehicles or Plug In Hybrid Vehicles.

Firstly, i am NOT against these charging points, as electric/ hybrid cars are going to be the future and we all have to adapt.

My wife and I own a outlet on the High Street Coleshill, and to be honest, when i first read the letter i thought it was a joke and someone must be sitting in their Ivy Towers dreaming things up!!!

The parking in Coleshill is, to be fair and honest, not great at the best of times. And if you conduct a pole with our fellow High Street outlets, the owners would day we need MORE parking NOT less..... However this can not be taken at the moment as the majority of the High Street outlets are closed due to COVID restrictions.

There is only 3 disabled spaces with in easy location to the High Street shops. Two are in CHURCH HILL, on a slope!! Yes disabled parking bays on a slope!!! Couldn't make it up could you. These are mainly used by abled bodied people when they are shopping!!

The 3rd displayed parking slot is located outside the ONE STOP SHOP which also contains the Post Office and CASH POINT. At a guess, i would say that 9 times out of 10 this is abused!!! Car drivers also park on the zig zags by the zebra crossing just to nip to use the cash point.

Then we have the delivery vans which unload on the double yellows through out the day, oblivious to the congestion that they cause. And if these delivery drivers are partied on double yellows when the X70 tries to load / unload passengers. Well, this brings the High Street to a stand still!!!!

So, in short, more car parking spaces are needed, and NOT taking 2 away for these charging points!!!

If you are to proceed with the 2, may i suggest one outside BOOKS REVISITED and the t'other in The Town Hall Carpark???

Yours, one unhappy owner of a retail outlet on High Street, Coleshill.  
Name supplied

### Email ref Ob 3

This is XXXX from XXXXXXXX High Street Coleshill, referring to your letter (received Monday 18th January) regarding parking places on the high street.

I must admit when I first read the heading, I was thrilled to think that someone was finally listening to the local community and the businesses on the high street, then on further reading the reality and disbelief hit us.

We have had our lovely little shop for almost 18 years, and we have witnessed many changes during this period, some 9 or so years ago, Morrisons came to town, not only did this worry some of the smaller retailers, they decided to build it on the town car park, thus restricting visitor parking

Parking is and has been a massive issue for many years, I (pre covid) received so many messages from customers who couldn't park,

Life is difficult enough atm, and we are all fighting like mad for survival, for some reason the council do not back its local high street, it's hardly rocket science, if people could park, people would shop, footfall would improve, as would business.

I, along with many others agree that charging points need to be readily available, and we are all for reducing carbon footprint, doing our bit to help the environment, but maybe you should look at improving local shopping communities, not taking up parking spaces from an already restricted parking area, enabling local communities to shop local, surely this would be beneficial for everyone?

I would be really interested to know what made you think this was a good idea, why it needed to be on the High Street, and if there would be any possibility of not doing this in the prepossessed area, and maybe even discussing further visitor parking

Name supplied

**Portfolio Holder Decision**  
**Warwick District**  
**Waiting Restrictions, On-street parking places**  
**and Residents parking (Consolidation)**  
**Variation No. 7 (Electric Vehicles)**  
**Order 2021**

<b>Portfolio Holder</b>	Portfolio Holder for Transport and Planning – Cllr Jeff Clarke
<b>Date of decision</b>	12 March 2021
	Signed

### Decision taken

- 1.0 That the Portfolio Holder for Transport and Planning approves the making of the below named Variation Order as consulted upon between 14 January 2021 and 5 February 2021, with the modifications described in this Report: -
- 1.1 “The Warwickshire County Council (District of Warwick) (Civil Enforcement Area) (Waiting Restrictions, On-street parking places and Residents parking) (Consolidation) (Variation No.7 (Electric Vehicles)) Order 2021” with the following modification:
- 1.2 That all references to Northgate Street contained within the proposed Variation Order as advertised and consulted upon between 14 January 2021 and 5 February 2021 are removed, and that the parking arrangements currently in place in Northgate Street remain. No charge points will be installed in Northgate Street at the present time.

## Reasons for decisions

The Variation Order consulted upon comprised of the following proposals which are shown on the accompanying plans which can be found in Appendix B: -

**Proposed Parking Bays for All-Electric Vehicles or  
Plug-In Hybrid Vehicles whilst connected to a Charge Point Only  
(maximum stay of 2 hours, no return within 4 hours)**

Market Place, Warwick

2 no. spaces on the west side of Market Place (the 2 southernmost spaces of 12 adjacent to nos.14-26 Market Place).

Northgate Street, Warwick

2 no. spaces on the eastern side of Northgate Street, totalling 10 metres in length, southwards from a point 109 metres south of the junction with Northgate.

**Proposed Pay & Display\* Mon-Sat 9am to 5pm  
(Waiting limited to 2 hours, no return within 4 hours)**

Market Place, Warwick

9 no. spaces on the west side of Market Place (excluding the northernmost and 2 southernmost spaces of 12 adjacent) to nos. 14-26 Market Place.

*(\*additional Charge Points would also be available for All-Electric and Plug-In Hybrid vehicles in these spaces and those vehicles will be exempt from parking charges whilst connected to a Charge Point)*

Northgate Street, Warwick

6 no. spaces on the eastern side of Northgate Street, totalling 30 metres in length, southwards from a point 79 metres south of the junction with Northgate.

*(\*additional Charge Points would also be available for All-Electric and Plug-In Hybrid vehicles in these spaces and those vehicles will be exempt from parking charges whilst connected to a Charge Point).*

Market Place, Warwick

The proposed variation to the existing Order is intended to put in place two dedicated on-street parking bays for all-electric vehicles/plug-in hybrid vehicles with charge points, and a further ten bays intended for shared use between electric vehicles and fossil-fuel powered vehicles. This includes the existing bay marked for use by blue badge holders only. In this way, all of the existing twelve bays will be available for electric vehicle charging, with two of those bays restricted purely to all electric or plug in hybrid vehicles.

In order to facilitate uptake by electric vehicles and provide sufficient time for charging, it is proposed to increase the waiting restriction from thirty minutes to two hours, with no return in four hours. This will allow drivers of electric vehicles to 'top-up' their cars while visiting

high street shops and premises.

The creation of the shared use bays will allow vehicles of any fuel type to continue to park on-street in Market Place. There is not expected to be a significant impact on parking availability as a result of the two dedicated bays for all electric or plug-in hybrid vehicles only.

This is an effective compromise which promotes the uptake of electric vehicles. It will also contribute to improving local air quality and help to tackle climate change in line with central government's wishes to see new fossil fuel cars phased out from 2030 and a carbon neutral UK by 2050. Much of Warwick town centre is affected by levels of nitrogen dioxide in excess of permitted limits.

The installation of charge points is not anticipated to substantially affect the visual amenity of Market Place which contains numerous items of street furniture at the present time.

#### Northgate Street, Warwick

The proposed variation to the existing Order was intended to put in place two dedicated on-street parking bays for all-electric vehicles/plug-in hybrid vehicles with charge points, and a further six bays intended for shared use between electric vehicles and fossil-fuel powered vehicles.

Several objections were received which indicated that the local amenity value of Northgate Street was such that varying the Order in order to install charge points for electric vehicles would damage the attractiveness of the street, which is largely free of street furniture at the present time.

This is acknowledged and, while the proposed charge points are of a slimline and unobtrusive nature, they may not be appropriate at this location. It is recommended therefore that the proposals for Northgate Street are abandoned and that the Variation Order does not include Northgate Street. No charge points would then be installed in Northgate Street.

### Comments in support of the advertised orders and notices

Warwickshire Police responded with no objection to the proposals as advertised.

Email Ref	Comments	Response
<b>S1</b>	<p>Full support for the installation of electric car infrastructure in Warwick.</p> <p>As an EV driver we have always avoided Warwick because it has no charging points. I look forward to the time when petrol and diesel vehicles are squeezed out of the town centre and you will be able to walk around the town in peace. Do not hesitate in completing this work.</p>	
<b>S2</b>	<p>We welcome the proposal to install charge points in Warwick which will be needed if we are to meet future environmental targets.</p> <p>We welcome the change to two-hour parking in Market Place as this will move towards consistency across the town.</p>	<p>Note that this email response to the consultation also contained an objection to the installation of charge points in Northgate Street and has been recorded as such as email ref Ob.6 below.</p>

**Comments in opposition to the advertised orders and notices with officer's response**

**Summary of recurring objections**

Email ref	Objection	Response
1, 2, 3, 5, 6, 7, 8, 9	Warwick town centre is a conservation area and the installation of electric vehicle charge points will spoil the visual amenity.	<p>This is acknowledged and it is proposed to remove Northgate Street from the proposed Variation Order, with the result that no electric vehicle charge points would be installed at this location.</p> <p>The installation of charge points in Market Place is not thought to have significant impact on the visual amenity of the area.</p>
1, 2, 3	Town centre parking should be short-term. Waiting times should not be increased simply to allow for electric vehicle charging.	<p>The current waiting limit in Market Place is 30 minutes with no return in one hour. This will be increased to two hours with no return within four hours. This is unavoidable if drivers of electric vehicles are to be provided with an opportunity to 'top-up' their vehicles; currently most top-up charging is for approximately one hour.</p> <p>As charge point technology evolves and improves, charging is likely to become more efficient and faster. WCC will continue to monitor the charging environment and may seek to propose decreased waiting times in line with advancing charging technology.</p>
1, 2, 3, 4, 5, 8	Charge points should be installed in car parks instead.	West Rock car park and St Marys Area 2 are also planned for off-street charge point installation, to complement short stay on-street provision with longer stay facilities.
1, 2	Air quality will be adversely affected by the proposals which would encourage cars into the	Increasing public awareness of electric vehicle charge points is likely to encourage a more rapid switch from

	town centre.	fossil-fuel powered cars to electric vehicles. This will result in less nitrogen dioxide and other combustion gases and fewer particulates being emitted into the Warwick town centre atmosphere, improving air quality overall.
<b>Additional non-recurring objections</b>		
<b>Email Ref</b>	<b>Objections</b>	<b>Response</b>
<b>Ob.1</b>	<p>WCC Constitution part IV s13 requires the involvement of the local councillor and I have not been involved so this cannot proceed.</p> <p>Working with WDC to locate the charging points elsewhere would help to reduce traffic in Warwick town centre.</p>	<p>WCC's Constitution Part 2(10) delegates a power to the Strategic Director of Communities to propose the making of orders relating to road traffic, parking places and speed limits and, in the event of no objections being received, to make the order. In the event of objections being received, the power to determine road traffic regulation is given to the Portfolio Holder for Transport and Planning, in consultation with the local member(s). The local elected member has objected to the proposals and discussions have since taken place between the WCC officer and the elected member to discuss a way forward. The member has not withdrawn the objection to the variation as advertised but agrees with the proposal to drop Northgate Street as a location.</p> <p>WCC has collaborated with each of the district and borough councils to identify suitable on- and off-street locations for the installation of electric vehicle charge points. In Warwick, West Rock and St Marys Area 2 car parks have been chosen to complement the on-street sites.</p>
<b>Ob.2</b>		

	<p>There is no indication as to what type of charge points these new points will be. They will have to be fast chargers to allow for sufficient charging time. Is there sufficient energy supply in the town centre? Would it be green energy?</p> <p>This would mean a loss of short-term on-street parking spaces in the centre for non-electric vehicles which will have an impact on town centre businesses.</p>	<p>The charge points will be slimline bp pulse 7 models, which are fast chargers, supplying 7 to 22kW. This information has since been supplied to objectors and enquirers, along with dimensions and images of the charge points. The electricity distribution network operator, Western Power, have been consulted to establish that the installation of the charge points is suitable in the locations identified. WCC has a green energy strategy and seeks to use energy from renewable sources wherever possible.</p> <p>Most on-street parking is of roughly one-hour duration, tying in with the average charging time for top-up visits by drivers of electric vehicles, so it is not anticipated that the spaces will suffer from significantly restricted turnover. 80% of the parking bay will be shared use between electric vehicles and fossil-fuel powered cars.</p>
<b>Ob.3</b>	<p>There should be charge points for disabled spots in the town centre.</p> <p>There will be a loss of revenue with free parking for charging EVs.</p> <p>22kW chargers do not allow a full charge.</p> <p>Green energy should be used.</p>	<p>The existing bay for blue badge holders will be served by one of the twin headed charge points intended for Market Place.</p> <p>This has been taken into account in considering the health and air quality benefits of providing charge points for electric vehicles and WCC's wish to promote the switch to greener forms of transport.</p> <p>This is recognised. On-street charging is usually a topping up process, rather than from 'flat', of around one hour duration.</p> <p>WCC has a green energy strategy and seeks to use energy from renewable sources wherever possible.</p>
<b>Ob.4</b>	<p>Cars should not be encouraged into the Market Place at all.</p>	<p>WCC recognises that more sustainable forms of transport such as cycling and</p>

	<p>On-street installations will cause potential trip hazards for pedestrians.</p> <p>Less air pollution would be achieved by closing the Market Place to cars except for disabled badge holders and installing cycle racks to promote even greener transport into town.</p>	<p>walking should be encouraged in our town centres. However, local businesses also rely on visits from shoppers and tourists who arrive by car.</p> <p>The locations of the charge points at the head of the bays should not significantly increase trip hazards, through cable connections, for pedestrians using the footway in the usual way.</p> <p>Outside the scope of this report.</p>
<b>Ob.5</b>	Concerns over damage to Conservation Area (see recurring objections above).	See recurring objections response above.
<b>Ob.6</b>	Concerns over damage to Conservation Area (see recurring objections above).	See recurring objections response above.
<b>Ob.7</b>	Concerns over damage to Conservation Area (see recurring objections above).	See recurring objections response above.
<b>Ob.8</b>	Concerns over damage to Conservation Area and suggestion to install in car parks instead (see recurring objections above).	See recurring objections response above.
<b>Ob.9</b>	<p>Concerns over damage to Conservation Area (see recurring objections above).</p> <p>Impose tripping hazards for pedestrians as a result of cable</p>	<p>See recurring objections response above.</p> <p>The length of cable from charge point to vehicle is likely to be relatively short and</p>

	connections from charge points to cars.	contained largely within the parking bay. Pedestrians using the footway should not be impacted by additional trip hazards.
<b>Recommendations</b> It is recommended that the Portfolio Holder for Transport and Planning approves the making of The Warwickshire County Council (District of Warwick) (Civil Enforcement Area) (Waiting Restrictions, On-street parking places and Residents parking) (Consolidation) (Variation No.7 (Electric Vehicles)) Order 2021, as modified by the removal of the variations relating to Northgate Street.		
<b>Members Comments</b> The local member for Warwick West, Cllr John Holland, responded to object to the proposals. Cllr Holland's comments are summarised in the recurring objections, additional comments are recorded in email reference Ob1 and the full text is available in background papers.		

### Background information

- 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**.

### Financial implications

All TRO work will be carried out with the existing 2020/21 CPE budget. The installation of the electric vehicle charge points is financed through the Energy Savings Trust and the Office for Zero Emission Vehicles.

### Environmental implications

The making of the Variation Order as modified and the installation of electric vehicle charge points will have a positive impact on local air quality. The widespread installation of electric vehicle charging infrastructure is a crucial first step towards encouraging the adoption of greener, more sustainable transport options. Electric vehicle uptake will make a positive contribution towards phasing out new fossil-fuel powered vehicles by 2030 and the aim of a carbon neutral UK by 2050.

<b>Report Author</b>	Jon Rollinson jonrollinson@warwickshire.gov.uk
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<b>Lead Director</b>	Mark Ryder - Strategic Director for Communities markryder@warwickshire.gov.uk
<b>Lead Member</b>	Cllr Jeff Clarke - Portfolio Holder for Transport and Planning jeffclarke@warwickshire.gov.uk

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

<b>List of background papers</b>
Redacted email correspondence.

<b>Members and officers consulted and informed</b>
Portfolio Holder – Councillor Jeff Clarke Corporate Board – N/A Legal – Serena Cammish Finance – Purnima Sherwood Equality – Keira Rounsley Democratic Services – Isabelle Moorhouse Councillors – Golby, Shilton, Holland, Fradgley and Kondakor Local Member(s): Cllr John Holland

## Appendix A

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

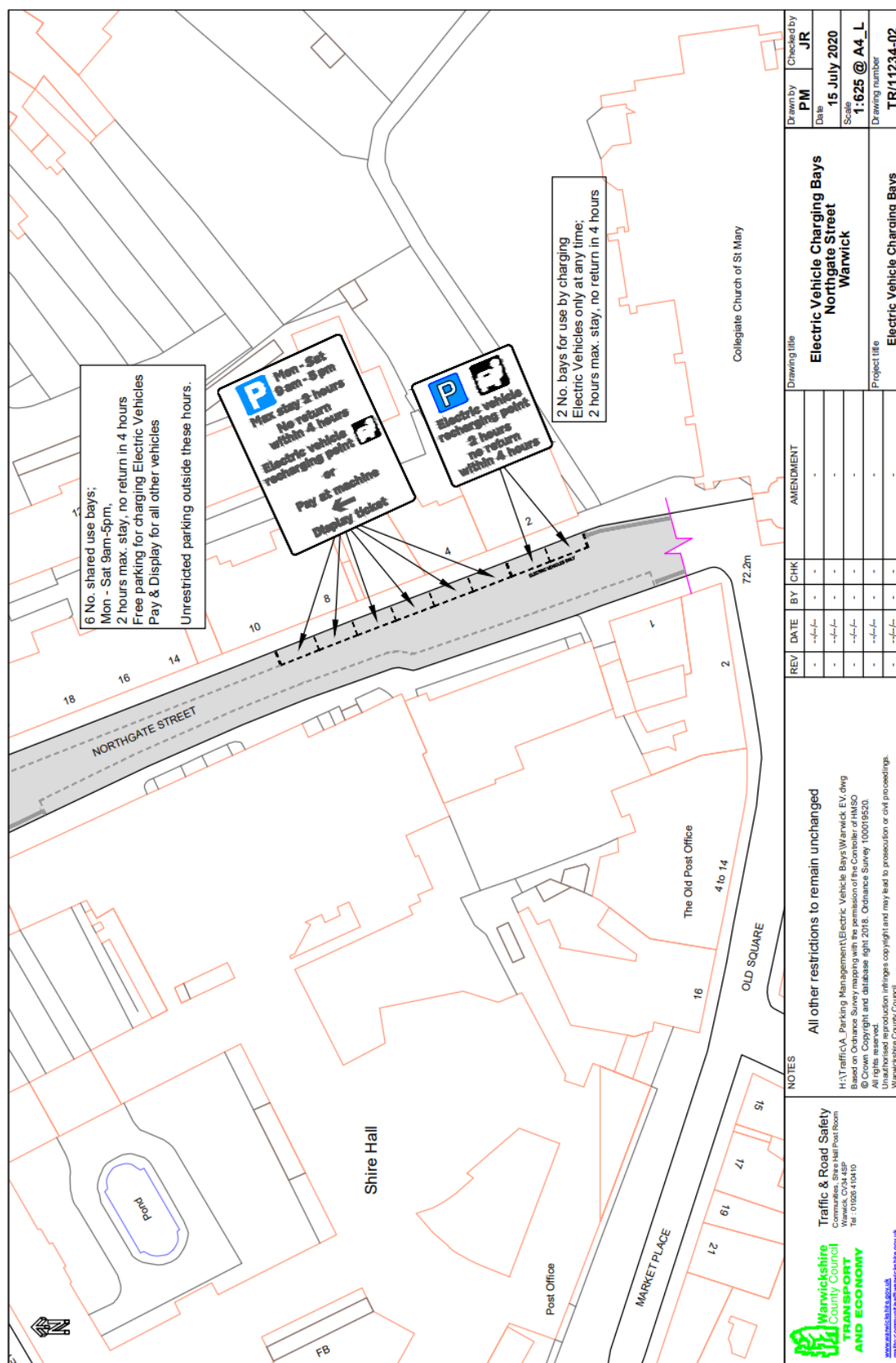
#### **The Warwickshire County Council (District of Warwick) (Permitted Parking Area and Special Parking Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) (Variation 7 (Electric Vehicles) Order 2021.**

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.

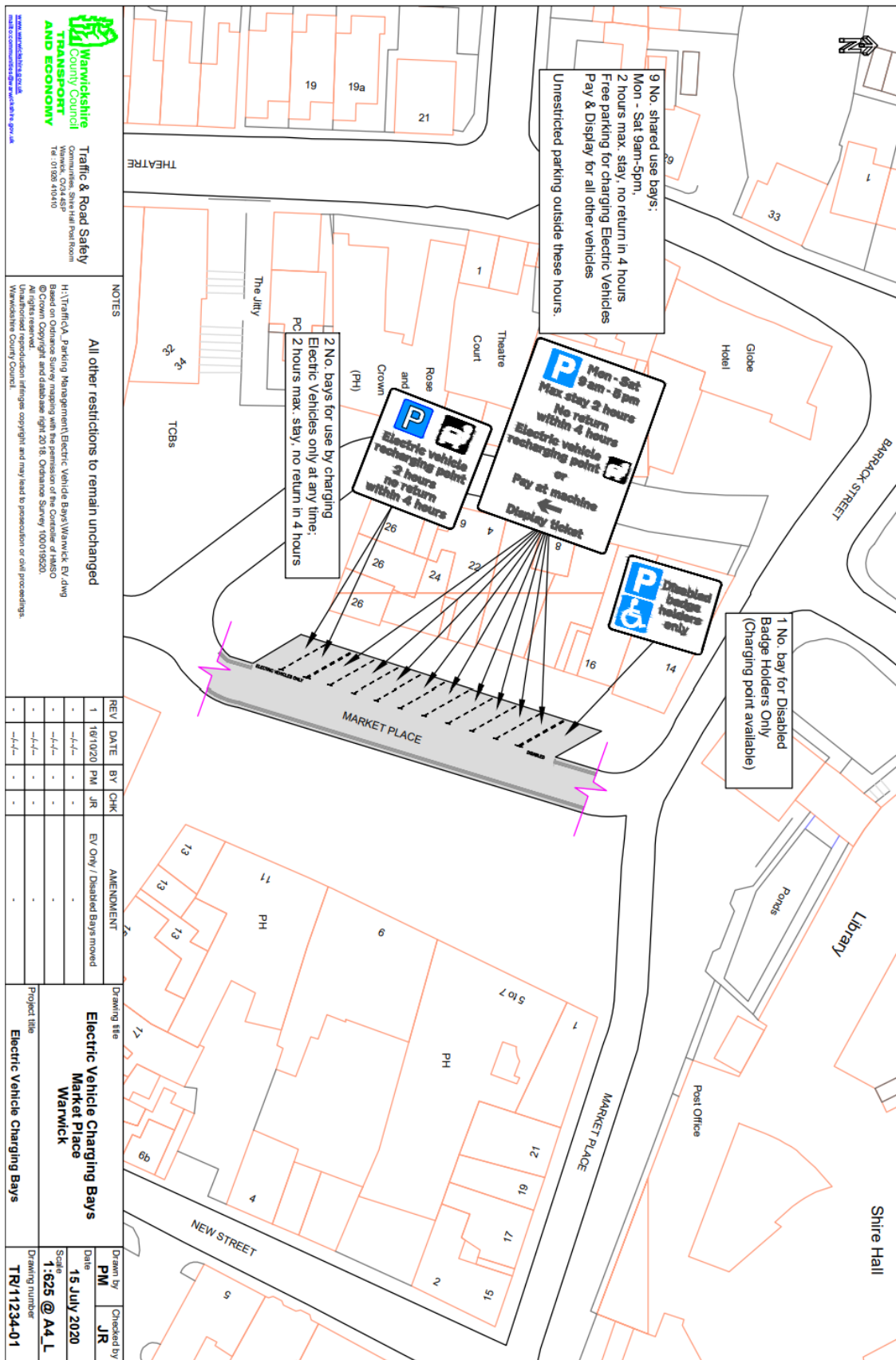
6. The matters to which the Council must have regard are:-
  - i. The desirability of securing and maintaining reasonable access to premises;
  - ii. The effect on the amenities of any locality affected, and the importance of regulating and restricting the use of roads by heavy commercial vehicles so 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

## Northgate Street plan



## Market Place plan



## **Warwick District Electric Vehicle TRO variation consultation responses**

### **Comments received in support of the proposed variation**

#### Email ref S1

I'm writing in full support of the installation of an electric car infrastructure in Warwick. As an electric car driver of over 6 years we have always avoided Warwick because it has no charging points. It's quite frankly scandalous that our county town has avoided having any for so long. I look forward to the time where petrol and diesel vehicles are squeezed out of the town centre and replaced by zero emissions silent vehicles. You will be able to walk around the town in peace and breathe clean air. Please do not hesitate in completing this work.

Best regards

Name supplied

#### Email ref S2

Warwick Chamber of Trade welcomes the proposal to install on street electric charging points in Warwick which will be needed if we are to meet environmental targets in the future.

Several of our members have objected to having the charging points in Northgate Street and we would suggest putting them in Barrack Street which does not have the same historic visual appearance.

We welcome the change to 2 hour parking in Market Place as this will move towards a consistency across the town, something we have been asking for.

We obviously hope there will be rigorous enforcement of these spaces so that the free parking is not abused.

Sue Butcher

Chairman Warwick Chamber of Trade

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## **Comments received in objection to the proposed variation**

### Email ref Ob 1

I object to your proposed electric charging points but would support their location in a suitable location. West Rock car park may be suitable subject to consultation with neighbours.

Legal objection.

- 1.The WCC Constitution part IV s 13 requires the involvement of the local councillor and I have not been involved so this cannot proceed.
- 2.The location is in Conservation Area and the Planning Authority have not been involved. I expect WDDC to refuse.
- 3.The location is subject to a Air Quality Management Zone Order and the proposal would worsen pollution and is thus unlawful.

WCC Policies.

WCC and the private sector have spent £millions to restore Northgate Street which is a world heritage site. Charging points contradict all this work.

In 2016 Council resolved to reduce traffic in Warwick town centre. Locating the charging points jointly with WDC would reduce vehicle movements as drivers would not have to drive looking for a charging point.

Parking strategies for Market Place are very short-term parking to enable many different customers of town centre businesses to use each space during the day. Medium- and long-term parking is in car parks and thus that is where charging points must be located.

Parking in Northgate Street is to change to W2 zone resend parking while retaining pay and display as a present. The street is now majority residential, but business parking will be retained. This implies that charging cannot be accommodated.

Next steps.

- 1.Approach WDC with a view to passing funding to them for implementation in their car park.(Not New Street)
- 2.If not possible the work with me to consulta stakeholders.

I object to this proposal. This is a Conservation Area, and you propose charging equipment in front of Listed Buildings. The easy solution is to

put all your charging points in Barrack Street, which is also nearer the substation.

Residents have been promised that Northgate Street and New Street will be included in the W2 residents parking zone. It would help to include this in your Order.

Please phone when you have a minute.

Cllr John Holland, Warwick West

### Email ref Ob 2

Please note my objections as a District and Town Councillor for this area (Saltisford ward) to the recent proposed changes in relation to Electric vehicle parking and charging in Market Place and Northgate Street, Warwick (As per link: <https://www.warwickshire.gov.uk/news/article/1653/warwick-district-civil-parking-enforcement-area-variation-no-7-electric-vehicles> ).

My objections are as follows:

- Charging points are to be added in West Rock car park as far as I am aware, where the District Council and County Council were supposed to be working together on. This is a far better place to provide charging points for the centre of town where it already offers long term car parking close to the centre of town. This will encourage usage of the car park and not encourage cars to go into the centre of town.
- The increase of maximum waiting times in these areas is wrong to just allow sufficient charging time for electric vehicles. On street parking around the centre of town should be short term only, as it is now (I cannot see in the Technical documents a plan of current provision to refer to). Vehicles should be discouraged to be coming into the centre of town to park, at least for longer term parking. The development at the end of Northgate Street for example was surely part of that by discouraging vehicles turning right from the Saltisford.
- Charging Points to be added will mean digging up an unknown amount of new paving in Northgate Street that has only just been laid down from the recent development of Northgate Street. This is a conservation area, and any additions or disruptions should be very mindful of the aesthetics and damage to the pavements and roads. Has the conservation area been considered ?
- There is no indication as to what type of charging these new points will be. Bearing in mind my comments regarding extending maximum waiting time just so cars can be sufficiently charged, these charging points would have to be a fast-charging type with a higher capacity. Is there sufficient supply for these in the centre? Would it be green electric supply used ? (If not, going against WCC's Climate Emergency policy?) Again, as above, how much digging up of these areas, particularly Northgate St will it take to provide supply ? There is no information on this in the Technical documents and there is no detail plan on the Market Place places there either (Duplicate Northgate St plans in there ?). Why would anyone 'popping in' to town with an

electric vehicle want to put it on charge for 30 mins or so when it will surely not make much of a difference ?

- This would mean a loss of SHORT-TERM on-street parking spaces in the centre for non-electric vehicles which will have an impact on town centre businesses.
- The reasons for this include air quality improvements. As stated above, encouraging cars to come into the centre of town, which this will do is going to make air quality in this area worse. Bearing in mind also that it is not just fuel emissions that causes poor air quality, but particles from tyres and others also cause air quality issues.

Kind Regards, Cllr Dave Skinner  
Saltisford ward, Warwick

### Email ref Ob 3

Warwick Town Council would like to make the following objections and comments:

- There should be charge points for Disabled parking spots in the town centre.
- The proposed charge points are not in keeping for a conservation area – in particular in Northgate.  
Old Square would be a better location.
- The most suitable site for the charge points would be in “Off-street” (WDC-owned) Car Parks i.e. West Rock and / or New Street”.
- There will be a loss of revenue with the proposed charging points being free. There was a view that they should be chargeable.
- On road parking in the centre of the Town should be short term to allow for shoppers to use them.
- It was recommended that parking be made an hour in the centre of town.
- 22 kilo watts charging points would only allow a top up not a full charge.
- It was felt that “Green” electricity should be used.

Regards

*Jayne Topham*

Town Clerk & Steward Warwick Court Leet  
Warwick Town Council

### Email ref Ob 4

I am writing to object to the proposed installation of EV charging points on Northgate and Market Place.

For the safety of pedestrians and shoppers, cars of any form should not be encouraged into the marketplace. Never has the market square been a more pleasant place to be than when the square is closed to traffic and shoppers and visitors can walk around freely and safely. On street installations will cause potential trip hazards for pedestrians.

EV points should be installed in the existing car parks that are available and allow shoppers to stay for longer periods, for example West Rock or Barrack Street.

Or if you would like to encourage less air pollution may I suggest that the market place is closed to cars except for disabled badge holders and instead some of the spaces are converted into adequate parking for cyclists to allow even greener transport into the town centre.

Kind regards  
Name supplied

Email ref Ob 5

I have just come across WCCs proposals for electric vehicle charging points in central Warwick in both the Market Place and Northgate Street. Whilst I am supportive of measures to reduce carbon emissions and the generation of clean fuel I am totally opposed to the installation of such facilities within the Warwick Conservation Area.

I do wonder if you have any appreciation of the visual damage caused by even more Street clutter. Northgate Street has been described as one of the 'finest Georgian Streets in the Midlands' (Alex Clifton Taylor) and rightly so. A considerable amount of money has been spent on footway resurfacing, notwithstanding the conversion costs of the properties. The visual dominance of new charging points will be utterly detrimental to the character and quality of the street scene.

The same argument applies to Market Place.

It would be very helpful if you could produce images showing the size of the charging points and how they would visually fit into the street scene.

There is an obvious alternative, though that would necessitate a cessation of the pathetic posturing between WCC and WDC. That is of course the Car Park in New Street. It really is time that both Councils worked for and on behalf of the residents.

I look forward to hearing from you and would like my comments to be noted as an objection.

Sincerely  
Name supplied

Email ref Ob 6

Warwick Chamber of Trade welcomes the proposal to install on street electric charging points in Warwick which will be needed if we are to meet environmental targets in the future.

Several of our members have objected to having the charging points in Northgate Street and we would suggest putting them in Barrack Street which does not have the same historic visual appearance.

We welcome the change to 2 hour parking in Market Place as this will move towards a consistency across the town, something we have been asking for.

We obviously hope there will be rigorous enforcement of these spaces so that the free parking is not abused.

Sue Butcher  
Chairman Warwick Chamber of Trade

Email ref Ob 7

We recognise that there is no statutory requirement to consult or to take our views into account on works to the public highway. However, reference has been made in the press recently about engagement with the District Council regarding installation of electric charging points at Market Place and Northgate. As the District Council's Principal Conservation Officer, we have not been approached from my recollection and I am concerned about the potential visual impact that the charging points may have to 2 of the most sensitive areas – Market Place and Northgate – within Warwick Conservation Area. I note that the statement claims that WCC has worked with a supplier to provide units 'which will not be obtrusive in the town centre conservation area', but we have not been provided the opportunity to comment directly in regards to this. On the basis of information provided, it is difficult to ascertain what the impact could be and, in any case, there are likely to be areas of lower sensitivity for electric charging points. On the plans provided, it is also not exactly clear as to how many charging points are being proposed as the plans generally just refer to allocated parking bays for charging electric/hybrid vehicles, but without actually stating the number of units.

Kind regards,

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**Robert Dawson** BA (Hons), MA, IHBC  
Principal Conservation Officer  
Development Services  
Warwick District Council

Email ref Ob 8

I write to say how appalled we are to learn about this plan to put electric charging points in Northgate Street.

The need for these points will hopefully grow but they should not be sited in one of Warwick's finest streets and particularly, since the County Council spent so much time and money altering the area of the roundabout at the north end. Residents, visitors, tourists now enjoy a superb prospect looking up the street to St Mary's Church and street furniture needs to be kept to a minimum.

It would be better to find a place in the New Street car park for example and we request that this proposal is re-thought.

Yours sincerely  
Name supplied

Email ref Ob 9

The Warwick Society wishes to object to the proposal to install electric vehicle charging points in the Market Place and Northgate Street, Warwick.

We appreciate that their installation is not itself the subject of the draft variation in the parking order, which regulates the use of parking places. But we are concerned that their installation and use would damage the streetscape and public amenity, conflict with the policies which protect the Warwick Conservation Area and Listed Buildings within it, and the town centre retail area, and impose safety hazards, particularly on disabled and elderly people.

We would characterise the proposal as turning historic town centre streets, among them Northgate Street, architecturally one of the finest 18th century streets in England, into the 21st century version of a petrol station forecourt.

We would be grateful if you could send to us copies of the council's assessments of the proposal on the policies which protect this fine environment.

Subject to your reply to that request, the grounds of our objection are that the charging points would:

Damage the character of the Conservation Area;

Damage the setting of Listed Buildings, in particular St Mary's Church (Grade 1) and houses in Northgate Street;

Damage the amenity of residents and other users of the streets, and the quality of the retail environment, by reducing the space available for people on foot as well as by visual intrusion.

Impose tripping hazards for people using the streets on foot, when the cables are connected to cars and, with little visibility, occupy ground space around and between them, with this hazard made worse during the hours of darkness when light and shade would worsen their visibility on the road surface.

We are entirely in favour of facilitating the use of electric vehicles, but are concerned that this proposal treats that need in isolation from many other good policies. We would welcome the opportunity to discuss with the Council how charging could be made

available in the town centre – taking account also of the availability of electric power supplies – without the negative impacts of the current proposal. We would have contributed to your consideration of the matter at an earlier stage, but hope that we can still now help the Council to meet all the policy objectives.

We are sending a copy of this objection to the Ward Councillor, John Holland, and to other interested parties in the town

yours sincerely,

James Mackay

Chairman, The Warwick Society

## Portfolio Holder Decision Country Parks Fees and Charges 2021/2022

<b>Portfolio Holder</b>	<b>Portfolio Holder for Environment and Heritage &amp; Culture</b>
<b>Date of decision</b>	<b>12 March 2021</b>
	<b>Signed</b>

### Decision taken

That the Portfolio Holder for Environment and Heritage & Culture approves the fees and charges as set out in the report and appendices.

### Reasons for decisions

It is a requirement of the County Council's Constitution that Portfolio Holders approve fees and charges on behalf of the County Council.

This report seeks such approval in relation to the changes in fees and charges relating to Country Parks.

### Background information

Please see Appendices 1 and 2 which detail the proposed fees and charges from 1<sup>st</sup> April 2021 in relation to the Country Parks service. Appendix 1 includes a discussion of the rationale applied in making these proposals

The Country Parks service is undertaking a review of its medium to long term strategy and that may lead to outcomes which require a further review of the fees and charges presented here. Any such changes will be brought to the Portfolio Holder for further approval.

### Financial implications

In determining the proposals for fee and charges from 1<sup>st</sup> April 2021, consideration has been given both to the impact of price inflation on our running costs and to the impact, including practicality and affordability, of price rises on our customers and communities. These figures will be used in budget forecasts for 2021/22 if approved.

**Environmental implications**

None

<b>Report Author</b>	Victoria Barnard vickibarnard@warwickshire.gov.uk,
<b>Assistant Director</b>	Dave Ayton-Hill davidayton-hill@warwickshire.gov.uk
<b>Lead Director</b>	Strategic Director for Communities
<b>Lead Member</b>	Portfolio Holder for Environment and Heritage & Culture

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

**List of background papers**

Appendix 1 – rationale for Country Parks fees and charges from 2021/22  
Appendix 2 – full Country Parks fees and charges 2021/22

**Members and officers consulted and informed**

Portfolio Holder – Councillor

Corporate Board – n/a

Legal – Ian Marriott

Finance – Andrew Felton

Equality –

Democratic Services – Helen Barnsley

Councillors – n/a

Local Member(s): n/a

## APPENDIX 1 - UPDATE TO COUNTRY PARKS' FEES & CHARGES FOR 2021/22

### 1.0 Introduction

- 1.1 The County Council's constitution requires approval of fees and charges by the relevant portfolio holder prior to their application. Income derived from rents, tenancies, catering concessions, shop sales, caravan site profits share, special events and grants etc, account for approximately 35% of the country parks' total income in a normal year; these elements are adjusted through rent reviews and lease arrangements and are not included in this review.

### 2.0 Rationale of pricing approach for 2021/22

- 2.1 It is the County Council's normal practice that fees and charges are increased each year by at least the rate of inflation. However, the effect of the Covid-19 pandemic over the past year has reduced this metric and increased its volatility.
- 2.2 Furthermore, it is recognised that at present and for some foreseeable time the amenities provided to communities by the Country Parks service are of the highest value and it is important to ensure these remain accessible while the local economy recovers from the effect of the pandemic. This is expected to support the local visitor economy in turn.
- 2.3 As a result of these two factors, it is considered inappropriate and unnecessary to increase the fees and charges for parking and other activities in Country Parks from 2020/21 levels.
- 2.4 The only changes being made to the schedule of fees and charges then is to bundle together the fee for day fishing at Kingsbury Water Park with the parking fee as one charge. This puts fishing as an activity on an equal setting with other paid-for activities where parking is included for free as part of the price. This change has been in practical operation since the summer of 2020, when the parking system was changed away from a cash-based barrier to a card-based pay and display approach. This has allowed the introduction of the combined ticket, removing the previous confusion for fishing customers who were required to purchase two tickets from separate machines.

### 3.0 Changes for 2021/22

#### 3.1 Day fishing tickets at Kingsbury Water Park

The new statement of the fishing fees, including free parking, is as follows:

Pine, Heron, Kingfisher, Gibsons & Cliff Pool South		
	(1 <sup>st</sup> Mar – 31 <sup>st</sup> Oct)	£9.50
	(1 <sup>st</sup> Nov – 28 <sup>th</sup> Feb)	£8.00
Swann, Causeway, Mill, Willows & Bodymoor Heath		
	(1 <sup>st</sup> Mar – 31 <sup>st</sup> Oct)	£7.50
	(1 <sup>st</sup> Nov – 28 <sup>th</sup> Feb)	£6.00
Concessions		
	(1 <sup>st</sup> Mar – 31 <sup>st</sup> Oct)	£6.50
	(1 <sup>st</sup> Nov – 28 <sup>th</sup> Feb)	£5.00

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## Appendix 2 – Full fees and charges

**COUNTRY PARKS FEES AND CHARGES 2021/2022****Shaded text below indicates changes from 2020/2021****ALL PARKS**

<b>All Parks Permit:</b> (Kingsbury, Pooley, Hartshill, Ryton & Burton Dassett)	£109.00
Disabled permit	£87.00
<b>North Parks Permit:</b> (Kingsbury, Hartshill, Pooley)	£81.00
Disabled permit	£65.00
<b>South Parks Permit:</b> (Ryton & Burton Dassett)	£56.00
Disabled permit	£45.00

**KINGSBURY WATER PARK****Car Parking (Main Entrance):**

Daily Peak (1 <sup>st</sup> Mar – 31 <sup>st</sup> Oct)	£4.50
Daily Off Peak (1 <sup>st</sup> Nov – 28 <sup>th</sup> Feb)	£3.00
Twilight (all year after 4pm)	£3.00
Coaches	£20.00

**Car Parking (Broomey Croft):**

Daily	£3.00
Coaches	£20.00

**Car Parking Permits:**

Permit (12 months from date of purchase)	£48.00
Disabled permit	£38.00

**Fishing Permits:**

Coarse Permit	Adults	£90.00
	Concessions	£60.00
Coarse Match Fee (per peg)		£6.00
Specimen Carp Permit		£150.00
Night Fishing (Broomey Croft & Canal Pool) by application only		£475.00
Late Season Specimen Carp (October - March)		£100.00

**Day Tickets (now include parking fees):**

Pine, Heron, Kingfisher, Gibsons, & Cliff Pool South (1 <sup>st</sup> Mar – 31 <sup>st</sup> Oct)	£9.50
(1 <sup>st</sup> Nov – 28 <sup>th</sup> Feb)	£8.00
Swann, Causeway, Mill, Willows, Bodymoor Heath (1 <sup>st</sup> Mar – 31 <sup>st</sup> Oct)	£7.50
(1 <sup>st</sup> Nov – 28 <sup>th</sup> Feb)	£6.00
Concessions (1 <sup>st</sup> Mar – 31 <sup>st</sup> Oct)	£6.50
(1 <sup>st</sup> Nov – 28 <sup>th</sup> Feb)	£5.00

**Youth/Scout Camp Site:**

Maximum 60 persons	
Price per child per night (supervising adults free)	£2.00

**Horseriding:**

Annual Permit	Adult	£30.00
	Junior	£15.00
	Family	£55.00

**Schools:**

All inclusive package (min.15 children)	
2 hour session	£4.00 per child
4 hour session	£7.00 per child
Bushcraft	£8.00 per child
Outreach with two members of staff	£200.00
<b>Brownies, Scouts, etc.</b> (min 10 children)	
1-1½ hours with Ranger	£4.00 per child
<b>Birthday Parties:</b>	£120.00

<b>Adult Groups:</b>	£35.00
<b>Talks/Slide Shows:</b> (external)	£55.00
<b>Education Centre Hire:</b>	
Morning or afternoon session	£70.00
All day	£100.00

**Mobility Scooter:**

Annual permit	£30.00
Daily, per session	£3.50
Tramper, per session	£5.00

**BURTON DASSETT HILLS COUNTRY PARK****Car Parking:**

Daily	£2.50
Coaches	£20.00
Permit (12 months from date of purchase)	£30.00
Disabled permit	£24.00

**HARTSHILL HAYES COUNTRY PARK****Car Parking:**

Daily	£2.50
Coaches	£20.00
Permit (12 months from date of purchase)	£30.00
Disabled permit	£24.00
<b>Schools:</b>	As KWP
<b>Brownies, Scouts, etc.</b>	As KWP
<b>Adult Groups:</b>	As KWP
<b>Talks/Slide Shows</b> (external):	As KWP

**RYTON POOLS COUNTRY PARK****Car Parking:**

15 mins	Free
15 minutes to 2 hours	£3.00
2 to 4 hours	£4.00
Over 4 hours	£6.00
Winter Off Peak (1 <sup>st</sup> Nov – 28 <sup>th</sup> Feb)	£3.00
Coaches	£20.00
Permit (12 months from date of purchase)	£44.00
Disabled permit	£35.00

<b>Schools:</b>	As KWP
<b>Brownies, Scouts, etc.</b>	As KWP
<b>Birthday Parties:</b>	£120 (basic)
<b>Talks/Slide Shows</b> (external):	As KWP
<b>Education Centre Hire:</b>	As KWP

Appendix 2 – Full fees and charges

**POOLEY COUNTRY PARK**

**Car Parking:**

Daily	£2.50
Coaches	£20.00
Permit ( 12 months from date of purchase)	£30.00
Disabled permit	£24.00

**Schools:** As KWP

**Birthday Parties:** As KWP

**Education Centre Hire etc:** As KWP

**STRATFORD GREENWAY**

**Car Parking:**

Up to 1 hour	50p
Up to 2 hours	£1.00
Up to to 3 hours	£1.50
Up to 4 hours	£2.00
Over 4 hours (all day)	£3.00
Permit (12 months from day of purchase)	£36.00
Disabled permit	£29.00

**EVENTS PROGRAMME (all sites)**

Guided walks and events	£4.00/£2.50/£8.50
Holiday Activities/Drop In	£4.00/£2.50

## Portfolio Holder Decision

### Recycling Centre Fees and Charges 2021/222

<b>Portfolio Holder</b>	<b>Portfolio Holder for Environment and Heritage &amp; Culture</b>
<b>Date of decision</b>	<b>12 March 2021</b>
	<b>Signed</b>

#### Decision taken

- 1) Approval be given for the changes to waste fees and charges from 1 April 2021, as set out in the Appendix.
- 2) Authority is delegated to the Strategic Director for Communities to make variations to specific fees and charges during the financial year 2021/22 in response to material changes in the costs of waste disposal and management other than those known at the time of this decision.
- 3) All charges continue to be reviewed at least annually to allow for future gate fee and/or haulage increases and inflation.

#### Reasons for decisions

1. 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.
2. The launch of the extended commercial waste service in 2015 followed the development by Defra and WRAP<sup>1</sup> 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.

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

3. 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 County Council can prevent fly-tipping

## Background information

The Appendix sets out the new fees and charges which take effect from 1 April 2021

### Method of calculation

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

1. 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 RPIX<sup>2</sup>, the average RPIX from the past 12 months (Dec 19 to Nov 20) has been used at 1.8%. 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.
2. This year, as there have been no changes in contracts, the charges have been calculated based on 2020/21 prices plus 1.8% (average RPIX over past 12 months). However, it is recommended that there is scope to make in-year delegated decisions to alter prices, if proved necessary. This is because both green waste and inert waste contracts come to an end in the first half of 2021 and it is likely that recycling treatment costs will rise. The haulage contract also comes to an end this year and prices are set to rise. The landfill tax rate from April 2021 will increase by 2.7% and the Bubbenhall landfill contract uses RICS<sup>3</sup> indices to calculate the increase, which is due to be calculated later in the year, but is likely to be higher than the 1.8% average RPIX.
3. Last year we aligned the weighbridge price of plasterboard disposal with that of general waste and we will continue this. We believe this alleviated the operational issue of traders occasionally incorrectly declaring plasterboard as general waste to access the cheaper price, leading 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 continue to review.

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

<sup>3</sup> Measure of inflation from Royal Institution of Chartered Surveyors

4. Due to densities, the by volume price for wood 2 years ago was more than general waste, which may have discouraged recycling. In the previous two years and this year, the price has been dropped by 25% to bring it below the general waste price but still cover costs.
5. 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.
6. The £12 charge for a load of paper or cardboard will be capped at a maximum load size of 1 tonne, as recently the market rate for this waste stream has fluctuated significantly.
7. The minimum charge for disposal of a gas bottle, fire extinguisher or tyre was reduced to £5 last year, making the proper disposal of these items even more accessible, and it is still affordable to continue this. Other pay-by-item charges remain the same. Public weigh charges will remain at £10 plus VAT in line with other local weighbridges.
8. Last year, on the table of charges per item at Princes Drive and Hunters Lane (Appendix) additional text was added to show more explicitly that fire extinguishers bear the same cost as gas bottles and ammonia fridges are the same as commercial fridges.
9. The cost of the commercial recycling permit increased from £40 to £50 last year. This was the first price rise since inception 5 years ago and will be kept at £50 this year.

### **Delegated Powers**

The service aims to offer the broadest possible range of recycling opportunities to the public and to also offer those opportunities to the commercial sector where appropriate. In order to act commercially, we will seek to develop new trade services and will seek approvals to launch these at the appropriate time through senior leadership.

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. This year, as detailed above, there are particular known events that may trigger this 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. The income gained in 2020/21 has been significantly lower as a result of the pandemic and it is not known what ongoing impact this will have on income in 2021/22.

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

	Actual Income 2018/19	Budgeted Income 2019/20	Actual Income 2019/20	Budgeted Income 2020/21	Actual Income 2020/21
<b>HWRCs</b>	£9,607	£13,605	£9,460	£14,267	£2,234
<b>Transfer Stations</b>	£334,903	£331,850	£261,461	£331,850	£181,389
<b>Totals</b>	£344,510	£345,455	£270,921	£346,117	£183,623

## 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 local 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.

<b>Report Author</b>	Ruth Dixon <a href="mailto:ruthdixon@warwickshire.gov.uk">ruthdixon@warwickshire.gov.uk</a> Tel: 01926 418064
<b>Assistant Director</b>	David Ayton-Hill Assistant Director, Communities
<b>Lead Director</b>	Mark Ryder Strategic Director for Communities
<b>Lead Member</b>	Portfolio Holder for Environment and Heritage & Culture

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

<b>List of background papers</b>
N/A

<b>Members and officers consulted and informed</b>
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

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## Waste Management Fees and Charges Appendix

Commercial Waste Charges and Payment Methods													Please note: VAT is not chargeable unless otherwise stated												
(April 2021)																									
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	£14.50	£21.00	£27.00	£32.50	£38.00	£43.00	£48.00	£52.00	£56.00	£0.057	per kg													
General / Mixed Waste	£25.50	£49.50	£72.50	£94.00	£114.00	£133.00	£151.00	£167.50	£182.50	£196.50	£0.197	per kg													
Rubble / Soil	£5.00	£7.50	£10.50	£13.00	£16.00	£18.50	£20.50	£23.50	£26.50	£29.00	£0.030	per kg													
Plasterboard / Gypsum	£25.50	£49.50	£72.50	£94.00	£114.00	£133.00	£151.00	£167.50	£182.50	£196.50	£0.197	per kg													
Wood / Chipboard	£17.50	£29.50	£41.50	£53.50	£65.50	£77.50	£89.50	£101.50	£113.50	£126.00	£0.127	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	£13.00		£19.00		£38.00		£52.00		£24.00																
General / Mixed Waste	£31.00		£47.00		£112.00		£133.00		£67.00																
Rubble / Soil	£16.00		£22.00		£29.00		£38.00		£22.00																
Plasterboard / Gypsum*	£55.00		£75.00		£171.00		£235.00		£106.00																
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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**Commercial Waste Charges and Payment Methods** Please note: VAT is not chargeable unless otherwise stated

(April 2021)

**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	£14.50	£21.00	£27.00	£32.50	£38.00	£43.00	£48.00	£52.00	£56.00	£0.057 per kg
General / Mixed Waste	£25.50	£49.50	£72.50	£94.00	£114.00	£133.00	£151.00	£167.50	£182.50	£196.50	£0.197 per kg
Rubble / Soil	£5.00	£7.50	£10.50	£13.00	£16.00	£18.50	£20.50	£23.50	£26.50	£29.00	£0.030 per kg
Plasterboard / Gypsum	£25.50	£49.50	£72.50	£94.00	£114.00	£133.00	£151.00	£167.50	£182.50	£196.50	£0.197 per kg
Wood / Chipboard	£17.50	£29.50	£41.50	£53.50	£65.50	£77.50	£89.50	£101.50	£113.50	£126.00	£0.127 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	£13.00	£19.00	£38.00	£52.00	£24.00
General / Mixed Waste	£31.00	£47.00	£112.00	£133.00	£67.00
Rubble / Soil	£16.00	£22.00	£29.00	£38.00	£22.00
Plasterboard / Gypsum*	£55.00	£75.00	£171.00	£235.00	£106.00
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
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**Commercial recycling permit**

£50

**Commercial pre-paid sacks**

£60 for 20

Calculations based on 1.8% increase unless otherwise indicated. 1.8% used as average of RPIX Dec 2019 - Nov 2020

#### Landfill Increase Calculations

Calculations based on Bubbenhall as 89% of pay-by-weight general waste delivered there and 94% of PD general waste goes to Bubbenhall

Contracted increase is based on RICS set of indices - last year's increase was 1%, previous year 4.73%, so use 1.8% in line with all other materials

Treatment	Cost to WCC/tonne in 2020/21	Cost to WCC/tonne with 1.8% inflation added	Landfill tax rate 2021-22	Total
Mixed/General Waste	£21.90	£22.29	£96.70	£118.99

Haulage	Cost to WCC/tonne/mile in 2020/21	Rate to WCC with 1.8% inflation added	PD to Bubbenhall 1 mile	PD to Bubbenhall haulage cost
Mixed/General Waste	£0.60	£0.61	12.4	£7.57

Treatment and Haulage	Total cost to WCC/tonne	Total cost to WCC/100kg
Mixed/General Waste	£126.57	£12.66

#### Pre rounding

Admin fee weighting	2	1.95	1.9	1.85	1.8	1.75	1.7	1.65	1.6	1.55	
Bands	0 to 100 kgs	101 to 200 kg	201 to 300	301 to 400	401 to 500	501 to 600	601 to 700	701 to 800	801 to 900	901 to 1000	Over 1000kg per kg
	100	200	300	400	500	600	700	800	900	1000	
100kg multiplier	1	2	3	4	5	6	7	8	9	10	
General Waste	£25.31	£49.36	£72.14	£93.66	£113.91	£132.90	£150.62	£167.07	£182.26	£196.18	

#### New prices for 2021/22 (rounded up to nearest 50p manually)

Bands	0 to 100 kgs	101 to 200 kg	201 to 300	301 to 400	401 to 500	501 to 600	601 to 700	701 to 800	801 to 900	901 to 1000	Over 1000kg per kg
General Waste	£25.50	£49.50	£72.50	£94.00	£114.00	£133.00	£151.00	£167.50	£182.50	£196.50	£197.00

#### Other Materials Calculations

##### 2020/21 figures

Bands	0 to 100 kgs	101 to 200 kg	201 to 300	301 to 400	401 to 500	501 to 600	601 to 700	701 to 800	801 to 900	901 to 1000	Over 1000kg per kg
Garden Waste	£7.26	£13.79	£20.16	£26.17	£31.83	£37.13	£42.08	£46.68	£50.92	£54.81	
Soil/Rubble	£4.62	£7.18	£10.26	£12.31	£15.39	£17.96	£20.01	£23.09	£25.65	£28.22	
Wood/Chip	£16.93	£28.73	£40.53	£52.33	£64.13	£75.92	£87.72	£99.52	£111.32	£123.63	
Plasterboard	£25.36	£49.45	£72.28	£93.83	£114.12	£133.14	£150.90	£167.38	£182.60	£196.55	

#### 1.8% increase applied to 2020/21 pre rounding figures

Bands	0 to 100 kgs	101 to 200 kg	201 to 300	301 to 400	401 to 500	501 to 600	601 to 700	701 to 800	801 to 900	901 to 1000	Over 1000kg per kg
Garden Waste	£7.39	£14.04	£20.52	£26.64	£32.40	£37.80	£42.84	£47.52	£51.84	£55.80	
Soil/Rubble	£4.70	£7.31	£10.44	£12.53	£15.67	£18.28	£20.37	£23.50	£26.11	£28.72	
Wood/Chip	£17.23	£29.25	£41.26	£53.27	£65.28	£77.29	£89.30	£101.31	£113.32	£125.86	
Plasterboard	£25.82	£50.34	£73.58	£95.52	£116.18	£135.54	£153.61	£170.39	£185.88	£200.08	

#### New prices for 2021/22 (rounded up to nearest 50p manually)

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	£14.50	£21.00	£27.00	£32.50	£38.00	£43.00	£48.00	£52.00	£56.00	£0.057
Soil/Rubble	£5.00	£7.50	£10.50	£13.00	£16.00	£18.50	£20.50	£23.50	£26.50	£29.00	£0.030
Gypsum/Plasterboard	£25.50	£49.50	£72.50	£94.00	£114.00	£133.00	£151.00	£167.50	£182.50	£196.50	£0.197
Chipboard/Wood	£17.50	£29.50	£41.50	£53.50	£65.50	£77.50	£89.50	£101.50	£113.50	£126.00	£0.127
General/Mixed Waste	£25.50	£49.50	£72.50	£94.00	£114.00	£133.00	£151.00	£167.50	£182.50	£196.50	£0.197

Operationally, having the plasterboard price a pound or so more per 100kg than general waste caused some dishonest traders to declare plasterboard as general waste at the weighbridge. They then put the plasterboard in the general waste skip, contaminating the general waste with a potentially hazardous substance.

As the price is so similar and the price for plasterboard didn't go up by 3.5 as calculated for the previous year, the price for both will be set at the same.

#### By volume calculations

	Car	Estate car/car derived van	Small van or pick up	Twin cab pick-up or large 4 x 4	Trailers up to 6' length	Bag	Assumptions
Approx load volume m3 (have assumed)	0.70	1.05	2.80	3.85	1.50	0.08	70% fill level
Bulk density tonnes	tonnes	tonnes	tonnes	tonnes	tonnes		
Green Waste	0.24	0.17	0.25	0.67	0.92	0.36	na
Soil/Rubble	0.86	0.55	0.75	1.00	1.30	0.75	na
Gypsum/Plasterboard	0.31	0.22	0.33	0.87	1.19	0.47	na
Chipboard/Wood	0.33	0.23	0.35	0.92	1.27	0.50	na
General/Mixed Waste	0.175	0.12	0.18	0.49	0.67	0.26	na
General/Mixed Waste	0.175					0.014	na

#### Pre rounding

	Charges up to 300kg (admin x2)	Charges 301kg - 500kg (admin x 1.75)	Charges 501kg or more (admin x 1.50)	Car	Estate car/car derived van	Small van or pick up	Twin cab pick-up or large 4 x 4	Trailers up to 6' length
Green Waste	£73.87	£64.80	£55.80	£12.41	£18.61	£37.50	£51.56	£23.33
Soil/Rubble actual	£47.00	£31.33	£28.72	£15.80	£21.54	£28.72	£37.34	£21.54
Gypsum/Plasterboard	£253.14	£227.82	£196.18	£54.93	£74.16	£170.28	£234.14	£105.94
Chipboard/Wood	£172.34	£130.56	£125.86	£39.81	£45.24	£116.29	£159.90	£64.63
General/Mixed Waste	£253.14	£227.82	£196.18	£31.01	£46.51	£111.63	£132.18	£66.45

#### New by volume prices for 2021/22 (rounded manually up to nearest £1)

Vehicle	Car	Estate car/car derived van	Small van or pick up	Twin cab pick-up or large 4 x 4	Trailers up to 6' length	Estate car/car derived van	Small van or pick up	Twin cab pick-up or large 4 x 4	Trailers up to 6' length
Green Waste	£13	£19	£38	£52	£24	£12	£18	£37	£51
Soil/Rubble	£16	£22	£29	£38	£22	£18	£27	£72	£99

Gypsum/Plasterboard	£55	£75	£171	£235	£106	£54	£73	£168	£231	£105
Chipboard/Wood	£29	£40	£91	£124	£56	£29	£40	£91	£124	£56
General/Mixed Waste	£31	£47	£112	£133	£67	£31	£46	£110	£130	£66

There have been no changes in disposal or haulage arrangements this past year, so the recyclable material charges have been calculated on the basis of an average RPIX uplift

The predicted RPIX for next year is based on the average RPIX Dec 2019 - Nov 2020 of 1.8%

General waste charges have been calculated from scratch as the gate fee increases by RICS indeces, landfill tax set by government is increasing to £95.70 and the haulage is based on RPIX 1.8%

Operationally, having the plasterboard price a pound or so more per 100kg than general waste last year caused some dishonest traders to declare plasterboard as general waste at the weighbridge

They then put the plasterboard in the general waste skip, contaminating the general waste with a potentially hazardous substance

As the price is so similar and the price for plasterboard didn't go up by 3.5 as calculated for last year, the price for both will be set at the same

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

The weighbridge prices are banded in 100 kg bands up to a tonne, after which a price per tonne is used

Defra recommends that at 100 kg a 2x admin fee is charged and at 1000kg a 1.5x admin fee is charged, so this is evenly distributed across the bands in between

From these calculations, figures rounded up to the nearest 50p for each of the bands are derived

Pay by volume charges for the non-weighbridge sites are based on carrying capacity, a 70% fill level and average densities for the material type

This year the max load for inerts has been reduced to legal levels for the particular vehicle type as this error was spotted

From these calculations, figures rounded up to the nearest £1 for each of the vehicles are derived

For the pay by item prices, the £12 per item of large furniture for the non weighbridge sites will continue. That assumes that none of a mattress, settee or bed base would weigh more than 50kg

The weighbridge rate for general waste up to 100 kg is £25

The PD and HL pay by item values will mostly stay the same as we don't pay for disposal or haulage.

Lines have been added to show explicitly that fire extinguishers bare the same cost as gas bottles and ammonia fridges are the same as commercial fridges

The cardboard and paper charge per load is capped at 1 tonne

Andrew and Chris have agreed that we will drop the price for gas bottles, fire extinguishers and tyres to £5 each

(This is to demonstrate that we are offering a fair starting prices, so that there is no excuse to fly-tip these. Also brings in line with charges by neighbouring authorities.)

(We will work with site staff to put together a schedule of prices for tyres and gas bottles that should be charged above the £5 minimum.)

Public weighbridge will stay at £10 plus VAT in line with other local prices

## Comparison with other councils

**Aimed at Trade**

		Estate or car derived van	Small van or pick up	Twin cab pick-up or large 4 x 4	Trailers up to 6' length	Notes
By volume	Car					
Hampshire general waste	£35	£50	£80	£120	£35	Started 1st Oct 2016
Suffolk general waste	£32	£40	£81	£108	£40	
Suffolk green	£10	£15	£30	£45	£15	
Suffolk wood	£20	£25	£49	£65	£25	
Birmingham	£75	per van any size any material				

By weight	Green Waste	Soil/Rubble	Gypsum/Plasterboard	Chipboard/Wood	General Waste
WCC per	£54	£28	£192	£121	£187
Whetstone, Leics per tonne	£50	£30	x	£77	£115
Northants 0-80kg	£6	£5	£16	£8	£25
Northants 750-1000kg	£51	£21	£163	£59	£178
Cheshire 0 - 150g	£25	£10	£36	x	£40
Cheshire 750-1000kg	£66	£55	£138	x	£160

By item	Domestic fridge	Commercial fridge	TV / monitor	Tyres	Load of paper/card
Cheshire	£16	from £45	£16	from £5	£10

**More aimed at public**

	Hardcore	Soil	Wood	Tyres	Notes
Leicestershire	£3 per tub		x	x	These prices are due to start in April
Oxfordshire	£1.50 per 25 litre bag		£1.50 per door	£5	
Staffordshire	£3 per bag		x	£4	
Bucks	£2.50 per 25 litre bag		£10 per door si	£4	
Suffolk	£2 per 25 litre bag				

**Cost to hire a 8 yard skip** in Warwickshire is about £230. This holds about 6m3.

Material	Green Waste	Soil/Rubble	Gypsum/Plasterboard	Chipboard/Wood	General Waste	
Average weight	1.44	5.16	1.86	1.98	1.05	tonnes
Cost per tonne	£160	£45	£124	£116	£219	to dispose of by skip

## WCA bulky prices Jan 2020

Initially publish that this is just for individual settee, bed frame or mattress

NWBC	£24.20 for up to six items
NBBC	£25 for up to six items
RBC	£25 for up to three items
WDC	£35 for up to three items
SDC	£39 for up to three items

**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	£7.00	£13.50	£20.00	£26.00	£31.00	£36.50	£41.00	£45.50	£50.00	£53.50	£0.054 per kg
General / Mixed Waste	£24.00	£47.00	£68.50	£89.00	£108.50	£126.50	£143.00	£159.00	£173.00	£186.50	£0.187 per kg
Rubble / Soil	£4.50	£7.00	£10.00	£12.00	£15.00	£17.50	£19.50	£22.50	£25.00	£27.50	£0.028 per kg
Plasterboard / Gypsum	£25.00	£48.50	£70.50	£91.50	£111.50	£130.00	£147.50	£163.50	£178.00	£191.50	£0.192 per kg
Wood / Chipboard	£16.50	£28.00	£39.50	£51.00	£62.50	£74.00	£85.50	£97.00	£108.50	£120.50	£0.121 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	£36.00	£50.00	£23.00
General / Mixed Waste	£30.00	£45.00	£106.00	£126.00	£64.00
Rubble / Soil	£18.00	£27.00	£72.00	£99.00	£39.00
Plasterboard / Gypsum*	£54.00	£73.00	£167.00	£229.00	£104.00
Wood / Chipboard	£29.00	£39.00	£87.00	£120.00	£54.00

\* 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	£12
Gas cylinders (with brand ID on cylinder) - price per unit	From £7
Fire extinguishers - price per unit	From £7
Commercial sized fridges and freezers (+ photocopiers) - price per unit*	£60
Ammonia fridges - price per unit*	£60
Domestic car tyres - price per unit*	From £7
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
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**Commercial recycling permit**

£40

**Commercial pre-paid sacks**

£60 for 20

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## Portfolio Holder Decision

### Change of Age Range at Exhall Cedars Infant School and St Matthew's Bloxham Church of England Primary School

<b>Portfolio Holder</b>	<b>Portfolio Holder for Education &amp; Learning</b>
<b>Date of decision</b>	<b>12 March 2021</b>
	<b>Signed</b>

#### Decision taken

That the Portfolio Holder for Education and Learning agrees to the undertaking of a public consultation on changing the age range at Exhall Cedars Infant School and at St Matthew's Bloxham Church of England Primary School with effect from September 2021.

#### Reasons for decisions

##### Exhall Cedars:

1. Exhall Cedars Infant School currently has an age range of 3 – 11, admitting 3-year olds into a Nursery class. The school also operates a Pre-School for 2-4-year olds.
2. The school wishes to change its age range to become a 4 – 11 primary school, closing the Nursery class so that provision for younger children is available only at the Pre-School.
3. The Nursery class currently has an allocation of 52 half day places (26 morning + 26 afternoon places) which must be led by a qualified teacher and additional level 3 qualified early years professional. The cost of staffing is placing increasing financial pressure on the school while also not meeting the requirements of parents and carers. This impact has increased steadily over recent years as parent demand for more flexible sessions has increased.
4. The existing Pre-School is more popular with users as it offers places to a wider age range of children with more options for longer sessions. This is also due to eligible parents and carers now receiving funding for places for their 2-year olds and the extended entitlement for funding for 3 and 4 yr. olds.

5. The age range change will see no reduction in places for the community as the offer at the Pre-School will be increased to reflect those places previously offered by the Nursery class. The change will create one service that can be run to meet local need and demand with the ability to adapt and change in response to demand while being delivered in a more cost-efficient way.

**St Matthew's Bloxham:**

6. St Matthew's Bloxham Church of England Primary School currently has an age range of 3 – 11, admitting 3-year olds into a Nursery class.
7. The school wishes to change its age range to become a 4 – 11 primary school and replace the current Nursery class with a governor-run Pre-School.
8. The Nursery class currently has an allocation of 40 half day places (20 morning + 20 afternoon places) which must be led by a qualified teacher and additional level 3 qualified early years professional. The cost of staffing is placing increasing financial pressures on the school.
9. The school will replace the current Nursery class with a Pre-School offering 16 places initially. Delivery of early years places in this way is more cost efficient and can be adapted to meet demand (including the potential to take 2-year olds) in the future.
10. Within a 2-mile radius of the school there are 30 other nurseries/pre-schools that offer early education funding (EEF) for 2, 3- & 4-year olds, one of which opened in 2020. Of these local early years and childcare providers (including St Matthew's Bloxham) there are 16 x full day care settings and 15 x term time services.
11. Based on the current number of early years providers within this locality there continues to remain a sufficient number of places to meet need in the area.

### Background information

1. Changes at national level have seen several alterations to the early years' offer in recent years, including
  - the introduction of funded places for disadvantaged 2-year olds
  - the increased universal entitlement for 3-year olds from 12.5 hours per week to 15 hours per week
  - the introduction of 30 hours funded childcare for working parents of 3-year olds.
2. This proposal recognises that many working parents require early years' places to be delivered in a much more flexible manner than the traditional nursery class can provide alongside creating a more financially viable delivery model that can adapt to meet differing demands in an efficient way.
3. Any proposed changes to the age range of a community school must be carried out in accordance with the Statutory Guidance issued by the Department for Education 'Making Prescribed Alterations to Maintained Schools.' The guidance requires the local authority to undertake a statutory consultation for a period of at least 4 weeks, with the proposals published both online and in a local newspaper, as well as to the governing body, the parents of registered pupils at the school, and anyone else considered appropriate.
4. The local authority should make its decision within 2 months of the end of the consultation period.
5. In addition to the consultation process, an Equality Impact Assessment is in place and will be reviewed before any final decision is made to go ahead with a change
6. In order to meet the time scales for this change to be implemented for September 2021, consultation needs to take place during April-May 2021.
7. The results of the consultation will be included in a future Cabinet report for approval, followed by implementation (if agreed) from September 2021.

### Financial implications

None

### Environmental implications

None

<b>Report Author</b>	Rosalind Currie rosalindcurrie@warwickshire.gov.uk,
<b>Assistant Director</b>	ianbudd@warwickshire.gov.uk
<b>Lead Director</b>	Strategic Director for Communities
<b>Lead Member</b>	Portfolio Holder for Education & Learning

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

<b>List of background papers</b>
None

<b>Members and officers consulted and informed</b>
<p>Portfolio Holder – Councillor Colin Hayfield</p> <p>Corporate Board –</p> <p>Legal –</p> <p>Finance –</p> <p>Equality –</p> <p>Democratic Services – Isabelle Moorhouse</p> <p>Councillors – Dahmash, P. Williams, Skinner, C. Davies and Chilvers</p> <p>Local Member(s): Councillor Bhagwant Singh Pandher</p> <p>Councillor Maggie O'Rourke</p>

## Warwickshire County Council Equality Impact Assessment (EIA) Form

The purpose of an EIA is to ensure WCC is as inclusive as possible, both as a service deliverer and as an employer. It also demonstrates our compliance with Public Sector Equality Duty (PSED).

This document is a planning tool, designed to help you improve programmes of work by considering the implications for different groups of people. A guidance document is available [here](#).

Please note that, once approved, this document will be made public, unless you have indicated that it contains sensitive information. Please ensure that the form is clear and easy to understand. If you would like any support or advice on completing this document, please contact the Equality, Diversity and Inclusion (EDI) team on 01926 412370 or [equalities@warwickshire.gov.uk](mailto:equalities@warwickshire.gov.uk)

<b>Service / policy / strategy / practice / plan being assessed</b>	Proposal to change age range at Exhall Cedars Infant School and St Matthew's Bloxam Church of England Primary School
<b>Business Unit / Service Area</b>	Education Services
<b>Is this a new or existing service / policy / strategy / practice / plan?</b> If an existing service / policy / strategy / practice / plan please state date of last assessment	Existing, not previously assessed
<b>EIA Review team – list of members</b>	Rosalind Currie
<b>Do any other Business Units / Service Areas need to be included?</b>	No
<b>Does this EIA contain personal and / or sensitive information?</b>	No
<b>Are any of the outcomes from this assessment likely to result in complaints from existing services users, members of the public and / or employees?</b>	If <b>yes</b> please let your Assistant Director and the Customer Relations Team know as soon as possible

	No
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**1. Please explain the background to your proposed activity and the reasons for it.**

That the Portfolio Holder for Education and Learning agrees to the undertaking of a public consultation on changing the age range at Exhall Cedars Infant School and at St Matthew's Bloxham Church of England Primary School with effect from September 2021.

The age range changes are proposed to enable the schools to provide early years services in a more efficient way. The consultation is required by legislation.

**2. Please outline your proposed activity including a summary of the main actions.**

A public consultation via Ask Warwickshire and in line with statutory guidance.

As part of our consultation we are asking diversity monitoring questions to ensure we've received a range of opinions from a broad cross section of the community. This data can then be collated and compared as a whole. The resulting comparison helps us build an accurate picture of those who have responded and allows any gaps in uptake to be identified and explored.

**3. Who is this going to impact and how? (customers, service users, public and staff)**

It is good practice to seek the views of your stakeholders and for these to influence your proposed activity. Please list anything you have already found out. If you still need to talk to stakeholders, include this as an 'action' at the end of your EIA. **Note that in some cases, there is a duty to consult, see more.**

The consultation will allow stakeholders, defined through statutory guidance, to comment on the proposal.

#### 4. Please analyse the potential impact of your proposed activity against the protected characteristics.

**N.B** Think about what actions you might take to mitigate / remove the negative impacts and maximize on the positive ones. This will form part of your action plan at question 7.

	What information do you have? What information do you still need to get?	Positive impacts	Negative impacts
<b>Age</b>		Opportunity to provide comment via the consultation	
<b>Disability</b> Consider <ul style="list-style-type: none"> <li>Physical disabilities</li> <li>Sensory impairments</li> <li>Neurodiverse conditions (e.g. dyslexia)</li> <li>Mental health conditions (e.g. depression)</li> <li>Medical conditions (e.g. diabetes)</li> </ul>		Opportunity to provide comment via the consultation	
<b>Gender Reassignment</b>		Opportunity to provide comment via the consultation	
<b>Marriage and Civil Partnership</b>		Opportunity to provide comment via the consultation	
<b>Pregnancy and Maternity</b>		Opportunity to provide comment via the consultation	
<b>Race</b>		Opportunity to provide comment via the consultation	

<b>Religion or Belief</b>		Opportunity to provide comment via the consultation	
<b>Sex</b>		Opportunity to provide comment via the consultation	
<b>Sexual Orientation</b>		Opportunity to provide comment via the consultation	

**5. What could the impact of your proposed activity be on other vulnerable groups e.g. deprivation, looked after children, carers?**

None, the consultation is to invite feedback from all stakeholders.

**6. How does / could your proposed activity fulfil the three aims of PSED, giving due regard to:**

- the elimination of discrimination, harassment and victimisation
- creating equality of opportunity between those who share a protected characteristic and those who do not
- fostering good relationships between those who share a protected characteristic and those who do not

Through adhering to statutory processes.

**7. Actions – what do you need to do next?**

Consider:

- Who else do you need to talk to? Do you need to engage or consult?
- How you will ensure your activity is clearly communicated
- Whether you could mitigate any negative impacts for protected groups
- Whether you could do more to fulfil the aims of PSED

- Anything else you can think of!

Action	Timescale	Name of person responsible
Analyse consultation responses by protected group and identify any key actions	At close of consultation period	Rosalind Currie

#### 8. Sign off.

Name of person/s completing EIA	Rosalind Currie
Name and signature of Assistant Director	
Date	3/2/21
Date of next review and name of person/s responsible	n/a