

Portfolio Holder Decisions

Date: Friday, 15 November 2019

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**Proposed Decision to be taken by the Leader of the
Council on or after 15 November 2019**

**Slavery and Human Trafficking Statement – Section 54 of
the Modern Slavery Act 2015**

Recommendation

That the Leader of the Council approves the County Council's Slavery and Human Trafficking Statement for the financial years 2019/20.

1.0 Background

- 1.1 Section 54 of the Modern Slavery Act 2015 requires certain organisations to develop a slavery and human trafficking statement each year.
- 1.2 The statement should set out what steps the organisation has taken to ensure modern slavery is not taking place in their business or supply chain.

2.0 Compliance with Section 54 of the Modern Slavery Act 2015

- 2.1 Warwickshire County Council has an annual turnover of over £36m, therefore we are required to produce a statement to comply with the Act.
- 2.2 The Council's Slavery and Human Trafficking Statement is attached at the appendix. The statement is a public facing statement and once approved, it will be published on the Council's website.

3.0 Financial Implications

- 3.1 There are no specific financial implications arising from the report. The actions and activity outlined within the Modern Slavery Statement can be delivered from within the County Council's existing resources.

Background papers

None

	Name	Contact Information
Report Author	Felicity Davies	felicitydavies@warwickshire.gov.uk Tel: 01926 738505
Head of Service	Sarah Duxbury	sarahduxbury@warwickshire.gov.uk Tel: 01926 412090
Chief Executive	Monica Fogarty	monicafogarty@warwickshire.gov.uk 01926 412187
Portfolio Holder	Councillor Izzi Seccombe	cllrseccombe@warwickshire.gov.uk

This report was circulated to Councillor Adrian Warwick, Chair of the Resources and Fire & Rescue Overview and Scrutiny Committee prior to publication.

APPENDIX

Modern Slavery Act 2015 - Warwickshire County Council's Modern Slavery and Human Trafficking Statement 2019/20

Introduction

Warwickshire County Council is committed to preventing slavery and human trafficking in our corporate activities and in our supply chain management. This statement sets out Warwickshire County Council's actions to understand all potential modern slavery risks related to our services and business and to put in place steps that are aimed at ensuring that there is no slavery or human trafficking in our own services and business and our supply chains. This statement relates to actions and activities during the financial year 1 April 2019 to 31 March 2020.

Organisational Structure

Warwickshire County Council is a local authority which provides a range of statutory and discretionary services delivered both directly by the Council and through external organisations. Our structure can be found on our website by clicking [here](#).

This statement is published in response to the Modern Slavery Act 2015.

Supply Chains

The Council procures goods and services from various suppliers and this is governed by our [Procurement Strategy](#)

Countries of Operation and Supply

Warwickshire County Council only operates within the United Kingdom. Whilst the risk of slavery and human trafficking is considered low due to the nature of the Council's business, the Council remains vigilant to any potential risks, and through our procurement policy, strategy and guidance sets high expectations from its supply chains.

High Risk Activities

The Council considers that, due to the nature of its business and the policies / processes that are in operation, there are no areas of its business that are considered to be at high risk of slavery or human trafficking.

Responsibility

Responsibility for the Council's anti-slavery initiatives is as follows:

Policies: These are developed by officers in the relevant Service area and are agreed in line with the Council's scheme of delegation. Policies are reviewed to ensure that they remain relevant.

Risk assessments: These are undertaken by the relevant service area where there is deemed to be a risk of modern slavery or human trafficking, with support from colleagues in Human Resources and Organisational Development (HR&OD) and Procurement.

Investigations/due diligence: Any concerns regarding modern slavery or human trafficking should be raised with the Council's Head of Service for Law and Governance in the first instance.

Relevant Policies

Warwickshire County Council reviews its policies and procedures on an on-going basis to ensure they remain compliant and fit for purpose. The following policies and procedures are considered to be key in meeting the requirements of the Modern Slavery Act:

Safeguarding policies: In order to safeguard and promote the welfare of children and adults living in Warwickshire the Council's safeguarding strategy is underpinned by a range of policies and guidance. You can find these by clicking [here](#).

Whistleblowing policy: The Council encourages all its employees, consultants contractors, volunteers and workers to report any concerns related to its direct activities, or the supply chains of the Council. This includes any circumstances that may give rise to an enhanced risk of slavery or human trafficking. The Council's [whistleblowing procedure](#) is designed to make it easy for workers to make disclosures, without fear of retaliation.

Employer and Employee Responsibilities Code: The [Council's Code](#) makes clear to our employees the actions and behaviour expected of them when representing the organisation. The organisation strives to maintain the highest standards of employee conduct and ethical behaviour in all its operations and when managing our supply chain.

Recruitment: The Council's recruitment processes are transparent and reviewed regularly. They include robust procedures for vetting new employees, which ensures they are able to confirm their identities and qualifications, and they are paid directly into an appropriate personal bank account. To comply with the Asylum, Immigration and Nationality Act 2006, all prospective employees are asked to supply evidence of their eligibility to work in the UK. References are also requested and followed up.

Agency Workers: The Council uses employment agencies to source additional workforce capacity. Where agency workers are required these are primarily engaged through the Council's managed service provider.

Expectations of suppliers: The Council is committed to ensuring that its suppliers adhere to the highest standards of ethics. Suppliers are required to demonstrate that they provide safe working conditions where necessary, treat workers with respect and

dignity and act ethically and within the law in workforce matters. The Council has a dedicated [procurement website](#) and our supplier guidance contains a 'Supplier Checklist'.

Due Diligence

The Council requires its contractors and suppliers to demonstrate their commitment to supporting human rights within their supply chain relating to, for example, child labour, forced labour, health and safety and working hours. The Council undertakes due diligence when considering taking on new suppliers and regularly reviews its existing suppliers. This is the responsibility of the particular Council contracting managers with the support of the Council's Procurement Team. The Council's due diligence measures in place include:

- the implementation of measures in the evaluation of suppliers to enable the exclusion of suppliers with convictions under the relevant sections of the Modern Slavery Act.
- clarity that if a supplier misrepresents any information, that the supplier may be excluded from the procurement process and from bidding for other contracts in the future. If information comes to light after a contract has been entered into, that supplier may be sued for damages and the contract rescinded.
- a review of contract terms and conditions and appropriate clauses for inclusion to ensure compliance with the Modern Slavery Act. Such terms and conditions are also applicable to sub-contractors in the supply chain.
- embedding a county wide approach to contract management to consider any potential risk of slavery as it relates to each contract, and through active contract management to more effectively ensure that slavery and human trafficking is not taking place in the supply chain.
- the use of new functionality within the e-tendering system to further strengthen the approach to ensuring modern slavery and human trafficking does not exist within the supply chain.

Training

The Council has developed and rolled out an e-learning package to raise awareness of modern slavery and trafficking amongst all employees and workers. This e-learning package is entitled "See Past The Obvious - Vulnerability and Serious Crime", and has been developed in partnership with the Police. It includes a light-touch, awareness raising section on Modern Slavery and Human Trafficking.

Face to face training referencing the Modern Slavery Act was also delivered to social care employees supporting adults in Warwickshire. Awareness has also been raised with social care employees of the legal duty that the Council has under the Modern Slavery Act to notify the Home Office of any individual encountered in England and Wales who the Council believes is a suspected victim of slavery or human trafficking.

Partnerships

The Council works in partnership with a wide range of partners and agencies to prevent abuse and neglect, to detect and report occurrences and to support victims. This includes district and borough councils, Warwickshire Police, Warwickshire Police and Crime Commissioner and the Local Safeguarding Boards. The Warwickshire Safeguarding website and the Council's own website have guidance, procedures and a toolkit relating to the trafficking and exploitation of children and on the duty to report. You can access the Warwickshire Safeguarding website by clicking [here](#).

Approval for this Statement


This statement has been approved by the Leader of the Council, Izzi Secombe. It will continue to be reviewed and provided annually.

Signature:

Date:

Leader of the Council

Decision Record – Slavery and Human Trafficking Statement – Section 54 of the Modern Slavery Act 2015

Cabinet Portfolio Holder taking the decision	Councillor Izzi Seccombe Leader of the Council
Date of Decision (not before 15 November 2019)	18 Nov 2019
	

Decision Taken

That the Leader of the Council approves the County Council's Slavery and Human Trafficking Statement for the financial years 2019/20.

Reasons for Decisions

The County Council is required to refresh its Slavery and Human Trafficking Statement on an annual basis

Background Information

Section 54 of the Modern Slavery Act 2015 requires certain organisations to develop a slavery and human trafficking statement each year. The statement should set out what steps the organisation has taken to ensure modern slavery is not taking place in their business or supply chain. Warwickshire County Council has an annual turnover of over £36m, therefore it is required to produce a statement to comply with the Act.

Financial Implications

None.

Report Author	Felicity Davies
Assistant Director	Sarah Duxbury
Strategic Director	Rob Powell
Portfolio Holder	Councillor Izzi Seccombe

Checklist

Urgent matter?	N
Confidential or Exempt? (State the category of exempt information)	N
Is the decision contrary to the budget and policy framework?	N

List of Reports considered

Link to published proposed decision report:

<https://democratic.warwickshire.gov.uk/cm5/Calendarofmeetings/tabid/73/ctl/ViewMeetingPublic/mid/410/Meeting/4528/Committee/473/Default.aspx>

List of Background Papers

None

Members and officers consulted or informed

Portfolio Holder – Councillor Izzi Seccombe

Corporate Board

Legal – Jane Pollard

Finance – Virginia Rennie

Equality – Keira Rounsley

Democratic Services – Paul Williams

Councillor Adrian Warwick

Proposed Decision to be taken by the Portfolio for Transport and Planning on or after 15 November 2019

The Warwickshire County Council (District Of Stratford On Avon) (Civil Enforcement Area) (Waiting Restrictions, On Street Parking Places and Residents' Parking) (Consolidation) (Variation No. 5) Order 2019

Recommendation

That the Portfolio Holder for Transport and Planning approves that the Warwickshire County Council (District of Stratford On Avon) (Civil Enforcement Area) (Waiting Restrictions, On Street Parking Places and Residents' Parking) (Consolidation) (Variation No. 5) Order 2019 be made as advertised, with the exception of the proposals relating to High Street, Alcester to be withdrawn pending re-advertising as part of a future variation to Stratford District waiting restrictions.

1. Introduction

- 1.1. Throughout the year a number of requests for changes to parking restrictions have been received. This culminated in a list of schemes comprised of the requests that met with Warwickshire County Council's parking policies within Stratford on Avon District. Details relating to the proposed variations were published in the Stratford Observer Newspaper on 22nd August 2019 and the consultation was carried out in accordance with statutory procedure.
- 1.2. During the consultation process objections were received to various proposals within the variation. This report has been written to allow the Portfolio Holder to make an informed decision about whether to uphold the objections or to approve the variation.
- 1.3. The proposals that received no objections are detailed below and it is recommended that these are implemented as advertised.

Brownlow Drive, Stratford-upon-Avon – No Waiting at any Time

A total of 5 letters of support were received

Sanctus Road, Stratford-upon-Avon – Limited Waiting with permit exemptions

A total of one letter of support was received.

St Johns Close – No Waiting at any Time

No correspondence was received.

Welcombe Road – No Waiting Mon-Fri 8.00am-9.30am 2.30pm-4.00pm Except buses

No correspondence was received.

Avenue Road – No Waiting at any Time
No correspondence was received.

Shakespeare Street – Pay and Display-except permit holders only
No correspondence was received.

1.4. The statutory criteria for decisions on making Traffic Regulation Orders are included as **Appendix A**.

1.5. Drawings showing published restrictions are found in **Appendix B**.

1.6. Copies of objections received can be found in **Appendix C**.

2. Market Way, Henley-in-Arden – No Waiting at any Time

2.1. Market Way is a relatively new residential street adjacent to the Warwick Road in Henley in Arden. Warwickshire County Council was asked by residents to help prevent dangerous parking near to the junction with Market Way and Warwick Road.

The restrictions that were proposed can be found in Appendix B as plan No. TR/10876-13

2.2. The following tables detail the objections and comments received together with the officers' comments and recommendation.

Emails/letters	
Total objections	1
Total comments	1

Ref	Objections and comments received	Total number of responses containing the comment
A	Will eliminate the 3 parking spaces that are currently available.	1
B	Will push even more vehicles to park further up the road	1
C	Support the proposals	1
D	Request for residents parking only signs	1

Ref	Officer Comments
A/B	These restrictions were proposed to prevent dangerous parking near to a junction. This type of parking is already prohibited as it can be considered an obstruction, the proposals seek to reinforce this and to highlight where is safe to park.
C	No comment necessary
D	'Residents only' parking is not general County Council Policy. It is over-restrictive because it can remove valuable on-street parking spaces which would otherwise be available to drivers needing short-term parking. In many residential areas pressure on parking spaces is greatest during the evenings, overnight and at weekends. 'Residents only' restrictions would not help in these circumstances because the vehicles parked are likely to belong to residents.

Recommendations
It is recommended to implement the proposals as advertised

Members Comments

3. Prince Harry Road, Henley-in-Arden, No Waiting at any Time

3.1. Prince Harry Road is a residential road just outside of the main town centre. A request was received to extend the existing double yellow lines further into the road to restrict parking close to the junction or round the bend.

The restrictions that were proposed can be found in Appendix B as plan No. TR/10876-14

3.2. The following tables detail the objections and comments received together with the officers' comments and recommendation.

Emails/letters	
Total objections	2
Total comments	3

Ref	Objections and comments received	Total number of responses containing the comment
A	Any concerns regarding safe passage of traffic are largely valid mostly within working hours and a 'No Waiting at any Time' restriction is unnecessarily severe.	2
B	Parking restrictions in Henley are so poorly enforced, changes on this road wouldn't fare any better	2

C	Propose the restriction should be No Waiting 0900-1700 Mon-Fri	1
D	Accept the proposals	1

Ref	Officer Comments
A/C	The proposals were for No Waiting at any Time as the requirement for safe passage of traffic is not restricted to certain times of the day, however it is acknowledged that at certain times the traffic volume is higher and the perception of restrictions being unnecessary is a justified one.
B	All parking restrictions are enforced in Warwickshire, the levels of enforcement are targeted to be proportionate to the location and resources available, measured against the compliance observed of the parking restrictions.
D	No comment necessary

Recommendations
It is recommended to implement the proposals as advertised

Members Comments

4. Main Street, Tiddington, No Waiting at any Time

4.1. On Main Street, Tiddington is a retirement property called Margaret Court. It was requested by the local member on behalf of Margaret Court to prevent dangerous parking near to the entrance of the property.

The restrictions that were proposed can be found in Appendix B as plan No. TR/10876-10

4.2. A petition was received containing 26 signatures in support of the proposals.

4.3. The following tables detail the objections and comments received together with the officers' comments and recommendation.

Emails/letters	
Total objections	2
Total comments	1

Ref	Objections and comments received	Total number of responses containing the comment
A	Strongly support the proposals	1
B	Strongly Object to the proposals	2

C	Parking is already a problem, introducing these proposals will only make it worse	2
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Ref	Officer Comments
A/B	No comment necessary
C	These restrictions were proposed to prevent dangerous parking near to a junction. This type of parking is already prohibited as it can be considered an obstruction, the proposals seek to reinforce this and to highlight where is safe to park.

Recommendations
It is recommended that the proposals are implemented as advertised.

Members Comments

5. New Street, Tiddington, No Waiting at any Time

5.1. At the south end of New Street, a new residential estate is being constructed. A number of residents approached the County Council with concerns over the volume of traffic that would be using this road. What was proposed was to restrict parking along the road to allow traffic to use the road more freely.

The restrictions that were proposed can be found in Appendix B as plan No. TR/10876-11

5.2. The following tables detail the objections and comments received together with the officers' comments and recommendation.

Emails/letters	
Total objections	2
Total comments	4

Ref	Objections and comments received	Total number of responses containing the comment
A	Welcome the changes	1
B	No Waiting should be all the way along one side	1
C	Continuing with parking one side then the other is dangerous when dealing with two-way traffic	1
D	Make New Street one way	2
E	Not enough space as it is, by introducing No Waiting zones will force residents to access scarce free parking	6

F	Strongly oppose	3
G	Request a single yellow line	1

Ref	Officer Comments
A/F	No comment necessary
B/C	To prevent parking on one side of the road only is likely to increase the speeds of traffic travelling along New Street increasing the risk of an accident occurring. By switching the parking from one side to the other creates a 'chicane' feature that serves to reduce vehicle speeds by forcing cars to manoeuvre round the cars
D	A traffic survey was carried out and it was decided that New Street would not be the favourable through route for residents from the new development. Therefore, this would not justify the inconvenience caused to residents.
E	These restrictions were proposed to highlight where could considered safe and where could be considered unsafe to park. It is acknowledged that parking could be shifted to the surrounding streets, however the responsibility lies with the driver to find a safe and reasonable place to park.
G	The proposals were for No Waiting at any Time as the requirement for safe passage of traffic is not restricted to certain times of the day, however it is acknowledged that at certain times the traffic volume is higher and the perception of restrictions being unnecessary is a justified one.

Recommendations
It is recommended that the proposals are implemented as advertised.

Members Comments

6. Sandfield Road, Stratford-upon-Avon – No Waiting at any Time

6.1. Sandfield Road is a residential road which has a mixture of houses and apartments along its length. We have received a number of requests to prevent vehicles parking along Sandfield Road, preventing vehicles from accessing the parking areas for the apartments.

The restrictions that were proposed can be found in Appendix B as plan No. TR/10876-055.2.

6.2. The following tables detail the objections and comments received together with the officers' comments and recommendation.

Emails/letters	
Total objections	1
Total comments	2

Ref	Objections and comments received	Total number of responses containing the comment
A	Introduction of parking permits for Sandfield Road on safety grounds should go ahead	1
B	Support the changes	2
C	Object to the proposals	1
D	By putting double yellow lines outside of the houses disadvantages those houses by not allowing visitors	1
E	Agree to putting double yellow lines opposite the houses	1

Ref	Officer Comments
A	The proposals were for No Waiting at any Time restrictions. Permits were not proposed for Sandfield Road.
B/C/E	No comment necessary
D	The double yellow lines outside of the houses on Sandfield Road were proposed to prevent the cars that are currently parking opposite from parking directly outside of the houses potentially blocking the driveways.

Recommendations

It is recommended that the proposals are implemented as advertised.

Members Comments

7. Sheep Street, Shipston-on-Stour – No Waiting at any Time

7.1. Sheep Street is a narrow street in Shipston on Stour that has a mix of residential and business addresses along its length. It was requested by a resident to remove a short section of parking opposite the entrance of Sheepfold Mews to aid vehicles exiting the courtyard area.

The restrictions that were proposed can be found in Appendix B as plan No. TR/10876-01

7.2. The following tables detail the objections and comments received together with the officers' comments and recommendation.

Emails/letters	
Total objections	1
Total comments	0

Ref	Objections and comments received	Total number of responses containing the comment
A	Loses one parking space on Sheep Street	1
B	Access to Sheep Fold Mews is perfectly possible	1

Ref	Officer Comments
A	It is acknowledged that these proposals would remove space for one car to park, however Sheep Street has capacity for in excess of 40 cars.
B	Whilst access to Sheep Fold Mews may be possible under certain circumstances, anecdotal evidence from a resident and computer simulated tracking of this manoeuvre has shown it to be difficult when cars are parked opposite the junction.

Recommendations

It is recommended that the proposals are implemented as advertised.

Members Comments

8. High Street, Alcester – Disabled Badge Holders Only

8.1. It was suggested by the local member to introduce more disabled bays along High Street, Alcester.

The restrictions that were proposed can be found in Appendix B as plan No. TR/10876-12

8.2. The following tables detail the officers' comments and recommendation for this proposal.

Officer Comments

During the consultation, Alcester Town Council raised concerns over the accessibility of the plans. Additionally, they raised concerns over the length of time that residents and businesses had to respond. Whilst the letters were sent out before the consultation began, they did not arrive until a week after the consultation started. We agreed with the Town council that the proposals will be reconsulted upon to ensure that all affected residents and businesses are properly informed.

Recommendations

It is recommended to remove these proposals from the variation with a view to reconsult in the next variation to parking controls in Stratford District.

Members Comments

9. Financial Implications

9.1. All work will be carried out within the existing 2019/20 budget allocations.

10. Timescales associated with the decision and next steps

11.1. All work will be carried out within the existing 2019/20 budget allocations.

11. Background Papers

12.1. Letters and email objections along with large scale plans that can be produced if required.

	Name	Contact details
Report author	Ben Davenport	bendavenport@warwickshire.gov.uk
Assistant Director	Dave Ayton-Hill	daveayton-hill@warwickshire.gov.uk
Strategic director	Mark Ryder	markryder@warwickshire.gov.uk
Portfolio holder	Jeff Clarke	cllrclarke@warwickshire.gov.uk

This report was circulated to the following elected members prior to publication:

Local members: Councillors Fradgley, Rolfe, Cargill, Horner, Barker and Skinner

Other members: Councillors Clarke, Cockburn, Shilton, Holland, Kondakor, Roodhouse and Chilvers

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

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

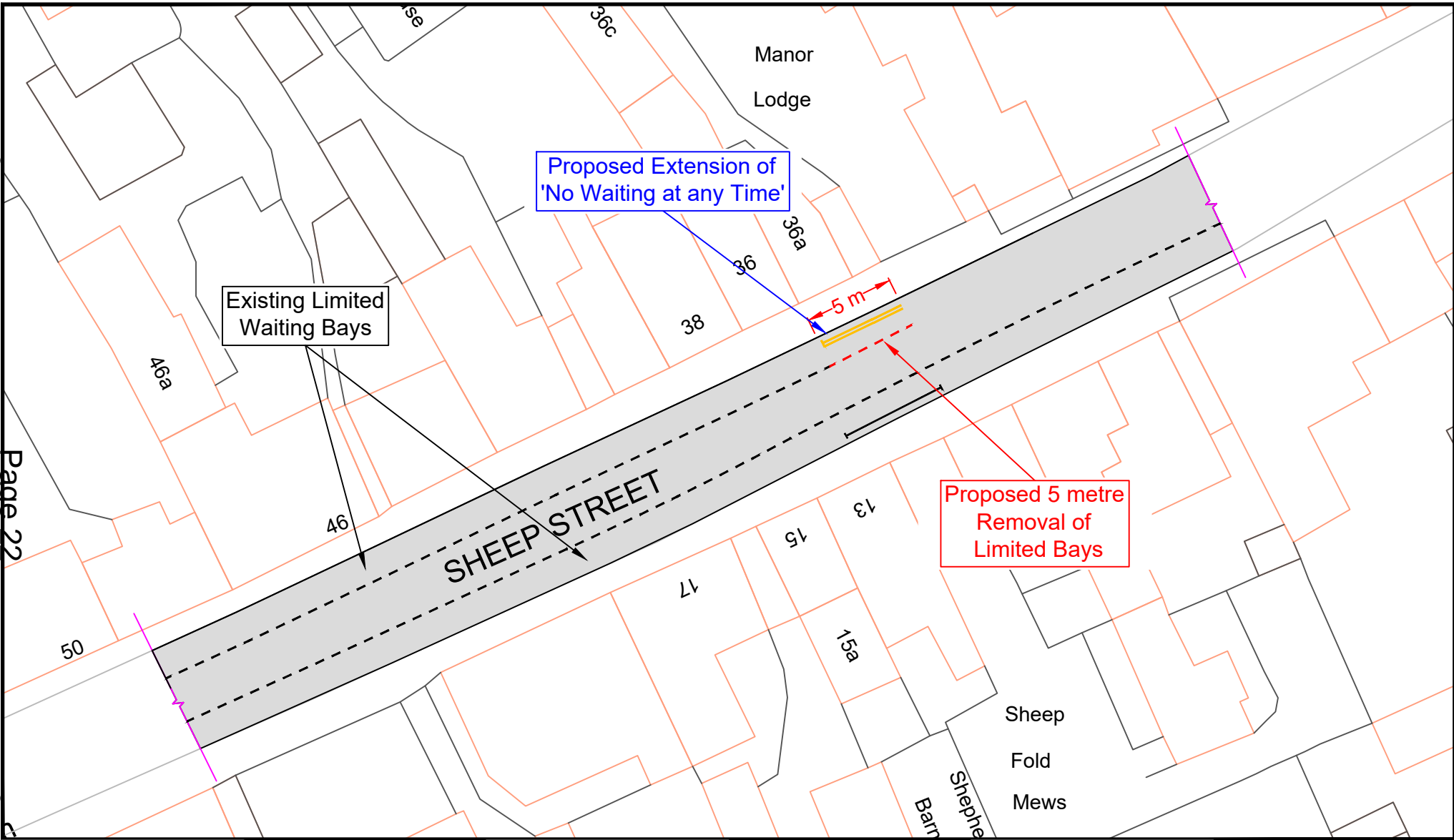
1. The Road Traffic Regulation Act 1984 enables the Council to implement Traffic Regulation Orders (TROs) for one or more of the following purposes:-
 - (i) avoiding danger to persons or traffic;
 - (ii) preventing damage to the road or to buildings nearby;
 - (iii) facilitating the passage of traffic;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

traffic (including pedestrians), and the provision of suitable and adequate parking facilities on and off the highway.

6. The matters to which the Council must have regard are:-
 - (i) The desirability of securing and maintaining reasonable access to premises;
 - (ii) The effect on the amenities of any locality affected, and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run;
 - (iii) The national air quality strategy prepared under Section 80 of the Environmental Protection Act 1995;
 - (iv) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles;
 - (v) Any other matters appearing to the Council to be relevant

7. Therefore, whilst the overall objective of the Council must be to secure the expeditious, convenient and safe movement of vehicular traffic, this will sometimes need to give way to the objectives in Section 122(2), and a balance has to be achieved between the overall objective and the matters set out in Section 122(2).

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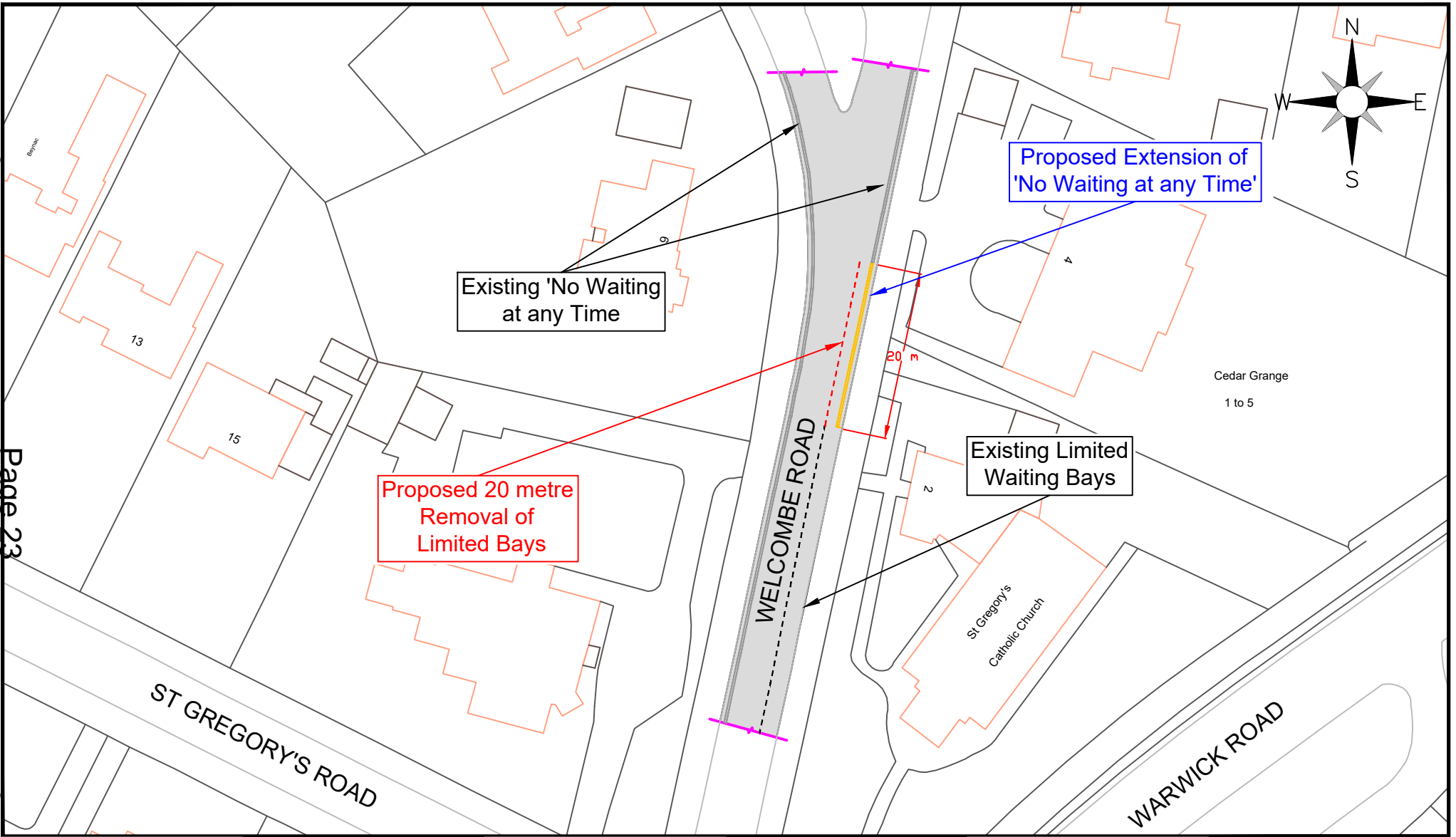


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Committee name - Portfolio Holder for Transport and Planning
Stratford CPE Variation 5

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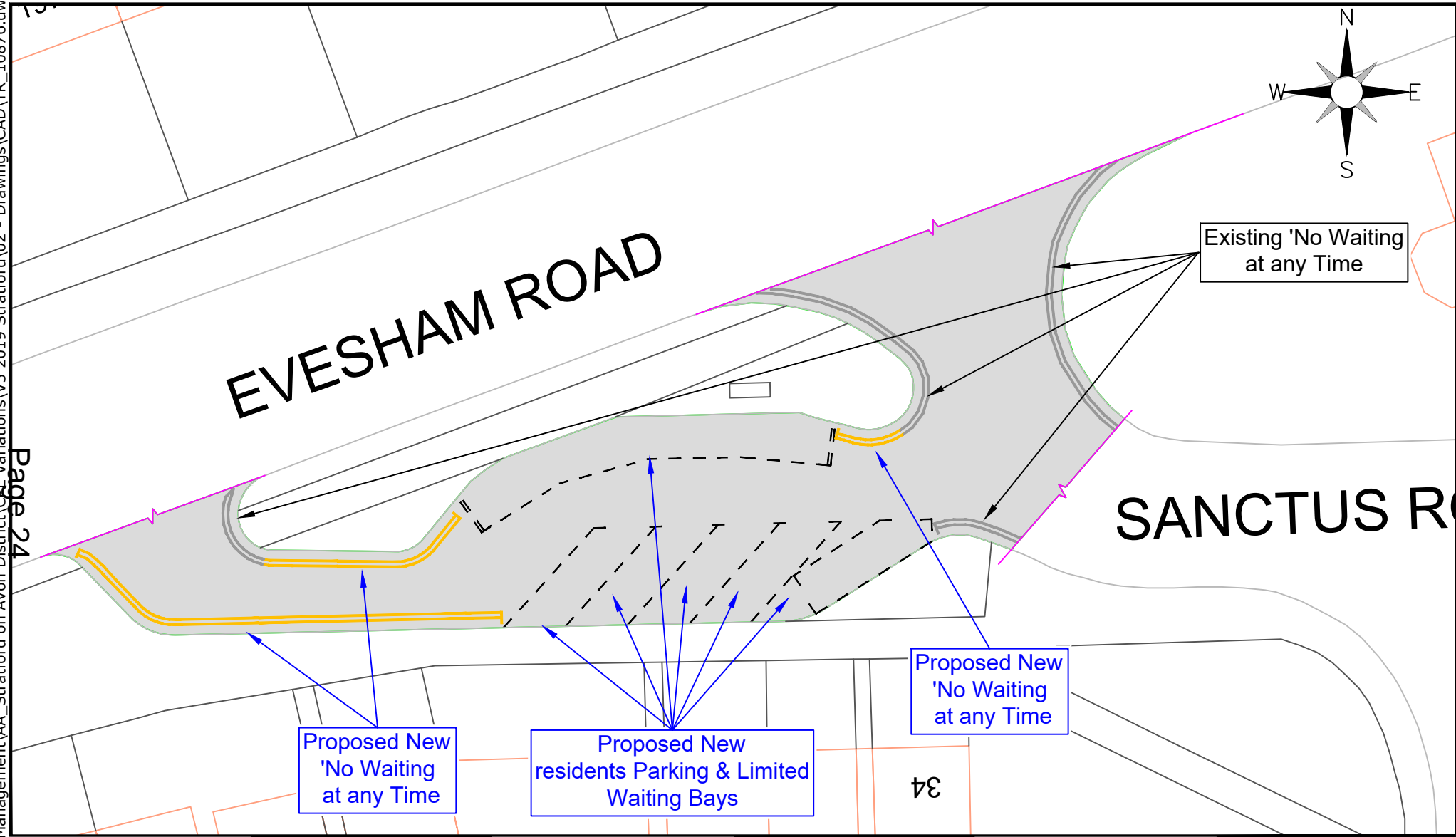


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Proposed New
'No Waiting
at any Time

Proposed New
residents Parking & Limited
Waiting Bays

Proposed New
'No Waiting
at any Time

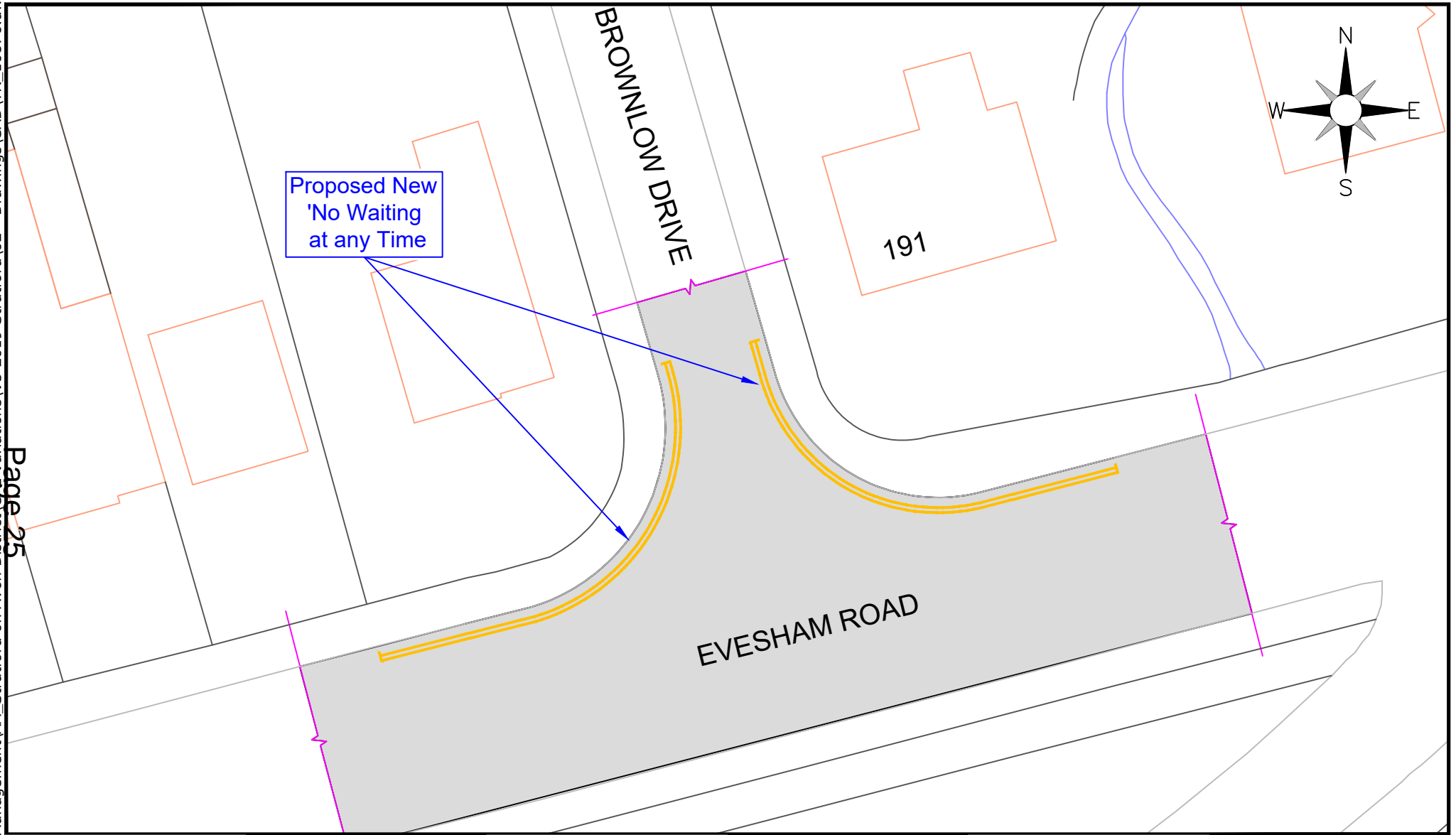
Existing 'No Waiting
at any Time

Plan number :	TR/10876-03	Drawn by:	BD	Checked by:	JR
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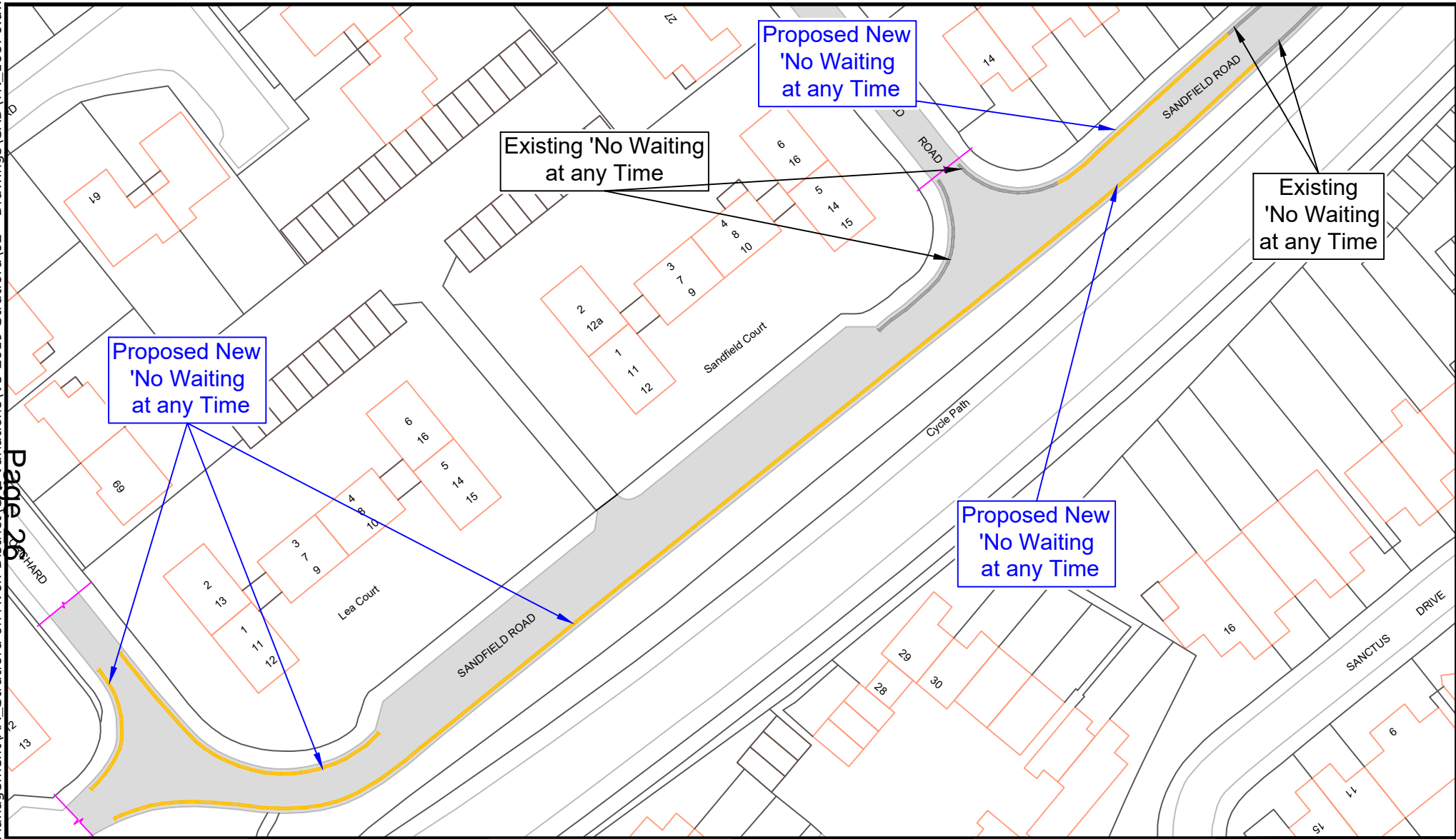
Plan number :	TR/10876-04	Drawn by:	BD	Checked by:	JR
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Committee name - Portfolio Holder for Transport and Planning
Stratford CPE Variation 5

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Traffic & Road Safety



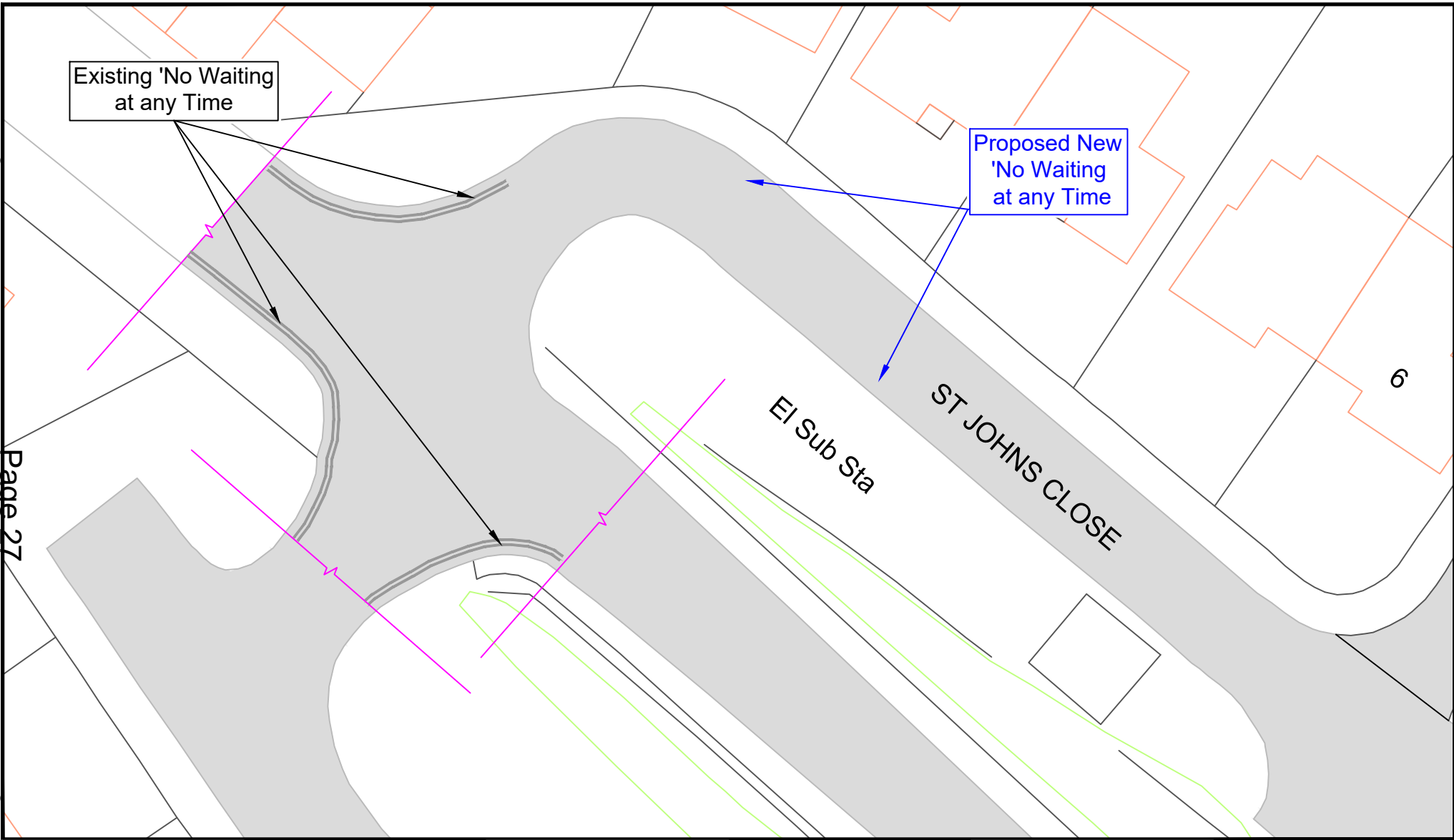
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Stratford CPE Variation 5

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Page 27

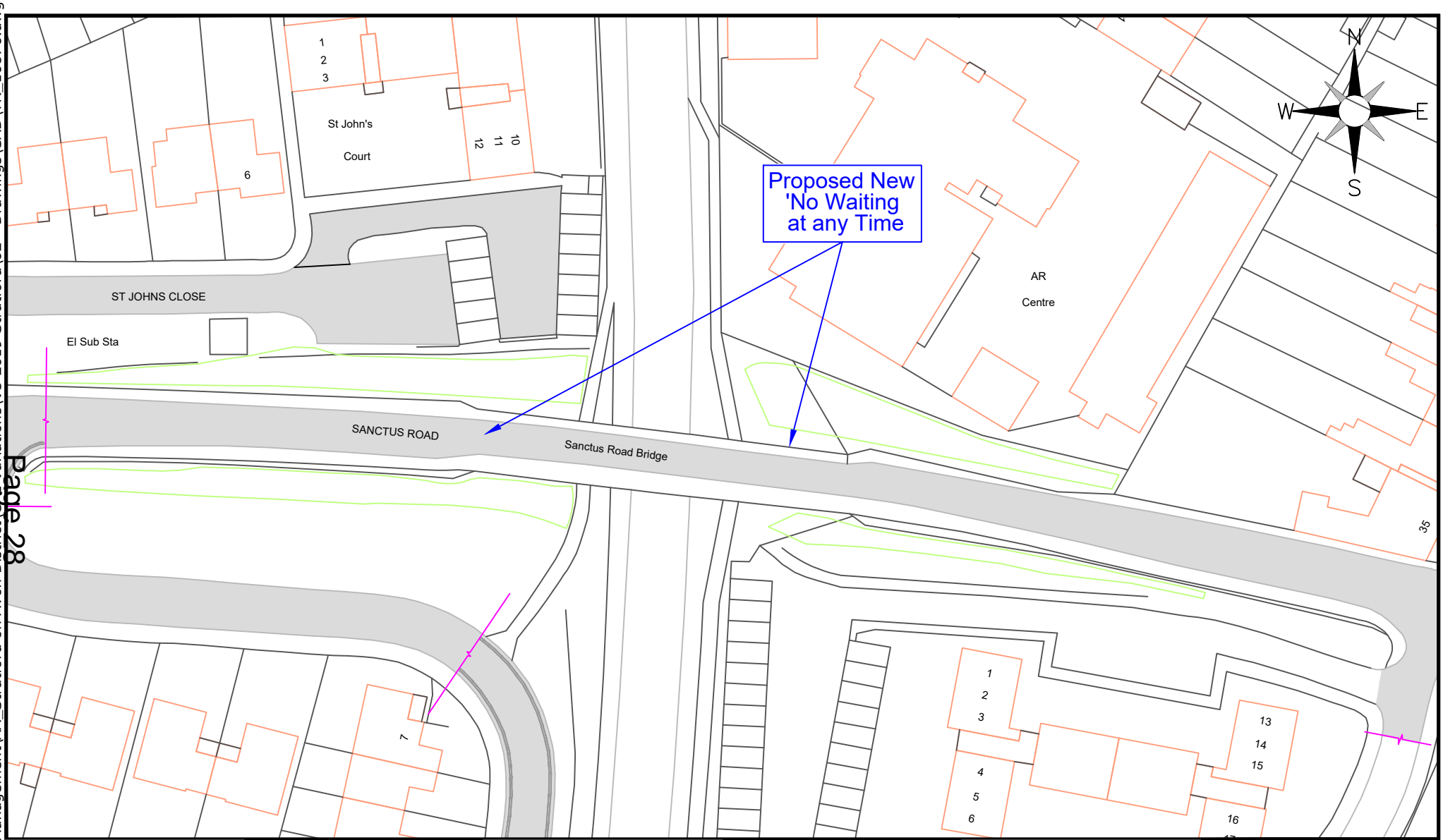


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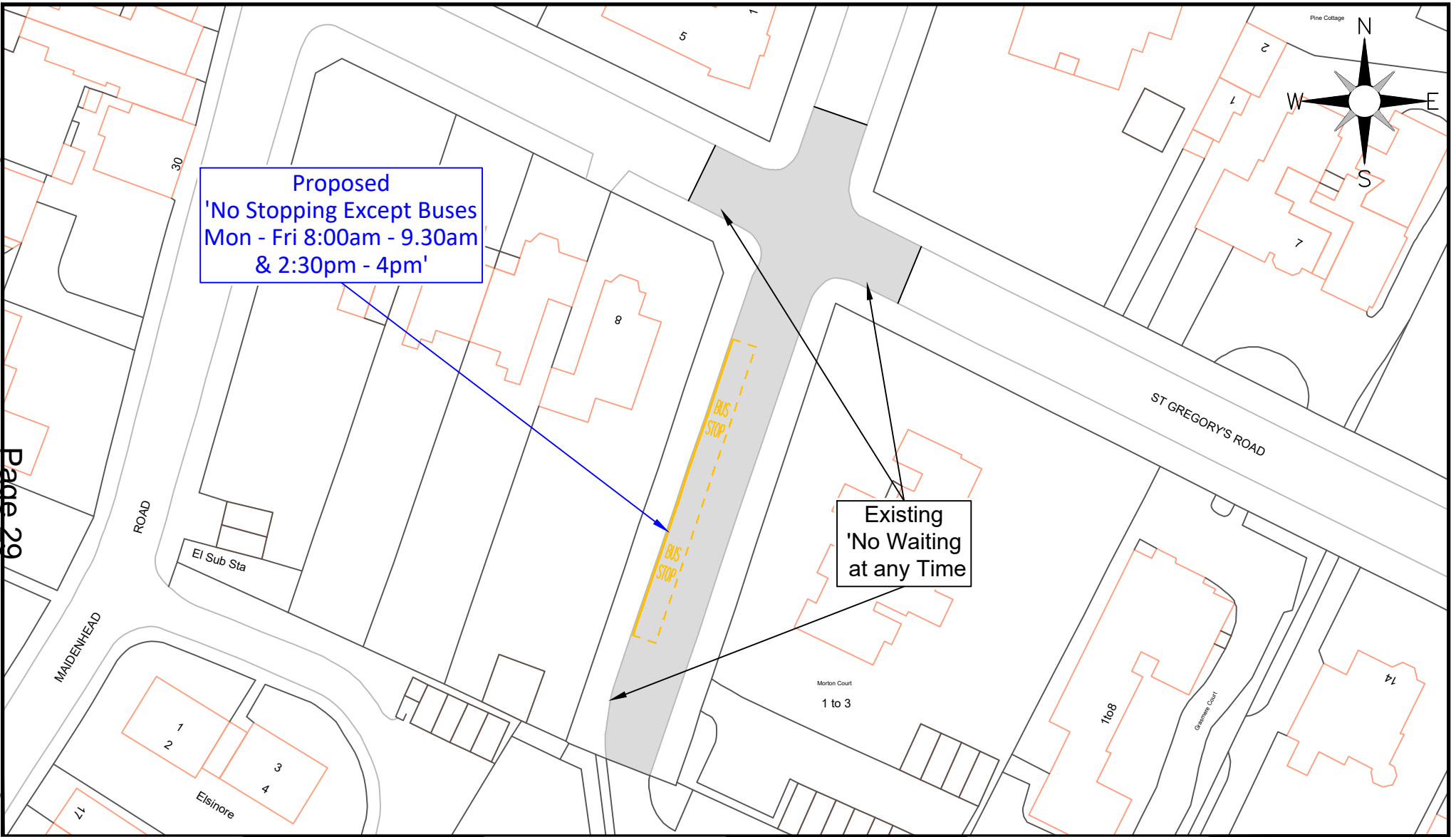
Page 28

Plan number :	TR/10876-07	Drawn by:	BD	Checked by:	JR
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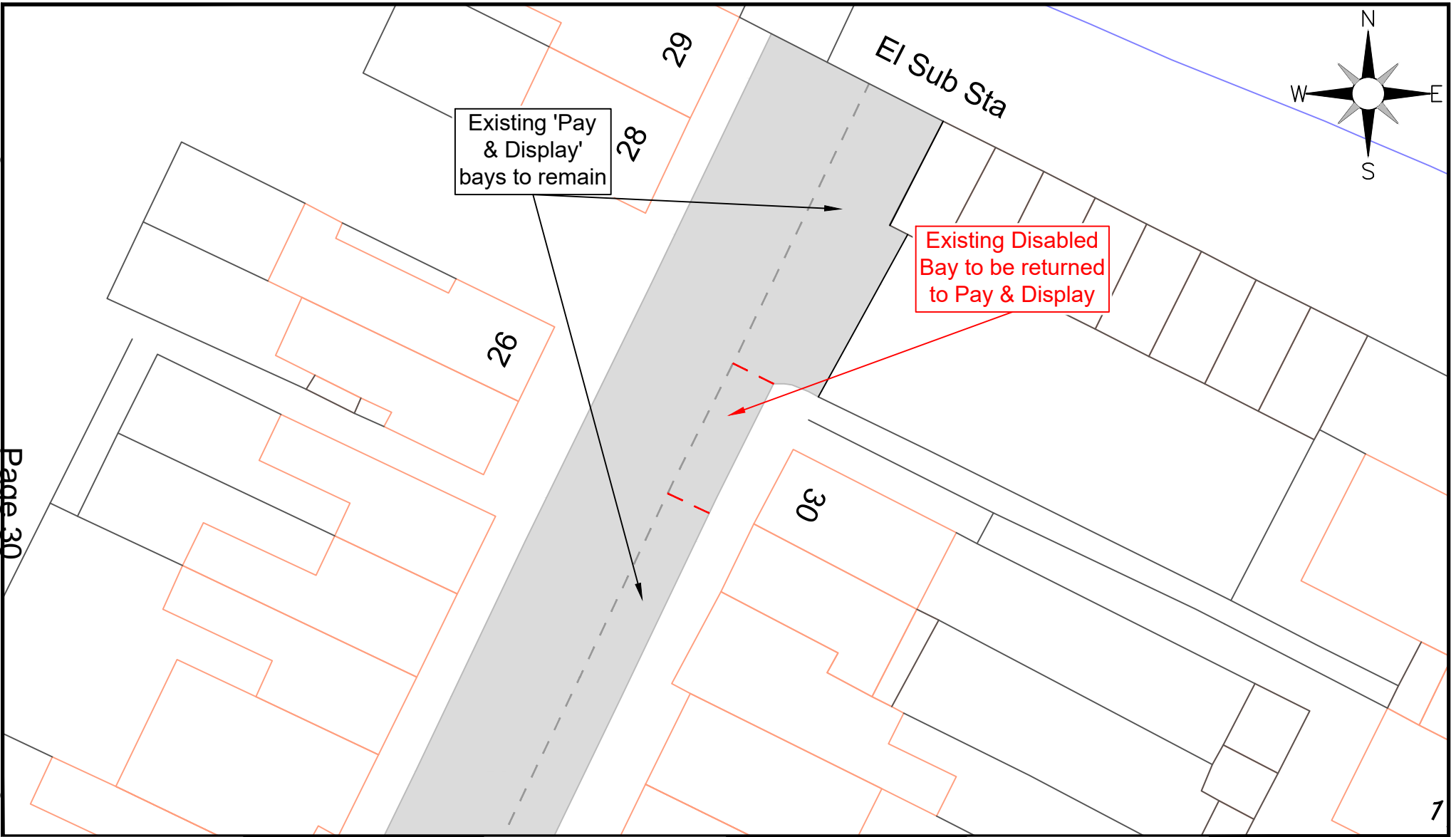


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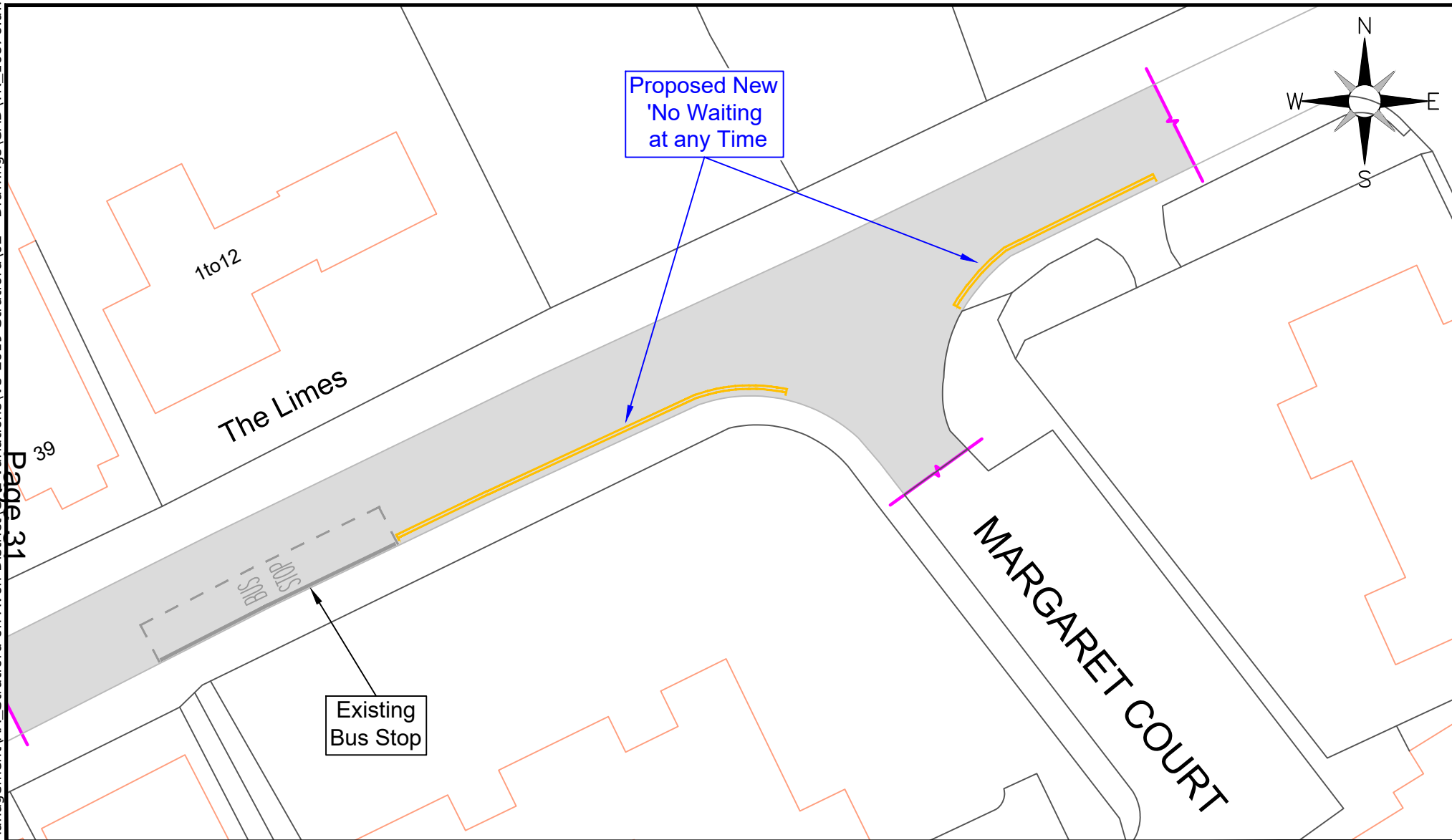


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Plan number :

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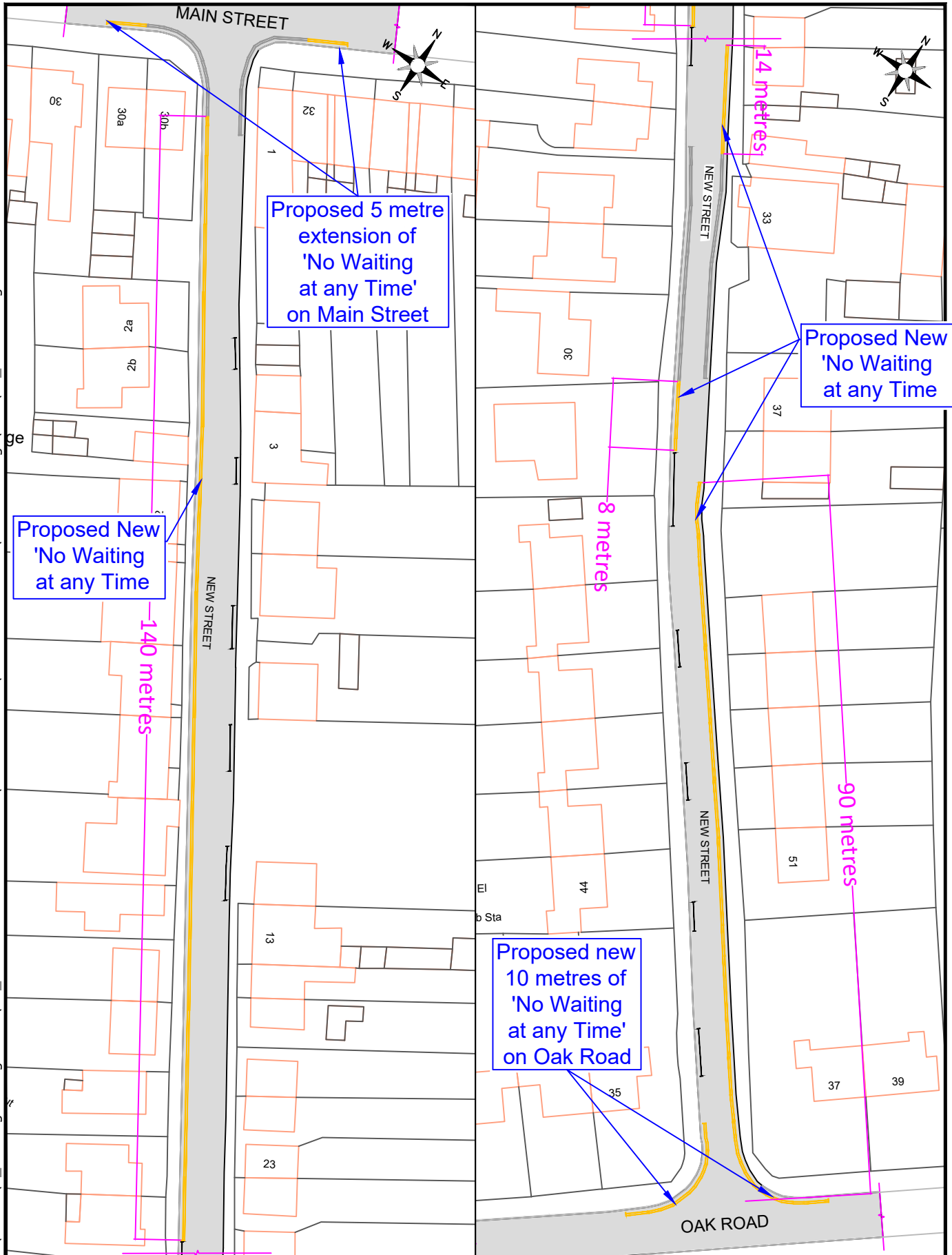
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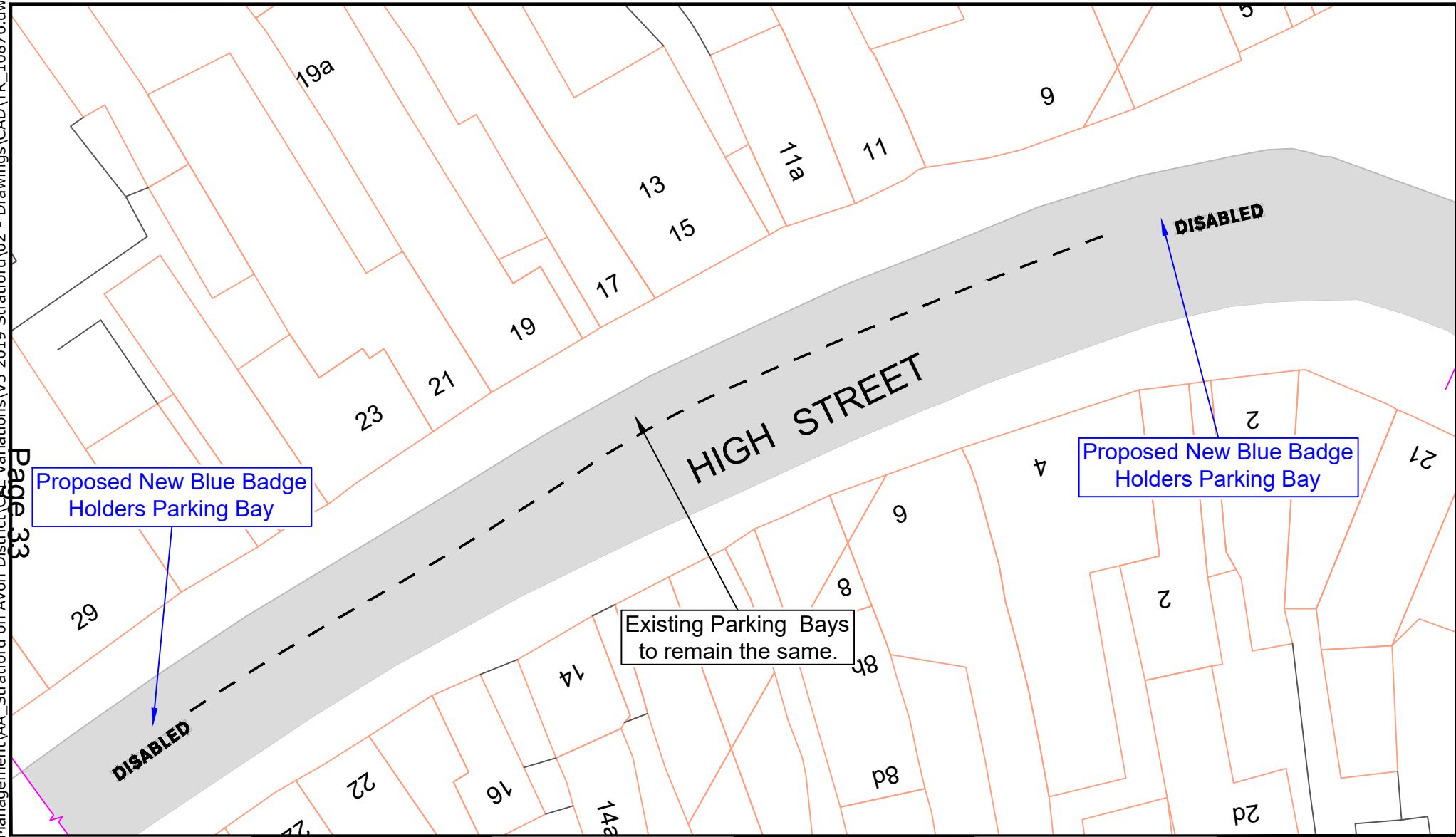
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Page 33



Proposed New Blue Badge Holders Parking Bay

Proposed New Blue Badge Holders Parking Bay

Existing Parking Bays to remain the same.

DISABLED

DISABLED

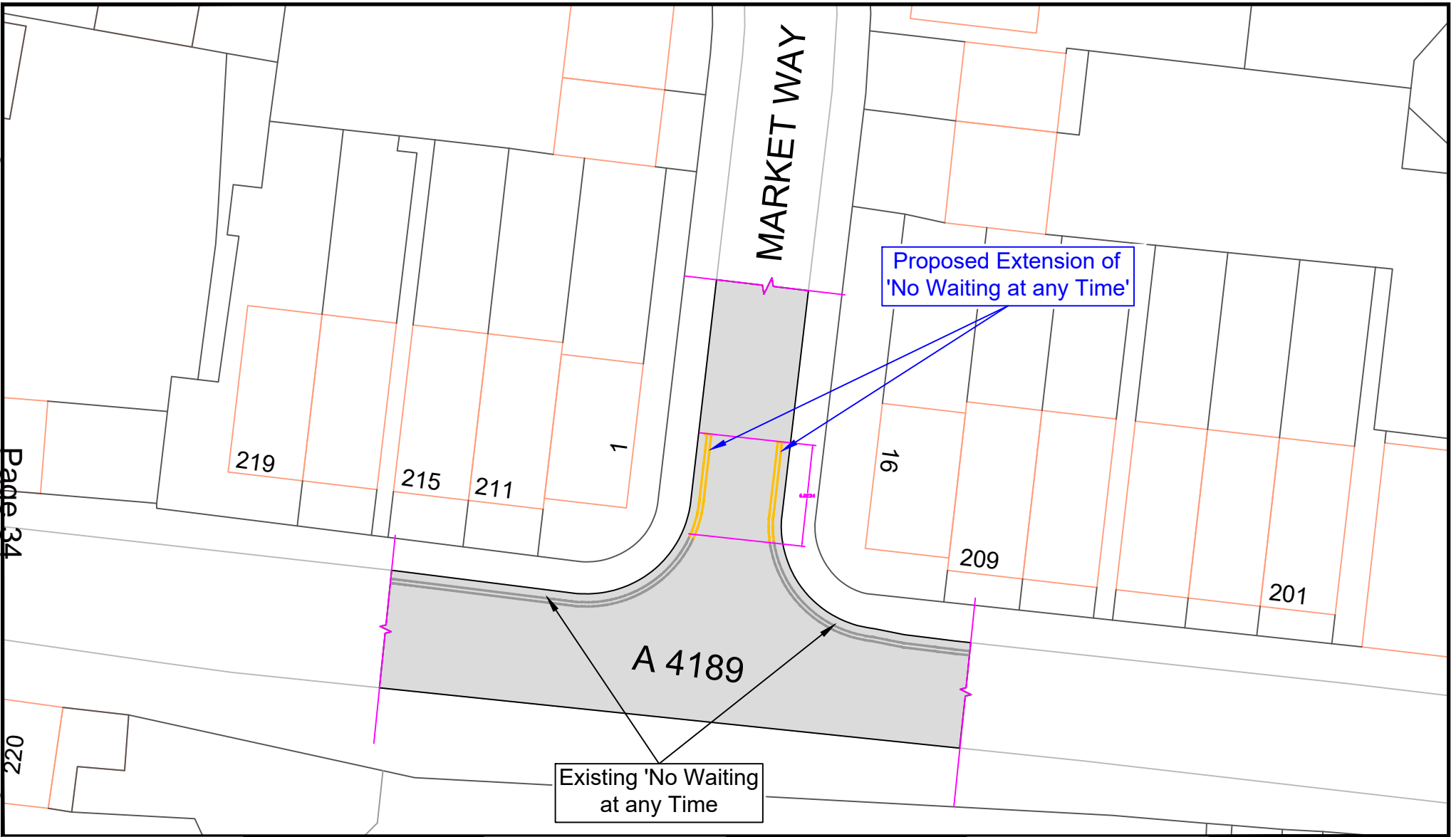
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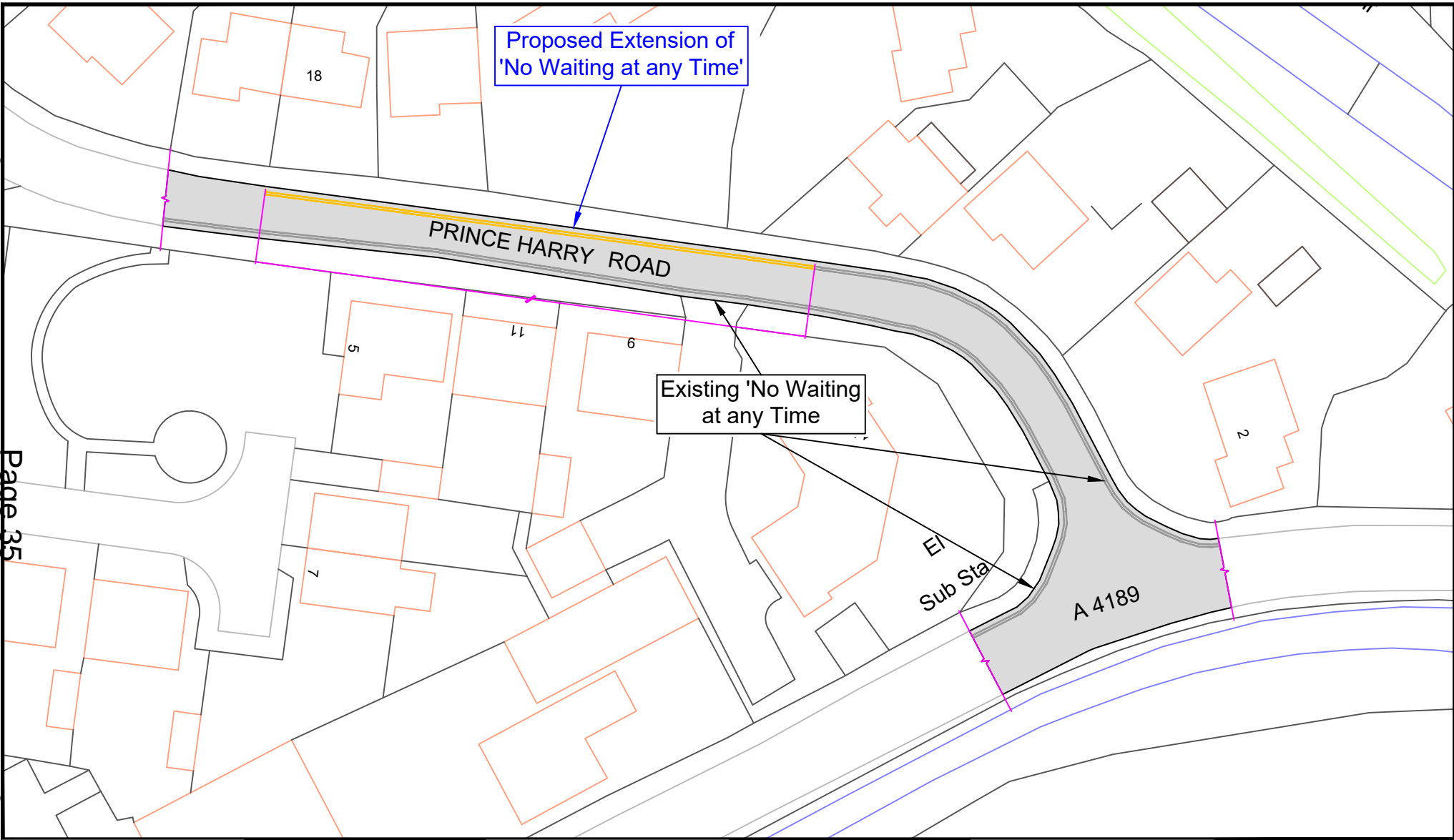
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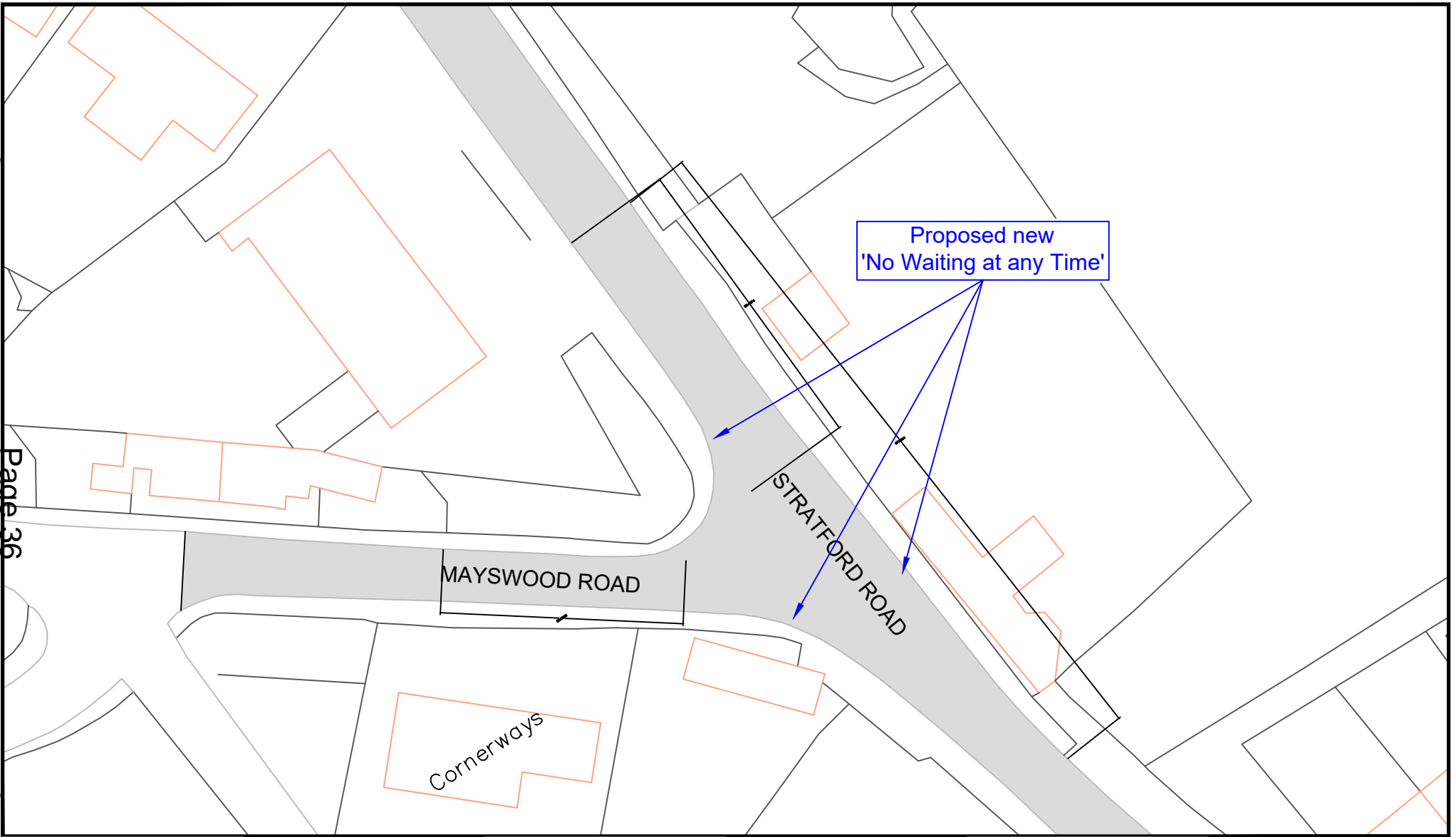
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Traffic & Road Safety



Proposed new
'No Waiting at any Time'

MAYSWOOD ROAD

STRATFORD ROAD

Cornerways

Plan number :	TR/10876-15	Drawn by:	BD	Checked by:	JR
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Traffic & Road Safety



PMC WCC <pmc@warwickshire.gov.uk>

Parking restrictions at the junction of the A3400 and Mayswood

1 message

4 September 2019 at 12:49

To: pmc@warwickshire.gov.uk, [redacted]

Ben,

I am responding to your letter dated Thursday 22nd of August requesting comments, support or objections to the proposed parking restrictions at the junction of the A3400 and Mayswood road in Wootton Wawen. I reside in [redacted] Mayswood road, [redacted]

I fully support the implementation of parking restrictions as proposed with some additional comments.

Firstly, The continued parking of customers from 'Camper King' result in near head on collisions almost daily on this junction, when cars overtaking parked cars nearly collide with cars entering Mayswood road from the A3400.

(please see the following video I filmed in response to your request for comments that clearly shows the exact problem that the proposed restrictions would help to alleviate that this image was taken from: [redacted])

The wall outside my property has been repeatedly demolished by cars swerving to avoid such collisions, much to my annoyance and considerable repeated expense:

Additional comments:

The pavement directly outside 'Camper King' is used as customer parking. Cars park entirely on the pavement and completely obscure the visibility of the A3400 for vehicles leaving Mayswood road. This issue also occurs repeatedly. Placing parking restrictions on the road itself won't prevent parking entirely on the pavement

The issue mentioned above regarding near head on collisions is dramatically compounded by the entry speed of cars from the A3400 and Mayswood road.

Mayswood road is a commuter rat trap for people commuting from Stratford to Redditch. Whilst adding parking restrictions is a good first step, the council should definitely consider introducing a measure of traffic calming on this junction, either by making the angle of the corner more pronounced, a speed hump, a chicane or similar measures, as the speed with which cars enter Mayswood road when turning left from the A3400 is such that I have been hit whilst trying to exit my property as there is insufficient stopping distance for the speeds travelled.

This has been raised previously with Wootton Wawen Parish council and prompted a site visit of a councilor, who agreed that the junction was dangerously fast, but this 'is a county council issue, not a Parish Council one', and that Warwickshire County Council had (and I quote) "no budget or appetite" for traffic issues no action was taken

I believe that this position has now potentially changed in recent months, so I raise it again for consideration.

Regards





PMC WCC <pmc@warwickshire.gov.uk>

Permitted Parking Area - (Variation 5) order 2019

1 message

9 September 2019 at 09:31

[REDACTED]

To: pmc@warwickshire.gov.uk

Dear Ben Davenport

I live at [REDACTED] and I would like to register my support for the introduction of resident permit parking in the service road outside of my property.

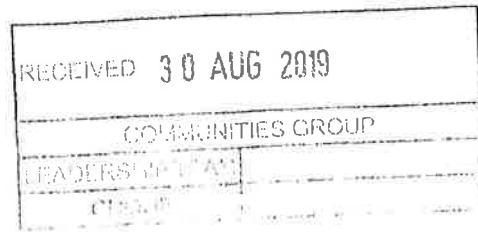
Currently there are issues with the parking in this area as I have a drive and a drop down curb, which sometimes people park across. So I was very please to see the new yellow lines as outlined on the plan as they will come across my drop down curb and act as a deterrent for this happening. The yellow lines opposite my drive in combination with the new creation of parking bays will also prevent people from 'boxing me in' in terms of gaining access to the service road. I am please to see there are only 3 parking bays allowed on the Evesham Road side as if people park too far down opposite my drive it is difficult for me to reverse out safely. Access is also and issue if people park too close to my drive which creates too narrow a gap for me to exit the service road to the right of my property and I therefore, also welcome the creation of only 5 spaces near to the houses.

As we are close to town, parking has also been an issue for some time, as non-residents are using it as a free car park in the daytime while they do their days work meaning there are no spaces for the residents, some of which may be elderly, disabled or have children.

I very much hope this scheme goes ahead for the reasons outlined above as it would be a great improvement to my current situation around parking issues.

Yours sincerely

[REDACTED]



[REDACTED]
 Stratford-upon-Avon
 Warwickshire
 [REDACTED]

27th August 2019

For the Attention of Ben Davenport.

Ref. PARKING RESTRICTIONS.

I live at [REDACTED] Evesham Road [REDACTED] the Mini Supermarket that was granted permission to build/extend, the shop which is far too big for a residential area because they do not have enough parking spaces to allocate for the massive amount of traffic, large delivery trucks it creates.

Having looked at your proposed parking plan, why do you not take the double yellow lines to the end of [REDACTED] because all that you are doing is making it worse for me as half the time I cannot get off my driveway because nobody takes any notice of the white H lines and when I come to get onto my driveway if its not blocked I have to drive on up in between cars, vans or lorries like a funnell, thus when I want to get off my driveway I have to reverse onto the main road (which is wrong) with restricted vision which is dangerous.

I would appreciate it if you would extend the yellow lines across my driveway up to the shop. I'm fed up with confrontations and threats just because I want to get on and off my driveway so hopefully

Cont.

- 2 -

you will see reason?

The traffic would be pushed more onto my driveway, for the sake of an extra 8 to 10 yards, and asking people to park in such a small space. I look forward to your comments.

Yours sincerely,

A large rectangular area of the document is completely blacked out, redacting the signature and any text that might have been present below the closing.

Attached: Please refer to diagram on plans.

Original copy of plan not included due to personally identifiable information

A signature is present but has been redacted with a diagonal line through it.



PMC WCC <pmc@warwickshire.gov.uk>

Parking restrictions Brownlow Drive CV37 9QS

1 message

[Redacted]

22 August 2019 at 17:02

To: pmc@warwickshire.gov.uk

Dear Ben or whoever it may concern

Thank you for alerting me about proposed traffic restrictions on my road. I live at [Redacted] and agree with the proposals.

However I do have another issue on this road which has been created by one of my neighbours living at [Redacted] Brownlow Drive. Because he does not like the parking on our road he has decided to place two large plant holders on the road. This is causing difficulty because it means that if anyone has any family or other visiting them - his pots are in the way.

I have moved them once onto the pavement but they were swiftly moved back. Since these pots are on the other side of the road from his house I do not believe he has the authority to place them here.

Can you please advise what further action could be taken to prevent this man behaving so stupidly!!

Many thanks

[Redacted]



PMC WCC <pmc@warwickshire.gov.uk>

Brownlow Drive Stratford upon Avon

1 message

22 August 2019 at 20:26

To: "pmc@warwickshire.gov.uk" <pmc@warwickshire.gov.uk>

Dear Ben

Thank you for your letter regarding yellow lines round the corners of our road. We support this proposal. The real problem for us is vans, cars etc parking outside the convenience store which blocks our view of traffic coming down Evesham Road into the town - so we hope this will go some way towards resolving this safety issue. Will the yellow lines go right up to the store?

Best wishes

[Redacted signature]



PMC WCC <pmc@warwickshire.gov.uk>

Parking Restrictions Brownlow Drive

1 message

26 August 2019 at 12:37

To: pmc@warwickshire.gov.uk

Dear Mr Davenport

I have viewed online the plans for parking restrictions on Brownlow Drive and fully support the need to make improvements after so many years of petitioning local councillors to do something about this dangerous parking.

The way cars are parked completely obscures my view when exiting the road and turning right. When entering the road I have often found that I have had to reverse onto the main Evesham Road as cars exiting Brownlow Drive have right of way as the obstruction is on my side. This is extremely dangerous and is an accident waiting to happen. The situation is exacerbated by cars parking outside the local shop which further obscures the view.

The problem is not only restricted to the corner. Many motorists park their cars all day along Brownlow Drive. They are not residents. Many of these people do not live in Stratford but work there. Not only are they avoiding paying car parking fees to the Council but they are preventing residents from reversing out of their drives. It is totally unacceptable. When challenged these motorists are often rude and abusive. I cannot understand why nothing has been done about this. I have personally shown the problems many times to Jenny Fradgely over the years. Commercial vehicles also access the road which is a cul-de sac and then drive up the track at the top of Brownlow Drive: often far too fast. It is not safe for young children, and one day someone will be knocked over.

I am an Advanced Motorist and for some time I was an Assessor. I think I am well qualified to express an opinion regarding safety and good practice. Whilst I welcome the proposal to mark out yellow lines around the corner of the road, it is not the complete solution and I think the situation should be considered further bearing in mind the points I have raised.

Yours sincerely

[Redacted signature]
Brownlow Drive
Stratford upon Avon
Warwickshire
[Redacted address lines]



PMC WCC <pmc@warwickshire.gov.uk>

Proposed no parking at any time Brownlow Drive and Evesham Road

1 message

5 September 2019 at 19:51

To: "pmc@warwickshire.gov.uk" <pmc@warwickshire.gov.uk>

We are pleased that this is progressing and are in total support of this action. A very dangerous intersection it requires something like this before a serious accident occurs

Brian and Ann Smith
Brownlow Drive



PMC WCC <pmc@warwickshire.gov.uk>

Proposed New No Waiting - Brownlow Drive/Junction with Evesham Road, Stratford-upon-Avon

1 message

9 September 2019 at 11:46

To: "pmc@warwickshire.gov.uk" <pmc@warwickshire.gov.uk>

Dear Mr Davenport

Further to your letter of 22 August 2019 please find attached my letter of representation. I should be grateful if we can agree to meet on site so that I can explain the issues.

Yours sincerely




 Letter 9 September 2019 with photos.pdf
2566K

[REDACTED] Evesham Road, Stratford upon Avon, Warwickshire, [REDACTED]

Ben Davenport
Warwickshire County Council
Traffic and Road Safety
PO Box 43, Shire Hall
Warwick, CV34 4SX

By email to: pmc@warwickshire.gov.uk

9 September 2019

Dear Mr Davenport

**Proposed New 'No Waiting at any Time'
Brownlow Drive/Junction with Evesham Road, Stratford upon Avon**

In response to Warwickshire County Council consultation dated 22 August 2019 I support the proposed parking restrictions at the junction of Brownlow Drive, subject to the double yellow line extending a little further west along Evesham Road.

This part of the Evesham Road (30mph) is busy with general traffic, together with vehicle movements associated with the popular convenience store [REDACTED] and the bus stop (with half hourly stops) immediately opposite the driveway of [REDACTED]

As currently proposed the double yellow line terminates at the boundary between our property [REDACTED] and our neighbour's property [REDACTED]. This will leave a short unmarked section of road between the yellow line marking and our neighbour's private access protection marking/driveway. As WCC are aware, the Brownlow Drive junction area is currently used for the parking of vehicles by visitors to the convenience store. The restriction of this junction area to 'no parking' will inevitably mean the unmarked section of road immediately between our driveway and our neighbour's driveway will become the regular parking place for visitors to the shop.

If left unrestricted, the frequent movements of vehicles in and out, and parked up, in this space immediately between two (frequently used) driveways, opposite a bus stop, on this busy, cycle laned Evesham Road will cause highway danger and I fear that road traffic collisions will occur as a result. I would also add that when exiting our property, if a vehicle is parked in this area immediately alongside our driveway, a dangerous obstruction is created with zero visibility to the west of oncoming vehicles and cyclists. I attach three photographs which show such obstruction and blocked visibility.

Finally, I would add that I have previously been advised (by Jane Williams at WCC) that parking in a cycle lane is an obstruction and that the police can enforce an obstruction. However Stratford on Avon Police (Dominic of the Safer Neighbourhood Team) has advised that all the cycle lanes in Stratford on Avon have dash lines and that the police have no powers to prevent vehicles from parking in cycle lanes with dash lines.

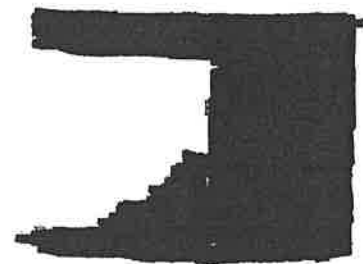
I suggest a meeting on site would be helpful and I look forward to hearing from you.

Yours sincerely

[REDACTED]

[REDACTED]

RECEIVED	09 SEP 2019
RESIDENTS GROUP	
NAME	
ADDRESS	




Date: 5th Sept 2019

Ben Davenport
Traffic & Road Safety
PO Box 43 Shire Hall
Warwick
CV34 4SX

CC: 

Dear Ben:

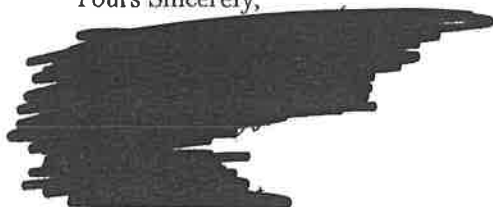
I have been given a copy of your letter dated 22nd August to Residents in Market Way Henley in Arden. Whilst I am  I am writing to you as a Resident of Market Close.

We applaud your decision to install double yellow lines in Market Way at the Junction of Warwick Road, today there was a large Motorhome parked right at the entrance to Market Way, causing a traffic jam in Warwick Road at the time School Children were being dropped off for school, it was mayhem. We residents are however concerned that this will impact on non-residents parking further up Market Way & into Market Close.

Can you as part of this work install signs at the entrance into Market Way stating Residents Parking only.

I attach a copy of the Covenants that all residents had to accept and draw your attention to Para 6 & 7.

Yours Sincerely,

A large black redaction mark covering the signature area.

Original copy of covenant not included due to personally identifiable information

A handwritten signature in black ink.



PMC WCC <pmc@warwickshire.gov.uk>

On Street Parking Changes: Market Way

1 message

27 August 2019 at 20:09

[REDACTED]

To: pmc@warwickshire.gov.uk

To whom it may concern,

This email is in conjunction with the proposed changes to the parking restrictions on Market Way, Henley in Arden.

I would like to express my strong objection to the extension of the parking restrictions at the entrance to Market Way, which therefore will eliminate the 3 parking spaces that are currently available.

As a resident of Market Way, there is already an existing frustration as we are facing problems with non residents of the street already parking outside of our homes. This hinders our own parking and is causing a huge problem to both myself and other residents.

The vehicles that currently park in the existing 3 spaces are either owned by residents living under the archways in Market Way or those with frontages on Warwick Road. Both of these locations already have either allocated parking by their own property or permit parking on Warwick road.

These new restrictions will definitely exacerbate the already existing problem with non residents parking on Market Way, as these will push even more vehicles to park further up this road.

I firmly believe these new changes will have detrimental consequences on top of the already existing problems that exist with parking on Market Way.

I do hope you take my objection into serious consideration.

Yours sincerely

[REDACTED]

* [REDACTED] DUE TO DISABILITY AND RELY ON ACCESS *
AT ALL TIMES *fully*

RECEIVED 28 AUG 2019
COMMUNITIES GROUP
LEADERSHIP TEAM
To Mr Ben Davenport

FROM: [REDACTED]
 [REDACTED] PRINCE HARRY ROAD
 HENLEY IN ARDEN
 [REDACTED]
 PHONE: [REDACTED]
 EMAIL: [REDACTED]
 23-08-2019

TRAFFIC AND ROAD SAFETY

DEAR SIR: RE THE ATTACHED COPY OF YOUR PROPOSED CONSULTING DOCUMENT DATED 22-08-2019:-

PLEASE NOTE THAT THE UNDERSIGNED ACCEPTS FULLY THE PROPOSAL FOR PRINCE HARRY ROAD EXTENDED PARKING RESTRICTIONS.

THIS IS BASED ON THE DOCUMENTED PROBLEMS WE HAVE EXPERIENCED UNDER "ZERO OR NEAR ZERO ACCESS" TO OUR PROPERTIES AS A RESULT OF THE EXISTING SYSTEM OF UNCONTROLLED PARKING:-

THE PROPOSAL IF ACTED UPON WILL GIVE US DAILY ACCESS (CURRENTLY DENIED) THE ABILITY TO HAVE ACCESS TO:-

- WRECKSHIRE AND STRATFORD HOSPITALS
- PUBLIC TRANSPORT
- HONLEY MEDICAL CENTRE
- " PHARMACY
- " POST OFFICE
- " DENTAL FACILITIES
- SERVICES/SUPPLIES/DELIVERIES
- FAMILY CONTACTS ETC

THE MAIN GAIN IS THAT THE WCC IS WORKING WITHIN THE FRAMEWORK OF THE EQUALITY ACT OF THE 1ST OCT 2010 AND LISTENING TO ALL SECTIONS OF THE PUBLIC; MANY THANKS:-

FROM: [REDACTED]
 [REDACTED]
 [REDACTED]
 [REDACTED]



PMC WCC <pmc@warwickshire.gov.uk>

Parking restrictions on Prince Harry Road, Henley-in-Arden

1 message

26 August 2019 at 16:41

[REDACTED]
To: pmc@warwickshire.gov.uk

Dear Mr Davenport

Thank you for making us aware of the proposed changes to parking restrictions in our area. I'm a homeowner and resident of [REDACTED] Prince Harry Road, Henley-in-Arden, and have some slight objections regarding the proposals which will pass directly in front of my property.

According to the statement of reasons, the rationale for introducing "no waiting at any time" is for safe passage of any class of vehicle. While I'm not aware of any safety concerns or incidents, I can imagine these concerns are more regarding larger vehicles such as refuse collection and delivery vehicles. Prince Harry Road is not a through road, and apart from access to the small car park and doctor's surgery, the only traffic is residential. Moreover, although one or two cars do park in the area in which restrictions are proposed, the area is by no means congested. I would suggest that any concerns are largely valid mostly within working hours and a "no waiting at any time" restriction is unnecessarily severe.

Another basis for objection is purely based on the fact that parking restrictions elsewhere in Henley are so poorly enforced that I have little faith that any changes on this road would fare any better. I especially refer to people parking in front of the Co-op and Post office, just to "nip in", where parking is clearly illegal and does cause significant back up of traffic and, I understand, has even led to accidents and injury (http://www.henleynews.co.uk/18_06_13.html). I feel sorting that out is a safety priority over unnecessarily severe restrictions on peripheral roads.

Kind regards
[REDACTED]




PMC WCC <pmc@warwickshire.gov.uk>

Parking area objection - TR/10876-14


1 message

26 August 2019 at 16:50


To: pmc@warwickshire.gov.uk

Dear Mr Davenport

I write concerning parking area with consultation plan reference TR/10876-14.

I am a resident of  Prince Harry road. I write to object to the proposed parking restrictions as above.

You mention the restrictions are to alleviate safety concerns - I am not aware of any safety incidents on our road and given it is not a through road traffic is relatively light.

I believe it is right to have *some* parking restrictions on our road as I can understand some concerns around parked cars when traffic is heaviest - during the working hours of the week for example access for the Lloyds van, the rubbish collections and delivery vehicles.

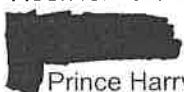
However, given traffic numbers - a 'no waiting at any time' is too extreme a restriction. Parking out of hours pose much less of an issue given traffic is much quieter.

I propose the restriction should be adjusted to 'no waiting between 0900 - 1700 Mon - Fri'

This would satisfy the safety element at the busiest times of the week while allowing residents to use the street during quieter periods .

I must also note - I am sceptical of the enforcement of restrictions in any case given the lack of control on Henley high street. There is a 'no waiting' restriction outside the Coop yet this is regularly ignored and causes significant build up of traffic. It is only a matter of time before it results in an incident. I raise this as I think this is a more urgent matter and better use of council resources than looking at auxiliary roads!

I look forward to the outcome of the proposals, Kind Regards


Prince Harry Road
Henley in Arden



PMC WCC <pmc@warwickshire.gov.uk>

parking restrictions Main Street Tiddington

1 message

[Redacted]

7 September 2019 at 08:45

To: pmc@warwickshire.gov.uk

Ben Davenport
Traffic and Road Safety
43, Shire Hall,
Warwick, CV34 4SX

Dear Mr Davenport,

Re: Proposed changes to the Street parking, Main Street, Tiddington CV37 7AY, Warwickshire County Council District Stratford upon Avon.

I strongly support the placing of double yellow lines at the entrance to Margaret Court, Main Street, Tiddington, [Redacted]

Margaret Court is a development of 50 dwellings with a constant flow of traffic in and out of the Court by residents, tradesmen, visitors and carers for elderly, frail residents. Vehicles are continually parked on Main Street up to, overlapping and even into the entrance of Margaret Court making exit from the Court an extremely hazardous procedure. Some of the vehicles are often large trade vehicles and even coaches. It is often necessary to pull out past the parked vehicles to the opposite side of the road in order to see to exit the Court. There have been numerous "near misses". The buses also frequently cannot access the adjacent bus bay and have to stop in the middle of the road to pick up or put down passengers.

I speak on behalf of myself and all my fellow residents in supporting the placing of double yellow lines from the bus bay into the entrance to Margaret Court and also from the entrance of the Community Centre into Margaret Court entrance.

I also support the proposed extension to the double yellow lines on Main Street where it joins New Street. There is a problem here for pedestrians, as well as drivers, as it is difficult to see past parked vehicles to determine whether or not traffic is about to turn into New Street thus making the crossing of the end of the street hazardous.

Yours sincerely

[Redacted signature]

[Redacted]
Main Street,
Tiddington,
Stratford upon Avon
[Redacted]



PMC WCC <pmc@warwickshire.gov.uk>

FW: Support for Planning Application for Double Yellow Lines at Margaret Court, Tiddington

1 message

13 September 2019 at 12:24

To: "pmc@warwickshire.gov.uk" <pmc@warwickshire.gov.uk>

Dear Sir/Madam

Please find attached a scanned series of signatures supporting the application for double yellow lines in Main St Tiddington. I understand this is the least day for submissions and would appreciate it if you could acknowledge receipt and confirmation of inclusion [redacted] who I have copied into this email.

With thanks and kind regards

[redacted]
Administration Assistant
Retirement Security Limited

*A Total of 26 Signatures
were received, all in
support*

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Registered in England & Wales no: [redacted]
Registered Office: [redacted]

-----Original Message-----

From: [redacted]
Sent: 13 September 2019 12:28
To: [redacted]
Subject: [redacted]

[redacted]

doc02512220190913112435.pdf
2573K



PMC WCC <pmc@warwickshire.gov.uk>

Waiting restrictions, On Street parking places Main Street Tiddington. (Consolidation) Variation 5) Order 2019

1 message

24 August 2019 at 17:16

To: "pmc@warwickshire.gov.uk" <pmc@warwickshire.gov.uk>

Dear Ben Davenport,

I very strongly oppose the 5 metre extension of No Waiting at any time on the junction of Main Street/ New Street Tiddington. Parking is already very limited for residents of Main Street, this scheme will make it even worse.

I also very strongly oppose the proposal to put No Waiting at any time by the junction of Margaret Court as this will mean even less parking spaces on Main Street !!

I have lived [redacted] Main Street for nearly 42 years and parking has become more and more difficult, often there has been absolutely no where to park. I am now in my mid 60's and I often have to park a great distance away from my home in another street ; which makes it difficult with shopping etc and when I look after my grandchildren an added worry. Also as car crime in Stratford upon Avon is increasing it is very worrying to have ones car parked out of sight and so far from home.

Houses along both sides of Main Street are mainly Terraced houses.. we have no choice but to park on the roadside. This proposed scheme will make a massive nightmare for all residents. Where will we park ? There is no alternative for us like off road parking, are we to be penalised for living in an 1820's terraced house.

We cannot lose these precious parking places, if these schemes go ahead then I will never get parked near my house. Our happy village will turn into a battlefield for parking spaces.. what a nightmare. I have lived in Stratford upon Avon all my life and love it. I don't want to spend the rest of my life filled with stress over parking.

The safest thing for Main Street is to reduce the speed limit to 20 mph and have better signage as you enter the village, to stop the ever increasing problem of speeding which is so dangerous.

Please do not enforce these waiting restrictions.

Yours Sincerely

[redacted]

[redacted]



PMC WCC <pmc@warwickshire.gov.uk>

Waiting Restrictions, On-Street Parking Places (Variation 5) Order 2019

1 message

24 August 2019 at 17:17

To: pmc@warwickshire.gov.uk

Dear Ben Davenport,

As a resident of [REDACTED] Main Street, Tiddington for nearly 42 years I would like to say I strongly object to the proposed 5 metre extension of 'No Waiting at anytime' on Main Street. Parking for residents of Main Street is already very limited and to restrict this even more is going to make it even worse. Also the proposal to put 'No Waiting at anytime' by the junction at Margaret Court is going to exasperate the problem.

A better scheme in my opinion would be to make New Street one way, away from Main Street giving New Street residents the option of continuing their journey either along the Tiddington Road or Loxley Road out of Knights Lane.

Yours sincerely, [REDACTED]



PMC WCC <pmc@warwickshire.gov.uk>

residents parking restrictions New Street, Tiddington CV37

1 message

9 September 2019 at 15:11

[REDACTED]
To: pmc@warwickshire.gov.uk

I understand partially why these new lines may have to be painted on New Street but as there are now at least 2 cars per household (there are probably 5 houses with no cars) then occasionally parking is impossible.

Would you consider painting a single line instead of a double so maybe between the hours of 7pm and 7am parking would be allowed if absolutely necessary.

Otherwise what is the solution? And if an emergency vehicle can proceed between two lines of cars then what is the problem? The pavement on the parking allowed side is completely free to walk on for pedestrians.

Also the viewing mirror for oncoming traffic on the main road opposite New Street has now been removed. For safety reasons please can it be reinstalled.

[REDACTED]




PMC WCC <pmc@warwickshire.gov.uk>

parking changes, New Street, Tiddington

1 message

22 August 2019 at 14:57


To: pmc@warwickshire.gov.uk

With regards to the proposed changes to parking on New Street, Tiddington.

Whilst I welcome changes can I please make the following suggestions as a resident:

- 1) the "no parking" restriction should be all the way along one side of the street from start to end. This would enable emergency services to use that side of the road and pavement if required to access patients. Continuing with the ridiculous system of parking one side and then another and then back to the previous side is dangerous, particularly when dealing with two way traffic.
- 2) Make it one way. With the new housing being built on Oak Road, it will be a constant cut through and exiting New Street onto Main Street is exceptionally dangerous. Traffic should be one way from Main Street to Oak Road only. Even with the increased parking restrictions on Main Street, this will still be a hazard.

Kind Regards





PMC WCC <pmc@warwickshire.gov.uk>

Objection drawing number: TR10876-11

1 message

22 August 2019 at 18:11

To: "[REDACTED]" <pmc@warwickshire.gov.uk>

I am writing to object to the plans to make New Street and Main Street into no waiting zones.

Parking in the village is difficult at best, particularly as the majority of houses along New Street and Main Street have no parking facilities ie no driveways and no garages. By introducing no waiting zones and possibly inflicting permits at a high premium to residents it will force the village residents to access free parking which is scarce as it is.

I live at [REDACTED] Main Street and due to the no parking penalties inflicted right outside my home we are already forced to park down Carter's Lane which can be tricky when we have shopping and children to juggle especially on bad weather conditions but we struggle with it. If we have to compete with more residents for this precious free spot, our life will become far more tricky. As it is the safety of our car is always in jeopardy being parked so far from our home. In fact the other evening, neighbours informed us that our car alarm was going off and both front doors were wide open, obviously an attempted theft. Having more residents being forced to park down Carter's Lane will only for e us further away.

I really think this is a cash generator for the council and think one that is totally unnecessary. I totally object.

Yours sincerely,

[REDACTED]




PMC WCC <pmc@warwickshire.gov.uk>

Main Street tiddington

1 message

22 August 2019 at 19:34


To: "pmc@warwickshire.gov.uk" <pmc@warwickshire.gov.uk>

Hello Ben , I currently live on Main Street tiddington for the last 6 years . I am writing about the proposed 5metre restriction either side of the entrance to new street . I would like to object to this as the terrace houses only just about have enough parking spaces. I appreciate that visibility is restricted coming out of new street but we had a solution. Main Street had a lamp post at the end which the residents attached a mirror this made the junction safe , visibility solved no problems !! If the lamp post was reinstated after it was hit by a crane (it should be ?) ,the mirror could go up and there would be no need for the new line or losing parking spaces , to me this is a no brainier. Also regarding parking permit I would have no object to this but the parking on Main Street would have to be no parking unless you have a permit . As the auction house is over the road the parking spaces are used by customers so non residents therefore a 2 hour return wouldn't work as people are normal only a hour or less I would say addition cost to residents would be value for money as the space could be taken by non paying residents!! I do hope you take my points in consideration

Many thanks


Get Outlook for iOS



PMC WCC <pmc@warwickshire.gov.uk>

Proposed new parking restrictions on Sandfield Road. TR/10876-05

1 message

27 August 2019 at 20:36

To: "[REDACTED]" <pmc@warwickshire.gov.uk>

As resident I fully support the proposed new restrictions and agree with the reasons of visibility and safety.

Sent from Outlook Mobile



PMC WCC <pmc@warwickshire.gov.uk>

parking permits Sandfield Road

1 message

22 August 2019 at 16:27

[REDACTED]
To: "pmc@warwickshire.gov.uk" <pmc@warwickshire.gov.uk>

Dear Mr. Davenport,

With reference to the introduction of parking permits for Sandfield Road I think on the grounds of safety it should be given the go ahead as soon as possible.

Senior pupils from local schools take up most of the spaces rather than pay for parking in their own car parking areas so instead of giving planning permission for building homes on their playing fields they should encourage development of parking spaces for their students.

Yours sincerely

[REDACTED]
[REDACTED]
[REDACTED]
Sandfield Road
[REDACTED]

Sent from Mail for Windows 10



PMC WCC <pmc@warwickshire.gov.uk>

Objection to parking proposals for Sandfield Road Stratford-upon-Avon

1 message

23 August 2019 at 10:41

To: "pmc@warwickshire.gov.uk" <pmc@warwickshire.gov.uk>

Dear Mr Davenport,

Thanks you for the recent communication regarding proposed changes to parking areas in Sandfield Road, Stratford-upon-Avon, [REDACTED]

I would like to object to the current proposals on the following grounds:-

Making the area between Nos 11-14 Sandfield Road directly on the side of the properties a 'no waiting at any time' zone/restriction is totally unacceptable. I reside and own [REDACTED] Sandfield Road and have been a resident for over 22 years. During that time i have had to live with the parking problems which have recently escalated by other badly designed restrictions and parking charges introduced at the Greenway car park. I agree that putting yellow lines across the road from my property would be appropriate as this problem parking area is dangerous and causing a hazard. However by putting the same restrictions in front of mine and the neighbouring properties is disadvantaging us and would cause many problems. It would mean that no visitors or family could park outside my property. No [REDACTED] Sandfield Road currently has regular Carers visiting their property 4 times a day who need to park directly outside the property. My neighbour at [REDACTED] Sandfield Road currently does shift work working for an emergency services company and has to exit his property at various times throughout the night. Currently one of their cars will be parked outside their house to minimize noise during the night for the neighbours. I have elderly family who visit also need to park close by and need a dropped kerb to by able to get out of a vehicle.

This proposal hasn't been thought through very well and it would be good if perhaps the planners spoke to residents before coming up with these proposals.

I am more than happy to discuss my views further, please do not hesitate to contact me.

Many thanks,

[REDACTED]



PMC WCC <pmc@warwickshire.gov.uk>

Parking Restrictions

1 message

23 August 2019 at 09:50

To: "pmc@warwickshire.gov.uk" <pmc@warwickshire.gov.uk>

Dear Ben,

Many thanks for your letter dated 22nd August. My address is [redacted] Sandfield Road [redacted]. I am writing in support of the changes to the parking restrictions in my road. I have complained previously, as have a number of my neighbours, as there are constantly cars parked opposite our homes. It makes it very difficult to reverse off our drives as there is little room to manoeuvre with so many random vehicles parked there. These people just tend to use our road as a car park! They park their vehicles there and walk in to town for work, pleasure etc, therefore avoiding any parking fees. I feel it's a very wise decision to alter these restrictions and thank you for the proposal.

Kind regards,

[redacted]

[redacted]

[redacted]

Direct [redacted]

Switchboard [redacted]

Email [redacted]

Good afternoon

Following my telephone conversation with [REDACTED] I am writing as requested to express the Town Council's concern with respect to the above consultation which runs between 22 August and 13 September 2019.

- The Town Council has not been notified of this consultation.
- Letters to residents appear to have been franked dated 27 August
- Residents did not receive their notice letters until at least 5 days had elapsed from the start of the consultation
- Concerns exist about the timing of the consultation with residents often being away on holiday during this time
- Many residents are elderly, are not IT literate or do not have access to the internet to view plans online. Access to hard copies seems to be limited to Stratford on Avon. The rationale is questioned as to why hard copies of the plans were not made available here at Globe House or in Alcester Library

I understand Ben Davenport is on leave until Monday 9 September. This matter will form an agenda item at Planning Committee which is meeting on Monday evening 9 September so I would very much appreciate a response ahead of that time.

With many thanks

Kind regards

[REDACTED]
[REDACTED]
Alcester Town Council

Globe House

Priory Road


Alcester

B49 5DZ
[REDACTED]

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Decision Record – The Warwickshire County Council (District Of Stratford On Avon) (Civil Enforcement Area) (Waiting Restrictions, On Street Parking Places and Residents' Parking) (Consolidation) (Variation No. 5) Order 2019

Cabinet Portfolio Holder taking the decision	Councillor Jeff Clarke Transport & Planning
Date of Decision (not before 15 November 2019)	18 NOV 2019
	

Decision Taken

That the Portfolio Holder for Transport and Planning approves that the Warwickshire County Council (District of Stratford On Avon) (Civil Enforcement Area) (Waiting Restrictions, On Street Parking Places and Residents' Parking) (Consolidation) (Variation No. 5) Order 2019 be made as advertised, with the exception of the proposals relating to High Street, Alcester to be withdrawn pending re-advertising as part of a future variation to Stratford District waiting restrictions.

Reasons for Decisions

Where objections are received to a traffic order the approval of the Portfolio Holder for Transport and Planning is required.

Background Information

Throughout the year a number of requests for changes to parking restrictions have been received. This culminated in a list of schemes comprised of the requests that met with Warwickshire County Council's parking policies within Stratford on Avon District. Details relating to the proposed variations were published in the Stratford Observer Newspaper on 22nd August 2019 and the consultation was carried out in accordance with statutory procedure.

During the consultation process objections were received to various proposals within the variation. Details of these can be found in the published report.

The proposals that received no objections are detailed below. These are to be implemented as advertised.

Brownlow Drive, Stratford-upon-Avon – No Waiting at any Time
A total of 5 letters of support were received

Sanctus Road, Stratford-upon-Avon – Limited Waiting with permit exemptions
A total of one letter of support was received.

St Johns Close – No Waiting at any Time
No correspondence was received.

Welcombe Road – No Waiting Mon-Fri 8.00am-9.30am 2.30pm-4.00pm Except buses
No correspondence was received.

Avenue Road – No Waiting at any Time
No correspondence was received.

Shakespeare Street – Pay and Display-except

Financial Implications

All work will be carried out within the existing 2019/20 budget allocations.

Report Author	Phil Mitton and Ben Davenport
Assistant Director	David Ayton-Hill
Strategic Director	Mark Ryder
Portfolio Holder	Councillor Jeff Clarke

Checklist

Urgent matter?	No
Confidential or Exempt? (State the category of exempt information)	No
Is the decision contrary to the budget and policy framework?	No

List of Reports considered

Link to published proposed decision report:

<https://democratic.warwickshire.gov.uk/cm5/Calendarofmeetings/tabid/73/ctl/ViewMeetingPublic/mid/410/Meeting/4600/Committee/593/Default.aspx>

List of Background Papers

N/A

Members and officers consulted or informed

Portfolio Holder – Councillor Jeff Clarke

Corporate Board

Legal – Ian Marriott

Finance – Virginia Rennie

Equality – Keira Rounsley

Democratic Services – Paul Williams

Local members: Councillors Fradgley, Rolfe, Cargill, Horner, Barker and Skinner

Other members: Councillors Clarke, Cockburn, Shilton, Holland, Kondakor, Roodhouse and Chilvers

Proposed Decision to be taken by the Deputy Leader (Finance and Property) on or after 15 November 2019

Various Developer-funded Scheme Approvals

Recommendations

That the Deputy Leader (Finance and Property) gives approval to the addition of the following six schemes to the Capital Programme for 2019/2020 and authorises the Strategic Director for Communities to procure the construction contracts for the schemes where appropriate and to enter into such contracts on terms and conditions acceptable to the Strategic Director for Resources subject to the applicable Section 278 Agreements with the Developers being signed which will provide for 100% of the funding:

- A45 Stonebridge Highway / D2201 Rowley Road, Baginton. Developers – Coventry City Council and Coventry and Warwickshire Development Partnership LLP. Approximate value (fees only) £600k
- B4029 Severn Road, Bulkington. Developer – Taylor Wimpey. Approximate value (fees and works) £500k
- B4632 Campden Road, Quinton. Developer – Persimmon Homes. Approximate value (fees and works) £1.5m
- C33 Bubbenhall Road, Baginton (Gateway South). Developer – Coventry and Warwickshire Development Partnership LLP. Approximate value (fees only) £600k
- D6216 Upper Henley Street, Stratford-upon-Avon. Developer – Stratford-upon-Avon District Council. Approximate value (fees only) £50k
- M6 Junction 1 / A426 Leicester Road, Rugby. Developer – MOTO Hospitality Ltd. Approximate value (fees only) £250k

1.0 Key Issues

- 1.1 On 21 May 2019 Council reconfirmed the delegated power to the Leader, or body nominated by them, to approve the addition to the capital programme of projects costing less than £2.0 million, which are fully funded from external grants, developer contributions or from revenue, and to approve proposals to procure and/or enter into major contracts with a total value up to £3.0 million. The Deputy Leader (Finance and Property) is that nominated body.
- 1.2 These schemes will be fully funded by developer contributions ring-fenced for the fees and works specified. In the case of Section 278 schemes there are no alternative uses for the contributions and the addition of these schemes will not affect the overall level of available capital resources.
- 1.3 Within the following section of this report there are references to plans showing the proposed highway improvements in accordance with the appropriate planning conditions. Statutory and public consultation on these proposals was undertaken through the planning process. These schemes are

subject to on-going technical approval processes and the final detail of the schemes may differ slightly to that shown here.

- 1.4 Where applicable the construction contracts for these works will be undertaken by contractors from the appropriate Lot of the Council's Framework Contract for the Provision of Engineering and Construction Works. The procurement process will either involve a mini-competition between Framework contractors or a direct award to a Framework contractor nominated by the appropriate developer. The direct award option is only available when the works are wholly funded by a developer who has entered into a Section 278 agreement with the Council. In very specific circumstances the Council will allow a developer to procure the works through their own contract and in these cases the capital programme allocation will be for fees only.
- 1.5 Where the proposed highway improvements include certain forms of traffic calming, a traffic signal controlled pedestrian or cycle crossing or there is a need for a traffic regulation order in respect of a speed limit or waiting restrictions, then it will be necessary to carry out a separate statutory notice and consultation procedure which will be reported to the relevant Portfolio Holder if objections are received.
- 1.6 Where a highway scheme is considered and approved as part of the planning process, the courts have made it clear that the highway / traffic authority is expected to co-operate in its implementation unless some exceptional or changed circumstances call for a different approach.

2.0 A45 Stonebridge Highway / D2201 Rowley Road, Baginton

- 2.1 A planning application was submitted to Warwick District Council by Coventry City Council in respect of a development on land between A45 Stonebridge Highway and D2201 Rowley Road, Baginton, known as "Whitley South". Planning permission was granted on 10 July 2017 (ref: W/16/0239). The planning application includes new slip roads to the A45 and connecting roads to a new roundabout on Rowley Road.
- 2.2 A plan showing the approved design of the highway improvement is included in **Appendix A**. The Council entered into a Section 278 agreement with the Developer, Coventry City Council, and the leaseholder, Coventry and Warwickshire Development Partnership LLP, on 12 September 2019 which permitted the Developer to enter into their own contract and works are now underway. Under the terms of the Section 278 agreement all the costs and fees are fully funded by the Developer.
- 2.3 As the new highway assets which are being created will come on to the Council's balance sheet once completed, the costs incurred by the Council still need to be treated as capital expenditure. Therefore the recommendation is to add this scheme to the Capital Programme at an estimated cost of **£600,000** in respect of the fees which have been and will be incurred for technical approval of the designs and the supervision of the construction works, which are expected to be completed in the 2020/21 financial year.

3.0 B4029 Bedworth Road, Bulkington

- 3.1 A planning application was submitted to Nuneaton and Bedworth Borough Council by Taylor Wimpey for the erection of up to 190 dwellings on land between Bedworth Road and Severn Road, Bulkington. Planning permission is pending (ref: 036491) and the proposals submitted by the Developer include the construction of an access from Bedworth Road.
- 3.2 Plans showing the layout of the proposed highway improvement are included in **Appendix B**, however these may be subject to change as the planning process and subsequent detailed designs evolve. The Council will enter into a Section 278 agreement with the Developer and under the agreement all the Council's costs and fees associated with the technical review, procurement and supervision of the works will be fully funded by the Developer.
- 3.3 Subject to the recommendation to add this scheme to the Capital Programme being agreed at an estimated cost of **£500,000** the technical review of the scheme design is expected to commence within the 2019/2020 financial year and the works will be procured in a future financial year once the technical review is complete to the County Council's satisfaction.

4.0 B4632 Campden Road, Quinton

- 4.1 A planning application was submitted to Stratford-on-Avon District Council by Codex Land Promotions Ltd for a four-arm roundabout to serve a mixed use development on land within Wychavon District Council's administrative boundary. Planning permission was granted on 01 August 2013 (ref: 13/00126/OUT). This scheme is now being promoted by Persimmon Homes.
- 4.2 Plans showing the layout of the proposed highway improvement are included in **Appendix C**, however these may be subject to change as the detailed designs evolve. The Council will enter into a Section 278 agreement with the Developer and under the agreement all the Council's costs and fees associated with the technical review, procurement and supervision of the works will be fully funded by the Developer.
- 4.3 Subject to the recommendation to add this scheme to the Capital Programme being agreed at an estimated cost of **£1,500,000** the technical review of the scheme design is expected to commence within the 2019/2020 financial year and the works will be procured in a future financial year once the technical review is complete to the Council's satisfaction.
- 4.4 Subject to the Deputy Leader's approval to add this scheme to the capital programme, further approval is sought to procure the major contract for the scheme and to enter into such contract subject to the applicable Section 278 Agreement with the Developer being signed which will provide for 100% of the funding.

5.0 C33 Bubbenhall Road, Baginton

- 5.1 A planning application was submitted to Warwick District Council by Coventry and Warwickshire Development Partnership LLP in respect of a development on land between D2201 Rowley Road and C33 Bubbenhall Road, Baginton, known as "Gateway South". Planning permission was given on 07 October 2019 (ref: W/18/0522). The planning application includes connecting roads to the new Whitley South roundabout on Rowley Road and C33 Bubbenhall Road.
- 5.2 A plan showing the proposed design of the highway improvement is included in **Appendix D**, however these may be subject to change as the detailed designs evolve. The Council will enter into a Section 278 agreement with the Developer and under the agreement all the Council's costs and fees associated with the technical review and supervision of the works will be fully funded by the Developer.
- 5.3 As the new highway assets which are being created will come on to the Council's balance sheet once completed, the costs incurred by the Council still need to be treated as capital expenditure. Therefore, the recommendation is to add this scheme to the Capital Programme at an estimated cost of **£600,000** in respect of the fees which have been and will be incurred for technical approval of the designs and the supervision of the construction works, which are expected to be completed in the 2021/22 financial year.

6.0 D6216 Upper Henley Street, Stratford-upon-Avon

- 6.1 Stratford-on-Avon District Council wish to make public realm improvements to the adopted highway on Upper Henley Street in Stratford-upon-Avon.
- 6.2 A plan showing the proposed design of the public realm improvements is included in **Appendix E**, however these may be subject to change as the detailed designs evolve. The Council will enter into a Section 278 agreement with Stratford-on-Avon District Council to permit them to enter into their own contract to undertake the works and under the agreement all the County Council's costs and fees associated with the technical review and supervision of the works will be fully funded by Stratford-on-Avon District Council.
- 6.3 As the new highway assets which are being created will come on to the Council's balance sheet once completed, the costs incurred by the Council still need to be treated as capital expenditure. Therefore the recommendation is to add this scheme to the Capital Programme at an estimated cost of **£50,000** in respect of the fees which have been and will be incurred for technical approval of the designs and the supervision of the construction works, which are expected to be completed in the 2020/21 financial year.

7.0 M6 Junction 1 / A426 Leicester Road, Rugby

- 7.1 A planning application was submitted to Rugby Borough Council by Moto Hospitality Limited in respect of a new motorway service area off M6 Junction 1 to the north of Rugby. Planning permission was given on 02 May 2018 (ref: R17/0011). The highway improvements include an access into the motorway service area and changes to the slip road from the M6.
- 7.2 A plan showing the proposed design of the highway improvement is included in **Appendix F**, however these may be subject to change as the detailed designs evolve. Given the complexity of these works and the interaction with the strategic highway network, the County Council will enter into a Section 278 agreement with the Developer to permit them to enter into their own contract to undertake the works and under the agreement all the costs and fees associated with the technical review and supervision of the works will be fully funded by the Developer.
- 7.3 As the new highway assets which are being created will come on to the Council's balance sheet once completed, the costs incurred by the Council still need to be treated as capital expenditure. Therefore, the recommendation is to add this scheme to the Capital Programme at an estimated cost of **£250,000** in respect of the fees which have been and will be incurred for technical approval of the designs and the supervision of the construction works, which are expected to be completed in the 2021/22 financial year.

8.0 Financial implications

- 8.1 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.
- 8.2 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.
- 8.3 The financial years within which the technical review and works are expected to start are included in the sections above. However, the commencement of the works is dependent on the completion of the technical review, procurement and contractor mobilisation processes and may slip. Any slippage or increase in costs due to changes in the scope of the works will be reported in the normal quarterly monitoring process.

Background papers

None

	Name	Contact Information
Report Author	Shirley Reynolds	shirleyreynolds@warwickshire.gov.uk Tel: 01926 412110
Assistant Director (Environment Services)	Scott Tompkins	scotttompkins@warwickshire.gov.uk Tel: 01926 412422
Strategic Director (Communities)	Mark Ryder	markryder@warwickshire.gov.uk Tel: 01926 412811
Deputy Leader (Finance and Property)	Cllr Peter Butlin	cllrbutlin@warwickshire.gov.uk Tel: 01788 816488

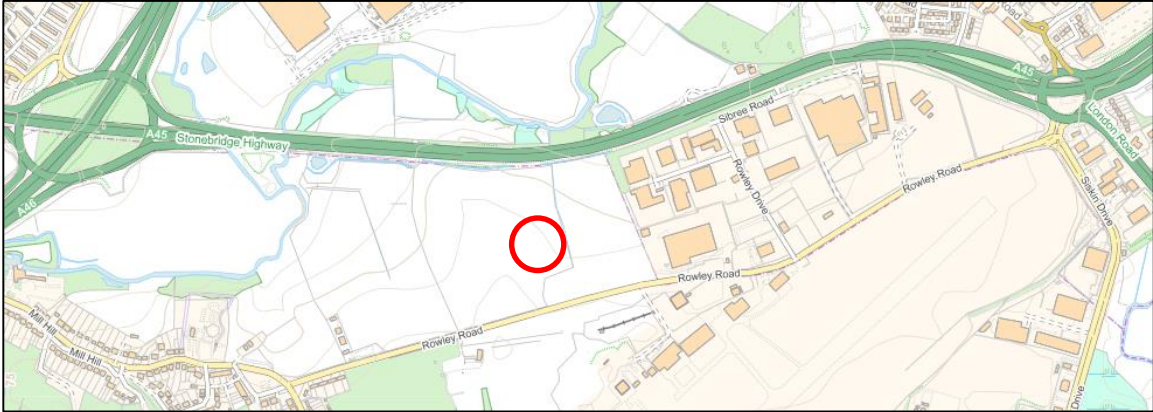
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Local Members:

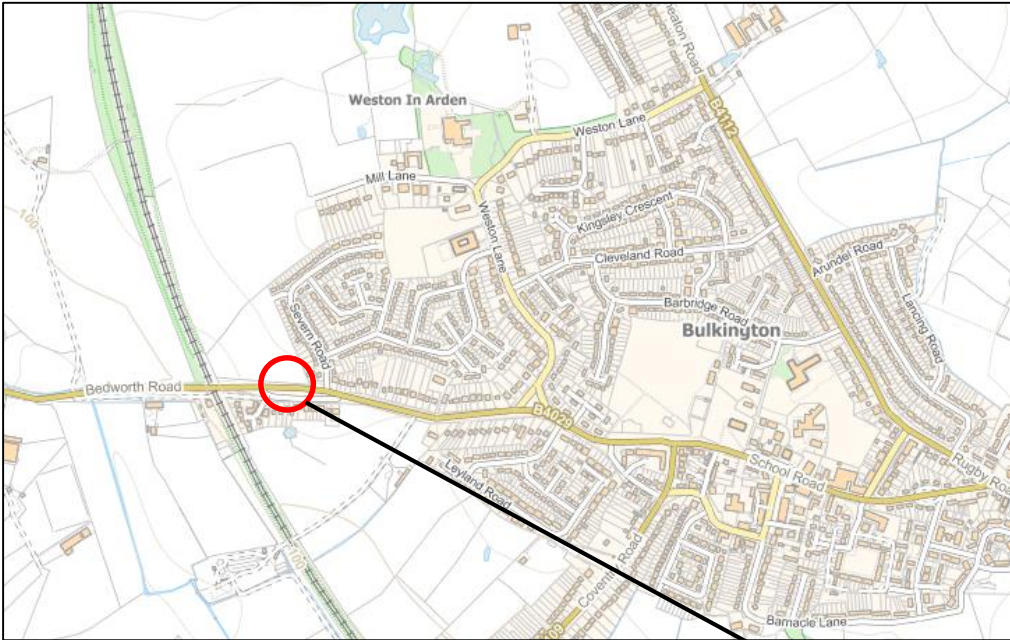
Cllr Brain – Bidford and Welford
 Cllr Morgan – Bulkington and Whitestone
 Cllr Redford – Cubbington and Leek Wootton
 Cllr Seccombe – Stour and the Vale
 Cllr Simpson-Vince – Brownsover and Coton Park
 Cllr Skinner – Stratford North
 Cllr Warwick – Fosse

Other Members:

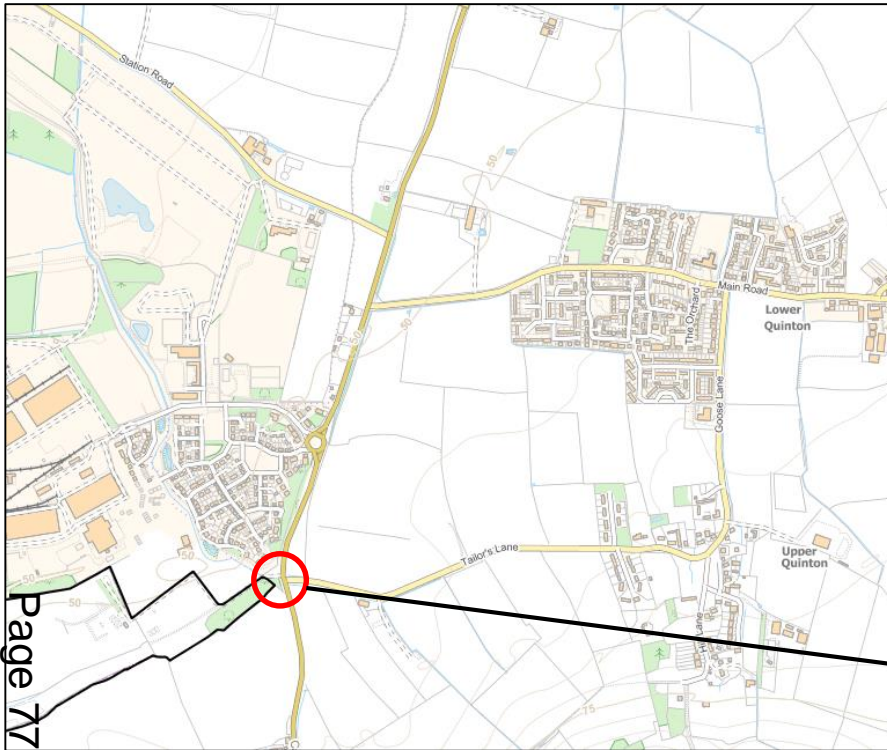
Cllrs Singh Birdi, Chilvers, Butlin, Chattaway and Boad



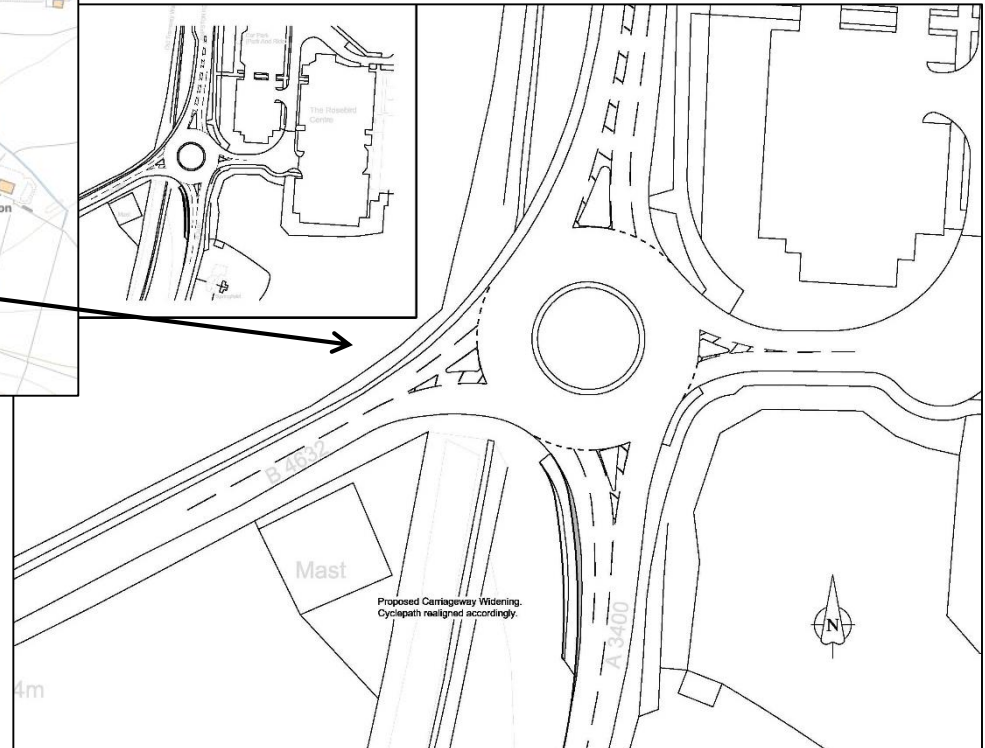
S278 scheme:
Stonebridge Highway /
Rowley Road, Baginton



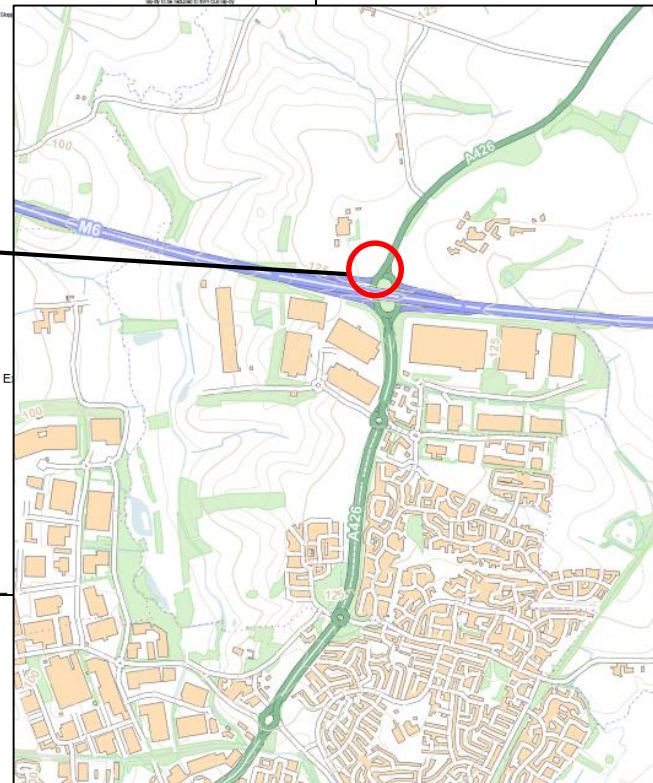
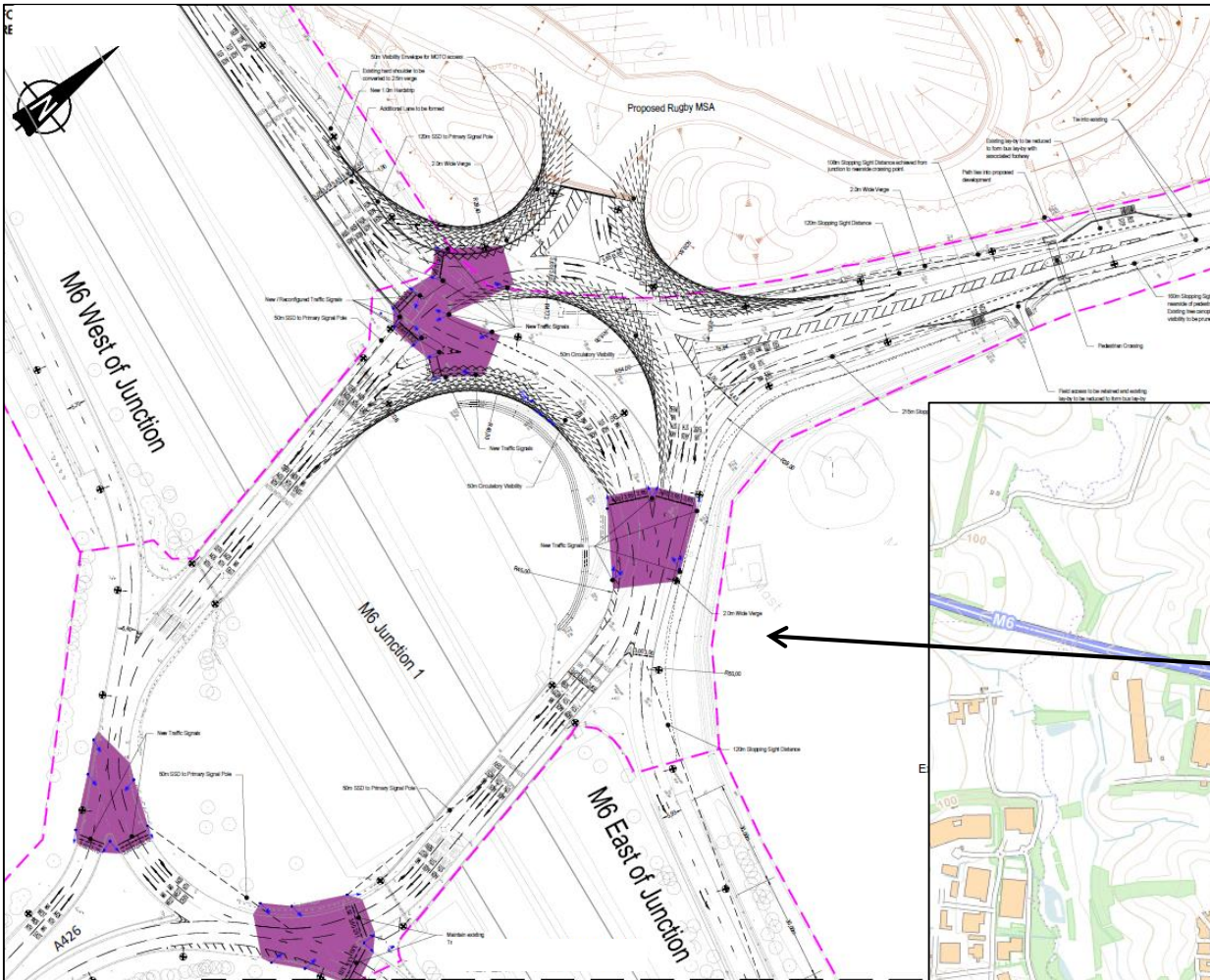
S278 scheme:
B4029 Bedworth Road,
Bulkington



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S278 scheme:
B4632 Campden Road,
Quinton



S278 scheme:
M6 J1 / A426 Leicester Road, Rugby

Decision Record – Various Developer-funded Scheme Approvals

Cabinet Portfolio Holder taking the decision	Councillor Peter Butlin Deputy Leader (Finance & Property)
Date of Decision (not before 15 November 2019)	18 Nov 2019
	

Decision Taken

That the Deputy Leader (Finance and Property) gives approval to the addition of the following six schemes to the Capital Programme for 2019/2020 and authorises the Strategic Director for Communities to procure the construction contracts for the schemes where appropriate and to enter into such contracts on terms and conditions acceptable to the Strategic Director for Resources subject to the applicable Section 278 Agreements with the Developers being signed which will provide for 100% of the funding:

- A45 Stonebridge Highway / D2201 Rowley Road, Baginton. Developers – Coventry City Council and Coventry and Warwickshire Development Partnership LLP. Approximate value (fees only) £600k
- B4029 Severn Road, Bulkington. Developer – Taylor Wimpey. Approximate value (fees and works) £500k
- B4632 Campden Road, Quinton. Developer – Persimmon Homes. Approximate value (fees and works) £1.5m
- C33 Bubbenhall Road, Baginton (Gateway South). Developer – Coventry and Warwickshire Development Partnership LLP. Approximate value (fees only) £600k
- D6216 Upper Henley Street, Stratford-upon-Avon. Developer – Stratford-on-Avon District Council. Approximate value (fees only) £50k
- M6 Junction 1 / A426 Leicester Road, Rugby. Developer – MOTO Hospitality Ltd. Approximate value (fees only) £250k

Reasons for Decisions

Additions to the Capital Programme up to £2m require the approval of the Deputy Leader (Finance and Property).

Background Information

On 21 May 2019 Council reconfirmed the delegated power to the Leader, or body nominated by them, to approve the addition to the capital programme of projects costing less than £2.0 million, which are fully funded from external grants, developer contributions or from revenue, and to approve proposals to procure and/or enter into major contracts with a total value up to £3.0 million. The Deputy Leader (Finance and Property) is that nominated body.

The agreed schemes will be fully funded by developer contributions ring-fenced for the fees and works specified. In the case of Section 278 schemes there are no alternative uses for the contributions and the addition of these schemes will not affect the overall level of available capital resources.

Where applicable the construction contracts for these works will be undertaken by contractors from the appropriate Lot of the Council's Framework Contract for the Provision of Engineering and Construction Works. The procurement process will either involve a mini-competition between Framework contractors or a direct award to a Framework contractor nominated by the appropriate developer. The direct award option is only available when the works are wholly funded by a developer who has entered into a Section 278 agreement with the Council. In very specific circumstances the

Council will allow a developer to procure the works through their own contract and in these cases the capital programme allocation will be for fees only.

Where the proposed highway improvements include certain forms of traffic calming, a traffic signal controlled pedestrian or cycle crossing or there is a need for a traffic regulation order in respect of a speed limit or waiting restrictions, then it will be necessary to carry out a separate statutory notice and consultation procedure which will be reported to the relevant Portfolio Holder if objections are received.

Where a highway scheme is considered and approved as part of the planning process, the courts have made it clear that the highway / traffic authority is expected to co-operate in its implementation unless some exceptional or changed circumstances call for a different approach.

Approval has been given to the following schemes.

- A45 Stonebridge Highway / D2201 Rowley Road, Baginton. Developers – Coventry City Council and Coventry and Warwickshire Development Partnership LLP. Approximate value (fees only) £600k
- B4029 Severn Road, Bulkington. Developer – Taylor Wimpey. Approximate value (fees and works) £500k
- B4632 Campden Road, Quinton. Developer – Persimmon Homes. Approximate value (fees and works) £1.5m
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Financial Implications

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

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

The financial years within which the technical review and works are expected to start are included in the published report. However, the commencement of the works is dependent on the completion of the technical review, procurement and contractor mobilisation processes and may slip. Any slippage or increase in costs due to changes in the scope of the works will be reported in the normal quarterly monitoring process.

Report Author	Shirley Reynolds
Assistant Director	Scott Tompkins
Strategic Director	Mark Ryder
Portfolio Holder	Councillor Peter Butlin