

Portfolio Holder Decisions/Leader Decisions

Friday 13 May 2022

Minutes

Attendance

Committee Members

Councillor Peter Butlin

Councillor Kam Kaur

Councillor Wallace Redford

1. Ash Green Proposed Casualty Reduction Scheme

Resolved

That the Portfolio Holder for Transport and Planning approves that all of the elements of the proposed casualty reduction scheme be implemented as advertised pursuant to section 90A of the Highways Act 1980.

2. Permission to Consult: Nuneaton Regeneration

Resolved

That the Portfolio Holder approves the undertaking of consultation on the redevelopment proposals for Vicarage Street Development Site, Nuneaton to inform the preparation of a planning application

3. Documents Management Contract - Permission to Commence Renewal Process

Resolved

The recommendation was approved as set out in the exempt report

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Portfolio Holder Decision

Ash Green Proposed Casualty Reduction Scheme

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	13 May 2022
	Signed 

1. Decision taken

That the Portfolio Holder for Transport and Planning approves that all of the elements of the proposed casualty reduction scheme be implemented as advertised pursuant to section 90A of the Highways Act 1980.

2. Reasons for decisions

Reduced vehicle speeds will increase the safety of a junction where the number of collisions involving personal injuries requires casualty reduction measures. The scheme should not cause the environmental harms mentioned by the objector and the alternatives of speed cameras, traffic lights or a roundabout proposed by the objector are not feasible or appropriate in this location.

3. Background information

Reasons for the proposed scheme at this location.

3.1 The purpose of the Traffic and Road Safety Team Casualty reduction schemes is

to reduce personal injury claims at sites where there have been a large number of collisions resulting in injury to members of the public. These schemes are data led with the engineering team investigating all the collisions that have occurred over the last 5 years to see if there is a common factor to the collisions. The most cost-effective engineering works are implemented to reduce the causation factors that resulted in the collisions. Ash Green Cross Rd is one of these sites. The data shows that there were 7 personal injury collisions (PICs) in the last 5 years resulting in 12 casualties. The majority of these collisions were due to vehicles failing to give way when egressing either from New Rd or Vicarage Lane. Implementing the proposed traffic calming measures and improvements shown in the consultation plans in Appendices 3 & 4 should reduce the speed of the approaching motorists along this section of carriageway which should in turn increase the reaction time for motorists exiting and entering the intersection. This will create a positive return by reducing personal injury collisions.

3.2 The proposed casualty reduction scheme includes signing, carriageway markings, and the installation of 11 sets of speed cushions. The sets of speed cushions will be located on all four arms of the crossroads. Each set of cushions are usually made up of 2 speed cushions one located on each running lane of the carriageway. In total 23 cushions will be installed as part of this scheme, as one set of cushions will be made up of 3 single cushions (this is due the carriageway width on New Rd outside property No 4). The scheme will also benefit from the construction of tactile pedestrian crossing points; one will be located north of the crossroads on Royal Oak Lane and the other crossing point will be located south of the crossroads on Ash Green Lane, near the local amenities.

3.3 The scheme has been consulted on between 10th March to 1st April 2022 which included the local newspaper, public notices being erected on site, and all the information uploaded to the WCC website and copies of the proposed scheme being made available at the local council offices and Shire Hall.

3.4 A statement of reasons for proposing the casualty reduction scheme is appended to this report in Appendix 1. The onsite public notice is in Appendix 2 and the Consultation Plans for the scheme are in Appendices 3 & 4.

3.5 One objection has been received from a local resident as follows:

"I should like to object to the proposed Casualty Reduction Scheme at the Ash Green Crossroads on several grounds.

I don't believe that the installation of 23 speed cushions is ecologically sound. They cause traffic to slow down and then speed up again, which increases fuel consumption and generates more emissions.

This acceleration also causes the generation of more noise, as does the impact of some vehicles when they contact the speed cushions, even at reduced speed.

Repeated braking when approaching speed cushions causes more wear and tear on braking systems and generates more particulates. The impact also causes more wear on suspension systems.

A far better way to ensure compliance with speed limits would be average speed cameras, which have been widely installed by Coventry City Council and are proving

effective.

The main problem at Ash Green Crossroads is the restricted visibility for vehicles, especially for those pulling out from Vicarage Lane. Speed cushions will do nothing to improve the visibility. A far better solution would be a small roundabout or, ideally, traffic lights.

If I pull out from Vicarage Lane and am hit by a vehicle travelling slightly slower because of speed cushions then I think I would far rather pull out on a green traffic light and not be hit at all."

3.6 The officer response to this objection is as follows:

The speed cushions will be installed along the carriageway with sufficient spacing between each set not to allow vehicles to increase their speed between each set while travelling along the carriageway. The design of the speed cushions and the shallow ramped sides allow vehicles to negotiate the cushions at a steady low speed rather than having to brake heavily and accelerate over a much steeper entry ramp which can be found on the larger speed tables. These cushions should encourage the motorists to travel along the carriageway at a reduced and consistent average speed rather than braking and accelerating at each speed cushion.

To install a speed camera at a location it has to meet certain criteria set out by the Department of Transport (DFT) Circular 01/2007. Speed cameras are mainly located on main carriageways where the data shows that there has been a history of collisions over the last 5 years where speed has been a contributing factor and the 85th percentile speed of motorists using the section of carriageway been over the set speed limit. The carriageways leading up to and through Ash Green Crossroads do not meet any of the criteria set out in the DFT Circular for the installation of speed cameras.

The junction in question has double yellow lines installed on all of its junctions to allow for better visibility for motorists exiting this junction. The issue of vehicles parking on the yellow lines has been raised and passed onto the enforcement team to investigate. The introduction of the tactile pedestrian crossing points at either side of the Crossroads on Royal Oak Lane and Ash Green Rd should reduce the number of vehicles blocking the visibility splays.

The construction of the speed cushions on the approaches to the Crossroads should reduce the speed of the approaching motorists which should in turn increase the reaction time for motorists exiting and entering the intersection.

The cost of installing a set of traffic signals at this junction would be in the region of around £0.8M and it would cost up to £3M to construct a roundabout. The Traffic and Road Safety Team investigated all the collisions that have occurred at this junction over the last 5 years along with the geometry of the carriageway and came up with the most cost-effective engineering schemes to reduce the number of collisions at the location. The geometry of the carriageway and surrounding land does not lend itself to installing a roundabout at this location. If it was possible to install a roundabout the visibility splays for motorists could be impeded by the surrounding buildings as the give way lines would have to be set further back from the junction to allow for the

installation of the roundabout, which in turn could increase the number of collisions occurring at the intersection.

4. Financial implications

The scheme will be fully funded from the budget allocated to the Traffic and Road Safety Team for Casualty reduction schemes. This scheme has a cost estimate of £110,000. Any further works required post Road Safety Audit Stage 3 will be met from within the approved budget.

5. Environmental implications

The environmental impacts of road safety schemes will vary according to the circumstances and would need to be factored into decision-making on a scheme-by-scheme basis. The proposed scheme will result in lower speeds which can reduce fuel consumption and air and noise pollution as well as encouraging the confidence of walkers and cyclists.

Appendices:

- Appendix 1: - Statement of Reasons.
- Appendix 2: - Public Notice.
- Appendix 3: - Consultation Plan Sheet 1 of 2
- Appendix 4: - Consultation Plan Sheet 2 of 2

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Portfolio Holder	Wallace Redford wallaceredford@warwickshire.gov.uk

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

List of background papers
None.

Members and officers consulted and informed
Portfolio Holder – Councillor Wallace Redford Corporate Board – Mark Ryder Legal – Serena Cammish/Ian Marriott Finance – Virginia Rennie Equality – Keira Rounsley Democratic Services – Isabelle Moorhouse Councillors – Clarke, Chilvers, Fradgley and D’Arcy Local Member(s): Gilbert

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Portfolio Holder Decision

Permission to Consult: Nuneaton Regeneration

Portfolio Holder	Portfolio Holder for Economy & Place
Date of decision	13th May 2022
	Signed 

1. Decision taken

- 1.1 That the Portfolio Holder approves the undertaking of consultation on the redevelopment proposals for Vicarage Street Development Site, Nuneaton to inform the preparation of a planning application.

2. Reasons for decisions

- 2.1 The report asks the Portfolio Holder to approve consultation on the proposals for Vicarage Street Development Site, Nuneaton to enable the consultation exercise to commence in May 2022.
- 2.2 Consultation prior to the submission of a planning application ensures that the community and key stakeholders have an opportunity to be consulted on proposals ahead of the formal planning process.

3. Background information

- 3.1 Vicarage Street Development Site (VSDS) is a key project within the Transforming Nuneaton programme. The site has been identified as the location for WCC's new library and business centre (approved by Council December 2019) and a scheme for the remainder of the site has been under consideration following key market appraisal work.
- 3.2 In November 2021 the Transforming Nuneaton Programme Board approved proposals to deliver a residential scheme on the Vicarage Street Development Site, working alongside the proposals for a new Library & Business Centre (LaB). The proposals were developed through a workshop with senior officers and Members from both WCC and NBBC.
- 3.3 Following this decision, a project team was established, and Warwickshire

Property Development Group were appointed to support the councils in developing an outline planning application for the residential part of the site. The team are supported by professionals on planning, design and all required survey work, preparation of planning documentation, pre-application discussions and pre-application consultation.

- 3.4 Following discussions with the planning authorities, the Library and Business Centre team and key stakeholders it has subsequently been decided that an outline planning application for the whole site, including the LaB and the residential scheme, should be made and that a joint consultation exercise is done as part of this in order to provide a comprehensive and joined up scheme which is easier to interpret by all consultees and stakeholders, as well as ensure the local planning authority views the two projects together and the full benefits can be realised.
- 3.5 The Vicarage Street Development Site proposals include:
- A new Library and Business Centre, providing a state-of-the-art facility for the community and businesses of Nuneaton. It will act as an economic and civic anchor in a prominent position in the town centre, driving footfall through the town and delivering key services to residents and businesses. It will also include a changing places facility supporting the aim of making the town centre accessible for all.
 - Residential properties, supporting the diversification of the town centre and increasing immediate footfall and consumer spend in the centre.
 - High quality public realm and public space enhancing the local area and improving the look and feel at this end of town.
 - The site will also see Wheat Street opened up onto the ring road, enabling improved pedestrian, cycle and public transport routes into the town centre – supporting Transforming Nuneaton’s wider ambitions to make the town centre more sustainable and accessible for all visitors. (Note this will be delivered separately with funding already secured).
- 3.6 The scheme proposals have been informed by a comprehensive programme of market research and appraisal work testing viable and deliverable options for the site, key stakeholder engagement with service delivery teams and detailed survey work on the site to identify constraints and potential risks so they can be designed out of the scheme.
- 3.7 Further engagement and consultation on the proposals is required to ensure the views and needs of a wider set of stakeholders and the public can be identified, understood and considered within the design process ahead of submitting the outline planning application for the site.
- 3.8 It is proposed that the public consultation exercise will start mid-late May 2022 for a minimum period of 3 weeks and to prepare and run the consultation in partnership with Nuneaton and Bedworth Borough Council, WCC’s strategic partner and joint landowner of the site, and Warwickshire Property Development Group who have been appointed to support the two councils in developing the planning application for the site.

3.9	<p>The public consultation will provide the public and stakeholder an opportunity to review the proposals for the site, ask questions and make comments. Comprehensive information on the proposals will be made available and people will be able to participate in the consultation by:</p> <ul style="list-style-type: none"> • Attending a live webinar, with the opportunity to hear about the proposals and ask questions • Accessible website, containing key information and a feedback form • Promotion of the consultation exercise through local leaflets, social media channels, WCC/NBBC websites, media release • Recorded webinar: the live webinar will be recorded and uploaded to the consultation website to be viewed at a time convenient to members of the public who were unable to attend either an online or in-person event • Consultation packs: members of the public who are neither online nor able to attend a physical event can request a consultation pack to be printed and delivered to their home by calling the freephone consultation number • Physical consultation event: an in-person event will be held for those members of the community who are not online or have a particular interest in the project that requires a longer conversation.
3.10	<p>A summary of the consultation exercise and all key feedback received will be provided to the Councils and the design team, this will be analysed and used to inform the high level designs prior to the outline planning application being submitted.</p>

4. Financial implications

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| 4.1 | The cost of the consultation exercise, as well as all costs associated with developing the outline planning application, will be funded through the Transforming Nuneaton programme's income which is ringfenced to cover costs associated with delivering the programme. |
| 4.2 | Planning Consultancy provision including planning strategy advice, preparation and collation of all required planning documents, consultation, pre-application meetings with the planning authority and attendance and project team meetings
£44,820 + VAT |

5. Environmental implications

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| 5.1 | There are no specific environmental implications associated with the consultation exercise, however the overall project will look to deliver environmental benefits including sustainable building solutions, active travel solutions, and new public space promoting health and wellbeing. |
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Report Author

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Assistant Director	David Ayton-Hill, Communities
Strategic Director	Strategic Director for Communities
Portfolio Holder	Portfolio Holder for Economy & Place

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

List of background papers
None

Members and officers consulted and informed
<p>Portfolio Holder – Councillor Kam Kaur</p> <p>Corporate Board – Mark Ryder</p> <p>Legal – Ian Marriott</p> <p>Finance – Purnima Sherwood</p> <p>Equality – n/a</p> <p>Democratic Services – Isabelle Moorhouse</p> <p>Strategic Consultation and Engagement Lead - Lucy Rumble</p> <p>Councillors – Chairs and spokespersons of the Communities OSC and Resources OSC</p> <p>Local Member(s): Caroline Philipps</p>

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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