

# Portfolio Holder Decisions/Leader Decisions

Date: Friday 17 February 2023

Time: 12.00 pm

## Membership

Councillor Isobel Seccombe OBE

Councillor Margaret Bell

Councillor Peter Butlin

Councillor Andy Crump

Councillor Andy Jenns

Councillor Kam Kaur

Councillor Jeff Morgan

Councillor Wallace Redford

Councillor Heather Timms

Councillor Martin Watson

Items on the agenda: -

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|-----------|---|---------|
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| <b>5.</b> | <b>Proposed Puffin Crossing - Coventry Road, near Rectory Drive, Exhall Bedworth</b>                          | 59 - 80 |
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| <b>7.</b> | <b>Reports Containing Confidential or Exempt Information</b><br>To consider passing the following resolution: |         |

‘That members of the public be excluded from the meeting for the items mentioned below on the grounds that their presence would involve the disclosure of exempt information as defined in paragraph 7 of Part 1 of Schedule 12A of the Local Government Act 1972.’

**Monica Fogarty**  
Chief Executive  
Warwickshire County Council  
Shire Hall, Warwick

## Portfolio Holder Decision – Country Parks Fees and Charges 2023/24

<b>Portfolio Holder</b>	<b>Portfolio Holder for Environment, Climate &amp; Culture</b>
<b>Date of decision</b>	<b>17 February 2023</b>
	<b>Signed</b>

### Decision taken

Approval be given for the changes to Country Parks fees and charges from 1 April 2023, as set out in the Appendix.

### Reasons for decisions

The County Council's constitution requires approval of fees and charges by the relevant portfolio holder prior to their application.

Income derived from rents, tenancies, catering concessions, shop sales, caravan site profits share, special events and grants etc, account for approximately 25% of the country parks' total income in a normal year; these elements are adjusted through rent reviews and lease arrangements and are not included in this review.

### Background information

The Country Parks service has generally increased fees and charges on an ad hoc basis, with increases to some charges one year, then different charges the next and so on. This has meant that more substantial increases have taken place each time a fee has been increased, sometimes to account for a number of years' worth of inflationary increases. Section 43 of the Countryside Act 1968 allows reasonable charges to be made, and we are comfortable that the amended fees and charges remain reasonable in the marketplace.

A more fundamental review of how and when we increase our fees and charges is required and is likely to result in smaller, index-linked increases on an annual basis, to negate the need for larger increases less regularly. However, for this review the proposal is to increase all fees and charges that were not subject to increases last financial year.

It is also worth noting that, prior to the introduction of cashless parking machines in 2020, parking charges were paid in cash, making it difficult to increase in line with inflation, which would result in visitors having to pay odd amounts in change, which is unrealistic and cumbersome.

It is recognised that, especially during the recent pandemic, the amenities provided to our communities by the Country Parks service are of the highest value and it is important to ensure these remain accessible to all. This will support peoples' health, safety, and wellbeing and also the local visitor economy.

As a result of these factors, it is important that access to our parks remains affordable and value for money, and on a par with similar amenities locally, to remain competitive. However, it is also vital that we increase fees and charges sufficiently to reflect rising costs generally and sustain income to help pay for service delivery. This report sets out around a 10% increase to most fees and charges for parking and other activities in Country Parks for all the fees that were not increased in 2022/23.

The Appendix sets out the new fees and charges which take effect from 1 April 2023.

## **Proposed changes**

### **Fishing Permits at Kingsbury Water Park**

Prices have not increased since 2019/20, with course fishing last increased in 2015. We are therefore proposing a 10% increase on all fishing fees, apart from concessionary course permits, which increased in 2022/23. As investment and improvements are being made in the Fishery over the next five years, we anticipate making fee increases more frequently.

### **Car Parking price rises**

In 2022/23 the charges for the smaller sites were increased by **50p** across the sites with flat day rates, as these had not increased for a number of years. Therefore Burton Dassett, Hartshill Hayes and Pooley Country Parks will not be subject to increases for 2023/24, with the exception of an increase to coach parking fees at these sites from £20 to £22. Stratford Greenway also saw price increases in 2022/23, for the first time since they were introduced in 2017, so will be exempt in this round.

### **Kingsbury Water Park & Ryton Pools**

Car parking fees at Kingsbury have not increased since 2016 and at Ryton since 2019. Therefore, it is proposed to increase all parking charges at Kingsbury and Ryton on all tariffs by 10%.

### **Annual Parking Permits – All Parks/ South Parks & North Parks**

All multi-park annual permit prices were increased in 2022/23, so will not be subject to increases in 2023/24.

### **Other price increases/changes**

- Horse-riding Annual Permits – Adult - £30 to £33, Junior - £15 to £16.50 and Family - £55 to £60
- Adult Group sessions (i.e. talk/ presentation to interest group) – this has been £35 for some time. However, as it is similar in nature to a talk/ slideshow, which has



been priced at £55, we have decided to amalgamate these into one category, so the fee for 'Talks/ Walks/ Slideshows', which are accompanied sessions with Countryside or Specialist Rangers, will be £60.50.

- Education Centre Room Hire (for non-school groups): Morning or Afternoon session from £70 to £80. All day from £100 to £120. These figures are comparable to local village hall hire.
- Corporate Away Days - £15 per person (this is a new fee, but has already been successfully introduced this year)
- Event fees are by arrangement, as they vary significantly depending on the type of activity, so no flat fee is put against this

### Financial implications

The price increases detailed above should provide for additional income of approximately £58,000 based on current visitor numbers/sales. This is a total increase of approximately 10%, based on average income over the last 5 to 6 years for car parking and permit income at Kingsbury and Ryton, as well as on the fishing income achieved.

In reviewing our fees and charges for 2023-24 we have not applied the same percentage increase to all charges, but instead have considered each charge on its own merits. This is in line with the approach to fees and charges across WCC services where there is a range of planned price increases for 2023-24, as well as some price freezes, depending on the circumstances of each service.

Where there has been a 10% level increase in our fees and charges the rationale is outlined above and includes where prices have not increased for several years. Some charges have been increased to better reflect the cost of providing the service and to ensure prices remain in line with the marketplace. In all cases the increased charges are pitched to continue to make our country parks accessible and good value for money, and we continually benchmark our prices against our competitors, to ensure we are not under or over charging.

The Medium-Term Financial Strategy budget reduction increases the income target for Country Parks by £45k for 2023/24, so the proposed increase will contribute to reaching this target, but not fully achieve it, due to increased cost pressures facing the service.

See Appendix for detailed information on Fees & Charges for 2023/24

### Environmental implications

Whilst the Country Parks service is heavily dependent on income from car parking charges, we are confident that, given the relatively modest and infrequency of fee increases, our regular users will continue to pay to visit their local country park or greenway. Most of our visitors do not need to travel for long distances in their vehicles to be able to get to their nearest/ favourite country park. Therefore, we do not believe that these fee increases will have an impact on length of vehicle journey for most of our users, which in turn will not have a detrimental effect on air pollution.

<b>Report Author</b>	Rachel Baconnet Lead Commissioner – Country Parks & Green Spaces Tel: 01926 412818
<b>Assistant Director</b>	Assistant Director, Communities
<b>Lead Director</b>	Strategic Director for Communities
<b>Lead Member</b>	Portfolio Holder for Environment and Heritage & Culture

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

<b>List of background papers</b>
Appendix 1

<b>Members and officers consulted and informed</b>
Portfolio Holder – Councillor Heather Timms
Corporate Board – Mark Ryder
Legal – Sarah Duxbury
Finance – Andrew Felton
Equality – n/a
Commercialism – John Stansfield
Democratic Services – Isabelle Moorhouse
Councillors – Local Member(s): Jenns, Mills, Bell, Redford, M Humphreys, Rolfe

## Appendix

### Country Parks Fees and Charges 2023/24

<b>PARK &amp; ITEM</b>	<b>2022/23</b>	<b>2023/24</b>	<b>% change</b>
<b>All Parks Permit (KWP, Pooley, Hartshill, Ryton, BDH)</b>	£ 120.00	£ 120.00	0%
<b>All Parks Disabled Permit</b>	£ 96.00	£ 96.00	0%
<b>North Parks Permit (KWP, Pooley, Hartshill)</b>	£ 90.00	£ 90.00	0%
<b>North Parks Disabled Permit</b>	£ 72.00	£ 72.00	0%
<b>South Parks Permit (Ryton, BDH)</b>	£ 60.00	£ 60.00	0%
<b>South Parks Disabled Permit</b>	£ 48.00	£ 48.00	0%
<b><u>KINGSBURY WATER PARK</u></b>			
<b>Car Parking (Main Entrance):</b>			
Daily Peak (1 <sup>st</sup> Mar – 31 <sup>st</sup> Oct)	£ 4.50	£4.95	10%
Daily Off Peak (1 <sup>st</sup> Nov – 28 <sup>th</sup> Feb)	£ 3.00	£3.30	10%
Twilight (all year after 4pm)	£ 3.00	£3.30	10%
Minibus/Coach	£ 20.00	£22	10%
<b>Car Parking (Broomey Croft):</b>			
Daily	£ 3.00	£3.30	10%
Minibus/Coach	£ 20.00	£22	10%
<b>Car Parking Permits:</b>			
Permit (12 months from date of purchase)	£ 48.00	£52.80	10%
Disabled permit	£ 38.00	£41.80	10%
<b>Fishing:</b>			
Coarse Permit: Adults	£ 90.00	£99	10%
Coarse Permit: Concessions	£ 70.00	£70	0%
Specimen Carp Permit: Adults	£ 150.00	£165	10%
Night Fishing (Broomey Croft & Canal Pool) by application only	£ 475.00	£522	10%
Late Season Specimen Carp (November - March)	£ 100.00	£110	10%
<b>Day Tickets:</b>			
<b>Pine Pool</b>			
(1 <sup>st</sup> Mar- 31 <sup>st</sup> Oct)	£ 9.50	£ 10.45	10%
(1 <sup>st</sup> Nov - 28 <sup>th</sup> Feb)	£ 8.00	£ 8.80	10%
<b>Swann &amp; Causeway, Mill, Willows,Bodymoor Heath, Heron, Kingfisher, Gibsons, &amp; Cliff Pool South</b>			
(1 <sup>st</sup> Mar- 31 <sup>st</sup> Oct)	£ 7.50	£ 8.25	10%
(1 <sup>st</sup> Nov - 28 <sup>th</sup> Feb)	£ 6.00	£ 6.60	10%
<b>concessions</b>			
(1 <sup>st</sup> Mar- 31 <sup>st</sup> Oct)	£ 6.50	£ 7.15	10%
(1 <sup>st</sup> Nov - 28 <sup>th</sup> Feb)	£ 5.00	£ 5.50	10%
<b>Horseriding:</b>			
Annual Permit Adult	£ 30.00	£ 33.00	10%
Annual Permit Junior	£ 15.00	£ 16.50	10%
Annual Permit Family	£ 55.00	£ 60.50	10%

<b>Schools – All-inclusive package (min.15 children)</b>			
2-hour session per child	£ 4.50	£ 4.50	0%
4-hour session per child	£ 7.50	£ 7.50	0%
<b>Birthday Parties:</b>	£ 150.00	£ 150.00	0%
<b>Talks/Walks/Slide Shows:</b>	£ 55.00	£ 60.50	10%
<b>Education Centre Room Hire (non-schools):</b>			
Morning or afternoon session	£ 70.00	£ 80.00	14%
All day	£ 100.00	£ 120.00	20%

<b>Mobility Scooter:</b>			
Annual permit	£ 35.00	£ 35.00	0%
Daily, per session	£ 4.00	£ 4.00	0%
Tramper, per session	£ 5.50	£ 5.50	0%

**BURTON DASSETT HILLS COUNTRY PARK**

<b>Car Parking:</b>			
Daily	£ 3.00	£ 3.00	0%
Minibus/Coach	£ 20.00	£ 22.00	10%
Permit (12 months from date of purchase)	£ 36.00	£ 36.00	0%
Disabled permit	£ 29.00	£ 29.00	0%

**HARTSHILL HAYES COUNTRY PARK**

<b>Car Parking:</b>			
Daily	£ 3.00	£ 3.00	0%
Minibus/Coach	£ 20.00	£ 22.00	10%
Permit (12 months from date of purchase)	£ 36.00	£ 36.00	0%
Disabled permit	£ 29.00	£ 29.00	0%

<b>Schools – All-inclusive package (min.15 children)</b>			
2-hour session per child	£ 4.50	£ 4.50	0%
4-hour session per child	£ 7.50	£ 7.50	0%
<b>Talks/Walks/Slide Shows:</b>	£ 55.00	£ 60.50	10%

**RYTON POOLS COUNTRY PARK**

<b>Car Parking:</b>			
15 mins	Free		
Car Parking:	£ 3.00	£ 3.30	10%
2 to 4 hours	£ 4.00	£ 4.40	10%
Over 4 hours	£ 6.00	£ 6.60	10%
Winter Off Peak (1 <sup>st</sup> Nov – 28 <sup>th</sup> Feb)	£ 3.00	£ 3.30	10%
Minibus/Coach	£ 20.00	£ 22.00	10%
Permit (12 months from date of purchase)	£ 44.00	£ 48.40	10%
Disabled permit	£ 35.00	£ 38.50	10%

<b>Schools – All-inclusive package (min.15 children)</b>			
2-hour session per child	£ 4.50	£ 4.50	0%
4-hour session per child	£ 7.50	£ 7.50	0%

<b>Birthday Parties:</b>	£ 150.00	£ 150.00	0%
<b>Talks/Walks/Slide Shows:</b>	£ 55.00	£ 60.50	10%
<b>Education Centre Room Hire (non-schools):</b>			
Morning or afternoon session	£ 70.00	£ 80.00	14%
All day	£ 100.00	£ 120.00	20%

**POOLEY COUNTRY PARK****Car Parking:**

Daly - up to one hour			
Daily	£ 3.00	£ 3.00	0%
Minibus/Coach	£ 20.00	£ 22.00	10%
Annual Permit	£ 36.00	£ 36.00	0%
Disabled permit	£ 29.00	£ 29.00	0%

**Events: By arrangement****Schools – All-inclusive package (min.15 children)**

2-hour session per child	£ 4.50	£ 4.50	0%
4-hour session per child	£ 7.50	£ 7.50	0%

<b>Birthday Parties:</b>	£ 150.00	£ 150.00	0%
<b>Talks/Walks/Slide Shows:</b>	£ 55.00	£ 60.50	10%
<b>Education Centre Room Hire (non-schools):</b>			
Morning or afternoon session	£ 70.00	£ 80.00	14%
All day	£ 100.00	£ 120.00	20%

**STRATFORD GREENWAY****Car Parking:**

Up to 1 hour	£ 1.00	£ 1.00	0%
Up to 2 hours	£ 1.50	£ 1.50	0%
Up to to 3 hours	£ 2.00	£ 2.00	0%
Up to 4 hours	£ 3.00	£ 3.00	0%
Over 4 hours (all day)	£ 4.00	£ 4.00	0%
Permit (12 months from day of purchase)	£ 48.00	£ 48.00	0%
Disabled permit	£ 38.00	£ 38.00	0%

**EVENTS PROGRAMME (all sites)**

Guided walks and events	£ 4.50	£ 4.50	0%
Holiday Activities/Drop In/Youth Groups	£ 4.50	£ 4.50	0%
Corporate Away Days (Per Person) *min 12 people		£ 15.00	
Other (including large) Events: By arrangement			

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## Portfolio Holder Decision – Fees and charges report for Waste Management 2023/20244

<b>Portfolio Holder</b>	<b>Portfolio Holder for Environment, Climate &amp; Culture</b>
<b>Date of decision</b>	<b>17<sup>th</sup> February 2023</b>
	<b>Signed</b>

### Recommendation

- 1) Approval be given for the changes to waste fees and charges from 1 April 2023, as set out in the Appendix to this report.

### Reasons for decision

1.1 The County Council's constitution requires approval of fees and charges by the relevant portfolio holder prior to their application. The purpose of this report is for the portfolio holder to consider and approve the proposed fees and charges for 2023/24.

1.2 The County Council, as a Waste Disposal Authority, can apply charges to certain waste materials e.g. commercial waste, which is accepted at our waste transfer stations and in smaller quantities at our household waste recycling centres (HWRCs). There is a well-established system of making charges and these charges need to be adjusted for 2023/24. This report sets out the approach to this, gives details on how the charges are calculated, and presents the fees and charges recommended for 2023/24.

1.3 Waste management fees and charges for non-household waste need to be adjusted to ensure they reflect current market conditions and continue to ensure that the County Council's costs for this waste management activity are covered. Appendix A sets out the charges recommended for 2023/24.

### Analysis

2.1 Warwickshire County Council as a Waste Disposal Authority has the duty to provide "free to access" HWRCs for the deposit of household waste by householders. Commercial waste and certain types of waste which are not classified as household (for example where a householder has a large quantity of rubble or wants to bring waste in a commercial vehicle such as a van) is chargeable.

2.2 Two of our HWRCs - Princes Drive and Hunters Lane – have weighbridges and can charge by weight. The other HWRCs which do not have weighbridges allow commercial waste to be delivered and paid for on a by-volume basis.

2.3 The Appendix sets out the proposed fees and charges which take effect from 1 April 2023.

### **Method of calculation**

2.4 Calculations are based on a DEFRA model which identifies that staff time is used for each transaction, so the pricing mechanism charges proportionately more for lower weight bands. Charges by weight are banded in ten bands from 0 – 100kg to 900 – 1000kg. At the lower band, an administration multiplier of two is used and at the upper band, an administration multiplier of 1.5 is used, with the administration multiplier evenly escalated with each band in between. Current costs for the treatment or disposal costs of each material have been calculated, as have the costs for haulage of each material to the treatment facility. These costs will increase in the next financial year; some are linked to RPIX (Retail Price Index excluding mortgage interest payments), landfill disposal includes landfill tax rises, some contracts are new rates and are fixed until contract end.

2.5 The gross figures are rounded up to the nearest 50p for use at Princes Drive and Hunters Lane weighbridge sites. For the non-weighbridge sites, the gross figures are used, along with 70% fill levels for each of the five types of vehicle and average densities for the materials. The relevant administration multiplier is applied, and the gross values are rounded up to the nearest £1.

2.6 A number of assumptions have been used in the calculated prices and further changes are anticipated during the year. One example of change is where a contractor goes into administration and contingency plans have to be put in place. In this case there can be uncertainty over the future costs of transporting and processing materials. Another example is the Bubbenhall landfill contract which uses RICS (Royal Institution of Chartered Surveyors) indices to calculate an annual increase, which is due to be calculated later in the year but is likely to be higher than RPI (retail price index).

2.7 In recent years, the price of plasterboard disposal has been aligned with that of general waste and we will continue this and also apply this to the vehicle size charges. This alleviates any operational issue of traders incorrectly declaring plasterboard as general waste to access a cheaper price, leading to potential contamination of the general waste. The price difference is so small that we will use the general waste price for plasterboard and will continue to monitor and review.

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

2.9 The Environment Agency are introducing additional stipulations around items containing Persistent Organic Pollutants (POPs) so that items such as sofas and other upholstered seating should be incinerated rather than sent to landfill. Therefore, we expect either to restrict this waste from commercial sources or to introduce an appropriate price when the full costs are understood.

2.10 The £12 charge for a load of paper or cardboard works well alongside our recycling permit. This means that small businesses have good access to recycling services. It is very rare that a load of paper or cardboard exceeds 1 tonne but to help operations and to limit additional cost liability the maximum load size will be capped at 1 tonne.

2.11 The minimum charge for disposal of a gas bottle, fire extinguisher or tyre was reduced to £5 in 2021, making the proper disposal of these items even more accessible, and we will continue to do this. Certain gas bottles that cost the authority more than £5 are charged at a higher rate based



on the Council's costs to dispose of the item. Other pay-by-item charges remain the same. Public weigh charges will remain at £10 plus VAT in line with other local weighbridges.

2.12 The cost of the commercial recycling permit increased from £40 to £50 in 2021. This was the first price rise since inception 5 years ago and will be kept at £50 for this coming year.

2.13 Last year a per bag charge was introduced for hardcore, bricks, rubble and soil. We will retain the £3 per bag charge for additional sacks of hardcore, bricks, rubble and soil material (up to 25kg per bag).

2.14 The orange sack scheme for businesses that generate small amounts of residual waste will remain at £4 per sack and are usually sold in 20 bag rolls for £80.

2.15 The Waste Management Service aims to offer the broadest possible range of recycling opportunities to the public, and also where appropriate, to the non-household and commercial sector. In order to continue to act commercially, we will seek to develop new trade services and will seek approvals to launch these at the appropriate time and using decisions under the Council's scheme of delegation.

### **Benchmarking**

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

## **Financial implications**

3.1 Prices are calculated based on a DEFRA model. The price is calculated using the disposal / reprocessing and haulage costs to the Council and the model adds the additional costs of site running costs, administration, and on-costs using an administration multiplier. Income gained supports the operation of waste sites and the delivery of services. The facility to recycle and dispose of a wide range of waste types are of benefit to the local economy. The public have a facility to dispose of non-household waste and local businesses can easily access competitively priced recycling and disposal services that ensure their compliance with waste legislation and the reduction of fly-tipping.

3.2 Table 1 shows the level of income from providing the opportunity for local small businesses to be able to deposit waste at our network of HWRCs. The income generated in 2020/21 was significantly lower due to lockdowns, but appear to have started to recover in 2021-22. The economic downturn and higher cost-of-living may have an impact on 2022/23 and 2023-24 figures. Our budgeted total income figure for 2022/23 is £234,100.

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

	<b>Income 2019/20</b>	<b>Income 2020/21</b>	<b>Income 2021/22</b>	<b>Income YTD @31/12/2 2</b>	<b>Projected Income 2022/23</b>	<b>Budgeted Income 2022/23</b>
<b>HWRCs</b>	£9,460	£2,697	£7,970	£7,579	£10,100	£9,100

<b>Transfer Stations</b>	£261,461	£207,866	£294,268	£170,323	£227,100	£225,000
<b>Totals</b>	£270,921	£210,563	£302,238	£177,902	£237,200	£234,100

3.3 The chargeable rates proposed in this paper will ensure that income keeps up with the rising costs of delivering services. Income from members of the public from item charges or charging by vehicle size is small and changes have been kept to a minimum to avoid confusion and discourage fly tipping. Most of the income received is at the waste transfer stations and the changes to rates at these locations is given in detail in Appendix A. Changes have been made to better reflect the Council's true costs, to remain competitive in the marketplace and to encourage responsible waste management including cheaper recycling options. During 2023/24 an in-depth review of our trade waste offer is planned, and we hope to find opportunities to increase income further.

## Environmental implications

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

<b>Report Author</b>	Laura Vesty Lead Commissioner - Waste Operations Tel: 01926 418071
<b>Assistant Director</b>	David Ayton-Hill Assistant Director, Communities
<b>Strategic Director</b>	Mark Ryder Strategic Director for Communities
<b>Portfolio Holder</b>	Councillor Heather Timms Portfolio Holder for Environment, Climate & Culture

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

## List of background papers

Appendix A – Detailed Fees and Charges for 2023-24

**Members and officers consulted and informed**

Portfolio Holder – Councillor Heather Timms

Corporate Board - All

Communities DLT

Legal – Nichola Vine

Finance – Andrew Felton

Equality – Jenny Kemp

Commercialism – John Stansfield, Commercial Lead

Democratic Services – Isabelle Moorhouse

Local Member(s): N/A

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## Appendix A - Detailed Fees and Charges for 2023/24

<b>Charging Method - Weighbridge (Princes Drive and Hunters Lane only)</b>																	
<b>Weight Bands</b>	<b>0 to 100 kgs</b>	<b>101 to 200 kgs</b>	<b>201 to 300 kgs</b>	<b>301 to 400 kgs</b>	<b>401 to 500 kgs</b>	<b>501 to 600 kgs</b>	<b>601 to 700 kgs</b>	<b>701 to 800 kgs</b>	<b>801 to 900 kgs</b>	<b>901 to 1000 kgs</b>	<b>Over 1000kg</b>						
Green Waste	£8.50	£16.50	£24.00	£31.00	£38.00	£44.00	£50.00	£56.00	£60.50	£65.00	£0.066	per kg					
General / Mixed Waste	£29.50	£57.50	£83.50	£108.50	£132.00	£154.00	£174.50	£193.50	£211.00	£227.00	£0.228	per kg					
Rubble / Soil	£6.50	£13.00	£18.50	£24.00	£29.50	£34.00	£38.50	£43.00	£46.50	£50.00	£0.037	per kg					
Plasterboard / Gypsum	£29.50	£57.50	£83.50	£108.50	£132.00	£154.00	£174.50	£193.50	£211.00	£227.00	£0.228	per kg					
Wood / Chipboard	£17.50	£29.50	£41.50	£53.50	£65.50	£77.50	£89.50	£101.50	£113.50	£126.00	£0.127	per kg					
<b>Charging Method - Vehicle Size</b>																	
<b>Vehicle Category</b>	<b>Car</b>	<b>Estate car / car derived van</b>		<b>Small van or pickup</b>		<b>Twin cab pickup or large 4 x 4</b>		<b>Trailers up to 6'</b>									
Green Waste	£13.00	£19.00		£38.00		£52.00		£24.00									
General / Mixed Waste	£33.00	£49.00		£118.00		£140.00		£70.00									
Rubble / Soil	£20.00	£27.00		£36.00		£47.00		£27.00									
Plasterboard / Gypsum*	£33.00	£49.00		£118.00		£140.00		£70.00									
Wood / Chipboard	£29.00	£40.00		£91.00		£124.00		£56.00									
* only available at Burton Farm, Lower House Farm and Judkins																	
<b>Charges - per item (Princes Drive and Hunters Lane)</b>																	
Domestic sized fridges and freezers - price per unit						£12						No change					
TVs and monitors - price per unit						£6						No change					
Clean cardboard and paper - per load (max. 1 tonne)						£12						No change					
Gas cylinders (with brand ID on cylinder) - price per unit						From £5						No change					
Fire extinguishers - price per unit						From £5						No change					
Commercial sized fridges and freezers (+ photocopiers) - price per unit*						£60						No change					
Ammonia fridges - price per unit*						£60						No change					
Domestic car tyres - price per unit*						From £5						No change					
Fluorescent tubes (max 8 foot) - price per tube						£1						No change					
Small waste electrical items (toaster, light fitting, shower) - price per item						£2						No change					
Public Weighing (£10 + £2 VAT)						£12						No change					
* not available at Hunters Lane																	
<b>Charges - per item (All other sites)</b>																	
Charge per mattress or bed base						£12						no change but not yet decided on price for sofas					
Commercial recycling permit						£50						No change					
Commercial pre-paid sacks						£80 for 20 £4 each						No change					
Hardcore, rubble, soil						£3 per bag up to 80 litres						No change					

## Last year's prices - April 2022 to March 2023

<b>Charging Method - Weighbridge (Princes Drive and Hunters Lane only)</b>												
<b>Weight Bands</b>	<b>0 to 100 kgs</b>	<b>101 to 200 kgs</b>	<b>201 to 300 kgs</b>	<b>301 to 400 kgs</b>	<b>401 to 500 kgs</b>	<b>501 to 600 kgs</b>	<b>601 to 700 kgs</b>	<b>701 to 800 kgs</b>	<b>801 to 900 kgs</b>	<b>901 to 1000 kgs</b>	<b>Over 1000kg</b>	
Green Waste	£7.50	£14.50	£21.00	£27.00	£32.50	£38.00	£43.00	£48.00	£52.00	£56.00	£0.057	per kg
General / Mixed Waste	£25.50	£49.50	£72.50	£94.00	£114.00	£133.00	£151.00	£167.50	£182.50	£196.50	£0.197	per kg
Rubble / Soil	£5.00	£7.50	£10.50	£13.00	£16.00	£18.50	£20.50	£23.50	£26.50	£29.00	£0.030	per kg
Plasterboard / Gypsum	£25.50	£49.50	£72.50	£94.00	£114.00	£133.00	£151.00	£167.50	£182.50	£196.50	£0.197	per kg
Wood / Chipboard	£17.50	£29.50	£41.50	£53.50	£65.50	£77.50	£89.50	£101.50	£113.50	£126.00	£0.127	per kg
<b>Charging Method - Vehicle Size</b>												
<b>Vehicle Category</b>	<b>Car</b>	<b>Estate car / car derived van</b>	<b>Small van or pickup</b>	<b>Twin cab pickup or large 4 x 4</b>	<b>Trailers up to 6'</b>							
Green Waste	£13.00	£19.00	£38.00	£52.00	£24.00							
General / Mixed Waste	£31.00	£47.00	£112.00	£133.00	£67.00							
Rubble / Soil	£16.00	£22.00	£29.00	£38.00	£22.00							
Plasterboard / Gypsum*	£55.00	£75.00	£171.00	£235.00	£106.00							
Wood / Chipboard	£29.00	£40.00	£91.00	£124.00	£56.00							
* only available at Burton Farm, Lower House Farm and Judkins												
<b>Charges - per item (Princes Drive and Hunters Lane)</b>												
Domestic sized fridges and freezers - price per unit												£12
TVs and monitors - price per unit												£6
Clean cardboard and paper - per load (max. 1 tonne)												£12
Gas cylinders (with brand ID on cylinder) - price per unit												From £5
Fire extinguishers - price per unit												From £5
Commercial sized fridges and freezers (+ photocopiers) - price per unit*												£60
Ammonia fridges - price per unitw												£60
Domestic car tyres - price per unitw												From £5
Fluorescent tubes (max 8 foot) - price per tube												£1
Small waste electrical items (toaster, light fitting, shower) - price per item												£2
Public Weighing (£10 + £2 VAT)												£12
* not available at Hunters Lane												
<b>Charges - per item (All other sites)</b>												
Charge per settee, mattress or bed base												£12
<b>Commercial recycling permit</b>												
												£50
<b>Commercial pre-paid sacks</b>												
												£80 for 20 £4 each
<b>Hardcore, rubble, soil</b>												
												£3 per bag up to 80 litres

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

<b>Portfolio Holder</b>	<b>Portfolio Holder for Finance and Property</b>
<b>Date of decision</b>	<b>17 February 2023</b>
	<b>Signed</b>

### 1. Decision taken

- 1.1 That the Portfolio Holder for Finance and Property gives approval to the addition of the following s278 fully developer-funded highway improvement schemes to the Capital Programme for 2022/23:
- a) A3400, Stratford Road, Shipston-on-Stour - Ellen Badger Hospital – widening access and relocation of pedestrian island of approximate value £80,000
  - b) C7 Tamworth Road, Wood End Land East of Islington Farm - construction of new access, footpath and road of approximate value £80,000

### 2. Reasons for decisions

- 2.1 On 14<sup>th</sup> May 2021 Council reconfirmed the delegated power to the Leader, or body nominated by them, to approve the addition to the capital programme of projects costing less than £2.0 million, which are fully funded from external grants, developer contributions or from revenue. The Portfolio Holder for Finance and Property is that nominated body.
- 2.2 Under the Constitution, the power is delegated onwards to the Portfolio Holder for Finance and Property.

### 3. Background information

#### **A3400, Stratford Road, Shipston-on-Stour - Ellen Badger Hospital**

- 3.1A planning application was submitted to Stratford-Upon-Avon District Council by South Warwickshire NHS Foundation in respect of Ellen Badger Hospital Stratford Road, Shipston-on-Stour. Planning consent was granted with conditions on 17 March 2022 (ref: 21/00004/FUL) for the erection of a replacement Hospital, Well Being Centre, Medical Centre and associated infrastructure. The conditions require works to be carried out in the public highway and the Council will enter into

an agreement under section 278 of the Highways Act 1980 in order to facilitate these works. The s278 works required are the widening of the access and the relocation of pedestrian refuge island.

### **C7 Tamworth Road, Wood End Land East of Islington Farm**

- 3.2 A planning application was submitted to North Warwickshire Borough Council by Cameron Homes in respect of Land East of Islington Farm, Tamworth Road, Wood End. Planning consent was granted with conditions on 5<sup>th</sup> February 2021 (ref: PAP/2020/0420.) for the development of 34 residential no dwellings, associated works, and access. The conditions require works to be carried out in the public highway and the Council will enter into an agreement under section 278 of the Highways Act 1980 in order to facilitate these works. The s278 works required are the construction of a new access to the highway.

## **4. Financial implications**

- 4.1 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.
- 4.2 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.
- 4.3 The respective Developers have already committed to funding the technical review work by accepting the Council's fee estimates. The Council's fees for technical review are always collected in advance of the s278 agreement being signed.
- 4.4 Procurement and subsequent award of construction contracts will only take place subject to the applicable Section 278 agreements being signed, which will provide 100% of the funding. The Section 278 agreements will also require both Developers to provide a bond or cash security at least 150% of the costs of the works. The commencement of the works is dependent on the completion of the technical review, procurement and contractor mobilisation processes. Any slippage or increase in costs due to changes in the scope of the works will be reported in the normal quarterly monitoring process.

## **5. Environmental implications**

- 5.1 The environmental impacts of developer-funded highway schemes are considered through the planning approval process.
- 5.2 The contractors on the Council's Framework Contract for the Provision of Engineering and Construction Works (WCC 6012) have all demonstrated that they hold a certificate of compliance with BS EN ISO 140001 (or equivalent) or have otherwise satisfactorily demonstrated their policies and arrangements for the management of construction-related environmental issues.



<b>Report Author</b>	Kudzai Chengeta kudzaichengeta@warwickshire.gov.uk,
<b>Assistant Director</b>	Scott Tompkins - Assistant Director Environmental Services
<b>Strategic Director</b>	Mark Ryder - Strategic Director for Communities
<b>Portfolio Holder</b>	Portfolio Holder for Finance and Property

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

### List of background papers

N/A

### Members and officers consulted and informed

Portfolio Holder – Councillor Peter Butlin

Corporate Board – Mark Ryder

Legal – Caroline Gutteridge

Finance – Andrew Felton

Equality –n/a

Democratic Services – Isabelle Moorhouse

Councillors – Warwick, Singh Birdi, Board, Philipps and W Roberts

Local Member(s):

A3400, Stratford Road, Shipston-on-Stour - Ellen Badger Hospital - Cllr Jo Baker (Shipston)

C7 Tamworth Road, Wood End Land East of Islington Farm - Cllr Marian Humphreys (Polesworth)

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## Portfolio Holder Decision

### Prohibition of Vehicles Order – Station Road, Kenilworth

<b>Portfolio Holder</b>	<b>Portfolio Holder for Transport and Planning</b>
<b>Date of decision</b>	<b>17 February 2023</b>
	<b>Signed</b>

#### 1. Decision taken

- Recommendation:
- 1.1 That the Portfolio Holder for Transport and Planning approves the making of an Order, pursuant to section 1 of the Road Traffic Regulation Act 1984, the effect of which is to reproduce and continue in force indefinitely the provisions of 'The Warwickshire County Council (Station Road, Kenilworth) (Prohibition of Vehicles) (Experimental Order) 2021'.

#### 2. Reasons for decisions

- 2.1 On 11 November 2021, Warwickshire County Council made an Experimental Traffic Regulation Order, pursuant to sections 9 and 10 of the Road Traffic Regulation Act 1984, the effect of which was to:-
- 2.1.1 prohibit all vehicles from proceeding along a section of Station Road, Kenilworth, from its junction with Warwick Road, north-eastwards for a distance of 16 metres; and
- 2.1.2 prohibit vehicles (with the exception of pedal cycles) from proceeding along a further section of Station Road, Kenilworth which extends from a point 16 metres north- eastwards of Warwick Road, north-eastwards for a 82 metres.
- 2.2 The Experimental Order commenced on 29 November 2021 and will expire on 28 May 2023.
- 2.3 The experimental scheme prohibited the misuse of the right turn ban at the junction of Station Road and Warwick Road, which was widely ignored by motorists. Additionally, the closure created a pedestrianised area for local businesses to utilise this space, creating a small pedestrian parklet.
- 2.4 The experimental scheme, has successfully reduced the number of near misses and collisions at this junction due to it being closed, and does not cause an

adverse environmental impact on traffic around the area. WCC is satisfied that the experiment was successful as it has mitigated the misuse of right turns onto Warwick Road, for which WCC frequently received reports of near misses and vehicles ignoring the prohibited right turn. In the experimental closure period, WCC monitored the traffic flow under normal, post COVID-19 conditions, and monitored the affect the closure had on this traffic. Naturally, as a road has been closed, traffic has been displaced to surrounding roads, including Abbey End, so whilst traffic using this road has increased, WCC have not reported any significant impacts on this road. If the permanent closure of the road is approved, a full safety assessment will take place on surrounding roads and any engineering measures installed as appropriate.

### 3. Background information

#### ***Reasons for the proposed scheme at this location***

- 3.1 Station Road was initially closed temporarily in the summer of 2020, following initiatives from Central Government to encourage the public to return to High Streets following the first lockdown period, and to help local businesses, whilst following directives to maintain social distancing. Following the success of the COVID closures, at both mitigating the right turn issues at Warwick Road, and allowing for more space within this area, Kenilworth Town Council (“KTC”) were keen to explore the possibility of potentially keeping the closure, on an experimental basis, with a long-term vision of creating a pedestrianised area for extra seating and amenities for local businesses.
- 3.2 The initial temporary closure in 2020 throughout periods of lockdowns and covid isolations was not a true representation of traffic and pedestrian flow, so it was important to trial the closure in ‘normal’ traffic conditions and monitor the effects of the closure taking these factors into consideration. Warwickshire County Council (“WCC”) and KTC agreed that the closure appeared to deter and prevent motorists illegally turning right at the end of Station Road, onto Warwick Road. The growing number of motorists ignoring this right turn ban was posing as a high collision risk, which the temporary closure of Station Road helped to prevent.
- 3.3 The experimental scheme currently in place involves 16 metres of Station Road closed to motorists, to create a pedestrianised area. Prior to the full closure, chicanes created from large wooden planters have been installed to divert and slow traffic but maintain access for refuse vehicles and delivery vehicles who may deliver to the local businesses located within this section of the closure. If the 16 metre section which is closed to all vehicles is made indefinite, KTC have indicated a desire to pave this section of road to delineate the pedestrian only areas versus the areas of partial closure. This would be subject to separate discussions between KTC and WCC as to the cost and authorisation of any such paving works within the public highway. Any potential paving works that may be undertaken in the future is subject to funding being provided by KTC.
- 3.4 The intention for the experimental scheme to be made indefinite was consulted on in accordance with the relevant statutory regulations. This includes publishing a notice in the Leamington Spa Courier on 18 November 2021, public notices being

erected on site, scheme information being made available on WCC's website, and copies of the scheme documents being made available at Shire Hall. There was a period of six months commencing on 29 November 2021 and expiring on 29 May 2022 during which objections to the scheme being made indefinite could be submitted pursuant to the relevant statutory regulations.

3.5 A statement of reasons for proposing the experimental scheme is appended to this report in Appendix 1. A copy of the public notice is included in Appendix 2, the Experimental Order is included in Appendix 3, and the Consultation Plan for the scheme is included in Appendix 4.

3.6 Three letters of support were received to making the scheme indefinite, a full copy of these can be found in Appendix 6. Nine objections have been received to making the scheme indefinite from local residents. The full copy of objections can be found in Appendix 5 of this report. A basic synopsis and breakdown of common concerns of the objections are as follows:

- Concerns on diversion route for deliveries for Waitrose
- Concerns on extra stress on Abbey End Car Park
- Concerns of near miss collisions due to HGV deliveries on Station Rd
- Concerns that there is no economic benefit to the closure

3.7 Officer response to the above matters is as follows.

3.7.1 The routes for Waitrose have been unaffected by the closure of Station Rd. Deliveries are still permitted to all businesses within and around the closure, including Waitrose. Access to the residential apartment above the hairdressers is also still permitted. Officers were made aware of an issue with vehicle access when the chicanes were erected, and the issue was resolved on site at the time of the issue which was raised by the resident.

3.7.2 No extra traffic problems or adverse effects have been observed by, or reported to, WCC in respect of Abbey End Car Park.

3.7.3 Near miss collisions have not been observed by, or recorded by, WCC but are taken seriously. Pedestrians, as always, should take extra care of unloading vehicles, particularly those reversing. Whilst some objections argue that vehicles are left to reverse out of the closure, instead of being able to navigate left out onto Warwick Road, this was equally as tight of a manoeuvre and would result in large vehicles, such as refuse vehicles and HGVs, to over-hang the footway, resulting in pedestrians having to take extra care and precaution within this area regardless.

3.7.4 The economic benefit is that the extra space provided by the closure can be utilised by local businesses and charities in order to create a safe pedestrianised space for extra seating or stalls.

## 4. Financial implications

4.1 The scheme has been fully funded by Kenilworth Town Council budget, who have

partially used the 'Welcome Back' initiative budget from Central Government to fund the scheme up until this point. Any future works will solely be funded by Kenilworth Town Council and subject to separate discussions.

## 5. Environmental implications

- 5.1 The proposed indefinite scheme will prohibit the misuse of the right turn ban at the junction of Station Road and Warwick Road, resulting in fewer potential near misses and collisions. The pedestrianisation of this area will allow for local amenities to utilise this space with possible extra seating for the surrounding establishments, along with enhancing the public realms of the Town Centre.
- 5.2 Additionally, by creating a pedestrianised area, it can reduce fuel consumption – therefore increasing air quality and encouraging the use of active travel.

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<b>Assistant Director</b>	David Ayton-Hill davidayton-hill@warwickshire.gov.uk
<b>Strategic Director</b>	Mark Ryder markryder@warwickshire.gov.uk
<b>Portfolio Holder</b>	Wallace Redford wallaceredford@warwickshire.gov.uk

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

### List of background papers

Appendix 1 Statement of Reasons  
Appendix 2 Public Notice  
Appendix 3 Experimental Traffic Regulation Order  
Appendix 4 Consultation Plan Sheet 1 of 1  
Appendix 5 Copy of Objections  
Appendix 6 Copy of Letters of Support

### Members and officers consulted and informed

Portfolio Holder – Councillor Wallace Redford  
  
Corporate Board – Mark Ryder  
  
Legal – Serena Cammish & Caroline Gutteridge  
  
Finance – Virginia Rennie  
  
Equality – Keira Rounsley  
  
Democratic Services – Isabelle Moorhouse  
  
Councillors – Clarke, Chilvers, Fradgley and D'Arcy  
  
Local Member(s): Rik Spencer

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**Warwickshire County Council**

**Road Traffic Regulation Act 1984**

**THE WARWICKSHIRE COUNTY COUNCIL**  
**(STATION ROAD, KENILWORTH) (PROHIBITION OF VEHICLES)**  
**(EXPERIMENTAL) ORDER 2021**

**1. Background**

Warwickshire County Council intends to make an Experimental Traffic Regulation Order, the effect of which will be to close a section of Station Road, Kenilworth to vehicular traffic at all times from its junction with Warwick Road, Kenilworth for a distance of 98 metres. Following on from COVID-19 social distancing measurements, a further trial of the closure of this road is needed during normal traffic and pedestrian volumes to measure its successes and downfalls.

This scheme is being carried out by way of an experimental order to allow for a full assessment to be carried out as to whether the prohibition of traffic is successful in providing a more secure environment for pedestrians and other road users and improves the amenity of the pedestrian area.

Warwickshire County Council wishes to determine whether the closure will assist in the avoidance of danger to persons or traffic, will prevent the likelihood of any such danger arising.

The experimental order will last for up to 18 months.

During the experimental order a consultation will be carried out with relevant stakeholders, businesses, the public and statutory consultees to ascertain the effectiveness or otherwise of the experimental order. Consideration will then be given to making a Traffic Regulation Order to continue the prohibition indefinitely.

<b>Consultation Plan</b>	<b>Location</b>
TR11418	Station Rd, Kenilworth

## 2. Statement of Reasons

### **Station Rd, Kenilworth**

It is proposed to close Station Road, Kenilworth following the “Welcome Back” directive from central Government. This promotes public to come back to local areas in order to promote local businesses. The additional space gained from the closure of the road allows for extra outdoor dining and extra space to allow for safe interaction and visiting, therefore facilitating the passage on the road for pedestrians.

Additionally, by closing the road it also tackles the issue of the no right turn onto the B4103 Warwick Road. Despite the signage, drivers often disregard the law and turn right into this road anyway, which has been known to cause collisions in the past. It is hoped that by closing this road, and therefore altogether preventing drivers turning right, will also reduce the number of collisions taking place relating to drivers disobeying the no right turn and therefore avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

No Vehicles will be permitted into the length of road referred to in schedule 3(i) below.

Vehicular access to the private pay and display car park and the private parking place for permit holders only, which entrances are located on the length of road referred to in schedule 3(ii) below will be permitted. Goods Vehicles making deliveries (including refuse collections), will also still be permitted in the length of road referred to in the schedule 3 (ii) below, as will Pedal Cycles.

Those vehicles which are permitted will be allowed into the closure, referred to in schedule 3(ii) below, via the chicanes at the beginning of the closure. Where access is permitted, double yellow lines will remain enforceable.

The One-Way restriction on Station Road, referred to in schedule 3(iii) below, will also be revoked as part of the Experimental Order, which will allow those vehicles which are permitted in then the length of road referred to in schedule 3(ii) below, to travel in north easterly direction in order to exit Station Road.

## 3. Schedule

### **i.Closure of Station Road, Kenilworth (No exemptions to apply)**

From its junction with B4103 Warwick Road, north eastwards for a distance of 16 metres.

**ii. Closure of Station Road, Kenilworth (Exemptions will apply)**

From a point 16 metres north eastwards of its junction with Warwick Road, Kenilworth, to a point 98 metres from its junction with Warwick Road, Kenilworth, a distance of 82 metres.

**iii. Revocation of One-Way Station Road, Kenilworth**

From a distance 54 metres north east of its junction with B4103 Warwick Road, to its junction with B4103 Warwick Road, in south Westerly direction

**4. Existing orders to be varied**

The Warwickshire County Council (Various Roads) (Traffic Regulation) (Part 1) Order 2008

**5. Priority**

High

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**WARWICKSHIRE COUNTY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984, SECTIONS 9 & 10**

**THE WARWICKSHIRE COUNTY COUNCIL**  
**(STATION ROAD, KENILWORTH) (PROHIBITION OF VEHICLES)**  
**(EXPERIMENTAL) ORDER 2021**

Warwickshire County Council has made the above Experimental Order under the Road Traffic Regulation Act 1984 ("the 1984 Act"), the effect of which will be to:-

1. Prohibit all vehicles on the length of road described in (i) of Schedule 1, without any exception.
2. Prohibit all vehicles from the length of road described in (ii) of Schedule 1, with exceptions.
3. revoke the One-Way restriction on Station Road Kenilworth, on the length of road described in (iii) of Schedule 1.

The Experimental Order commences on Monday 29<sup>th</sup> November 2021 and lasts for a period of up to 18 months. The Experimental Order contains exemptions for the emergency services, goods vehicles, statutory undertakers, pedal cycles and vehicles accessing private parking places located adjacent to the length of road which is closed, described in (ii) of the Schedule 1.

A copy of the Experimental Order, together with plans showing the lengths of road affected, a statement of the Council's reasons for making the Experimental Order, and the Order to be varied to revoke the One-Way restriction, may be inspected at the Main Reception, Shire Hall, Market Place, Warwick and on the Council's website <https://www.warwickshire.gov.uk/news/20210/warwick-district>

Any enquiries relating to the Experimental Order may be made to Dana Loxley, Communities Directorate (tel. 01926 412889).

In due course, Warwickshire County Council will be considering whether the provisions of the Experimental Order should be continued in force indefinitely. Any person may object to the making of such a permanent order on or before Monday 29<sup>th</sup> May 2022 (or if the Experimental Order is varied or modified pursuant to the 1984 Act, within a period of six months commencing on the day on which the variation or modification came into force). Any such objections, which must be in writing and must specify the grounds on which they are made, should be addressed to **Dana Loxley, Communities Directorate, PO Box 43, Shire Hall, Warwick, CV34 4SX. Objections, and the name of the objector, will normally be treated as public information and may be published.**

**SCHEDULE 1**

**i. Closure of Station Road, Kenilworth (No exceptions apply)**

From its junction with B4103 Warwick Road, north eastwards for a distance of 16 metres.

**ii. Closure of Station Road, Kenilworth (Exceptions will apply)**

From a point 16 metres north eastwards of its junction with Warwick Road, Kenilworth, to a point 98 metres from its junction with Warwick Road, Kenilworth, a distance of 82 metres.

**iii. Revocation of One-Way Station Road, Kenilworth**

From a distance 54 metres north east of its junction with B4103 Warwick Road, to its junction with B4103 Warwick Road, in south Westerly direction

S Duxbury  
Assistant Director of Governance & Policy

Shire Hall  
Warwick  
Thursday 18<sup>th</sup> November 2021

**WARWICKSHIRE COUNTY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**

**THE WARWICKSHIRE COUNTY COUNCIL**  
**(STATION ROAD, KENILWORTH) (PROHIBITION OF VEHICLES)**  
**(EXPERIMENTAL) ORDER 2021**

The Warwickshire County Council ("The Council") in exercise of its powers under sections 9 and 10 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984, (hereinafter referred to as 'the Act') and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, hereby make the following Order:-

1. This Order shall come into operation on the 29<sup>th</sup> day of November two thousand and twenty one and may be cited as "The Warwickshire County Council (Station Road, Kenilworth) (Prohibition of Vehicles) (Experimental) Order 2021".

2. In this Order:-

"Goods Vehicle"; and  
"Pedal Cycle"

shall have the same meanings as in The Traffic Signs Regulations and General Directions 2016.

3. No person shall cause or permit any vehicle to use Station Road, Kenilworth, from its junction with Warwick Road, Kenilworth, north-eastwards for a distance of 16 metres, for a period of 18 months commencing on the 29<sup>th</sup> day of November 2021.
4. Save as provided in Articles, 5, 6 and 7 below, no person, shall cause or permit any vehicle, other than a Pedal Cycle, to use Station Road, Kenilworth, from a point 16 metres north eastwards of its junction with Warwick Road, Kenilworth, to a point 98 metres from its junction with Warwick Road, Kenilworth, a distance of 82 metres, for a period of 18 months commencing on the 29<sup>th</sup> day of November 2021.
5. Nothing in Article 4 of this Order shall render it unlawful to cause or permit a Goods Vehicle to proceed in the length of road referred to therein if the Goods Vehicle is being used for or in connection with the conveyance of goods to or from any business premises situated on that length of road.
6. Nothing in Article 4 of this Order shall render it unlawful to cause or permit a vehicle to proceed in the length of road referred to therein if the vehicle is being used:-

(1) in connection with the carrying out on that length of road of any of the following operations, namely:-

- (i) the removal of obstructions to traffic;
- (ii) maintenance, improvement, repair or reconstruction work, and the laying, erection, alteration, or repair in that length of road of any sewer, or any main, pipe or apparatus for the supply of water, gas or electricity, or any telecommunications apparatus as defined in the Telecommunications Act 1984;

(2) for fire and rescue, police or ambulance purposes; or

(3) in the service of a local authority or a water undertaker or sewerage undertaker of the Environment Agency in pursuance of statutory powers or duties which are being undertaken on that length of road.

7. Nothing in Article 4 of this Order shall render it unlawful to cause or permit a vehicle to proceed in the length of road referred to therein if the vehicle is being used to enter or egress:-
- (1) the pay and display car park, which shares its junction with the length of road referred to in Article 4 above; or
  - (2) the parking place designated for permit holders only, which shares its junction with the length of road referred to in Article 4 above.
8. The provisions of Article 3 and Article 4 above shall apply only at such times and to such extent as shall be indicated by traffic signs, as authorised by Section 64 of the said Act of 1984.
9. The Council is satisfied that for the purposes of avoiding danger to persons or other traffic using the length of road referred to in Article 3 and Article 4 above, or for preventing the likelihood of any such danger arising, it is requisite that section 3(1) of the Act should not apply to this Experimental Order.
10. The Warwickshire County Council (Various Roads, Kenilworth) (Traffic Regulation) (Part 1) Order 2008 is hereby varied in the following manner:-
- In the Schedule to the above Order, delete (iv) in its entirety.
11. A Managing Director of Warwickshire County Council may, if it appears to him or her essential in the interests of the expeditious, convenient and safe movement of traffic, in the interests of providing suitable and adequate on-street parking facilities or for preserving or improving the amenities of the area through which any road affected by the Experimental Order runs, after consulting with the Chief Officer of Police, may modify or suspend the operation of this Experimental Order or any provision hereof.



SIGNED by the Proper Officer  
for and on behalf of The Warwickshire County Council

on the 11th day of November Two thousand and twenty one



Monica Fogarty  
Chief Executive Officer

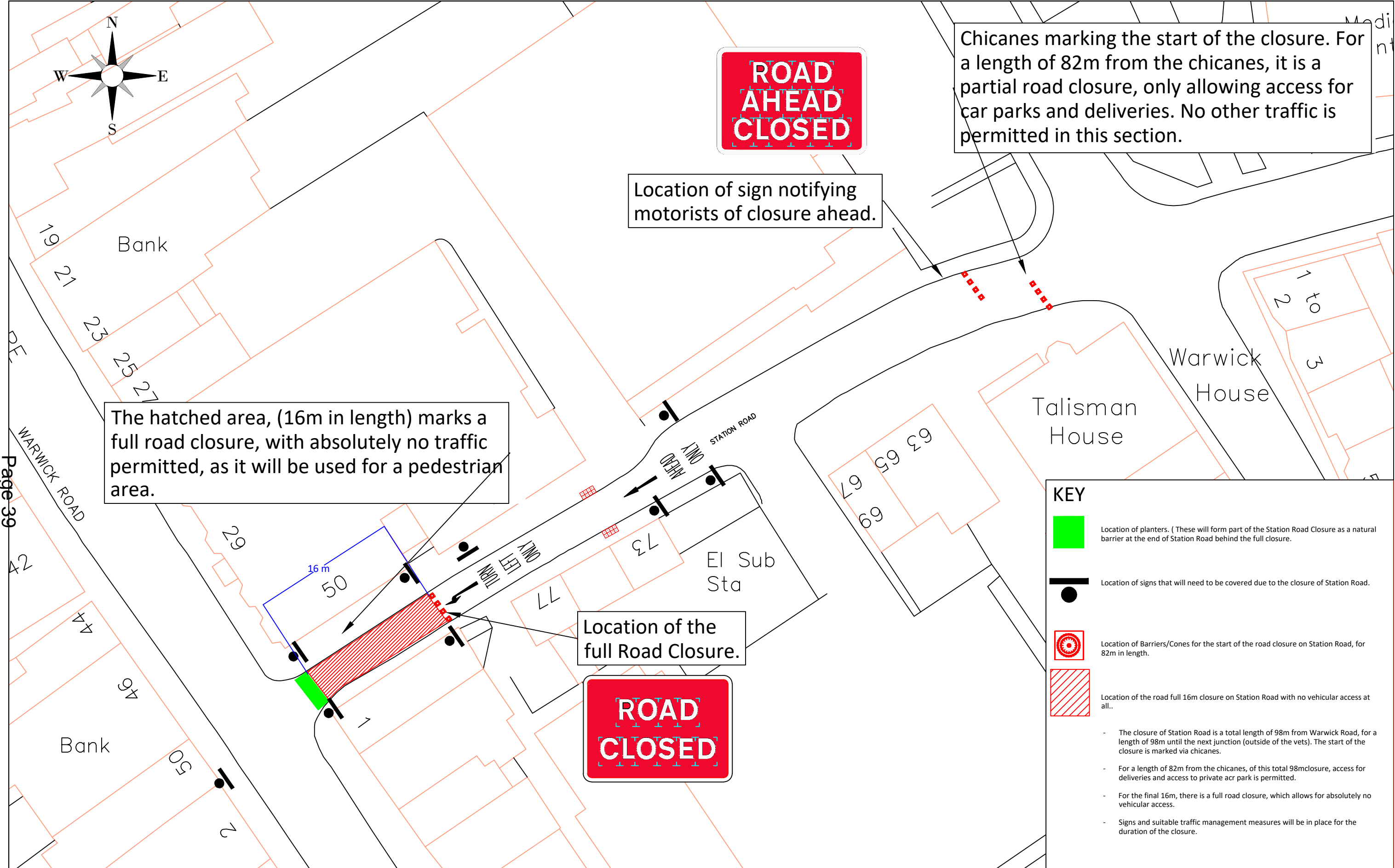
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11-Nov-21 | 14:31 GMT 1862/21

**DATED** 11th of November **2021**

**WARWICKSHIRE COUNTY COUNCIL**

**ROAD TRAFFIC REGULATION ACT**  
**1984**

**THE WARWICKSHIRE COUNTY COUNCIL**  
**(STATION ROAD, KENILWORTH) (PROHIBITION OF VEHICLES)**  
**(EXPERIMENTAL) ORDER 2021**



Chicanes marking the start of the closure. For a length of 82m from the chicanes, it is a partial road closure, only allowing access for car parks and deliveries. No other traffic is permitted in this section.

**ROAD AHEAD CLOSED**





Location of sign notifying motorists of closure ahead.

The hatched area, (16m in length) marks a full road closure, with absolutely no traffic permitted, as it will be used for a pedestrian area.

Location of the full Road Closure.

**ROAD CLOSED**

**KEY**

-  Location of planters. ( These will form part of the Station Road Closure as a natural barrier at the end of Station Road behind the full closure.
-  Location of signs that will need to be covered due to the closure of Station Road.
-  Location of Barriers/Cones for the start of the road closure on Station Road, for 82m in length.
-  Location of the road full 16m closure on Station Road with no vehicular access at all.

- The closure of Station Road is a total length of 98m from Warwick Road, for a length of 98m until the next junction (outside of the vets). The start of the closure is marked via chicanes.
- For a length of 82m from the chicanes, of this total 98m closure, access for deliveries and access to private car park is permitted.
- For the final 16m, there is a full road closure, which allows for absolutely no vehicular access.
- Signs and suitable traffic management measures will be in place for the duration of the closure.

REV	DATE	BY	CHK	AMENDMENT
-	--/--	-	-	-
-	--/--	-	-	-
-	--/--	-	-	-
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-	--/--	-	-	-

Drawing title <b>Kenilworth Station Rd Proposed Closure Consultation Plan</b>	Drawn by <b>DL</b>	Checked by <b>MAL</b>
	Date <b>AUG 2021</b>	
	Scale <b>NTS @ A3_L</b>	
Project title <b>Kenilworth Town Centre</b>	Drawing number <b>TR11418</b>	

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[REDACTED]

Dane Loxley  
Communities Directorate  
PO Box 43  
Shire Hall  
Warwick  
CV34 4SX

12.5.22

Dear Sir

**Re: Station Road, Kenilworth**

I see from the sign on Station Road that I have until 29.5.22 to register my objection to the continued "temporary" closure to vehicles of the Warwick Road end of Station Road, as a Covid 19 precaution.

I was appalled to see this morning that two Council employees were installing several substantial (and expensive) wooden benches in the "closed" part, presumably on the assumption that the permanent closure will go through on the "nod"! Well, it shouldn't be a little park, as they told me – it should be a road!

Given that the Government is telling us that we have to learn to live with Covid I can see no reason why access to Warwick Road should remain blocked.

I have thought from the outset that the current diversion through the "live" car park at the rear of Abbey End is highly unsafe, particularly for larger vehicles delivering to Waitrose. There are too many conflicting movements to take into account, apart from pedestrians.

Reverting to the old "left turn only" from Station Road into Warwick Road will be beneficial to many.

An even better solution would be to move the existing pedestrian controlled crossing to the North of Station Road to a position nearer to Station Road – this would facilitate easy exit from Station Road and also achieve better "traffic calming" at this end of Warwick Road, rather than the current (also "temporary") 20 mph speed limit which is ignored and virtually unenforceable anyway!

In fact the 20 mph speed limit for the whole of Warwick Road is farcical anyway – not enforceable and universally ignored!

I look forward to hearing from you.

Yours faithfully

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

~~\_\_\_\_\_ (1111)~~  
~~\_\_\_\_\_~~  
~~\_\_\_\_\_ Kenilworth \_\_\_\_\_~~  
~~\_\_\_\_\_~~  
~~\_\_\_\_\_ CV34 4SX \_\_\_\_\_~~

Dana Loxley  
Communities Directorate  
PO Box 43  
Shire Hall  
Warwick  
CV34 4SX  
13<sup>th</sup> May 2022

Dear Ms Loxley

**Re : Closure Proposal, Station Road Kenilworth**

I would like to raise an objection to the permanent closure of Station Road. Whilst I support the development of parklets and seating areas in Kenilworth and would welcome benches in Talisman Square I think there are safety concerns about closing Station Road at the Warwick Road Junction.

Yesterday I was pushing my elderly Father, in a wheelchair, across the road at the crossing point towards Abbey End from the car park there as I regularly do. There is a lot of housing there for elderly people. A white van, driving at excessive speed struggled to stop coming round the corner at that point. It is not really a clear crossing point, and I couldn't push my dad out of the way quickly enough. This is meant to be a car park service road and with the closure of Station Road, has become a fast moving, through road, often for commercial vehicles. My father had a fright and it felt like a near miss.

Station road closure means a lot of vehicles are sent off into the car park and also commercial vehicles are regularly parked and then reverse out of what has become a cul-de-sac in Station Road when previously they could have driven on to Warwick Road. Again, this raises safety issues.





This was today (13<sup>th</sup> May 2022) and this vehicle did some significant manoeuvre to exit this road where simply driving forward would have been safer.

I fear if Station Road is permanently closed, it is only a matter of time before a serious accident occurs either at Station Road or in the Car Park Road at Abbey End.

I am also concerned a consultation period is taking place and does not finish until 29<sup>th</sup> May 2022 yet permanent seating has been installed in concrete in the road area and it feels like a decision has been made prior to the consultation ending.

I would ask the council to reconsider the permanent closure of Station Road and provide the seating and amenities at Talisman Square instead which is safer for the public and children and Talisman Square needs additional seating there, where it is much safer.

Yours Sincerely

[Redacted signature]

[Redacted contact information]

Dear Sirs

**Closure of Station Road in Kenilworth**

Firstly may I make my objection which I understand should be made in writing to Dana Loxley but there does not appear to be any facility to make this objection online . Why not ? I only discovered that there was an on going consultation by a posting on Kenilworth Vibes on Facebook . It seems that this consultation is being kept secret or certainly making it as difficult as possible to make a comment. I would suggest that this consultation is properly advertised so that a true indication of public feeling may be obtained. What is the WCC approved procedure for advertising a consultation?

I am sending this email and I would be grateful for confirmation that my objection which is in writing has been received and logged . I would also like to know where I may view other objections or comments of support .

I am ccing in my County Councillor Wallace Redford and the Chief Executive of WCC

I wish to object to the continued closure of Station Road in Kenilworth. This is causing traffic to use the carport as a main transit route and it was not designed to be this so is very dangerous for pedestrians and car park users. Why do we need a "pocket park " . Talisman square is round one corner and the area by the clock in front of the Almanack is also a huge public area . Vehicles are constantly trying to turn round when they discover the road is blocked . It also impedes access to the car park there. Now speed on the main road is restricted to 20 mph there is no reason to reduce access from this point.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_ [John.Lewis@kccouncil.gov.uk](mailto:John.Lewis@kccouncil.gov.uk) \_\_\_\_\_



~~Waverley Common~~  
~~Warwick~~  
~~Warwick~~

14/05/2022

Dear Dana Loxley,

Station Road , Kenilworth

I am writing to object to the proposal to close the Station Road exit into Warwick Road.

The proposal is supported by two anticipated benefits

1. An economic benefit from on street hospitality
2. A safety benefit from road safety

I requested in earlier emails to you evidence or projections of these benefits and received a reply that only stated that there were a large number of illegal right turns from Station Road into Warwick Road, with no quantification of any of the proposed economic benefits or evidence of the number of illegal right turns or of traffic incidents

I have police records of accidents at the Warwick Road junction with Station Road that show that over the five years between 2013 to 2017 there were only three slight incidents caused by cars making an illegal right turn out of Station Road into Warwick Road

The proposal is not supported by any quantification of economic benefit

There is no evidence of the number of illegal right turns being made

The traffic incidents that have occurred historically are minor and small in number

The proposal to stop up the junction permanently is a complete overreaction to the fact there were three slight incidents over five years caused by illegal right turns

The incidence of illegal right turns is, in my opinion, caused by confused signage at this junction, there are no recorded incidents at the Waverley Road junction which is much busier, where the signage is simple and clear. At the Station Road junction there are two signs which unnecessarily indicate Warwick Road is a two way road, giving drivers the

Page 6 of 13  
impression they can turn right or left. There is a blue sign opposite which wrongly implies Warwick Road is a one way street. There is a high level no right turn sign on the right hand corner which is probably out of sight of drivers as they pull up at the junction.

A better experiment would be to simplify and only have no right turn signage at this junction and then monitor the results, before permanently stopping up an historic junction in the town.

Yours sincerely

A large rectangular area of the document is redacted with black bars, obscuring the signature and name of the sender.A small rectangular area at the bottom left of the signature block is redacted with black bars, likely containing contact information.

[REDACTED]  
[REDACTED]  
[REDACTED]  
19 May 2022

Ms Dana Loxley  
Communities Directorate PO Box 43  
Warwickshire County Council  
Shire Hall  
Warwick CV34 4SX

Dear Ms Loxley,

**Proposal for Permanent Closure of Station Road, Kenilworth at its junction with Warwick Road**

I wish to record a formal objection to the proposal to make the experimental order regarding closure of the above road permanent.

Before going into my detailed objections, I would like to ask whether:

- a) Any assessment has been made of the increased risk to pedestrians due to the need for delivery lorries to the premises in that locality having to reverse either to access those premises or to leave them? At least one pedestrian has been knocked down since the closure.
- b) Any assessment has been made of the additional safety risk and pollution due to the increase in the volume of traffic through the Abbey End car park which adds 500m+ to vehicles wishing to head south from Kenilworth by this route?
- c) Any consideration has been made of improving crossing safety at the Station Road/Warwick Road junction by installing pedestrian lights coupled with traffic lights permitting a far safer environment?

I would ask that responses are provided to these questions before a decision is made on whether to continue with the order or not.

In terms of the detailed objections these are as follows:

***Pollution***

The closure of the road results in a diversion of the majority of traffic wishing to head southbound from Station Road through the Abbey End car park. This turns a journey length of 50 - 100m into one of 500m+ with the inherent greater use of fuel and consequent pollution increasing Nitrous Oxide (NOx) and Particulates (Pm) levels in the area which are already close to the upper limit of recommended guidelines.

***Safety***

The diversion of traffic through a car park increases the level of vehicle/pedestrian conflict and an increasing number of 'near misses' have been recorded. Furthermore, the junction with the roadway at Abbey End now sees a big increase in multiple movements resulting in increased difficulties for



pedestrians transiting between the popular leisure site of Abbey Fields and the town centre. This has now become a real obstacle for pedestrians and little thought seems to have been given to the impact of diverting more traffic into this junction,

***Rationale***

The rationale for the closure was allegedly to promote social distancing during the height of the pandemic and as an adjunct to the illogical and poorly thought out proposal to pedestrianise all of Warwick Road. A crazy scheme which, fortunately, was aborted due to a number of reasons: widespread criticism and the concerns of residents with no account taken of the impact on surrounding residential roads. One struggles to understand why this hangover from a scheme which had no logic is allowed to continue. One conclusion could be that Warwickshire County Council and some Councillors wish to hang on to this closure as a vain last-ditch attempt to justify a part of the earlier scheme. The government now also wishes us to 'return to normal' so why does the Council wish to retain a scheme which never really promoted social distancing and was, effectively, a failure?

***Users***

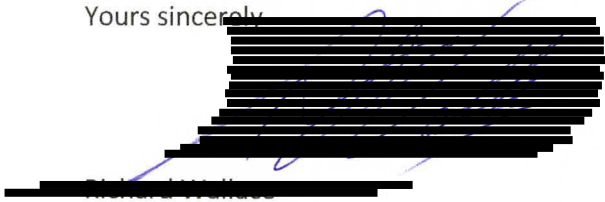
If the 'parklet' idea was retained has any thought been given to the health impact of those using it? It is adjacent to a busy road, already high in pollution and situated in a 'gully' which concentrates the pollution for those sitting on the benches. There is little of architectural merit to view and no greenery as it is situated in a narrow roadway.

***Ancillary Matters***

The banned right-hand turn at the junction when open was sometimes disobeyed. A fair degree of this was due to poor signage. However, another issue, which the temporary closure has not improved or prevented, is the safety risk to pedestrians crossing Warwick Road and heading to/from the shops in Station Road. Crossing here is very high risk and there is no controlled pedestrian crossing in the immediate vicinity. Despite this, a high volume of people are prepared to take the risk, a good number with mobility impairment, rather than heading to use the crossing nearer the Clock Tower. If the Council wish to spend some money and to improve safety the installation of a combined vehicular/pedestrian crossing, controlled by lights, over both Station Road and Warwick Road would address all the safety issues encountered when the road was open beforehand. An arrow-light filter for traffic indicating left turn only would address the earlier incidence of errors in turning right by explicit clarity regarding the permitted route.

In summary, the temporary road closure and subsequent installation of this parklet did nothing to improve social distancing and merely contributed to an increased safety risk to pedestrians across a wider area and made a net contribution to increased pollution in the locality. There is little logic behind the closure and the road should be reopened, preferably with a set of traffic lights as detailed above.

Yours sincerely

A large area of the document is redacted with black ink, covering what appears to be a signature and possibly a name or title. The redaction is composed of several thick, horizontal black bars of varying lengths, completely obscuring the text underneath.

~~XXXXXXXXXXXXXXXXXXXX~~  
~~XXXXXXXXXXXXXXXXXXXX~~  
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Dear Dana Loxley,

I object to the partial closure of the station road / Warwick Road junction on the grounds that the car park traffic now has to travel through what was never meant to be a road.

It becomes very difficult, especially when huge lorries are delivering their loads, the car park is busy and there are many people, both young and old

are trying to navigate the constant stream of traffic that comes from Waitrose during the day.

It literally makes the car park busier than Warwick Road. Which it was never meant to be.

I dread to think what it will be like in the six weeks holiday and I feel it puts people in unnecessary danger. Please return the road to its former use.

Yours sincerely

~~Mr. [Redacted]~~

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Dear Dana Loxley,

I object to the closure of the  
Station Rd / Warwick Rd Junction

Significant traffic use the  
Waitrose car park the only way out  
is via Abbey End car park or Station Rd  
This is made worse by the large lorries  
serving Waitrose

The closure of this junction seems to  
serve no benefit to anyone.

Yours sincerely

\_\_\_\_\_  
\_\_\_\_\_



Dana Loxley

~~XXXXXXXXXX~~

Communities Directorate

~~XXXXXXXXXX~~

PO Box 43

~~XXXXXXXXXX~~

Shire Hall

~~XXXXXXXXXX~~

Warwick

CV34 4SX

21 May 2022

Dear Ms Loxley

Ref: Station Road Kenilworth

I object to the proposal to keep the Station Road junction closed off. This junction should be reopened immediately as it helps the flow of traffic in this area greatly. At present the only way to leave Waitrose or Bertie Road is limited to either the narrow one way system at the end of Station Road or having to cut through the Abby End East car park, both can be hazardous as there are many pedestrians in both areas. Reopening this junction increases drivers options thus reducing traffic tailbacks, potential accidents and the risk to human life.

Yours sincerely

~~XXXXXXXXXX~~

~~XXXXXXXXXX~~



15 February 2022

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Dear Ms Loxley

I am writing to you to object to the road closure of Station Road in Kenilworth and turn it into a "Parklet".

As my mother lives in Tannery Court in Bertie Road I use this area every day and I would like to say how dangerous the roads have become since the closure. The part of Station Road joining Waverley Road is impossible with parked cars both sides and now has cars constantly turning right which causes congestion there. The Abbey End car park is now a road used by everyone wanting to leave the area and Waitrose, with cars parking, lorries delivering to the shops at the top of the town and cars and vans parked on double yellow lines it is a nightmare. Cars looking for parking spaces are going 5 miles an hour whilst other cars are overtaking them in frustration, this is a fatal accident waiting to happen.

There is no need for this "Parklet" we have Talisman Square and not a few metres away the beautiful Abbey Fields. Station Road now is used by lorries reversing to deliver goods to the businesses there and cars using the car park in Talisman Square, to put people using the area as recreation is an accident waiting to happen.

This road is essential for ambulances and residents, it not a park it is a road and should be reinstated as such before someone either gets run over or an ambulance cannot get through.

If this is going to be changed to a recreation area you must ensure that children cannot run out on the main road. You must also make the car park road into a proper road with double yellow lines less entrances and exits to carpark facilities, restrict deliveries to the shops at the top if the town and instal proper crossings for people to cross the road, particularly near the old folks home at the top.

If the council have money to waste on this ridiculous scheme perhaps they should look around and find what is underfunded in the county and spend it there instead. This area will end up a grubby area that no one uses other than the kids at night. It is a dark dirty area with bad drainage not an area of natural beauty.

This road needs to open NOW to relieve the road madness down there and before someone is killed

Yours sincerely

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

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Dear Dana,

I would like to express my support in the continued closure of Station Road, Kenilworth as had been the case for the last two years.

As a regular pedestrian around the town centre, the closure of this road has made a much safer environment, especially with young children. I certainly find that it aids my own visits to businesses in the vicinity without the threat of walking across traffic.

From the view of a driver within the town, I have not noted any difficulty in access to and from the car parks and businesses with the closure in place.

The pocket park is a great idea and with some improvement can become an asset to the town.

Thank you



[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

22<sup>nd</sup> May 2022

Dear Dana,

**RE: Station Road, Kenilworth, Temporary Road Closure**

I live in Kenilworth, I'm an active cyclist, walker and car driver with children. I sit on the town cycling group with the main aim to encourage active travel, especially to try and make the town roads safer for our young people to be able to travel to school independently.

I understand that there are objections from a few very vocal people in Kenilworth about the road closure on Station road. I wanted to write to you to give you the other side to these arguments as I know there are lots of people in Kenilworth who think this closure is actually a step in the right direction for pedestrians and cyclists to reclaim a tiny bit of space back from the car.

We live in a very car dominated town and with the increase in houses being built in the next few years there will be even more. The closure of station road has made it a much more pleasurable space for pedestrians to move around, but most importantly it gives us one of the only safe places to directly access the town centre on bikes. There are no other ways to easily get on and off your bike to access the shops except through the car park. To encourage cycling more there needs to be ways to make cycling in to town easy and this road closure has been great at doing that.

Re opening Station Road would be a step back for encouraging active travel, and once again the car will have priority. Warwickshire County Council have pledged to encourage active travel, act against climate change and make the county safer for our children. Please take this into consideration when deciding about whether to re-open station road.

Thank you for your time

Kind regards

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Dear Dana,

Just to say that I am hugely supportive of this closure. One overlooked issue by many is providing a continuous pedestrian route alongside Warwick Road - aiding high street businesses and pedestrian connectivity.

When the road was open you would have to wait to cross with vehicles leaving Station Road and visibility was poor.

The pocket park is a good idea - if needs some work to beautify it but it's a good option. We should consider allowing cycles to pass through because at the moment the space between the planters isn't sufficient.

Thanks,

~~Adam Fenner~~

~~[Redacted]~~

--

Best,

~~Adam Fenner~~

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## Portfolio Holder Decision

### Proposed Puffin Crossing - Coventry Road, near Rectory Drive, Exhall Bedworth

<b>Portfolio Holder</b>	<b>Portfolio Holder for Transport and Planning</b>
<b>Date of decision</b>	<b>17<sup>th</sup> February 2023</b>
	<b>Signed</b>

#### 1. Decision taken

That the Portfolio Holder for Transport and Planning approves:

- 1.1 The installation of a Puffin Crossing on the B4113 Coventry Road, near Rectory Drive, Exhall, Bedworth in accordance with Section 23 of the Road Traffic Regulation Act 1984.

#### 2. Reasons for decisions

- 2.1 Where objections have been received (and not withdrawn) to advertised traffic orders it is necessary for the Portfolio Holder, in consultation with the local member(s), to decide whether to proceed with the order.
- 2.2 Four objections have been received as detailed at paragraph 3.6 below.

#### 3. Background information

- 3.1 The primary purpose of the proposed Puffin Crossing is to improve the safety for School children crossing the Coventry Road to access All Saints Junior School and The Cannon`s C of E School, local amenities, and Baynton Road Industrial Estate.
- 3.2 The site of the proposed Puffin Crossing is located on Black Bank /B4113 Coventry Road just North of Rectory Drive which is residential in nature with housing situated on both sides of the road, and the Old Black Bank PH. It is subject to a 30mph Speed Limit.
- 3.3 The results of the pedestrian survey for a formalised crossing on the Coventry Road just North of Rectory Drive by the Old Black Bank PH ,Bedworth was evaluated, and the survey results indicated that a pedestrian and vehicle2 value of 105% was recorded for the highest hour crossing at this point,

this is well above the 90% required to justify a Puffin Crossing.

See Appendix A Proposed Plan of Puffin Crossing.

- 3.4 The Road Traffic Regulation Act 1984, Section 23, requires that before establishing, altering, or removing a pedestrian crossing facility, the local traffic authority shall consult with the Chief Officer of Police and give public notice of the proposal. A public notice was erected on site in the vicinity of the proposed crossing, information was sent to statutory consultees (including the Chief Officer of Police) and to the residents in the immediate vicinity of the site and who are directly affected. The public notice was also published in the Nuneaton News on .1<sup>st</sup> December 2021.
- 3.5 During the consultation period between 2<sup>nd</sup> December 2021 and 31<sup>st</sup> December 2021 there were four objections received relating to the proposed crossing.
- 3.6 Details of the 4 Objections and the officers responses are detailed below

**Objection 1)**

I wish to object as the plans appear to show a narrowing of the carriageway at the point of the crossing, which is going to make cycling even more unpleasant than it already is in this area-coming from Bedworth there are lots of parked cars and cyclists are going uphill.

The LTP3, which as far as I am aware, is still the relevant document should be leading to all schemes being better for sustainable transport in particular pedestrians and cyclists, not worse.

The Cycle Forum has been assured that the cycle route from Bedworth to Coventry is virtually ready to go and yet this application does not seem to take any action of that. I worked close to this location for 7 years and so I am very familiar with the road layout here. I am all in favour of a crossing for pedestrians, but it must not be at the detriment to cyclists.

Please can you confirm that this will be looked at in relation to the proposed cycle route along this section and ensure that the schemes are fully integrated to ensure cyclist safety as well as pedestrian safety before any approval is granted.

**Engineers Response:**

In the design of this Puffin Crossing, officers have worked within the Policies referred to in the LTP3 Local Transport Plan for 2011-2026, Policy SSTS2 Improving Walking Routes to School -The County will continue to review pedestrian routes to School and implement infrastructure improvements where large number of pupils will benefit.

SSTS3 Improving Cycling Routes to School- The County Council will expand and promote the availability of safe cycling routes to school.SSTS4 The County Council will work with Schools to promote walking and cycling to schools.



The proposed Puffin Crossing has been designed so that it can easily be upgraded to a Toucan Crossing when an East/West Cycling route has been decided on, or if any future changes to the road network are considered. Our Cycling officer has reviewed the Design and confirmed that an Infrastructure scheme is planned for the B4113, connecting Nuneaton to Coventry, with a section of the scheme through Bedworth, where quieter residential roads and green spaces which have not been included in any design for improvements.

The Cycling Officer in his review commented that this scheme provides a safe crossing point and is supported by the local member. The scheme would have to be revisited when officers know what is happening with the wider development proposals that may impact this scheme

### **3.7 Objection 2)**

This crossing ignores all the planning for cycle routes in the Nuneaton and Bedworth Borough Plan and the proposed Bedworth to Coventry Cycle route. The narrowing of the carriageway could be a safety risk for cyclists. Please treat this as an official objection.

#### **Engineers Response:**

As with all Puffin Crossing proposals the Councils Cycling Officer is contacted, in this instance he made us aware of future planning for the cycle route in the Nuneaton and Bedworth Borough Plan and the proposed Bedworth to Coventry Cycle Route (Appendix B). The Cycling Officer confirmed that there is an infrastructure scheme planned for the B4113 connecting Nuneaton to Coventry, which includes a section of the scheme through Bedworth. In this area they would be using quieter residential roads and green spaces.

The proposed New Puffin Crossing is within this area, and has been designed so that it can easily be upgraded to a Toucan Crossing if a future cycling scheme for the Easy West Corridor was put forward, so that it then linked into the main Nuneaton to Coventry, through Bedworth Scheme.

The scheme has been designed to incorporate a pedestrian refuge with running lanes less than 3.2metres. The local County Councillor has taken the initiative in improving this crossing facility within his small Delegated Budget so that a crossing facility on the main Coventry Road is in place for any future East West Cycling link, with minimal changes required to upgrade to a Toucan in the future. The Design of the Puffin Crossing has been reviewed by the Cycling Officer and the final design avoids carriageway widths of 3.2m and 3.9m to deter close pass overtaking therefore eliminating safety risks for cyclists.

### **3.8 Objection 3)**

With regards to the proposed puffin crossing on Coventry Road near Rectory Drive Exhall, I wish to submit the following as an objection in response to the

public consultation.

I am supportive of measures to improve pedestrian safety and as such welcome the general concept of providing a controlled crossing space on Coventry Road. However, any road improvements must also be made in consideration of cycling. Local Transport Note (LTN)1/20 states that it “should be applied to all changes associated with highway improvements” (LTN1/20, paragraph 1.3.1).

The location currently features a pedestrian refuge which presents as a “pinch point” for cyclists travelling in either direction. Such locations are hazardous where they put riders-especially less confident riders who may not “take the lane”- at risk of close passes by drivers. The proposal does not improve this situation. Indeed, it appears to make it worse where the new central island appears to be wider and longer than the existing island. There is also a risk of driver’s stopping next to o riders waiting at a red light leaving little room when both move off on a green signal. This is potentially dangerous.

I understand Coventry is earmarked to be part of the major cycle scheme to connect Nuneaton to Bedworth to Exhall. Any changes to the road network must be designed with this scheme in mind, else this change may be short lived requiring replacement to accommodate forthcoming cycle infrastructure-an inefficient use of resources.

The road width at this location appears to be approximately 14.3 metres widening to about 15.3m (north to south) with verge space also available. This would appear sufficient for providing 2 x 3m general traffic lanes, 1 x 2.5m turning lane, 1 x 2.5-3m bidirectional cycle lane, and 2 x 1.5m footpaths. I look forward to your comments in reply and hope that these designs will be revised before commencement of the works.

#### **Engineers Response:**

In considering the Design of this Puffin Crossing on the B4113 Coventry Road we have consulted all the design guidelines for the installation of a Puffin Crossing including the recent Local Transport Note (LTN 1/20). The existing pedestrian refuge has been relocated and enlarged to accommodate vulnerable pedestrians, parents with pushchairs, Motorised Wheelchairs and Cyclists, whilst still maintain a 3.2 metre running lane on each side. This makes sure that there isn’t a crunch zone for cyclists when travelling in the lanes either side of the crossing.

The Design of the Puffin Crossing has been reviewed by the Cycling Officer and the final design avoids carriageway widths of 3.2m and 3.9m to deter close pass overtaking therefore eliminating safety risks for cyclists.

The proposed Puffin Crossing has also been designed so that it is easily upgraded when an East/West Cycling route has been decided on, or if any future changes to the road network are considered.

#### **3.9 Objection 4)**

I'm objecting to the current plans as they stand for a Puffin crossing in Exhall. I fully support the addition of a crossing here, but I believe it should be built with cycle infrastructure in mind. The plans therefore should include ASLs and cycle lanes in the immediate vicinity to help make future cycle infrastructure easier to integrate. If there is insufficient space for cycle lanes, then the turning lane should be removed.

The additional cycle infrastructure would be expected (based on existing studies) to have a beneficial side-effect of improving safety for all other road users

**Engineers Response:**

The concerns raised regarding the building of this Puffin Crossing to include for a future cycle infrastructure has been considered. Provision has been made so that the crossing can easily be upgraded to a Toucan Crossing when the demand and infrastructure around it have been introduced. We have not received any confirmation of an existing cycling infrastructure in place or proposed, however this may be some way off at this point in time. Engineers have worked within a budget to design and implement a safe crossing point on the B4113 Coventry Road to improve Road Safety for all road users with current design practices

**4. Financial implications**

4.1 The scheme will be fully funded from the Member`s delegated budget funding for 2021/2022 & 2022/2023

**5. Environmental & Equalities implications**

5.1 The environmental impacts of delegated Budget highway schemes are considered as part of the process.

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

5.3 The equality needs of Vulnerable Road users, including Disability users, Parents with Children and Buggies has been considered in the design of this crossing . A Road Safety audit has been carried out in accordance with Warwickshire County Council`s safety audit procedure Type B (RSA/B), a Road Safety Audit largely following those recommended in document GG119 'Road Safety Audit' of The Highways England`s Design Manual for Roads and Bridges.

<b>Report Author</b>	Graham Stanley grahamstanley@warwickshire.gov.uk,
<b>Assistant Director</b>	Scott Tompkins scotttompkins@warwickshire.gov.uk

<b>Strategic Director</b>	Strategic Director for Communities markryder@warwickshire.gov.uk
<b>Portfolio Holder</b>	Portfolio Holder for Transport and Planning Cllr Wallace Redford cllredford@warwickshire.gov.uk

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

### List of background papers

Letters of objection redacted, Appendix A Proposed Puffin Crossing – Coventry Road, near Rectory Road, Exhall, Appendix B Plan Cycle Links Bedworth to Coventry, Email Objections Redacted, Email Objections

### Members and officers consulted and informed

Portfolio Holder – Councillor Wallace Redford

Corporate Board – Mark Ryder

Legal – Caroline Gutteridge

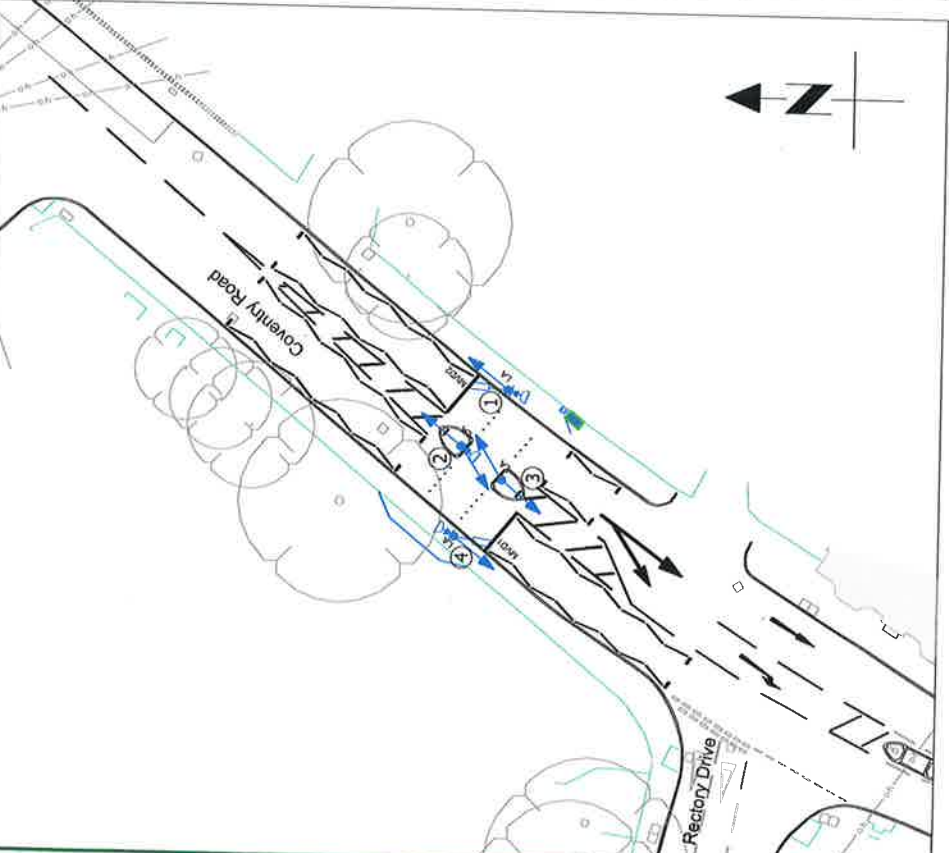
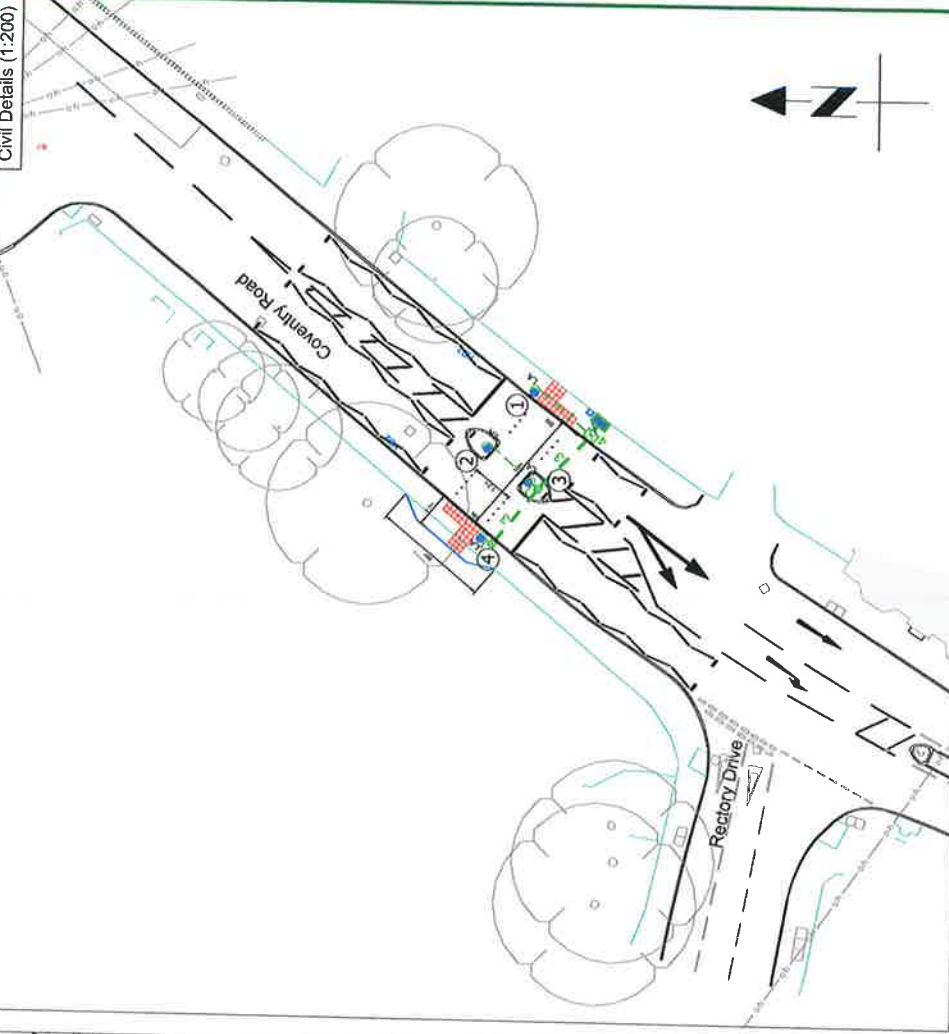
Finance – Andrew Felton

Democratic Services – Isabelle Moorhouse/Helen Barnsley

Councillors –

Local Member(s): Councillor Bhagwant Pandher

Traffic Signal Equipment Details (1:200)



NOTES:  
 1) The Contractor will mark out the installation locations for all signal equipment before any excavation or trenching work commences. All signal equipment shall be installed in accordance with the relevant standards and specifications.  
 2) All signal equipment shall be installed in accordance with the relevant standards and specifications.  
 3) The Contractor shall ensure that all signal equipment is installed in accordance with the relevant standards and specifications.  
 4) The Contractor shall ensure that all signal equipment is installed in accordance with the relevant standards and specifications.  
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 6) The Contractor shall ensure that all signal equipment is installed in accordance with the relevant standards and specifications.  
 7) The Contractor shall ensure that all signal equipment is installed in accordance with the relevant standards and specifications.  
 8) The Contractor shall ensure that all signal equipment is installed in accordance with the relevant standards and specifications.  
 9) The Contractor shall ensure that all signal equipment is installed in accordance with the relevant standards and specifications.  
 10) All dimensions in millimetres unless stated otherwise.  
 11) To be read in conjunction with Drawing No. 24.2-331-002 & 24.2-331-005

Traffic Signal Equipment Key

- 3. Approved LED Traffic Signal Head with primary optics
- 3.8m Black Signal Low Access Street Light with Variable Type fitted in NAL socket system OR EQUIVALENT TYPE APPROVED BY WCC AND ASSOCIATED NUMBER
- Proprietary inductive LED indicator head with 1200mm pole with 1000mm height to demand unit (2000) with 1000mm height to cable. Approved in NAL Base with audible sounder and audible display (AGD) OR EQUIVALENT TYPE APPROVED BY WCC
- Black Microwave Vehicle Detector unit (TR2123) - Extra low voltage (AGD 306 4pp) OR EQUIVALENT TYPE APPROVED BY WCC
- Black Controller Cabinet with NAL Controller base OR EQUIVALENT TYPE APPROVED BY WCC
- Black 1000mm x 1000mm floor plate for Electricity Supply OR EQUIVALENT TYPE APPROVED BY WCC

Civils Key

- BN Kerbside Type BN kerb lid (Ref: Traffic Paving Detail and WCC HCD K701.1)
- Transitional kerb H&Z to full BN kerbs at all crossing points
- EF Type edging kerb (500mm x 50mm) - HCD - K701.1
- New H&Z kerbs (HCD - S702.1)
- 2. Net Reinforcement System Socket (RST15) OR EQUIVALENT TYPE APPROVED BY WCC (HCD K702.2)
- Duct access chamber (STAK/ABOX) (Type 1) (800 x 460 x 640) With (EN124 C446 B) non-slip cover and frame, stamped "TRAFFIC SIGNALS" - Supplied by NAL Ltd OR EQUIVALENT TYPE APPROVED BY WCC
- Duct access chamber (STAK/ABOX) (Type 2) (450 x 450 x 640) With (EN124 C446 B) non-slip cover and frame, stamped "TRAFFIC SIGNALS" - Supplied by NAL Ltd OR EQUIVALENT TYPE APPROVED BY WCC
- 1. no. 100mm Diameter High Density Polyethylene, Smooth Single Wall Orange Service Duct, Stamped "TRAFFIC SIGNALS" - in Footway With Polyethylene 8mm Drawcord (min cover 450mm, max cover 700mm) DRW REF 1701.1
- 1. no. 100mm Diameter High Density Polyethylene, Smooth Single Wall Orange Service Duct, Stamped "TRAFFIC SIGNALS" - in Footway With Polyethylene 8mm Drawcord (min cover 450mm, max cover 700mm) DRW REF 1701.1
- 1. no. 100mm Diameter High Density Polyethylene, Smooth Single Wall Orange Service Duct, Stamped "TRAFFIC SIGNALS" - in Footway With Polyethylene 8mm Drawcord (min cover 450mm, max cover 700mm) DRW REF 1701.1
- Red Traffic Paving (400mm x 400mm) - refer to Traffic Paving Detail. Any cut labels to minimum of 150mm wide

Worcestershire County Council  
 Design Services  
 Engineering Design Service  
 Project Name: Coventry Road, Rectory Drive  
 Project No: 24.2-331-002  
 Date: 01/05/23  
 Status: Approved (Level 3)  
 Approved (Level 3)  
 AS SHOWN  
 24.2-331-002  
 A

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Eliot Innovation Centre

George Eliot Hospital

To Nuneaton Town Centre

Bermuda Park

Bermuda Parkway

NUNEATON AND BEDWORTH DISTRICT

— Proposed Scheme  
●●● Bedworth Town Centre Link

A444

BEDWORTH

Phoenix Park

M6

Prologis Park

Bayton Road Industrial Estate

Gallagher Business Park

Ricoh Arena and Station

To Coventry City Centre



Appendix B



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Re: Proposed Puffin crossing on Coventry Road, Exhall, near Rectory Drive

[Redacted]

Tue 01/04/22 9:09 AM

[Redacted]

Thank you for your Email of the 31st December Objecting to the proposed Puffin Crossing on the Coventry Road near Rectory Drive, Exhall.

Your email and contents of your Email objecting to the proposed Puffin Crossing will be considered as part of the decision-making process and will be taken into account when making a final decision for the proposed Puffin Crossing.

Kind regards

[Redacted]

Warwickshire County Council

[Redacted]

I am currently working flexibly, so if you've received this email 'out of hours', whilst it suits me to email now, I do not expect a response or action outside of your working hours.

**From:** [Redacted]  
**Sent:** Friday, December 31, 2021 5:07 PM  
**To:** [Redacted]  
**Subject:** Proposed Puffin crossing on Coventry Road, Exhall, near Rectory Drive

[Redacted]

The plans for this proposed crossing have just been brought to my attention.

I wish to object as the plans appear to show a narrowing of the carriageway at the point of the crossing, which is going to make cycling even more unpleasant than it already is in this area - coming from Bedworth there are lots of parked cars and cyclists are going uphill.

The LTP3, which, as far as I am aware, is still the relevant document,

should be leading to all schemes being better for sustainable transport in particular pedestrians AND cyclists, not worse.

The Cycle Forum has been assured that the cycle route from Bedworth to Coventry is virtually ready to go and yet this application does not seem to take any notice of that.

I worked close to this location for 7 years and so am very familiar with the road layout here. I am all in favour of a crossing for pedestrians but it must not be at the detriment to cyclists.

Please can you confirm that this will be looked at in relation to the proposed cycle route along this section and ensure that the schemes are fully integrated to ensure cyclist safety as well as pedestrian safety, before any approval is granted?

[Redacted signature block]

OBJECTION 2)

**PROPOSED PUFFIN CROSSING, COVENTRY ROAD NEAR RECTORY DRIVE,  
EXHALL Objection**

[REDACTED]

Fri 12/31/21 11:04 AM

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

This crossing ignores all the planning for cycle routes in the Nuneaton and Bedworth Borough Plan and the proposed Bedworth to Coventry Cycle route. The narrowing of the carriage way could be a safety risk for cyclists.

Please treat this as an official objection.  
Also please provide the safety audit of the proposed works.

[REDACTED]

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# Consultation Response: Proposed Puffin Crossing - Coventry Road near Rectory Drive, Exhall

[REDACTED]  
Fri 12/31/21 7:09 PM

To: [REDACTED]

📎 1 attachments (637 KB)

Puffin Crossing - Coventry Road, Exhall - Objection.pdf;

[REDACTED]

Please find attached an objection in response to the public consultation for the proposed puffin crossing on Coventry Road near Rectory Drive, Exhall.

I'd be grateful if you would confirm receipt by reply.

Regards,

[REDACTED]

[REDACTED]

[Redacted]

With regard to the proposed puffin crossing on **Coventry Road near Rectory Drive, Exhall**, I wish to submit the following as an objection in response to the public consultation.

I am supportive of measures to improve pedestrian safety and as such I welcome the general concept of providing a controlled crossing space on Coventry Road. However, any road improvements must also be made in consideration of cycling. Local Transport Note (LTN) 1/20 states that it *"should be applied to all changes associated with highway improvements"* (LTN 1/20, paragraph 1.3.1).

The location currently features a pedestrian refuge which presents as a "pinch point" for cyclists travelling in either direction. Such locations are hazardous where they put riders – especially less confident riders who may not "take the lane" – at risk of close passes by drivers. The proposal does not improve this situation. Indeed, it appears to make it worse where the new central island appears to be wider and longer than the existing island. There is also a risk of drivers stopping next to riders waiting at a red light leaving very little room when both move off on a green signal. This is potentially dangerous.

I understand Coventry Road is earmarked to be part of the major cycle scheme to connect Nuneaton to Bedworth to Exhall. Any changes to the road network must be designed with this scheme in mind, else this change may be short-lived requiring replacement to accommodate forthcoming cycle infrastructure – an inefficient use of resources.

The road width at this location appears to be approximately 14.3 metres widening to about 15.3m (north to south) with verge space also available. This would appear sufficient for providing 2x 3m general traffic lanes, 1x 2.5m turning lane, 1x 2.5-3m bidirectional cycle lane, and 2x 1.5m footpaths.

I look forward to your comments in reply and hope that these designs will be revised before the commencement of works.

Regards,

[Redacted signature block]

~~I warrant that I am a member of Warwickshire County Council and that the information provided is true and correct. I warrant that I have not provided any personally identifiable information associated with this submission without your authorisation (i.e. surname and email address).~~

**Fwd: Objection to Proposed Puffin Crossing on Coventry Road near Rectory Drive**

[Redacted]

Fri 12/31/21 5:06 PM

[Redacted]

[Redacted]

Apologies, I sent the below to the wrong address.

Thanks,

[Redacted]

----- Forwarded message -----

From: [Redacted]

Date: Fri, 31 Dec 2021, 11:27

Subject: Objection to Proposed Puffin Crossing on Coventry Road near Rectory Drive

To: [Redacted]

Cc: [Redacted]

[Redacted]

I'm objecting to the current plans as they stand for a Puffin crossing in Exhall. I fully support the addition of a crossing here, but believe it should be built with cycle infrastructure in mind. The plans therefore should include ASLs and cycle lanes in the immediate vicinity to help make future cycle infrastructure easier to integrate. If there is insufficient space for cycle lanes then the turning lane should be removed.

The additional cycle infrastructure would be expected (based on existing studies) to have a beneficial side-effect of improving safety for all other road users.

Thanks,

[Redacted]

**Re: Proposed Puffin crossing on Coventry Road, Exhall, near Rectory Drive**

Graham Stanley &lt;grahamstanley@warwickshire.gov.uk&gt;

Tue 01/04/22 9:09 AM

To: NBCycleForum &lt;nbcycleforum@gmail.com&gt;

Cc: Gafoor Din &lt;gafoordin@warwickshire.gov.uk&gt;; Daniel Morris &lt;danielmorris@warwickshire.gov.uk&gt;

Dear Mrs Kondakor,

Thank you for your Email of the 31st December Objecting to the proposed Puffin Crossing on the Coventry Road near Rectory Drive, Exhall.

Your email and contents of your Email objecting to the proposed Puffin Crossing will be considered as part of the decision-making process and will be taken

into account when making a final decision for the proposed Puffin Crossing.

Kind regards

Graham Stanley

Team Leader

Minor Works Team

County Highways

Warwickshire County Council

Tel No 01926 412641

Minicom 01926 412277

grahamstanley@warwickshire.gov.uk

[www.warwickshire.gov.uk](http://www.warwickshire.gov.uk)

I am currently working flexibly, so if you've received this email 'out of hours', whilst it suits me to email now, I do not expect a response or action outside of your working hours.

---

**From:** NBCycleForum <nbcycleforum@gmail.com>**Sent:** Friday, December 31, 2021 5:07 PM**To:** Graham Stanley <grahamstanley@warwickshire.gov.uk>**Subject:** Proposed Puffin crossing on Coventry Road, Exhall, near Rectory Drive

Dear Mr Stanley

The plans for this proposed crossing have just been brought to my attention.

I wish to object as the plans appear to show a narrowing of the carriageway at the point of the crossing, which is going to make cycling even more unpleasant than it already is in this area - coming from Bedworth there are lots of parked cars and cyclists are going uphill.

The LTP3, which, as far as I am aware, is still the relevant document,



Page 2 should be leading to all schemes being better for sustainable transport in particular pedestrians AND cyclists, not worse.

The Cycle Forum has been assured that the cycle route from Bedworth to Coventry is virtually ready to go and yet this application does not seem to take any notice of that.

I worked close to this location for 7 years and so am very familiar with the road layout here. I am all in favour of a crossing for pedestrians but it must not be at the detriment to cyclists.

Please can you confirm that this will be looked at in relation to the proposed cycle route along this section and ensure that the schemes are fully integrated to ensure cyclist safety as well as pedestrian safety, before any approval is granted?

Michele Kondakor  
Chair, Nuneaton and Bedworth Cycle Forum  
024 76344079

OBJECTION 2

**PROPOSED PUFFIN CROSSING, COVENTRY ROAD NEAR RECTORY DRIVE,  
EXHALL Objection**

Keith Kondakor <Keith.Kondakor@nuneatonandbedworth.gov.uk>

Fri 12/31/21 11:04 AM

To: Graham Stanley <grahamstanley@warwickshire.gov.uk>

Cc: Daniel Morris <danielmorris@warwickshire.gov.uk>

Dear Graham,

This crossing ignores all the planning for cycle routes in the Nuneaton and Bedworth Borough Plan and the proposed Bedworth to Coventry Cycle route. The narrowing of the carriage way could be a safety risk for cyclists.

Please treat this as an official objection.

Also please provide the safety audit of the proposed works.

ClIr Keith Kondakor

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# Consultation Response: Proposed Puffin Crossing - Coventry Road near Rectory Drive, Exhall

ben@bicycleben.co.uk <ben@bicycleben.co.uk>

Fri 12/31/21 7:09 PM

To: Graham Stanley <grahamstanley@warwickshire.gov.uk>

📎 1 attachments (637 KB)

Puffin Crossing - Coventry Road, Exhall - Objection.pdf;

Dear Mr Stanley,

Please find attached an objection in response to the public consultation for the proposed puffin crossing on Coventry Road near Rectory Drive, Exhall.

I'd be grateful if you would confirm receipt by reply.

Regards,

Ben

T: @BicycleBenUK

F: <https://eur02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.facebook.com%2FBicycleBenUK&data=04%7C01%7Cgrahamstanley%40warwickshire.gov.uk%7C5011dd0c7ce7451f7bb508d9cc90cb52%7C88b0aa0659274bbba89389cc2713ac82%7C0%7C0%7C637765745548405307%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCI6Mn0%3D%7C1000&data=9QFsQRBgi3xM%2BAPbkDnJrqMEg9CeyAfYuawhj30OA0U%3D&reserved=0>

<https://eur02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.facebook.com%2FBicycleBenUK&data=04%7C01%7Cgrahamstanley%40warwickshire.gov.uk%7C5011dd0c7ce7451f7bb508d9cc90cb52%7C88b0aa0659274bbba89389cc2713ac82%7C0%7C0%7C637765745548405307%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCI6Mn0%3D%7C1000&data=9QFsQRBgi3xM%2BAPbkDnJrqMEg9CeyAfYuawhj30OA0U%3D&reserved=0>

E: ben@bicycleben.co.uk

W: <https://eur02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.fiets.uk%2F&data=04%7C01%7Cgrahamstanley%40warwickshire.gov.uk%7C5011dd0c7ce7451f7bb508d9cc90cb52%7C88b0aa0659274bbba89389cc2713ac82%7C0%7C0%7C637765745548405307%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCI6Mn0%3D%7C1000&data=c4GChq%2F7TNG58HvwZW4kubw1BDAjqdjYayTgo7o%2FGB8%3D&reserved=0>

<https://eur02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.fiets.uk%2F&data=04%7C01%7Cgrahamstanley%40warwickshire.gov.uk%7C5011dd0c7ce7451f7bb508d9cc90cb52%7C88b0aa0659274bbba89389cc2713ac82%7C0%7C0%7C637765745548405307%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCI6Mn0%3D%7C1000&data=c4GChq%2F7TNG58HvwZW4kubw1BDAjqdjYayTgo7o%2FGB8%3D&reserved=0>

<https://eur02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.bicycleben.co.uk%2F&data=04%7C01%7Cgrahamstanley%40warwickshire.gov.uk%7C5011dd0c7ce7451f7bb508d9cc90cb52%7C88b0aa0659274bbba89389cc2713ac82%7C0%7C0%7C637765745548405307%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCI6Mn0%3D%7C1000&data=n3nAWWhYaXDJDkuhtbNju49LbEY7R2CEUD3NK4FI7TLI%3D&reserved=0>

Dear Mr Stanley,

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The location currently features a pedestrian refuge which presents as a "pinch point" for cyclists travelling in either direction. Such locations are hazardous where they put riders – especially less confident riders who may not "take the lane" – at risk of close passes by drivers. The proposal does not improve this situation. Indeed, it appears to make it worse where the new central island appears to be wider and longer than the existing island. There is also a risk of drivers stopping next to riders waiting at a red light leaving very little room when both move off on a green signal. This is potentially dangerous.

I understand Coventry Road is earmarked to be part of the major cycle scheme to connect Nuneaton to Bedworth to Exhall. Any changes to the road network must be designed with this scheme in mind, else this change may be short-lived requiring replacement to accommodate forthcoming cycle infrastructure – an inefficient use of resources.

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I look forward to your comments in reply and hope that these designs will be revised before the commencement of works.

Regards,

Ben Gamblin

Nuneaton resident and cycle advocate

Web: [fiets.uk](http://fiets.uk) / [bicycleben.co.uk](http://bicycleben.co.uk)

Email: [ben@bicycleben.co.uk](mailto:ben@bicycleben.co.uk)

Twitter: [@BicycleBenUK](https://twitter.com/BicycleBenUK)

Facebook: [fb.me/BicycleBenUK](https://www.facebook.com/BicycleBenUK)

**Personal data usage:** Warwickshire County Council (including any contracted entity) is not permitted to publish or otherwise disclose publicly any personally identifiable information associated with this submission without prior authorisation (i.e., surname and email address).

**Fwd: Objection to Proposed Puffin Crossing on Coventry Road near Rectory Drive**

Town Cycles <towncycles@gmail.com>

Fri 12/31/21 5:06 PM

To: Graham Stanley <grahamstanley@warwickshire.gov.uk>

Hi Graham,

Apologies, I sent the below to the wrong address.

Thanks,  
Paul

----- Forwarded message -----

From: **Town Cycles** <towncycles@gmail.com>

Date: Fri, 31 Dec 2021, 11:27

Subject: Objection to Proposed Puffin Crossing on Coventry Road near Rectory Drive

To: Chet Patel <chetanpatel@warwickshire.gov.uk>

Cc: Daniel Cresswell <danielcresswell@warwickshire.gov.uk>

Hi Chet,

I'm objecting to the current plans as they stand for a Puffin crossing in Exhall. I fully support the addition of a crossing here, but believe it should be built with cycle infrastructure in mind. The plans therefore should include ASLs and cycle lanes in the immediate vicinity to help make future cycle infrastructure easier to integrate. If there is insufficient space for cycle lanes then the turning lane should be removed.

The additional cycle infrastructure would be expected (based on existing studies) to have a beneficial side-effect of improving safety for all other road users.

Thanks,  
Paul

## Portfolio Holder Decision School Term and Holiday dates 2024/25

<b>Portfolio Holder</b>	Portfolio Holder for Education
<b>Date of decision</b>	17 February 2023
	Signed

### 1. Decision taken

That the Portfolio Holder for Children, Families & Education approves the school term and holiday dates for the 2024/25 academic year as set out in the published report.

### 2. Reasons for decisions

The Local Authority (LA) is currently responsible for setting school term and holiday dates for all Community and Voluntary Controlled Schools. Academies, Foundation and Aided Schools are responsible for setting their own term dates. There is collaboration between the LA and Academies, Foundation and Aided schools which have been invited to comment on the proposed term dates and have generally followed the Local Authority's pattern of terms and holiday dates.

The approval of school term and holiday dates is delegated to the Portfolio Holder for Education under the WCC Constitution.

### 3. Background information

A number of guiding principles has traditionally been used to set the pattern of terms and holidays and effort is made to adhere to as many of the following as possible:

1. 195 days from which five teacher training days are taken
2. Two of the five teacher training days are defined by the local authority, one of these days is at the start of the autumn and spring terms, the other three to be set by schools
3. Complete weeks when setting holiday dates wherever possible
4. A three-weekend break at Christmas and Easter
5. A summer break as close to six weeks as possible
6. A pattern which is as consistent as possible with neighbouring authorities.

A non-statutory consultation exercise ran between the 31<sup>st</sup> October and 9th December 2022; this engagement was carried out with all state-funded schools and academies and their governing bodies.

The term dates of neighbouring authorities can influence the preferences of some schools, mainly those close to authority borders. Where neighbouring authorities had published their term dates for 2024/25, these were included in the consultation information.

The proposed dates for the 2024/25 academic year comprised the calendar as proposed by the West Midlands Regional School Term Date Group as an option for all regional local authorities:

Term 1 (Autumn)	Half Term 1	02/09/24-25/10/24
	Holiday	28/10/24-01/11/24
	Half Term 2	04/11/24-20/12/24
	Christmas Holiday	23/12/24-03/01/25
Term 2 (Spring)	Half Term 1	06/01/25-14/02/25
	Holiday	17/02/25-21/02/25
	Half Term 2	24/02/25-11/04/25
	Easter Holiday	14/04/25-25/04/25
Term 3 (Summer)	Half Term 1	28/04/25-23/05/25
	Holiday	26/05/25-30/05/25
	Half Term 2	02/06/25-21/07/25
	Summer Holiday	22/07/25-tbd (early Sept 2025)

Consultees were made aware that these dates have already been adopted by Staffordshire, Gloucestershire, Worcestershire and Birmingham authorities. The two Teacher Training days set by the LA were proposed as the first days of each of the first two terms, 2nd September 2024 and 6th January 2025. A universal Secondary School Induction Day was also proposed for 9th July 2025.

In total, 63 responses were received to this informal consultation. 49 (78%) agreed and 14 (22 %) did not agree with the proposed term dates.

Specific comments received from respondents who did not agree with the proposed dates can be summarised as:

Theme of comment	No. comments
“Having Monday 21st July as a school day will be an issue with poor attendance being the result. To mitigate this you might ask schools to consider having an INSET day, but this is an ineffective use of a staff training day. “	10
“The length of the terms and half terms are very uneven, with one half term being 8 weeks and another being 4 weeks. I understand that this is determined by how Christmas and Easter fall in the calendar“	6

All feedback has been carefully considered.



Having the last day of the academic year as a Monday is unfortunately likely to result in poor pupil attendance (unless the school choose to allocate it as a Teacher Training Day). However, to adhere to providing full weeks wherever possible throughout the rest of the year, while providing the required minimum 195 school days, for this year requires a choice between starting the pupil's school year on a Wednesday (4/9/24) or having the final day of the year on a Monday. It is anticipated that many schools will decide to allocate Monday 21/7/25 as a school-determined Teacher Training Day to avoid low attendance.

The length of the Autumn and Spring terms is largely dictated by when the Christmas and Easter school holidays are set, which is defined by when the bank holidays fall each year. To meet guiding principle 4, of a three-weekend break at Christmas and Easter, as well as providing no fewer than 195 school days in a year, these holidays have to include the bank holidays. Therefore in certain years, terms of unequal lengths will be, unfortunately, unavoidable.

The majority of respondents who expressed a preference agreed with the proposed Secondary School Induction Day Date. However, those that did not agree with the Secondary School Induction Day Date all requested that it be one week earlier, on 2<sup>nd</sup> July. After consideration, it is proposed to change the induction date in line with this feedback.

A calendar of these dates is provided in the Background papers.

**It is recommended to adopt the school term dates as shown above and in the calendar provided as a Background Paper.**

**The Secondary Induction Day will be set as Wednesday 2<sup>nd</sup> July 2025.**

#### 4. Financial implications

None

#### 5. Environmental implications

None

<b>Report Author</b>	Rosalind Currie rosalindcurrie@warwickshire.gov.uk,
<b>Assistant Director</b>	Chris Baird
<b>Strategic Director</b>	Strategic Director for People
<b>Portfolio Holder</b>	Portfolio Holder for Education
<b>Urgent matter?</b>	No
<b>Confidential or exempt?</b>	No

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

No

**List of background papers**

Calendar recommended for approval.

**Members and officers consulted and informed**

Portfolio Holder – Councillor Kam Kaur

Corporate Board – Nigel Minns

Legal – Sarah Cowen

Finance – John Hopper

Equality – Joanna Kemp

Democratic Services – Andy Carswell

Councillors –

Local Member(s): N/A

DRAFT School Term and Holiday Dates - 2024/25

M	T	W	T	F	S	S
Aug-24						
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

M	T	W	T	F	S	S
Sep-24						
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

M	T	W	T	F	S	S
Oct-24						
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

M	T	W	T	F	S	S
Nov-24						
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

Dec-24						
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

Jan-25						
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

Feb-25						
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28		

Mar-25						
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

Apr-25						
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

May-25						
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Jun-25						
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

Jul-25						
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Aug-25						
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

Sep-25						
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

Half Term	Days
1	40
2	35
3	30
4	35
5	19
6	36
Total	195

	Total days
Autumn Term	75
Spring Term	65
Summer Term	55

- School Holiday
- Public Holiday
- Teacher Training Day (+3 to be set by school)

- Secondary School Induction Day



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