

Portfolio Holder Decisions/Leader Decisions

Date: Friday 12 May 2023

Time: 12.00 pm

Membership

Councillor Isobel Seccombe OBE

Councillor Margaret Bell

Councillor Peter Butlin

Councillor Kam Kaur

Councillor Wallace Redford

Items on the agenda: -

- | | |
|---|------------------|
| 1. Rugby Borough CPE Variation No.5 | 3 - 42 |
| 2. Stratford CPE Variation No. 8 | 43 - 62 |
| 3. A429 Coventry Road, Warwick. Traffic Regulation Order approvals. | 63 - 98 |
| 4. Active Travel Schemes Approval | 99 - 104 |
| 5. Approval to procure contracts for the reprocessing and haulage of separately collected food waste | 105 - 108 |
| 6. Healthwatch | 109 - 112 |
| 7. Portfolio Holder Decision – Change of Age Range at Brownsover Infant & Long Lawford Primary Schools | 113 - 118 |
| 8. Housing Related Support (HRS) Redesign Public Consultation | 119 - 174 |
| 9. Warwickshire Fire and Rescue Service (Pensioners) - GMP rectification report | 175 - 180 |

Monica Fogarty
Chief Executive
Warwickshire County Council
Shire Hall, Warwick

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

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

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Portfolio Holder Decision

The Warwickshire County Council (Borough of Rugby) (Civil Enforcement Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) (Variation No. 5) Order 2023

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	12 May 2023
	Signed

1. Decision taken

That the Portfolio Holder for Transport and Planning approves that the below named proposed Traffic Regulation Order be implemented as advertised with the exception to the proposals relating to Tee Tong Road as shown in plan No.PTRO21-004-002:

The Warwickshire County Council (Borough of Rugby) (Civil Enforcement Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) (Variation No. 5) Order 2023.

2. Reasons for decisions

1. Cambridge Street, Rugby – Limited Waiting Mon-Sat 8am-6pm 2 hours No Return within 4 hours Except for R2 Permit Holders

- 1.1. Following on from requests to assist the residents of Cambridge Street, Rugby with issues caused by long-term parking Warwickshire County Council proposed to extend the existing R2 residents parking zone onto the section of Cambridge Street between Clifton Road and Sun Street.
- 1.2. The following tables detail the objections and/or comments received along with the officer recommendations.
- 1.3. A petition has been received with 54 signatures from 36 separate properties in support of the proposals.

Emails/letters	
Total objections	3
Total comments	3

Ref	Objections and comments received	Total number of responses containing the comment
A	Object to the proposals	3
B	The proposals will move the vehicles to potentially less suitable locations	1
C	Residents only parking will increase confrontations	1
D	Support the proposals	8
E	The proposals will negatively affect the businesses in the area	1
F	The scheme does not guarantee a space	1
G	Permits are overly restrictive	1
H	The scheme would be restrictive to the religious institutions in the area	1
I	The cost of a permit would put extra pressure on people's finances	1

Ref	Officer Comments
A	No comment necessary
B/C	It is acknowledged that the proposals will move the parked vehicles to other locations and could increase confrontations between drivers, however these proposals will promote the turnover of parking along Cambridge Street with the residents given priority for available spaces
D	No comment necessary
E/H	The timings of the parking scheme have been proposed to allow for visitors to the local business and various other destinations along Cambridge Street to park for free for a certain length of time
F	Whilst a resident's parking scheme does not guarantee a space, it will give priority to residents who have purchased a permit.
G	The permit scheme is designed to cater for the vast majority of households with car ownership whilst also providing a visitors permit that can be used on a visitors' vehicle allowing them to park within the zones with exemption from the time limits
I	The cost of one permit is currently £25 a year with

Recommendations

It is recommended to implement these proposals as advertised.

Members Comments

No comments have yet been received from the local member, if comments are received they will be forwarded on to the Portfolio Holder for consideration.

2. Tee Tong Road, Teeswater Close and Woodleigh Road – No Waiting at any Time

- 2.1. Concerns had been raised by residents within the Tee Tong Road housing estate in Long Lawford about the amount of parking along Tee Tong Road and the nearby junctions. This led to double yellow lines being proposed along sections of Tee Tong Road and at the junctions of Tee Tong Road and Teeswater and Woodleigh Road
- 2.2. The following tables detail the objections and/or comments received along with the officer recommendations.

Emails/letters

Total objections	3
Total comments	

Ref	Objections and comments received	Total number of responses containing the comment
A	Will push the parked vehicles further along Tee Tong Road into less suitable areas	2
B	Request additional parking spaces are provided on the grass verges at the entrance to the Tee Tong Road estate.	3
C	The introduction of yellow lines would limit where residents are able to park	2
D	Object to the proposals	1
E	The parking along Tee Tong Road does not cause an issue	1

Ref	Officer Comments
A	It is acknowledged that the restrictions will displace the parked vehicles into other places along the Tee Tong Road estate, however the scope of the proposals was to prevent vehicles from parking in an obstructive manner at the entrance to the estate and allow the residents of the estate to park close to their homes and use their judgement on where would be obstructive.
B	This is beyond the scope of the Civil Parking Enforcement remit and would be cost prohibitive for the limited benefit that it provides.
C	It is acknowledged that these restrictions would have an impact on the residents of the Tee Tong Road estate, however the restrictions were proposed to prohibit vehicles from parking where they could be causing an obstruction to traffic.
D	No comment necessary
E	Whilst there may be a perception amongst some road users that there is not an issue,

Recommendations

Due to the lack of support for the proposed restrictions together with the contentious nature of these proposals it is recommended to withdraw these proposals from the variation order

Members Comments

No comments have yet been received from the local member, if comments are received they will be forwarded on to the Portfolio Holder for consideration.

3. Pytchley Road and Cromwell Road– No Waiting at any Time

3.1. Warwickshire County Council had been approached by the local councillor to introduce assist the local residents with vehicles parking in an obstructive manner at the junction of Pytchley Road and Crowell Road. This led to double yellow lines being proposed at on the south-eastern side of Crowell Road round onto Pytchley Road.

3.2. The following tables detail the objections and/or comments received along with the officer recommendations.

Emails/letters	
Total objections	2
Total comments	

Ref	Objections and comments received	Total number of responses containing the comment
A	Object to the proposals	1
B	Will remove on street spaces for guests and visitors to residents of the road	1
C	Will push the parked cars further down the road	1
D	Request the lines are shorter	1
E	Request lines on both sides of the road and on the road to the leisure centre	1
F	Parked cars provide a deterrent for vehicles speeding along the road	1

Ref	Officer Comments
A	No comment necessary
B	The lines are being proposed in the locations that it is considered unsafe or inappropriate for a vehicle to be parked, regardless of the length of time that it would be there for.
C	It is acknowledged that vehicles will be displaced to other locations in the area, however the anticipated number of vehicles will be low and their impact on safety would be lower than if they were to remain at the junction.
D	These lines have been proposed following conversations with the local member and residents in the area to allow for greater visibility at the junction of Cromwell Road and Pytchley Road.
E	Additional double yellow lines would be restrictive to the residents and would push additional vehicles into less suitable areas increasing the likelihood of vehicles causing an obstruction.
F	It is acknowledged that the removal of parked vehicles will likely increase the speeds of vehicles using the road however by removing the vehicles it will also provide greater visibility for pedestrians and other road users thereby mitigating the risks.

Recommendations

It is recommended to implement these proposals as advertised.

Members Comments

No comments have yet been received from the local member, if comments are received they will be forwarded on to the Portfolio Holder for consideration.

3. Background information

- 3.1 Proposals for waiting restrictions at various locations were advertised and consulted upon in accordance with statutory procedure on the 23rd February 2023, with consultation open until the 17th March 2023.
- 3.2 The statutory criteria for decisions on making Traffic Regulation Orders are included as Appendix A.
- 3.3 Drawings showing published proposals for waiting restrictions are found in Appendix B.

3.4 A copy of the published Statement of Reasons for each scheme are found in Appendix C.

3.5 Copies of objections and comments received are available as background information in Appendix D.

4. Financial implications

4.1 All work will be carried out within the existing 2023/24 CPE budget allocations.

5. Environmental implications

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

Report Author	Ben Davenport bendavenport@warwickshire.gov.uk,
Assistant Director	scotttompkins@Warwickshire.gov.uk
Strategic Director	Strategic Director for Communities
Portfolio Holder	Portfolio Holder for Transport and Planning

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

List of background papers

Appendix A
Appendix B
Appendix C
Appendix D

Members and officers consulted and informed

Portfolio Holder – Councillor Wallace Redford

Corporate Board – Mark Ryder

Legal – Caroline Gutteridge

Finance – Andrew Felton

Equality – n/a

Democratic Services – Isabelle Moorhouse

Councillors – Clarke, Chilvers, Fradgley and D’Arcy

Local Member(s): Feeney, Timms, Roodhouse

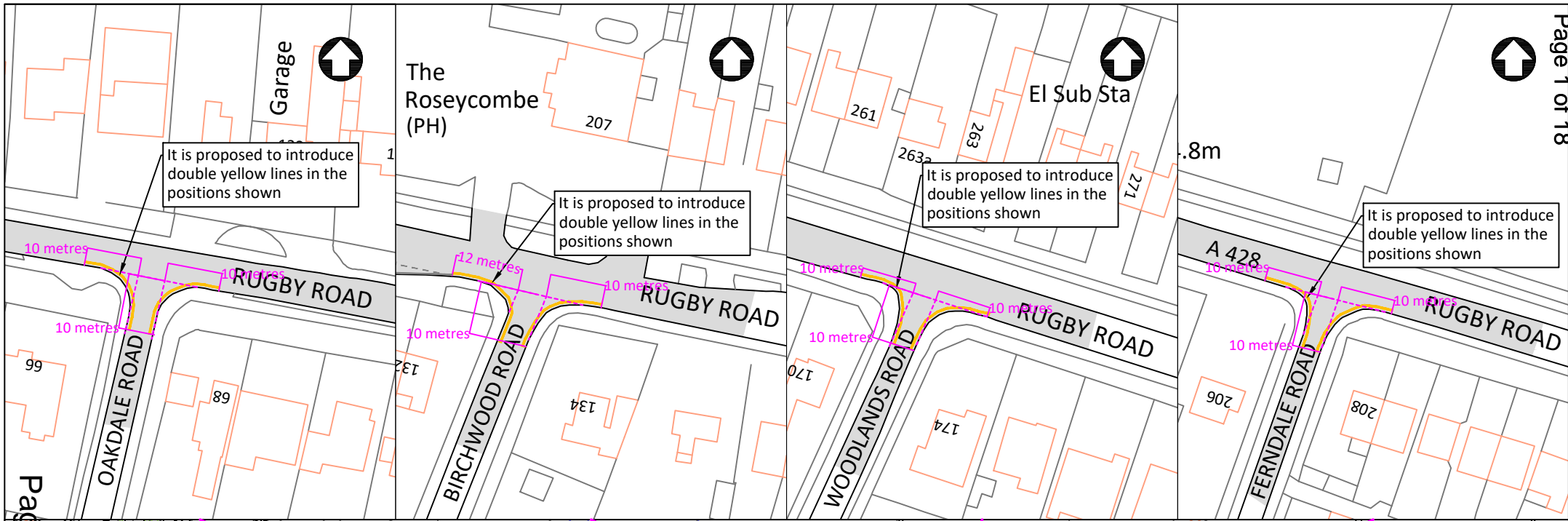
Statutory Criteria for Decisions on Making Traffic Regulation Orders and Parking Orders

The Warwickshire County Council (Borough of Rugby) (Civil Enforcement Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) (Variation 5) Order 2023.

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

to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), and the provision of suitable and adequate parking facilities on and off the highway.

6. The matters to which the Council must have regard are:-
 - (i) The desirability of securing and maintaining reasonable access to premises;
 - (ii) The effect on the amenities of any locality affected, and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run;
 - (iii) The national air quality strategy prepared under Section 80 of the Environmental Protection Act 1995;
 - (iv) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles;
 - (v) Any other matters appearing to the Council to be relevant
7. Therefore, whilst the overall objective of the Council must be to secure the expeditious, convenient and safe movement of vehicular traffic, this will sometimes need to give way to the objectives in Section 122(2), and a balance has to be achieved between the overall objective and the matters set out in Section 122(2).



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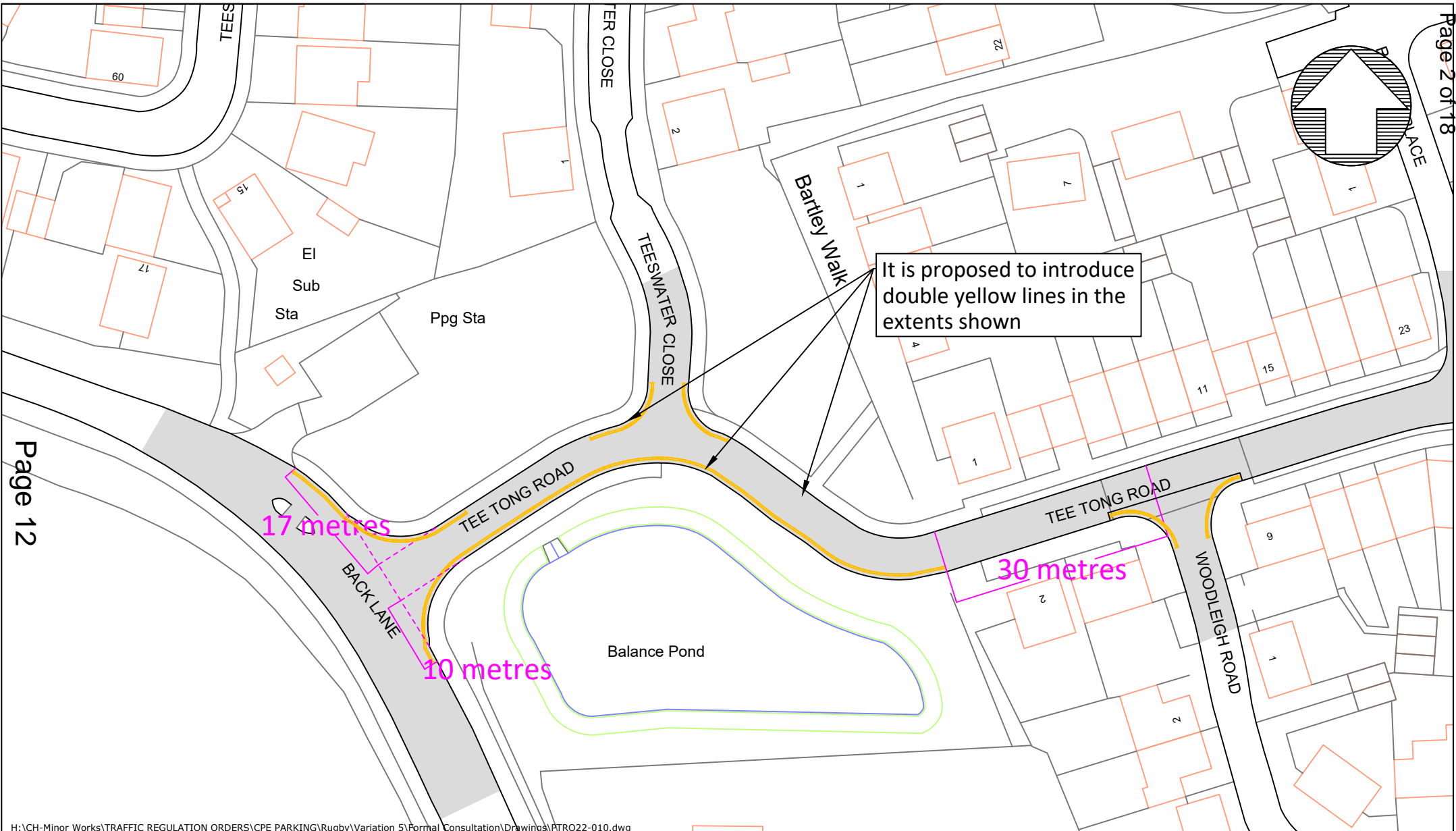
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Drawing title	Drawn by	Checked by
Proposed Double Yellow Lines	BD	GVS
	Date 5th July 2021	
Project title	Scale NTS @ A4_L	
	Drawing number PTRO22 010-001	



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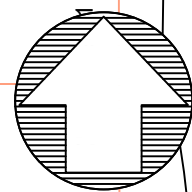
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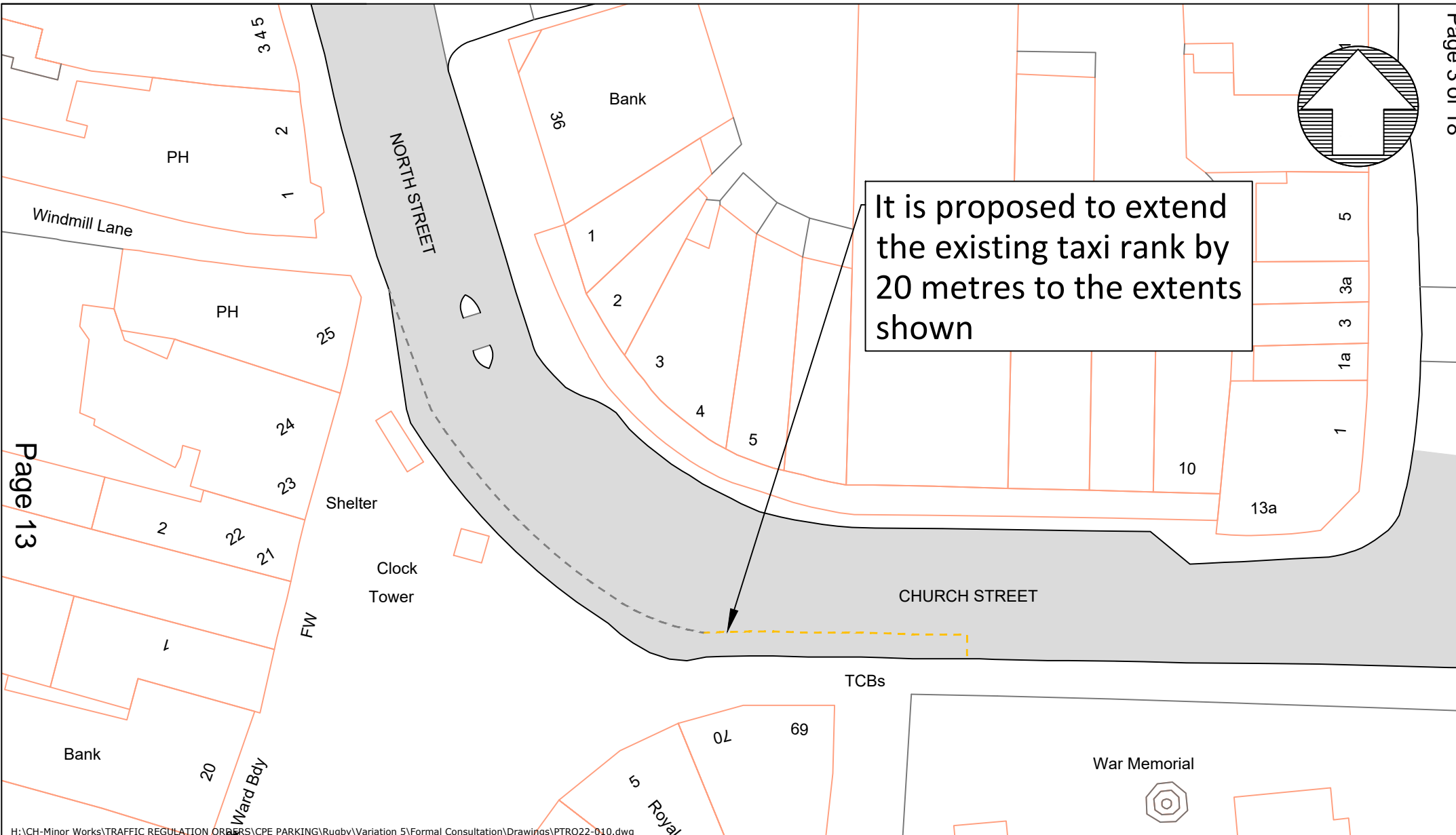
Drawing title
Proposed Double Yellow Lines
Tee Tong Road
Long Lawford

Project title
Rugby Borough CPE Variation 5

Drawn by BD	Checked by GVS
Date 5th July 2021	
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Drawing number PTRO22 010-002	



It is proposed to extend the existing taxi rank by 20 metres to the extents shown



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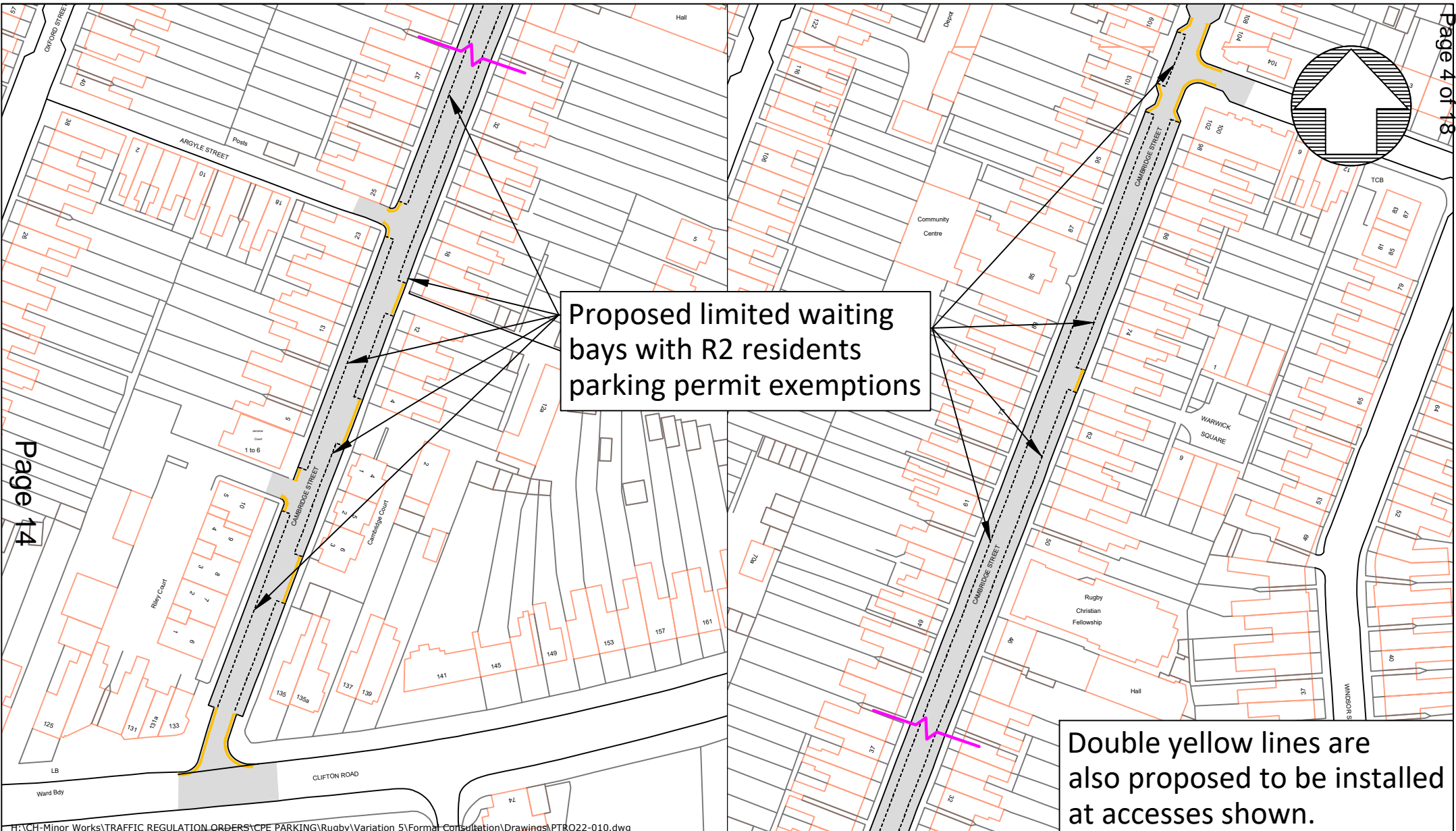
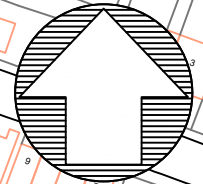
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Drawing title	Proposed Extension of Taxi Rank Church Street, North Street Rugby
Project title	
Rugby Borough CPE Variation 5	

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Date	5th July 2021		
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Drawing number	PTRO22 010-003		



Proposed limited waiting bays with R2 residents parking permit exemptions

Double yellow lines are also proposed to be installed at accesses shown.

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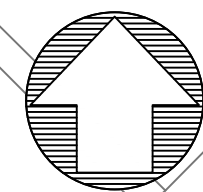
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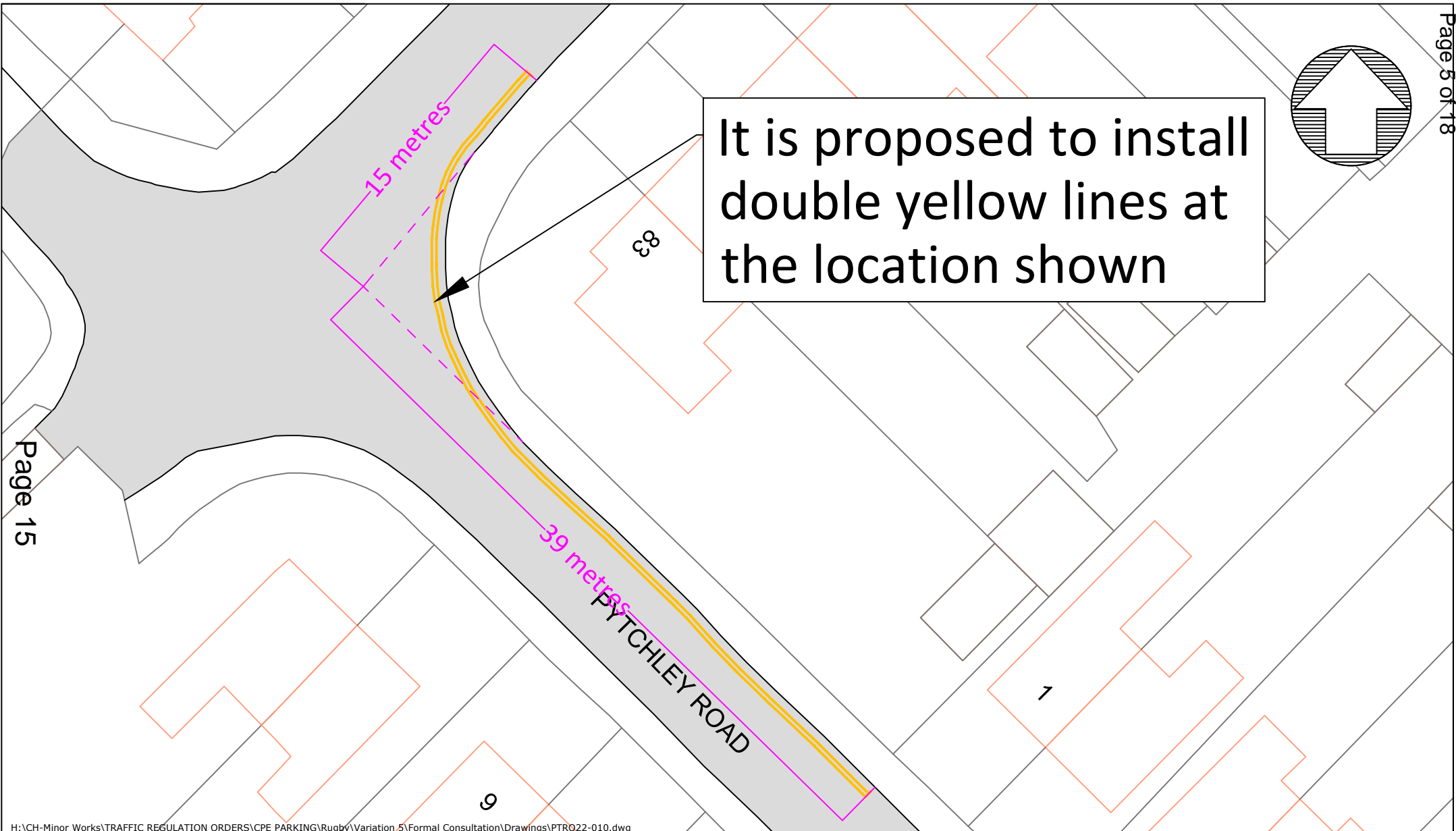
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Drawing title	Drawn by	Checked by
Proposed Extension of R2 Residents Parking Zone Cambridge Street Rugby	BD	GVS
	Date	24 September 2022
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Project title	Drawing number	
Rugby Borough CPE Variation 5	PTRO22 010-004	



It is proposed to install double yellow lines at the location shown



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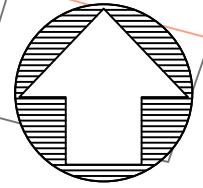
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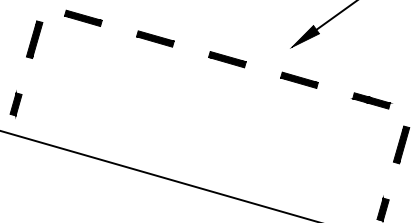
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Drawing title	Proposed Double Yellow Lines Cromwell Road, Pytchley Road Rugby
Project title	

Drawn by	BD	Checked by	GVS
Date	14 November 2022		
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Drawing number	PTRO22 010-005		



Proposed Disabled Badge Holders Only bay to be installed in location shown



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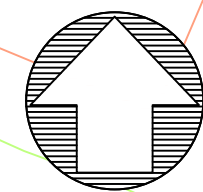
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Drawing title	<p>Proposed Disabled By 72 Abbey Street Rugby</p>
Project title	

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Posts

96.3m

Proposed Disabled Badge Holders Only bay to be installed in location shown

Page 17

37

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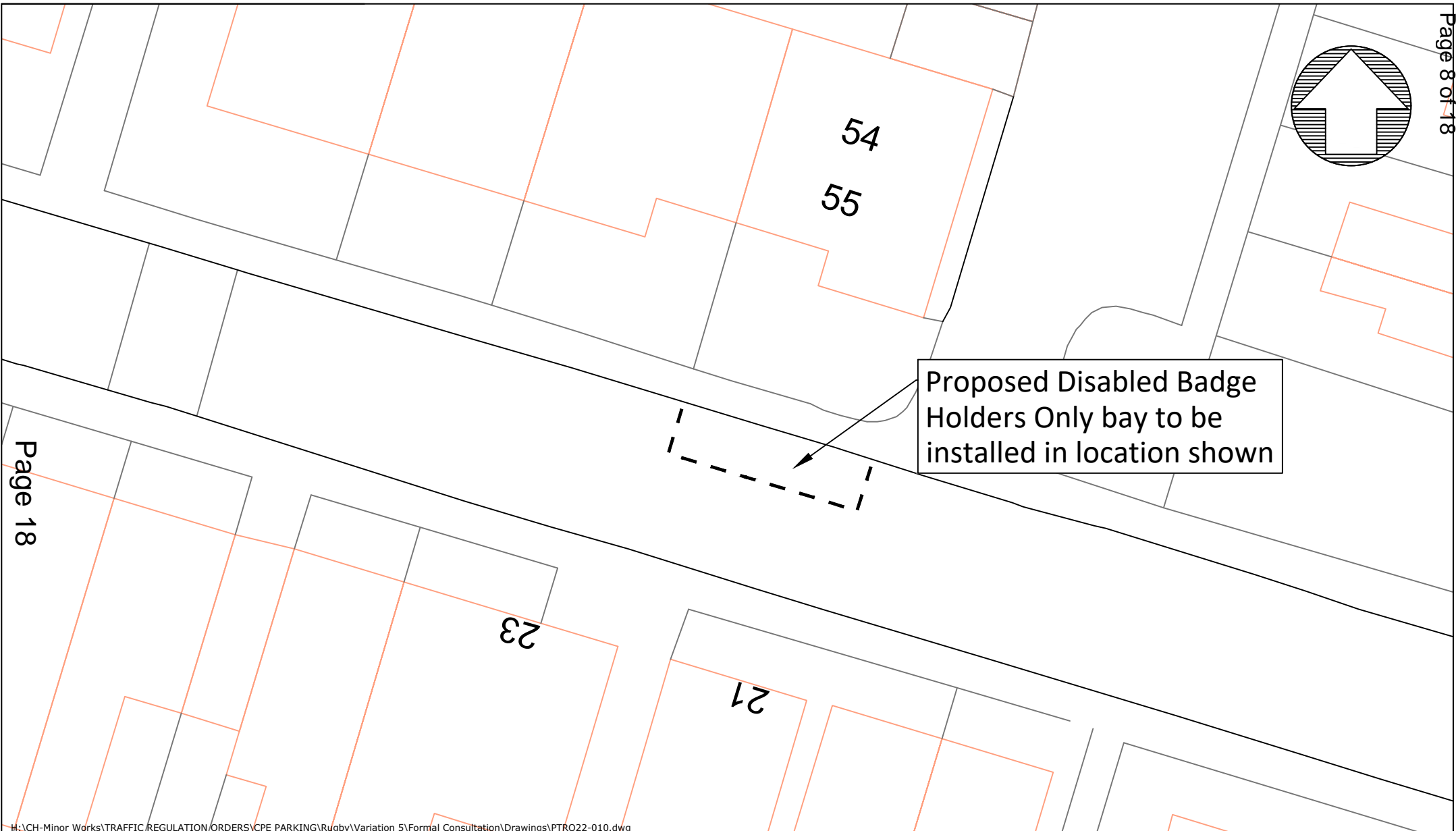
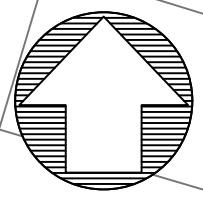
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Drawing title	<p>Proposed Disabled By 40 Acacia Grove Rugby</p>
Project title	

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Date	14 November 2022		
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Drawing number	PTRO22 010-007		



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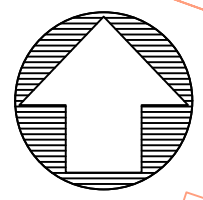
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Drawing title	Proposed Disabled By		Drawn by	Checked by
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Project title	Rugby Borough CPE Variation 5		Date	14 November 2022
			Scale	NTS @ A4_L
			Drawing number	PTRO22 010-008



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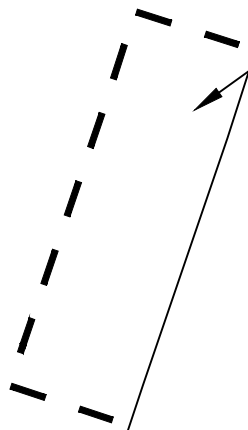
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108

Page 19

109

Proposed Disabled Badge Holders Only bay to be installed in location shown



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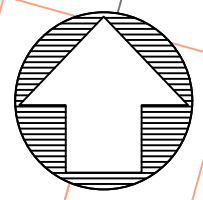
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Drawing title	<p>Proposed Disabled By 108 Claremont Road Rugby</p>
Project title	

Drawn by	BD	Checked by	GVS
Date	14 November 2022		
Scale	NTS @ A4_L		
Drawing number	PTRO22 010-009		



Proposed Disabled Badge Holders Only bay to be installed in location shown

21

25

GRAHAM ROAD

14

26

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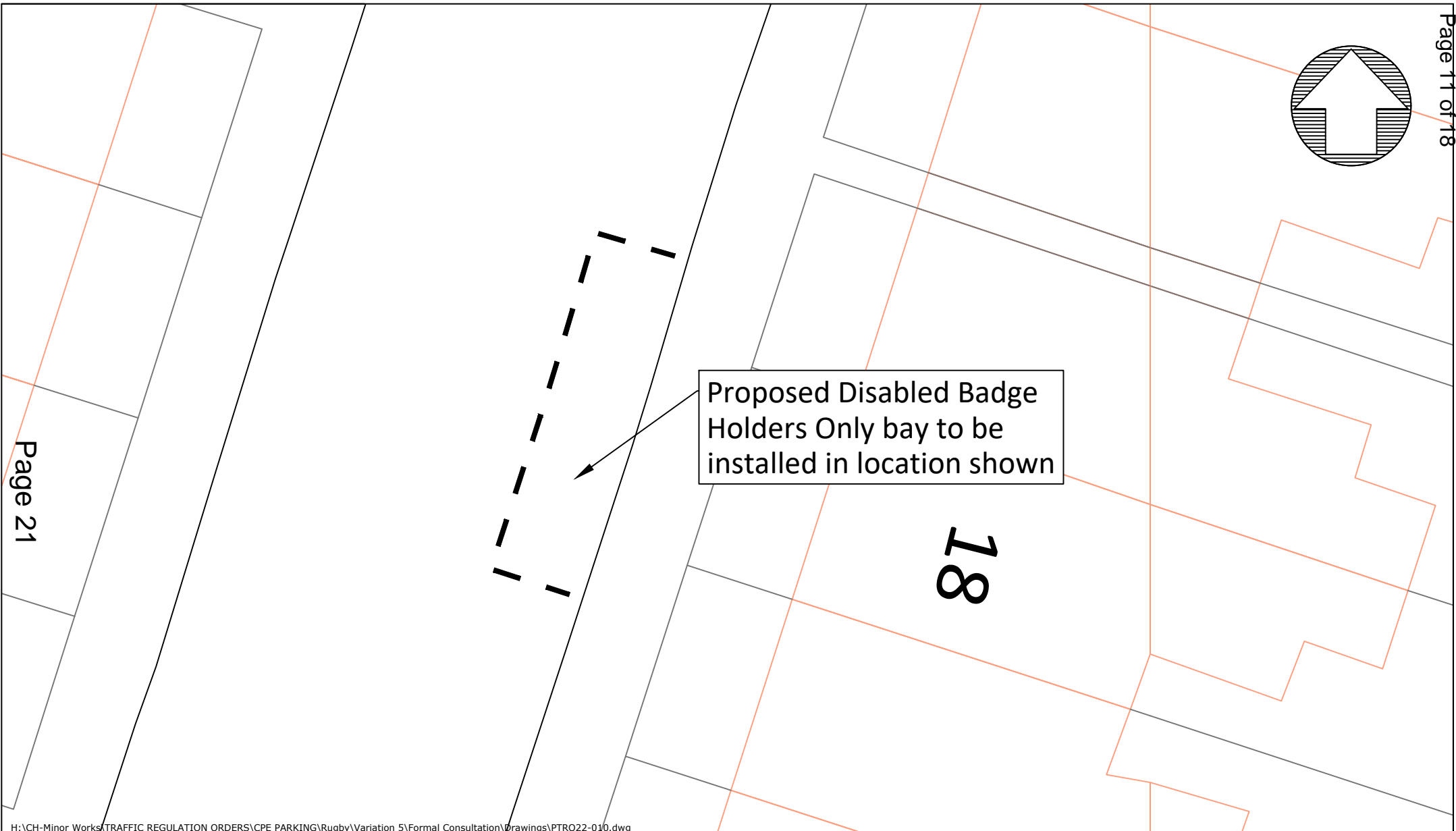
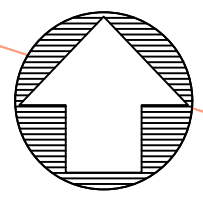
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Drawing title		Drawn by	Checked by
Proposed Disabled By 21 Graham Road Rugby		BD	GVS
		Date	14 November 2022
Project title		Scale	Drawing number
Rugby Borough CPE Variation 5		NTS @ A4_L	PTRO22 010-010



Proposed Disabled Badge Holders Only bay to be installed in location shown

18

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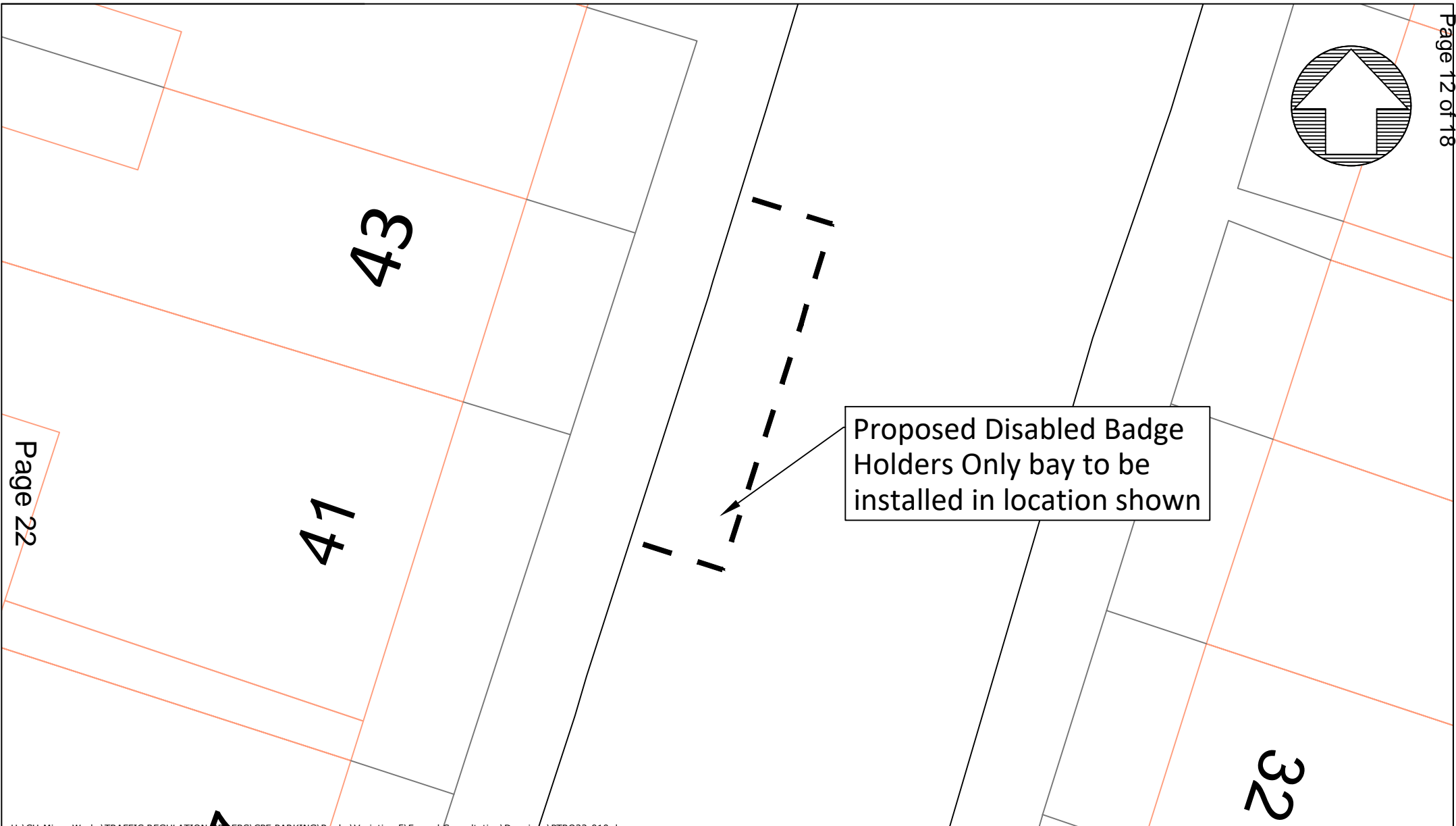
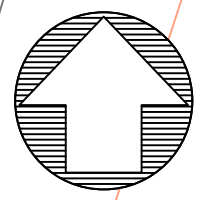
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Drawing title	Proposed Disabled By		Drawn by	Checked by
	18 Grosvenor Road Rugby		BD	GVS
Project title	Rugby Borough CPE Variation 5		Date	14 November 2022
			Scale	NTS @ A4_L
			Drawing number	PTRO22 010-011



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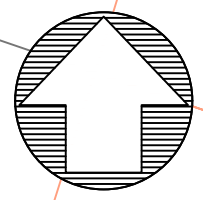
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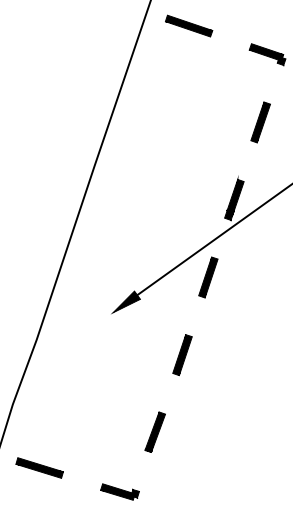
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Drawing title	Proposed Disabled By 43 Grosvenor Road Rugby	Drawn by	Checked by
		BD	GVS
Project title	Rugby Borough CPE Variation 5	Date	14 November 2022
		Scale	NTS @ A4_L
		Drawing number	PTRO22 010-012



89

Proposed Disabled Badge Holders Only bay to be installed in location shown



DAD

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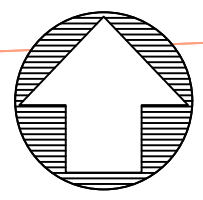
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Drawing title	Drawn by	Checked by
	BD	GVS
Proposed Disabled By 89 Grosvenor Road Rugby	Date	14 November 2022
	Scale	NTS @ A4_L
	Project title	Rugby Borough CPE Variation 5
Drawing number	PTRO22 010-013	



Proposed Disabled Badge Holders Only bay to be installed in location shown

13

KIMBERLEY ROAD

20

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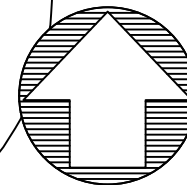
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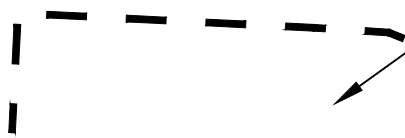
Drawing title
Proposed Disabled By
13 Kimberly Road
Rugby

Project title
Rugby Borough CPE Variation 5

Drawn by BD	Checked by GVS
Date 14 November 2022	
Scale NTS @ A4_L	
Drawing number PTRO22 010-014	



Proposed Disabled Badge Holders Only bay to be installed in location shown



47

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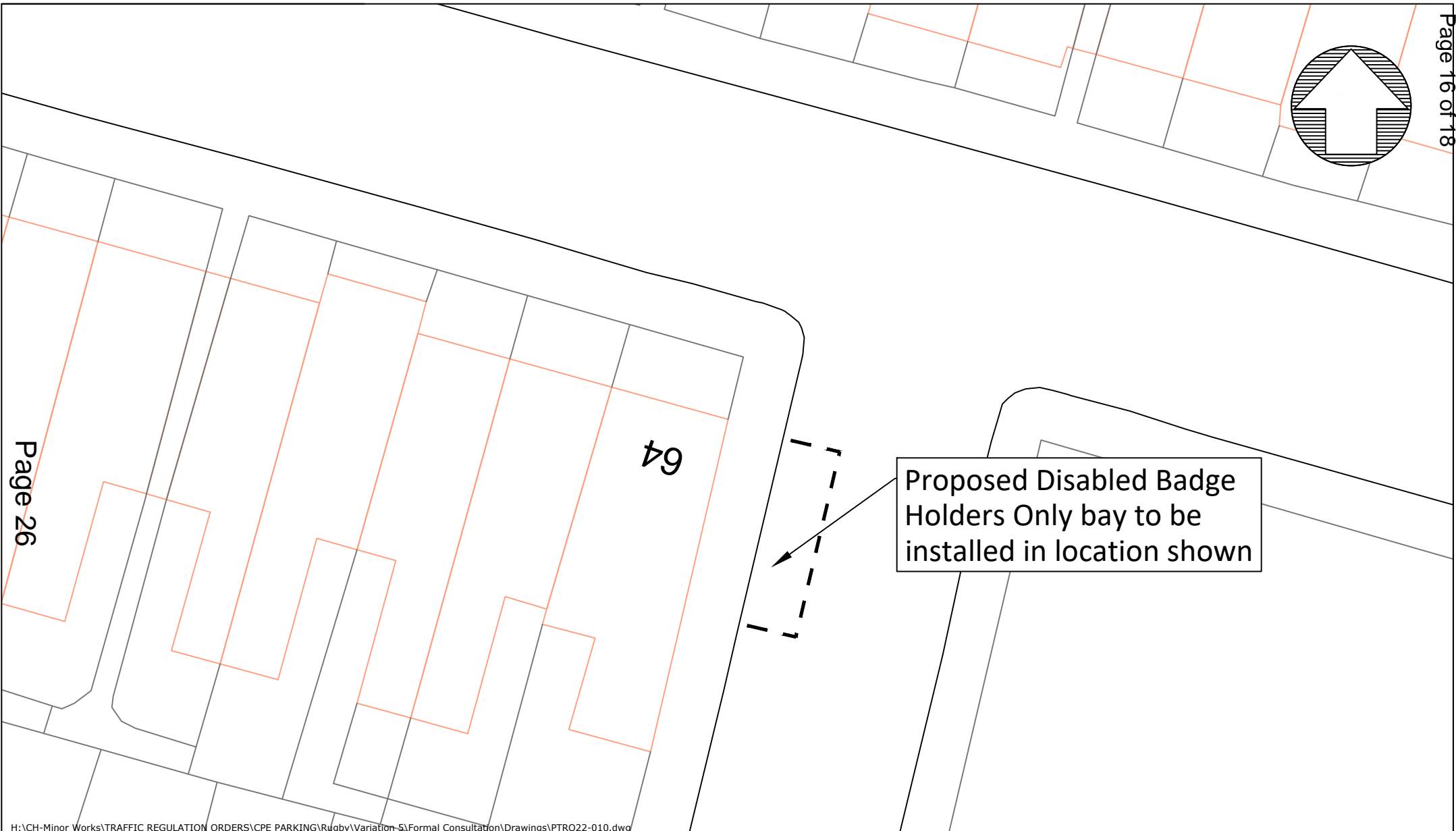
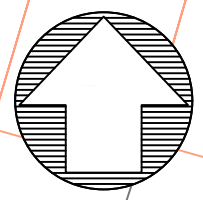
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Drawing title
Proposed Disabled By
47 Manor Road
Rugby

Project title
Rugby Borough CPE Variation 5

Drawn by BD	Checked by GVS
Date 14 November 2022	
Scale NTS @ A4_L	
Drawing number PTRO22 010-016	



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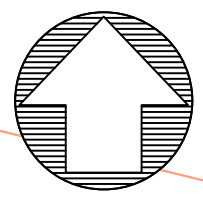
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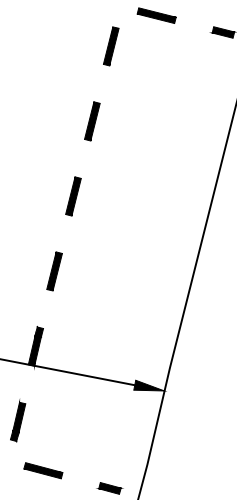
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Drawing title Proposed Disabled By 64 Sandown Road Rugby	Drawn by BD	Checked by GVS
	Date 14 November 2022	
	Scale NTS @ A4_L	
Project title Rugby Borough CPE Variation 5	Drawing number PTRO22 010-017	



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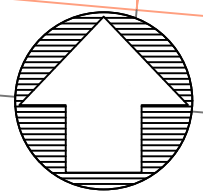
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Drawing title	Proposed Disabled By		Drawn by	Checked by
	21 Temple Street Rugby		BD	GVS
Project title	Rugby Borough CPE Variation 5		Date	14 November 2022
			Scale	NTS @ A4_L
			Drawing number	PTRO22 010-018



WOOD STREET

Proposed Disabled Badge Holders Only bay to be installed in location shown

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51

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Drawing title	Proposed Disabled By	Drawn by	BD	Checked by	GVS
	53 Wood Street Rugby	Date	14 November 2022		
Project title	Rugby Borough CPE Variation 5	Scale	NTS @ A4_L		
		Drawing number	PTRO22 010-019		

Warwickshire County Council

Road Traffic Regulation Act 1984

The Warwickshire County Council (Borough of Rugby) (Civil Enforcement Area) (Waiting Restrictions, On Street Parking Places and Residents Parking) (Consolidation) (Variation 05) Order 2023

1. Background

Throughout the last year Warwickshire County Council have received numerous requests for changes to the parking restrictions throughout the Borough of Rugby. This has resulted in Warwickshire County Council proposing to make a Variation Order. The changes proposed are shown on the plans referred to in the table below, and described in more detail in paragraph 2.

Consultation Plan	Street	Town	Plan Reference	Revision No.
PTRO21-004-001	Binley Woods	Binley Woods	EC75	0
			EC76	0
			ED75	0
			ED76	0
PTRO21-004-002	Tee Tong Road	Long Lawford	EK92	0
PTRO21-004-004	Cambridge Street	Rugby	EK99	3
			EL99	3
			EM99	3
PTRO21-004-005	Pytchley Road	Rugby	EP99	0
PTRO21-004-006	72 Abbey Street	Rugby	EJ99	4
PTRO21-004-007	40 Acacia Grove	Rugby	EJ97	4
PTRO21-004-008	21 Arnold Street	Rugby	EL98	4
PTRO21-004-009	108 Claremont Road	Rugby	EL99	3
			EK99	3
PTRO21-004-010	21 Graham Road	Rugby	EK99	3
PTRO21-004-011	18 Grosvenor Road	Rugby	EL98	4
PTRO21-004-012	43 Grosvenor Road	Rugby	EL98	4
PTRO21-004-013	89 Grosvenor Road	Rugby	EL99	3
PTRO21-004-014	13 Kimberley Road	Rugby	EJ98	4
PTRO21-004-015	11 Manor Road	Rugby	EK98	4
PTRO21-004-016	47 Manor Road	Rugby	EK98	4
PTRO21-004-017	64 Sandown Road	Rugby	EK99	3
PTRO21-004-018	21 Temple Street	Rugby	EN99	3
PTRO21-004-019	53 Wood Street	Rugby	EJ98	5
Admin Changes	Cromwell Road Park Road Tom Brown Street	Rugby	EO99	3
			EJ97	4
			EJ98	5
			EL99	3

2. Statement of Reasons

Rugby Road, Birchwood Road, Ferndale Road, Oakdale Road and Woodlands Road, Binley Woods – Proposed No Waiting at any Time

Concerns have been raised by the residents of Binley Woods about the amount of parking near to the junctions of the A428 Rugby Road. To assist with this, it is proposed to introduce sections of no waiting at any time at the junctions of the above-named roads to aid in preventing vehicles from parking in an obstructive manner, thereby avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

Tee Tong Road, Teeswater Close, Back Lane and Woodleigh Road, Long Lawford – Proposed No Waiting at any Time

Concerns had been raised by residents within the Tee Tong Road housing estate in Long Lawford about the amount of parking along Tee Tong Road and the nearby junctions. To assist with this, it is proposed to introduce sections of no waiting at any time at the junctions of the above-named roads to aid in preventing vehicles from parking in an obstructive manner, thereby avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

Cambridge Street, Rugby – Proposed Limited Waiting Mon-Sat 8am-8pm 2 hours No return within 4 hours Except Permit Holders R2 and additional R2 permit eligibility

Following on from requests received from residents of Cambridge Street to assist with long term parking from visitors to Rugby town centre or Rugby train station, it is proposed to introduce limited waiting restrictions with exemptions for vehicles displaying a R2 residents parking permit. By promoting the regular turnover of vehicles visiting the town centre whilst also allowing local residents to park for longer periods of time this will aid in preserving or improving the amenities of the area through which the road runs. It is also proposed to extend eligibility for Zone R2 residents' parking permits to some properties with addresses in Cambridge Street:-

- Cambridge Street Odd Nos. 5 to 107 inclusive
- Cambridge Street Even Nos. 4 to 100 inclusive (including the properties known as Cambridge Court Nos. 1-6)

Pytchley Road, Cromwell Road, Rugby – Proposed No Waiting at any Time

Concerns have been raised by residents of Cromwell Road and Pytchley Road, Rugby about the parking at the junction of Pytchley Road and Cromwell Road. To assist with alleviating this, it is proposed to introduce sections of no waiting at any time at the junctions of the above-named roads to aid in preventing vehicles from parking in an obstructive manner, thereby avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

Disabled Badge Holders Only

Throughout the year, Warwickshire County Council have received a number of requests to install a disabled bay outside of properties where a registered disabled person resides. After checking with the surrounding properties, these bays have been installed informally on the below named roads and are proposed to be formalised in order for them to be enforced, this will aid in preserving or improving the amenities of the area through which the road runs.

Abbey Street, Rugby
Acacia Grove, Rugby
Arnold Street, Rugby
Claremont Road, Rugby
Graham road, Rugby
Grosvenor Road, Rugby
Grosvenor Road, Rugby
Grosvenor Road, Rugby
Kimberley Road, Rugby
Manor Road, Rugby
Manor Road, Rugby
Sandown Road, Rugby
Temple Street, Rugby
Wood Street, Rugby

Admin Changes

To correct an administrative error relating to the restrictions along Cromwell Road, Park Street and Tom Brown Street, it is necessary to re-issue map tiles EL97, EL98 and EL99. This will not result in any changes as they appear on street

3. Existing orders to be varied.

The Warwickshire County Council (Borough of Rugby) (Civil Enforcement Area) (Waiting Restrictions, On Street Parking Places and Residents' Parking) (Consolidation) Order 2017.

4. Priority

High

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I would like to express my support of both the proposed speed ramp and parking scheme for Cambridge Street, Rugby, CV21 3NG.

Parking for residents is becoming increasingly challenging, particularly with only the bottom half of the road currently covered by the permit parking scheme.

Having both in place would be very beneficial.

Mr Davenport,

I am writing to object to the extension of the Proposed Limited Waiting restrictions to additional sections of Cambridge Street, Rugby.

We are a business operating from Cross Street and have traded from Cross Street/ Cambridge Street as a limited company since 1962 and the previous business owner established [Business Name] in Cambridge Street in 1929.

As Cross Street is subject to the existing Limited Waiting Restrictions, our 4 members of staff park in the sections of Cambridge Street which you are proposing to bring into Zone R2. This will leave Sun Street, Windsor Street, Bridge Street and Hunter Street as the only unrestricted options and these streets are already in high demand for parking.

Our presence as a business in the area helps parking. The roadside space outside our office allows 3 cars to park. We are not at work in evenings, overnight or at weekends so the space is available for residents. During our office hours, many residents' vehicles in Cross Street and Cambridge Street are no longer parked, freeing up space for our staff and customers.

We have objected to the limited waiting restrictions since their introduction in 2006/7. We have repeatedly requested business parking permits and again, I request that you make provision for business parking permits.

Regards,

Hello mr davenport

I am writing to object to the residents parking in Cambridge street, rugby, Warwickshire due to the fact that we in riley court, Jerome court, and Clifton road car sales share a access road off Cambridge street and our drive will be flooded and blocked with vehicles and our car parks that are private will have endless non resident cars in them. This access has to be free of traffic as the garage , riley, and Jerome have quite a bit of traffic using this drive and it is a major safety risk and also bin lorries, delivery vehicles, and even more importantly ambulances have to have access. To put resident only is going to cause major risk and confrontation and even lives at risk, are you prepared for that as we have many elderly living here. Even though you will still go ahead I would like at least for something to stop unwanted vehicles to be parking on the access road, like double yellow lines. Signs with no parking with a charge if they do, so we can report them to have them removed. To us this is a big concern, and I hope you take this avoidable situation seriously, I hope to hear some sensible decision before it has the go ahead. Put common sense, safety, and potentially lives before council greed.

Thank you

As a resident of Cambridge St I am totally in favour to the proposals for residents parking permits and the road hump implementation
Regards

Dear Team,

I would like to express my support for both the proposed speed limit bump at the top of the road, as well as the much needed residents parking scheme to be expanded to cover the rest of the street.

Regards

am in favour of the Parking Scheme.

Although not a car owner myself it is clear that Cambridge Street is used both as a daily car park for those using the Station and not wishing to pay to park their car; and as a long-term, if not permanent, car storage facility (or "dump") by those who do NOT live in the Street. This causes numerous problems throughout the day for those Street-dwellers who require deliveries or temporary parking space for tradespeople (gardeners, plumbers, electricians, gas engineers etc); not to mention difficulties for two-way traffic in the street.

Dear Sir/Madam,

I am emailing to air my support for the proposed Parking Permit Plans. I believe it will benefit the area and am more than happy for it to come to fruition.

kind regards,

To whom it may concern,

I'm writing to express my objections to recently letter proposing the extension of the R2 residents parking scheme along Cambridge Street.

Firstly, I would like to highlight the letter refers to the consultation plans being available on the website - however, on inspection this refers to a hump being added to the street, rather than the content of the letter.

I object to the proposed extension on R2 parking scheme for the below reason;

1) I fail to find the benefits of paying for a permit that does not a) guarantee a space, b) wardened in the day when parking is widely available and c) opening myself up to penalties if the permit it not on display.

2) Permits are very restrictive - this would mean family close or distant could only park for a hour to visit, this is restrictive and isolating. This would also impact the more elderly on the street as well as the young families. Furthermore, disabled residents may need around the clock care to support their needs and restricting care or support staff would only hinder their health and well being.

3) There are religious institutions that offer pivotal services from religious ceremonies to creche facilities which again would be very restrictive. These for some are their life-lines in time of need.

4) The Pakistani community centre - one of very few in Rugby that offer safe spaces for Pakistani and Muslim communities.

5) The cost - as I hope you're aware, the United Kingdom is in a cost of living crisis people are currently struggling to heat their homes and feed their children - the last thing they need is to worry about paying for parking *outside their homes*, I think enforcing a permit would only add insult to injury with everything going on, for example council tax increase, mortgage interest increase, energy increase, food costs - this list is not exhaustive.

For the reason above I strongly appose the proposal and can see no benefits from extending the R2 permit to residents of Cambridge Street. I apologise but I can only see this as a quick cash grab for Warwickshire County Council with absolutely no thought given to the residents of Cambridge St. I'm more than happy to speak to anyone to stop this.

Thank you for your letter about r2 residents parking which i think should go ahead in Cambridge Street Rugby .What is the cost of the parking permit , and when we have visitors will they be able to park , or is there a temporary permit we could buy when they are staying . Another speed bump will be welcome, along with a few more as no one is doing under 20 miles an hour in Cambridge Street , they speed in between the speed bumps as they are too far apart .

thank you

I would like to express my full support for both the proposed speed bump and permit parking at the top end of Cambridge Street in Rugby.

As a resident of the street myself I witness cars driving dangerously in excess of the 20mph speed limit on a daily basis and the introduction of an additional hump will definitely deter this behaviour.

Equally I experience constant problems with parking anywhere near my own house because ours is the only section of the street and surrounding streets that doesn't already have permit parking. As a result cars are dumped here for long periods of time/residents of neighbouring streets use the spaces/travellers to the station etc use the spaces and we are unable to park anywhere else without getting fined due to the permit restrictions in place everywhere else. We just want parity with our neighbours.

Good Afternoon

I would like to submit my support for BOTH the speed humps planned for installation in Cambridge Street Rugby AND the Residents Parking Scheme.

Can you please confirm that this is in order or let me know if I have to submit a separate email in support of the Residents Parking Scheme itself?

An acknowledgment of receipt of this email would also be appreciated.

Thankfully and at last some positive light at the end of the tunnel in respect of our traffic speeding problems in the street together with resolving the parking situation where non residents are using Cambridge Street as a car park under various headings ie holidays having gone to the station,non taxed cars no mot I could go on.I look forward to a positive result in our favour following the consultation.

I am a resident of Bartley Walk and I am - as well as my neighbours who I have discussed this with - directly and negatively affected by this proposal. I understand that this new proposal is an amendment to the original order to paint double yellow lines across the entire entrance to Tee Tong Road and Teeswater Close. I objected to this at the time and am glad to see this new revision has taken some concern for the residents who have no choice but to rely on this road for their family parking.

However, the current proposal does not go far enough in my eyes to leave us room for our vehicles. Each house of Bartley Walk (4 addresses) has one allocated parking spot at the rear of their respective houses, but these houses are all three or four bedroom abodes with families and/or couples inside. Modern day life demands a lot of transportation from both working parents/adults and often requires at least one car each. I say 'at least', as I am aware that some residents of Teeswater Close and Tee Tong Road also require dedicated work vehicles, of which there are at least two work vans belonging to local residents that need this parking space too. There are at least eight vehicles - including those two work vans - that use the parking space besides the green areas of Teeswater Close and Tee Tong road. The amended proposal currently facing us would not leave enough **safe** spaces for everyone to park. I put a big emphasis on the word 'safe' here, as I understand from communal discussion on Long Lawford's Facebook group that safety is one of the main concerns of those on the other side of the debate to me.

I must make a point that all vehicles that have been parking on these curbs have done so with a lot of consideration and safety in mind; cars do not park on the corners, none of us double park (the western side of Teeswater close is usually left empty to leave room for emergency vehicles), and those that park on the southern side of Tee Tong (the side with no pavement) park on the rubber lattice over the grass with no space taken on the road, and never directly opposite the junction. These particular spaces are needed for the entry residents of Tee Tong Road, as the road becomes narrow and is already clustered with parked cars - making room for only one car at a time anyway.

Tee Tong estate is packed full of on-road parked cars due to the many three-story multi-rental properties there are, which means each house needs multiple car spaces. The fault of this can be traced far back to housing developers, the rental market, or the modern requirement and reliance on individual transport - it does not really matter here and isn't the topic of my argument, but it's important that the people living here are not to blame for this situation - most of us don't have alternatives to cars and this is the only way we can work. Under the current proposal, the southern spaces on Tee Tong Road will have yellow lines. This will force those vehicles (including a large work van) to park elsewhere. They have two options; park on the entrance to Teeswater close, which is already being used by Bartley Walk and Teeswater residents; or be forced further up the road into Tee Tong, making the road even more dangerous to drive on.

As I mentioned previously, the main concern I have seen about parking on the entrance to this estate is about safety, but putting **any** amount of yellow lines down will not solve this, and just push the problem to even more unsafe areas where the road is blind and narrower. As someone that watches and uses the road every day, including the corner to the south of Bartley Walk, it is not the cars parking on the road that cause problems. Many drivers speed into the estate and want to continue going up to 30mph around these small corners (10mph would be unsafe on one of our straight roads). Additionally - probably due to the lack of lane markings - most drivers drive in the centre of the road (even when there are no cars parked) then have to emergency break as soon as another car comes around the corner ahead of them. This happens on a daily basis, and is irrelevant of any cars that might be parked there as this happens at all times of day and night.

I do believe visibility could be improved on that corner south of Bartley Walk by cutting down or trimming the last few metres of hedge down significantly. This leads me to a different conversation about this hedge, as it is supposed to be owned and maintained by a estate management company called HLM (we can not trim it ourselves without risk of confrontation, Bartley Walk's relationship with HLM is not friendly). Beneath that hedge is actually a low fence that has been destroyed by the hedge not being properly maintained. I have attached three images of the hedge from google maps. The first (lowest height) is from 2009, then 2012, and finally 2022 (very overgrown and blocks all sight). I - as I am sure every local road user would be too - am very happy for the last few metres of hedge to be chopped down or at least properly maintained to no more than a few feet off the ground. This hedge is the main reason people can't see around the corner, not parked cars.

Furthermore, residents of Bartley Walk have had abysmal service from delivery companies for almost a year now. The worst examples are that we've filed several reports of theft with the police as we have caught delivery drivers stealing packages on our CCTV. Additionally, several times a week (this is a new norm unfortunately), delivery drivers will not deliver to our houses, and instead throw them over the hedge and leave them anywhere on the ground in front, or take them to houses along Tee Tong Road. One in two of our packages are damaged, missing, or incorrectly delivered at the current moment. I understand this is not your fault or your problem, but reducing parking spaces outside our homes will only aggravate all the busy (if not potentially lazy) delivery drivers that somehow find it hard to walk up to our house and only encourage even worse behaviour. We are very tired of complaining and filing reports regarding this issue, and this will only make it worse for us.

If the delivery issues weren't enough, a year ago our cars were keyed by residents of Tee Tong Road. We know this due to our collective CCTV cameras. Five cars belonging to Bartley Walk and Teeswater Close were damaged, with every affected household filing a Police report. Unfortunately, as is becoming increasingly frequent to the peoples of Rugby, the Police claimed they could not do anything despite facial recognition on CCTV. As a result, we are extremely uncomfortable with having to move any of our vehicles away from sight of our windows. Car thefts and vandalism are becoming more common in our area, so we can not accept moving our cars further away into isolated, unsafe places, outside other peoples doors.

Lastly, as a suggestion, the green area outside Bartley Walk is unused besides for rampant littering from local children getting off the bus opposite the road. This green area could become an allocated car park for the residents nearby, solving many problems. If this were not possible, then permits for allocated spaces for the local houses to Bartley Walk, the houses along the entrance to Tee Tong estate and Teeswater estate could help solve this too.

In conclusion, placing any double yellow lines down will only make the problem worse. This is because:

- . Shifting eight or more vehicles further down the estate where the roads are worse and children are likely to be about increases risk.
- . The safety problem is mostly caused by reckless driving behaviour that will only be encouraged and worsened if not for the parked cars slowing them down.
- . Our vehicles are more likely to be damaged or stolen by not having them in open and visible areas
- . Our quality of delivery service is at risk of even further deterioration.

There are several alternative solutions that benefit everyone, such as:

- . Cutting back the end of the obscuring hedge on Bartley Walk.
- . Creating allocated parking spaces for local residents.
- . Turning the muddy grass area into a parking space.

Thank you for reading and listening to my opinion on this proposal.

Yours sincerely,

I am writing to express our concerns on the proposed yellow lines on Tee Tong Road and local area.

I am a resident of Bartley Walk and have objected to the original plans for yellow lines and am happy to see some changes to this, however the current proposed yellow lines are still of a concern to us.

We have 1 parking space to the rear of the property and we are a 3 vehicle family. I know that most of the residents along Tee Tong and Bartley are also multiple vehicle owners as you would expect of a modern day family.

The current limited street parking at the front of Bartley walk at the beginning of Teeswater Close and around onto the start of Tee Tong is just enough for us and the Bartley Walk residents along with a few van owners from Teeswater and beyond to park.

My wife has a blue badge and this parking allows her to get to and from her vehicle. Any further a walk and this would not be possible.

The introduction of your proposed yellow lines, specifically around the entrance to Tee tong on the corners of Teeswater would further limit these parking spaces and leave the residents no-where to park.

Our vehicles was also keyed by residents of Tee Tong and as nothing was pursued by the police regarding this we value the ability to park our cars within sight of our CCTV cameras which do point to the parking areas on the corner of Teeswater Close and Tee Tong where our vehicles park.

The yellow lines would surely force us to park further up Tee Tong, taking much needed spaces for Tee Tong residents and would be away from our CCTV making our vehicles more vulnerable to damage.

Having read through the original proposals and reasons for them I believe that reducing the speed of vehicles around the entrance to Tee Tong and the removal of the bush on the corner of Bartley Walk and tee Tong would give much better visibility of oncoming vehicles and the ability to manoeuvre around the corner and entrance to Tee Tong safely.

Another solution to the issue may to be to add a drop kerb to the hard standing to the right of the Tee tong entrance next to the Drain ditch area so that this can be readily used for parking. This would remove our vehicles from parking on the road. Also we could look at adding parking spaces

onto some of the grassed area at the entrance to Tee Tong, maybe with permits. I believe that the yellow lines in the proposed areas will only cause further problems down the line and do not see this as a solution to the issue at all.

Tee Tong Road parking (Long Lawford)

From a concerned Tee Tong Road resident - I would rather my actual name is not published externally as this is a highly contentious issue around this estate.
Please contact me if any problems with this.

Hi

I am writing to express my concern around the Tee Tong Parking proposals.
Ref: PTRO21-004-002

I understand the important of safety at the entrance to this estate and would agree something needs to be done - however with the limited access points to the estate and the number of people on the development with no allocated parking, I'm worried the problems will just move further down Tee Tong Road.

I agree with the yellow lines on the corners/junctions but I want to clarify the yellow lines (highlighted part on the attached pic). Does that mean people can't park off the road any more on the verges as I thought this area had been allocated as parking? Looks like the ground has been altered.

As parking and traffic is so terrible on the estate - it not an option to drop the kerb at the start of the estate and create a parking area? Beside the balancing pond.

Yellow lines and people not being able to park on the verges at the start of the estate by the balancing pond will move cars up Tee Tong Road and potentially cause even more issues. At the moment we park on one side of Tee Tong as the road is narrow - however in busier times people park half on the kerb/grass verge on the other side (which wreck all the verges) and would mean a fire engine definitely couldn't get through if needed, and cars may find it harder to pass through.

I believe there are the following issues on the estate.

- There should never have been only one small access road to the whole estate/development of hundreds of houses. The Briars close - access road should have opened up to cars (in the original plans) which would mean much easier access through to the top of the estate. If the small entrance to Tee Tong is blocked 100s of residents are trapped which cannot be safe. I know there was objections to briars close being a road and now only has pedestrian access. Having another access point would reduce the traffic at the tee tong entrance significantly reducing the chance of an accident.
- Houses at the start of the estate have been designated/granted permission by the council as multiple occupancy - this means even more cars per household in an already busy area and adding to the parking problems.
- The Tee Tong development was inadequately planned and did not account for having another large development behind it needing access. There are narrow roads and Tee Tong residents on phase 1 don't have official access to spaces or only one space (now I believe developments have to have 2 spaces)
- The hedges at Bartley walk creates visibility problems and drivers cannot see round the corner - cutting this back would help.

I definitely believe we need to have safer roads and would welcome an assessment into how many cars are on Tee Tong, the capacity of parking, the access points/roads for residents and perhaps more allocated/ designated parking areas near the balancing pond which has the space already. This could reduce the amount of cars being parked at the small entrance to the estate, reduce traffic and increase safely.

Please can you advise you have received my email.

Many thanks,

To whom it may concern,

My name is Marcin Klaudel and I am a resident of property on 4 Pytchley Road, Rugby, CV22 5NE. I'm writing in regards to the proposal of the consultation plan PTRO21-004-005, plan reference EP99, Pytchley Road double yellow line.

I would like to raise my objection to the proposed plan and/or propose slight modification to the proposal.

As a resident of property mentioned above this proposal will leave me and my household without a street space for parking for our guests and visitors. This will increase the amount of cars parked down the road causing more nuisance due to the fact that most of the households have lowered curbs and some cars are parked on the street.

Also the reason for not waiting at any time for traffic is a bit misleading, as Cromwell Road as a whole street, being the only access route to the estate, is fully packed with parked cars. I understand the risks mentioned around the junction itself and the mentioned corner, but a double yellow lane on full length of 39 metres is a bit of overkill.

My proposal is to make the double yellow lines area smaller, 10-15 metres both ways, which will take away the problem with cars parked around the corner, but leave some space for visitors to park their cars.

If you require more information, please do not hesitate to contact me with details below.

I understand I send this after the closing date, but hopefully it will be read and taken into consideration.

I have looked at the proposals to introduce double yellow lines at the junction of Pytchley Road/Cromwell Road.

I note that you only propose lines on one side of the road. Unfortunately there are occasions when cars park at the bus stop which also block the junction. The road leading to the leisure centre which is gated is also used by people to park their cars, why are these areas not included in the proposals?

Whilst I appreciate that parking at the junction is a nuisance it does provide a bit of a deterrent to drivers who speed up and down Pytchley Road/Cromwell Road. This will become even more of a problem.

Finally its rather unfair that residents get penalised for the parking of cars by staff at the hospital. Clearly the hospital needs to look at improving its own staff parking provision.

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Portfolio Holder Decision

The Warwickshire County Council (District of Stratford) (Civil Enforcement Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) (Variation No. 8) Order 2022.

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	12 May 2023
	Signed

1. Decision Taken

That the portfolio holder for Transport and Planning approves that the below named proposed Traffic Regulation Order be implemented as advertised

The Warwickshire County Council (District of Stratford) (Civil Enforcement Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) (Variation No. 8) Order 2022.

2. Reasons for Decision

Malthouse Lane, Earlswood – No Waiting at any Time

2.1 Following on from complaints of difficulties with vehicles parking along Malthouse Lane in Earlswood, Warwickshire County Council have proposed to install double yellow lines at sections of the road where parking would be considered inappropriate.

2.2 The following tables detail the objections and/or comments received along with the officer recommendations.

Emails/letters	
Total objections	3
Total comments	14

Ref	Objections and comments received	Total number of responses containing
-----	----------------------------------	--------------------------------------

		the comment
A	Object to the proposals	4
B	Have never seen vehicles park in an obstructive manner along Malthouse Lane	1
C	No parking issue exists	1
D	Malthouse Lane has a suitable carriageway width to accommodate vehicles parking on both sides	1
E	Malthouse lane is a relatively flat and straight road with good visibility	1
F	The proposals will only push the issues into other sections of the road	3
G	No alternatives provided for visitors to the houses to park	4
H	Request that the parking restrictions are enforced if introduced	5
I	Have alternatives been considered, e.g. single yellow lines	1
J	Are the number of streetlights going to be increased	1
K	Have the police been consulted	1
L	Support the proposals	6
M	Would increase the speed at which vehicles travel down the road	3
N	Request lines down one side of the road	2
O	Request a change of speed limit	1

Ref	Officer Comments
A	No comment necessary
B/C	Warwickshire County Council have received multiple requests to assist with inconsiderate or obstructive parking along Malthouse Lane.
D/E/F	Whilst the width of Malthouse Lane may be wide enough to accommodate vehicles parking on both sides, vehicles parked along Malthouse Lane will be obstructing the visibility of vehicles joining onto Malthouse Lane. These restrictions are proposed to be installed at the locations where good visibility is deemed to be more crucial.
G	The proposals are not restricting vehicles from parking along the whole road but are proposed in the locations that would be considered unsafe to park in.
H	All parking restrictions within Warwickshire are enforced to a level that is proportionate to the observed compliance with restrictions and available resources.
I	A single yellow line would not be appropriate for this location as where these restrictions are being proposed is where it would not be considered safe for a vehicle to park regardless of the time of day.
J	The implementation of street lights is outside of the scope of these restrictions
K	As part of the statutory consultation process the police are asked for their comments on the proposals
L	No comment necessary
M	It is acknowledged that the removal of parked vehicles will likely increase the speeds of vehicles using the road however by removing the vehicles it will also provide greater visibility for pedestrians and other road users thereby mitigating the risks.
N	The lines that have been proposed are what is considered to be the minimum needed to maintain a safe amount of visibility at the Cul-de-Sac junction

O	A speed limit change is outside of the scope of these proposals
Recommendations	
It is recommended to implement these proposals as advertised.	
Members Comments	
No comments have yet been received from the local member, if comments are received, they will be forwarded on to the Portfolio Holder for consideration.	

3. Background information

- 3.1 Proposals for waiting restrictions at various locations were advertised and consulted upon in accordance with statutory procedure on the 15 September 2022, with consultation open until the 7 October 2022.
- 3.2 The statutory criteria for decisions on making Traffic Regulation Orders are included as Appendix A.
- 3.3 Drawings showing published proposals for waiting restrictions are found in Appendix B.
- 3.4 A copy of the published Statement of Reasons for each scheme are found in Appendix C.
- 3.5 Copies of objections and comments received are available as background information in Appendix D.

4. Financial implications

- 4.1 All work is to be completed in the existing 2023/24 CPE budget.

5. Environmental implications

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

Report Author	Ben Davenport bendavenport@warwickshire.gov.uk,
Assistant Director	scotttompkins@warwickshire.gov.uk
Strategic Director	Strategic Director for Communities
Portfolio Holder	Portfolio Holder for Transport and Planning

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

List of background papers

- Appendix A
Appendix B

Appendix C

Appendix D

Members and officers consulted and informed

Portfolio Holder – Councillor Wallace Redford

Corporate Board – Mark Ryder

Legal – Caroline Gutteridge

Finance – Andrew Felton

Equality – n/a

Democratic Services – Helen Barnsley and Isabelle Moorhouse

Councillors – Clarke, Chilvers, Fradgley and D’Arcy

Local Member(s): Shenton

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

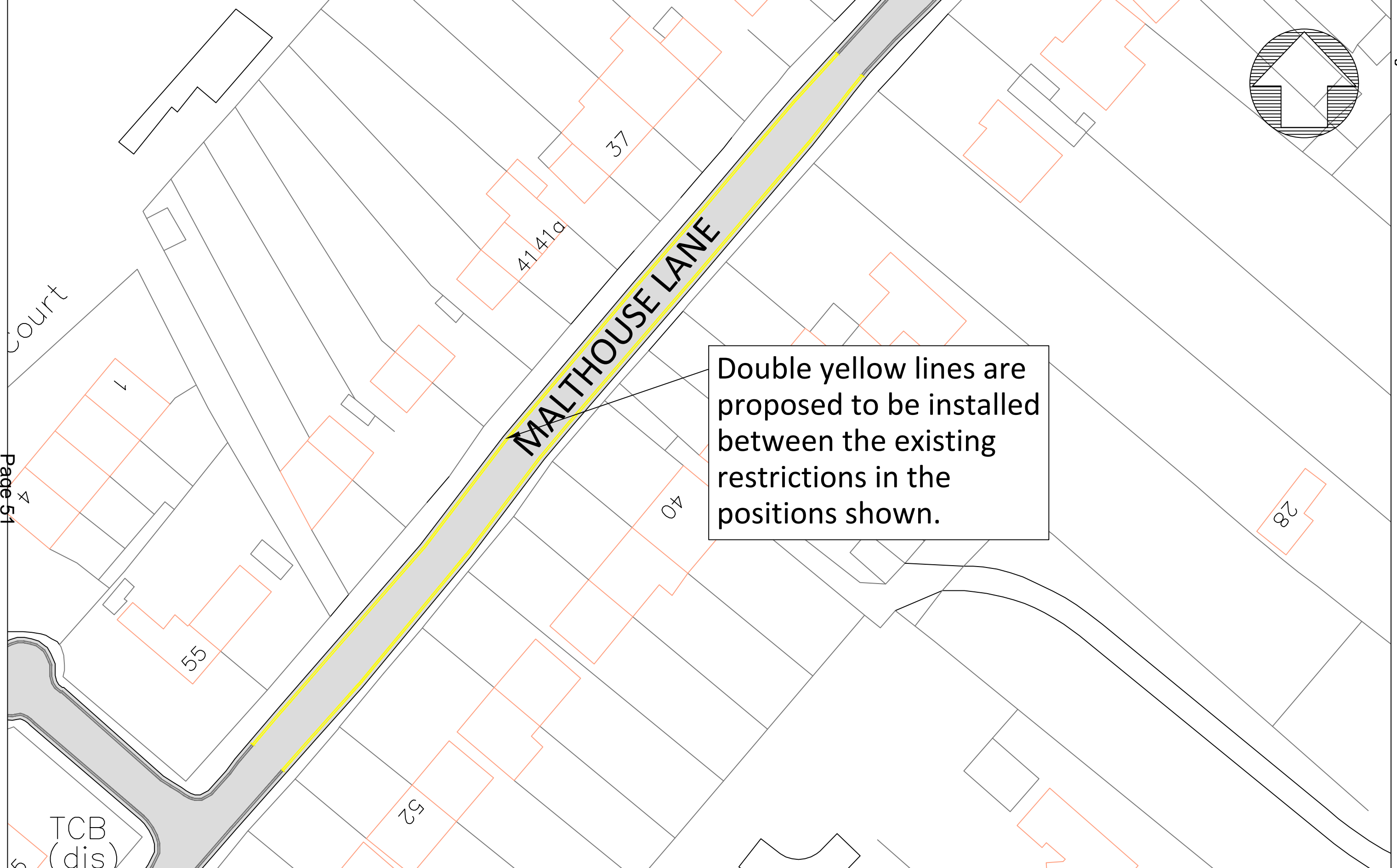
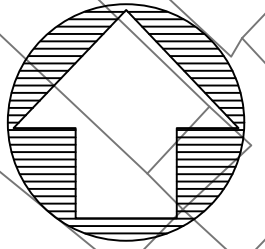
The Warwickshire County Council (District of Stratford) (Civil Enforcement Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) (Variation 8) Order 2022.

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

to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), and the provision of suitable and adequate parking facilities on and off the highway.

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

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



Double yellow lines are proposed to be installed between the existing restrictions in the positions shown.



Warwickshire County Council
TRANSPORT AND ECONOMY
www.warwickshire.gov.uk
<mailto:communities@warwickshire.gov.uk>

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

NOTES

H:\CH-Minor Works\TRAFFIC REGULATION ORDERS\CPE PARKING\Stratford\Variation 7\Earlswood.dwg
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 Warwickshire County Council.

REV	DATE	BY	CHK	AMENDMENT
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Drawing title
Malthouse Lane Earlswood
Proposed Restrictions
 Project title
Stratford CPE consultation

Drawn by BD	Checked by PT
Date 19 November 2021	
Scale NTS @ A3_L	
Drawing number PTRO22-005	

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STATEMENT OF REASONS**WARWICKSHIRE COUNTY COUNCIL****ROAD TRAFFIC REGULATION ACT 1984****THE WARWICKSHIRE COUNTY COUNCIL (DISTRICT OF STRATFORD ON AVON) (CIVIL ENFORCEMENT AREA) (WAITING RESTRICTIONS, ON-STREET PARKING PLACES AND RESIDENTS' PARKING) (CONSOLIDATION) (VARIATION NO. 8) ORDER 2022****1. Background**

Following on from requests to help with vehicles being parked in an obstructive manner, causing access issues for the residents and other road users, along Malthouse Lane in Earlswood, Warwickshire County Council is proposing to implement the restrictions below.

Consultation Plan	Location	Street	Plan Reference	Revision No.
PTRO22-005	Earlswood	Malthouse Lane	ER19	1

2. Statement of Reasons**Malthouse Lane, Earlswood – No Waiting at any Time**

To help prevent vehicles being parked in an obstructive manner causing access issues for the residents and other road users along Malthouse Lane, it is proposed to extend the double yellow lines along Malthouse Lane in Earlswood. This will help prevent vehicles from parking in an obstructive manner, thereby aiding in facilitating the passage on the road of any class of traffic (including pedestrians).

3. Schedule of Restrictions**Malthouse Lane, Earlswood – No Waiting at any Time**

Both sides, from a point 242 metres northeast of its junction with The Maltings, north-eastwards for 124 metres

4. Existing orders to be varied

The Warwickshire County Council (District of Stratford on Avon) (Civil Enforcement Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) Order 2017

5. Priority

High

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Dear Ben

I write in connection with the above and would like to have my support of the order registered. The parking in Malthouse Lane is both inconvenient to residents but more worrying obstructs the clear passage of emergency vehicles. On three occasions I have witnessed parking along MHL that is so bad it has stopped fire engines getting through. On two occasions the crew have had to bounce cars out of the way and on a third occasion the offending driver returned to their vehicle just in time. Added to this if there are vehicles double parked one of the vehicles will be parked right up on the pavement stopping free passage for pedestrians, often forcing them to walk in the road. The Dyls are needed as a matter of health and safety and should be installed at the soonest opportunity possible.

Kind regards

Dear Ben Davenport, I have received a letter notifying me of the proposed changes to parking regulations in Malt House Lane. Can I raise an objection on the grounds that the proposed parking variation does not resolve the issues at hand, and in fact would exasperate the problem.

Firstly, putting the "yellow lines" up to the keyhole [Malthouse Court], would move the parking further along Malt House Lane to beyond and close to the Key hole Junction. As you will no doubt realize that junction is the main turning point for the bus service, the school coach service, The refuse collection vehicles and other large delivery vehicles. [2.5 ton restriction on the lower causeway].

Car and van parking will increase because of the new restrictions, and will feed into heavier use on both sides of the narrow roadway so severely impacting the throughflow of those vehicles.

Not to mention the access for emergency vehicles to the lower end of the lane. While I am not an advocate of more restrictions on our community, but with many years of involvement in the movement of heavy and large vehicles, I can say with surety that the current variation will not work successfully, and only a further extension of the restrictions to allow for the turning and maneuvering of large vehicles will resolve the issues of access. Thank you for taking the time and trouble in registering my objection in this matter and the reasons for doing so.

Regards Local Home owner.

I think that there will be no benefit in extending the double yellow lines unless there are patrols and people who habitually park on the existing double yellow lines are fined. I asked how many tickets had been issued since the PSPO had been set up and the answer was NONE and yet there are repeat offenders parking on the double yellow lines on the passing points on the causeway inhaling N2O and inside the double yellow lines where the barriers on the causeway have been damaged, and on Malthouse Lane, including on the double yellow lines immediately underneath the CCTV camera. Also the respondent did not know what a PSPO was or that it applied to this area.

All this will do is increase the frustration of residents, unless enforcement is done.

Hi Ben

Thank you for your time this morning.

I confirm that I have no issue with people parking outside my house, but it is a problem when I am trying to reverse out and there are cars parked on both sides of the road. People avoid parking outside the drive of no 68, which makes them park opposite my driveway, if there are cars parked opposite my drive and on my side of the road it is almost impossible to get out the drive. I have recently had an incident in trying to get off my drive. The red circles in the diagram below indicate where cars parking leaving my turning out the drive very tight.

If you are moving the yellow lines up, I would propose you consider it on one side of the road only, so you don't have cars parked opposite each other on either side of the road, as this makes it very narrow for cars to get past. During lockdown, I did see a fire engine struggle to get past 2 cars parked directly opposite each other on either side of the road. I assume parking on Malthouse Lane is due to the car park area closing too early, so everyone will park on Malthouse Lane to get their cars out the car park. I have seen people move their cars onto the road as the car park closes at 4pm in Winter, however lately the time has changed to 5pm. I believe this is the root cause of the problem, I believe if the car park had lighting and it was opened later, parking on Malthouse Lane would not be an issue.

Please take this email as formal rejection of the attached proposal to extend the double yellow lines as far as the park on Malthouse lane.

This proposal will only push antisocial parking further up Malthouse lane where there is no double yellow lines therefore will not fix any issues. The double yellow lines need to be extended as far as the junction with the Maltings or better still as far as the train station to help relieve the issue of antisocial parking.

There is antisocial parking, all of the way up malthouse lane not just near the lakes, cars full of youths parked up and smoking drugs on and causing disturbance on regular occasions, so bad it is not safe to let children play outside on the drive.

Simply extending it but a few yards will simply make the issue worse. The double yellow lines need to be extended a lot further ideally as far as the station to deter this behaviour

Regards

Dear sir

Following our conversation regarding proposed double yellow lines in Malthouse lane Earlswood. Our concerns are that if lines are only going to be positioned partly from The Maltings towards the lakes traffic will simply be pushed up the road towards us and we already have access problems due to cars parking opposite driveways and along the road either side of driveways. It is dangerous and frustrating that sadly car owners don't use the carpark facility. Equal double yellow lines are great but who is going to police them and how will those restrictions be enforced?

Many thanks for taking our concerns into account.

Kind Regards

Dear Ben

I write in connection with the letter received today in regards to the above and to add my full support for the double yellow lines as suggested. This is a matter of health and safety for both residents and visitors who often have to walk in the road or watch emergency service vehicles notable to get through the cars double parked as well as residents that cannot get out of their drives safely.

Good Morning Ben

Following your letter regarding the proposals to extend the double yellow lines on Malthouse Lane, Earlswood we would like to show our full support for these plans to go ahead.

Malthouse Lane suffers extreme ASB and to be honest the parking really is quite shocking and a shame more fines are not given out to deter the ongoing behaviour.

Many Thanks

For the attention of Ben Davenport

Thank you for your recent letter re the above Order. We strongly support this variation as every day we have vehicles parked opposite our drive making exiting our property difficult. However we would like to point out that also every day large vehicles reverse from The Causeway to The Keyhole because there are weight restrictions on The Causeway. When vehicles are parked along this stretch of road it is very difficult and dangerous. Mondays are often difficult as we can have three waste disposal trucks attempting to reverse at various times of the day. As we are aware there may be objections from residents at the top of Malthouse Lane who are not affected by parking problems we would appreciate it if our support of the variation can be recorded.

Hi Ben,

We live on Malthouse Lane in an area where people park regularly to use the lakes.

I gather the reason for the proposed change is with regard to residents' parking access.

As a resident, the main safety issue on our road is speeding. Double yellows up our street, without mitigating infrastructure to slow cars down, keep the road clear and encourage the speeders. Parked cars and other obstructions slow them down.

What measures are you intending to put in place with regard to slowing down speeding cars on Malthouse Lane?

20 mph signs? Speed humps? Parking chicanes? Change of junction priority at Malthouse Ct?

I assume there has been consultation and consideration of this issue.

I look forward to hearing from you with regard to this important matter.

Attention of Ben Davenport

Hi Ben

Thanks for the communication on the proposed parking restrictions for Malthouse Lane, Earlswood. I live on the road and within the proposed area. I have the following questions and observations;

I'm interested to know how these parking restrictions will be enforced? The council don't enforce the existing double yellow lines, how is this going to be different?

What are residents going to do if they have a visitor who want to park outside our houses? I assume this is no longer possible as no resident passes will be provided?

Trouble occurs 99% in the evening and weekends at night. No traffic enforcement offers will/do visit in the evening so this feels again like a waste and the only people who will be penalised are the residents living on the road.

We are wasting money if you simply paint yellow lines on the road, they get ignored by the people who come and cause the issues as they know they won't be caught. Thanks,

Ben I am concerned about the proposal to apply double yellow lines to both sides of Malthouse Lane, extending from lake entry point up to nos. 65.

I understand the need to maintain a clear passage for emergency services and residents' wish for less anti-social parking.

However by clearing both sides as proposed, raises several other issues which may be more important. By clearing the road will this encourage dangerous speeding and where do 'visitors' 'tradesmen' and 'deliveries' park? Perhaps lines down one side only.

Dear Ben Davenport, I refer to the above proposal. My wife and I strongly object to the proposed alteration to parking restrictions in Malthouse lane. To restrict parking would only give a clear road for motorists to speedup and down. We fail to understand what you expect to achieve from this proposal. Take the situation where a resident have guests arrive whose cars won't fit on their drive where do they park? Any new legislation regarding parking of vehicles needs to be effectively Policed otherwise will serve no purpose. We have been trying for some years to stop the parking on the footpaths with no success. When the police drive down the road they never seem to stop & put fixed penalty notices on vehicles that are parked on the footpath. If cars were correctly parked on the road this would have the affect of slowing the traffic down. We have speeding traffic now so this proposal will only make it worse.

Kind regards

I have read your notification of 14th September regarding the above Variation Order No. 8. We live at XXXXX which is currently above where the double yellow lines currently finish so we do not have the benefit of restrictions. I am writing to **agree** to this variation order in the strongest possible terms. The indiscriminate parking here on Malthouse Lane is appalling, resulting, on at least two occasions, in a fire engine being unable to drive up Malthouse Lane itself. This could have ended up a very serious incident if the engine had been attending a fire on Malthouse Lane itself. I understand the engine was in fact for disturbances in and around the Lakes themselves. The parking round here is entirely

irresponsible at the current time: cars parked, facing the wrong way sometimes and on the pavement, meaning that pedestrians are unable to pass the vehicles on the pavement itself: the parking itself causes "chicanes" on the Lane which make driving up and down and getting into our own drive very very difficult. I am aware that the double yellow lines will not automatically mean that the problem will go away but it will surely make it better for all of us. My partner and I are therefore entirely in agreement with the proposed changes and would welcome them as soon as possible. I look forward to hearing further when this matter has been decided.

Yours faithfully

Dear Mr Davenport

Stratford District Variation No.8 (Consultation Plan PTR 022-005)

Further to your letter dated 14th September 2022, I am writing to lodge my objections to the proposed changes to the parking restrictions in the area near my address.

The consultation plan lists one reason why the double yellow line restrictions are being proposed:

- "To help prevent vehicles being parked in an obstructive manner causing access issues for residents and other road users along Malthouse Lane..."
- "This will help prevent vehicles from parking in an obstructive manner, thereby aiding in facilitating the passage on the road of any class of traffic (including pedestrians)."

My objections to the proposed changes are two-fold as follows:

1. Validate vehicles are parked in an obstructive manner

The information shared on your website

<https://www.warwickshire.gov.uk/news/20209/stratford-avon-district> contains no mention of any analysis or study haven taken place prior to the consultation to validate an issue exists. For there to be any meaningful consultation with residents affected, this information should be forthcoming prior to any conclusion of the consultation process.

In addition, as objections and the name of the objector, will normally be treated as public information and may be published according to your website, please can I request for copies of any correspondence received highlighting issues to prompt the proposed changes to also be shared publicly with those consulted.

I have lived at the above address for 4 years and in that time, I have never encountered a vehicle parked on Malthouse Lane in an obstructive manner. I walk my dog twice a day at different times along the pavement and use my car several times a day in the proposed changes area. So whilst I have objections to the changes proposed which I will expand upon below, I strongly challenge in the first instance that a parking issue exists.

I believe the proposed changes are over zealous parking enforcement practices in the absence of any known publicly shared review or issues. Please can your Minor Works Team provide evidence that a parking issue exists (with supporting evidence) and confirm whether the following has been reviewed and share the results with residents consulted as soon as possible;

- Existing and projected levels of parking demand;
- Availability of on and off street parking; and
- Accuracy and quality of existing traffic signs and road markings.

Since receipt of your letter starting the consultation process, I have taken a photo most days of the area impacted by your proposed restrictions. They do not show any vehicle parked in an obstructive manner to other drivers, residents or pedestrians. Please let me know if you

would like me to share these with you electronically for your consideration so you can make a considered response.

2. Objections to the double yellow lines Malthouse Lane, Earlswood – No Waiting at any Time Both sides, from a point 242 metres northeast of its junction with The Maltings, northeastwards for 124 metres

Whilst I acknowledge no resident has a legal right to park on the public highway or outside their property, nor should they have the expectation to do so, there are several objections to the proposed changes I would like to raise for the following reasons.

- a) Malthouse Lane has a suitable carriageway width to accommodate a vehicle parked on both sides of the road with current markings without other vehicle access and traffic flow being severely affected for cars or emergency vehicle access. The road is quiet and wide enough for parked vehicles and moving traffic (road and pedestrian). Malthouse Lane is a quiet residential road with low passing vehicle numbers and current parking requirements do not impinge on traffic flow. With very low thoroughfare, no observation of cars parked in an obstructive manner, it is important we preserve the limited on-street parking that exists.
- b) Malthouse Lane is a relatively flat straight road away from any busy junctions with excellent visibility for car users. Traffic flow is quiet in this quiet Stratford Council categorised 'green belt' neighbourhood with restrictive planning policies for household development including driveways for parking.
- c) The proposed restrictions are only for a part segment of the road. If any issues do exist, partial double yellow lines will only push any problem further up the straight road rather than resolve the issue entirely. Surely this is counter productive and an unnecessary cost.
- d) Double yellow line parking restrictions already exist along the lower end of Malthouse Lane by the Earlswood Lakes causeway. If the parking restrictions are extended, where are tradesmen, residents and visitors to residents meant to park given no alternative parking arrangements exist. The distance to on street parking would a considerable distance from my house, so far to be deemed a suitable alternative. The Earlswood Park car park is some distance away from my house and is only available during daylight hours, these times are short during Autumn & Winter months (e.g. 4pm close). My elderly mother and disabled sister visit occasionally, and it would be too much of a distance to expect them to park their cars further up Malthouse Lane with the considerable walk to my house. Tradesmen would also refuse to take on work for health and safety reasons given the considerable distance to carry materials and tools.
- e) Double yellow lines already exist outside my house. Whilst I have never encountered an obstructive vehicle parked outside or elsewhere on Malthouse Lane, I have never seen any traffic enforcement officers patrol the area. Will there be regular traffic enforcement patrols introduced as part of the proposed changes?
- f) An extension of the double yellow lines proposed with the restrictions that brings to residents will devalue properties impacted. What, if any, compensation would be paid if the proposed changes went ahead? Has input been sought from local Estate Agents on market value if your proposals go ahead?
- g) What alternatives, if any, have been considered before proposing the double yellow no parking at any time restrictions? For example, given all of the residents impacted I have spoken with have also expressed surprise at the measures you are wanting to take, has a single yellow line on one side of the road been explored instead? Whilst no change would be

best, at least a single yellow line on one side of the road would completely eradicate any chance of an obstruction during Mon-Sat 08.00-18.30hrs.

h) If visitors to Malthouse Lane residents have to park further up the road, are there any plans to increase the number of street lamps? Given there would be no alternative parking arrangements in close proximity to my house when it gets dark, it would become a safety hazard for elderly or disabled pedestrians that park where they can to traverse the pavement a distance to visit residents given the lack of current street lighting.

i) The cost of introducing such proposed parking restrictions on Malthouse Lane are unnecessary. From internet research it is estimated it would cost circa £12k to implement. Given the current cost climate, no obvious valid case for change and objections received this would be an unnecessary burden on the tax payer. There are more pressing issues for residents in this area that the money would be better placed allocated to. Has the Minor Works Team been in contact with the local association and police to better understand the parking issues that do exist on the Earlswood Lakes causeway instead?

I hope a fair, full consideration and responses to the above points will be given in due course. If you would like me to expand on any point, or discuss in person, please do not hesitate to contact me.

Given the gravity of the impact on me and others I have spoken with if the proposals go ahead, I will be sharing a copy of this letter with my local MP Tony Dixon. I also reserve the right to leverage contact with local media I have access to professionally to bring spotlight on this issue and achieve a fair outcome to this process.

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Portfolio Holder Decision A429 Coventry Road, Warwick. Traffic Regulation Order approvals.

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	12 May 2023
	Signed

1. Decision taken

That the Portfolio Holder for Transport and Planning approves:

1. The making of the following orders:
 - a. Warwickshire County Council (Guys Cross Park Road, Warwick) (Prohibition of Right Turns) Order 2023 under the Road Traffic Regulations Act 1984.
 - b. Warwickshire County Council (A429 Coventry Road, Townsend Close, Phillippes Road and Huddison Close, Warwick) Cycle Track Order 2022 the Cycle Tracks Act 1984
2. The Implementation of the following schemes:
 - a. Installation of pedestrian and cycle crossings on various road as shown on drawings 9.2-A429-063-021 (**Appendix A**) and 9.2-A429-063-022 (**Appendix B**) under s23 of the Road Traffic Regulation Act 1984
 - i) 2 x zebra crossings on Guys Cross Park Road (northern and southern arms)
 - ii) a cycle/pedestrian priority crossing on Rowan Drive
 - iii) a cycle/pedestrian priority crossing on Station Avenue
 - iv) the upgrading of the existing puffin crossing located by The Railway Inn on the A429 Coventry Road to a toucan crossing
 - v) The implementation of a new toucan crossing on the A429 Coventry Road approximately 10 metres north of Lakin Road
 - b. Installation of raised tables to enable cycle/pedestrian priority crossings on various roads as shown on drawings 9.2-A429-063-021 (**Appendix A**) and 9.2-A429-063-022 (**Appendix B**) under s90A and 90G of the Highways Act 1980

- i) The Paddocks, located 15 metres west of its junction with the A429 Coventry Road.
 - ii) Station Avenue, located 10 metres east of its junction with the A429 Coventry Road
 - iii) Guys Cross Park Road, located on its entry approximately 15 metres west of its southern junction with A429 Coventry Road
 - iv) Rowan Drive, located 5 metres west of its junction with the A429 Coventry Road
- c. Conversion of footways on the A429 Coventry Road to shared and segregated use footways/cycle tracks as advertised with Section 65 and Section 66 of the Highways Act 1980.

These measures form part of a cycling scheme proposed to be implemented on the A429 Coventry Road, Warwick between The Paddocks and Primrose Hill.

2. Reasons for decisions

- 2.1 Where objections have been received to certain advertised traffic orders it is necessary for the Portfolio Holder to decide on the orders.

3. Background information

- 3.1 A 1.15km cycle route is proposed on the A429 Coventry Road, Warwick where there is currently no infrastructure for cyclists. The route has been proposed to provide a safe and direct cycling route between the Spinney Hill roundabout on the outskirts of Warwick, Warwick station and the St Johns area on the edge of Warwick town centre. The route will provide a key missing link in the local cycling network enabling more people to make journeys by sustainable forms of transport.
- 3.2 At Spinney Hill roundabout the route will connect with the National Cycle Network 52 for connections to Leek Wootton and Kenilworth. The Coventry Road route also provides connections to Woodloes Park, Warwick Hospital and destinations to the west of Warwick via a recently completed scheme which upgraded a footpath to a shared use footway / cycleway on open space north of the canal between Coventry Road and Greenway, where the route connects with the existing cycling network. The proposed route will link to Warwick town centre via the programmed St Johns junction improvement scheme and the existing cycle route on Priory Road and to destinations in south Warwick including schools on Myton Road and Warwick Technology Park via the recently upgraded cycling route through St Nicholas' Park. In the future the route will provide a connection to Leamington Spa via the proposed cycle route being delivered as part of the Emscote Road Sustainable Movement Corridor scheme.
- 3.3 The Coventry Road route was identified as a high priority by the 2018 member led Task and Finish Group on cycling infrastructure. During 2018/19 the Traffic and Road Safety Group allocated Casualty Reduction funding to the Coventry Road cycle

scheme and commissioned feasibility and outline design work in response to the number of collisions involving cyclists. At this time there was insufficient funding to progress the scheme to delivery and consequently work was paused.

- 3.4 In August 2020 the County Council was awarded £1.9 million from the government's Getting Building Fund through Coventry and Warwickshire LEP to deliver a package of priority cycling schemes including the Coventry Road route. The funding bid was supported by Warwick Town Council and Warwick District Council. In January 2021 the Leader of the Council approved acceptance of the Getting Building Fund grant and the addition of the funding to the capital programme.
- 3.5 Design work recommenced in late 2020 and stakeholder and public engagement on the initial design took place in autumn 2021. The engagement was publicised by writing to 184 properties in the vicinity of the route, displaying notices along the route, issuing a press release, informing stakeholders, and providing information on the County Council's website.
- 3.6 A total of 21 responses were received, of which 14 were from residents who lived on the proposed route, with a further 4 responses from residents in the wider community. Responses were also received from the local cycle forum, a local business, and the District Councillor. The majority of responses (n=14) supported the proposals, although some respondents who supported the principle of the scheme raised concerns about the design or suggested improvements. A further 5 respondents stated they did not support the proposed scheme, of which 4 lived in the vicinity of the northern section of the route where it is proposed to utilise Huddison Close and a short section of Hayle Avenue and a section of informal path that has been created on highway land between Coventry Road and properties on the adjacent residential roads of Hayle Avenue, Brese Avenue and Townsend Close. A further 2 respondents did not state whether they supported or opposed the scheme proposals.
- 3.7 A summary of the feedback and the design response to the engagement undertaken in 2020 is provided in **Appendix C**.
- 3.8 In response to the feedback, the scheme design was reviewed to consider the opportunity to implement junction treatments which would give priority to cyclists and pedestrians at side roads at Rowan Drive, Lakin Road, and Station Road, but the additional cost of these design features meant it was considered unlikely they could be delivered as part of the scheme.
- 3.9 In 2022, the County Council secured £0.205 million to further enhance the scheme from the Government's Cycle Rail Routes to Station Fund administered by Sustrans. The purpose of the fund is to improve cycle routes to National Rail stations and increase rail passengers or help existing passengers to switch from car use to cycle. A requirement of the funding is that the route design aligns with the '*Department for Transport Note 1/20 (LTN 1/20): Cycling Infrastructure Design*'. This required a design review and refinements to be made to the scheme, including improved junction treatments to assist the movement of cyclists across side roads and providing additional crossing facilities to improve connections to the existing cycle network. A number of these refinements required Traffic Regulatory Orders. In

October 2022, the Deputy Leader approved allocation of the Routes to Station funding to the A429 M40 J15 to A46/B4115 capital scheme to deliver cycle infrastructure on the A429 Coventry Road.

Proposed Scheme

3.10 A plan of the proposed cycle route is provided in **Appendix A** and **Appendix B**. The route is located on the western side of A429 Coventry Road and involves:

3.10.1 A cycleway link across open space between Primrose Hill and Huddison Close.

3.10.2 A 100 metre on road section on the low trafficked residential cul-de-sacs of Huddison Close and Hayle Avenue.

3.10.3 A 200 metre section of shared use cycleway / footway between the eastern end of Hayle Avenue and the Grand Union Canal on the alignment of an informal path on highway land set back from Coventry Road. To enable the path to be widened two mature trees will need to be removed.

3.10.4 Conversion of a 250 metre length of footway between the Grand Union Canal and 50 metres south of Guys Cross Park Road to a shared use footway/cycleway, widened where feasible to achieve a minimum width of 3 metres.

3.10.5 Installation of a cycle / pedestrian priority crossing on a road hump and the junction kerb radii reduced at Rowan Drive.

3.10.6 Installation of zebra crossings on each arm of the Guys Cross Park Road junction with Coventry Road, with both arms reduced to single lane width. To prevent additional congestion, right turns from Guys Cross Park Road onto Coventry Road is prohibited.

3.10.7 A 240 metre length of segregated cycleway and footway between a point 50 metres south of Guys Cross Park Road and just north of Lakin Road, with the road carriageway narrowed to create space for cycling and walking. The cycleway would be located next to the carriageway and away from the residential driveways.

3.10.8 A further 300 metre section of footway between just north of Lakin Road and The Paddocks converted to shared use footway/cycleway. A wider pedestrian refuge will be provided at Lakin Road with the junction modified to reduce the speed of vehicles turning left from Coventry Road onto Lakin Road. The bus stop and litter bin south of Station Road would be repositioned to the front of the footway.

3.10.9 To discourage HGV's from accessing The Paddocks a road hump and narrowing would be provided set back 15 metres from the junction with Coventry Road.

3.10.10 To support movements between the Coventry Road cycle route and the route through St Nicholas' Park the existing uncontrolled crossing and pedestrian refuge just north of Lakin Road would be converted to a toucan crossing and the existing puffin crossing outside The Railway Inn would be upgraded to a toucan crossing. In addition, the 110 metres of footway on the eastern side of Coventry Road between the two crossings would be converted to a shared use footway / cycleway with the

cycle lane access from Coventry Road onto Guy Street being removed. A priority cycle / pedestrian crossing would be provided on a road hump on Station Avenue.

3.10.11 A Cycle Track Order is to be created for the sections of the cycle route described in 3.10.1 and 3.10.3 above to upgrade the existing informal paths to shared use footway/cycle. Some types of cycle track have to be made under the Cycle Tracks Act 1984 and this will apply to these sections which are outlined further in **Appendix E**, but this is not an Order decision for the Portfolio Holder to make. This particular Order will be made by the Strategic Director for Communities if unopposed or referred to the Secretary of State in the case of objections.

Scheme Consultation

3.11 The following proposed traffic orders were advertised from 15th December through to 13th January 2023:

1. The implementation of a no right turn order from Guys Cross Park Road onto the A429 Coventry Road as advertised in accordance with the Road Traffic Regulation Act 1984.
2. The implementation of pedestrian and cycle crossings as advertised in accordance with s23 of the Road Traffic Regulation Act 1984 of:
 - a. 2 x zebra crossings on Guys Cross Park Road (northern and southern arms)
 - b. a cycle/pedestrian priority crossing on Rowan Drive
 - c. a cycle/pedestrian priority crossing on Station Avenue
 - d. the upgrading of the existing puffin crossing located by The Railway Inn on the A429 Coventry Road to a toucan crossing
 - e. The implementation of a new toucan crossing on the A429 Coventry Road approximately 10 metres north of Lakin Road
3. The implementation of raised tables as advertised in accordance with sections 90A and 90G of the Highways Act 1980 to enable cycle/pedestrian priority crossings at the following locations:
 - a. The Paddocks, located 15 metres west of its junction with the A429 Coventry Road
 - b. Station Avenue, located 10 metres east of its junction with the A429 Coventry Road
 - c. Guys Cross Park Drive, located on its entry approximately 15 metres west of its southern junction with A429 Coventry Road.
 - d. Rowan Drive, located 5 metres west of its junction with the A429 Coventry Road.

3.12 Conversion of footways on the A429 Coventry Road to shared and segregated use footways/cycle tracks as advertised in accordance with Section 65 and Section 66 of

the Highways Act 1980.

3.13 The public and stakeholders were invited to comment on the scheme as part of the TRO consultation that ran from 15th December 2022 through to 13th January 2023. Scheme information, consultation plans and public notices were erected on site in the vicinity of the proposed cycle route, with the information also published on Warwickshire County Council's website and held at Shire Hall for people to view. Details were also sent to statutory consultees (including the Chief Officer of the Police), stakeholder groups including Warwick Hospital and to 184 properties in the immediate vicinity of the route and who may be directly affected by it, as well as a press release in the local newspaper.

Objections to the Proposed Traffic Regulation Orders (TRO)

3.14 During the consultation period between 15th December 2022 and 13th January 2023, 19 respondents made comments about the proposed scheme with the following objections made in relation to the advertised TRO's (the objections are outlined in full in **Appendix D** of the report alongside the team's response to these).

Theme	Number of Responses
Objection to providing cycle priority crossings	2
Objection to banned right-turn out of Guys Cross Park Road by Piers Close residents who will lose the opportunity to U-turn at Coventry Road as an alternative to turning right onto Guys Cross Park Road when seeking to travel west.	6
Objection to banned right-turn out of Guys Cross Park Road due to increase in congestion, pollution and/or journey time	5
Objection to banned right turn out of Guys Cross Park Road due to issue accessing property	2
Objection to conversion of footways to shared use footway and cycleway in close proximity of driveway	2

Objections to the prohibited right turn out of Guys Cross Park Road onto Coventry Road

3.15 Objections to the proposal to prohibit the right turn were made by residents of Piers Close who use the right turn out of Guys Cross Park Road as a U-turn manoeuvre to mitigate against the restricted visibility from Piers Close when looking to turn right out of the Piers Close junction, to travel west towards Millers Road. Some residents stated they prefer to turn left out of Piers Close, onto Guys Cross Park Road (travelling east) and then use the right turn (which the TRO will prohibit) to perform a U-turn manoeuvre to travel back towards Millers Road.

3.16 A resident who lives opposite Guys Cross Park Road on the Coventry Road objected to the prohibited turn stating that they would no longer be able to access

their property directly from Guys Cross Park Road and that the proposed parallel crossing on the southern arm of Guys Cross Park Road would cause congestion on the Coventry Road causing further issue for access into their property.

- 3.17 Additional objections were made by residents who stated that removal of the right turn and reducing the carriageway to one lane would increase congestion on Guys Cross Park Road and Lakin Road, worsening air quality and increasing journey times.

Objections to proposed crossings.

- 3.18 One objection to the priority crossings across Guys Cross Park Road was made, stating that cyclists would cross the side roads at high speed without checking that motorists have stopped.
- 3.19 Another objection was made to the physical setback of the priority crossing across the northern exit arm of Guys Cross Park Road, stating that it needs to be set further back into the side road so that a small lorry can be accommodated at the junction.

Additional Concerns

- 3.20 Other representations were made from respondents regarding wider matters in connection with the proposed cycle scheme (i.e. those not directly about TROs). These included 5 responses concerning the shared use elements of the proposed scheme and a preference expressed by each of those 5 respondents to have fully segregated facilities that would reduce any conflict between pedestrians and cyclists. In addition, 3 residents raised objections because it is felt that the scheme encourages speeding cyclists on Coventry Road, where it descends to Lakin Road. Another resident raised an objection to the scheme because of concerns it would affect on-road parking on Hayle Avenue on Woodloes Park.

Response and recommendation

- 3.21 The proposed TRO to prohibit the right turn from Guys Cross Park Road is required to reduce the two lane exit onto Coventry Road into a single lane exit. At this location, a parallel crossing is proposed to facilitate quicker and safer crossing movements for both pedestrians and cyclists. By reducing the carriageway down to one lane, cyclists and pedestrians can cross the junction quickly, with limited impact on vehicle flows. Prohibiting the right turn out of this junction removes the potential for excessive delay caused by occasional right turners. A junction turning count survey carried out in showed only 5% of all vehicles exiting the junction, turn right onto Coventry Road. Retaining the existing two-lane exit arm would prevent delivery of a parallel crossing due to safety concerns relating to visibility across two lanes. This arrangement will be replicated on the entrance arm into Guys Cross Park Road from Coventry Road too, providing consistency across both arms of the junction, priority for active travel and improved pedestrian and cycling safety whilst having minimal impact on traffic flows.

- 3.22 Any visibility issues relating to turning movements at the junction of Piers Close

with Guys Cross Park Road are beyond the scope of this scheme and will not be made worse by banning the right turn from Guys Cross Park Road onto Coventry Road. Any journey time inconvenience arising from the prohibited right turn can be overcome by alternative routing.

- 3.23 An up-to-date traffic modelling assessment has been carried out for Guys Cross Park Road and shows that the proposed scheme will have a minimal impact on congestion at this junction because all vehicles will have to turn left onto Coventry Road. This will be enforced by the reduction of two lanes down to one and a build out to prevent the right turn. Traffic data shows the right turn movements out of this junction account for only 5% of the total turning movements and no concerns with the right turn ban have been raised by the Transport Planning Traffic Data and Modelling team and Road Safety Engineering Team which has carried out a Road Safety Audit on the proposed cycle route.
- 3.24 The A429 Coventry Road walking, cycling and wheeling route was designed by Warwickshire County Council's Engineering Design Services team using national regulations and design guidance for highway schemes. This includes the Design Manual for Roads and Bridges (DMRB), Traffic Signs Regulations and General Directions 2016 (TSRGD), Cycle Infrastructure Design: Local Transport Note (LTN 1/20) and Warwickshire Highway Construction Details.
- 3.25 The designs were subjected to a combined Stage 1 and Stage 2 Road Safety Audit. No departures from standard have been identified. No safety issues with the proposed shared use provision were identified.
- 3.26 LTN1/20 states that local authorities are responsible for setting design standards for their roads but also provides best practice examples and design principles. One principle is that 'on urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. In response to this, the design of the A429 Coventry Road scheme aims to maximise segregation between users, where possible. This has been achieved on the descending gradient towards Lakin Road, from Guys Cross Park Road, reallocating space from the carriageway and the existing wide footways to create a new 3.0m wide cycle track and a 2.0m wide footway, separated by a raised white line or other physical feature to allow ground level detection with a mobility cane. The footway will be located adjacent to the properties and the cycleway adjacent to the carriageway. This arrangement will maximise the visibility motorists exiting properties will have of cyclists using this section of the route.
- 3.27 Having considered and reviewed the objections to the orders, it is recommended that the scheme is progressed as advertised. The elements of the scheme which require Secretary of State approval to progress the sections covered by the Cycle Track Order, will progress as a separate phase (see 3.28 below).

Next Steps

- 3.28 Due to the processes involved in creating the Cycle Track Order for the northern section of the scheme and the objections received which will necessitate consideration by the Secretary of State, it is likely that the Coventry Road scheme

will be delivered in two phases. The southern section between The Paddocks and the canal / Woodloes link would be delivered initially and the northern section between the canal / Woodloes link and Primrose Hill would be delivered at a later date subject to a decision by the Secretary of State approval.

4. Financial implications

- 4.1 Approval to add this scheme to the capital programme was given by the Leader of the Council on 15th January 2021.
- 4.2 The latest cost estimate for construction of the A429 Coventry Road cycle route is £715,000. The scheme will be funded through the Road Safety Casualty Reduction Fund allocation, the £1.9m grant secured from the Government's Getting Building Fund (GBF) through Coventry and Warwickshire LEP (CWLEP) for the Warwickshire Cycle Links project and £204,500 Routes to Stations grant awarded to WCC by Sustrans.
- 4.3 The scheme construction will be delivered through the Balfour Beatty Living Places Highways Maintenance Contract and the cost estimate has been established using standard contract prices for materials and construction which enables accurate costings. The estimate also includes 20% contingency on all costs.
- 4.4 There is potential to descope this scheme should costs increase beyond the budget, but this would be at the cost of desirable infrastructure that would prioritise the safe movement of pedestrians and cyclists. A lower quality scheme would not meet the needs of pedestrians and cyclists and would not attract people to use it.
- 4.5 The financial implications of not constructing this scheme would be the possible clawback of grant funding, including expenditure to date and any expenditure already incurred would have to be written-off as revenue cost.

5. Environmental implications

5.1 Transport is the single largest cause of carbon emissions in the UK. The A429 Coventry Road cycle scheme will provide cycling infrastructure which will enable more journeys to be made by bicycle, thereby contributing to reduced carbon emissions as well as lower levels of congestion and improved air quality. The additional Cycle Rail funding has enabled the scheme to be enhanced and will maximise the environmental benefits of the scheme by attracting a higher volume of users and encouraging more people to make local journeys by bicycle in preference to private cars

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Strategic Director	Strategic Director for Communities

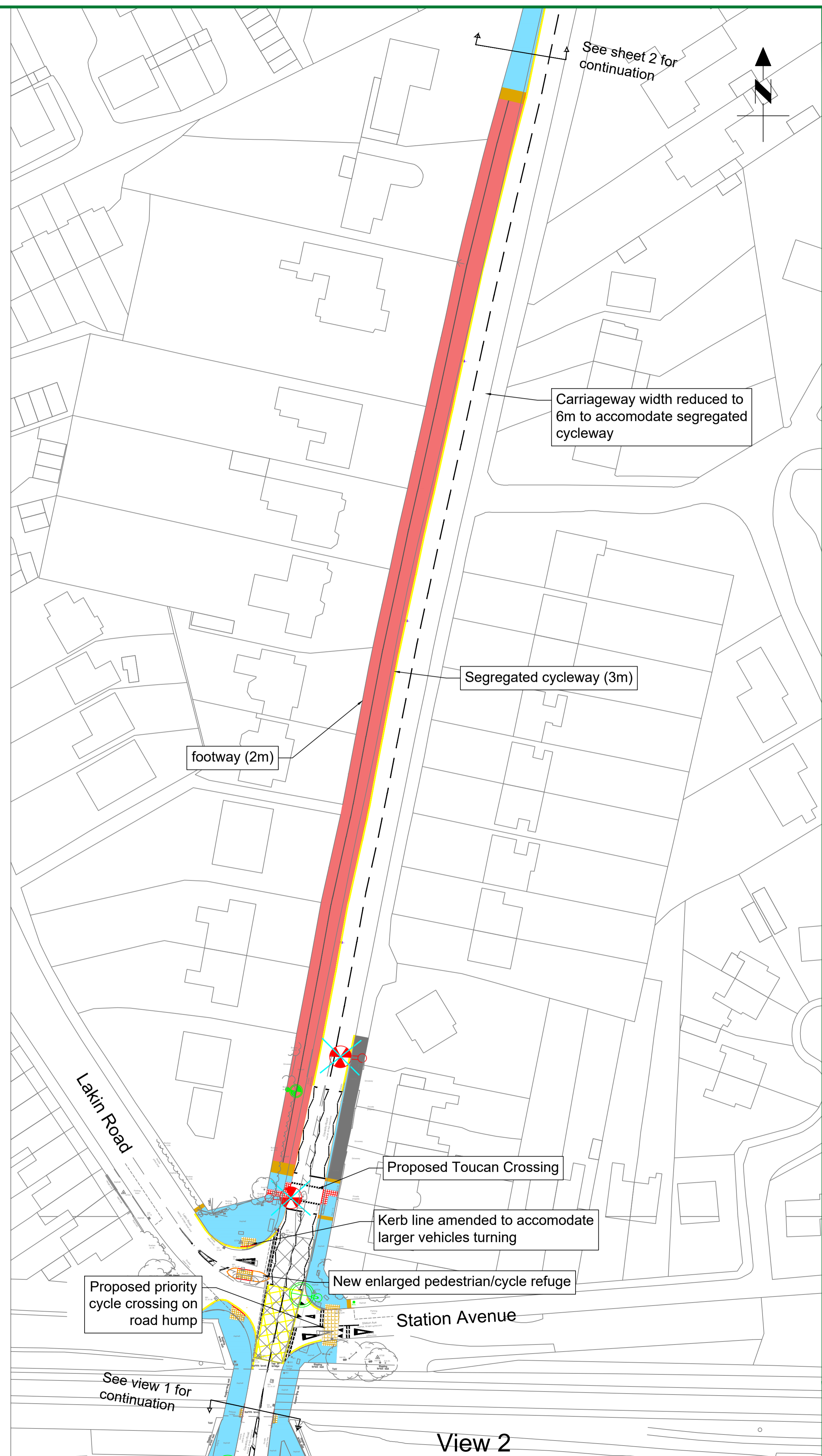
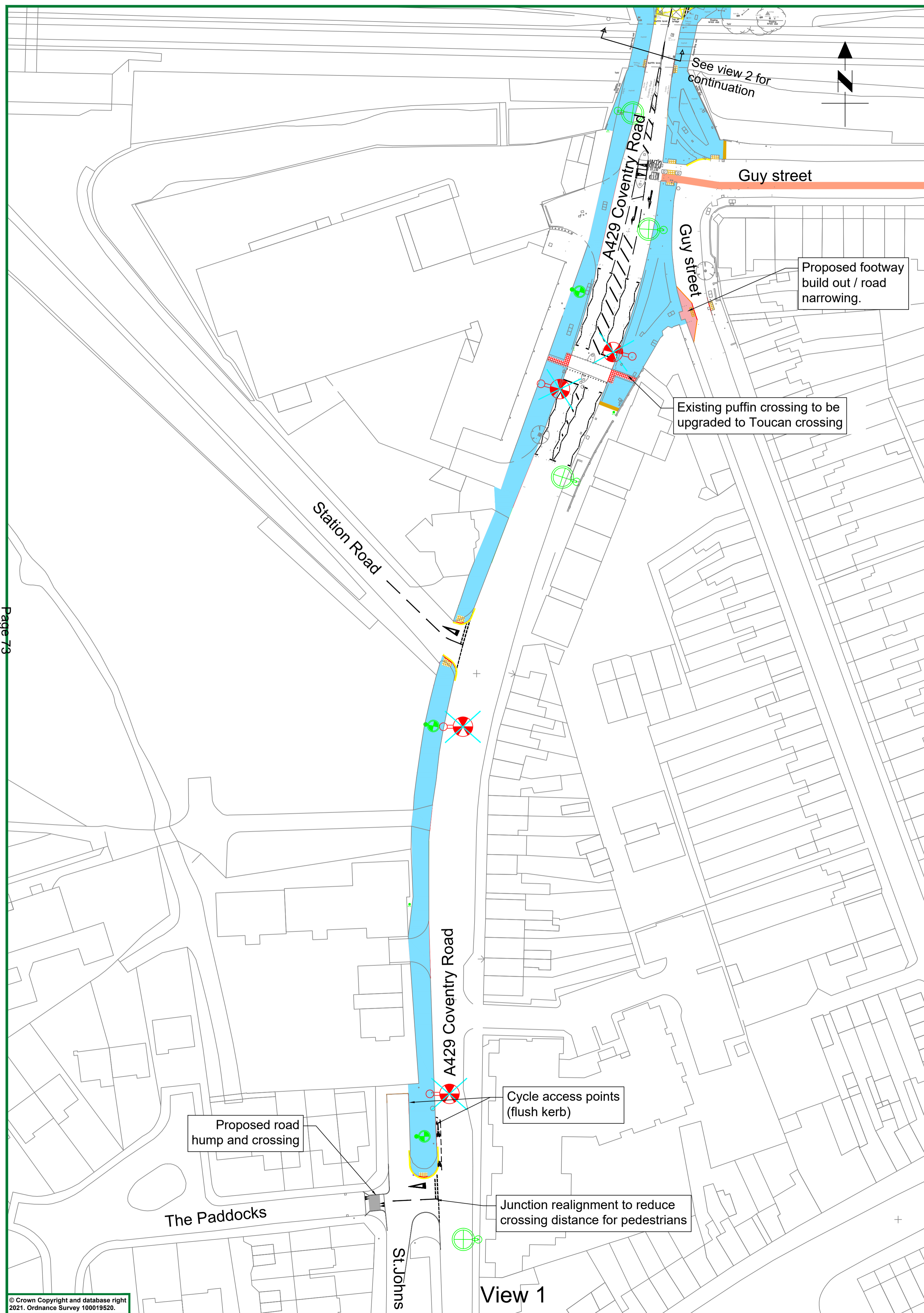
	Mark Ryder markryder@warwickshire.gov.uk
Portfolio Holder	Portfolio Holder for Transport and Planning

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

List of background papers
None

Members and officers consulted and informed
<p>Portfolio Holder – Councillor Wallace Redford</p> <p>Corporate Board – Mark Ryder</p> <p>Legal – Caroline Gutteridge, Lucy Adams</p> <p>Finance – Andrew Felton</p> <p>Equality – Delroy Madden</p> <p>Democratic Services – Isabelle Moorhouse</p> <p>Procurement – Mark Baker, John Hopper</p> <p>Councillors – Jonathon Chilvers (Leader of the Green Group), John Holland (Leader of the Labour Group) Jerry Roodhouse Leader of the Liberal Democrat Group)</p> <p>Local Member(s): John Holland (Warwick West), Jackie D’Arcy (Warwick North) and Parminder Singh Birdi</p>

- NOTES
- KEY:**
- Proposed shared use footway/ cycleway (minimum 3m width)
 - Proposed segregated cycleway
 - Existing cycleway
 - Proposed grass verge
 - Proposed on-carriageway cycleway
 - Proposed kerb
 - Proposed dropped kerb
 - + Proposed Street lighting column
 - X Existing Street lighting column to be removed



C	AB	Note added onto drawing	25/10/22
B	UB	Amendments to kerb lines and parallel crossing	14/09/22
A	UB	Proposed Toucan Crossings and Street lighting columns added	30/08/22
REV	DRN	AMENDMENT	DATE

Warwickshire
County Council
Engineering
Design Services

Engineering Design Services
Environment Services, Communities
Shire Hall Post Room
Warwick
CV34 4SP
Tel: 01926 410410
Web: www.warwickshire.gov.uk

PROJECT
A429 - Coventry Road
Warwick, Provision of Cycle Route

TITLE
Proposed Layout
Sheet 1 of 2
Purpose of Drawing: Consultation

Dim	HL	Cr'd	CM	App'd	CM
Date	05-07-21	Date	25-10-22	Date	25-10-22

Status
Approved (Level 3)




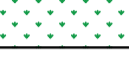
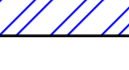




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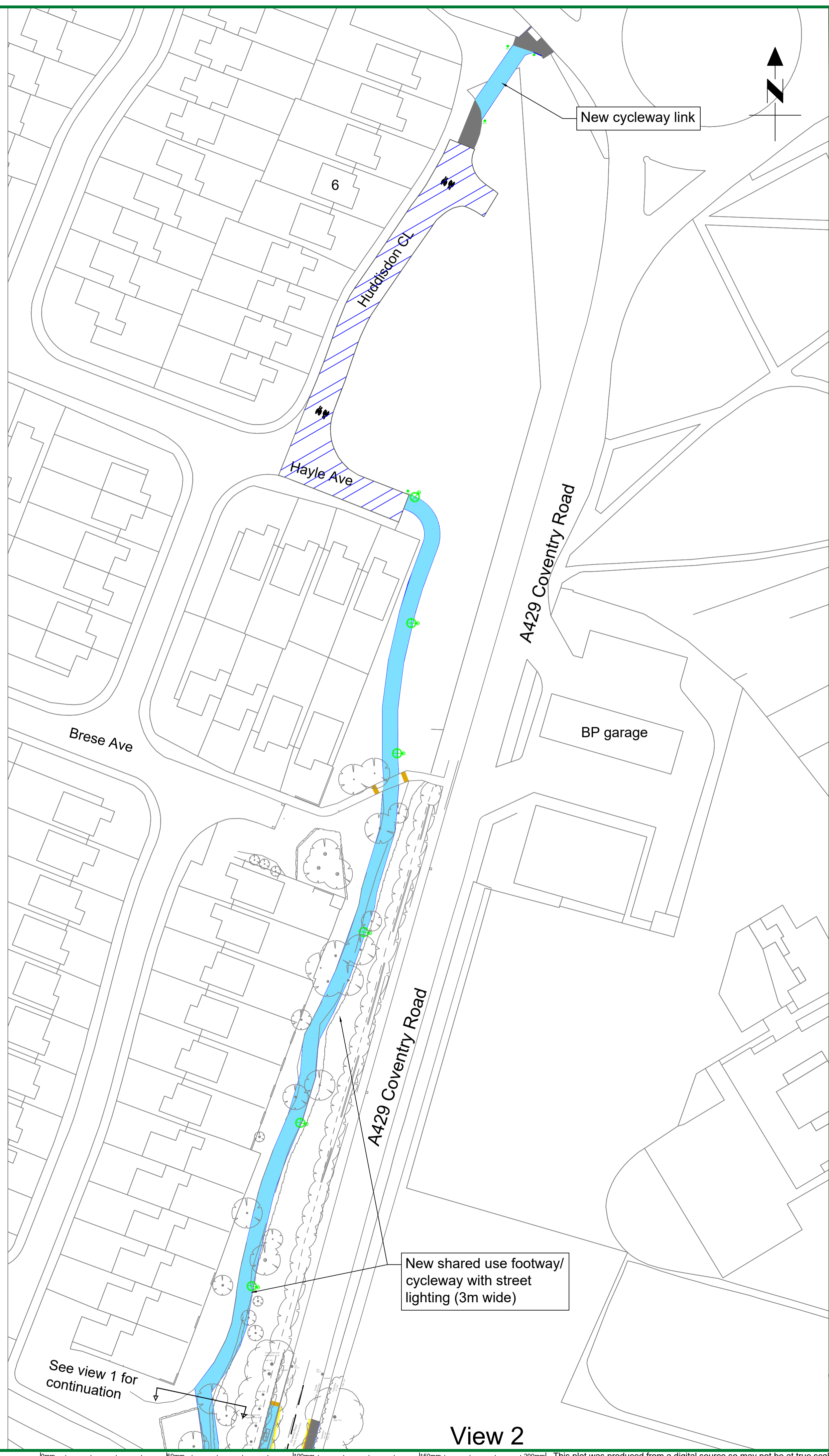
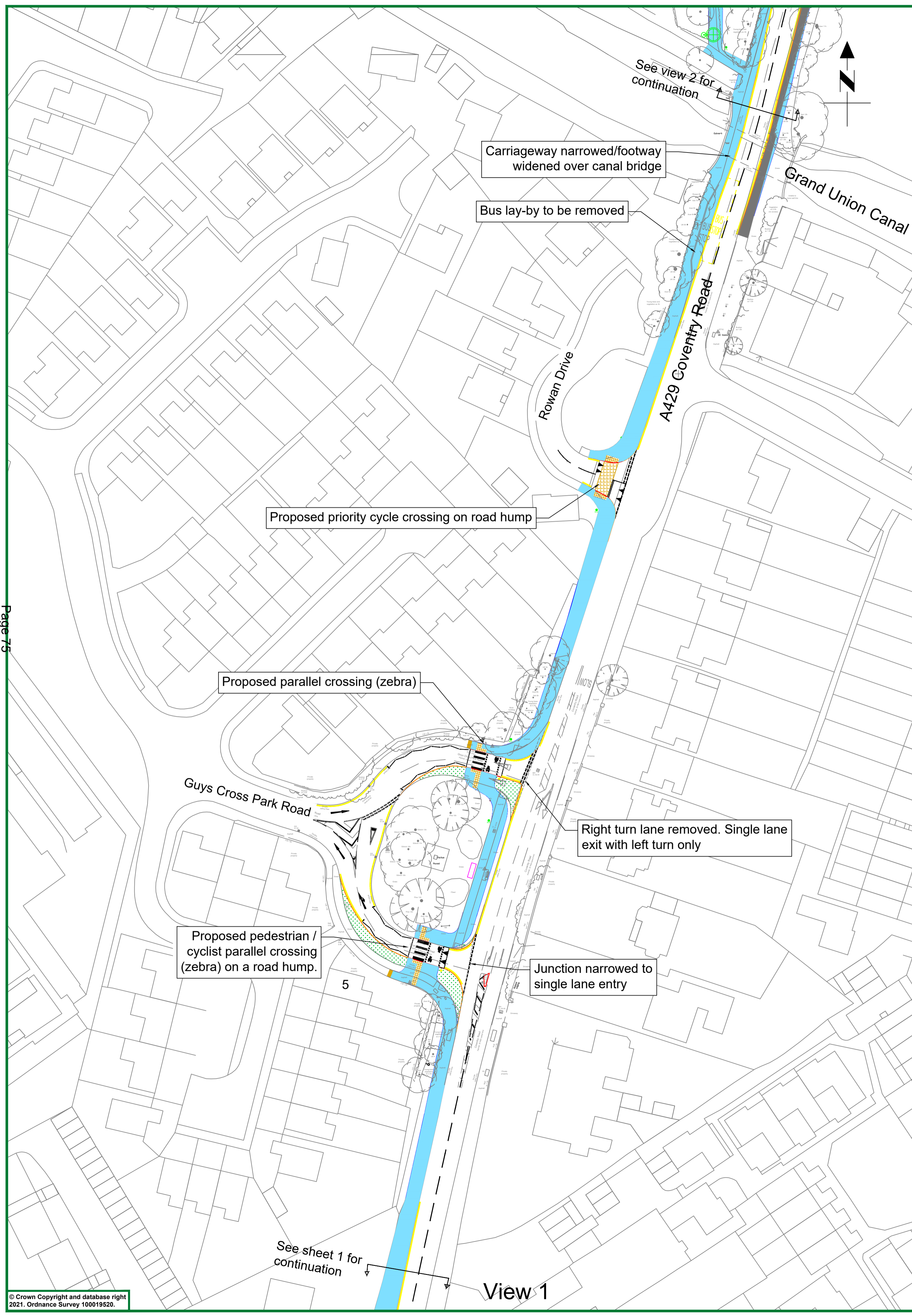
Sheet size
A1

DRG. NO.
9.2-A429-063-021

Rev.
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- NOTES
- KEY:
-  Proposed shared use footway/cycleway (minimum 3m width)
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 -  Proposed Street lighting column
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C	AB	Shark teeth markings added and notes amended.	25/10/22
B	UB	Amendments to kerb lines and parallel crossing	14/09/22
A	UB	Proposed Toucan Crossings and Street lighting columns added	30/08/22
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PROJECT
 A429 - Coventry Road
 Warwick, Provision of Cycle Route

TITLE
 Proposed Layout
 Sheet 2 of 2
 Purpose of Drawing: Consultation

Drn	HL	Cr'd	CM	App'd	CM
Date	05-07-21	Date	25-10-22	Date	25-10-22

Status
 Approved (Level 3)

Scale
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Sheet size
 A1

DRG. NO.
 9.2-A429-063-022

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A429 Coventry Road Cycle Route Scheme: Summary of engagement with residents, stakeholders, and wider community.

1. Background to scheme

In 2018/19, Traffic and Road Safety Group commissioned feasibility and outline design work on a cycle safety scheme on the A429 Coventry Road in Warwick as part of the County Council's Casualty Reduction programme. The A429 Coventry Road in Warwick had been identified as experiencing a number of collisions involving cyclists and therefore a sum of Casualty Reduction Scheme funding was allocated towards development of a scheme to address this issue.

A preliminary design for a scheme to improve safety for cyclists on this corridor was developed, creating a cycling link between the Spinney Hill roundabout and St Johns, along the A429 Coventry Road. This would provide an extension of the existing cycle track along the A429 Coventry Road coming from Kenilworth and Leek Wootton (which also forms part of National Cycle Route 52) into Warwick. The preliminary design created a route that is segregated from vehicular traffic that would also provide links into Woodloes Park and creating a much-improved route for cyclists traveling into and out of Warwick.

There was a shortfall of Casualty Reduction Scheme funding to progress the scheme to delivery. In August 2020, WCC was awarded funding from the Getting Building Fund through the Coventry and Warwickshire LEP for a package of new and improved cycle links in Warwickshire to be constructed by March 2022. The A429 Coventry Road scheme was included within this package of schemes.

2. Scheme description

The proposed scheme will provide a 1.15km connection between an existing cycle route already in place on the A429 Coventry Road (north of the Spinney Hill roundabout) and St Johns, which is undergoing feasibility work for vehicle capacity and walking and cycling improvements. The A429 Coventry Road route will form an important cycling link from Kenilworth to Warwick, linking in to future schemes in Warwick town centre and to Leamington Spa via the Emscote Road Sustainable Movement Corridor. There is currently no cycling infrastructure for cyclists along the A429 Coventry Road from the Spinney Hill roundabout, compromising cycle safety. This scheme will generate an increase in cycle journeys to the town centre, local schools, and other local destinations.

The proposed scheme is based on provision of a 3-metre-wide shared use footway / cycleway on A429 Coventry Road, achieved by reallocating road space and routing along an informal path that exists between residential properties on the Woodloes estate and the A429 Coventry Road itself, taking cyclists away from a fast-moving section of the road, avoiding a fast descent from Guys Cross Park Road which also includes a busy BP fuel

station. Equally, the existing on-road cycling journey towards Warwick on the A429 Coventry Road requires cyclists to be confident and strong cyclists in order to negotiate the long ascent from Spinney Hill to Guys Cross Park Road.

The scheme is based on the initial feasibility and design work which was carried out in 2018/19 and has since been reviewed against LTN 1/20 to achieve some priority for cyclists along the route, which has been subject to funding availability.

The scheme will also include the installation of two parallel crossings across both arms of Guys Cross Park Road, a toucan crossing and an upgraded puffin crossing which will also become a toucan. Guys Cross Park Road junction with Coventry Road will be reconfigured to prohibit the right turn onto Coventry Road which will allow the junction crossing to be narrowed and prioritise crossings for pedestrians and cyclists.

3. Engagement with local residents, stakeholders, and the wider community

Informal engagement with residents along the route began on 6th October. Letters were sent to 184 properties along the route of the scheme and the following stakeholders were also sent information and plans:

- Warwick District Council
- Warwick Town Council
- Cycleways
- Sustrans
- Warwickshire Police
- Aylesford School
- Newburgh School
- Guide Dogs
- Warwickshire Association for the Blind

Residents, stakeholders, and the wider public were guided to a dedicated web page for further information and to view plans for the scheme, with an email and postal address provided so that comments could be captured.

Local views

Active travel improvements along the A429 Coventry Road have been highlighted as a priority by local environmental groups, for example in the Visionary Cycle Network for Warwick District (developed by Cycleways, in conjunction with Clean Air for Leamington Spa and Clean Air Warwick). <https://cycleways.org.uk/manifesto/>

In the Summer of 2021, an interactive map and survey on the 'Commonplace' online platform, attracted over 2,000 responses including the following comments relevant to the specific scheme area of the Coventry Road in Warwick:

Comment	Section	No. of agreements
<i>People walking from the train station and north parts of Warwick going into town have an awkward run across the entrance of Station Road car park. It's particularly difficult in the wet, many near misses. Not a great welcome to Warwick for visitors</i>	Coventry Road (Station Road entrance to rail station)	7
<i>Pavement here is up to 2 cars wide (!!!) - but yet there's no cycle lane nor shared path - seems like a bit of a mess, but an easy win to either integrate a cycle lane or at least make this a shared path (it's uphill so makes sense to have the bikes off the road)</i>	Coventry Road (Between Lakin Road and Guys Cross Park Road)	8

<i>It's great that there is a dedicated cycle crossing here with clear signage for drivers to keep the crossing clear. However once over the crossing towards the station, the cycle path & signage for cyclists stops and it's really not clear where to go</i>	Guy Street modal filter onto Coventry Road	3
<i>Regular trimming of vegetation and sweeping pf the path surface would assist and encourage all cyclist to use this path</i>	Coventry Road	3

4. Engagement response

A total of 21 responses were received during the above engagement process. 14 responses were from residents who live on the proposed route, with a further 4 from residents in the wider community. 3 stakeholders (local cycle forum, a local business, and the local District Councillor) also gave valuable feedback. The table below provides details of the respondents and whether they are supportive of the scheme.

Type of respondent	Number of responses	Support proposals *	Do not support proposals	Not stated if support / do not support
Huddison Close	3		2	1
Hayle Avenue	2	1	1	
Townsend Close	2	1	1	
Coventry Road	4	3	1	
Beechcliffe	1	1		
Brese Avenue	2	1		1
Not stated (local resident or wider community)	4	4		
Stakeholders	3	3		
TOTAL	21	14	5	2

*** Includes responses which were supportive in principle of new cycle route but had concerns about the design / suggestions for design changes (see below).**

5. Feedback received and WCC response

The feedback received during the engagement process is listed in the table below, together with a response from Transport Planning / Engineering Design Services and details of any amendments which will be made to the design to reflect the feedback received.

Feedback	WCC response
No objection / supportive with no design feedback	n/a
Supportive but with design feedback / concerns (included below)	n/a
Shared use by cyclists and pedestrians not safe / attractive / LTN 1/20 compliant	<p>Local Transport Note 1/20 Cycling Infrastructure Design recommends that conversion of footways to shared use should be regarded a last resort in urban areas. However, it states that shared use may be appropriate in some situations, if well-designed and implemented (see 6.5.6).</p> <p>A429 Coventry Road is a suburban street which does not have the same levels of pedestrian use compared to more central urban areas. The proposed scheme involves reallocating some road space and converting the existing footway to a shared footway/cycleway, thereby providing the additional width required for both users. The scheme will provide a 3-metre-wide shared use path, which LTN1/20 states can cater for flows of up to 300 cyclists per hour. Peak hour cycle usage is not expected to exceed this figure.</p> <p>It is anticipated that confident, experienced cyclists may continue to use the carriageway on A429 Coventry Road. The shared use facility will provide a traffic-free option which is likely to be most attractive to less confident / less experienced cyclists, families, and children. These types of cyclists generally place more emphasis on safety than speed. The route will be well signed to ensure all users are aware that it is a shared facility and therefore to anticipate both pedestrians and cyclists.</p> <p>The feasibility of an alternative option for a segregated cycle track was investigated but has not been progressed for the reasons outlined below.</p> <p>Shared use is considered a deliverable option (with the funding available) to cater for cyclists who are not confident using the carriageway in this location. The scheme has been subject to an independent Road Safety Audit which did not raise concerns on this issue.</p> <p>Some cycling on the footway is currently observed to take place, due to the fact that there is no cycling infrastructure in place on the</p>

	Coventry Road, with limited locations to cross the canal safely. This scheme will provide the additional width needed to enable cyclists and pedestrians to share the path.
Segregated cycle track should be provided (either by reallocating grass verge / road space)	A review of the initial scheme design was undertaken in spring 2021, following the publication of new cycling infrastructure design guidance, Local Transport Note 1/20 'Cycling Infrastructure Design'. LTN1/20 sets out a range of design recommendations to provide high quality infrastructure for cyclists, with greater emphasis on segregation between pedestrians, cyclists, and motor vehicles on busy urban streets. The review sought to establish whether a segregated cycle track adjacent to the existing footway was feasible on Coventry Road. The costs for providing the segregated cycle track exceeded the available budget for this scheme, and the amount of private driveway access points along some of the route made this option unfeasible. For these reasons, it was decided to progress the original design for a shared use footway / cycleway on the western side of Coventry Road. This decision was based on deliverability but also considered a range of other factors, including access points, adjoining side roads and the level of pedestrian / cycle use, the type of cycle users and visibility.
Cyclists should have priority at side roads / ensure cyclist don't have to keep stopping	Following some additional funding that was added to this scheme, priority crossings have now been included on Rowan Drive and Station Road, as well as new parallel crossings across both arms of Guys Cross Park Road.
Scheme is unnecessary / not good use of funding / other routes are more important	The scheme was initially developed as a response to the recorded collisions involving cyclists on the A429. The scheme provides a connection between the existing cycle route on A429 Coventry Road and St Johns, enabling cyclists to travel into Warwick town centre using a segregated route. The scheme will also support journeys to school and recreational cycling via National Cycle Network route 41 towards Leamington Spa. The scheme forms part of WCC's cycle network development programme, aimed at encouraging more cycling to help reduce carbon emissions, improve air quality, reduce congestion, support physical activity, and meet a range of wider objectives.
Concern about visibility of/from driveways	A Road Safety Audit has been carried out on the scheme and accepted that no alterations to the design were required to improve visibility from driveways along the length of the scheme. The provision of a wider path will provide more space for all users and raise awareness of cyclists amongst motorists. The Highway Code states that motorists should not reverse out of driveways onto a public road and therefore residents should be driving forwards out of their driveways. A further Road Safety Audit will be carried out when the scheme has been delivered.

Concern about impact on parking/turning heads outside property	The cycle route will use land which forms part of the public highway, which is able to accommodate cyclists. The provision of additional walking, cycling and wheeling facilities will support sustainable and active travel journeys, making effective use of the public highway. Vehicles should not be parked on any footway / cycleway or the highway verge. As above, residents should be driving forwards out of their driveways with caution.
Concern about tree/vegetation removal	Any vegetation removal will be minimal, and only to improve the safety of users using the route. The relevant ecology studies have been being completed.
Concern about lighting columns being installed on the informal path	The provision of any lighting along this section of the proposed route is being reviewed as part of the design process. Any additional lighting needs will consider the needs of the residents who live close to the route and will aim to avoid any lighting overspill. Bat friendly options have also been considered.
Anti-Social behaviour /security along the section behind Townsend Close and Phillippes Road houses	Formalising the well-used route behind Townsend Close and Phillippes Road may include additional lighting at any intersections with footways, to improve visibility of users. The provision of a new surface and better access may actually reduce any existing ant-social behaviour.
Continuation of cycle route along the informal path	The proposed route will connect cyclists to the existing informal path, from Hayle Avenue. This is to avoid any tree removal and to create an additional link to the route from the Woodloes estate.
Safety of cyclists joining the road at Spinney Hill/Hayle Avenue	All dropped kerbs provided for use by cyclists or pedestrians will be flush in accordance with cycling infrastructure design guidance.
Speed of cyclists descending Coventry Road	The section of route that descends towards Lakin Road from Guys Cross Park Road, will be a segregated cycle track, designed to allocate specific space for cyclists. This will formalise what already occurs along this route, with relevant measures considered to slow cyclists where and if it is deemed appropriate. The scheme has already been audited by the Road Safety team, and no physical infrastructure will be placed on the route.
Poor drainage at Station Road junction	This has been reviewed and designs will consider drainage improvements.
Missing link to rear of station	A formalised route to the rear of the rail station may be progressed as a later time.
Widening A429 Coventry Road from the roundabout to canal bridge (instead of routing behind the treeline)	The scheme was initially developed as a response to the recorded collisions involving cyclists on the A429. As part of the design process, a safe cycling route along the A429 Coventry Road, between the Spinney Hill roundabout and the canal bridge was explored, using the existing footway on the western side. The land levels and vegetation removal required to achieve a 3m shared use route that could accommodate pedestrians and cyclists was not feasible, and so the alternate route through the residential area is preferred.

Continuation of route into St Johns is non-existent	As part of the proposed Warwick Town Centre improvements, St Johns will undergo changes to the junction that will improve connectivity and enhance links to the town centre. This scheme will link into St Johns.
Waste/recycling bins on Coventry Road obstructing facility.	Not within scope of scheme.

A429 Coventry Road, Warwick, Active Travel Corridor

Appendix C: Summary of Traffic Regulation Order public consultation.

Overview

Between 15th December and 13th January 2023, local residents and local stakeholders were invited to provide feedback on the Traffic Regulation Orders needed within the A429 Coventry Road scheme.

Scheme information, consultation plans and public notices were erected on site in the vicinity of the proposed route, with the information also held at Shire Hall in Warwick for people to view. A press release was issued by Warwickshire County Council to advertise the scheme, and 184 properties along the route had letters posted to them.

This was supported by a dedicated web page, with scheme drawings and a link to take part in the consultation: <https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/4>

In addition to the advertised Traffic Regulation Orders, notices were publicised to demonstrate Warwickshire County Council's intention to convert existing footways to shared footway/cycleway, which can be carried out using the powers of the highway authority under Section 65 and 66 of the Highways Act 1980

Consultation Responses

Feedback from events

Face-to-face discussions with local residents, at The Woodloes Tavern in Warwick picked up on the same themes as those mentioned in the emails and online survey responses (see below).

Comments received

19 respondents provided comments directly to Warwickshire County Council. Respondents were all local residents, with representation also made by Vodafone. The table below outlines the objections that were raised during the consultation stage.

Written Response Data Summary		
Theme Ref	Theme	Emailed responses Number of Responses
A	Segregated facilities needed throughout	5
B	Cycle priority issues on Side roads	1
C	Against banned right-turn because of Piers Close/Gaveston junction	6
D	Against banned right-turn because of risk of increased: Congestion, Pollution, Added journey time	5

E	Property accesses restricted, due to: Cycleway close to driveway. Banned Right turn	4
F	Speeding Cyclists	3
G	On-road Parking affected	1
H	Cycle Track Order. Not Highway Land	1
I	Cycle Track Order. Contravention to Local Plan BE3	1
J	Cycle Track Order. Ecology	2
K	Cycle Track Order. Light, noise and littering pollution	2
L	Cycle Track Order. Anti-social behaviour	2
M	Priority Crossing setback. (Visibility Issues)	1
N	Additional Design Solutions Suggested	10
O	General - Supportive	5
P	General - Negative	12

Feedback received and WCC response

The feedback received during the consultation process is listed in the table below, together with responses from Transport Planning/Engineering Design Services and details of any amendments that will be made to the design to reflect the comments made.

A429 Coventry Road, Warwick

Consultation feedback to inform any design changes. Key themes and design responses are detailed below:

A. Segregated facilities needed (4 responses)

	Detailed requests	Initial response from TPU/ EDS/ LS
1	Segregated cycleway on the Coventry Road hill, but why not on other sections?	The segregated cycleway is proposed where there is sufficient width within the adoptable highway. Other sections are constrained in terms of existing narrow lane widths where there is no room for reducing the lane width in order to create sufficient width for the cycle segregation, additionally a number of existing bus stops along Coventry Road require shared facilities for passengers to access, this would create very short lengths of segregation.

	Detailed requests	Initial response from TPU/ EDS/ LS
2	Why not build directional cycle tracks on both sides of the road?	This was considered as an option however the cost would be significantly more. Additionally, there are a number of constraints including a large number of existing parking spaces which would need to be removed, this would not be a popular proposal as parking is already very limited. There are a number of existing mature trees which would need to be removed to accommodate the cycle facilities.
3	The Cycle Track should continue through the green space on Hayle Avenue, to avoid conflict with cars leaving their driveways.	The scheme budget cannot accommodate the additional groundworks and streetlighting required to connect this route to Primrose Hill, which may require tree removal.

B. Cycle priority crossing concerns (1 responses)

	Detailed requests	Initial response
4	Visibility of the parallel crossing when turning into GCP from St Johns.	The final arrangement at Guys Cross Park Road shows that with some vegetation cutback it is possible to achieve the required visibility of 40m.
5	Location of parallel crossing is close to rear of property (Piers Close). Confirmation needed that the crossing and any signs associated with it will not interfere with rear access.	No impact.
6	Design of priority crossing needs to mitigate risk of speeding cyclists	Ground markings can be used to encourage cyclists to 'SLOW' on the approach to crossing points.

C. Objection to banned right-turn - Piers Close residents (6 responses)

	Detailed requests	Initial response
7	The right turn out of Piers Close is very dangerous and a mirror could be installed to have sight of any oncoming traffic.	Any visibility issues relating to turning movements at the junction of Piers Close with Guys Cross Park Road are beyond the scope of this scheme and will not be made worse by banning the right turn from Guys Cross Park Road onto Coventry Road. Any journey time inconvenience arising from the prohibited right turn can be overcome by alternative routing.

D. Against banned right-turn because of increased: Congestion, Pollution and Journey Time congestion (5 responses)

	Detailed requests	Initial response
8	I believe the best option is to continue to allow 2 lanes of traffic at Guys Cross Park Road (allowing the right turn), with a crossing for cyclists and pedestrians.	Removal of the right turn lane would reduce the distance for cyclists/pedestrians to cross Guys Cross Park Road and aid safe crossing. It would also remove a potential blind-spot for pedestrians/cyclists who may begin to cross without having a clear sight of the adjacent lane (where high-sided vehicles obstruct views).

	Detailed requests	Initial response
9	The plans do not make it clear WHY it is necessary to reduce the road to a single lane, as it is perfectly normal for pedestrian/cycle crossings to cross 2 lanes of traffic (as per other parts of this scheme).	As above.
10	Even if it were considered necessary to narrow the carriageway at the point of the crossing, it would be possible to widen the carriageway afterwards at the mouth of the junction, to allow at least one car to wait to turn right whilst other cars can pass safely on the left.	There is not sufficient room to achieve this and deliver a parallel crossing.
11	This proposal will undoubtedly force residents wishing to get to the town centre into taking unnecessary risk by turning right out of the close rather than the alternative of having to travel an unfair distance, to the petrol station island and then queue back up the road they have just come down	Active travel journeys along the Coventry Road must be prioritised over the inconvenience experienced by those who choose to travel by motor vehicles, on the grounds of safety. This scheme does not force residents to make the right-turn.
12	By forcing every vehicle to turn left you will be adding in additional vehicles in this direction, worsening the traffic problems and air quality from idling vehicles.	Over the course of the day, right turns only account for 5% of the total vehicles exiting Guys Cross Park Road and no concerns have been raised by the Transport Planning Traffic Data and Modelling team.
13	There will also be a knock-on effect along Lakin Road as people attempt to take that route to head towards St Johns instead. This is a narrow road that will suffer further problems as vehicles try and turn right from the end. This also represents a potential issue for ambulance response times as they attempt to leave the hospital.	See above. Engagement with the Ambulance service provided no concerns about Lakin Road and no issue with exiting Guys Cross Park Road, where blue lights can be used to exit the junction quickly, where it is required.

E. Property access concerns (4 responses)

	Detailed requests	Initial response
14	Shared driveway at 124a Coventry Road will not be accessible directly from Guys Cross Park Road as a result of the banned right turn	Objection understood. Alternative route options are available.
15	Right-turning traffic (Coventry Rd into Guys Cross Park Road) may back up event more because of the parallel crossing install. This will make it difficult for residents around 124 Coventry Rd to turn right from properties to head north.	Objection understood, but the objective of the parallel crossing is supported by the narrowing of the carriageway which will help pedestrians and cyclists to clear the crossing quickly and safely. The construction of this route will encourage a modal shift for people making short local car journeys that can be made using this new scheme, where appropriate.
16	If I am travelling northbound on the Coventry Road, I am currently unable to safely turn right into my driveway due to a bollard in the middle of the road and traffic trying to turn right onto Guys Cross Park Road, so I rely on being able to turn left onto Guys Cross Park Road, and turning right onto the Coventry Road to be able to access my driveway.	We may be able to slightly modify the position and/or size of the traffic refuge bollard to accommodate a right-turn movement into the property. Alternatively, access can be obtained via a U-turn movement at Spinney Hill roundabout.
17	Bins on Coventry Road will force pedestrians to walk on the cycle track where there is always high-speed cyclists	Any shared footway/cycleway requires users to share with care. It is possible to include some 'SLOW' markings on the cycle track to encourage cyclists to take care,
18	From what I can see on your plan the cycle path / footpath will come up to the edge of our drive, I must then raise the question of how can I get vehicles onto or off of my property safely without driving across the cycle path?	Residents currently have to drive their vehicles over a footway, which will remain the same. The proposed scheme will link cycling movements to Huddison Close via the turning head at the end of the Cul de Sac. This is further away from any driveways, requiring a Cycle Track Order to complete.
19	The proposed cycleway is excessive in covering all of the road. This will be problematic for parking (visitors and people with multiple cars)	Huddison Close and it's link to the eastern part of Hayle Avenue is a quiet route, with no through-traffic movements. Cyclists will use this part of the route as an on-carriageway route which cyclists are entitled to use. Both cyclists and motor-vehicle drivers will need to look out for each other and communicate intentions to each other as and when necessary, as expected on any typical road.

F. Speeding Cyclists (3 responses)

	Detailed requests	Initial response
20	Can a speed limit be imposed on a cycle route?	This is not possible, as there is no enforcement available to monitor this. WCC are keen to promote safe cycling practices and behaviour via social media and we will extend this messaging into our website information.

21	Some cyclists will try to cross road junctions at high speed without checking motorists have actually stopped as required. Although cyclists have right of way, they should still check they have actually been seen. As far as possible the design should try to mitigate this risk.	Setback of priority crossings support the speed reduction of cyclists using the crossing. Cyclists using the highway should adhere to the Highway Code, doing so with awareness of all others also using the highway. This will help all users efficiently use the infrastructure that is provided within the highway, but at the same time, drivers will need to prepare to give way to the crossing before giving way to the motor traffic on Coventry Road. This should be done in two stages.
22	We are extremely concerned that it will be even more difficult to drive a car out of our driveway onto Coventry Road with bicycles going up and down the footpath on our side of the road. They are often difficult to see.	Cyclists using Coventry Road, travelling towards St Johns will benefit from the segregated section that places cyclists away from frontages and adjacent to the carriageway. It is expected that residents will give way to pedestrians passing their driveways and the same courtesy should be extended to bicycles, adapted bicycles, mobility scooters and scooters.
23	Cyclists are still freewheeling down the hill without any regard for pedestrians or residents (either exiting their drives in their vehicles or on foot).	As above (22)

G. On-road parking affected (1 response)

	Detailed requests	Initial response
2 4	At present, parking is allowed on the western side of the street, after 6pm and at the weekends. Many people park on the footway, to keep the road clear	Parking on the footway causes obstructions to pedestrians. Parking on the widened footway/cycleway will obstruct pedestrians and cyclists. Properties on the west side of A429 Coventry Road have large frontages and driveways providing sufficient space to accommodate residents and visitors.

H. Cycle Track Order – Not Highway Land (1 responses)

	Detailed requests	Initial response
25	This land is covenanted green space, resulting from a planning requirement placed on the estate developers to incorporate green space. Could you please provide documentary evidence that this land is indeed “highway land”, and is actually owned by WDC or WCC, and that you have the right to build on this land?	The strip of land in question was dedicated as highway maintainable at public expense under an agreement under section 40 of the Highways Act 1959 (which has been superseded by s38 of the Highways act 1980) between the Developers of this housing site and Warwick District Council who were the Highway Authority at the time, which has since been transferred to Warwickshire County Council.

I. Cycle Track Order – Contravention to Local Plan Policy BE3 (1 response)

	Detailed requests	Initial response
2 6	Construction of a 3m wide paved cycle path within this wooded green space at the rear of our property will have an adverse impact on the amenity of our property and other neighbouring residential dwellings, contrary to Policy BE3 of the Warwick District Council Local Plan	<p>The Local Plan must be taken into consideration by the Local Planning Authority (LPA) when considering <u>applications for planning permission</u>. Warwick District Council is the LPA.</p> <p>However, WCC does not need to make a planning application for planning permission for works in the highway. This is because highway works are classified as permitted development under the General Permitted Development Order (GPDO) 2015, Schedule 2, Part 9.</p>

J. Cycle Track Order – Ecology (2 responses)

	Detailed requests	Initial response
27	The destruction of trees and shrubs resulting from the proposed development, and the consequent loss of natural habitats that flourish throughout the estate, will inevitably cause significant harm to biodiversity in this area. This situation could also be mitigated by adopting an alternative route on Coventry Road.	No existing vegetation acting as a natural barrier to Coventry Road will be removed as part of this scheme. Two trees on the alignment of the proposed track have been marked for removal, but alternative routes around these trees will be explored. Alternative route options have been explored, with the proposed scheme providing the most direct and safe route to connect onto Coventry Road at the canal crossing.
28	I strongly believe the proposed path will disrupt wildlife that is already losing its natural habitat, especially with the housing estate being built off Montague Road area on the opposite side of the Coventry Road	An ecology study has been carried out to understand if there are any impacts to wildlife as part of the surfacing of the path. No issues were raised.

K. Cycle Track Order – Light, Noise and littering pollution (2 responses)

	Detailed requests	Initial response
29	The position of the numerous trees within this green space means that the cycle path cannot be constructed to a width of 3m without the destruction of trees and shrubbery. These trees and shrubs provide a visual and noise screen to both traffic on the Coventry Road and also to the new Montague Point housing estate, where we note the Council has actually allowed the destruction of trees, hedges, and shrubs that were shown to be retained in the estate proposals.	(See point 27)
30	We note that it is proposed to install street lights on the new cycle path. Such street lighting will illuminate the rear of our property, disturb our sleep, adversely impact on any remaining wildlife in the area, and cause other negative impacts associated with light pollution.	We will work with the streetlighting team to ensure that the lights provided are placed in such a way that their light splays focus on the track and do not spill into residential properties. Light shields will also be applied to the lighting columns, to prevent any rearward light spillage into any adjacent properties.

3 1	The green foliage during the warmer months creates a natural barrier for noise and the view between my property and the Coventry Road, however, I am sure that if a formal path is made, a certain amount of foliage/bushes/trees will be removed or at the minimum drastically cut back in order to keep the path clear from leaves to provide a safe footpath. If this happens, it will open up my property to increased noise pollution from the Coventry Road behind	As above (27)
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L. Cycle Track Order – Anti-social behaviour (2 responses)

	Detailed requests	Initial response
3 2	The cycle path will inevitably expose our property and others on the route to a much greater risk of vandalism and hooliganism from the pedestrian and cycle traffic using this route.	With a lit route and regular usage from pedestrians, cyclists and other users, this should not be seen as an attractive location for anti-social behaviour.
3 3	I am concerned having a formal pathway made here with lighting will increase the chance of individuals spending time hanging around and loitering here, possibly resulting in noise at the back of the property, especially during unsociable hours, and feeling more unsafe knowing people are hanging around in this area	See above (32)

M. Priority Crossing Setback –Issues (1 response)

	Detailed requests	Initial response
3 4	Visibility of Vehicles coming from the direction of St Johns towards Guys Cross Park Rd - the visibility is currently quite poor, and will be worsened at the new crossing point as this will be set back some distance from Coventry Rd. A significant amount of vegetation will need to be removed to improve visibility	(See point 4)

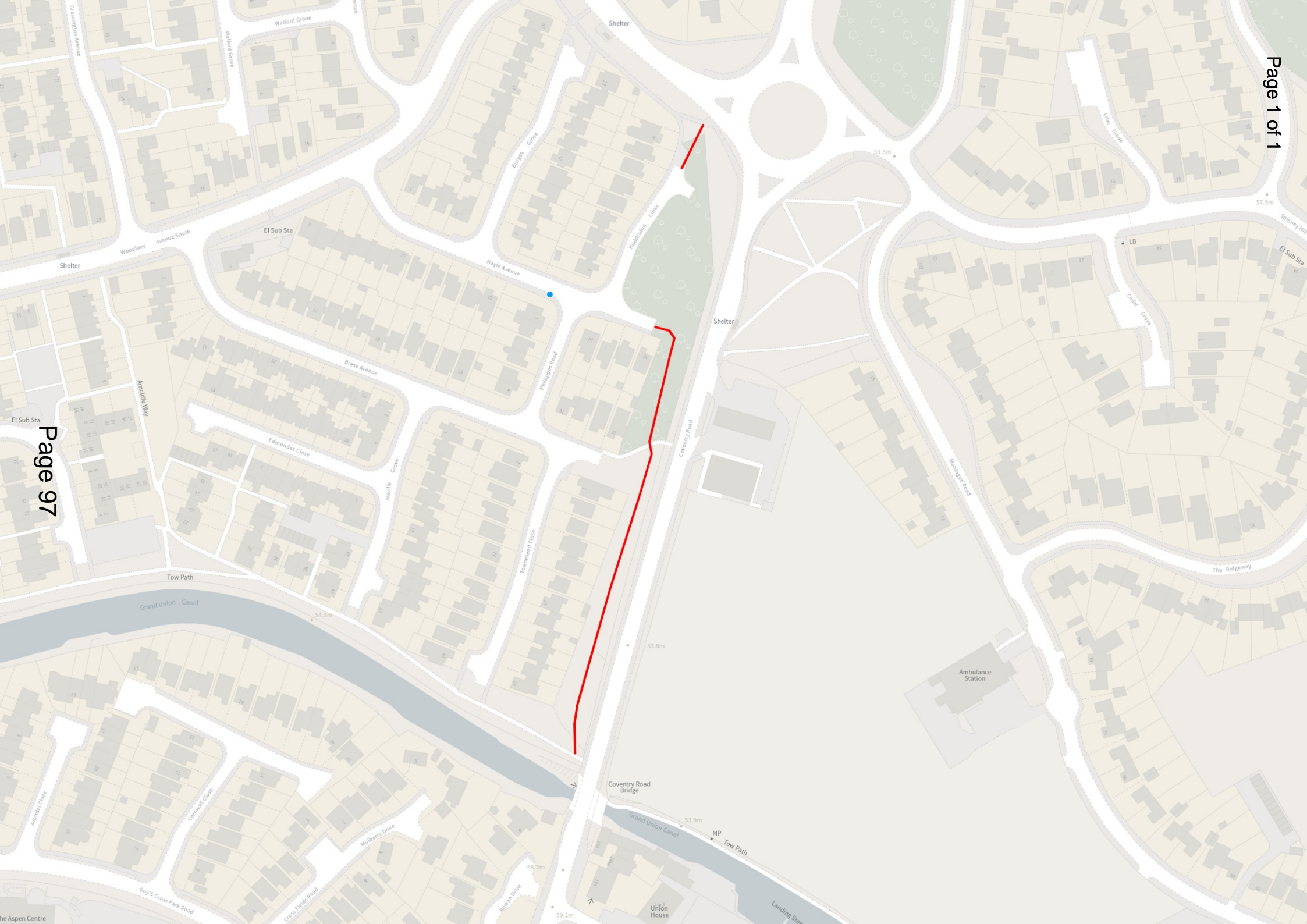
3 5	Distance between Cycle / Pedestrian Crossings across Guys Cross Park Rd and Coventry Rd - I have not been able to gauge the exact distance between the cycle crossing and the entrance to Coventry Rd. I believe this should be at least the length of a small lorry in order to allow longer vehicles to wait there safely to turn, without blocking the crossing at the northern junction. At the southern junction, there should be space for at least one car to wait on Guys Cross Park Rd whilst pedestrians / cyclists are crossing, without blocking Coventry Rd.	A 5m setback is being used for the Parallel Crossings, which is in line with the guidance in LTN 1/20.
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N. Additional Design Solutions Suggested (10 responses)

	Detailed requests	Initial response
3 6	Traffic Mirror for Piers Close residents	<p>The County Council does not supply or give agreement to the erection of mirrors on public highways for which it is the highway authority. A mirror would be an obstruction on the highway which could make the person or organisation responsible for placing the mirror liable in the event of an accident.</p> <p>Mirrors can give a distorted view of the road and a misleading impression of the speed of approaching vehicles. Convex mirrors will not give a clear view of smaller vehicles, such as motorcycles and pedal cycles. Flat mirrors have a very limited field of view.</p> <p>Mirrors can cause drivers to feel a sense of security when entering a main road, to such an extent that due care may not be taken when completing the manoeuvre.</p>
3 7	Pinch point at Grand Union canal bridge after Rowan Drive	The carriageway will be re-aligned to provide a 3m wide footway/cycleway
3 8	Can a speed limit be imposed on cyclists descending down Coventry Road towards Lakin Road?	No. (See comment 20)
3 9	Please ensure there is clear signage to send cyclists along Coventry Road through St Johns, instead of speeding through the service road	This form part of the St Johns junction improvement scheme, which is set to be delivered in 2024.
4 0	Either sign cyclists down Cherry Street or formalise a contra-flow on Broad Street, as cyclists use the pavement.	Outside of scope. Will be considered as part of the Local Cycling and Walking Infrastructure Plan.

4 1	The road width along Coventry Road is being reduced and so presumably new road markings will be necessary. Please consider applying appropriate and clear markings at the entrance to Beech Cliffe	Outside of scope.
4 2	Currently there is a daily issue of a van or car parked on the pavement opposite us by a resident of No. 96. Other vehicles also park on the pavement from time to time usually to aid deliveries. Obviously parking on a cycle track should not be allowable so please consider making the road adjacent to the entire length of the cycleway subject to a double yellow line. In addition, please consider adding No Parking signs adjacent to the cycleway	Transport Planning Unit will monitor this and consider this in the future.
4 3	During the re-alignment of the road to accommodate the new cycleway please consider introducing measures to discourage speeding. I understand that one successful method may be to introduce a pinch point in the road (similar to that installed in Myton Road near Warwick School). Cars in the main seem to accelerate from Guys Cross Park Road to Station Road and vice versa.	This request is outside of the project scope.
4 4	Why couldn't you widen the existing pathway from the roundabout along to the pedestrian crossing on the A429 Coventry Road and then cut inside the fence onto the grass adjacent to Huddisdon Close which could then link up with the current well-trodden path that cyclists and pedestrians currently use.	The proposed route has been based on the current desire lines that have been created over a period of time and provide a route which is more in line with the core design principles of cycling infrastructure, as set out in Local Transport Note 1/20: Cycling Infrastructure Design.
4 5	I only see the majority of people walk and cycle up the many local Closes and Roads that open out onto the walk way next to the canal or use the footpath on the Coventry Road, as has always happened.	The desire lines trodden and cycled in over time suggest otherwise, and once upgraded, this track would provide a viable route option for people of all ages and abilities to actively travel into Warwick, both from the Woodloes and from Kenilworth, which forms part of National Cycle Network route 51.
4 6	That will become more dangerous and messier with the trash that the cyclist drops in the cycle way.	Bins are located along this route, and additional bins can be considered if appropriate.

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Portfolio Holder Decision Active Travel Schemes Approval

Portfolio Holder	Portfolio Holder for Finance and Property
Date of decision	12 May 2023
	Signed

1. Decision taken

- 1.1 That the Portfolio Holder for Finance and Property gives approval to the addition of the following active travel schemes to the Capital Programme for 2023/24 to the values stated below funded by S106 developer contributions, and that spend is not committed until the S106 funding is received:
- 1 Burbages Lane footpath and cyclepath, Ash Green £11,241.
 - 2 Ashlawn Road / Dunchurch Road footway and cycleway, Rugby £286,058.
 - 3 Houlton to town centre cycle infrastructure, Rugby £20,960.
 - 4 Coton Park East cycle infrastructure, Rugby £192,738.
 - 5 Gaydon Lighthorne Heath / Jaguar Land Rover to Warwick £660,000.
 - 6 Bishopton Lane to town centre cycle link, Stratford-upon-Avon £54,234.
 - 7 Red Lane / Hob Lane to Kenilworth Greenway footway and cycleway, Burton Green £90,000.
 - 8 Red Lane / Hob Lane active travel routes to Kenilworth, Burton Green to Kenilworth £333,359.
 - 9 Hampton Magna to Warwick town centre cycle route £407,994.

2. Reasons for decisions

- 2.1 The County Council has secured and received funding through S106 Agreements for active travel infrastructure schemes. Approval is required from the Portfolio Holder for Finance and Property to add these schemes to the capital programme to enable progress to be made on the development and delivery of the schemes.

3. Background information

- 3.1 In July 2020, the Government published 'Gear change: a bold vision for cycling and walking' plan, which set out its vision and aims for the future of cycling.
- 3.2 The Council's Cycling Strategy aims to increase cycling in Warwickshire by

improving the safety and quality of the cycling environment. The funding allocations outlined in this report will progress the delivery of safe off-road cycling routes which will enable more people to complete everyday journeys by cycle.

- 3.3 S106 developer funding has been received or secured towards the cost of delivering the cycling infrastructure schemes listed in table 1 which will deliver missing links within Warwickshire's cycle networks and link new developments to key destinations such town centres, rail stations and employment/education centres.
- 3.4 The developer contributions are ring-fenced for walking and cycling infrastructure improvements or other strategic highway improvements. The funding will be used to progress development and delivery of identified active travel schemes. S106 contributions are normally subject to indexation resulting in the value of S106 received being slightly higher than the agreed contribution.

Table 1: S106 Contributions for the development of off-site walking and cycling infrastructure improvements

Development(s)	Funding purpose	Agreed S106 contribution	S106 received
Burbages Lane, Ash Green	A new 30m length of shared use footpath / cycleway at the southern end of Burbages Lane	£10,000	£11,241
Ashlawn Road West, Rugby	To deliver shared use footway and cycleway along the B4429 between the site's western access and the proposed toucan crossing north of the Cock Robin roundabout.	£250,000	£286,058
Wharf Farm, Crick Road, Rugby	Towards the provision, improvement and upgrading of cycle infrastructure between the development and Rugby town Centre (Crick Road Houlton to Paddox). Additional contributions of £200,000 towards the creation of cycling links between Houlton and Rugby town centre are due to be paid in the future by the Rugby Radio Station Site, with £100,000 payable no later than the occupation of 1,420 units, and £100,000 no later than occupation of 2,230 units.	£20,000	£20,960
Land off Long Hassocks, Coton Park East, Rugby	Towards the provision of cycle infrastructure within the vicinity of the development to serve the following destinations: (a) Coton Park East employment sites; (b) primary and secondary schools serving the Coton Park East area; (c) Rugby railway station; (d) Rugby town centre, in accordance with the Coton Park East SPD. The first of three instalments has been received.	£192,738	£65,595
Jaguar Land Rover, Banbury	A contribution of £60,000 to the cost of the development and design of proposals for	£660,000	£51,241

Road, Gaydon & Gaydon Lighthorne Heath	the provision, improvement and upgrading of cycle routes between the site and Leamington Spa. An initial £8,750 this contribution has been spent on concept design. An additional £0.6m has been secured towards scheme delivery from Gaydon Lighthorne Heath developments, but will not be received until payments are triggered during site build out.		
North of Bishopton Lane, Stratford-upon-Avon	Contribution towards the provision of a cycle link between the site and Stratford town centre.	£50,000	£54,234
Red Lane and Hob Lane, Burton Green, Kenilworth	Provision of a new shared use footway and cycleway to connect with Kenilworth Greenway	£90,000	£90,000
Red Lane and Hob Lane, Burton Green, Kenilworth	To be applied towards the strategic highways infrastructure and measures to improve walking and cycling on routes into Kenilworth.	£324,000	£333,359
Land off Arras Boulevard, Hampton Magna	Towards the provision of a new cycle route along Hampton Road (A4189) from Hampton Magna to Aylesford School and Warwick town centre	£400,000	£407,994

4. Financial implications

- 4.1 The S106 contributions listed in table 1 have been received or secured by the County Council, are ring-fenced for schemes detailed in the respective S106 agreement and need to be allocated to appropriate capital budgets. This requires that the schemes are added to the capital programme which will also enable the development and delivery of schemes to progress.
- 4.2 Were a scheme not to progress, any S106 funding spent on scheme development would either have to be returned to the developer with the cost falling on revenue budgets or be reallocated to another scheme which meets the terms of the S106 agreement. To overcome this issue, S106 funding will not be utilised until concept design work identifies a feasible scheme and the full funding required to deliver the scheme has been confirmed. This concept design work will be funded from revenue budgets.
- 4.3 There is a risk that as scheme design work progresses, additional unexpected costs will emerge which exceed the available funding. To overcome this issue all cost estimates will include suitable contingency allowance for the stage of design. Should the contingency be insufficient to meet the increased costs the Cycle Schemes Programme Board will recommend next steps for decision by the appropriate level of delegated authority in consultation with the portfolio holder. Options in this situation would be to seek additional funding to deliver the scheme or to descope the project to meet the available budget. Alternative funding options include the Active Travel Fund, Community Infrastructure Levy and future developer contributions.

4.4 Monitoring of the capital project costs will be reported as part of the quarterly financial monitoring report to Cabinet

5. Environmental implications

5.1 Transport is the single largest cause of carbon emissions in the UK. The active travel schemes detailed in this report will provide infrastructure which will enable more walking and cycling journeys to be made, thereby contributing to reduced carbon emissions as well as lower levels of congestion and improved air quality

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Strategic Director	Strategic Director for Communities
Portfolio Holder	Portfolio Holder for Finance and Property

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

List of background papers

None

Members and officers consulted and informed

Portfolio Holder – Councillor Peter Butlin

Corporate Board – Mark Ryder

Legal – Caroline Gutteridge

Finance – Virginia Rennie

Equality – Delroy Madden

Democratic Services – Isabelle Moorhouse

Councillors – Warwick, Birdi, Boad, Phillips and W Roberts

Local Member(s):

- Burbages Lane, Ash Green – Cllr Gilbert
- Wharf Farm, Crick Road, Rugby – Cllr Dahmesh, Cllr Roodhouse
- Land off Long Hassocks, Coton Park East, Rugby – Cllr Simpson-Vince, Cllr

Warwick

- Ashlawn Road West, Rugby – Cllr H Roberts
- Jaguar Land Rover, Banbury Road, Gaydon – Cllr Mills, Cllr Kettle, Cllr Matecki, Cllr Falp
- North of Bishopton Lane, Stratford-upon-Avon – Cllr Fradgley
- Red Lane and Hob Lane, Burton Green – Cllr Cooke and Cllr Drew
- Land off Arras Boulevard, Hampton Magna – Cllr Matecki, Cllr Holland

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Portfolio Holder Decision

Approval to procure contracts for the reprocessing and haulage of separately collected food waste

Portfolio Holder	Portfolio Holder for Finance and Property
Date of decision	12 May 2023
	Signed

1. Decision taken

That the Deputy Leader:

1. Authorises the undertaking of two procurement exercises, one for the reprocessing of separately collected food waste and one for the haulage of separately collected food waste
2. Authorises the Strategic Director for Communities to award contracts and to enter into any legal agreement necessary to implement the recommendations in this report on terms and conditions acceptable to the Strategic Director for Resources

2. Reasons for decisions

- 2.1 The purpose of this report is to gain approval to start two procurement exercises. The Council needs to secure two services; the reprocessing of separately collected food waste and the haulage of separately collected food waste in Warwickshire. The procurement for the reprocessing of separately collected food waste will be carried out first, followed by the procurement for haulage of separately collected food waste. The current contracts both expire in January 2024.
- 2.2 The Council needs to secure services for the reprocessing and haulage of separately collected food waste from Stratford and Warwick District Councils and these services need to be in place by February 2024. The contracts will include the scope to process separately collected food waste from the other waste collection authorities in Warwickshire.

- 2.3 These services are key in supporting the processing of separately collected food waste across Warwickshire.
- 2.4 Soft market testing with suppliers has been carried out and indicates a good level of interest from the market. It is currently proposed that the reprocessing contract will have a maximum total duration of 10 years with appropriate review and break clauses. The haulage contract has a proposed maximum total duration of 4 years.
- 2.5 Each procurement will be undertaken in accordance with the Council's Contract Standing Orders and in compliance with procurement legislation. A project team has been established consisting of staff from waste management, the commissioning support unit including contract management and procurement, legal and other key stakeholders.

3. Background information

- 3.1 Stratford-on-Avon and Warwick District Councils started a new joint collection service in August 2022, which includes weekly collections of separately collected food waste. Interim arrangements have been in place as a result of supply chain issues and in order to continue to facilitate the treatment of the separately collected food waste the Council needs to procure a contract in for both the processing and haulage of separately collected food waste in Warwickshire.
- 3.2 As it is possible that North Warwickshire Borough Council, Nuneaton and Bedworth Borough Council and Rugby Borough Council may implement separate food waste collection within the term of the proposed contract, scope to process food waste from these areas will also be included in the procurement to ensure robust capacity is available.
- 3.3 It is expected that treatment capacity for separately collected food waste will be in high demand as more councils move to this collection method and it is therefore sensible to secure this capacity now.
- 3.4 The procurement strategy for the new contracts proposes letting separate contracts for the processing and the haulage elements. It is considered that this will secure greater market interest and secure best value.
- 3.5 The Council does not own a site or equipment suitable for reprocessing food waste. In addition, haulage of food waste is a specialist area. Whilst the Council does operate some waste transport services but it is not currently in a position to take on the transport of food waste.
- 3.6 The proposed timetable sees tenders commence in May 2023 for the reprocessing contract and September 2023 for the haulage contract. Procuring the haulage service once the delivery point is known, will reduce the risk to the haulier and will ensure best value for the Council. This timetable will ensure that continuous services are provided without interruption.

3.7 Soft market testing has been undertaken and a detailed procurement plan is being prepared which will address such issues as how to approach indexation on food waste processing and haulage so this can be both fair and affordable.

3.8 As the total value of the contracts combined could exceed £2,500,000 over the life of the contracts, a decision is requested of the Deputy Leader in line with Contract Standing Orders. It is not anticipated that costs will exceed £3,000,000.

4. Financial implications

4.1 From market knowledge the rates for food waste processing could vary greatly from an income of £25 per tonne to a fee of £10 per tonne. The total cost of processing for a term of 10 years could be approximately £1,000,000; however, it could generate an overall income.

4.2 The cost of haulage will depend on the location of the delivery point(s) and therefore when awarding the food waste processing contract, it is important that haulage costs are also taken into account. This will be allowed for within the procurement methodology and fully explained to bidders.

4.3 The total maximum cost of a four-year contract for the haulage of separately collected food waste for the whole of Warwickshire is not expected to exceed £1,600,000.

4.4 The cost of the existing contracts is covered by the service's current budget. The separate collection of food waste takes food waste away from more costly residual waste disposal, potentially leading to savings in respect of disposal costs. The full budget implications of the new contracts will be reassessed during tender evaluation and award.

5. Environmental implications

5.1 These contracts will ensure the safe and compliant reprocessing and haulage for separately collected food waste in Warwickshire. The contracts will help ensure organic material is not sent to landfill or incinerated and is processed in line with the waste hierarchy and the developing Resources and Waste Strategy for England. Separately collected food waste is currently sent to anaerobic digestion where it is used to produce biogas which is either exported or used to produce electricity and heat on site. A valuable fertiliser is also produced. Anaerobic digestion will not be specified in the contract; however, it is expected to be the favoured technology offered by the market.

5.2 Processing separately collected food waste by way of anaerobic digestion reduces the Council's carbon footprint and helps achieve our climate change ambitions.

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Deputy Leader and Portfolio Holder for Finance and Property	Peter Butlin cllrbutlin@warwickshire.gov.uk

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

List of background papers

None

Members and officers consulted and informed

Portfolio Holder – Councillor Peter Butlin

Corporate Board – Mark Ryder

Legal – Harminder Nagra

Procurement – Thomas Richman

Contract Management & Quality Assurance Service – Jordan Newman-Chatwin

Finance – Andy Felton

Equality – n/a

Democratic Services – Isabelle Moorhouse

Councillors – Warwick, Birdi, Boad, Phillips and W Roberts

Local Member(s): N/A

Portfolio Holder Decision Healthwatch

Portfolio Holder	Deputy Leader
Date of decision	12 May 2023
	Signed

1. Decision taken

That the Deputy Leader approves:

- 1.1 The Strategic Director for People to commence a procurement process for the provision of a Local Healthwatch service which will come into effect from 1 November 2023
- 1.2 The Strategic Director for People to enter into all necessary agreements to enable the provision of a Local Healthwatch service on terms and conditions acceptable to the Strategic Director for Resources

Reasons for decisions

- 2.1 Warwickshire County Council currently commissions a Local Healthwatch service from Healthwatch Warwickshire.
- 2.2 The contract for this service is due to expire on 31 October 2023 and therefore approval is required to commence a tender process for new provision to start 1 November 2023.

Background information

- 3.1 The service is a statutory requirement, and its provision enables Warwickshire County Council to meet the statutory requirements as introduced by the Health and Social Care Act 2012 to commission a Local Healthwatch organisation.
- 3.2 The Government's vision for Healthwatch, as described in the Health and Social Care Act 2012, is that it will be the independent consumer champion for the public to promote better outcomes in health and in social care – locally via Local Healthwatch organisations and nationally via Healthwatch England.

- 3.3 The functions of local Healthwatch services are derived from the requirements prescribed in available legislation and guidance and includes:
- i.) **Function 1** - Gathering views and understanding the experiences of patients and the public
 - ii.) **Function 2** - Making people's views known
 - iii.) **Function 3** - Promoting and supporting the involvement of people in the commissioning and provision of local care services and how they are scrutinised
 - iv.) **Function 4** - Recommending investigation or special review of services via Healthwatch England or directly to the Care Quality Commission (CQC)
 - v.) **Function 5** - Providing advice and information (signposting) about access to services and support for making informed choices
 - vi.) **Function 6** - Making known the views and experiences of people to Healthwatch England (and to other local Healthwatch organisations) and providing a steer to help it carry out its role as national champion
 - vii.) **Function 7** - NHS Complaints Advocacy
- 3.4 As the total value of the contract across the potential lifespan of seven years will be in the region of £1.7million, a decision to commence procurement is required of the Leader, Deputy Leader or Cabinet pursuant to the Contract Standing Orders of Warwickshire County Council. This report therefore requests the Deputy Leader to grant the authority to commence procurement.

Financial implications

- 4.1 The initial contract term required will be five years. However, the Council will as part of the procurement exercise reserve the right to extend the contract for up to a further 24 months based on successful contract performance. The contract will also allow the Council to vary the service should there be a significant change in service area.
- 4.2 The total value of the contract per annum is currently £244,000. For the potential seven-year period being requested in this report the total contract value would therefore be £1,707,000.00 which will be funded from the Local Reform and Communities (LRVC) Grant. Should the contract exceed the existing funding levels, any gap will be met by existing service budgets, given this is a statutory service.

Environmental implications

None

Report Author

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Assistant Director

Becky Hale
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Strategic Director	Strategic Director for People
Portfolio Holder	Councillor Peter Butlin Deputy Leader

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

List of background papers

Members and officers consulted and informed

Portfolio Holder – Deputy Leader Councillor Peter Butlin

Corporate Board – Nigel Minns

Legal – Sioned Harper

Finance – Victoria Forrester

Equality – N/A

Democratic Services – Isabelle Moorhouse

Councillors – Golby, Holland, Rolfe and Drew

Local Member(s): n/a

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Portfolio Holder Decision – Change of Age Range at Brownsover Infant, Long Lawford & Nursery Hill Primary Schools

Portfolio Holder	Portfolio Holder for Education
Date of decision	12 May 2023
	Signed

1 Decision taken

That the Portfolio Holder for Education approves the commencement of a public consultation on changing the age range at Brownsover Infant, Nursery Hill Primary and Long Lawford Primary Schools with effect from September 2023.

2 Reasons for decisions

Brownsover Community Infant School:

- 2.1 The school wishes to change its age range from 3-7 to become a 4–7 infant school, with early years provision available at the existing school operated setting only. Currently, the school also operates a nursery class for 3-4 year olds which it proposes closing and amalgamating these spaces into the school operated Pre-School for 2-4 year olds. This change, if agreed, would come into force from September 2023.
- 2.2 The school has recently consulted to transition from a two form entry infant school to a one form entry primary school. As a consequence, approval has already been received to extend the school's current 3-7 age range to 3-11 from September 2026.
- 2.3 Therefore, this proposal is twofold. To change the age range from 3-7 to 4-7 from September 2023, then change the age range from 4-7 to 4-11 in September 2026.

- 2.4 The school nursery class currently has a place allocation of 52 half day places = 26 morning + 26 afternoon places which must be led by a qualified teacher and additional level 3 qualified early years professional. The delivery of this is either morning or afternoon places.
- 2.5 In addition to the nursery class the school operates a governor run nursery (s27 care) which offers places to 2 to 4 year old children. This meets the needs for working parents, providing the additional hours working parents need to access 30 hours places. Funded 2 year old places are also offered to support disadvantaged families that meet the eligibility criteria
- 2.6 The dual offer across the school services creates both administrative and financial pressures that could be avoided by creating one service to meet all service user needs, with greater flexibility for parents, in one setting.
- 2.7 The age range change would see no reduction in places for the community as the offer at the school run nursery would be increased to reflect those places previously offered by the school nursery class. The change would create one service that could be run to meet local need with the ability to flex and change in response to demand whilst being delivered in a more cost and administratively efficient way. The plans propose that the Early Years provision may become teacher directed as opposed to teacher led. This means that the EYFS teacher / lead may work at times collaboratively across the EYFS team to secure and sustain the quality of early years provision at the school. This would ensure there is no intended reduction in the quality of provision because of the proposed change.

Long Lawford Primary School:

- 2.8 The school wishes to change its age range to become a 4 – 11 primary school, with early years provision being delivered via a newly developed school operated setting. Currently, the school has an age range of 3 – 11 and operates a nursery class for 3 and 4 year olds which it proposes closing.
- 2.9 The school nursery class currently has a place allocation of 26 half day places which are mornings only and must be led by a qualified teacher and additional level 3 qualified early years professional. Take up of these places fluctuates leading to increasing financial pressure upon the school in terms of delivery cost of staffing and increased difficulty in meeting the needs for parents and carers. This impact has increased steadily over recent years as demands for more flexible, longer sessions have grown.
- 2.10 The nursery wishes to develop its offer and provide more options for longer sessions. This would see an increase in demand for these places, meeting the need for longer and more flexible sessions by parents, including being able to access funded 30 hours extended entitlement places for working parents.

2.11 The age range change would see no reduction in places for the community. The offer at the school run nursery would reflect those places previously offered by the school nursery class, and provide additional longer sessions, to meet the requested need of parents. The change would create a new service that could be run to meet local need, with the ability to flex and change in response to demand, while being delivered in a more cost-efficient way. The plans propose that the Early Years provision may become teacher directed as opposed to teacher led. This means that the EYFS teacher / lead may work at times collaboratively across the EYFS team to secure and sustain the quality of early years provision at the school. This would help to ensure that there is no reduction in the quality of provision as a result of the proposed change.

Nursery Hill Primary School:

2.12 The school wishes to change its age range to become a 4 – 11 primary school, with early years provision being delivered via a newly developed school operated setting. Currently, the school has an age range of 3 – 11 and operates a nursery class for 3 and 4 year olds which it proposes closing.

2.13 The school nursery class currently has a place allocation of 26 half day places which are mornings only and must be led by a qualified teacher and additional level 3 qualified early years professional. Take up of these places fluctuates leading to increasing financial pressure upon the school in terms of delivery cost of staffing and increased difficulty in meeting the needs for parents and carers. This impact has increased steadily over recent years as demands for more flexible, longer sessions have grown.

2.14 The nursery wishes to develop its offer and provide more options for longer sessions along with creating places for funded 2 year olds. This, if agreed, would see an increase in demand for these places, meeting the need for longer and more flexible sessions by parents, including being able to access funded 30 hours extended entitlement places for working parents.

2.15 If agreed, the age range change would see no reduction in places for the community. The offer at the school run nursery would reflect those places previously offered by the school nursery class, and provide additional longer sessions and additional places for funded 2 year olds. This would meet need of parents locally and moving forwards with the increased funded entitlements due to be launched in 2024. The change would create a new service that could be run to meet local need, with the ability to flex and change in response to demand, while being delivered in a more cost efficient way. The plans propose that the Early Years provision may become teacher directed as opposed to teacher led. This means that the EYFS teacher / lead may work at times collaboratively across the EYFS team to secure and sustain the quality of early years provision at the school. This would ensure there is no intended reduction in the quality of provision because of the proposed change.

3 Background information

- 3.1 Any proposed changes to the age range of a community school must be carried out in accordance with the Statutory Guidance issued by the Department for Education 'Making Prescribed Alterations to Maintained Schools.' The guidance requires the local authority to undertake a statutory consultation for a period of at least 4 weeks, with the proposals published both online and in a local newspaper, as well as to the governing body, the parents of registered pupils at the school, and anyone else considered appropriate.
- 3.2 The local authority should make its decision within 2 months of the end of the consultation period.
- 3.3 If permission to consult is agreed, consultation would need to take place during June 2023 to ensure any changes are implemented in time for September 2023.
- 3.4 The results of the consultation will be included in a future Cabinet report for approval, followed by implementation (if agreed) from July 2023.

Financial implications

None

Environmental implications

None

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Portfolio Holder for Education

Urgent matter?

No

Confidential or exempt?

No

Is the decision contrary to the budget and policy framework?

No

List of background papers

None

Members and officers consulted and informed

Portfolio Holder – Councillor Kam Kaur

Corporate Board – Johnny Kyriacou & Matt Biggs

Legal – Guy Darvill – Team Lead & Senior Solicitor (Education)

Finance – Brian Smith - Education, Children and Families Technical Specialist

Equality – Delroy Madden - Senior EDI Practitioner

Democratic Services – Helen Barnsley – Senior Democratic Services Officer

Councillors – Councillor Dahmash, Councillor Roodhouse, Councillor Brown

Local Member(s): Councillor Jill Simpson-Vince, Councillor Heather Timms, Councillor Margaret Bell

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Portfolio Holder Decision Housing Related Support (HRS) Redesign Public Consultation

Portfolio Holder	Portfolio Holder for Adult Social Care & Health
Date of decision	12th May 2023
	Signed

1. Decision taken

- 1.1 That the Portfolio Holder approves a public consultation for the re-design of Housing-Related Support services as set out in this report.

2. Reasons for decisions

- 2.1 A review has been undertaken into how the Housing Related Support (HRS) services commissioned by the Council can be delivered more efficiently and effectively when the current contractual arrangements come to an end in January 2025. A report on options for recommissioning these services was shared with Social Care and Support and Children & Families Senior Leadership Teams in October 2022.
- 2.2 To ensure a strategic approach to re-structuring these services, Council commissioners have carried out briefings and discussions with the Warwickshire Housing Board. A series of redesign workshops were held during 2021-22 with participation from the Council's Children and Families and Social Care and Support teams; the five District/Borough Council Housing services; and Probation Services.
- 2.3 The options for redesign have been presented to the Warwickshire Housing Board, which recommended that Option 1 be taken forward to consultation, in line with the Council's preferred option.
- 2.4 Whilst there is no statutory duty to undertake a public consultation when making changes to this discretionary service, it is considered good practice to do so. A document for public consultation, setting out the reasons for the exercise and how people can contribute to the Council's decision-making has been prepared (Appendix 1).
- 2.5 An Equalities Impact Assessment (EQIA) has been completed (Appendix 2) and will be shared as part of the public consultation exercise.

- 2.6 To support the consultation exercise, the Council has commissioned an engagement provider through the Co-Production & Engagement Framework; this will also ensure seldom heard groups are supported to contribute to the consultation.
- 2.7 The public consultation will run for approximately 12 weeks. We anticipate the consultation will run from 23rd May – 11th August. Should call-in occur the consultation will run from 7th June - 25th August 2023.
- 2.8 The responses to the consultation will be analysed and will inform the final service redesign to be presented to People Directorate Leadership Team and Corporate Board ahead of seeking approval from Cabinet on 14th December 2023.
- 2.9 The procurement for the new services will commence with publication of the notice in March 2024; contract award in June 2024 and contract start in January 2025.

3. Background information

- 3.1 Housing Related Support (HRS) is non-statutory service offered to vulnerable people aged 16 years and over across Warwickshire with the aim of promoting independent living and encouraging people to build on their existing skills and capabilities.
- 3.2 The current contracts and delivery model commenced in 2016 and are the result of significant redesign and budget reduction of the former Supporting People programme.
- 3.3 The provision of HRS remains discretionary; the County Council has no statutory duty to offer these services to Warwickshire citizens.
- 3.4 Nationally, there has been a diverse response to the changes to the funding of Supporting People services. Compared with other upper tier authorities, there is evidence to suggest that this Council's current spend on HRS is one of the highest in England.
- 3.5 The current preventative service offer is delivered as in Table 1 below:

Table 1: Current Service Offer

Eligibility	People with own tenancy or temporary accommodation at risk of becoming homeless	People with no tenancy but ineligible/ or currently unable to access Local Authority or Private Rented Sector housing
HRS Service Type	Floating Support	Accommodation-based Support
	The Council commissions service which delivers support sessions from a caseworker to develop customer's ability to prevent homelessness.	The Council commissions support; provider arranges accommodation (mix of hostels and 'dispersed' properties in general housing) funded through housing benefit/customer contribution.

For People Aged 16-25	Single countywide service	1. Service for North Warwickshire/ Nuneaton and Bedworth/Rugby 2. Service for Warwick/Stratford-on-Avon
For People Aged 25+	Single countywide service	Single countywide service
For People Aged 16+ with a Disability (including Mental Health)	Single countywide service	No dedicated service - would need to refer to the relevant age-specific service

3.6 The Council will have a reduced budget allocation from 2025-26 allocated for these services. To align with current contract length, new services will be procured to commence from January 2025.

3.7 Four options for redesign were considered under the new budget allocation and were developed following extensive engagement work with customers and key stakeholders (Table 2).

Table 2: Summary of options considered to provide services within reduced budget allocation

Options	
1	<ul style="list-style-type: none"> Retain both accommodation-based and floating support services for young people and adults allocating the available budget in the same proportions as current contract arrangements.
2	<ul style="list-style-type: none"> Retain all young people services Reduce adult floating support by 10% Decommission adult accommodation-based support
3	<ul style="list-style-type: none"> Retain all young people services Reduce adult accommodation-based support by 10% Reduce adult floating support by 40%
4	<ul style="list-style-type: none"> Retain young people accommodation-based support Retain adult-based accommodation-based support Reduce all floating support services by 50%

3.8 To ensure a strategic approach to re-structuring these support services, the Council's commissioners carried out briefings and discussions with the Warwickshire Housing Board. A series of redesign workshops were held during 2021-22 with participation from Children and Families and Adult Social Care teams at the Council; the five District/Borough Councils Housing services; and Probation Services.

3.9 These redesign workshops concluded that all the current services were valued by customers and the organisations that work to support them and there was evidence of positive impact and outcomes for Warwickshire citizens. It was felt that decommissioning any of the individual services would create a risk of increased

homelessness or increased need for social care. Accommodation-based support services for people with chaotic lifestyles and multiple disadvantages/vulnerabilities were viewed as critical in the local support arrangements due to the lack of alternative provision. These services were felt to support customer engagement with relevant support services, reduce re-offending and minimise homelessness.

- 3.10 The recommendation that we wish to consult on: 'Retain both accommodation-based and floating support services for young people and adults, allocating the available budget in the same proportions as current contract arrangements' is supported by the redesign workshop members, Housing Board and Warwickshire Probation Service. Both accommodation-based and floating support services are seen as preventing, reducing and delaying needs for care and support, preventing homelessness and supporting vulnerable people to gain the skills to live independently.
- 3.11 The proposed new services will be referred to as the 'Supporting Independence Services' and will continue to offer holistic and personalised support to meet need, promoting wellbeing, safety, resilience, independence, recovery and reablement to prevent, reduce and/or delay an individual's need for on-going care and support.
- 3.12 The recommended option features three redesign proposals which we wish to get the public's views on through the public consultation:
1. Stop commissioning the separate floating support service for people with disabilities and meet those needs within redesigned inclusive floating support services; one for young people aged 16-25 and one for people aged 25+ years.
 2. Add a flexible range of shorter support interventions that respond to individual needs as efficiently as possible and give earlier, focused support for customers who do not need longer term support.
 3. Reduce the maximum duration of a service intervention for an individual:
 - i. *maximum duration of floating support for people aged 16-25 reduces from 24 to 12 months*
 - ii. *maximum duration of floating support for people aged 25+ reduces from 12 months to 9 months*
 - iii. *maximum duration of Accommodation-based support reduces from 24 months to 18 months*

It is proposed that the redesigned services will offer a personalised support service that meets individual needs of customers, inclusive of those with disabilities. During the tender process it will be clear from the specification that providers are to respond to and deliver ongoing support to customers through an inclusive and non-discriminatory approach. There will be a requirement for staff teams to be adequately trained to support the range of customers who may require support. We will expect our providers to make reasonable adjustments for people with disabilities to ensure everyone can access the support they require.

- 3.13 The equal reduction across all services will unfortunately have a negative impact on the number of people it can support, and some people may find they are waiting longer for services. The service delivery efficiency improvements will partly mitigate the impact of the budget reductions. The aim is to increase the throughput of

customers to maximise the reduced resource and continue to support as many customers as possible. Our proposed redesign will make the services more efficient through more effective triage; shorter, targeted services where these are appropriate for customers; and people leaving services earlier with positive outcomes.

- 3.14 In order to realise our duties under the Equalities Act 2010 by having due regard for the impact of these proposals on protected groups under the Act, we have carried out an Equalities Impact Assessment (attached at Appendix 2). This assessment will be reviewed and amended regularly throughout the life of this project.

4. Financial implications

- 4.1 This report reflects the intended delivery of the £1m budget reduction, from current budget of £3.6m, approved by Council in February 2023.
- 4.2 The service re-design was developed, and proposals have been reached to support the £1million savings.
- 4.3 At the 2022/23 budget levels this would be a 28% reduction.

5. Environmental implications

- 5.1 There are no identified environmental implications

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Assistant Director	Becky Hale, Chief Commissioning Officer
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Portfolio Holder	Margaret Bell, Portfolio Holder for Adult Social Care & Health, Portfolio Holder for Children & Families

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

List of background papers

Appendix 1 Public Consultation Document

Appendix 2 Equality Impact Assessment

Members and officers consulted and informed

Portfolio Holder – Councillors Margaret Bell

Corporate Board – Nigel Minns, Becky Hale

Legal – Alison Hallworth, Sioned Harper

Finance – Victoria Forrester, Andrew Felton

Equality – Joanna Kemp

Democratic Services – Isabelle Moorhouse

Councillors – Jeff Morgan, Clare Golby, John Holland, Kate Rolfe and Tracey Drew

Local Member(s): n/a

Appendix 1: DRAFT Consultation on the Redesign of Housing Related Support Services

Background

We want to know your views. The following information sets out why changes are being proposed, what the proposed changes are and how you can have your say about the changes.

What are these Support Services?

These services in Warwickshire support vulnerable people to enable them to attain the skills required to be able to live independently in the community. They aim to reduce the need for more intensive/longer-term social care support and/or health care, or risk of homelessness. They support people who are in need and eligible as determined by a Care Act 2014 assessment or who are assessed as vulnerable to not being able to sustain their independence.

Vulnerability is likely to be a key issue identified through multiple needs (for example mental health needs, debt and financial issues and risk of homelessness) with one main need being complicated by others or a combination of lower-level issues that together give cause for concerns in terms of ability to maintain independence ('edge of care').

Warwickshire County Council ('the Council') pays providers to deliver services that support customers to acquire living skills thus enabling them to live independently after the support ends. This can include support for customers to enable them to:

- stay safe within the home and local community
- manage finances, including budgeting, utilities and benefits
- acquire general housekeeping skills
- maintain independence, good health and wellbeing
- access and maintain a secure tenancy in accommodation
- participate in training and/or education
- obtain paid work or volunteering opportunities

There are two types of services available to anyone over the age of 16 with support needs:

- Accommodation-based: temporary housing and short-term support are delivered together
- Floating support: short term support for those in their own accommodation or temporary accommodation.

For the accommodation-based service, the contract fees pay for the cost of support only, not property/rental costs. All rental costs, including housing management, are paid via Housing Benefit claims payable by the relevant Local Housing Authority (LHA) and/or customer contributions where applicable.

Services are currently provided to customers for up to 2 years for accommodation-based support; up to 2 years for floating support for people aged 16-25 and 1 year for floating support services for people aged 25+.

In addition to the services we asked the current provider of support services for people aged 25+ to deliver, they chose to also provide some additional services including Street Outreach

services and 'Navigator' hubs in Nuneaton and Rugby. The Street Outreach service is countywide and offers support to rough sleepers to encourage and motivate them to engage with services including drug and alcohol treatment, healthcare, assistance with benefits, reconnection to their local area/country and move into safe accommodation. This team is part funded by a Department for Levelling Up and Communities grant in Warwick and Stratford Districts. The 'Navigator' hubs are shop premises in Rugby and Nuneaton town centre. People can get advice or support and be helped to access other services to improve their situation or circumstances. We are not proposing to specifically include these additional services in the redesigned services although potential providers may decide to include additional added-value services like this in the bids they submit to us. We will be asking for your views on this approach in the consultation questionnaire.

What is happening in Warwickshire?

We are consulting on re-designing these services to become more efficient and effective within a reduced budget, while still focussing on those people in the greatest need and those whose support will prevent them needing care services.

We have developed the proposals, with input from strategic partners and stakeholders, including housing teams in the five District and Borough Councils; Warwickshire Probation Service; Warwickshire County Council Adult Social Care and Support; and Children and Families Service. The proposals have been developed to maximise the impact of the funding and to ensure that wherever possible, the commissioned services will help people with targeted, time-limited and effective support that equips and enables them to self-manage once the service ends.

How did we develop these proposals?

In order to develop possible options for re-designing the services, we engaged with customers to understand their experiences and priorities and conducted a survey across all stakeholders and strategic partners, including voluntary sector organisations, housing teams in the five District and Borough Councils; Warwickshire Probation Service; Warwickshire County Council Adult Social Care and Support; and Children and Families Service.

The findings from these activities and our performance and quality monitoring data informed a series of redesign workshops which involved strategic partner identified above. Together we looked at how we could deliver a more efficient and cost-effective service through re-design and ensure people who need support get the right service at the right time.

The redesign workshops looked at each type of service in detail. They considered the customer journey into service as well as the delivery. They considered if the services offer timely support that resolves issues at the earliest point. They also looked at the level of demand and ways to create efficiencies in the service. They also looked at the situations and needs of people who were being referred into the service.

The redesign work highlighted the importance of trauma informed interventions, psychologically informed environments and starting from strengths/ relationship approach to build independence alongside the value of working well in partnership. These insights will be incorporated into the specification of the proposed future model.

A common feature from the workshop feedback looked to limit the impact on services to young people (16-25yrs) and considered options which promoted early intervention and support with the aim of reducing risk of homeless earlier and therefore reliance on adult services later in life. Furthermore, accommodation-based services for people with chaotic lifestyles and multiple disadvantages/vulnerabilities was considered vital due to the lack of alternative provision and opportunities it presents to support engagement with relevant support services, reduce re-offending and minimise homelessness.

The workshops concluded that all the services were valued by customers and the organisations that work to support them. We noticed that the length of the support was not clearly related to the need and so we explored ways to better triage referrals and be as efficient as possible in delivering support proportionate to a citizen's situation.

We considered approaches which sought to disproportionality reduce some of the services to maintain the same level of funding for another. We felt this would result in a larger group of people being negatively impacted, the impact being felt more by those with protected characteristics. We concluded that decommissioning any of the individual services would create a risk of increased homelessness or needs for social care support and that this was not an option we would want to pursue.

What does this mean?

The Council is therefore proposing the new budget is distributed in a way that means each service area would receive the same percentage reduction in spend. This will support the Council to maintain the range of services it delivers.

The proposed approach would retain both accommodation-based and floating support services for young people and adults by allocating the budget in the same proportions as current contract arrangements. This approach is supported by Warwickshire Housing Board and Warwickshire Probation Service.

The proposed new services would continue to offer holistic and personalised support to meet need, promoting safety, resilience, independence, recovery and reablement to prevent, reduce and/or delay an individual's need for care and support. To reflect the increased focus on reducing, delaying and preventing needs for care and support, and preventing homelessness, we are proposing that the new services will be known as the Supporting Independence Services when they are retendered to commence in January 2025.

This equal reduction across all services will unfortunately have a negative impact on the number of people it can support, and some people may find they are waiting longer for services. However, the impact of this approach has been explored and was recommended by key stakeholders as proportionately it was felt it would have the lowest impact across all groups.

Our proposed redesign will to some extent reduce the impact of the funding reduction by making the services more efficient through more effective Triage; shorter, targeted services where these are appropriate for customers; and people leaving services earlier with positive outcomes.

Aim of Consultation

The aim of this consultation is to inform you about the proposals to redesign services and to ask for your views. What the people of Warwickshire tell us during this consultation about the impact of our proposals and what we could do instead will help us consider how we redesign services. We wish to offer and deliver as many of the right services to the right people at the right time as possible and your views about how we should do this are important.

This consultation is in two parts:

- Part One focuses on how the Council would spend the budget and how the service would be re-designed
- Part Two focuses on our Equality Impact Assessment

To check whether this includes services you use please see the lists at page 11 at the end of this document.

The consultation questionnaire asks for your views on six elements of the re-design:

- **PART ONE – Service re-design proposals:**

Element 1 - Retain both accommodation-based and floating support services for young people and adults by allocating the available budget in the same proportions as currently

Under the new budget the money available is reduced but the proportions of the budget that we spend on each service area would be unchanged

Why we are proposing this change

The Council are making this proposal because it enables the Council to continue to provide the range of support services that have been offered since 2015 and does not disproportionality impact more so on any one group of customers.

How strongly do you agree or disagree with this proposal?

(Please circle **one** response from the statements below.)

Strongly Disagree	Disagree	Neither agree or disagree	Agree	Strongly Agree	Not sure/Don't know
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Please explain the reason for your response

Please tell us how you think this proposal would impact on you.

Please tell us how you think this proposal would impact on other people and/or organisations.

What could we do instead?

We propose the following three service re-design proposals to enable us to improve the service and deliver it within the available budget.

Please let us have your views on the following proposals:

Service redesign proposals:

Element 2 - Stop commissioning the separate floating support service for people with disabilities and meet those needs within redesigned inclusive floating support services, one for young people aged 16-25 and one for people aged 25+ years

We propose to stop commissioning the separate service for people with disabilities, but those people will be able to apply for support from the two re-designed services in the same way, and the two new services will be able to meet the same range of customers' needs as the current services.

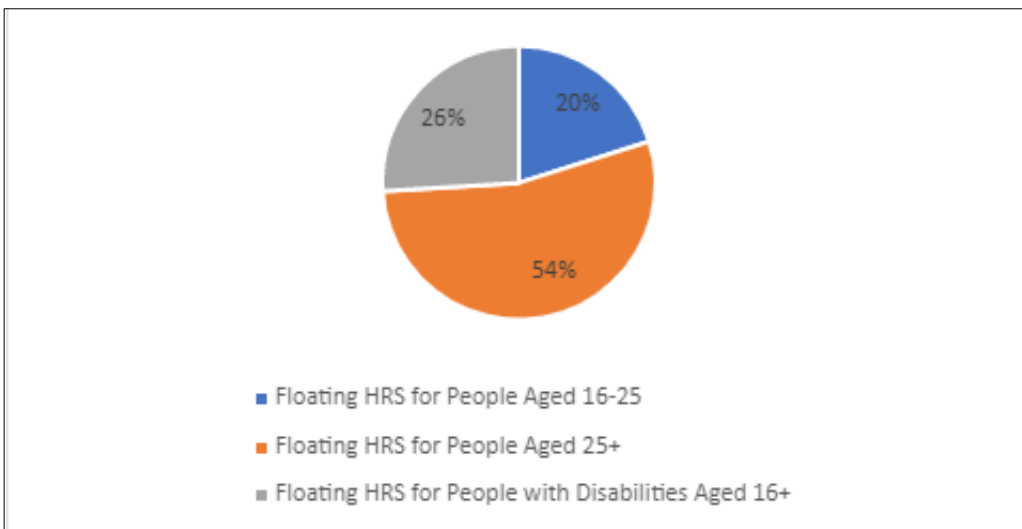
We would commission:

- A floating support service for people aged 16-25
- A floating support service for people aged 25+

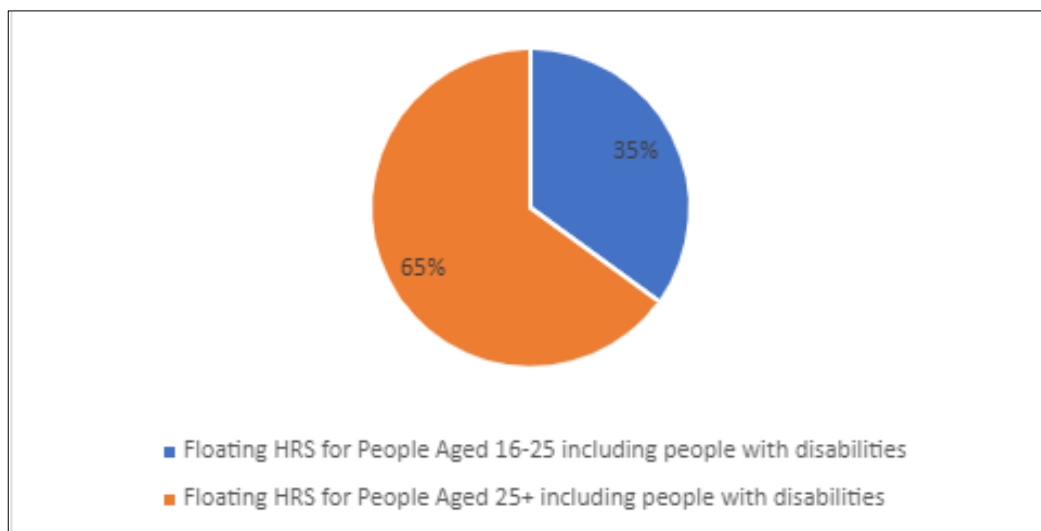
The proportion of the total budget that would have been spent on the separate service for people with disabilities will be added to the money spent on the two floating support services.

Proportions of Total Floating Support Budget:

Current HRS



Proposed



Why we are proposing this change

The current system can result in delays as people may be referred to the wrong service and after assessment will need to be referred on to a different provider and assessed again. This change will make it easier for people to access the right service to meet their diverse needs within an inclusive service, with teams able to meet the needs of those people with and without disabilities.

Our experiences since the start of the current arrangements which started in 2015 indicate that a single provider could deliver services that can be inclusive to meet the need of those with disabilities (including mental health problems) alongside support for those without disabilities. It is more costly to run two services compared to one as there are fixed costs involved in delivery and management of each contract. Reducing the number of contracts increases the proportion of our funding that is spent directly on support for people.

How strongly do you agree or disagree with this proposal?

(Please circle **one** response from the statements below.)

Strongly Disagree	Disagree	Neither agree nor disagree	Agree	Strongly Agree	Not sure/Don't know
-------------------	----------	----------------------------	-------	----------------	---------------------

Please explain the reason for your response

Please tell us how you think this proposal would impact on you.

Please tell us how you think this proposal would impact on other people and/or organisations.

What could we do instead?

Element 3 - Adding a flexible range of shorter interventions that respond to individual needs as efficiently as possible and give earlier, focused support for customers who do not need longer term support.

We propose to introduce a range of flexible services accessed through triage to determine level and urgency of need. It will include:

- A. Early information, advice and signposting to relevant services.
- B. Brief interventions of 1-5 telephone and/or face to face support sessions.
- C. 12-week short term transition/ resettlement/enablement floating services for those whose needs can be met in this time.

We propose this change for all services.

We will keep the option of both self-referral and referrals by other organisations.

Why we are proposing this change

The demand for services can be high and we need to prioritise those in most need of support services.

Currently people referred are added to a waiting list for assessment and then allocated a named support worker if they are eligible and need support services. Not everyone needs on-going support. Some people just need brief advice to resolve their issues and remain independent. This change will improve people’s journeys in getting the right service at the right time, so customers need to tell their stories only once.

The redesigned floating support service will continue to offer holistic and personalised support to meet need, promoting wellbeing, safety, resilience, independence, recovery and reablement in order to prevent, reduce and/or delay an individual’s need for on-going care and support.

How strongly do you agree or disagree with this proposal?

(Please circle **one** response from the statements below.)

Strongly Disagree	Disagree	Neither agree nor disagree	Agree	Strongly Agree	Not sure/Don't Know
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Please explain the reason for your response

Please tell us how you think this proposal would impact on you.

Please tell us how you think this proposal would impact on other people and/or organisations.

What could we do instead?

Element I 4 - Reduce the maximum duration of services:

We are proposing to reduce the maximum duration of a service intervention for an individual.

We propose to:

- Reduce the maximum duration of floating support for people aged 16-25 from 24 to 12 months
- Reduce the maximum duration of floating support for people aged 25+ from 12 months to 9 months
- Reduce the maximum duration of Accommodation-based support from 24 months to 18 months

In exceptional circumstances the period of support may be extended with approval from the Council.

Why we are proposing these changes

The demand for services can be high. To continue to support as many people as possible, we aim to increase the number of customers we can support by reducing the time a customer can receive the service. This will also ensure that our service providers deliver support that is focused on achieving outcomes as early as possible and preventing dependency on this support.

How strongly do you agree or disagree with this proposal?

(Please circle **one** response from the statements below.)

Strongly Disagree	Disagree	Neither agree or disagree	Agree	Strongly Agree	Not sure/Don't know
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Please explain the reason for your response

Please tell us how you think this proposal would impact on you.

Please tell us how you think this proposal would impact on other people and/or organisations.

What could we do instead?

Element 5: A new name for the services

We are proposing to name these services 'Supporting Independence Services'.

Please share your views on this

Element 6: Added value services

We are proposing not to include the street outreach and community hub services in the services that we ask providers to deliver.

Why we are proposing these changes

These services were offered by the current provider as additional “added value” services and were not part of the services we originally asked them to provide. Potential providers bidding for the new services may decide to offer similar additional services, but this is not guaranteed.

The reason we are proposing not to include them in the re-designed services is because there is still no available WCC budget to fund this. Potential providers bidding for the new services may decide to offer similar additional services, but this is not guaranteed.

How strongly do you agree or disagree with this proposal?

(Please circle **one** response from the statements below.)

Strongly Disagree	Disagree	Neither agree or disagree	Agree	Strongly Agree	Not sure/Don't know
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Please explain the reason for your response

Please tell us how you think this proposal would impact on you.

Please tell us how you think this proposal would impact on other people and/or organisations.

What could we do instead?

PART TWO- Equality Impact Assessment Summary

An Equality Impact Assessment has been developed and is available for you to view. It identifies that the proposals have the potential to have some negative impacts on people with protected characteristics and that careful consideration needs to be given to these. See Supporting Information Appendix 2 Equality Impact Assessment.

Our assessment suggests:

For all services

With services being reduced it may increase the number of individuals at risk of homelessness, made homeless or continuing to be homeless which may then negatively impact on their health. People experiencing socio-economic disadvantage will be negatively impacted as they may not be able to access support services if they require them due to reduced provision.

Mitigation: The Council will ensure good signposting is in place to support people to access other sources of advice and support and ensure all key partners are kept up to date with ongoing service activity.

There are some differences between the percentages of people in the general population and the service users identifying as Black or Asian. These will be considered when redesigning services.

Whilst an overall reduction in service provision may impact on these specific groups of vulnerable people, the specification (the document that sets out the requirements of providers delivering the service and forms part of the contract) will clearly state that providers are to be inclusive and non-discriminatory towards customers. We will highlight that we expect services to be accessible for all.

For Floating support

We are proposing to stop commissioning a separate disability floating support service.

Mitigation: We expect both the young people's 16-25 years and adults 25+ floating services to offer an inclusive service and meet the needs of people with disabilities as part of their contract. All providers' staff will be expected to be adequately trained to support the diverse needs of all people requiring support services including specialisms around supporting people with disabilities to reduce the impact of this change.

The overall reduction in the service offer will have an impact on all customers as well as those with protected characteristics.

For Accommodation-based support

There is currently a mother and baby hostel and a dedicated provision for young families. With service reduction the number of mothers and young families supported may decrease, negatively impacting the number of mothers and babies and young families accessing the service. For adult accommodation-based services single males and those who have experience of the criminal justice system tends to be a higher percentage of customers and consequently this group could be disproportionately impacted.

Mitigation: The Council will ensure that all service specifications require providers to be inclusive and non-discriminatory towards customers. We will highlight that we expect services to be accessible for all. The specification will also define training requirements to ensure providers' staff have sufficient knowledge to support the wide range of potential customers of support services. Service specifications will promote equality and diversity, with clear expectations around monitoring, training and quality of services.

What are your views on the potential equalities impacts of the proposed redesigned service?

The consultation questionnaire asks for your views on the impacts of our proposals.

We would like to know whether you think the proposals will create inequalities or other impacts we have not identified, and if so, what these might be and how you think they will affect you or other people.

We would also like you to tell us if you have any ideas on how we could overcome or reduce these impacts.

During the consultation we will ask for feedback and input from groups and organisations representing people with protected characteristics.

The Equality Impact Assessment will be updated after the consultation taking account of the feedback we receive.

Do you think this Equality Impact Assessment identifies the impacts of these proposals?

Yes	No	Not sure/Don't know
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Do you think there is anything missing from the Equality Impact Assessment?

Do you have any ideas about how we can reduce the impact on people with protected characteristics that use the current HRS services or might use services in the future?

Do you have any ideas about how we reduce the impact on organisations that support people with protected characteristics that use the current HRS or might use services in the future?

Do you have any other comments you wish to make about our consultation to support us getting things right?

Thank you for taking the time to complete this consultation survey

Meaning of some terms used in the consultation

Term	What this means
Accommodation Based Support	Where accommodation and support are linked as part of the same service. An accommodation-based service can include shared housing such as hostel type accommodation and dispersed shared and self-contained flats or houses. Each customer has an allocated support worker.
Floating Support	The support worker allocated to the customer can offer support face to face at the customer's home or a community venue and/or virtually on-line or by telephone. If the customer moves home, from temporary accommodation or their own home then the support worker can continue to support them in their new home.
Adult Social Care Services	<p>Warwickshire County Council provides adult social care to people with eligible needs caused by or related to a physical or mental impairment (such as a brain injury or learning disability) or illness, who are unable to do two or more of the following things:</p> <ul style="list-style-type: none"> • manage and maintain nutrition • maintain personal hygiene • manage toilet needs • be appropriately clothed • make use of their home safely • maintain a habitable home environment • develop and maintain family or other personal relationships • access and engage in work, training, education or volunteering • make use of necessary facilities in local community, including public transport and recreational facilities • carry out any caring responsibilities they have for a child <p>and because of the above there is, or is likely to be, a significant impact on their wellbeing.</p>
Provider	The organisation we have commissioned (paid) to deliver the service on behalf of Warwickshire County Council
Trauma Informed Care	A trauma-informed approach to supporting people aims to provide an environment where a person who has experienced trauma feels safe and can develop trust.
Psychologically Informed Environments	Psychologically Informed Environments (PIE) are services that are designed and delivered in a way that takes into account the emotional and psychological needs of the individuals using them and working in them.
Service specification	Service specifications are the written guidelines that describe the outcomes for people using services, requirements and standards expected for delivering the service.

Overview of Current Housing Related Support Services (HRS)

Floating Support Services

1. Floating Support Service with Disabilities aged 16 and above

Service Provider	Local Authority District Areas
Together working for Wellbeing	Countywide

2. Floating Support Service for Young People 16 – 25 years

Service Provider	Local Authority District Areas
St Basils	Countywide

3. Generic Floating Support Service for Adults 25+ years

Service Provider	Local Authority District Areas
People, Potential, Possibilities P3	Countywide

Accommodation Based Services

4. Accommodation-Based Support Service for Young People aged 16-25

Service Provider	Local Authority District Areas
People, Potential, Possibilities P3	North Warwickshire Borough Council Nuneaton and Bedworth Bourgh Council Rugby Borough Council
St Basils	Stratford District Council Warwick District Council

5. Accommodation-Based Support Service for homeless people, including ex-offenders, aged 25 and over

Service Provider	Local Authority District Areas
People, Potential, Possibilities P3	Countywide

For further information please see:

[Housing-related support – Warwickshire County Council](#)

NB Please note the consultation document will be built onto Ask Warwickshire platform so the look of the document may be different with some minor changes required.

Consultation Survey Equality and Monitoring Information

The standard Ask Warwickshire equality monitoring information will be captured.
The standard background questions (reason for responding, location)

In addition

Are you answering as an official response??

Yes No

Name of Organisation

What is your role/position?

Briefly describe how the views were gathered and approved

Have Your Say

Why should I get involved?

The proposed redesigned support services would be very different from what is provided currently. The proposals will have an impact on many people accessing support services both now and in the future. We wish to hear everyone's views on the proposed changes, including people that use these services or may use them in the future, so that we can work together to re-shape support services.

Your contribution is important and can make a difference.

How can I get involved?

We have the consultation pack on Ask Warwickshire, which includes an easy read version to explain what we are consulting on.

You can put forward your views either individually or as part of a group in the following ways:

- Complete the questionnaire online, please go to Ask Warwickshire *Link to HRS Consultation*
- Or you can also ask for assistance in completing the online form by using the contact information below.
- Or complete a paper copy of the questionnaire. If you require a paper version, please request this by telephone or email (contact details below) and we shall send one out to you.
- People can respond directly in writing to: Warwickshire County Council, Housing Related Support Consultation, Shire Hall, Market Place, Warwick, CV34 4RL or by emailing peoplestrategyandcommissioning@warwickshire.gov.uk.

For help and advice about the consultation:

If you have any queries or need any help or advice about the consultation, please email peoplestrategyandcommissioning@warwickshire.gov.uk or telephone Warwickshire County Council Customer Service Centre on 01926 410410 and they will direct you to the Maintaining & Promoting Independence Team for support.

Please also ring the above number or email if you require help completing the questionnaire or would like the questionnaire in another format.

What will happen with all the information gathered?

We will collate all the consultation responses and use the information provided to inform the future of support services in Warwickshire.

We shall share the Consultation Report and Proposal for the new services to be considered by the Council's Cabinet at their December 2023 meeting. Subject to their approval we shall be tendering for new Supporting Independence Services to start in 2025.

A Consultation Summary Report including 'You said – We did' will then be published on the County Council's Ask Warwickshire website.

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Appendix 2: Warwickshire County Council (WCC) Equality Impact Assessment (EIA) for HRS Redesign Version 1

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

1. Background to your proposed activity and the reasons for it.

Warwickshire County Council commissions housing related support from external providers. The services are for people aged 16+ and who require support and training to develop skills and competencies that will enable them to gain or maintain a tenancy and avoid homelessness. There is no statutory duty on WCC to provide these services.

The current services are organised under the following contracts:

1 - Floating Support for those in their own or temporary accommodation. There are three floating support services: generic services for young people aged 16- 25 years; generic services for adults 25+; and a specialist service for people with disabilities (including those with severe and enduring mental illness/conditions)

2 - Accommodation-based support. There are two services: one for Young People 16 – 25 years; and one for Adults aged 25+

- Housing and support are delivered together. It should be noted that WCC contracts pay for the cost of support only, not property/rental costs. All rental costs, including housing management, are paid via housing benefit claims payable by the relevant LHAs and/or customer contributions where applicable.
- The support is aimed at those without accommodation and at risk of significant harm or serious exploitation
- The support for these customers includes extended cover out of office hours and at weekends. All young people 16 -17 accommodation-based support includes 24/7 staffing.
- Accommodation types include hostel like provision; houses of multiple occupancy; shared houses; and self-contained flats.

The current Medium Term Financial Strategy requires the budget to be reduced by £1m per annum from 2024.

A proposed service redesign will seek to make the services more efficient and reduce the cost per intervention, but there will still be an impact on the total number of people that the services can support with reduced contract fees.

2. Proposed activity including a summary of the main actions.

The proposed plan is to reduce the budget by equal proportions across all services in order to achieve the required level of savings. To partially mitigate the impact, service efficiency improvements are planned:

- fewer contracts, leading to reductions in contract overheads and re-referrals;
- adding a flexible range of shorter housing-related support and interventions that respond to individual needs as efficiently as possible and give earlier, focused support for customers who do not need longer term support; and
- reducing the maximum duration of support.

These efficiencies are not expected to fully mitigate the budget reduction, so there will be a likely reduction in the total number of people receiving the services. The proposal to reduce the number of floating support contracts from 3 to 2 includes ending the floating support service specifically for people with disabilities. Support services for people with disabilities will still be commissioned through the 2 new proposed floating support services.

In developing these proposals, we have worked closely with our key strategic partners including housing teams in the five District and Borough Councils; Warwickshire Probation Service, Warwickshire County Council Adult Social Care and Support and Children and Families Service. Together we looked at how we could deliver a more efficient and cost-effective service through re-design and ensure people who need services get the right service at the right time. The views of customers and other information from a service Needs Assessment have also been considered.

The commissioners will carry out a full Public Consultation exercise in May/June 2023. The findings will inform the final service design to be proposed to WCC Cabinet and, if approved, tendered for contracts to start in January 2025.

We will consult on four Commissioning Proposals and this EIA

Part One

Proposal 1: Reducing the spend by equal proportions and allocating the available budget at same proportions for young people and adult services as current contract arrangements

We propose to reduce the amount we spend on accommodation and floating services by equal proportions. The total budget spend will reduce by £1m, but the proportions of our budget that we spend on each service area would be unchanged – we will continue to spend approximately 50% on accommodation-based services and 50% on floating support services.

Proposal 2 - Stop commissioning the separate floating support service for people with disabilities and meet those needs within two redesigned and inclusive floating support services, one for young people aged 16-25 and one for people aged 25+ years

We propose to stop commissioning the separate service for people with disabilities, but people with disabilities will be able to apply for support from the two new services in the same way. The proportion of the total budget that would have been spent on the separate service for people with disabilities will all be added to the money spent on the two new floating support services. Each of the two new services will be able to meet the same range of customers' needs as the current three services combined.

Proposal 3 - Introduce a flexible range of shorter support options and interventions that respond to individual needs as efficiently as possible and give earlier, focused support for customers who do not need longer term support

We propose to keep the option of both self-referral and referral by organisations on behalf of an individual.

We propose this change for all floating support services, young people 16-25 years and adults 25+.

We propose to introduce:

- A. Early signposting where people can be supported to find help from other services which may be able to support them.
- B. A new Brief Intervention of between 1 and 5 telephone and/or face to face support sessions. This is targeted to help resolve people's situations and support their self-help, so they are enabled to remain independent. Self-help (telephone and online support) could include district and borough housing services and support services such as Citizen's Advice, Drug and Alcohol Services, Local Community Organisations and Social Care.
- C. A new 12-week short term transition/ resettlement/enablement floating support service for those whose needs can be met in this time.

Proposal 4 - Reduce the maximum duration of services

In order to maximise the resource, we will have and continue to support as many customers as possible, we aim to increase the throughput of customers.

We are proposing to reduce the maximum duration of a service intervention for an individual.

We propose to:

- Reduce the maximum duration of floating support for people aged 16-25 from 24 to 12 months
- Reduce the maximum duration of floating support for people aged 25+ from 12 months to 9 months
- Reduce the maximum duration of Accommodation-based support from 24 months to 18 months

Part Two**Consultation on the Equalities Impact Assessment.****3. Who is this going to impact and how?**

The plan will impact on those citizens who seek support services, as they may not be offered a service if the commissioned provider has no available capacity at the time. The impact could be a delayed service start, or, if this is not appropriate, the citizen may be advised of other agencies which could offer support. This would mean that the citizen would need to engage with other support themselves.

Our service user data and needs assessment shows that the people who seek support are:

1. Care Leavers
2. Mothers and babies
3. People with Disabilities including Physical, Learning and Sensory Disabilities
4. People with Mental Health Needs
5. People with drug and alcohol issues
6. People with experience of the criminal justice system
7. People who are Homeless
8. People with experience of institutional living such as prison or long stay hospital or children's residential care service who are, or may be, unable to take care of themselves or protect themselves from significant harm or serious exploitation; or represent a threat of harm to their community
9. Young People 16 +

Section Two: Evidence

Please include any evidence or relevant information that has influenced the decisions contained in this EIA. This could include demographic profiles; audits; research; health needs assessments; national guidance or legislative requirements and how this relates to the protected characteristic groups and additional groups outlined in Section Four.

A – Quantitative Evidence

This is evidence which is numerical and should include the number people who use the service and the number of people from the protected characteristic groups who might be affected by changes to the service.

Protected Characteristics across services**Age****Table 1: Age Distribution in Warwickshire population and Service Users**

	16-18	18-25	26-35	36-40	41-50	51-60	61+
Floating Support	0%	3%	40%	16%	19%	14%	7%
YP Accommodation	16%	82%	2%	0%	0%	0%	0%
Adult Accommodation	0%	2%	33%	18%	32%	14%	0%
Warks Population ONS 2021	4%	9%	16%	8%	16%	18%	30%

Gender**Table 2: Gender Distribution in Warwickshire population and Service Users**

	Male	Transgender	Female
Floating Support	40%	0%	60%
YP Accommodation	51%	2%	47%
Adult Accommodation	88%	0%	12%
Warks Population ONS 2021	51%	0.35%	49%

Table 3: Customer Vulnerabilities by Gender

Vulnerability	Male	Female
Alcohol	13%	8%
Drugs	18%	9%
Mental health	26%	28%
Learning disability	7%	6%
Domestic abuse	4%	13%
Physical health	14%	12%
Physical/sensory disability	3%	3%
Risk of harm from others	6%	13%
Poses risk of harm to others	6%	3%
Other vulnerability	3%	5%

Pregnancy

The accommodation-based services can accept pregnant women but there is insufficient data available to understand if there are any issues around access.

Ethnicity

The data is incomplete for service users – no information for 20% of that population. Further data collection is required in order to fully evaluate.

Table 4: Ethnicity Distribution in Warwickshire population, Service Users and main applicants owed a prevention or relief duty (Oct-Dec 2021)

Ethnicity	% of Warwickshire Total Population	% of Service Users	% of main applicants owed a prevention or relief duty (Oct-Dec 2021)
White	89%	90%	79%
Black / African / Caribbean / Black British	0.8%	5%	3%
Asian / Asian British	4.6%	3%	2%
Mixed / Multiple ethnic groups	1.5%	0.5%	3%
Other ethnic groups	0.40%	1.5%	1%
Not known ⁸	3.7	N/A	12%

See <https://data.warwickshire.gov.uk>

Ethnicity data is from the 2011 Census.

There are some differences between the percentages of people in the general population and the service users identifying as Black or Asian. These will be considered when redesigning services.

Religion & Beliefs:

Further work is required in this area to better understand if there are barriers for customers in accessing services based on religion or belief. WCC will work with services under the new contract/s to develop good quality data collection tools which will support this going forward.

Sexual Orientation:

Further work is required in this area to better understand if there are barriers for customers in accessing services based on sexual orientation. WCC will work with services under the new contract/s to develop good quality data collection tools which will support this going forward.

Care Leavers:

4% of Warwickshire population (ONS 2021) were 16-18yrs. As of 31.12.22 there were 249 16/17yr olds 'in care' and eligible to receive a service from Leaving Care (240 children) or who had left care and were already receiving leaving care support (9 children). This is a rate of 189 per 10,000 of the 16-17 Warwickshire population. However, 38% of these children are unaccompanied asylum-seeking children (UASC) and less likely to access services.

Care leavers make up a small proportion of the services' customers: on average 7% of customers across all services during a 1yr reporting period are care leavers. Between April 21 – April 22, 31% of St Basils young people customers and 14% of P3 young people customers were care leavers. A reduction in local services may result in more young people being accommodated in services that are a greater distance from their support networks/connections, education centres and/or employment.

Current customers who are offenders:

42% of Accommodation-based service users are Ex-offender Single Males aged 26-54; 6% are Ex-offender Single Females aged 26-54

B – Qualitative Evidence

This is data which describes the effect or impact of a change on a group of people, e.g., some information provided as part of performance reporting.

Over June and July 2022, engagement sessions with customers from P3 generic and intensive floating support, P3 additional street outreach service, P3 accommodation services and Together (disability floating support) were conducted. These engagement sessions were carried out in person for P3 customers and over the phone for Together customers as this was agreed to be more accessible. Young people were less willing to engage, not all young people that expressed an interest to engage did engage.

The engagement sessions were used as a follow up from the engagement work that Homeless Link were commissioned to carry out in 2018. Homeless Link were commissioned to carry out a needs assessment and undertake engagement work to support the retendering of services. New contracts were originally scheduled to be let from August 2021 but due to the impact of the Covid 19 pandemic contracts were extended and will now end in July 2024. Due to this extension and the changes made to services due to the Covid 19 pandemic it was agreed that it was necessary to gather current customers' feedback. The engagement sessions were guided by questions which used data and information from 2018 engagement work. This is to explore if the views and feedback still reflect the feedback gathered in 2018 or if opinions had changed over the pandemic.

During the engagement sessions, 54 customers across the commissioned services were involved in discussions. This report brings together the major findings from the 2022 engagement and comparisons with the 2018 engagement. The report will inform the re-commissioning processes and decision making to ensure what is being commissioned is reflective of customers' feedback and needs.

The engagement told us:

1. Services were felt to be easy to access.
2. The mixed model (face to face and via phone) approach to communication was most valued.
3. 68% of customers who engaged in sessions reported that they were referred through other organisations and professionals.
4. Afternoon weekday provision best met customers' needs.
5. Accommodation services are valued by the customers.
6. Having a starting from strengths approach through strong working relationships between support worker and customer is key to reaching positive outcomes for individuals.
7. Recruiting the right staff (value-based recruitment) and ensuring adequate training and support to have local knowledge and trauma informed approach was key. There needs to be a focus on providers' understanding of mental health and domestic abuse and building those relationships appropriate organisations in the community.
8. High level of support needs around mental health and wellbeing and awareness of staff to meet these needs was crucial for customers' engagement within support services and other services they worked with.
9. The current service offer is meeting the needs of the community with some minor additions which are outlined in appendix 2.
10. Signposting and maintaining relationships with other key agencies remain a strong important element of the support.
11. Young people who responded to the 2022 survey were very positive about the support received and their support workers, especially those receiving floating support.
12. Feeling safe, supported and respected was important to young people.
13. Young people like to receive information by text and email and from their support worker.
14. Young people thought standard and cleanliness of accommodation was important.
15. Young people thought it was important that support workers understood mental health issues.
16. Young people thought waiting times to access accommodation could be improved.

Before this, in Autumn 2021 an on-line survey was undertaken with key stakeholders to understand the support needs of young people and adults and to consider what other support is available to people locally.

1. Twenty-six people completed the survey which represented twenty-two different organisations/teams across Warwickshire. Responses were received from: the five Local Housing Authorities; criminal justice organisations, voluntary and community sector organisations including national and local housing-focused charities; Registered Providers, WCC Mental Health and Wellbeing commissioner, WCC Family Information Service (FIS).
2. Only three of the twenty-six respondents felt that the needs of vulnerable people who are homeless or at risk of homelessness are being met.
3. While there was evidence of each organisation referring on or signposting individual cases to other agencies, indicating an awareness of the other services, there was also a sense that multi-agency client-centered working and ‘wrap-around’ support could be improved.
4. Organisations told us they refer people to their local housing authority when homeless or at risk of losing their home whether they have a legal duty to refer or not.
5. Having a holistic trauma informed approach and starting from strengths was seen as important to maximise engagement of vulnerable people.
6. The majority of respondents felt support services should offer ‘high level support’ defined as - ‘operating as link workers to facilitate multi-agency involvement and engage with services’ aimed at those with multiple needs.
7. When considering the likely impact of a reduction in service, respondents felt the largest impact on their organisations would be seen as a result of a reduction in young people’s support services.
8. There were a number of suggestions about community assets that could be available to support people, but these were not generally viewed as having sufficient resource or expertise to meet the needs of people with complex needs.

WCC decisions about the design of future support services from August 2024 should be informed by further meaningful engagement with key stakeholders.

Section Three: Engagement

Has the proposed activity been subject to engagement or consultation with those it’s going to impact, taking into account their protected

Phase one: Engagement with our current customers and stakeholders

Homeless Link: engagement work undertaken prior to the pandemic in preparation for re-tendering, which was then paused (Homeless Link Report 2019-2020) and feedback from people using services through the quality and performance monitoring, including quarterly returns, annual reports, case studies, compliments and complaints in the last financial year 2021-2022.

Stakeholder Event – January 2020: 37 stakeholders, including current providers and partner agencies attended an event to consider the effectiveness of current services, what works well, what could be better and any gaps in service.

characteristics and socio-economic status?	<p>Engagement with Districts and Boroughs – January 2020: Commissioners met individually with representatives of District and Borough Housing Departments to review current service offer and potential partnership working for future services.</p> <p>Engagement 2022: As detailed above during June and July 2022 engagement sessions were completed.</p> <p>Stakeholder Task and Finish: In Autumn 2021 an on-line survey was undertaken with key stakeholders to understand the support needs of young people and adults and to consider what other support is available to people locally.</p> <p>26 people completed the survey which represented 22 different organisations/teams across Warwickshire. Responses were received from: the five Local Housing Authorities; criminal justice organisations, voluntary and community sector organisations including national and local housing-focused charities; Registered Providers, WCC Mental Health and Wellbeing commissioner, WCC Family Information Service (FIS).</p> <p>The questions asked about the type of activity provided by the organisations, how they support people who are homeless or at risk of homelessness; how they view the contribution of the services and what they feel would be the impact of a reduction in the support service offer.</p> <p>Phase 2: Public Consultation Public consultation will be conducted May-July 2023 to seek views on the proposed options for the support service.</p>	
If YES, please state who with.	YES, engagement with current customers and public consultation.	
If NO engagement has been conducted, please state why.		
How was the engagement carried out?	Yes / No	What were the results from the engagement?
Focus Groups	Yes	See Section B – Qualitative Evidence above – what the engagement told us.
Surveys	Yes	
User Panels		

Public Event	Yes	
Displays / Exhibitions		
Other (please specify)	1:1 face to face discussions and phone conversations with customers Redesign workshops with Key Stakeholder redesign workshops, with key stakeholders (Housing teams in the five District and Borough Councils, Warwickshire Probation Service, Warwickshire County Council Adult Social Care and Support and Children and Families Service and the Family information Service).	
Has the proposed activity changed as a result of the engagement?	Yes	Engagement 2022 informed re-design.
Have the results of the engagement been fed back to the consultees?	Yes	Verbal feedback to providers to pass onto customers and thanks. Reports to housing board of stakeholder engagement and customer engagement.
Is further engagement or consultation recommended or planned?	Yes	Public consultation May – July 2023
What process have you got in place to review and evaluate?	We are working with business intelligence to support the analysis of the public consultation. We have built in 5 weeks' time to support this.	

Section Four: Assessing the Impact

Protected Characteristics and other groups that experience greater inequalities

Proposal 1: Reducing the spend by equal proportions and allocating the available budget at same proportions for young people and adult services as current contract arrangements

Service reductions will have a negative impact on current customers and the service offer, and this will include young people, customers with disabilities, and mental health needs and customers who are Black / African / Caribbean / Black British (because this latter group is more heavily represented in the cohort receiving support than in the Warwickshire population at large).

The specification will clearly outline that providers are to respond to and provide ongoing support to customers through an inclusive and non-discriminatory approach.

	Impact type (+) (=) (-) or (+&-)	Nature of impact
Age	(-/+) 	There will be fewer customers supported through the young people accommodation services. There will be fewer customers supported through the adults' accommodation service. These customers may still require accommodation support services which may increase pressure in other areas, some of which may not be available to some age groups due to the nature of the service. Having two separate services will ensure the needs of people in transition is met adequately so we don't anticipate a negative impact on transitions.
Disability: Consider: <ul style="list-style-type: none"> Physical disabilities Sensory impairments Neurodiverse conditions (e.g., dyslexia) 	(+&-)	The disabilities contract for floating support is currently separate. In the new contract all adults floating support will be provided by one provider and young people floating support will be provided by another provider. We expect an inclusive service to be provided and for providers to be adequately trained to support these customers, which will be clearly outlined in the service specification.

<ul style="list-style-type: none"> • Mental health conditions (e.g., depression) • Medical conditions (e.g., diabetes) 		Depending on the outcome of the tender, customers may need to move providers and will need to be supported through this process.
Gender Reassignment	(=)	This won't directly impact. The specification will also outline training requirements to ensure providers have sufficient training to support the wide range of potential customers. Providers will be required to work with customers through their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments.
Marriage and Civil Partnership	(=)	This won't directly impact. The specification will also outline training requirements to ensure providers have sufficient training to support the wide range of potential customers. Providers will be required to work with customers through their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments.
Pregnancy and Maternity	(-)	Adult accommodation services are aimed at single residents. This may have negative impacts on pregnant women or adults with children who require accommodation services. Young people accommodation currently has a mother and baby's hostel. With service reduction the number of mothers supported may decrease, negatively impacting the number of mothers and babies accessing the service. Providers will be required to work with customers through their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments.
Race: Including: <ul style="list-style-type: none"> • Colour • Nationality • Citizenship • Ethnic or national origins 	(=)	The ethnicity of customers of the services reflects the ethnicity of main applicants owed a prevention or relief duty as homeless, however this is disproportionate to the population of Warwickshire. The specification will also outline training requirements to ensure providers have sufficient knowledge to support the wide range of potential customers.
Religion or Belief	(=)	The number of people using the services at present are representative of the religious make up of Warwickshire. This won't directly impact. The specification will also outline training requirements to ensure providers have sufficient training to support the wide range of potential customers.

Sex	(-)	Single men are large users of the adult's accommodation service. It is likely these customers will therefore see a greater impact under this proposal; however, impact is likely to be experienced by all genders. These customers may still require accommodation support services which may increase pressure in other areas, some of which may only provide gender specific services.
Sexual Orientation	(=)	The number of people using the services at present are representative of the diverse sexual orientation of England. There will be no direct impact from this proposal in regard to sexual orientation. The specification will also outline training requirements to ensure providers have sufficient training to support the wide range of potential customers.
Vulnerable People: <ul style="list-style-type: none"> • Individuals who suffer socio-economic disadvantage • Armed Forces (WCC signed the Armed Forces Covenant in June 2012) • Carers • Homeless • People leaving Prison • People leaving Care 	(=&-)	<p>With services being reduced it may increase the number of individuals being at risk of homelessness, made homeless or continue to be homeless.</p> <p>Ex-offenders are a large percentage of the cohort using accommodation service. The reduction in these services may result in them being homeless or not being able to access accommodation or services. People experiencing socio-economic disadvantage will be negatively impacted as they may not be able to access the services if they require them due to smaller provision.</p> <p>Reduced services for young people. 16-25 may need to access alternative accommodation services or struggle to access support services.</p> <p>This could negatively impact care leavers, meaning they will have to find alternative accommodation for this cohort of young people.</p> <p>Providers will be required to work with customers though their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments.</p>
Health Inequalities (HI) Many issues can have an impact on health: is it an area of deprivation, does every population group have equal access, unemployment, work conditions, education, skills, our living situation, rural, urban, rates of crime etc	(-)	<p>Increase in homelessness which can negatively impact individuals' health.</p> <p>Decrease in service may result in some customers who require support not accessing this which can increase stress and anxiety around housing situation.</p> <p>An impact assessment will need to be completed to highlight the mitigations for this group of customers and to consider alternative routes and accommodation with other key stakeholders. This work will be completed with the children's social care teams.</p> <p>Providers will be required to work with customers though their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments.</p>
Other Groups If there are any other groups		None

Proposal 2: Stop commissioning the separate floating support service for people with disabilities and meet those needs under the two inclusive floating support services, one for people aged 16-25 and one for people aged 25+

We propose to stop commissioning the separate service for people with disabilities, but those people will be able to apply for support from the two new services in the same way, and the two new services will each be able to meet the same range of customers' needs as the current services.

The proportion of the total budget that would have been spent on the separate service for people with disabilities will all be added to the money spent on the two floating support services.

The specification will clearly outline that providers are to respond to and provide ongoing support to customers through an inclusive and non-discriminatory approach.

	Impact type (+) (=) (-) or (+&-)	Nature of impact
Age	(+&-)	Currently the Disability support service is open for all ages from 16+. The breakdown of 16 - 25 years old with a disability using the service is 19%, with the remaining 81% of customers with a disability being over 25 years. The proposal to offer inclusive services will ensure services remain available to support people from 16yr+ with disabilities.
Disability Consider: <ul style="list-style-type: none"> • Physical disabilities • Sensory impairments • Neurodiverse conditions (e.g. dyslexia) • Mental health conditions (e.g. depression) • Medical conditions (e.g. diabetes) 	(+&-)	The disabilities contract for floating support is currently separate. In the new contract we propose that the needs of people with disabilities will be met by two inclusive services – 16 -25 years old floating support and 25 + floating support. We expect these services will offer a personalised service that meets individual needs of customers, inclusive of those with disabilities. The specification will also state that staff teams will be adequately trained to support the range of customers who may require support. Providers will be required to work with customers through their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments.

Gender Reassignment	(=)	This service redesign won't directly impact. The specification will also outline training requirements to ensure providers have sufficient training to support the wide range of potential customers. Providers will be required to work with customers though their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments.
Marriage and Civil Partnership	(=)	This service redesign won't directly impact. The specification will also outline training requirements to ensure providers have sufficient training to support the wide range of potential customers. Providers will be required to work with customers though their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments.
Pregnancy and Maternity	(+&-)	This service redesign won't directly impact. Providers will be required to work with customers though their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments.
Race: Including: <ul style="list-style-type: none"> • Colour • Nationality • Citizenship • Ethnic or national origins 	(=)	Data on ethnicity needs to be improved before clear conclusions can be drawn. However there are suggestions in available data that there are difference in the proportions of people identifying as Asian or Black in the general population compared with the current service users.
Religion or Belief	(=)	The number of people using the services at present are representative of the religious make up of Warwickshire, however data collection across current services is not consistent. Further work is required in this area to better understand if there are barriers for customers in accessing services based on religion or belief. The specification will also outline training requirements to ensure providers have sufficient training to support the wide range of potential customers. Providers will be required to work with customers though their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments.
Sex	(+&-)	Looking at the current disabilities service we have a slightly higher percentage of males using the service at 58% compared to 42% females. For young people 16-25 years floating services - 35% of customers are male compared to 65% female and for generic adult 25+ floating services 45% are males and 55% are females. By combining the floating support services, we would not envisage a direct impact on any specific sex and the overall service is expected to reflect the Warwickshire profile.

Sexual Orientation	(=)	Further work is required in this area to better understand if there are barriers for customers in accessing support services based on sexual orientation. WCC will work with services under the new contract/s to develop good quality data collection tools which will support this going forward. The specification will also outline training requirements to ensure providers have sufficient training to support the wide range of potential customers.
Vulnerable People: <ul style="list-style-type: none"> • Individuals who suffer socio-economic disadvantage • Armed Forces (WCC signed the Armed Forces Covenant in June 2012) • Carers • Homeless • People leaving Prison • People leaving Care 	(=)	The identified vulnerabilities of people within the current disability services are similar to that of other customers. The specification will outline training requirements to ensure providers have sufficient training to support the wide range of potential customers. Providers will be required to work with customers though their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments.
Health Inequalities (HI) Many issues can have an impact on health: is it an area of deprivation, does every population group have equal access, unemployment, work conditions, education, skills, our living situation, rural, urban, rates of crime etc	(-)	Overall decrease in service may result in some customers who require support not accessing this which can increase in stress and anxiety around their housing situation. The knock-on impact of a reduction of service therefore may risk increasing negative impacts in other areas of customers lives. We will work with customers, providers and district and borough councils to support with access to alternative services and other support services related to the specific are of need/inequality. Providers will be required to work with customers though their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments.
Other Groups If there are any other groups		None

Proposal 3: Introducing a flexible range of shorter support and interventions that respond to individual needs as efficiently as possible and give earlier, focused support for customers who do not need longer term support

We propose to keep the option of both self-referral and referral by organisations on behalf of an individual.

We propose this change for all floating support services, young people 16-25 years and adults 25+.

We propose to introduce:

- Early signposting where people can be supported to find help from other services which may be able to support them.
- A new Brief Intervention of between 1 and 5 telephone and/or face to face support sessions. This is targeted to help resolve people's situations and support their self-help, so they are enabled to remain independent. Self-help (telephone and online support) could include District and Borough housing services and support services such as Citizen's Advice, Drug and Alcohol Services, Local Community Organisations and Social Care.
- A new 12-week short term transition/ resettlement/enablement floating support for those whose needs can be met in this time.

By offering the additional early signposting, brief interventions and 12-week service, short term floating support customers will receive a holistic and personalised service and be supported to access the right service at the right time.

Although services reductions will have a negative impact on current customers and the support service offer. This service redesign will not have a direct negative impact due to peoples protected characteristics. The specification will clearly outline that providers are to respond to and provide ongoing support to customers through an inclusive and non-discriminatory approach.

	Impact type (+) (=) (-) or (+&-)	Nature of impact
Age	(+&-)	We are keeping the age range for services at 16- 25 years and 25+ , however the number of customers receiving a service across these age groups may be impacted. The specification will also outline training requirements to ensure providers have sufficient knowledge to support the wide range of potential customers.

Disability: Consider: <ul style="list-style-type: none"> • Physical disabilities • Sensory impairments • Neurodiverse conditions (e.g. dyslexia) • Mental health conditions (e.g. depression) • Medical conditions (e.g. diabetes) 	(+&-)	<p>This service redesign won't directly impact. All services should be inclusive and meet the needs of people with disabilities.</p> <p>The specification will also outline training requirements to ensure providers have sufficient training to support the wide range of potential customers. Providers will be required to work with customers though their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments.</p> <p>Providers will be required to check everyone's communication preferences and access requirements and make arrangements accordingly. This may include for example providing interpreters, information in other languages, large fonts and ensuring support locations have wheelchair access (list is not exhaustive).</p>
Gender Reassignment	(=)	<p>The specification will also outline training requirements to ensure providers have sufficient knowledge to support the wide range of potential customers. Providers will be required to work with customers though their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments.</p>
Marriage and Civil Partnership	(=)	<p>This service redesign won't directly impact.</p> <p>The specification will also outline training requirements to ensure providers have sufficient knowledge to support the wide range of potential customers. Providers will be required to work with customers though their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments.</p>
Pregnancy and Maternity	(+&-)	<p>Expectant and new mothers will be able to access support and will be signposted to support specifically relating to pregnancy/maternity.</p>
Race: Including: <ul style="list-style-type: none"> • Colour • Nationality • Citizenship • Ethnic or national origins 	(=)	<p>The ethnicity of customers of service reflects the ethnicity of main applicants owed a prevention or relief duty as homeless, however this is disproportionate to the population of Warwickshire.</p> <p>The specification will also outline training requirements to ensure providers have sufficient knowledge to support the wide range of potential customers.</p> <p>Translators will be provided if required and information will be available in different languages.</p>
Religion or Belief	(=)	<p>The number of people using the services at present are representative of the religious makeup of the UK. This service redesign won't directly impact. Providers will be required to work with customers though their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments.</p> <p>The specification will also outline training requirements to ensure providers have sufficient knowledge to support the wide range of potential customers.</p>

Sex	(=)	This service redesign won't directly impact. People will be able to request to speak to/be supported by people of a specified gender by phone, virtually and in person. The specification will also outline training requirements to ensure providers have sufficient training to support the wide range of potential customers.
Sexual Orientation	(=)	The number of people using the services at present are representative of the sexual orientation makeup of the UK . This service redesign won't directly impact. The specification will also outline training requirements to ensure providers have sufficient knowledge to support the wide range of potential customers.
Vulnerable People: <ul style="list-style-type: none"> • Individuals who suffer socio-economic disadvantage • Armed Forces (WCC signed the Armed Forces Covenant in June 2012) • Carers • Homeless • People leaving Prison • People leaving Care 	(+&-)	People receiving support services may have some and/or all of the stated vulnerabilities. The service redesign aims to enable customers to access enhance signposting and brief intervention to enable them to resolve situations and support their self-help and get the right service at the right time. Appointment times and locations will be flexible to take into account people's diverse needs and commitments, for example, carers and those travelling by public transport. Providers will be required to work with customers though their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments. The specification will also outline training requirements to ensure providers have sufficient training to support the wide range of potential customers.
Health Inequalities (HI) Many issues can have an impact on health: is it an area of deprivation, does every population group have equal access, unemployment, work conditions, education, skills, our living situation, rural, urban, rates of crime etc.	(+&-)	This service redesign should not directly impact individuals' health. The proposal should support customers receiving focussed floating support in more efficient and timely manner, enabling swifter signposting to alternative or additional services. Providers will be required to work with customers though their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments.
Other Groups If there are any other groups		None

Proposal 4: Reduce the maximum duration of services

We are proposing to reduce the maximum duration of a service intervention for an individual.

We propose to:

- Reduce the maximum duration of floating support for people aged 16-25 from 24 to 12 months
- Reduce the maximum duration of floating support for people aged 25+ from 12 months to 6 months
- Reduce the maximum duration of ACC from 24 months to 18 months

In order to maximise the resource we will have and continue to support as many customers as possible, we aim to increase the throughput of customers.

This service redesign is not a direct negative impact due to people's protected characteristics. The specification will clearly outline that providers are to respond to and provide ongoing support to customers through an inclusive and non-discriminatory approach. The specification will also outline training requirements to ensure providers have sufficient knowledge to support the wide range of potential customers.

	Impact type (+) (=) (-) or (+&-)	Nature of impact
Age	(+&-)	This service redesign should not directly impact people based on age, services will continue to be available for the same age groups, however the duration of this support will be shorter enabling us to support greater throughput of customers with a more focussed approach. Different services have historically had different maximum duration of support. We have looked at actual support durations and considered where we can make efficiencies at the same time as supporting people to achieve their support plan outcomes. Young people may need longer duration of support as they are less likely to have lived by themselves before and need support to develop their basic independent living skills (cooking, washing, cleaning) alongside being tenancy ready. By exception and with commissioners' approval individual people may be supported for longer periods.

Disability Consider: <ul style="list-style-type: none"> • Physical disabilities • Sensory impairments • Neurodiverse conditions (e.g. dyslexia) • Mental health conditions (e.g. depression) • Medical conditions (e.g. diabetes) 	(+&-)	<p>This service redesign should not directly impact people based on disability.</p> <p>The support plan identifies the specific outcomes people need to enable them to live independently, move into more secure/appropriate housing and reduce the risk of homelessness. The plan also identifies milestones and timescales for achieving incremental goals, including a period of reducing support in preparation for independence and transitional support.</p> <p>Providers will be required to work with customers though their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments.</p>
Gender Reassignment		<p>No impacts are foreseen on the basis of gender reassignment. This will be reviewed continuously and if negative impacts arise, mitigating actions will be put in place.</p> <p>Providers will be required to work with customers though their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments.</p>
Marriage and Civil Partnership		<p>No impacts are foreseen on the basis of marriage and civil partnership. This will be reviewed continuously and if negative impacts arise, mitigating actions will be put in place.</p> <p>Providers will be required to work with customers though their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments.</p>
Pregnancy and Maternity		<p>This service redesign should not directly impact people based on pregnancy and maternity.</p> <p>Length of support will take into account the stage of the pregnancy and estimated due date, support may be extended if support needs have not been fully met and/or further post-natal support is required to access specialist support networks.</p> <p>Providers will be required to work with customers though their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments.</p>
Race Including: <ul style="list-style-type: none"> • Colour • Nationality • Citizenship • Ethnic or national origins 		<p>No impacts are foreseen on the basis of race. This will be reviewed continuously and if negative impacts arise, mitigating actions will be put in place.</p>

Religion or Belief		No impacts are foreseen on the basis of religion or belief. This will be reviewed continuously and if negative impacts arise, mitigating actions will be put in place. Providers will be required to work with customers though their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments.
Sex		No impacts are foreseen on the basis of sex. This will be reviewed continuously and if negative impacts arise, mitigating actions will be put in place.
Sexual Orientation		No impacts are foreseen on the basis of sexual orientation. This will be reviewed continuously and if negative impacts arise, mitigating actions will be put in place.
Vulnerable People: <ul style="list-style-type: none"> • Individuals who suffer socio-economic disadvantage • Armed Forces (WCC signed the Armed Forces Covenant in June 2012) • Carers • Homeless • People leaving Prison • People leaving Care 		People receiving services may have some and/or all of the stated vulnerabilities. With less money we want to try and support more people by increasing the throughput of customers. Appointment times and locations will be flexible to take into account people's diverse needs and commitments, for example, carers and those travelling by public transport. Providers will be required to work with customers though their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments.
Health Inequalities (HI) Many issues can have an impact on health: is it an area of deprivation, does every population group have equal access, unemployment, work conditions, education, skills, our living situation, rural, urban, rates of crime etc		This service redesign should not directly impact individuals' health. The proposal reduces the duration of the support received which may negatively impact other inequalities for customers. Providers will be required to work with customers though their support offer/arrangements in a way which supports customers continuing access/attendance at other key services/appointments. By exception and with commissioners' approval individual people may be supported for longer periods.
Other Groups If there are any other groups		

Public Sector Equality Duty (PSED)

Public Authorities must have 'due regard' to the need to eliminate unlawful discrimination, advance equality of opportunity and foster good relations. Please evidence how your proposed activity meets our obligations under the PSED.

When we commission providers to deliver services on behalf of WCC we expect them to carry out the PSED duty on our behalf and this is evidenced in our specification and contracts; evaluated as part of the tender process and monitored throughout the lifetime of our contracts.

	Evidence of Due Regard
Eliminate unlawful discrimination (Harassment, victimisation and other prohibited conduct):	During the tender process it will be made clear to providers the expectations we uphold from our commissioned providers including discrimination policies for customers and staffing of services.
Advance equality of opportunity: This involves <ul style="list-style-type: none"> removing or minimizing disadvantages suffered by people due to their protected characteristics. taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people, for example, taking steps to take account of people with disabilities; encouraging people with certain protected characteristics to participate in public life or in other activities where their participation is disproportionately low. 	During the tender process it will be clear from the specification that providers are to respond to and deliver ongoing support to customers through an inclusive and non-discriminatory approach. We will expect our providers to make reasonable adjustments to ensure everyone can access the support they require. The services will cover the support of customers with disabilities with their housing needs. This will support them to participate in public life and other activities. The service also supports offenders and care leavers to find suitable housing arrangements and with their housing and financial needs. During the public consultation, a provider will be commissioned to support vulnerable adults and young people to partake in the public consultation. This will ensure that their voice and opinion are heard and listened to in regard to the service re-design.
Foster good relations: This means tackling prejudice and promoting understanding between people from different groups and communities.	Within the service specifications we require service providers to evident their commitment to eliminate unlawful discrimination, advance equality of opportunity and foster good relations. Including aiming to employ diverse staff who reflect the communities we serve so that everyone can be understood and respected. Training and support being available for staff on working with customers and communities from diverse backgrounds and identities so that everyone in Warwickshire can feel safe, valued, supported and respected.

Section Five: Partners / Stakeholders

Which sectors are likely to have an interest in or be affected by the proposed activity?	Yes / No	Describe the interest / affect
Businesses	No	
Councils	Yes	District and Borough (D & B) councils will be impacted by the decision made through re-tendering process and the savings to be made by reducing services (Proposal One) The redesign proposals aim to reduce the impact and support a personalised and inclusive offer, so people get the right service at the right time and increase the throughput. D & B are clear that the current services support them in preventing homelessness and supporting vulnerable people to remain in their homes. Any reduction in service they feel will impact on increasing the number of people experiencing homelessness. All proposals will have impact on housing services offered by D&B councils
Education Sector	Yes	Interested – may need to refer people to an alternative service given what proposed model and whoever is successful in the tender process.
Fire and Rescue	Yes	Interested – may need to refer people to an alternative service given what proposed model and whoever is successful in the tender process.
Governance Structures	Yes	
NHS	Yes	Interested – may need to refer people to an alternative service given what proposed model and whoever is successful in the tender process.
Police	Yes	Interested – may need to refer people to an alternative service given what proposed model and whoever is successful in the tender process.
Voluntary and Community Sector	Yes	Impacted – other services in the voluntary and community sector may have an increase in customers. This will be those who are no longer able to access support through our commissioned offer.

<p>Other(s): please list and describe the nature of the relationship / impact</p>	<p>Customers & their families – Impact, decrease in service provision will mean there is less current support on offer. May need to look at alternative options. Current providers – Impacted. Depending on impact of re-tendering but could be de-commissioned, TUPE, redundancy. WCC procurement – Impacted. Work closely through re-tendering process. WCC insight team – Impacted supporting with consultation analysis. WCC Finance - Impacted. Work closely through re-tendering process. WCC Legal - Impacted. Work closely through re-tendering process. WCC Health and Wellbeing Board – Interested. Need to be kept informed of changes and impact of these. WCC Equalities WCC information governance WCC Youth Services – Interested. Need to be kept informed of changes and impact of these. WCC Vulnerable Adults – Interested. Need to be kept informed of changes and impact of these. WCC Safeguarding – Interested. Need to be kept informed of changes and impact of these. WCC public health – Interested. Need to be kept informed of changes and impact of these. WCC Youth offending team - – Interested. Need to be kept informed of changes and impact of these. WCC SHAD/Extra Care - – Interested. Need to be kept informed of changes and impact of these. WCC FIS - Interested. Need to be kept informed of changes and impact of these. Housing Associations – Interested. Need to be kept informed of changes and impact of these.</p>
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Section Six: Action Planning
 If you have identified impacts on protected characteristic groups in Section Four, please summarise these in the table below detailing the actions you are taking to mitigate or support this impact. If you are not taking any action to support or mitigate the impact, you should complete the No Mitigating Actions section below instead.

Mitigating Actions

All the proposed models and reasoning behind them will be shared with the public through a public consultation. The aim of this consultation is to inform the public about the proposals and the reasons for them. What the people of Warwickshire tell us during this consultation will help us consider how we redesign services and what services we keep, reduce and/or stop delivering. We will wish to offer and deliver as many of the right services to the right people at the right time as possible and your views about how we should do this are important.

Proposal 1: Reducing the money we spend on accommodation and floating services by an equal proportion

Identified Impact	Action(s)	Timescale incl. evaluation and review date	Name of person responsible
1. There will be fewer customers supported through the young people accommodation services.	Working with Children & Families team to look at specific impact on care leavers and children in care to identify the impact and alternative provision/mitigation. (Impacts 1, 4, 5, 6, 7, 8, 9, 10)	Before May 2023	Commissioner with support from operational teams Commissioning Support Officers
2. There will be fewer customers supported through the adult accommodation service.	There will be a public consultation which may influence how the services are re-designed. (All impacts)	Consultation taking place May 2023	District and Boroughs Commissioners and awarded provider
3. Customers with disability will not have access to a service described as a disability specialist service.	Redesign proposals 2-4 create efficiencies and aim to increase throughput of customers, early intervention and ensure people get the right service at the right time. Try and reduce the impact on service reductions. (All impacts)	During re-tender	CGL and CAB
4. Reduced services for mothers and children.	We expect both the young people's 16-25 years and adults 25+ floating support will offer an inclusive service and meet the needs of people with disabilities as part of their contract and for all providers to be adequality trained to support these customers. (Impact 3)	During re-tender	
5. Reduced services for person with prior criminal justice system involvement	Signposting to D&B local housing authorities (Impacts 1, 2, 4, 5, 6, 7, 8, 9, 10)	Throughout contract	
6. Reduced service offer for single men			
7. Increase of homelessness in the County.			
8. Higher number of people with prior criminal justice system involvement needing an accommodation service from other providers/agencies			

<p>9. Negative impact on health due to homelessness or stress/anxieties around housing situation</p>	<p>Ensure WCC website clearly outlines what to do when you are experiencing homelessness and what services are and how to refer. (All impacts)</p>	<p>Throughout contract</p>	
<p>10. Less accommodation or support for care leavers. Resulting in alternative service pressures.</p>	<p>Ensure WCC Communication Plan and new providers Marketing Plan is delivered to ensure all stakeholders across public sector and voluntary sector are aware of the redesign services and what is available and how to refer to maximise engagement of potential customers (All Impacts)</p>	<p>Prior to mobilisation of new providers and throughout contract</p>	
<p>11. The ethnicity of customers reflects the ethnicity of main applicants owed a prevention or relief duty as homeless, however this is disproportionate to the population of Warwickshire.</p>	<p>Ensure probation are aware of what is available (Impact 8)</p>	<p>During re-tender</p>	
	<p>Signposting to citizen's advice and CGL and compass (Impacts 1, 2, 4, 5, 6, 7, 8, 9, 10)</p>	<p>Throughout contract</p>	
	<p>Make sure support services are more accessible and representative of Warwickshire's population (All impacts)</p>	<p>Throughout contract</p>	
	<p>Ensure future service specification promote equality and diversity, with clear expectations around monitoring, training and quality of services. We will look to work with providers to explore how accessible services are to Asian communities who are currently underrepresented. (Impacts 11)</p>	<p>During re-tendering and on-going performance management</p>	

Proposal 2: Stop commissioning the separate floating support service for people with disabilities and meet those needs under the two inclusive floating support services, one for people aged 16-25 and one for people aged 25+

Age	(+&-)	Currently the Disability floating support service is open for all ages from 16+. The breakdown of 16 - 25 years old with a disability using the service is 19%, with the remaining 81% of customer were over 25 years. The proposal to offer inclusive services will ensure services remain available to support people with disabilities for 16 – 25 years and 25 +, and we may see an increase in young people with disabilities accessing services.
Disability Consider: <ul style="list-style-type: none"> • Physical disabilities • Sensory impairments • Neurodiverse conditions (e.g. dyslexia) • Mental health conditions (e.g. depression) • Medical conditions (e.g. diabetes) 	(+&-)	The disabilities contract for floating support is currently separate. In the new arrangements we propose that the needs of people with disabilities will be meet by two inclusive services – 16 -25 years old floating support service and 25 + floating support service. We expect these services will offer a personalise service that meets individual needs of customers, inclusive of those with disabilities. The specification will also state that staff teams will be adequality trained to support the range of customers who may require support.
Sex	(+&-)	Looking at the current disabilities service we have a slightly higher percentage of males using the service at 58% compared to 42% females. For young people 16-25 years floating support service- 35% of customers are male compared to 65% female and for generic adult 25+ floating support service 45% are males and 55% are females. By combining the floating support services, we would not envisage a direct impact on any specific sex and the overall service is expected to reflect the Warwickshire profile.
Vulnerable People: <ul style="list-style-type: none"> • Individuals who suffer socio-economic disadvantage • Armed Forces (WCC signed the Armed Forces Covenant in June 2012) • Carers • Homeless • People leaving Prison 	(+&-)	The disabilities contract for floating support is currently separate. In the new arrangements we propose that the needs of people with disabilities, including those with these vulnerabilities, will be meet by two inclusive services – 16 -25 years old floating support and 25 + floating support service. We expect these services will offer a personalise support service that meets individual needs of customers, inclusive of those with disabilities. The specification will also state that staff teams will be adequality trained to support the range of customers who may require support.

• People leaving Care		
Health Inequalities (HI) Many issues can have an impact on health: is it an area of deprivation, does every population group have equal access, unemployment, work conditions, education, skills, our living situation, rural, urban, rates of crime etc	(+&-)	This service redesign should not directly impact individuals' health. Overall decrease in service may result in some customers who require support not accessing this which can increase in stress and anxiety around their housing situation.

Identified Impact	Action(s)	Timescale incl. evaluation and review date	Name of person responsible
<ol style="list-style-type: none"> 1. Change in the way people with disabilities will access the floating service 2. Potential changes in the way people with disabilities will continue to be given support if they are receiving services at the point of any change of service provider 3. Customers with disability will not have access to a service described as a disability specialist service. 	<p>There will be a public consultation which may influence how the services are re-designed. (Impact 1 and 2)</p> <p>Deliver the actions within the Communication Plan including:</p> <ul style="list-style-type: none"> ➤ Ensure WCC website clearly outlines what to do when you need support and/or you are homeless ➤ Make sure support services (WCC internal and external), District and Borough Housing teams are clear about where to signpost future customers who have disabilities and referral processes <p>(Impact 1 and 2)</p> <p>Ensure redesign specifications are clear about offering inclusive services and expectation of</p>	<p>Consultation taking place May – July 2023</p> <p>Initially marketing April 2023 – September 2024 and Updated as needed throughout contract</p> <p>September 2023</p>	<p>Commissioner Commissioning Support Officers WCC Communication Teams Awarded provider and commissioners</p>

	<p>the workforce to be able to support a diverse range of customers</p> <p>As part of mobilisation ensure both customers are aware of changes and key stakeholders and supported through the process based on customer choice (Impact 1 and 2)</p> <p>We expect both the young people's 16-25 years and adults 25+ floating services will offer an inclusive service and meet the needs of people with disabilities as part of their contract and for all providers to be adequately trained to support these customers. (Impact 3)</p>	<p>During mobilization of tender</p>	
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No Mitigating Actions

<p>Please explain why you do not need to take any action to mitigate or support the impact of your proposed activity.</p>
<p>Proposal 3 and Proposal 4 focus on increased throughput for customers and getting to the right service at the right time, with enhance signposting and brief intervention support to enable independence and customers resolving issues for themselves with short-term support. These redesign proposals have no direct impact based on people's protected characteristics, so no action plan is required for these areas.</p>

Section Seven: Assessment Outcome

Only one of following statements best matches your assessment of this proposed activity. Please select one and provide your reasons.

No major change required		
The proposal has to be adjusted to reduce impact on protected characteristic groups and/or health inequalities		
Continue with the proposal but it is not possible to remove all the risk to protected characteristic groups and/or health inequalities	X	This has the potential to impact on Warwickshire customers. However, we plan to work with local communities and partner organisations to put mitigating actions in place to ensure everyone can still access the support they need.
Stop the proposal as it is potentially in breach of equality legislation		

Section Eight: Sign Off

N.B To be completed after the EIA is completed but before the area of work commences.

Name of person/s completing EIA	Victoria Church, Victoria Jones and Jackie Soulier
Name and signature of Assistant Director	Becky Hale
Date	2 nd February 2023
Date of next review and name of person/s responsible	September 2023 - Victoria Jones

Once signed off, please ensure the EIA is uploaded using the following form. Please name it "EIA [project] [service area] [year]": [Upload Completed Equality Impact Assessments](#)

These will be stored on a [Sharepoint library](#) which WCC colleagues can access.

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Portfolio Holder Decision Warwickshire Fire and Rescue Service (Pensioners) - GMP rectification report

Portfolio Holder	Leader of the Council
Date of decision	12th May 2023
	Signed

1. Decision taken

The Leader approves the decision that Warwickshire Fire & Rescue Service (WFRS) will not seek to recover any past overpayments to Fire Pension Scheme members which have been identified through the GMP reconciliation exercise.

2. Reasons for decisions

2.1 Since 2015 there has been a national exercise for UK pension schemes to reconcile the guaranteed minimum pension (GMP) value held on members' records with the values held by HMRC. Whilst the majority of records held by both public and private sector matched to the data held by HMRC, there were a number of discrepancies resulting from incorrect or incomplete information being passed between scheme employers, pension funds and HMRC. With the ending of contracting out and the scaling down of the HMRC team, all Pension Schemes were required to reconcile their data with HMRC and agree the correct records.

2.2 In April 2022, Warwickshire Pension Fund completed the exercise for members of the Local Government Pension Scheme (LGPS) and a decision was made to not seek repayment for any overpayments, for consistency we are now looking for the same decision to be applied to Firefighter Pensioners.

Underpayments

2.3 In line with the decision taken in respect of the equivalent LGPS exercise, it is the intention that we write to all pensioners and dependents who have suffered an underpayment, setting out the correct pension they should now be receiving, along with the value of the historic underpayment. We expect to correct the pension in payment and make payment of the historic payments owed as soon as practically possible. The cost of underpayments will be recovered from the government through the existing Fire Pensions "top-up" grant process.

Overpayments – reduction to ongoing pension

2.4 With regard to overpayment cases, the pension in payment must be adjusted to

the correct value going forward as we cannot knowingly make incorrect payments to any scheme member.

- 2.5 In many cases, the scheme member will have been in receipt of the overpaid pension for a number of years, and therefore officers do not believe it is equitable to implement an immediate reduction in pension without providing prior notice. It is proposed to give individuals affected a notice period of no less than 2 months.

Recovery of historic overpayments

- 2.6 In line with the decision already taken with regard to the LGPS GMP reconciliation exercise, the following reasons form the basis for recommending that we do not seek to recover historic overpayments:

- Given the complexities around the GMP rules it would be unfair to assume that the member could have had any knowledge or understanding that this resulted in their pension being overpaid.
- Many of the people affected are likely to be elderly and vulnerable and already facing rising inflation and costs of living. These factors could make it difficult to recover some or all the overpayment and lead to additional unrecoverable costs.
- It is arguable that the Authority could have discovered the overpayments itself at an earlier point in time which could render some claims time barred under limitation rules.

- 2.7 This approach aligns with LGA guidance (2018), which was based on guidance from the Home Office, and takes account of the distress that any attempt to recover the overpaid sums would inevitably cause.

<https://www.fpsboard.org/images/PDF/Bulletin13/Bulletin13.pdf>

- 2.8 Where an overpayment of pension is made, there is a risk that this will be deemed to be an unauthorised payment and can attract a charge to tax. However, under Regulation 13 of the Registered Pension Schemes (Authorised Payments) Regulations 2009 - Regulation 13 says that a payment made in error will be an authorised payment if the:

- payment was genuinely intended to represent the pension payable to the person,
- administering authority believed the recipient was entitled to the payment,
- administering authority believed the recipient was entitled to the amount of pension that was paid in error.

Officers therefore believe that there should be no adverse tax consequences in respect of the decision not to seek recovery of the historic overpayments.

- 2.9 It is therefore recommended that whilst the pension value is corrected going forward, there should not be any recovery of overpaid amounts, consistent with the decision made for LGPS members.

3. Background information

Rectification Process and Issues

- 3.1 Prior to April 2022 the administration of the Fire Pension Schemes for WFRS was provided by the Pensions Administration Team (PAS) at Warwickshire. However due to the complexities of the schemes and the difficulties in retaining knowledge, expertise, and resilience within the PAS to maintain this service it was decided that the administration should be transferred to another provider – WYPF.
- 3.2 This meant that the GMP rectification work for WFRS would be completed by the new provider, WYPF. This work has now begun and a number of cases of under and overpayments identified.

4. Financial implications

- 4.1 The project to review payments is ongoing and therefore the final value of under or overpayments is not yet known.
- 4.2 The cost of payment of arrears will be recovered from the government via the Fire Pensions top-up grant.
- 4.3 Overpayments that are not recouped have already been accounted for in the year the overpayment has occurred. There will therefore be no impact on revenue budgets.

5. Environmental implications

- 5.1 None

Report Author	Victoria Jenks vickyjenks@warwickshire.gov.uk,
Assistant Director	Assistant Director of Finance
Strategic Director	Strategic Director for Resources
Portfolio Holder	Leader of the Council

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

List of background papers

None

Members and officers consulted and informed

Portfolio Holder - Izzi Seccombe Leader of the Council

Corporate Board – Sarah Duxbury, Rob Powell

Legal – Jan Cumming/Sarah Cowen

Finance – Andrew Felton

Fire Service – Ben Brook

Equality – Delroy Madden

Democratic Services – John Cole

Councillors – Warwick, Birdi, Boad, Phillips and W Roberts

Local Member(s): n/a

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