

Portfolio Holder & Leader Decisions

Date: Friday 8 September 2023

Time: 12.00 pm

Venue: Virtual

Membership

Councillor Isobel Seccombe OBE

Councillor Kam Kaur

Councillor Jan Matecki

Items on the agenda: -

- | | |
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Monica Fogarty
Chief Executive
Warwickshire County Council
Shire Hall, Warwick

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Leader Decision In Year Appointment to ESPO

Portfolio Holder	Leader of the Council
Date of decision	8 September 2023
	Signed

1. Decision taken

- 1.1 That the Leader appoints Councillor Richard Baxter-Payne to the Eastern Shires Purchasing Organisation (ESPO) Management Committee in place of Councillor Martin Watson.

2. Reasons for decisions

- 2.1 At the Leader Decision Making meeting on 16 May 2023, Councillor Peter Butlin and Councillor Martin Watson were appointed to the ESPO Management Committee. Since that meeting, there have been further discussions on the membership of the ESPO Management Committee and Councillor Watson has proposed that he steps down from this role and is replaced by Councillor Richard Baxter-Payne.

3. Background information

- 3.1 ESPO is a joint committee between consortium authorities whose purpose is to improve and maintain effective and efficient and economical arrangements for the supply of goods and services to its constituent authorities.
- 3.2 Each member authority has 2 places on the Management Committee (one to be a Cabinet member).
- 3.3 On 16 May 2023, the Leader confirmed the two appointments to the ESPO Management Committee as Councillor Peter Butlin (Deputy Leader and Portfolio Holder for Finance and Property) and Councillor Martin Watson (Portfolio Holder for Economy).
- 3.4 Subsequent to further discussions on the membership of the ESPO Management Committee, it is proposed that Councillor Richard Baxter-Payne replaces Councillor Martin Watson on the ESPO Management Committee. No change is

proposed to the appointment of Councillor Peter Butlin, which ensures that the requirement for one of the Council's appointments to be a Cabinet Member continues to be met.

- 3.5 The Leader is invited to confirm the appointment of Councillor Peter Butlin and Councillor Richard Baxter-Payne to the ESPO Management Committee.

4. Financial implications

- 4.1 The proposal set out in the report can be accommodated within the 2023/24 approved budget.

5. Environmental implications

- 5.1 None

Report Author	Deborah Moseley Democratic Services Team Leader deborahmoseley@warwickshire.gov.uk Tel: 01926 418136
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Executive Director	Rob Powell Executive Director for Resources robpowell@warwickshire.gov.uk Tel 01926 412564
Portfolio Holder	Councillor Izzi Seccombe Leader of the Council cllrseccombe@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 Izzi Seccombe, Leader

Corporate Board – Rob Powell

Legal – Jan Cumming

Finance – Virginia Rennie

Equality – Delroy Madden

Democratic Services – Deb Moseley

Councillors – Warwick, Birdi, Boad, Philips and W. Roberts

Local Member(s): N/A – This is a countywide matter.

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Portfolio Holder Decision

Consultation to increase capacity and the establishment of specialist resourced provision at St John's Primary School

Portfolio Holder	Portfolio Holder for Education
Date of decision	8 September 2023
	Signed

1. Decision taken

- 1.1 That the Portfolio Holder for Education agrees to the commencement of a consultation in line with the statutory process required for an expansion by 210 places and the establishment of a specialist resourced provision (SRP) to cater for pupils with special educational needs and disabilities (SEND) at St John's Primary School.

2. Reasons for decisions

- 2.1 Current pupil number forecasts show that the Kenilworth area is facing significant pressure over the coming years due to housing development.
- 2.2 To address this shortfall, the Local Authority are looking to expand St John's Primary School by one form of entry (1FE). This will permanently increase capacity by an additional 210 places across the school over the next 7 years.
- 2.3 The Local Authority are also proposing to establish specialist resourced provision for up to 14 primary aged pupils with an Education, Health and Care plan (EHCP) whose primary needs are social, emotional & mental health (SEMH). The introduction of this specialist resourced provision aims to increase the offer of local specialist provision in the area to reduce travel times and out of area placements.
- 2.4 In line with the statutory guidance issued by the Department for Education, 'Making Prescribed Alterations to Maintained Schools', any proposals to establish, remove or alter SEN provision (including specialist resourced provision) and any proposed enlargement of the capacity of the school premises requires the local authority to undertake a statutory process including a consultation period of at least 4 weeks. In order to commence a consultation the approval of the Portfolio Holder is required in line with the Council's constitution.

3. Background information

- 3.1 Current and proposed housing development in Kenilworth Town is forecast to increase reception cohorts and applications to other year groups over the next five years. It is proposed to increase the number of primary places in Kenilworth by expanding St John's Primary School from one form entry (210 places) to 2 form entry (420 places).
- 3.2 In order to meet forecast demand and build on the local offer of specialist provision the local authority is continuing the development of specialist resourced provision across the county whereby pupils, who are cognitively able to access the curriculum, can have their needs met and benefit from being located on site alongside a mainstream school environment.
- 3.3 There are currently 16 SRPs attached to mainstream primary provision in Warwickshire – 2 in North Warwickshire, 5 in Nuneaton & Bedworth, 5 in Rugby, 1 in Warwick and 3 in the Stratford on Avon area.
- 3.4 Admissions to the specialist resourced provision would follow a different process from that operating for the rest of the school. Admissions into the specialist resourced provision will be through the WCC process for specialist admissions.
- 3.5 If the proposal is agreed, capital works would be initiated to ensure additional accommodation is in place to allow the school to operate with increased numbers and for the specialist resourced provision to open in September 2024.
- 3.6 In line with the timing of provision it is anticipated that the consultation would need to take place between September and November 2023. Parents at the schools will be consulted using the school's established form of communication, other schools and stakeholders will be notified of the proposal and further information will be placed on WCC consultation platform 'Ask Warwickshire'.
- 3.7 An Equality Impact Assessment will be undertaken in respect of final proposals following the consultation. The final recommendations will be taken through the appropriate Council governance and approval processes.

4. Financial implications

- 4.1 There are no financial implications arising directly from a decision to undertake this consultation.
- 4.2 However, if after the consultation there is a decision to go ahead with the expansion and specialist resourced provision there will be capital costs to the Local Authority in order for additional teaching and ancillary space to be provided.
- 4.3 Initial feasibility assessments have indicated that the works associated with the proposed development would include several new extensions of the existing school along with internal remodelling works to the existing building.

- 4.4 The capital project would be funded via relevant developer contributions received and Education Capital Funding as required.
- 4.5 Feasibility work will continue with final costings and identified funding presented to Cabinet for approval at a later date.
- 4.6 Pupil places in the specialist resourced provisions are funded at a higher rate so that pupils additional learning needs can be met. The level of funding will be broadly in line with how pupils are funded in the County's special schools. A service level agreement between WCC and the school will confirm the exact arrangements and expectations

5. Environmental implications

- 5.1 In terms of any proposed capital works, wherever possible the existing structure should be left intact and utilized to minimise the use of new structural materials and therefore the environmental impact. Consideration will be given to limiting the embodied carbon generated by the structural works by efficient use of materials. Sustainable materials and recycled components will be considered where relevant and appropriate. Consideration will be given to utilising thermal mass to reduce operational carbon emissions subject to suitability and co-ordination with building services engineers.
- 5.2 There is also the positive impact of the expansion of mainstream places and the increasing development of specialist resourced provision aiming to provide more 'local' education provision, reduce journey times for the learner, and limit the need to access places in neighbouring areas which increases the requirement for transport.

Report Author	Emma Basden-Smith, Claire Thornicroft emmabasdensmith@warwickshire.gov.uk, clairethornicroft@warwickshire.gov.uk,
Director	Johnny Kyriacou, Director of Education
Executive Director	Nigel Minns, Executive Director for People
Portfolio Holder	Cllr Kam Kaur, 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 Kaur

Corporate Board – Nigel Minns

Legal – Guy Darvill

Finance – Brian Smith

Equality – Delroy Madden

Democratic Services – Isabelle Moorhouse

Councillors – M. Humphreys, Roodhouse, Brown

Local Member(s) – Cllr Richard Spencer

Portfolio Holder Decision Request to Consult – Fair Access Protocol

Portfolio Holder	Portfolio Holder for Education
Date of decision	8 September 2023
	Signed

1. Decision taken

That the Portfolio Holder for Education agrees to the commencement of a consultation to review the Fair Access Protocol (FAP) for Warwickshire Schools.

2. Reasons for decisions

- 2.1 In Spring 2022, the Local Authority consulted on introducing a broader set of criteria within Warwickshire's FAP. Less than 50% of schools responded to the consultation and therefore a FAP was authorised at cabinet that reverted to statutory guidelines.
- 2.2 The LA in conjunction with schools have identified areas where the current protocol could work more effectively and efficiently and consultation is necessary to introduce changes.
- 2.3 Pre-engagement with schools has taken place via workshops and a development group to identify areas which need to be addressed. A working draft of proposed changes has also been shared with all schools in July 2023.
- 2.4 There is a need to ensure a revised protocol is more robust and explicit in terms of decision making, parameters and supporting processes. The core changes we are proposing are summarised as:
- Operating bi-weekly virtual panels for Primary and Secondary.
 - Representation from a pool of schools to represent 'all schools' as opposed to their own individual school.
 - Removal of a points system for Secondary that currently informs the placement process. The new model will look purely at needs, circumstances and supporting data/information in terms of placements.
 - Removal of the schools in scope approach for Primary. The new model will look purely at needs, circumstances and supporting data/information in terms of placements.
 - Strengthening the FAP Appeals process for school by setting out clearly a defined process.
- 2.5 The consultation would run from Monday 11 September until Friday 29 September (3 weeks) with results informing revision to a new protocol.

3. Background information

- 3.1 FAP is a requirement of the Admissions Code 2021 which is, of itself, a statutory document issued under Section 84(1) of the School Standards and Framework Act 1998 and which, under Section 84(2), has the power to impose mandatory requirements on local authorities and admission authorities. Fair Access Protocols are a mandatory requirement under the Code,
- 3.2 The purpose of a FAP is to ensure that vulnerable children, and those who are having difficulty in securing a school place in-year, are allocated a school place as quickly as possible, minimising the time the child is out of school.
- 3.3 Every LA is required to have a FAP in place that is agreed by the majority of schools in its local area.
- 3.4 Further approval will be required via cabinet on a revised protocol in autumn term of the academic year 2023-24 with the intention to introduce the new protocol by January 2024 at the latest.

4. Financial implications

- 4.1 There are no additional costs to the LA to undertake this consultation.
- 4.2 However, FAP is a mechanism that can be used to secure places in local provision where year groups are full. FAP is an essential approach to ensure children can be placed in local, suitable provision and the financial burden on transport may be reduced in the longer term.

5. Environmental implications

- 5.1 There are no specific environmental implications related to this consultation.
- 5.2 However, FAP is a mechanism which can be used by LAs to ensure children can be placed in local provision where year groups are full. Placing children in local provision may reduce the need to transport.

Report Author	Matt Biggs matthewbiggs@warwickshire.gov.uk
Assistant Director	Johnny Kyriacou johnnykyriacou@warwickshire.gov.uk
Strategic Director	Strategic Director for People nigelminns@warwickshire.gov.uk
Portfolio Holder	Cllr Kam Kaur kamkaur@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 Kam Kaur

Corporate Board – Nigel Minns

Legal – Nichola Vine

Finance – Andrew Felton

Equality – Delroy Madden

Democratic Services – Amy Bridgewater-Carnall

Councillors – Barbara Brown, Jerry Roodhouse, Marian Humphreys

Local Member(s): N/A

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Portfolio Holder Decision A439 DFT Bid Stratford Upon Avon

Portfolio Holder	Portfolio Holder for Finance and Property
Date of decision	08/09/2023
	Signed

1. Decision taken

That the Portfolio Holder for Finance and Property approves the addition to the capital programme of a scheme at A439 in Stratford upon Avon to introduce measures aimed at reducing the number of personal injury collisions and accidents along the route (“the Scheme”), following a successful bid for £1.32m from the Department for Transport’s Safer Roads Fund, and authorises the Executive Director for Communities to procure the delivery of the Scheme and enter into any agreements necessary to enable delivery on terms and conditions acceptable to the Executive Director for Resources.

2. Reasons for decisions

2.1 The Scheme aims to reduce the number of Personal Injury Collisions (PICs) along the identified route (the A439 Stratford upon Avon from Ingon Lane towards town centre) as well as identifying engineering measures needed to improve the route to prevent future collisions.

3. Background information

Warwickshire County Council bid for a share of a £47.5m national investment set aside by the Department for Transport (the Safer Roads Fund) to prevent more than 750 fatal and serious injuries over the next 20 years.

The A439 in Stratford upon Avon was selected as a suitable route for funding alongside 27 other locations across the country.

The bid to the Safer Roads Fund included several proposed measures including improvements to junctions along the route, pedestrian crossing facilities, speed limit reduction coming into the town centre, signing and road marking renewal. A provisional cycle lane was also included to support and encourage active travel. The bid was successful and funding has now been received.

In order to undertake the works, the Scheme needs to be added to the Capital Programme. Given the value of the Scheme and the fact that it is fully funded from external grant, the Portfolio Holder is asked to approve the addition to the Capital

Programme and the commencement of steps to deliver the Scheme.

The Council will submit quarterly monitoring reports to the DfT to cover costs and implementation/delivery.

The Council's engineering and highways teams have worked closely on costing and programming the works and are confident that the Scheme can be delivered within the budgetary envelope of £1.32m received from the Safer Roads Fund.

The Local Member for the area of the Scheme was supportive of the bid and the proposals made.

A compliant procurement exercise will be undertaken to enable the Scheme to be delivered.

4. Financial implications

4.1 The Scheme will be fully funded from the £1.32m received from the Safer Roads Fund and which has already been received.

5. Environmental implications

5.1 Environmental implications were assessed as part of the bid and details are provided within the report at Appendix 1.

6.1 Equalities implications were assessed as part of the bid and details are provided within the report in Appendix 1. A copy of the Equality Impact Assessment for the Scheme is also appended at Appendix 3.

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Strategic Director	Mark Ryder markryder@warwickshire.gov.uk
Portfolio Holder	Councillor Peter Butlin Peterbutlin@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

Appendix 1 – DFT Bid

Appendix 2– Confirmation of award letter

Appendix 3- Equality Impact Assessment

Members and officers consulted and informed

Portfolio Holder – Councillor Peter Butlin

Strategic Director – Mark Ryder

Assistant Director – David Ayton-Hill

Legal – Nic Vine

Finance –

Equality – Joanna Kemp

Democratic Services – Amy Bridgewater-Carnall

Councillors – Tim Sinclair (Local Member)

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Funding for Local Transport: Safer Roads Fund



Department
for Transport

Application Form

The level of information provided should be proportionate to the size and complexity of the scheme proposed. As a guide, we would suggest around 10 to 15 pages including annexes would be appropriate.

A separate application form should be completed for each scheme

<u>Application Information</u>	
Local Authority Name(s)*	Warwickshire County Council
<i>*If the bid is a joint proposal, please enter the names of all participating authorities specifying which will act as lead</i>	
Project Manager Name:	Jagpreet Liddar
<i>Name of the officer with day-to-day responsibility for delivering the proposed scheme</i>	
Position:	Principal Engineer
E-mail Address:	jagpreetliddar@warwickshire.gov.uk
Telephone number:	01926 412076
Postal Address:	Shire Hall, Market Square, Warwick, Warwickshire, CV34 4RL
Deputy officer details:	Marcus Alford Longley Marcus alford-longley@warwickshire.gov.uk
<i>Supply details for an officer to contact if Project Manager not available- name and e-mail is sufficient</i>	

When authorities submit a bid for funding to the Department for Transport (DfT), as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version (*excluding any commercially sensitive information*) on their own website within two working days of submitting their final bid to the Department for Transport. **The Department for Transport reserves the right to deem the business case as non-compliant if this is not adhered to.**

Please provide the web link to where this bid will be published:	n/a
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SECTION A – Scheme Description and Funding Profile

A0. AU Scheme Designator	55	A439 Stratford
<i>This is a DfT reference for internal reporting purposes</i>		

A1. Scheme Name	A439 Stratford Warwick Road
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A2. Headline Description
Please provide a brief description of the proposed scheme
<p>The proposed scheme will include an off-road cycle lane along the A439 Warwick Road Stratford, Footway Provisions which will better connect pedestrians to the town centre, street lighting at junctions to improve visibility of vehicles joining on to Warwick Road, parking restrictions (physical engineering measures) to prevent dangerous parking along the route, as well as pedestrian crossings points where there is clear pedestrian movement across the highway. We will also be implementing three protected turning lanes at high collision junctions. There will also be signage, lining improvements made across the entire route.</p> <p>This project aims to reduce the number of Personal Injury Collisions (PICs) along the identified route as well as identifying engineering measures to improve the route to prevent future collisions. The proposed improvements to the road layout will help to reduce the number of personal injury collisions along the highlighted route which will be beneficial to all road users and the local community, especially vulnerable road users such as pedestrians and cyclists, the latter being involved in a higher percentage of collisions at the site.</p>

A3. Geographical Area
Please provide a short description of the area covered by the bid
<p>The section of A439 covered by the bid, starting in the town centre, and finishing just east of Snitterfield, is primarily a rural route. The route consists of a number of priority junctions, with few private vehicle accesses, and includes the access to a large growing business park, Ryon Hill, home to NFU Mutual. This location will likely see a significant rise in employment in coming years, therefore increasing daily traffic flow especially in peak times into and out of this destination. Currently, the route has little infrastructure for pedestrians or cyclists, only having a narrow footpath on around $\frac{3}{4}$ of the route's length.</p>



Image 1: Start of the route



Image 2 : End of the Route



Image 3: Ryon Hill Business Park

	Start	End
<p>Grid References Please provide Easting/Northings for the start and end of your scheme</p>	<p>52.19530739 / -1.70211079</p>	<p>52.24167078 / -1.651142264</p>

A4. Equality Analysis

Attached

SECTION B – The Business Case

B1. The Scheme- Summary/History

Please outline what the scheme is trying to achieve

The schemes proposal will address collisions which are occurring across this route and identify engineering measures to minimise risk to the user of this section of the highway network and reduce personal injury collisions (PICs)

The A439 Warwick Road Collision rate for the last five years has been observed, based upon the collision data for the location it is a safe assumption that as traffic naturally increases, the number of collisions will also follow this pattern. Failure to tackle collision routes, especially those which have been recognised for some time, may have substantial reputational impact for WCC, especially if they are allowed to continue.

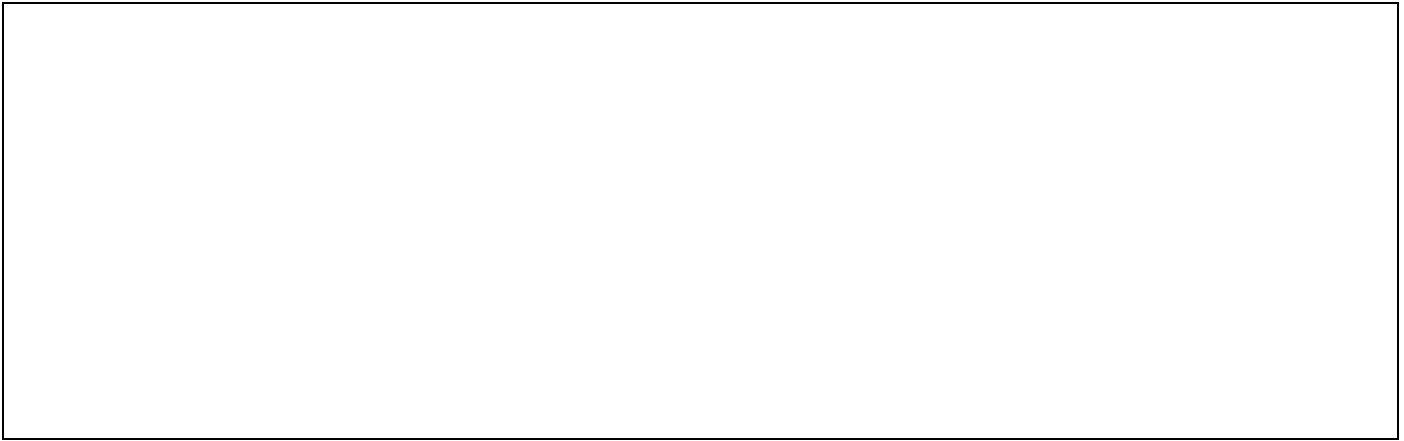
The proposed engineering measures highlighted will have a significant impact on reducing the number of collisions at the site, most importantly on the proportion of personal injury collisions (PICs) which is valued at £102,715 per PIC.

The proposals will aim to reduce conflict between cyclist and vehicles whilst also improving pedestrian facilities to allow easier access into the town centre. The route will become far more inclusive to all road users as they will be able to use the route's engineering proposals to their benefit.

The scheme will also ensure that this section of the highway is clearly signed to avoid driver/cyclist confusion which can result in collisions. It will also ensure visibility of vehicles joining the network from various segments of the route is not compromised, all contributory factors which have resulted in several collisions at this location.

The DfT's *Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen White Paper* is a document that sets out the government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions. It addresses the dominance of private vehicles by encouraging more sustainable modes of travel and the role local authorities has in enabling this shift.

This Scheme ties in with the ambitions of the above document as it will encourage sustainable local travel and economic growth by making cycling and walking more attractive and effective, promoting lower carbon transport whilst also tackling local road congestion.



B2. The Strategic Case

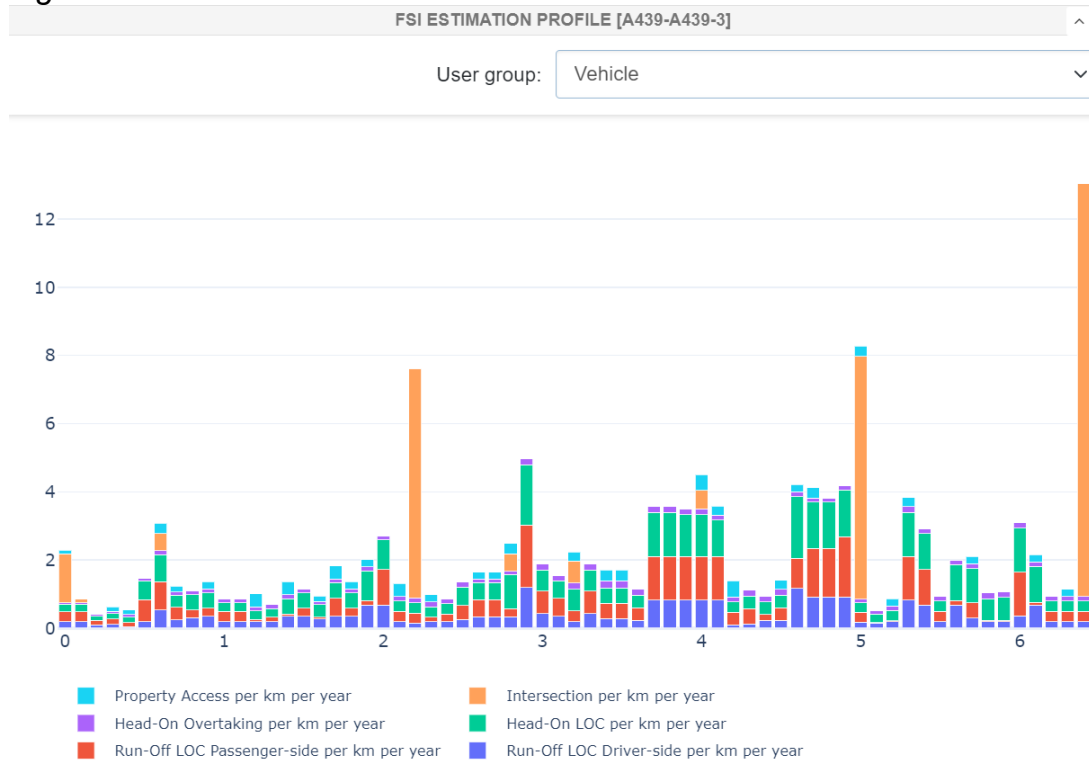
This section should set out the rationale for making the investment and show evidence of the existing safety problems (*maximum 750 words*)

The A439 Warwick Road Stratford has several intersections which has resulted in collisions in the past 5 years. The engineering measures we have identified such as protected turning lanes will reduce shunt type collisions occurring. Also providing separate cycling and pedestrian facilities will allow easier and safer access into the town centre.

As shown below in the bar graph (figure.2) the estimated Fatal Seriously Injured prediction clearly identifies the intersections along this route as contributory factor for collisions. By improving visibility splays at the junctions whilst also having designated turning lanes for vehicles at these cross sections will significantly reduce collisions.

This specific engineering measure was a significant component which contributed to a positive Benefit Cost Ratio (BCR) for the whole scheme. The BCR takes into consideration the initial cost layout of the scheme, in relation to the proposed benefits achievable for the road users. Attached separately (*safer roads engineering tool*) the highlighted cost benefits are shown taking into consideration all stakeholders using this road. For the A439 Stratford Warwick Road scheme a positive BCR of 13.84 was established based on the projected cost of scheme of £1,320,000 this will include contingency budget for the scheme.

Figure 2



Below (figure 3) a list of countermeasures the engineering team have incorporated into the scheme have been listed. The measures are clearly aimed at tackling the route as a whole route treatment, identifying measures which can also improve the highway network where there have not necessarily been a high number of collisions, however by incorporating engineering measures at these sections will further ensure the likeliness of them occurring remains low. The hot spot locations also being targeted by the measures below will mean that the A439 Warwick Road will become a far more user-friendly section of Warwickshire’s highway network for all road users and pedestrians.

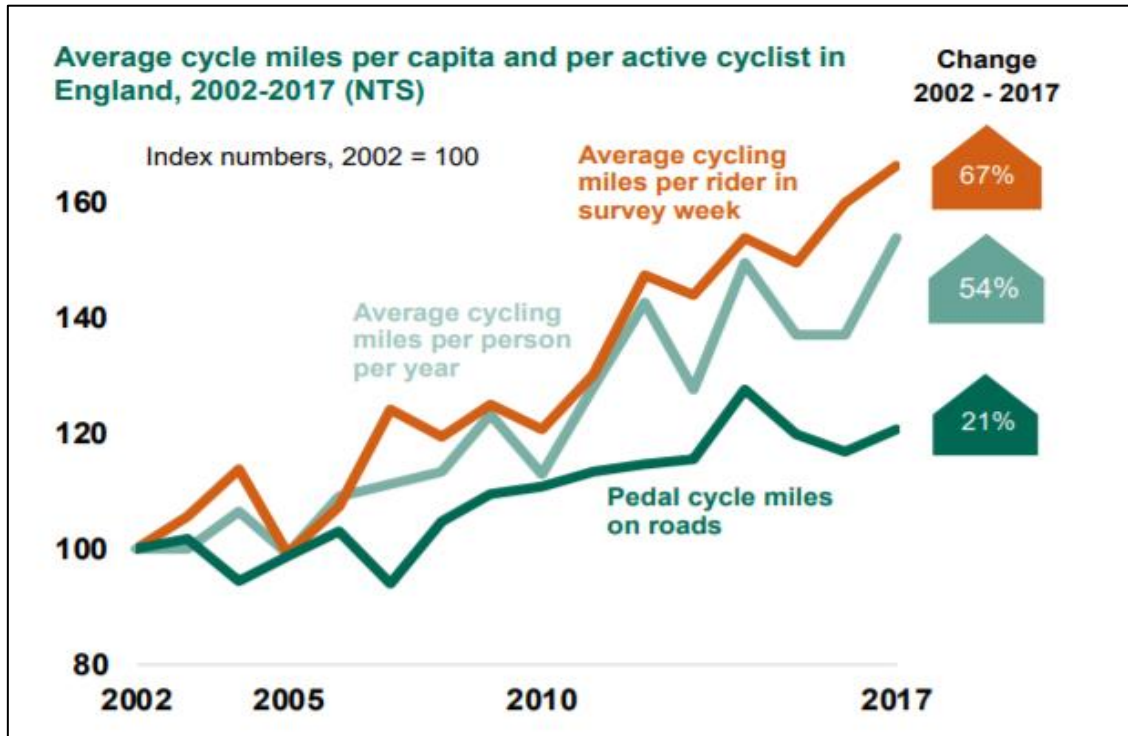
Figure 3

Countermeasure	
Clear roadside hazards - driver side	Shoulder sealing passenger side (>1m)
Clear roadside hazards - passenger side	Side road unsignalised pedestrian crossing
Cycle Lane (off-road) (Rural)	Speed limit reduction - Safe system compliance - Low enforcement (mph)
Cycle Lane (off-road) (Urban)	Speed limit reduction - Safe system compliance - Strong enforcement (km/h)
Delineation and signing (intersection)	Street lighting (intersection)
Footpath provision driver side (adjacent to road)	Street lighting (mid-block)
Improve curve delineation	Traffic calming
Improve Delineation	Unsignalised crossing (Rural)
Lane widening (>0.5m)	Unsignalised raised crossing (Rural)
Pedestrian fencing (Urban)	Unsignalised raised crossing (Urban)
Protected turn lane (unsignalised 3 leg)	Wide centreline
Raised profile edge lines	
Roadside barriers - driver side	
Roadside barriers - passenger side	
School zone warning - flashing beacon	

A key engineering measure of the scheme as highlighted is for the inclusion of an off-road cycle lane. Highlighted in the graph below (figure.4) there has been a steady increase in the miles

covered per cyclist since 2002 through to present. A number of collisions which occurred at the proposed scheme location involved cyclists, collisions would likely increase at this location, with cycling and number of vehicles increasing, which is why the off-road cycle lane would completely remove conflict between cyclist and vehicles. Commuters would be encouraged to cycle to their wider route as assurance of their safety when facilitating this section of the highway would be significantly improved.

Figure 4 (latest figures set available due to covid)



There are no expected barriers to delivering this scheme and as highlighted within this report a contingency budget will be implemented into the final costing when delivering the counter measures.

Figure 5 below highlights the before and after star rating of the A439 Warwick Road. It must be highlighted that this has not taken into consideration the speed limit reduction which is also a measure which will be implemented in the proposed scheme, which will increase the overall percentage of 3 star or better to over 60% which is a positive figure for a rural location.

Figure 5
Before

Star Ratings	Length (km)	Percent
3 star or better	2.1	32.31%
5 Stars	0.0	0.0%
4 Stars	0.0	0.0%
3 Stars	2.1	32.31%
2 Stars	1.7	26.15%
1 Stars	2.7	41.54%
Not applicable	0.0	0.0%
Totals	6.5	100%

After

Star Ratings	Vehicle Occupant	
	Length (km)	Percent
3 star or better	3.5	53.85%
5 Stars	0.0	0.0%
4 Stars	0.1	1.54%
3 Stars	3.4	52.31%
2 Stars	1.5	23.08%
1 Stars	1.5	23.08%
Not applicable	0.0	0.0%
Totals	6.5	100%

The proposed scheme is expected to prevent 16 fatal and serious injuries over the 20 year appraisal period which is a 37.4% reduction compared with baseline, with an expected value of prevention of £21.2M over the 20 year appraisal period and an overall road safety BCR 13.84. These figures are all highlighted and attached in the safer roads engineering tool.

B3. Finance - Project Costs

Before preparing a scheme proposal for submission, bid promoters should ensure they understand the financial implications of developing the scheme, including any implications for future resource spend and ongoing costs relating to maintaining and operating the asset, and the need to secure and underwrite any necessary funding outside the Department for Transport's maximum SRF contribution.

Please complete the following table. **Figures should be entered in £000s (i.e., £10,000 = 10)**

Funding to be provided 2022/23 & 2024/25	£000s
DfT SRF funding requested	132
LA Contribution	n/a
Other third-party funding	n/a
Other Government funding	n/a

B4. Finance – Local Contribution/Third-Party Funding

The non-DFT SRF contribution may include funding from other government funding streams or from organisations other than the scheme promoter. Please provide details of **all non-DfT SRF** funding contributions to the scheme costs.

This should include evidence to show how any third-party contributions are being secured, the level of commitment and when the funds will become available and if this will impact on delivery.

Please confirm if the funding has already been secured and provide supporting evidence *(complete if applicable)*

n/a

B5. Finance – Affordability and Financial Risk

Please provide a narrative setting out how you will mitigate any financial risks associated with the scheme and provide evidence on the following points, where applicable. Supporting evidence can be provided as an annex

The project cost will have an uplift inflation rate applied to it which will use the contractor employed (Balfour Beatty) uplift itemised price list when pricing for the proposed highways scheme measures. The scheme itself will have a contingency budget built into the final bid amount requested from DFT.

Whilst there is no anticipated cost overrun based on the scheme proposals as they are engineering measures which the present contractor has implemented across the county on other highways schemes and are therefore able to cost estimate accurately. The scheme will have a contingency budget incorporated within it as with all major schemes implemented across Warwickshire does and this will be used if overspends occur.

A project board will be set up and members from WCC'S delivery, design, auditing, and finance teams will all be involved in this regular meeting at which the risk register will be reviewed and able to mitigate against any potential pressures facing the project.

B6. Economics – Value for Money

Original BCR value (from RSF Report)	3.7
Revised BCR (<i>post final plans- to be completed later</i>)	13.84

B7. Commercial

Please describe the procurement strategy that will be used to select a contractor and set out the timescales involved in the procurement process that will show that delivery can proceed timeously

Warwickshire County Council will assume full responsibility for delivery of the Scheme. The Scheme will be managed as a project using PRINCE2 methodologies in accordance with WCC standard governance procedures, which determine delegations for decision making, reporting and monitoring

Warwickshire County Council will incorporate the scheme proposed within their current contract framework. This complies with all construction and ethical legal requirements to operate on the highway network.

Once the funding has been secured, the preliminary design will be reviewed alongside onsite visits, this will be carried out by our design services team. This design will then have a first stage audit carried out on it, to identify any major concerns which can be amended to ensure all stakeholders using the network are not adversely affected.

Once this has been established a detailed design will be commissioned for the proposed scheme. This again will need to go through an audit, which once complete the design can be finalised for the scheme. The audit will be carried out by the traffic and road safety team.

Contracts drawings will then be produced by Design services. Construction mobilisation will follow once the drawings have been prepared for the contractor. Utility diversion works will normally be agreed in conjunction with this. Once this has been agreed and approved with all the legal licenses in place, the construction phase can commence.

B8. Management - Delivery

Deliverability is one of the essential criteria for a bid and, as such, should set out if any statutory procedures are need before it can be delivered.

(Project Plan)Gantt Chart attached

highlighting project timeline from submission of bid through to construction of countermeasures.

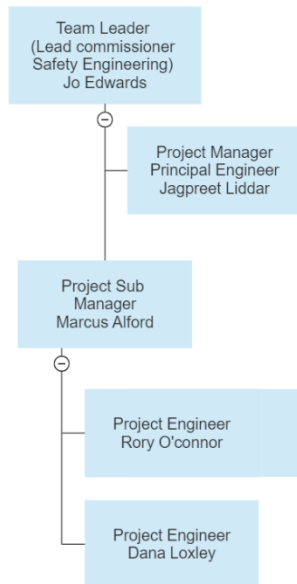
statement of intent to deliver the scheme -Lead Commissioner for Road Safety

Within my role as Lead Commissioner for Safety Engineering, I (Jo Edwards) fully support the proposed scheme for the A439. I will ensure that priority is given to the proposed scheme being delivered within the timescales provided.

*Jo Edwards F.I.H.E
Lead Commissioner for Safety Engineering
Transport Planning & Road Safety Group
Communities*

B9. Management - Governance

Please name those responsible for delivering the scheme, their roles (*e.g.*, *Project Manager*, *SRO etc*) and their responsibilities and how key decisions are/will be made. Please also identify a contact to be used if escalation is required.



Highlighted is the team that has worked on the project. We have a lead Commissioner who is overlooking the project. A Project Manager who is managing the daily tasks of the project. A sub project manager who is assisting on project management of the scheme, and two active highways engineers who have been working on the measures proposed for the highway scheme.

A project board will be set up once funding is approved which will include monthly meetings with contractors, Auditors, and designers. These will be logged and discussed alongside the risk register to mitigate issues arising within the scheme.

In the event of escalation Team Leader and Project Manager should be contacted.

B10. Management – Risk Management

Risk management is an important control for all projects, but this should be commensurate with cost. For projects where costs exceed £100,000, a risk register covering the top **5** (*maximum*) specific risks to the scheme, and their likelihood of occurrence, should be completed.

Please ensure that, in the risk register costings, you have not included any risks associated with ongoing operational costs.

[Risk Register attached](#)

B11. Management – Barriers to progress

Please list any external barriers that you think may affect the delivery of your scheme (*these can include, but is not limited to, procedural, structural or environmental issues and/or delays*)

There are no external barriers which have been identified at the pre-construction stage. There will be a Road safety audit undertaken at the appropriate phase in the project. This may lead to design alterations within the project, however the main engineering proposals which have been put forward by an experienced engineering team will be progressed to construction phase.

As part of the engineering measures a Traffic Regulation Order will need to be completed, this will require consultation with statutory consultees and if there is any objection, we will require to table a report which will need to be approved by Warwickshire County council transport's portfolio holder. This could delay this aspect of the project for several months, however with so

many other engineering measures being implemented within this project the delay should not impact the overall delivery of the scheme significantly.

Section C – Monitoring, Evaluation and Benefits Realisation

C1. Benefits Realisation

Please provide details on the profile of benefits, including baseline benefits and benefit ownership, and explain how these will lead to outputs/outcomes. These should be proportionate to the cost of the proposed scheme. (*Maximum 300 words*)

This can be explained with logic maps, text descriptions or similar.

The benefits are far reaching on the scheme proposed; from a reduction in collisions, to encouraging cycling and walking which will reduce carbon emissions, as well as reducing congestion along this route.

The cycle lane will encourage active travel, improved pedestrian facilities will allow pedestrians a safer travel into the town centre reducing vehicle conflict points which presently occur along the route. The improvement to junctions where there have been several collisions whilst improving the route's signage, lining and layout will benefit all road users of this location.

The scheme outlay cost is approximately £1.32M with a high proposed Benefit Cost Ratio. This would highlight that the cost of the scheme would be value for money and that the engineering measures would be proportionate and appropriate, failure to implement them will see a continuation in fatal and serious injuries at this location.

The proposed scheme is expected to prevent 16 fatal and serious injuries over the 20-year appraisal period which is a 37.4% reduction compared with baseline, with an expected value of prevention of £21.2M over the 20 year appraisal period and an overall road safety BCR 13.84. A reduction in over 27 serious injuries as well as 129 slight injuries during the 20-year appraisal period. These figures alone highlight the benefit of the proposed scheme and how all road users will benefit from a safer part of the network when facilitating their commute.

C2. Monitoring and Evaluation

Evaluation is an essential part of scheme development and should be considered and built into the planning of a scheme from the earliest stages. Periodic monitoring to evaluate the outcomes and impacts of scheme interventions, as well as an evaluation of findings towards the end of a scheme, is important to show if the project has been successful.

Please set out how, and when, you plan to measure and report on the benefits identified in section C1, alongside any other outcomes and impacts of the scheme. Where possible, bidders should outline the baseline information they will use for their evaluation

Scheme promoters are expected to complete reporting forms which will be sent from the Safer Roads Fund Team at DfT and to engage with the department's external contractor's requests for evaluation as well as contributing to platforms for the sharing and dissemination of lessons learned.

As highlighted a project board will be set up as soon as funding is approved. The board will be made up of Senior Officers, engineers, Designers, Contractors, and Road Safety Auditors. The board will meet every month to discuss the project plan which has been attached as well as going through the risk register to mitigate or highlight new project risks.

Once completed the scheme will be added to the Traffic and road safety completed scheme database and analysis will be carried out after a period of 12 months, three years, and five years to establish collision numbers following the implementation of the scheme.

We will also be able to monitor the increase in cyclist using the new cycle lane facility provided which will highlight the benefits the engineering measures have had in allowing cyclist to access and facilitate this route.

Pedestrian footfall using the new pedestrian facilities can also be monitored during this period to assess the increased number in people walking into the town centre.

The forecast collision rate following completion of this scheme which has been attached and formulated in the safer roads engineering tool will be able to be monitored during the 12-month, 3 year, and 5-year period. This analysis will inevitably measure the success of the proposed scheme which can be used to inform future Road Safety intervention strategy.

SECTION D – Declarations


D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for [**scheme name as Page 1**], I hereby submit this request for approval to DfT on behalf of [**name of authority as Page 1**] and confirm I have the necessary authority to do so.

I confirm that [**name of authority as Page 1**] will have all the necessary powers in place to ensure the planned timescales in the application can be realised.

Name: Jo Edwards

Signature:



Position:	Lead Commissioner – Safety Engineering
E-mail:	joedwards@warwickshire.gov.uk
Date:	20/02/2023

D2. Section 151 Officer Declaration

As Section 151 Officer for [***name of authority as Page 1***] I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that [***name of authority as Page 1***]:

- has allocated sufficient budget to deliver this scheme based on its proposed funding contribution
- will allocate sufficient staff and other necessary resources to deliver the scheme on time and on budget
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions from other third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested
- has the necessary governance/assurance arrangements in place
- has identified a procurement strategy that is legally compliant and is likely to achieve the best value for money outcome
- will ensure that a robust and effective stakeholder and communications plan is put in place

Name:	Philippa Young
Signature:	
Position:	Head of Strategy and Commissioning
E-mail:	Philippayoung@warwickshire.gov.uk
Date:	20/02/2023

Submission of application:

An electronic copy only of the application, including any supporting material, should be submitted to:

saferroadsfund@dft.gov.uk

Please list all attached Annexes on the following page

List of Annexes

Project Plan -Gantt Chart

Risk Register

EqIA- Equality Impact assessment

Project Plan

Safer Roads Engineering tool

Bank Details

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Department
for Transport

Ms Jo Edwards
Warwickshire County Council

By email to:
joedwards@warwickshire.gov.uk

Pauline Reeves
Safer Roads Fund
Road Safety Division
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

saferroadsfund@dft.gsi.gov.uk

Web Site: www.dft.gov.uk
Our ref: SRF3/A439 Warks/GD1

23rd March 2023

Dear Ms Edwards

**Safer Roads Fund Round 3
Grant Determination (2022/23): No. 31/6572**

Following receipt of your completed bid for the **A439 Warwickshire** under the Safer Roads Fund, I am pleased to inform you that your bid was successful, and this letter confirms that Ministers have given formal approval to provide funding.

The DfT will provide a maximum funding of **£1,320,000.00** The maximum DfT contribution, this financial year is as follows:

2022/23 – £1,320,000.00

This payment will be made to you at the end of March 2023. Your Authority is solely responsible for meeting any expenditure over and above this maximum amount and any spend in years not covered by the grant.

Funding will be paid as grant under Section 31 of the Local Government Act 2003. I attach the grant funding terms **Annexes A & C** and a list of funding at **Annex B**.

Please provide written confirmation that the Council agrees to the terms of this letter, including certification from your Section 151 Office that the Council accepts the terms set out in this letter. A return slip is at **Annex D** which must be returned to saferroadsfund@dft.gov.uk by **Friday 24th March** so that payment can be made.

At this time, we would ask you to not undertake any proactive communications until final allocations are formally announced by Ministers. We will then explore how we can combine this announcement with other upcoming road safety milestones.

We ask that you keep us closely informed of progress as well as expenditure. The simplest way to deal with this is for you to complete and return quarterly monitoring reports by the due dates and to keep us informed of other significant developments as soon as they occur. A quarterly report form template is attached to this letter's covering email.

We also ask that you undertake monitoring and evaluation of your work. In addition, the DfT is planning to evaluate the impact of the Safer Roads Fund at a programme level. We ask that you actively participate in any evaluation activity undertaken by DfT, including the collection of monitoring data. Further details will be issued later this year.

The email address for returning the completed monitoring forms is saferroadsfund@dft.gov.uk

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Pauline', with a long horizontal flourish extending to the right.

PAULINE REEVES Deputy Director Road Safety Division

**Annex A
(CAPITAL) grant determination (non-ringfenced) 2022-23: No 6572**

Safer Road Fund Round 3

The Minister of State for Transport (“the Minister of State”), in exercise of the powers conferred by section 31 of the Local Government Act 2003, makes the following determination:

Citation

1) This determination may be cited as the Safer Roads Fund Determination (2022-23) [No 6572].

Purpose of the grant

2) The purpose of the grant is to provide support to local authorities in England towards expenditure lawfully incurred or to be incurred by them.

Determination

3) The Minister of State determines as the authorities to which grant is to be paid and the amount of grant to be paid, the authorities and the amounts set out in Annex B.

Grant conditions

4) Pursuant to section 31(3) and 31(4) of the Local Government Act 2003, the Minister of State determines that the grant will be paid subject to the conditions in Annex C.

Treasury consent

4) Before making this determination in relation to local authorities in England, the Minister of State obtained the consent of the Treasury.

Signed by authority of the Minister of State for Transport



Pauline Reeves
Deputy Director, Road Safety Division, Department for Transport

21st March 2023

Annex B
List of Funding

Authorities to which grant is to be paid	Amount of grant to be paid
Blackpool Council	£1,100,000
Bournemouth Christchurch and Poole CC	£1,890,625
Brighton and Hove CC	£600,000
Derby CC	£475,000
Essex CC	£1,360,000
Hampshire CC	£6,040,000
Hertfordshire CC	£1,800,000
Kingston upon Hull	£2,990,625
Isle of Wight	£2,140,000
Lancashire CC	£920,000
Liverpool	£859,375
Newcastle upon Tyne CC	£3,650,000
Nottingham City Council	£950,000
Nottingham City Council	£475,000
Oxfordshire CC	£800,000
Oxfordshire CC	£875,000
Portsmouth CC	£1,300,000
Rotherham MBC	£750,000
Salford CC	£743,750
Sandwell Council	£750,000
Sheffield CC	£1,425,000
Southampton CC	£875,000
Southend on Sea Council	£3,425,000
Suffolk CC	£1,275,000
Surrey CC	£1,800,000
Warwickshire CC	£1,320,000
Wiltshire CC	£6,980,000
Total	£47,569,375

Annex C Grant Conditions.


1. Complying with the UK's international obligations on subsidy control. You should ensure that you are familiar with the latest guidance on subsidies for public authorities. Further guidance is available at:
<https://www.gov.uk/government/publications/complying-with-the-uks-international-obligations-on-subsidy-control-guidance-for-public-authorities>
2. Grant paid to local authorities under this determination may be used only for the purposes for which a capital receipt may be used in accordance with regulations made under section 11 of the Local Government Act 2003.
3. The Chief Executive and Chief Internal Auditor of each recipient authority is required to sign and return to the Section 31 Grant Claims Manager (Saferroadsfund@dft.gov.uk) in the Department for Transport a declaration to be received no later than six months after the completion of the project in relation to which the grant is spent, in the following terms:

"To the best of our knowledge and belief, and having carried out appropriate investigations and checks, in our opinion, in all significant respects, the conditions attached to the Safer Road Fund Grant Determination 2022-23 No: 31/6572 have been complied with."
4. If an authority fails to comply with any of the conditions and requirements of paragraphs 1 and 2, the Secretary of State may:
 - a) reduce, suspend or withhold the grant; or
 - b) by notification in writing to the authority, require the repayment of the whole or any part of the grant.
5. Any sum notified by the Secretary of State under paragraph 4 (b) shall immediately become repayable to the Secretary of State.

Annex D

Grant Acceptance Slip

I acknowledge receipt of the Safer Roads Fund Phase 3 Fund Award letter under Grant Determination No. 31/6572. I accept the grant offer on behalf of the authority subject to the conditions set out in this letter. I confirm that I am lawfully authorised to do so.

Signed 

Please print name of officer Andrew Felton

Position ASSISTANT DIRECTOR - ROADS (DEPUTY S17)

Please return to John Sweetman and Malky Stoddart by email to: saferroadsfund@dft.gov
by close of play Friday 24th March 2023

|

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Equality Impact Assessment/ Analysis (EqIA) Toolkit – Part 1 Introduction & Forms

We are happy for other agencies to use this document for a non-commercial basis or to amend to meet their own needs, we do ask however that you acknowledge WCC.



*Working for
Warwickshire*

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Guidance notes are available as a separate document

1. Introduction

1.1 What is an Equality Impact Assessment/ Analysis (EqIA)?

An Equality Impact Assessment/ Analysis (EqIA) is a tool for identifying the potential impact of the county council's strategies, policies, services and functions on its customers and staff.

It is an evidence based assessment tool, to ensure and evidence that the service does not unlawfully discriminate and has due regard in line with the General and specific duties under the Public Sector Equality Duty 2011.

They can help anticipate the equality consequences of particular policy/service initiatives and ensure that as far as possible, any negative consequences for a particular group or sector of the community are eliminated, minimised or counterbalanced by other measures.

They are therefore essentially about service improvements and can help staff provide and deliver excellent services to customers by making sure that these reflect the needs of the community.

This toolkit has been produced to help managers undertake comprehensive and robust Equality Impact Assessments/ Analysis (EqIA) of all their core services or functions, strategies, policies, procedures and practices.

Please note that throughout this document the term 'policy/service' will be used to abbreviate for 'functions, strategies, policies, procedures and practices'.

1.2 Why undertake Equality Impact Assessments/ Analysis?

It is good practice and necessary if we are to continue delivering an inclusive Council services and deliver the Council's ambitious equalities agenda.

EqIA's will help us drive forward the equalities agenda locally and with our partners. The benefits of impact assessments include:

- Helping to identify whether we are excluding certain groups from our policies/ services;
- Helping to identify any unmet need and rectify any unmet needs for those with protected characteristics
- Helping to mainstream Equality & Diversity into our work
- Helping to improve our overall service delivery
- Helping us to target resources more effectively

Under the General duty of the Public Sector Equality Duty April 2011, **a public authority must, in the exercise of its functions, give due regard to the need to:**

- a) **Eliminate discrimination, harassment, victimisation and any other prohibited conduct.**
- b) **Advance equality of opportunity** (remove or minimise disadvantage; meet people's needs; take account of disabilities; encourage participation in public life).

- c) **Foster good relations between people** (tackle prejudice and promote understanding).

The Equality Act 2010, provides cover to the following **protected characteristics**:

- **Age:** When considering disadvantage, take into account impacts on children and young people as well as adults, and cross-cutting impacts such as parents and carers (of younger, disabled and older people).
- **Disability:** A person has a disability if s/he has, or has had, a physical or mental impairment which has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. Carers are covered 'by association'.
- **Gender reassignment:** A person who is proposing to undergo, is undergoing or has undergone gender reassignment.
- **Pregnancy and maternity:** Maternity refers to the period of 26 weeks after the birth (including still births).
- **Race**
- **Religion and belief:** Religious and philosophical beliefs including lack of belief.
- **Sex**
- **Sexual orientation**
- **Marriage and civil partnership:** (b and c of the General Duty mentioned above is not applicable)

The County Council must assess which of its policies and services are relevant to the various protected characteristics, and set out how they will:

- Monitor policies/services for any adverse impact on equality
- Assess and consult on the likely impact on proposed policies/services
- Make sure the public have access to information and services
- Train their staff in relation to the various duties

We want to ensure that our policies and practices do not discriminate against any group within our community and that we use every opportunity to promote equality of opportunity and good community relations. They can be used to focus on specific protected characteristics to help promote equality of opportunity for a particular group. For instance, certain sections of the community may be known to experience more disadvantage than others. They may be adversely affected by a policy or service or omitted from the benefits of the policy or service. The list below is not meant to be exhaustive; and your experience in a particular area of work might mean that you additionally look at other diversity issues.

You may want to consider the impact of the policy on the following:

- Different ethnic groups including white minorities

- Faith groups and faith issues
- Different sexes, including transgender
- Disabled and non-disabled people
- Gay men, lesbians and straight people
- Different age groups, for example older and younger people

1.3 Who is responsible for Equality Impact Assessments/ Analysis?

Equality Impact Assessments/ Analysis should be an integral part of policy development. The person conducting an EqlA should have a detailed understanding of the policy or service being assessed, and also be in a position to ensure changes can be made when they are needed.

The ownership and responsibility for an EqlA lies at Head of Service level, however, Service Managers and frontline staff are important in the assessment process as they will not only be involved in implementing the necessary actions identified following an assessment but also helping to integrate and mainstream equalities into service planning.

For some assessments, particularly smaller ones, it may be more appropriate to have a 'virtual team' with one or two people taking responsibility for it, but drawing on the knowledge and expertise of others as and when necessary. To avoid duplication, try and undertake an EqlA as part of a review. For example, if you are reviewing your service plan, an EqlA could be undertaken at the same time.

1.4 When should I carry out EqlA?

- ***Planned EqlA***

A timetable that lists priority services, functions, policies or strategies across all business units and service areas that require an EqlA. This list will have been agreed by the Group Equality & Diversity Group and identifies which officer is responsible and the planned timescale.

- ***EqlA of decisions***

The law requires us to consider equality for any 'proposed new or changing policies, services or functions', or financial decisions which would have an effect on services. EqlA should be carried out at the formative stage of policy making, before decisions are made.

The results of EqlA should be included with reports to decision makers as an attached EqlA form.


- ***EqlA and the commissioning cycle***

EqlA is relevant to commissioning at several stages; for example it provides a way to assess need, reviewing existing services, or develop service specifications.

If in doubt as to whether to undertake an EqlA, contact the equality team on 01926 412497 or email equalities@warwickshire.gov.uk

Warwickshire County Council

Equality Impact Assessment/ Analysis (EqIA)

Group	Traffic and Road Safety
Business Units/Service Area	Communities
Plan/ Strategy/ Policy/ Service being assessed	A439 Warwick Road, Stratford
Is this is a new or existing policy/service?	New
If existing policy/service please state date of last assessment	
EqIA Review team – List of members	Jagpreet Liddar
Date of this assessment	04/01/2023
Signature of completing officer (to be signed after the EqIA has been completed)	
Are any of the outcomes from this assessment likely to result in complaints from existing services users and/ or members of the public? If yes please flag this with your Head of Service and the Customer Relations Team as soon as possible.	NO
Name and signature of Head of Service (to be signed after the EqIA has been completed)	
Signature of GLT Equalities Champion (to be signed after the EqIA is completed and signed by the completing officer)	

A copy of this form including relevant data and information to be forwarded to the Group Equalities Champion and the Corporate Equalities & Diversity Team



Working for
Warwickshire

Form A1

INITIAL SCREENING FOR STRATEGIES/POLICIES/FUNCTIONS FOR EQUALITIES RELEVANCE TO ELIMINATE DISCRIMINATION, PROMOTE EQUALITY AND FOSTER GOOD RELATIONS

High relevance/priority
 Medium relevance/priority
 Low or no relevance/ priority

Note:

1. Tick coloured boxes appropriately, and depending on degree of relevance to each of the equality strands
2. Summaries of the legislation/guidance should be used to assist this screening process

Business Unit/Services:	Relevance/Risk to Equalities																													
State the Function/Policy /Service/Strategy being assessed:	Gender			Race			Disability			Sexual Orientation			Religion/Belief			Age			Gender Reassignment			Pregnancy/ Maternity			Marriage/ Civil Partnership (only for staff)					
Installation Of Roundabout			✓			✓			✓			✓			✓			✓			✓			✓			✓			✓
Installation Of Traffic Signals			✓			✓			✓			✓			✓			✓			✓			✓			✓			✓
Are your proposals likely to impact on social inequalities e.g. child poverty for example or our most geographically disadvantaged communities? If yes please explain how.																								NO						
Are your proposals likely to impact on a carer who looks after older people or people with disabilities? If yes please explain how.																								NO						

Form A2 – Details of Plan/ Strategy/ Service/ Policy

<u>Stage 1 – Scoping and Defining</u>	
(1) What are the aims and objectives of Plan/Strategy/Service/Policy?	To tackle a highway route in reducing traffic collisions resulting in personal injury.
(2) How does it fit with Warwickshire County Council's wider objectives?	The scheme reinforces the ambition to 'reduce further the number of people killed or injured on Warwickshire's roads'.
(3) What are the expected outcomes?	To reduce the current average personal injury collision rate from 2.8 per year to around 0.4 per year.
(4) Which of the groups with protected characteristics is this intended to benefit? (see form A1 for list of protected groups)	It is intended that it will benefit all groups. The safety and accessibility to the Junction will be improved from its current state.
<u>Stage 2 - Information Gathering</u>	
(1) What type and range of evidence or information have you used to help you make a judgement about the plan/ strategy/ service/ policy?	Key Accident software/ iRap Modelling tool has been used to provide a traffic analysis of the proposed new road layout and an indication of the potential benefits in comparison with leaving the road layout as it currently stands.
(2) Have you consulted on the plan/ strategy/ service/policy and if so with whom?	Consultation with Local County Councillors along with the Local MP and Warwickshire Police.
(3) Which of the groups with protected characteristics have you consulted with?	N/A

Stage 3 – Analysis of impact			
<p>(1) From your data and consultations is there any adverse or negative impact identified for any particular group which could amount to discrimination?</p> <p>If yes, identify the groups and how they are affected.</p>	RACE	DISABILITY Change in road layout may result in potential collisions if unfamiliar with the scheme and its changes.	GENDER
	MARRIAGE/CIVIL PARTNERSHIP	AGE	GENDER REASSIGNMENT
<p>(2) If there is an adverse impact, can this be justified?</p>	RELIGION/BELIEF	PREGNANCY MATERNITY	SEXUAL ORIENTATION
	This impact will be for a transitional period as local people gain familiarity with the proposed changes.		
<p>(3) What actions are going to be taken to reduce or eliminate negative or adverse impact? (this should form part of your action plan under Stage 4.)</p>	Consultation with Disability organisations to advise of the scheme and provide information regarding changes to the road layout/crossing arrangements. Ensure that during construction phases of scheme, the traffic management is in accordance with the Safety of Street Works and Road Works: A Code of Practise. The scheme design will be designed to cater for these users and undergo a Safety Audit prior to installation.		
<p>(4) How does the plan/strategy/service/policy contribute to promotion of equality? If not what can be done?</p>	The scheme will benefit all road user groups by improved safety and reliability of journey times.		
<p>(5) How does the plan/strategy/service/policy promote good relations between groups? If not what can be done?</p>	The introduction of a cycle path at this location will remove the conflict between the user groups. The installation of a new crossing point will reduce conflicts between pedestrians and motor vehicles.		

(6) Are there any obvious barriers to accessing the service? If yes how can they be overcome?

N/A

Stage 4 – Action Planning, Review & Monitoring

If No Further Action is required then go to – Review & Monitoring

(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.

EqlA Action Plan

Action	Lead Officer	Date for completion	Resource requirements	Comments

(2) Review and Monitoring
State how and when you will monitor policy and Action Plan

This will be reviewed three years from the date of this assessment by a Road Safety Engineer. If the scheme is constructed a site visit will be undertaken to assess the usability for each user group.

Portfolio Holder Decision
Stratford Civil Parking Enforcement Variation 7 - Proposed Waiting Restrictions

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	8 September 2023
	Signed

1. Decision taken

That the Portfolio Holder for Transport and Planning approves:

- 1.1 The Warwickshire County Council (District Of Stratford On Avon) (Civil Enforcement Area) (Waiting Restrictions, On Street Parking Places And Residents' Parking) (Consolidation) (Variation No. 7) Order 2023 be made as advertised;
- 1.2 The following proposals received no objections and should be implemented as advertised:

King Johns Road, Kineton – No Waiting at any Time
 Bridge Street, Kineton – No Waiting at any Time
 Albany Road, Stratford – Limited Waiting 1 Hour No Return 2 Hours 8am-Midnight Except Permit Holders (S1)
 Willows Drive North, Stratford – No Waiting at any Time
 Union Street, Stratford – Disabled Badge Holders Only at all Times, 3 Hours No Return 4 Hours 8am-6pm
 High Street, Studley – No Waiting at any Time
 Knights Lane, Tiddington – Revocation of No Waiting at any Time

2. Reasons for decisions

2. Welsh Road West, Southam – No Waiting at any Time

- 2.1. Following on from complaints of vehicles parking in an obstructive manner and near junctions along Welsh Road West, Southam, Warwickshire County Council have proposed to introduce double yellow lines at the junctions of Coventry Street, Francis Crescent, Grange Close, Mill Road and Hillyard Road.
- 2.2. The following tables detail the objections and/or comments received along with the officer recommendations.

Emails/letters	
Total objections	0
Total comments	2

Ref	Objections and comments received	Total number of responses containing the comment
A	The main issue is that they do not cover a wide enough area	1
B	The existing lines are not enforced	1

Ref	Officer Comments
A	The proposals were to prevent vehicles from parking in the areas where they would be the greatest danger to traffic. If vehicles were to be prevented from parking along the full length of the road, then this would increase the number of vehicles parking in the more residential streets, creating additional issues with obstructive vehicles.
B	All parking restrictions within Warwickshire are enforced to level that is proportionate to the observed and reported compliance of the restrictions.

Recommendations

It is recommended to implement these proposals as advertised.

3. Old Road, Shipston on Stour – No Waiting at any Time

- 3.1. Following on from complaints of vehicles parking in an obstructive manner Old Road, Shipston on Stour, Warwickshire County Council have proposed to extend the existing double yellow lines along a short section of the west side of Old Road.
- 3.2. The following tables detail the objections and/or comments received along with the officer recommendations.

Emails/letters	
Total objections	0
Total comments	1

Ref	Objections and comments received	Total number of responses containing the comment
A	The yellow lines need to be extended on both sides of the road	1

Ref	Officer Comments
A	The original request was for double yellow lines on both sides of the road and during an informal consultation we received a number of comments stating that the lines on the east side of the road were unnecessary and were subsequently removed for the statutory consultation.

Recommendations

It is recommended to implement these proposals as advertised.

4. Kendall Avenue, Stratford upon Avon– No Waiting at any Time

4.1. Following on from complaints of vehicles parking in an obstructive manner along Kendall Avenue, Stratford, Warwickshire County Council have proposed to introduce double yellow lines from Clopton Road further into Kendall Avenue.

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

Emails/letters	
Total objections	0
Total comments	1

Ref	Objections and comments received	Total number of responses containing the comment
A	It is requested to extend the double yellow lines from outside the property known as No.1 Kendall Avenue to the junction of Clopton Road	1

Ref	Officer Comments
A	The proposal is to extend the existing lines that start at No.1 Kendall Avenue to join up to the double yellow lines that currently commence at at the junction of Kendall Avenue and Clopton Road. As part of the work to install these lines, any extraneous lines will be removed to make sure that there is no confusion as to what is being installed on the carriageway.

Recommendations

It is recommended to implement these proposals as advertised.

5. Brook End Drive, Henley-in-Arden – No Waiting at any Time

5.1. Following on from complaints of vehicles parking in an obstructive manner along the length of Brook End Drive, Henley in Arden, Warwickshire County Council have proposed the introduction of double yellow lines at strategic points along the length of the road to prevent vehicles from parking in locations that would be considered more dangerous.

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

Emails/letters	
Total objections	0
Total comments	1

Ref	Objections and comments received	Total number of responses containing the comment
A	Will simply push the problem further down the road	1
B	Would it be possible to extend the double yellow lines to join up with the existing lines at the junction of Bear Lane and Station Road	1

Ref	Officer Comments
A	It is accepted that displacement of parking is a consequence of waiting restrictions along a length of road. However, these restrictions would be preventing vehicles from parking in places with the potential to cause a hazard, with parking moved to less obstructive areas where risks are lower and are thus considered appropriate.
B	Additions to advertised restrictions are beyond the scope of this report but can be considered as a separate request for amendments at a later date.

Recommendations
It is recommended to implement these proposals as advertised.

6. Background information

- 6.1 Proposals for waiting restrictions at various locations were advertised and consulted upon in accordance with statutory procedure on the 28 July 2022.
- 6.2 The statutory criteria for decisions on making Traffic Regulation Orders are included as Appendix A.
- 6.3 Drawings showing published proposals for waiting restrictions are found in Appendix B.
- 6.4 A copy of the published Statement of Reasons for each scheme are found in Appendix C.
- 6.5 Copies of objections and comments received are available as background information in Appendix D.
- 6.6 An equality impact assessment has not been commissioned for this scheme as the implementation of these parking restrictions is not expected to have a detrimental impact to any particular demographic of the population that will be using the road.

7. Financial implications

All work is to be completed from the existing 2023/24 Civil Parking Enforcement budget.

8. Environmental implications

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, philmitton@warwickshire.gov.uk, Phil Mitton philmitton@warwickshire.gov.uk
Director	Scott Tompkins
Executive Director	Mark Ryder Executive Director for Communities
Portfolio Holder	Councillor Jan Matecki 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

Members and officers consulted and informed

Portfolio Holder – Councillor Jan Matecki

Corporate Board – Mark Ryder

Legal – Caroline Gutteridge

Finance – Virginia Rennie

Equality –

Democratic Services – Amy Bridgewater-Carnall

Councillors – Councillors Gifford, Chilvers, Holland

Local Member(s): Councillors Mills, Rolfe, Fradgley, Sinclair & Kerridge

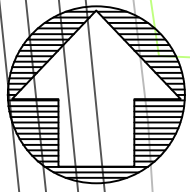
Statutory Criteria for Decisions on Making Traffic Regulation Orders and Parking Orders

The Warwickshire County Council (District of Stratford) (Civil Enforcement Area) (Waiting Restrictions, On-Street Parking Places and Residents' Parking) (Consolidation) (Variation 7) 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).



Apple Tree House

Juniper House

Birches

Orchard Rise

The Grange

1 to 4

Double Yellow Lines are proposed to be installed in positions shown

Three Chimneys

5 to 8

Deers Leap

1 to 4

BEAR

LANE

10

13

11

16

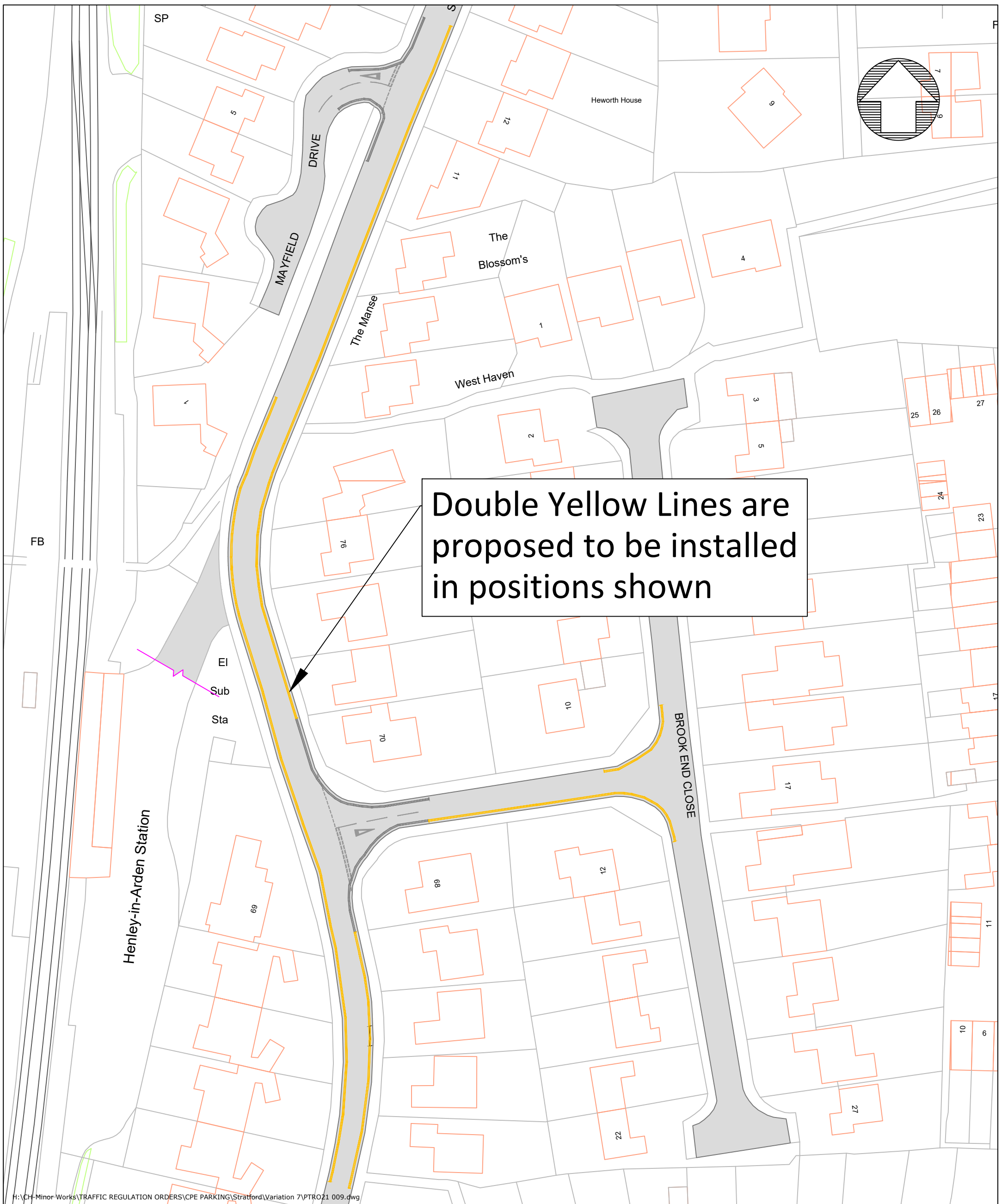
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STATION ROAD

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			<p>Project title</p> <p>Stratford CPE Variation 7</p>	<p>Date 23 September 2021</p> <p>Scale NTS @ A3_P</p> <p>Drawing number PTRO21 009-001</p>



Double Yellow Lines are proposed to be installed in positions shown

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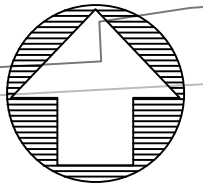
Drawing title

**Proposed No Waiting at any Time Restrictions
 Station Road, Brook End Close &
 Brook End Drive - Henley-in-Arden**

Project title

Stratford CPE Variation 7

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Scale	NTS @ A3_P
Drawing number	PTRO21 009-002



Double Yellow Lines are proposed to be installed in positions shown



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Drawing title

Proposed No Waiting at any Time Restrictions Brook End Drive Henley-in-Arden

Project title

Stratford CPE Variation 7

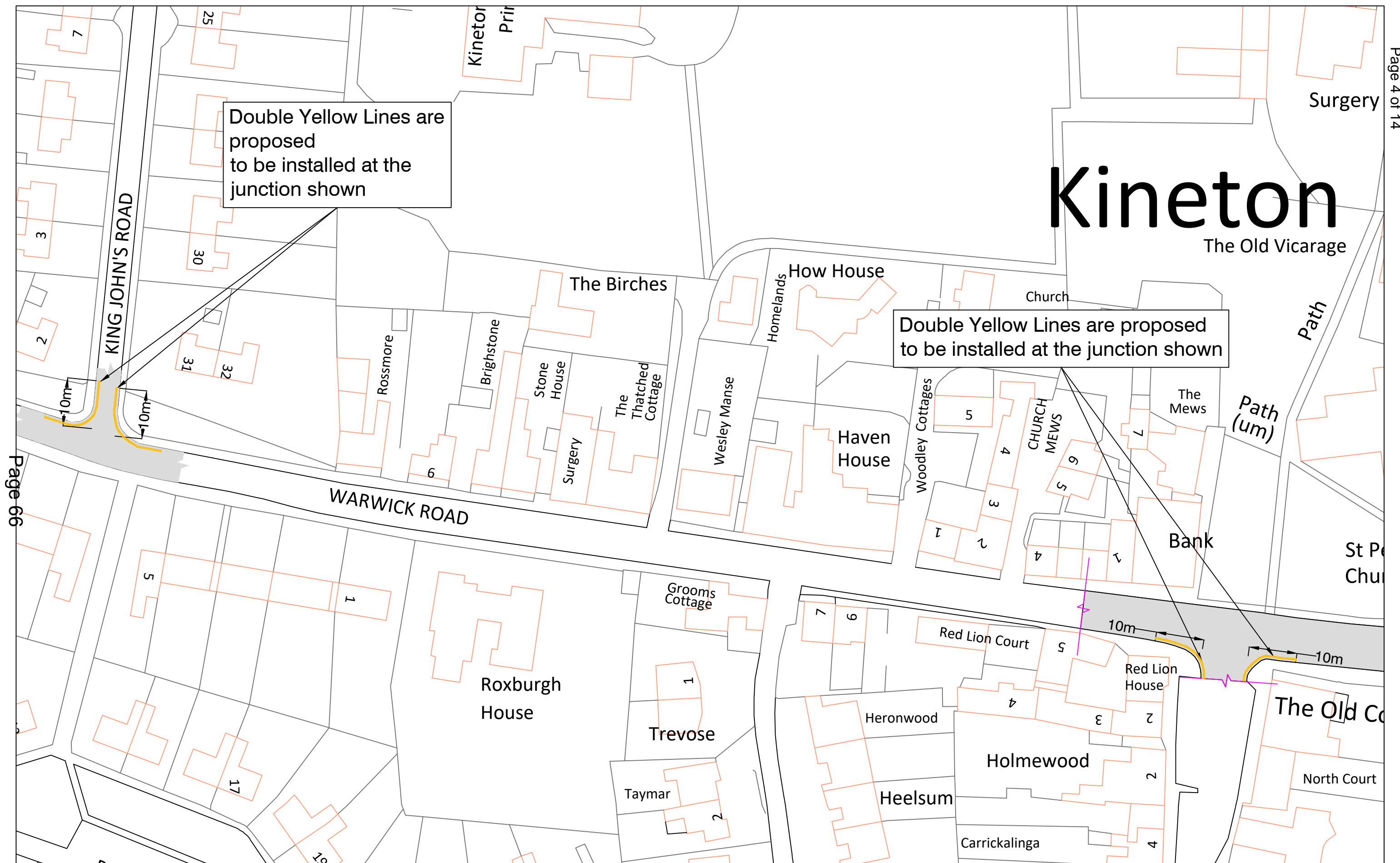
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Kineton

The Old Vicarage

Double Yellow Lines are proposed to be installed at the junction shown

Double Yellow Lines are proposed to be installed at the junction shown



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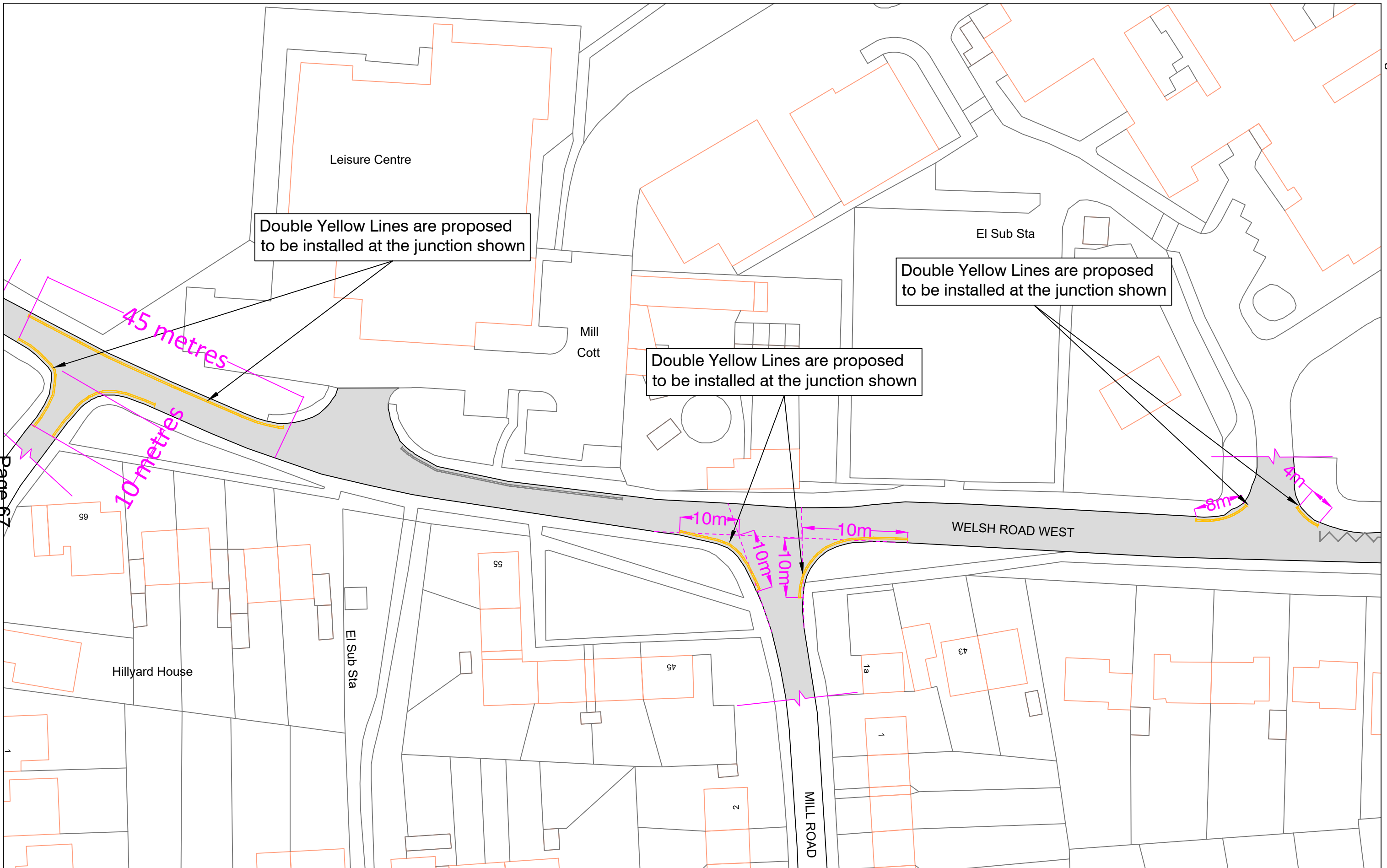
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Drawing title
Proposed No Waiting at any Time Restrictions Warwick Road Kineton
 Project title
Stratford CPE Variation 7

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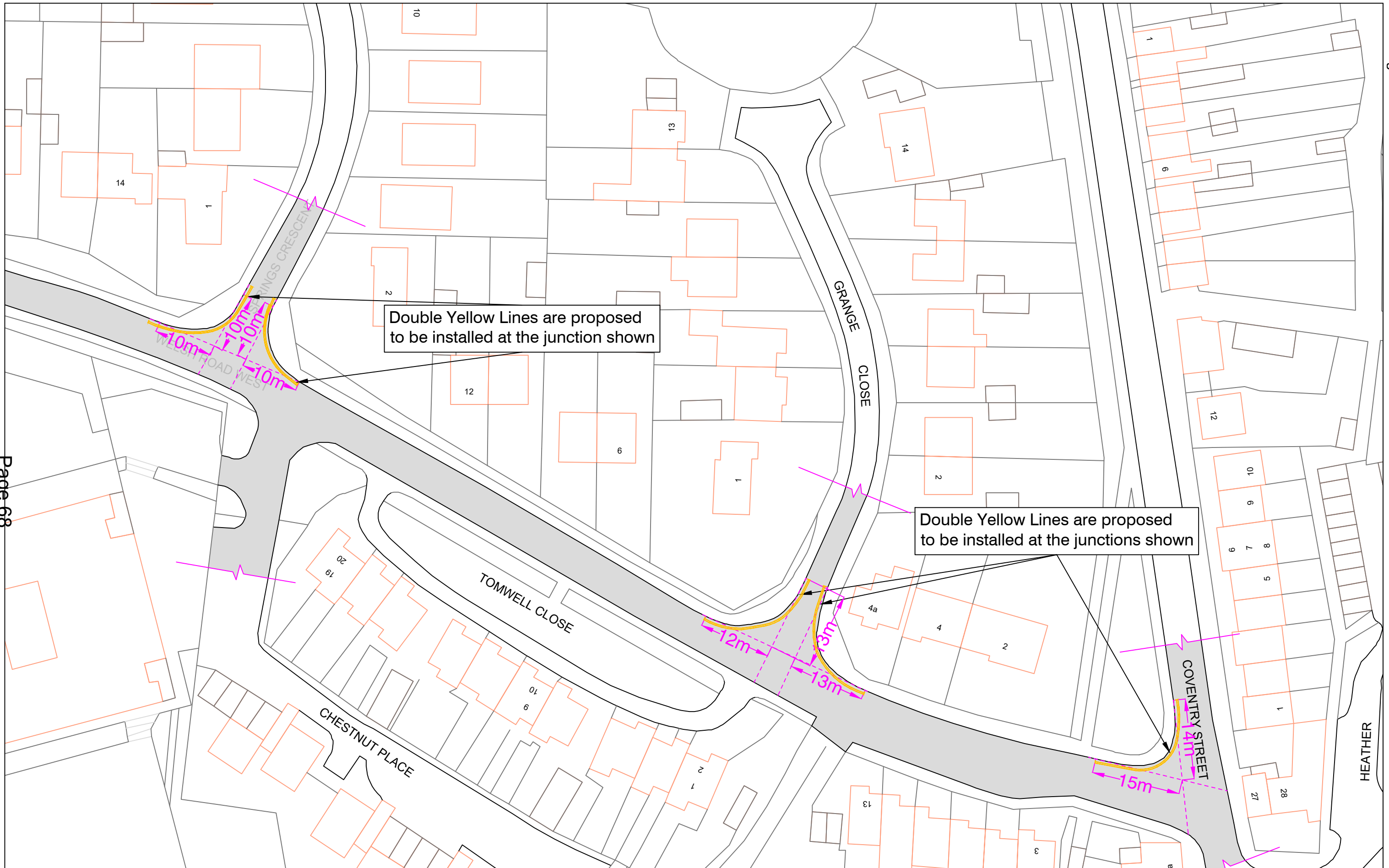
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Drawing title
**Proposed No Waiting
 at any Time Restrictions
 Welsh Road West
 Southam**

Project title
Stratford CPE Variation 7

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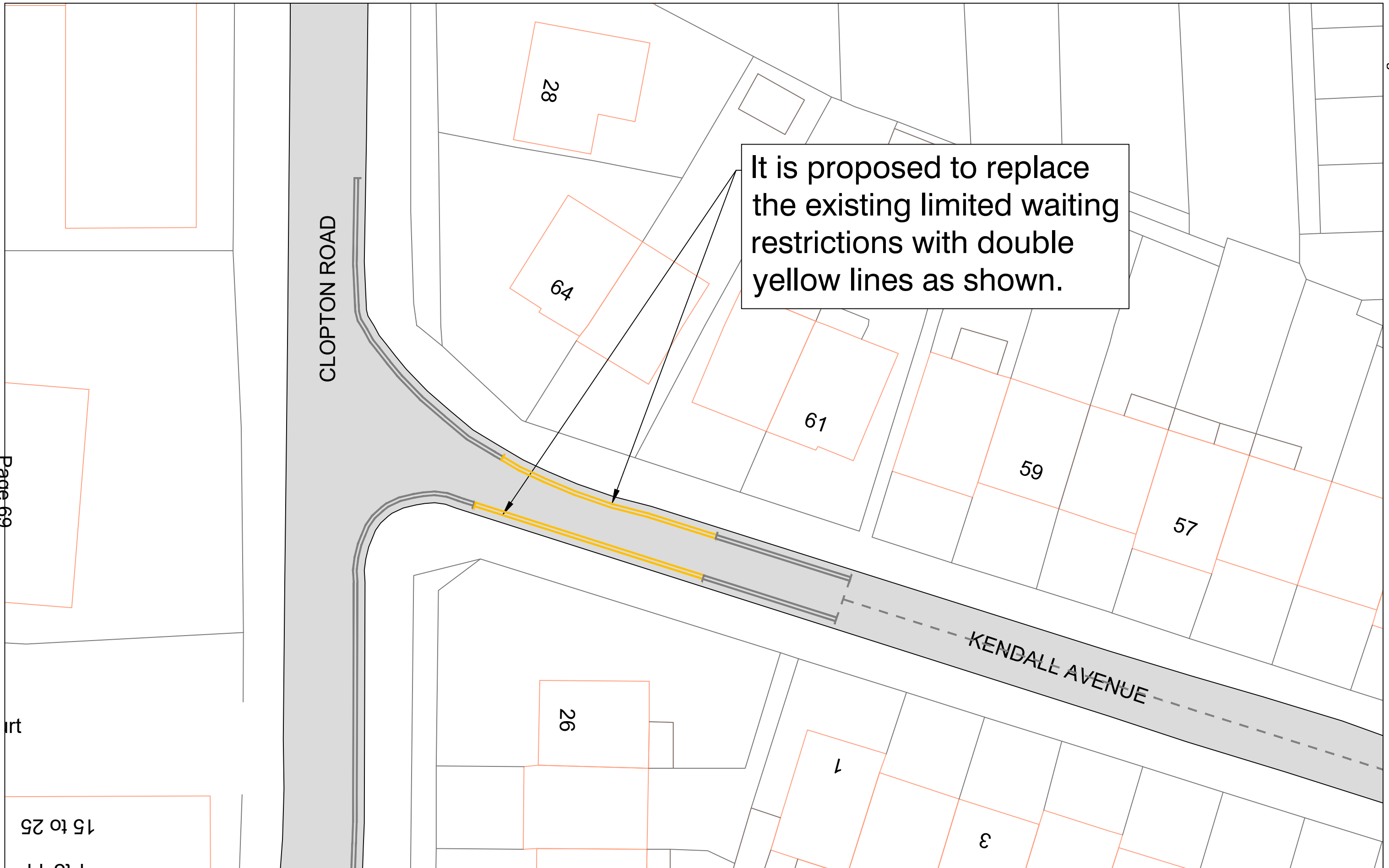
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Drawing title
**Proposed No Waiting
at any Time Restrictions
Welsh Road West
Southam**

Project title
Stratford CPE Variation 7

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Drawing number PTRO21 009-006	



It is proposed to replace the existing limited waiting restrictions with double yellow lines as shown.

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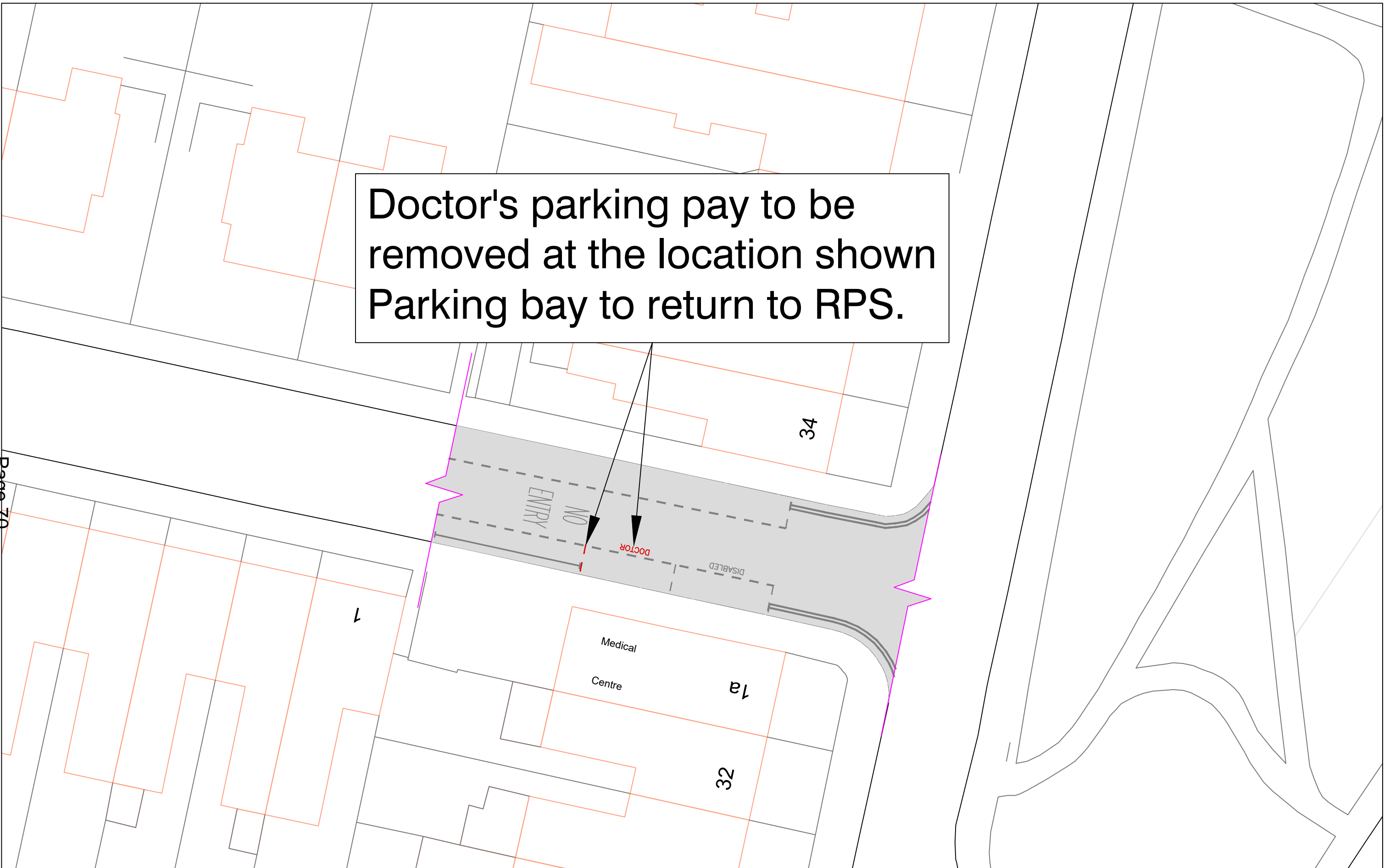
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Drawing title
Proposed No Waiting at any Time Restrictions Kendall Avenue Stratford-on-Avon
 Project title
Stratford CPE Variation 7

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Doctor's parking pay to be removed at the location shown
 Parking bay to return to RPS.




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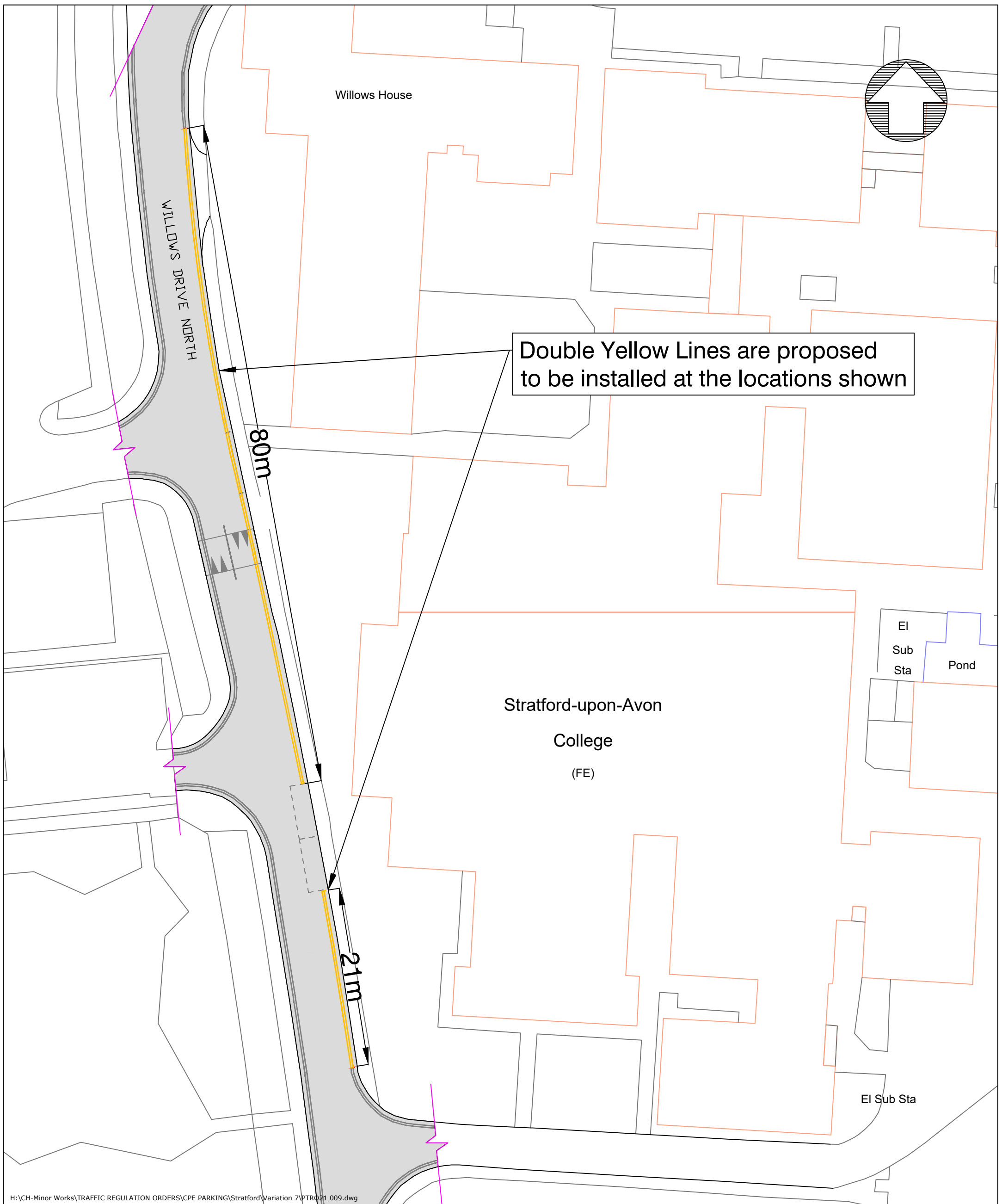
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Drawing title
Proposed Removal of Doctors Parking Bay Albany Road Stratford-on-Avon

Project title
Stratford CPE Variation 7

Drawn by BD	Checked by GVS
Date 23 September 2021	
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Drawing number PTRO21 009-008	



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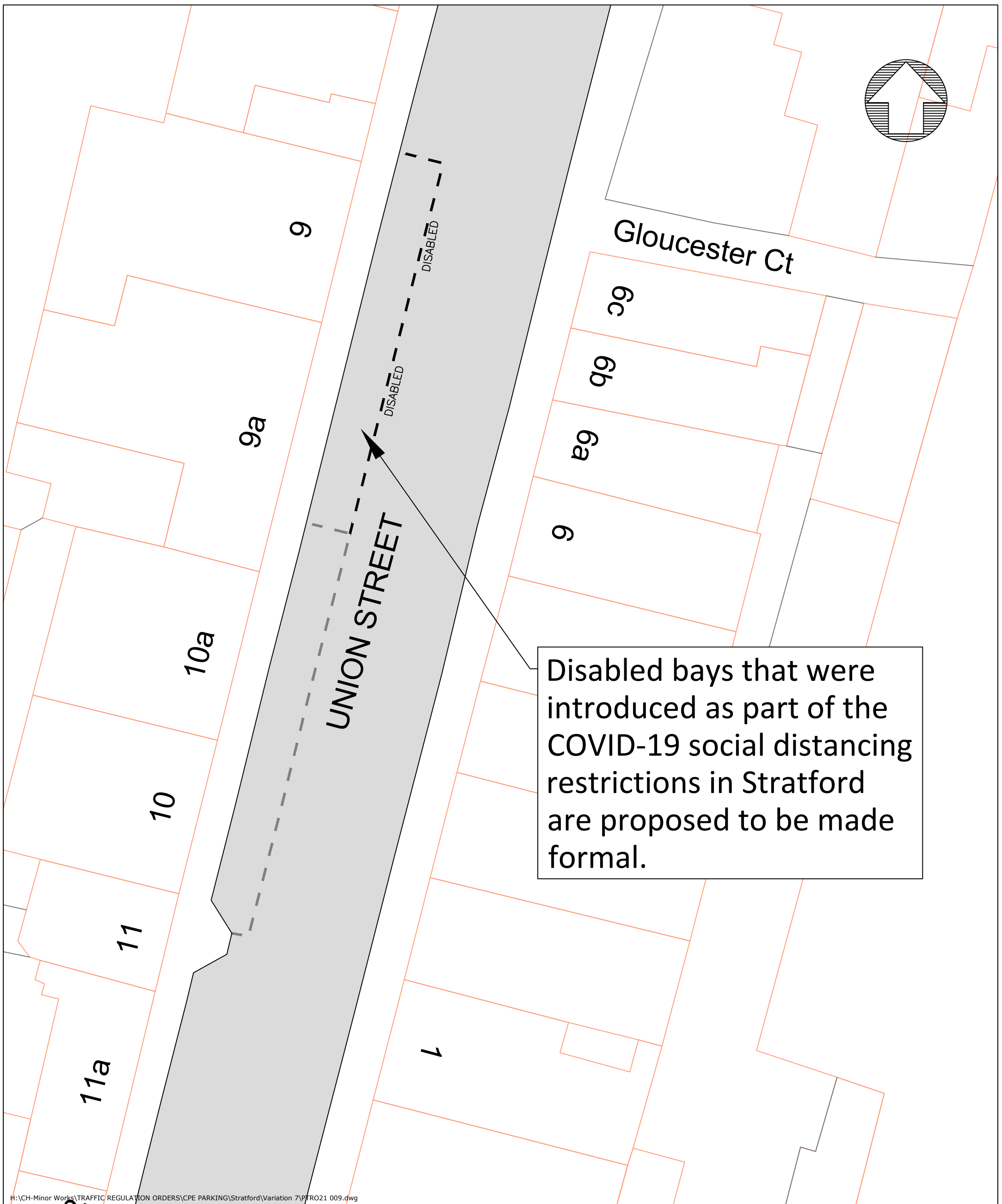
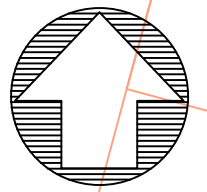
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Proposed No Waiting at any Time Restrictions Willows Drive North Stratford-on-Avon

Project title

Stratford CPE Variation 7

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Disabled bays that were introduced as part of the COVID-19 social distancing restrictions in Stratford are proposed to be made formal.

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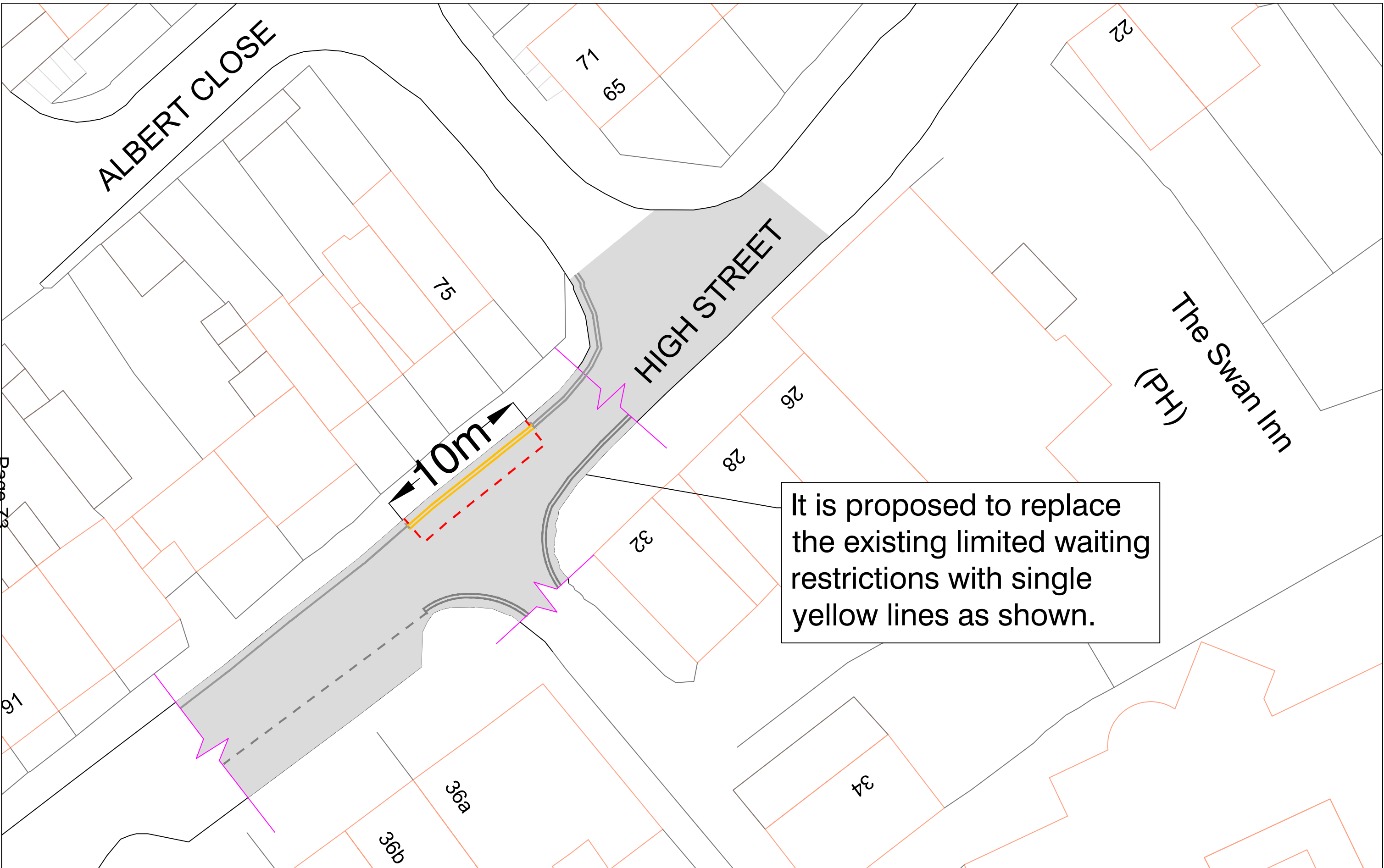
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Drawing title
Proposed Disabled Bays
Union Street
Stratford-on-Avon

Project title
Stratford CPE Variation 7

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Date 23 September 2021	
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Drawing number PTRO21 009-010	



It is proposed to replace the existing limited waiting restrictions with single yellow lines as shown.



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Drawing title
Proposed No Waiting at any Time Restrictions High Street Studey

Project title
Stratford CPE Variation 7

Drawn by BD	Checked by GVS
Date 23 September 2021	
Scale NTS @ A3_L	
Drawing number PTRO21 009-011	

Double Yellow Lines are proposed to be installed in positions shown

5 metres

OLD ROAD

Hall

61

Redwood Park

Spring

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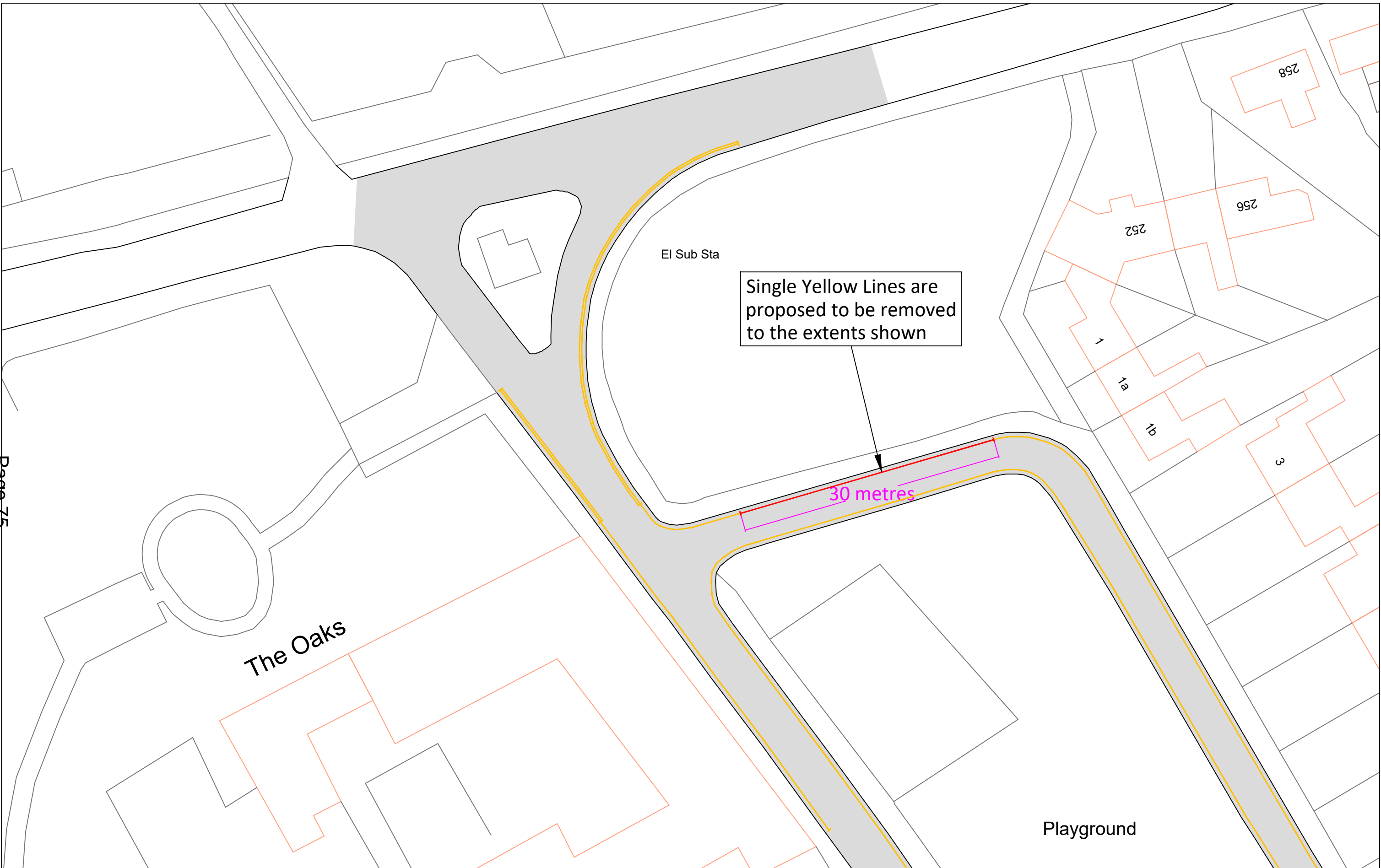
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Drawing title	<p>Proposed No Waiting at any Time Restrictions Old Road Shipston</p>
Project title	
<p>Stratford CPE Variation 7</p>	

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Single Yellow Lines are proposed to be removed to the extents shown

30 metres

The Oaks

Playground

EI Sub Sta

252

256

258

1

1a

1b

3



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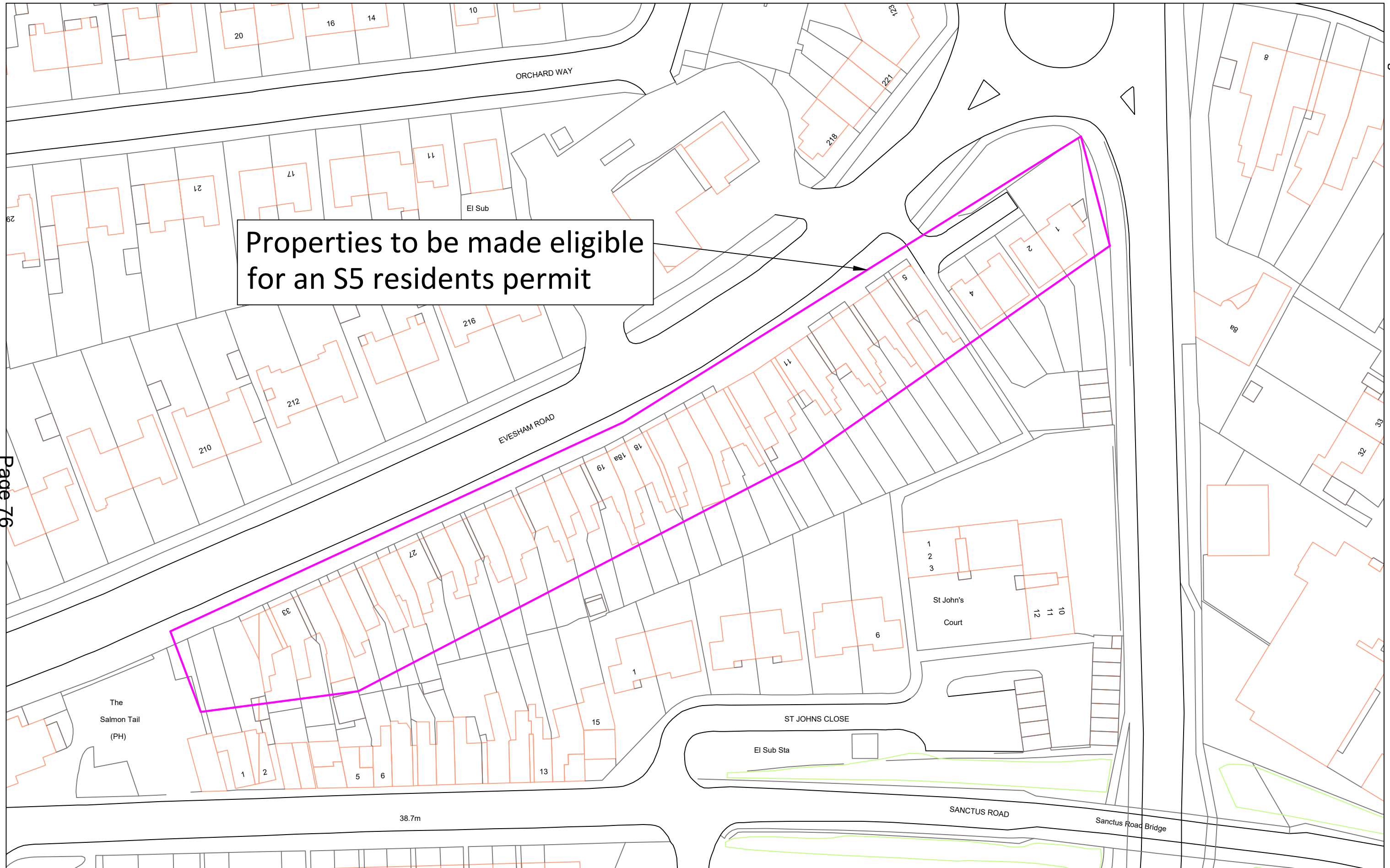
REV	DATE	BY	CHK	AMENDMENT
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Drawing title
Proposed Removal of No Waiting Restrictions Knights Lane Tiddington

Project title
Stratford CPE Variation 7

Drawn by BD	Checked by GVS
Date 23 September 2021	
Scale NTS @ A3_L	
Drawing number PTRO21 009-013	

Properties to be made eligible for an S5 residents permit



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

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REV	DATE	BY	CHK	AMENDMENT
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Drawing title
S5 Residents Permit Eligibility
Evesham Road Stratford

Project title
Stratford CPE Variation 7

Drawn by BD	Checked by GVS
Date 23 September 2021	
Scale NTS @ A3_L	
Drawing number PTRO21 009-014	

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) (Consolidation) (Variation 07) Order 2021

1. Background

Throughout the last year Warwickshire County Council have received numerous requests for changes to the parking restrictions throughout Stratford District.

Consultation Plan	Location	Street	Plan Reference	Revision No.
PTRO21 009-001	Henley in Arden	Brook End Drive	FW26	2
PTRO21 009-002			FX26	2
PTRO21 009-003			FY26	1
PTRO21 009-004	Kineton	King Johns Road	IE63	0
		Bridge Street	IE64	0
PTRO21 009-005	Southam	Welsh Road West	GM79	1
PTRO21 009-006			GM80	2
PTRO21 009-007	Stratford	Kendall Avenue	HN36	2
			HN37	3
PTRO21 009-008	Stratford	Albany Road	HQ36	2
PTRO21 009-009	Stratford	Willows Drive North	HO35	1
			HP35	1
PTRO21 009-010	Stratford	Union Street	HO37	3
PTRO21 009-011	Studley	High Street	GF11	2
PTRO21 009-012	Shipston	Old Road	JV48	2
PTRO21 009-013	Tiddington	Knights Lane	HM41	1

2. Statement of Reasons

Brook End Drive, Brook End Close, Bear Lane, Station Road & Yew Tree Gardens – Henley in Arden – No Waiting at any Time

Concerns had been raised by residents of Brook End Drive, Station Road and the surrounding side roads about commuter parking around the Henley station car park following on from charges being introduced at the car park. To assist with this, it is proposed to introduce sections of no waiting at any time on the above named roads 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.

King Johns Road & Warwick Road – Kineton – No Waiting at any Time

In order to prevent parking in an obstructive manner near to the junction of King Johns Road and Warwick Road, Kineton, it is proposed to introduce a section of no waiting at any time restrictions 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.

Bridge Street & Warwick Road – Kineton – No Waiting at any Time

In order to prevent parking in an obstructive manner near to the junction of Bridge Street and Warwick Road, Kineton, it is proposed to introduce a section of no waiting at any time restrictions 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.

Welsh Road West, Springs Crescent, Grange Close, Mill Road, Tomwell Close, Hillyard Road & Coventry Road – Southam – No Waiting at any Time

In order to prevent parking in an obstructive manner near to the junctions along Welsh Road West, it is proposed to introduce sections of no waiting at any time restrictions at the junctions on the above-named roads 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.

Kendall Avenue – Stratford upon Avon – No Waiting at any Time

It has been requested to extend the no waiting at any time restrictions further into Kendall Avenue to assist traffic entering and leaving Kendall Avenue 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.

Albany Road – Stratford upon Avon – Limited Waiting 1 Hour No Return 2 Hours 8am-Midnight Except Permit Holders (S1)

Following on from the closure of the doctor's surgery at the junction of Grove Road and Albany Road, it is proposed to replace the doctors bay with residents parking restrictions, matching those in the area thereby preserving or improving the amenities of the area through which the road runs.

Willows Drive North – Stratford upon Avon – No Waiting at any Time

It has been requested to extend the existing no waiting at any time restrictions along Willows Drive North in order to prevent obstructive parking near to the college entrance 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.

Union Street – Stratford upon Avon – Disabled Badge Holders Only at all Times, 3 Hours No Return 4 Hours 8am-6pm

As part of the social distancing measures that were introduced in Stratford Town Centre, a section of the Taxi Rank on Union Street was converted to disabled bays. It is proposed to retain the disabled bays when the social distancing measures are removed thereby preserving or improving the amenities of the area through which the road runs.

High Street – Studley – No Waiting at any Time

It has been requested that the limited waiting restrictions outside Nos. 77-81 are replaced with no waiting at any time restrictions to allow for the provision of off-street parking outside the houses. This will aid in avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

Old Road – Shipton – No Waiting at any Time

It has been requested to extend the existing no waiting at any time restrictions past the entrance to Redwood Park. This will allow safer egress from Redwood Park 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.

Knights Lane – Tiddington – Revocation of No Waiting Mon-Fri 9am-5pm

It has been requested that a section of the no waiting restrictions along Knights Lane is removed to allow for residents to park close to their houses. This will aid in preserving or improving the amenities of the area through which the road runs.

Evesham Road – Stratford – Permit Eligibility (S5)

To correct an administrative error in the permit eligibility for the S5 zone it is necessary to redefine which properties along the Evesham Road are eligible for an S5 permit. This will aid in preserving or improving the amenities of the area through which the road runs.

3. Schedule

Albany Road, Stratford - Limited Waiting 1 Hour No Return 2 Hours 8am-Midnight Except Permit Holders (S1)

South side, from a point 12 metres west of its junction with Grove Road, westwards for 6 metres

Bear Lane, Henley-in-Arden – No Waiting at any Time

Both sides, from a point 10 metres west of its junction with Station Road, westwards for 22 metres

Bridge Street, Kineton – No Waiting at any Time

Both sides, from its junction with Warwick Road, southwards for 10 metres

Brook End Close, Henley-in-Arden – No Waiting at any Time

North Side, from a point 52 metres east of its junction with Brook End Drive, north-eastwards for 20 metres

South side, from a point 20 metres east of its junction with Brook End Drive, eastwards for 52 metres

Brook End Drive, Henley-in-Arden – No Waiting at any Time

East side, from a point 20 metres north of its junction with Brook End Close, northwards for 32 metres

East side, from a point 20 metres south of its junction with Brook End Close, southwards for 50 metres

East side, from its junction with Yew Tree Gardens, northwards for 75 metres

West side, from its junction with Station Road, southwards for 115 metres

Coventry Street, Southam – No Waiting at any Time

West side, from its junction with Welsh Road West, northwards for 15 metres

Grange Close, Southam – No Waiting at any Time

Both sides, from its junction with Welsh Road West, northwards for 10 metres

King Johns Road, Kineton – No Waiting at any Time

Both sides, from its junction with Warwick Road, northwards for 10 metres

High Street, Studley - No Waiting at any Time

North side, from a point 7 metres west of its junction with Albert Close, westwards for 11 metres

Hillyard Road, Southam – No Waiting at any Time

Both sides, from its junction with Welsh Road West, southwards for 12 metres

Kendall Avenue, Stratford – No Waiting at any Time

Both sides, from a point 9 metres east of its junction with Clopton Road, eastwards for 15 metres

Knights Lane, Tiddington (crescent section) – Revocation of No Waiting Mon-Fri 9am-5pm

North side from a point 10 metres east of its junction with Knights Lane, eastwards for 30 metres

Mill Road, Southam – No Waiting at any Time

Both sides, from its junction with Welsh Road West, southwards for 10 metres

Old Road, Shipston – No Waiting at any Time

West side, from a point 18 metres north of its junction with London Road, northwards for 5 metres

Springs Crescent, Southam – No Waiting at any Time

Both sides, from its eastern junction with Welsh Road West, northwards for 10 metres

Station Road, Henley-in-Arden – No Waiting at any Time

East side, from a point 52 metres north of the junction with Brook End Close, northwards for 108 metres

West side, from a point 52 metres north of the junction with Brook End Close, northwards for 30 metres

Union Street, Stratford - Disabled Badge Holders Only at all Times, 3 Hours No Return 4 Hours 8am-6pm

West side, from a point 45 metres north of the roundabout junction with Bridge Street, northwards for 18 metres

Warwick Road, Kineton – No Waiting at any Time

North side, from a point 12 metres east of its junction with King Johns Road, westwards for 33 metres

South side, from a point 10 metres east of its junction with Bridge Street, westwards for 37 metres

Welsh Road West, Southam – No Waiting at any Time

South side, from a point 11 metres west of its junction with Hillyard Road, eastwards for 30 metres

South side, from a point 10 metres west of its junction with Mill Road, eastwards for 33 metres

North Side, from a point 11 metres west of its junction with Hillyard Road, eastwards for 47 metres

North side, from a point 66 metres east of its junction with Mill Road, eastwards for 18 metres

North side, from a point 90 metres west of its junction with Grange Close, westwards for 26 metres

North side, from a point 10 metres west of its junction with Grange Close, eastwards for 26 metres

North side, from its junction with Coventry Street, westwards for 15 metres

Willows Drive North, Stratford – No Waiting at any Time

East side, from a point 86 metres south of its junction with Alcester Road, southwards for 85 metres

East side, from a point 184 metres south of its junction with Alcester Road, southwards for 12 metres

Yew Tree Gardens, Henley-in-Arden – No Waiting at any Time

North side, from its junction with Brook End Drive, eastwards for 15 metres

Permit Eligibility S5

Evesham Road Nos. 1-38

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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Stratford CPE Variation No. 7 2022

Tue 02-Aug-22 7:40 PM

To: PMC WCC <pmc@warwickshire.gov.uk>

Good evening Ben,

Reference GM79 & 80 Welsh Road West Southam.

I believe most of the areas that you propose having double yellow lines already do so. The main issue is that they do not cover a wide enough area and they are also not enforced.

Southam College continues to grow and is permitted to grow but the road network can not take it. Every day at drop off, pick up and when after school events are on the footpaths on Welsh Road West are full of cars parked half on road and pavement.

There is no need to be on the pavement; there is plenty of room on the roads. Extending the double yellow lines would stop this behaviour if it was enforced.

Kind Regards

Variation no.12 Old road Shipston on Stour

Sat 06-Aug-22 3:35 PM

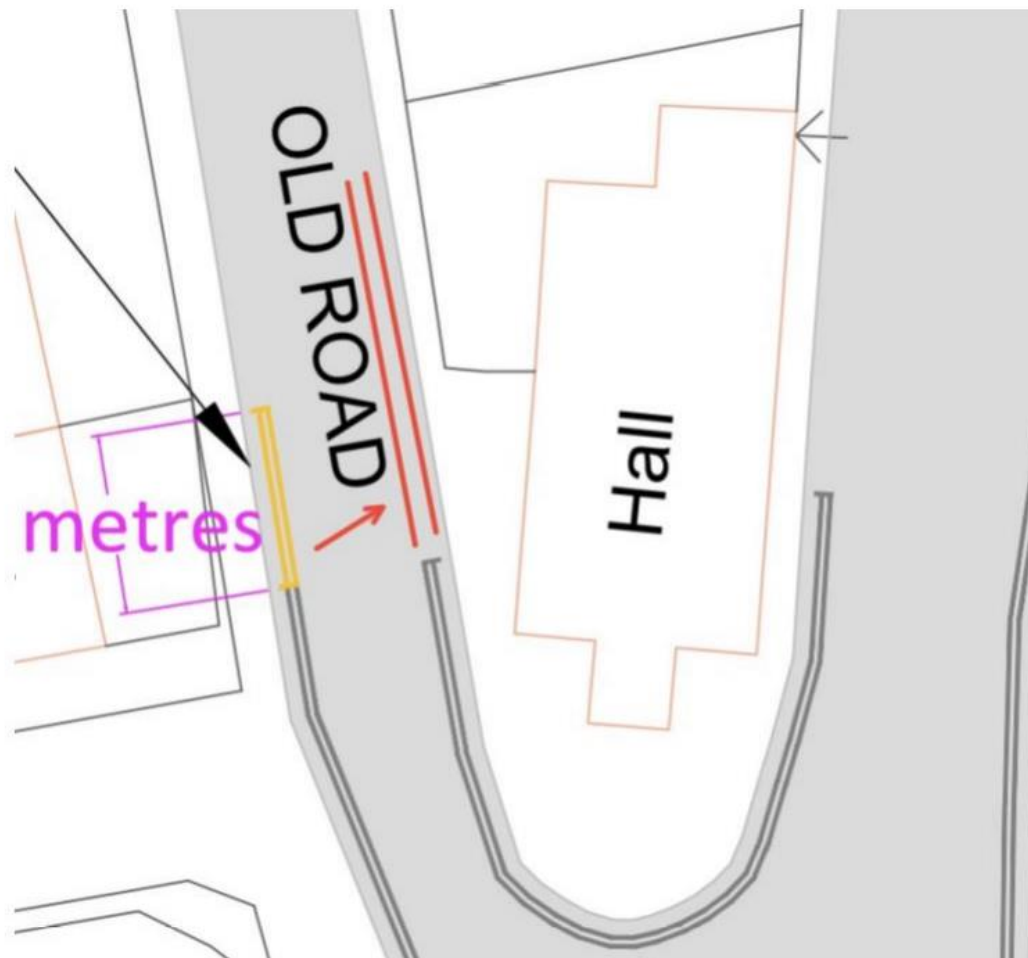
To: PMC WCC <pmc@warwickshire.gov.uk>

Dear Ben Davenport,

Further to our telephone conversation, I am sending you the map concerning old road and where the double yellow lines need to be. This is a very busy end of the road and parking here can result in difficulty accessing Redwood park. On many occasions vehicles park here, which blocks the flow of traffic down Old Road completely.

Please consider this in your consultation.

Yours sincerely,



Mr Ben Davenport
Minor Works Team
Communities
The Post Room - Rear of Shire Hall
Northgate Street
Warwick CV34 4RL

Dear Mr Davenport,

Warwick District Variation No. 7

Thank you for your letter of 4th August regarding this variation (then referred to as Variation No. 12).

The plan on the website is exactly the same as that accompanying your previous letter. I refer you to my letter of 2nd August - copy enclosed.

Yours faithfully,

Mr Ben Davenport
Minor Works Team
Communities
The Post Room - Rear of Shire Hall
Northgate Street
Warwick CV34 4RL

Dear Mr Davenport,

Warwick District Variation No. 12

Thank you for the amended plan for double yellow lines in Kendall Avenue. The original proposal was to take the lines from the boundary of property no. 1 up to Clopton Road on that side. Residents of Kendall Avenue were delighted about this.

Parking on Kendall Avenue alongside 26 Clopton Road has been a major problem over many years. As you know, the Avenue is very narrow. With vehicles parked beside 26 Clopton Road the whole Avenue can be blocked to bin lorries, emergency vehicles, or other large vehicles when a car is parked outside 61 Kendal Avenue. Using the pavement to get past is not an option due to the presence of a telegraph pole beside the road. I have marked this on the plan.

Residents in nos. 62 and 63 find it very difficult to get out of their drives when vehicles are parked opposite. I understand no. 61 has also applied to make an off road access.

The double yellow lines need to be taken from the boundary of no. 1 Kendall Avenue up to Clopton Road, as originally planned.

Yours faithfully,

FAO Ben Davenport

Dear Sir

With reference to the double yellow line parking restrictions – Ref: FW26.FX26. FY26
We are in full agreement with the proposals so far, but feel that the problem will be pushed further down the road. It is evident that there are not enough parking spaces in the road at the moment, as you can see from the recent photographs. These cars parked by train passengers and people who work in Henley.

We have difficulty at the present time in moving off our drive safely through restricted vision of the cars parked either side of our drive and opposite. Also, vehicles travelling up and down the road has restricted views of oncoming traffic, there has been a few near misses.
In conclusion would it be possible to continue the double yellow lines to join up with the existing lines at the junction of Station Road and Bear Lane, this is on the right-hand side facing down the road from the station. Thank you for taking the time to review the situation.

Yours faithfully

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Portfolio Holder Decision

The Warwickshire County Council
(Gainsborough Drive, Calder Walk and Marlborough Drive,
Leamington Spa) (20mph Speed Limit) Order 2023

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	8 September 2023
	Signed

1. Decision taken

That the Portfolio Holder for Transport and Planning approves that the below named proposed Speed Limit Order be made as advertised:

- The Warwickshire County Council (Gainsborough Drive, Calder Walk and Marlborough Drive, Leamington Spa) (20mph Speed Limit) Order 2023.

2. Reasons for decisions

- 2.1 Pursuant to Part 2(4) of the Warwickshire County Council Constitution, the Portfolio Holder for Transport and Planning in consultation with the Local Member(s) has delegated authority to determine road traffic management and accident prevention schemes and road traffic regulations in cases where objections have been received (and not withdrawn).
- 2.2 The statutory public consultation for Gainsborough Drive, Calder Walk and Marlborough Drive, Leamington Spa for a 20mph speed limit, was advertised on 15 June 2023 for 3 weeks. It was also advertised on street in the form of public notices, in the Leamington Courier and on the Council's website. Statutory consultees have also been consulted. The closing date was extended by an extra week to 14 July 2023, so that residents in the area had sufficient time to consider the proposal.
- 2.3 A copy of plans PTRO22-031 & PTRO22-031-01 detailing proposals to introduce a 20mph Speed Limit in Gainsborough Drive, Calder Walk and Marlborough Drive can be found as Appendix A. Three objections to the proposals were received during the consultation; the following table details the objection received, and the Council's response.

Emails/letters	
Objections received	3

Objection 1 – Resident of Gainsborough Drive

I am writing to express my deep concerns regarding the implementation of the 20mph zone in our area. While I understand the importance of road safety measures, I believe the current speed limit imposition is impractical and has had several negative consequences. Signs have been put up in Gainsborough drive without consulting the community.

First and foremost, the reduction of the speed limit to 20mph has significantly increased travel time for residents in our community. The previous speed limit of 30mph was appropriate for our neighbourhood, allowing for smooth traffic flow without compromising safety. However, with the introduction of the 20mph zone, unnecessary delays and congestion have become the norm, affecting the daily routines and productivity of the residents.

Furthermore, the enforcement of the 20mph zone seems excessive and disproportionate to the actual risks present in our area. Our neighbourhood consists of wide, well-maintained roads with excellent visibility and minimal pedestrian activity. It is essential to consider the unique characteristics of our community when implementing speed limit regulations rather than applying a blanket approach.

Additionally, the sudden change in the speed limit has resulted in confusion and frustration among drivers. Many individuals, including long-term residents, have inadvertently violated the new speed restrictions due to the lack of proper signage and adequate notification.

Moreover, I encourage the council to engage in an open dialogue with the community, seeking their input and opinions on this matter. A collaborative approach that incorporates the concerns and suggestions of the local residents will result in a more balanced and effective solution.

In conclusion, I urge you to reconsider the 20mph zone implementation in our area, taking into account the adverse effects it has had on travel time, community satisfaction, and the overall practicality of the speed limit. I believe that a fair and well-considered resolution can be achieved through a thorough reassessment of the current situation.

Thank you for your attention to this matter. I trust that you will carefully consider the points I have raised and take appropriate action to address our community's concerns. I look forward to a favourable response.

Engineers response

Regrettably, a communication misunderstanding led to our Contractor installing the proposed signing and lining three days before the scheduled Statutory Consultation with residents. Upon discovering this error, we promptly contacted our Delivery Team to

coordinate with the Contractors for bagging over of signage and the blacking out of carriageway markings.

Following the premature installation, the consultation commenced on June 15th, 2023, and ran for a period of 21 days. The objector submitted their objection on the 20th June. The resident expressed concerns about various negative consequences, including unnecessary delays and congestion. However, from an engineering perspective, it is considered unlikely that the short period of exposure to the lining and signing would have caused such issues. Nonetheless, it is accepted that the early installation may have caused confusion among motorists and residents in the area.

As part of our standard procedure for speed limit changes, we conduct background checks and speed surveys to ensure that any proposed speed limit adjustments align with Government Guidance and criteria. Our assessment criteria include site visits and measurements of existing carriageway widths. Based on current speed surveys and motorist behaviours, a 20mph speed limit was deemed the most appropriate measure in this area.

Prior to the formal consultation, Councillor Will Roberts (the local member for the area) conducted an informal consultation with residents to gather opinions. The results indicated that the majority of residents favoured the introduction of a 20 mph Speed limit and this was supported by the small number of objections received during the formal statutory consultation.

The objector has raised a concern regarding the need for open dialogue with the community to gather opinions on this matter. There was a full public consultation that took place from June 20 2023, to July 7 2023, as described at paragraph [] above. Following a request from Councillor Roberts the closing date was extended to provide residents with additional time to express their views. We consider the consultation to have been compliant and the community has been consulted.

Objection 2 – Resident of Gainsborough Drive

I hope this letter reaches you despite the frustration and disappointment that has consumed our community due to the implementation of the 20mph zone. I write to express my profound dissatisfaction with this ill-conceived decision, which has proven to be a source of inconvenience, unnecessary restrictions, and widespread discontent.

The introduction of the 20mph zone in our area has inflicted a severe blow to our daily lives. The previously reasonable and efficient speed limit of 30mph allowed for smooth traffic flow and a sense of freedom on our roads. However, the abrupt imposition of the 20mph restriction has needlessly disrupted our routines and added significant travel time to our already busy schedules. We find ourselves trapped in endless queues of frustrated drivers, enduring unnecessary delays and stagnation.

This absurd reduction in speed appears to be a grossly disproportionate response to the actual risks and safety concerns present in our community. Our neighbourhood boasts well-maintained roads with excellent visibility and a dearth of pedestrian activity. It is

evident that the decision-makers failed to consider the unique characteristics of our area, opting instead for a one-size-fits-all approach that defies logic and common sense.

What is more infuriating is the lack of effective enforcement and communication regarding this new speed limit. Inadequate signage and insufficient notification have resulted in countless unsuspecting individuals falling victim to unjust fines and penalties. It is both outrageous and unfair that law-abiding citizens are punished for unknowingly violating an arbitrary regulation.

I demand immediate action from the council to reassess and rectify this grievous error. The 20mph zone must be abolished, and a fair and reasonable speed limit reinstated in our area. It is imperative that the council engages in transparent and meaningful dialogue with the affected residents, genuinely taking their concerns and suggestions into account. Our voices deserve to be heard, and our dissatisfaction demands redress.

Furthermore, I insist on a thorough investigation into the decision-making process that led to this unacceptable situation. The lack of consideration for the impact on our community, the absence of proper consultation, and the failure to provide a solid justification for the 20mph zone implementation must be addressed. The council must be held accountable for this misguided and disruptive action.

I implore you to act swiftly and decisively to rectify this untenable situation. The residents of our area deserve better than this arbitrary and oppressive imposition. Restore our faith in the council's ability to make sensible and well-informed decisions that truly serve the best interests of the community.

I eagerly await your prompt response, along with concrete plans to address our grievances and initiate the necessary steps to undo the damage caused by the ill-conceived 20mph zone.

Engineers response

Due to a communication misunderstanding that resulted in the premature installation of the proposed signing and lining before the scheduled Statutory Consultation with residents. As soon as we were made aware of this mistake, we took immediate action and coordinated with our Contractors to rectify the situation by bagging over the signage and blacking out the carriageway markings.

The formal consultation began three days later on 15 June 2023, and we duly noted the objection raised on 20 June 2023. While we understand the concerns about potential negative consequences, such as delays and congestion, we can assure you that, from an engineering perspective, the short exposure to the lining and signing is unlikely to have caused these issues. Nevertheless, we acknowledge that confusion among motorists and residents may have arisen due to the early installation.

The introduction of the 20mph signs did not alter the existing speed limit order, as it remained unchanged. The consultation, if approved, would allow us to implement the 20mph speed limit and enforce it if necessary.

To ensure transparency, we conducted an informal consultation with residents months prior to the formal process. This step was taken to gather residents' views and provide ample opportunity for their opinions and comments. Our decision to introduce a lower speed limit was not arbitrary or oppressive, but rather based on the majority of residents who expressed support for the 20 mph Speed limit during the formal consultation.

Objection 3 – Resident of Gainsborough Drive

I would like to register my formal objection to the 20mph speed limit on Gainsborough Drive.

I'll start by saying that I know that I'm not the only resident who objects to this unwarranted scheme – or to the fact that the consultation for it seems to have been carried out seemingly without anything to highlight to residents that it was even happening.

As a resident of Lynwood Walk who has been using Gainsborough Drive as both driver and pedestrian for around 25 years it is my opinion that a 20mph limit on this road is both unnecessary and unsuitable.

But my objection is not based purely on personal opinion. Department for Transport guidelines call for 'evidence-based speed limits that reflect the needs of all road users'. Hard evidence in the form of actual measured traffic speeds (supplied by Councillor Will Roberts) show that the majority of traffic on Gainsborough Drive adheres to the speed limit. So contrary to what many people claim, there is no speeding problem.

Now let's look at safety record. As I'm unable to get official figures I've had to go on what's available from crashmap.co.uk which shows a grand total of just two accidents resulting in slight injuries in 23 years.

So as there's no speeding problem and no safety problem I can see no justification in imposing a speed limit that is artificially low for a road of this width and type. Such a speed limit would certainly not reflect the needs of drivers.

20mph on the narrow roads off Gainsborough Drive makes sense, but not on Gainsborough Drive itself.

I also think that a permanent 20mph is unnecessary on Calder Walk. Unfortunately I did not get provided with monitored speed information for this road, but I suspect the same applies as with Gainsborough Drive. And crashmap.co.uk shows no accidents at all in 23 years.

Admittedly the situation in Calder Walk is somewhat different due to the school, but that only has an effect at certain times of the day and even then not every day. A more sensible solution therefore would be a temporary 20mph speed limit around the school at starting and finishing times, with this signified by electronic signs. Such schemes have been in existence for years now, including one in Balsall Common.

So, you now have my objection – an objection based on sense and hard evidence rather than the misperceptions and unfounded fears of the 'they use this road like a racetrack' brigade.

Engineers response

Thank you for registering your formal objection to the 20mph speed limit on Gainsborough Drive and sharing your concerns regarding the consultation process. We acknowledge the importance of transparent communication with residents and regret any confusion that may have arisen due to the communication misunderstanding.

As part of our standard procedure for speed limit changes, we conduct background checks and speed surveys to ensure that any proposed speed limit adjustments align with Government Guidance and criteria. Our assessment criteria include site visits and measurements of existing carriageway widths. Results of the recent speed surveys indicate that speeds were around 24mph, which under the DFT (Department for Transport) guidelines, allows us to consider a 20mph Speed Limit. Within our investigations of the local area, we have also looked at the data provided by Warwickshire Police for the number of reported injury accidents, in the last 3 years there has been 3 reported injury accidents in Gainsborough Drive and adjoining roads. See Appendix C

We are aware of the school on Calder Walk, which is attended predominantly by the surrounding children that live in Gainsborough Drive and surrounding areas. Furthermore, we have also received correspondence from the school who have given us their full support in our proposals both for themselves and for the children and parents who attend. Our own site observations reveal that a large majority of those children and parents commute on foot, drastically increasing the number of pedestrians within the area during school hours.

We will thoroughly review all the provided information, including your concerns about the proposed speed limits, to ensure that our final decision reflects the needs and safety of all road users.

We extend our gratitude for your participation in the meeting held on the 17th July 2023, where we had the opportunity to discuss your objection with engineers and the local county councillor. The meeting proved to be a fruitful exchange of information, and we value your engagement in this matter. Please rest assured that our commitment remains steadfast in making well-informed decisions that prioritise the welfare and interests of the community.

- 2.4 The published reasons for the introduction of a 20mph Speed Limit in Gainsborough drive, Calder Walk and Marlborough Drive remain valid. It is therefore recommended that the proposals in their current form be implemented as advertised.

3. Background information

- 3.1. Warwickshire County Council operates a delegated budget to enable minor highway works and safety improvements to be carried out in local areas in consultation with County Councillors for those areas. Requests for these works are generally highlighted by local communities to their local Councillor. In this particular case, Gainsborough Drive, Calder Walk and Marlborough Drive, were brought to the attention of Councillor Will Roberts. After an informal consultation with residents it was considered that there was enough support for the Minor Works team to put forward a proposal for a 20mph speed limit. **See Appendix D - Letter from Cllr Will Roberts.**
- 3.2. There is strong support from the Community, Head Teacher of Sydenham Primary School and The SYNDI Centre (the local community centre for this area) – **See Appendix E - Emails of support.**
- 3.3. The proposed measures include the introduction of a 20mph Speed Limit on Gainsborough Drive, Calder Walk and Marlborough Drive, with 20mph signing and roundels installed.
- 3.4. A copy of the three objections received can be found as **Appendix F** and above at Section 2 of this report.
- 3.5. A copy of the published notice can be found as **Appendix G and G(a).**
- 3.6. As it has not been possible to resolve these objections and they are not withdrawn, a decision is required of the Portfolio Holder to proceed with the scheme. The published reasons for the introduction of a 20mph Speed Limit in Gainsborough drive, Calder Walk and Marlborough Drive remain valid. See Appendix H – Statement of Reasons. It is therefore recommended that the proposals in their current form be implemented as advertised.

4. Financial implications

- 4.1 Funding for the 20mph Speed Limit for Gainsborough Drive, Calder Walk and Marlborough Drive will be met from the Delegated Budget 2023/2024 allocation for Councillor Will Roberts.

5. Environmental implications

- 5.1 The 20 mph speed limit is introduced as a safety measure. It is not anticipated that the change will result in an adverse effect on air quality or noise levels and the works are minor having little environmental impact during delivery.

- 5.2 It is hoped that this new speed limit will enhance the quality of life for residents and visitors in the area and improve safety for all road users and residents, especially the elderly and young child pedestrians.

Report Author	Graham Stanley/George Westbury grahamstanley@warwickshire.gov.uk georgewestbury@warwickshire.gov.uk
Assistant Director	Scott Tomkins. Director for Communities
Strategic Director	Mark Ryder, Executive Director for Communities
Portfolio Holder	Councillor Jan Matecki, 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

Email objections along with plans that can be produced if required.

Appendix A & A(a) – Speed Limit Plans

Appendix B – Statutory Criteria for Decision Making on Speed Limit Orders

Appendix C – Road Traffic Accidents Summary 01/05/20-17/5/2023

Appendix D – Letter from Cllr Will Roberts

Appendix – E – Emails of Support

Appendix – F – Three objector emails

Appendix – G & G (a) – Speed Limit Notice

Appendix H – Statement of Reasons

Members and officers consulted and informed

Portfolio Holder – Councillor Jan Matecki

Corporate Board – Mark Ryder

Legal – Nic Vine Head of Legal and Governance

Finance – Virginia Rennie

Equality – Delroy Madden

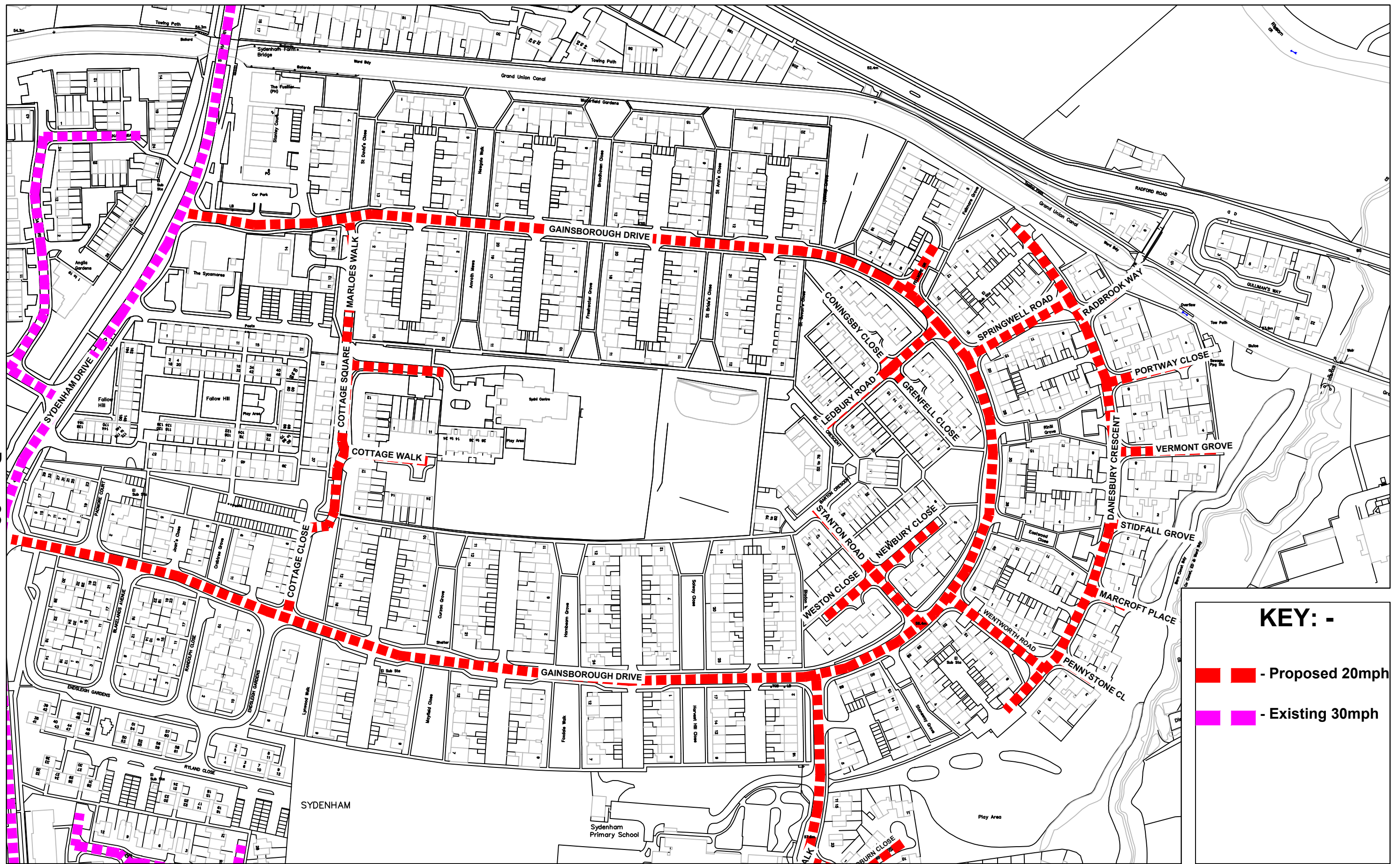
Procurement – John Hopper

Democratic Services – Amy Bridgewater-Carnall

Councillors – Leaders of the Party Groups, Communities OSC Chair & Spokespersons

Local Member(s): Councillor Will Roberts

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KEY: -

- Proposed 20mph
- Existing 30mph

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NOTES

APPENDIX A

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Drawing title
**Proposed New 20mph Zone
 Gainsborough Drive
 Leamington Spa
 Warwickshire**

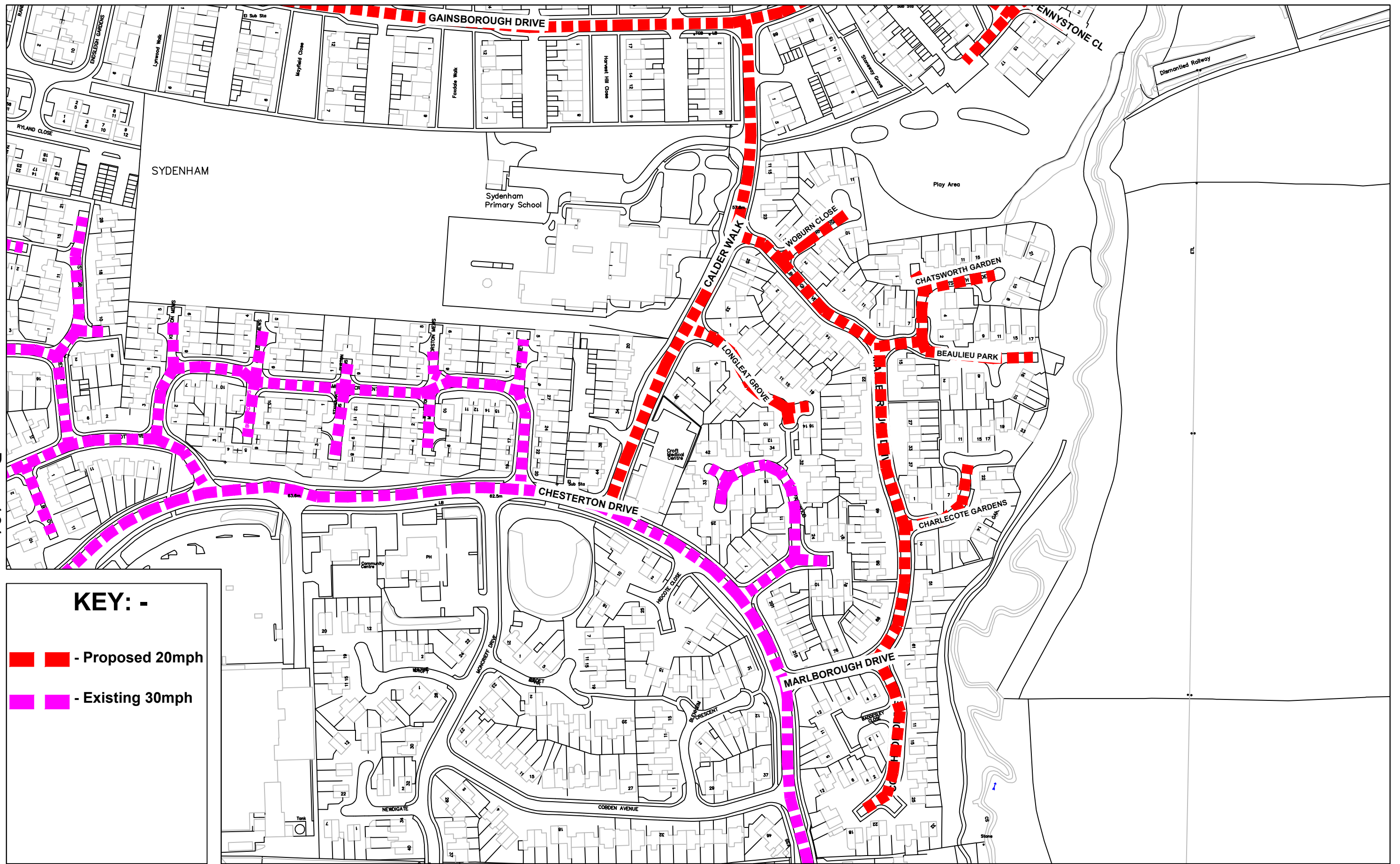
Project title
Delegated Budgets 2022-23

Drawn by GW	Checked by GS
Date April 2023	
Scale NTS @ A3_L	
Drawing number PTRO23 003	

County Highways Minor Works
 Old Budbrooke Road,
 Warwick,
 CV35 7DP
 Tel : 01926 410410

www.warwickshire.gov.uk
chminorworks@warwickshire.gov.uk

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NOTES

APPENDIX A

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Drawing title
**Proposed New 20mph Zone
 Gainsborough Drive
 Leamington Spa
 Warwickshire**

Project title
Delegated Budgets 2022-23

Drawn by GW	Checked by GS
Date April 2023	
Scale NTS @ A3_L	
Drawing number PTRO23 003 - 01	



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Appendix A – Statutory Criteria for Decision Making on Speed Limit Orders

The Road Traffic Regulation Act 1984 enables the Council to make Orders prohibiting the driving of motor vehicles on a road at a speed exceeding that specified in the Order, or directing that a road on which there is provided a system of street lighting furnished by means of lamps placed not more than 183 metres apart shall become a restricted road (subject to a speed limit of 30 mph) or that it shall cease to be a restricted road.

Speed Limit Orders and Restricted Road Roads remain in force until superseded or revoked.

The Department for Transport's Circular 01/2013 'Setting Local Speed Limits' should be the basis for assessments of local speed limits, for developing route management strategies and for developing speed management strategies required as part of the Local Transport Plan process. Circular 01/2013 requires that "speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed. Traffic authorities set local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit."

In deciding whether or not to make an Order or give a Direction, 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.

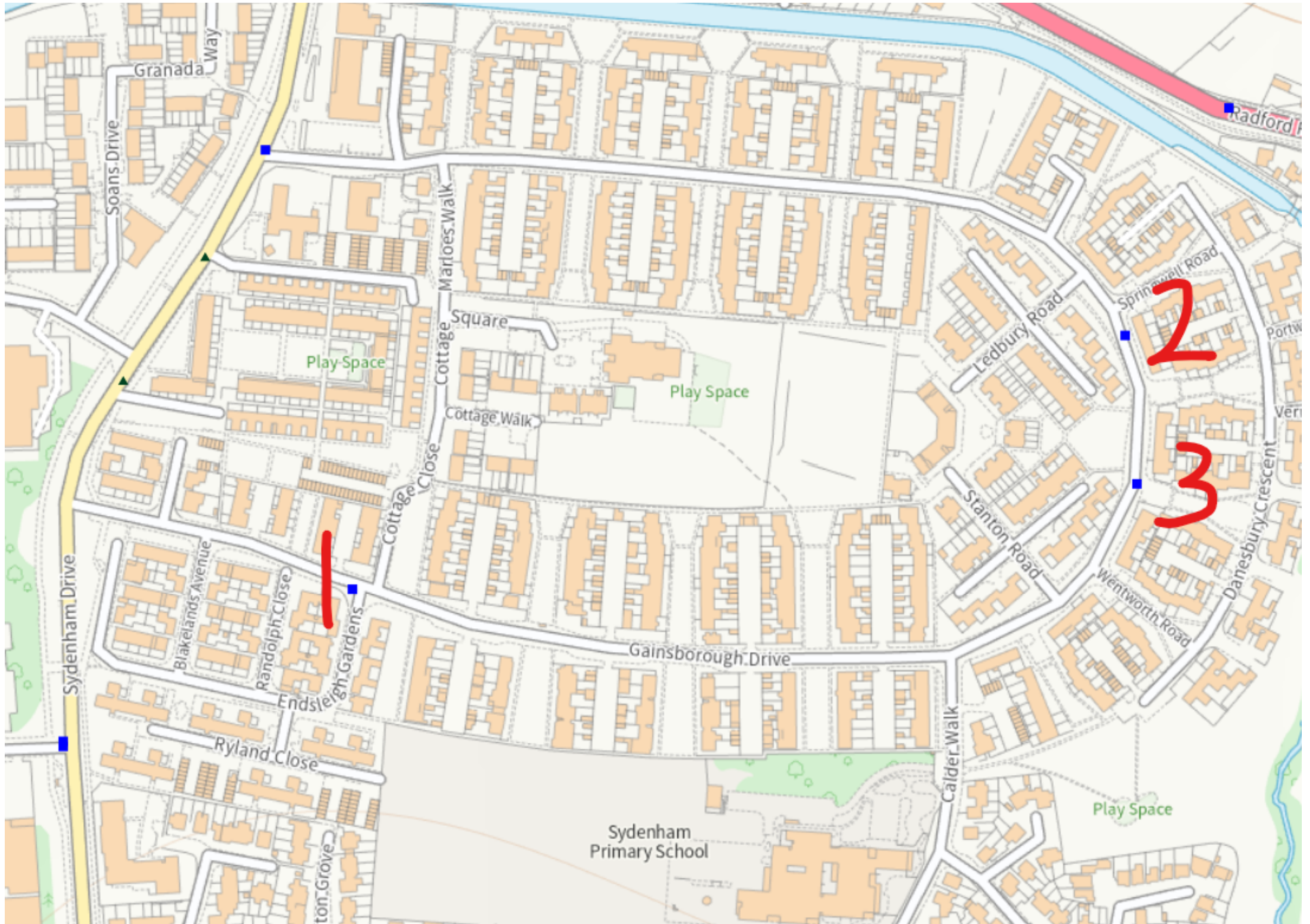
The matters to which the Council must have regard are:-

- the desirability of securing and maintaining reasonable access to premises
- 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
- the national air quality strategy prepared under section 80 of the Environmental Protection Act 1995
- 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
- and any other matters appearing to the Council to be relevant

Therefore whilst the overall objective of the Council must be to secure the expeditious convenient and safe movement of vehicular traffic this cannot prevent statutory powers from being used for the specific purposes identified in section 122(1) and that a balance has to be achieved between the overall objective and the matters set out in section 122(2).

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Appendix C – Road Traffic Accident Summary 2018 - 2023



Appendix C – Road Traffic Accident Summary 2018 - 2023

Location 1 – Gainsborough Drive – Opposite junction with Endsleigh Gardens	accident reference	1151820	file reference	
	accident date	2022-03-02	location	GAINSBOROUGH DRIVE NEAR JUNCTION WITH ENDSLEIGH GARDENS, LEAMINGTON SPA
	accident year	2022	accident description	CYCLIST WAS CYCLING TOWARDS SYDENHAM DRIVE WHEN VEHICLE CAME OUT OF ENDSLEIGH GARDEN AND KNOCKED HER OFF HER CYCLE. THE VEHICLE DID NOT STOP, LARGE GREY VEHICLE POSSIBLY HAD Y, 1 OR L IN VRM. APPARENTLY CAMERAS ON ROAD HEADING TOWARDS SYDENHAM DRIVE.
	road name 1	U	other factors	
	road name 2	U	cycle	true
	severity	Slight	power d2w	false
	fatal	0	car taxi	true
	serious	0	minibus	false
	slight	1	lgv	false
	number of vehicles	2	hgv	false
	number of casualties	1	other vehicle	false
	day of week	Wednesday	breath test	false
	accident time	1100	pedestrian	false
	pedestrian crossing human	None within 50 metres	child pedestrian	false
	pedestrian crossing physical	No physical crossing facility within 50 metres	child cycle	false
	light	Daylight	child school	false
	weather	Fine without high winds	rda police	
	surface	Dry	easting	433079
	file		northing	264771

Appendix C – Road Traffic Accident Summary 2018 - 2023

Location 2 – Gainsborough Drive – by junc with Springwell Road	accident reference	1107205	location	GAINSBOROUGH DRIVE NEAR JUNCTION WITH SPRINGWELL ROAD, SYDENHAM
	accident date	2021-10-29	accident description	VEH001 HAS DRIVEN DOWN GAINSBOROUGH DRIVE AND COLLIDED WITH STATIONARY PARKED VEH002. THE FORCE OF THIS HAS PUSHED VEHICLE 2 INTO VEH003. THIS RESULTED IN VEHICLE 1 SUSTAINING EXTENSIVE FRONT NEARSIDE DAMAGE. VEHICLE 2 SUSTAINING REAR OFFSIDE DAMAGE AND FRONT END DAMAGE. VEHICLE 3 SUSTAINING REAR END DAMAGE.
	accident year	2021	other factors	
	road name 1	U	cycle	false
	road name 2	U	power d2w	false
	severity	Slight	car taxi	true
	fatal	0	minibus	false
	serious	0	lgv	false
	slight	1	hgv	false
	number of vehicles	3	other vehicle	false
	number of casualties	1	breath test	true
	day of week	Saturday	pedestrian	false
	accident time	2247	child pedestrian	false
	pedestrian crossing human	None within 50 metres	child cycle	false
	pedestrian crossing physical	No physical crossing facility within 50 metres	child school	false
	light	Dark: street lights present and lit	rda police	
	weather	Fine without high winds	easting	433541
	surface	Dry	northing	264922
	file reference			

Appendix C – Road Traffic Accident Summary 2018 - 2023

Location 3 – Gainsborough Drive – by Eastwood Close	accident reference	1061227	location	GAINSBOROUGH DRIVE, LEAMINGTON AT JUNCTION ACCESS TO CAR PARK FOR EASTWOOD CLOSE
	accident date	2021-06-27	accident description	V1 IS TRYING TO EXIT A PARKING AREA, HE HAS PULLED UP TO THE GIVE WAY LINE BUT HIS VIEW TO THE RIGHT HAS BEEN BLOCKED DUE TO A PARKED POST OFFICE VAN. V1 HAS TRIED TO LOOK UP THE NEARSIDE OF THE VAN, HAS EDGED FORWARD BUT HAS COLLIDED WITH A PASSING CAR - UNFORTUNATE ACCIDENT
	accident year	2021	other factors	
	road name 1	U	cycle	false
	road name 2	U	power d2w	false
	severity	Slight	car taxi	true
	fatal	0	minibus	false
	serious	0	lgv	false
	slight	1	hgv	false
	number of vehicles	2	other vehicle	false
	number of casualties	1	breath test	false
	day of week	Monday	pedestrian	false
	accident time	1749	child pedestrian	false
	pedestrian crossing human	None within 50 metres	child cycle	false
	pedestrian crossing physical	No physical crossing facility within 50 metres	child school	false
	light	Daylight	rda police	
	weather	Fine without high winds	easting	433548
	surface	Dry	northing	264834
	file reference			

Appendix C – Road Traffic Accident Summary 2018 - 2023

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Appendix D

I have been asked to support the application for a 20mph zone around Gainsborough Dr, Calder Walk and Marlborough Dr.

The call for a 20-mph zone came from requests by many residents in the area whose concerns were split between speeding and creating safer active travel routes to local schools. One of these schools (Sydenham Primary School) sits within the proposed zone and has sent in support for the 20mph zone. The local community centre which sits at the heart of the estate also put in support for a 20mph zone. A second primary school (St Anthonys) and the main secondary school (Campion) sit just outside the suggested 20mph zone where many children attending these schools live within the suggested zone.

Gainsborough Dr, is a unique horseshoe design with the SYDNI community centre directly in the middle, which has a large green area used by many local children. Children cross the roads daily to go to school or attend activities at the SYDNI centre.

After carrying out informal consultations with residents, collecting speed data and consulting with Highways Officers. I agree that Gainsborough Dr and the immediate surrounding should be a 20mph zone to improve active travel in the area and create safer routes to school. I have not seen any material reasons why this shouldn't go forward.

Cllr Will Roberts
Leamington Willes Ward
07393 367120

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Appendix E

Emails of support

1. SYDNI Centre Manager

Good afternoon,

I have noticed that the mph has been changed to 20 on the above roads.

I am so pleased that this step has been taken. The 20mph limit will act as a significant measure to keep the residents of Sydenham and beyond, safer on the streets and roads.

We are looking to expand our services to develop youth work for children and young people and I am encouraged by the fact that the roads will be slower and safer.

I want to share my support for the changes and thank you.

Helen

Helen Jones
Centre Manager
The SYDNI Centre

2. Head Teacher of Sydenham Primary School

Good Morning,

I am emailing on behalf of Sydenham Primary School in support of the proposed 20mph speed limit on Calder Walk and Gainsborough Drive.

We receive regular complaints about speeding outside school and this poses a real danger to our families and also those attending the nursery next door, Purple Playhouse. As an Eco School, we are also in favour of any action which reduces emissions. Our pupils are passionate about looking after the environment and our pupil Eco Rep's are keen to see the speed limit come into force.

Thank you for considering this action which, we hope, the council will agree to.

Kind regards,
Carol Glenny
Associate Headteacher
Designated Safeguarding Lead
Sydenham Primary School

3. Emails in support from local residents (16 total)

1. Dear Sirs,

I am writing in support of the 20mph speed limit. Lower speeds have multiple benefits, the main one being that there are fewer fatalities on roads. 20mph also means less noise pollution from cars and also lower levels of air pollution, particularly particulate matter, as there is less braking/accelerating. It also makes pedestrians and cyclists feel safer when crossing or cycling on the road.

Thank you,

2. Dear WCC Highways,

Thank you so much for the 20 mph zone, much needed for Gainsborough Drive and Calder Walk.

As I live on Gainsborough Drive and see at first hand the the speed and inconsiderate driving of some motorists can you assure me that the new 20 mph zone will be enforce. Yours hopefully

3. Good to see the new speed restrictions but consultation with partners would have been respectful. Living on the drive I can tell you today its not being adhered too needs a go slow light up sign. Well see how it goes. The chicanes don't work don't expect this will.
4. I strongly support these plans as I regularly cycle and walk through this area and sometimes drive. Hopefully it will be the first of several schemes in the area in order to prioritise residents' safety, active travel and reduce air and noise pollution from road traffic.
5. I am writing in support of the 20mph zone on Gainsborough Drive and Calder Walk on the grounds of safety. It is a residential area and not a through road. Many young families live here and cars driving at 30mph is not safe. This is especially the case next to the school, I live just off there on Longleat Grove and you can here cars speeding past.

6. Hello,

I just wanted to email to share my support of the new 20 mph zone in the old Sydenham estate. I am hopeful that this will be more effective than the existing traffic measures at making Gainsborough Drive safer for pedestrians and cyclists. I am also pleased as it is my understanding that cars are less polluting generally at lower speeds.

As a resident of the estate with young children, I am very happy with the new measures, but I did wonder if and how they would be policed and enforced.

7. I have just seen that there is a consultation about the 20 mph zone, which I had noticed as I drive in to work at Sydenham Primary School.

I think it is a very good idea. It barely makes any difference to my journey time, and it makes children (and adults) safer.

8. Good Morning,

I am emailing on behalf of Sydenham Primary School in support of the proposed 20mph speed limit on Calder Walk and Gainsborough Drive.

We receive regular complaints about speeding outside school and this poses a real danger to our families and also those attending the nursery next door, Purple Playhouse. As an Eco School, we are also in favour of any action which reduces emissions. Our pupils are passionate about looking after the environment and our pupil Eco Rep's are keen to see the speed limit come into force.

Thank you for considering this action which, we hope, the council will agree to.

Kind regards,

9. To whom it may concern,

It is fair to say that I and many other parents of the students at Sydenham Primary School feel that the 20mph zones have been a positive addition to the surrounding areas. I have not seen dangerous drivers around the area since it was in place. I trust and hope that it will stay that way. For the safety of the students and residents.
Many thanks.

10. Good morning,

I would just like to add my support for a 20mph speed restriction on Gainsborough Drive in Sydenham. As a parent and local teacher, I fear for the safety of children when cars and motorcyclists are speeding around the estate, using it as a race track.

The introduction of this would highlight your care for the local community and provide a residential area with an assurance of increased safety and less noise.

Kind Regards

11. I am in favour off this as a disabled person find the cars come to fast down this road making it difficult to cross.

12. I am in favour of this consultation being adopted creating a 20mph zone for Gainsborough Drive and Calder Walk.

For many years residents have been complaining about speeding in the area. So much so that some have now dubbed Gainsborough Drive "Brands Hatch" due to some vehicles travelling easily in excess of 50to60mph in what is currently a 30mph zone.

Residents have been asking for traffic to be slowed down for many years which is why chicanes were put in to slow vehicles down. Sadly this has resulted in drivers adopting a "beat the chicane" game whereby the card speeding up between the chicanes which if anything has made it more dangerous than before. Due to constant acceleration between these this may also have had a massive impact on the pollution levels in the area where the vast majority of children walk to the 3 schools so is having an impact on peoples well being and health also.

There are also 3 schools in the area and traffic travels at excess speeds still. It is a miracle there has not been a severe or fatal accident.

Every day I hear of several people having near misses around Gainsborough Drive.

It has become very dangerous for residents pulling out of the back courts due to vehicles parked on Gainsborough Drive and vehicles travelling too fast.

It is for these reasons that I am in favour of the 20mph zone being implemented.

New housing estates are designed in a manner to be able to have 20mph in residential streets. Why should Sydenham be any different?

As a resident who lives right in the middle of Gainsborough Drive I see this on a daily basis several times a day.

I therefore hope that the 20mph gets adopted and am massively in favour of it as are most if not all of the other residents.

Kind Regards,

13. Hi

I'm in full support of this proposal as it will de-risk the hazard to children and visitors to the GP from speeding road users.

Thanks

14. I have lived in Leamington for over 50 years over 40 of which has been in the same house off Gainsborough Drive.

There used to be very few cars around here but in recent years as there are more and more Jo's each house seems to have a minimum of 2or3 cars or in the case of hmo's anything up to 7or8 vehicles! These inevitably end up parked on Gainsborough Drive making it very dangerous when pulling out of our parking area around the back.

Every day I have at least 1 near miss when I go out due to people driving too fast.

I am very happy to support the 20 mph zone as traffic calming like this is long over due especially with children from the 3 schools residing here.

15. Having lived in Sydenham for nearly 50 years i am in favour of this 20 mph zone.

Every day cars go too fast around Gainsborough Drive. Every day i panic thinking and praying there is no accident today.

20mph is good for this area and hopefully smooth the flow of traffic.

Kjnd Regards

16. To whom it may concern

I wanted to email my support for the 20mph zone created on Gainsborough Drive in Leamington. It is well overdue.

Best Regards

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Appendix E

Emails of support

1. SYDNI Centre Manager

Good afternoon,

I have noticed that the mph has been changed to 20 on the above roads.

I am so pleased that this step has been taken. The 20mph limit will act as a significant measure to keep the residents of Sydenham and beyond, safer on the streets and roads.

We are looking to expand our services to develop youth work for children and young people and I am encouraged by the fact that the roads will be slower and safer.

I want to share my support for the changes and thank you.

Helen

Helen Jones
Centre Manager
The SYDNI Centre

2. Head Teacher of Sydenham Primary School

Good Morning,

I am emailing on behalf of Sydenham Primary School in support of the proposed 20mph speed limit on Calder Walk and Gainsborough Drive.

We receive regular complaints about speeding outside school and this poses a real danger to our families and also those attending the nursery next door, Purple Playhouse. As an Eco School, we are also in favour of any action which reduces emissions. Our pupils are passionate about looking after the environment and our pupil Eco Rep's are keen to see the speed limit come into force.

Thank you for considering this action which, we hope, the council will agree to.

Kind regards,
Carol Glenny
Associate Headteacher
Designated Safeguarding Lead
Sydenham Primary School

3. Emails in support from local residents (X total)

Appendix F

Objection 1:

Dear Warwickshire Council

I am writing to express my deep concerns regarding the implementation of the 20mph zone in our area. While I understand the importance of road safety measures, I believe the current speed limit imposition is impractical and has had several negative consequences. Signs have been put up in Gainsbrough drive without consulting the community.

First and foremost, the reduction of the speed limit to 20mph has significantly increased travel time for residents in our community. The previous speed limit of 30mph was appropriate for our neighbourhood, allowing for smooth traffic flow without compromising safety. However, with the introduction of the 20mph zone, unnecessary delays and congestion have become the norm, affecting the daily routines and productivity of the residents.

Furthermore, the enforcement of the 20mph zone seems excessive and disproportionate to the actual risks present in our area. Our neighbourhood consists of wide, well-maintained roads with excellent visibility and minimal pedestrian activity. It is essential to consider the unique characteristics of our community when implementing speed limit regulations rather than applying a blanket approach.

Additionally, the sudden change in the speed limit has resulted in confusion and frustration among drivers. Many individuals, including long-term residents, have inadvertently violated the new speed restrictions due to the lack of proper signage and adequate notification.

Moreover, I encourage the council to engage in an open dialogue with the community, seeking their input and opinions on this matter. A collaborative approach that incorporates the concerns and suggestions of the local residents will result in a more balanced and effective solution.

In conclusion, I urge you to reconsider the 20mph zone implementation in our area, taking into account the adverse effects it has had on travel time, community satisfaction, and the overall practicality of the speed limit. I believe that a fair and well-considered resolution can be achieved through a thorough reassessment of the current situation.

Thank you for your attention to this matter. I trust that you will carefully consider the points I have raised and take appropriate action to address our community's concerns. I look forward to a favourable response.

Yours sincerely,

Dear XXX,

Thank you for your email regarding the new proposed 20mph Zone for Gainsborough Dr and Calder Walk, we value your comments and view

We have read through the points that you have made and think that it may be appropriate to arrange a meeting with you, your local councilor Will Roberts and the other objector to this scheme.

In order for us to arrange this meeting could you please provide us with some dates and times that would suit you, so we may fit our schedule around your time.

We would hope to make this a face-to-face meeting, taking place at a local venue, most likely the SYDNI centre, but if this is not possible then we can arrange a Microsoft teams meeting instead.

Regards

Objection 2:

Dear Warwickshire Council

I hope this letter reaches you despite the frustration and disappointment that has consumed our community due to the implementation of the 20mph zone. I write to express my profound dissatisfaction with this ill-conceived decision, which has proven to be a source of inconvenience, unnecessary restrictions, and widespread discontent.

The introduction of the 20mph zone in our area has inflicted a severe blow to our daily lives. The previously reasonable and efficient speed limit of 30mph allowed for smooth traffic flow and a sense of freedom on our roads. However, the abrupt imposition of the 20mph restriction has needlessly disrupted our routines and added significant travel time to our already busy schedules. We find ourselves trapped in endless queues of frustrated drivers, enduring unnecessary delays and stagnation.

This absurd reduction in speed appears to be a grossly disproportionate response to the actual risks and safety concerns present in our community. Our neighborhood boasts well-maintained roads with excellent visibility and a dearth of pedestrian activity. It is evident that the decision-makers failed to consider the unique characteristics of our area, opting instead for a one-size-fits-all approach that defies logic and common sense.

What is more infuriating is the lack of effective enforcement and communication regarding this new speed limit. Inadequate signage and insufficient notification have resulted in countless unsuspecting individuals falling victim to unjust fines and penalties. It is both outrageous and unfair that law-abiding citizens are punished for unknowingly violating an arbitrary regulation.

I demand immediate action from the council to reassess and rectify this grievous error. The 20mph zone must be abolished, and a fair and reasonable speed limit reinstated in our area. It is imperative that the council engages in transparent and meaningful dialogue with the affected residents, genuinely taking their concerns and suggestions into account. Our voices deserve to be heard, and our dissatisfaction demands redress.

Furthermore, I insist on a thorough investigation into the decision-making process that led to this unacceptable situation. The lack of consideration for the impact on our community, the absence of proper consultation, and the failure to provide a solid justification for the 20mph zone implementation must be addressed. The council must be held accountable for this misguided and disruptive action.

I implore you to act swiftly and decisively to rectify this untenable situation. The residents of our area deserve better than this arbitrary and oppressive imposition. Restore our faith in the council's ability to make sensible and well-informed decisions that truly serve the best interests of the community.

I eagerly await your prompt response, along with concrete plans to address our grievances and initiate the necessary steps to undo the damage caused by the ill-conceived 20mph zone.

Yours sincerely,

Dear XXX,

Thank you for your email regarding the new proposed 20mph Zone for Gainsborough Dr and Calder Walk, we value your comments and view

We have read through the points that you have made and think that it may be appropriate to arrange a meeting with you, your local councilor Will Roberts and the other objector to this scheme.

In order for us to arrange this meeting could you please provide us with some dates and times that would suit you, so we may fit our schedule around your time.

We would hope to make this a face-to-face meeting, taking place at a local venue, most likely the SYDNI centre, but if this is not possible then we can arrange a Microsoft teams meeting instead.

Regards

Objection 3:

Dear Sir or Madam,

I would like to register my formal objection to the 20mph speed limit on Gainsborough Drive.

I'll start by saying that I know that I'm not the only resident who objects to this unwarranted scheme – or to the fact that the consultation for it seems to have been carried out seemingly without anything to highlight to residents that it was even happening.

As a resident of Lynwood Walk who has been using Gainsborough Drive as both driver and pedestrian for around 25 years it is my opinion that a 20mph limit on this road is both unnecessary and unsuitable.

But my objection is not based purely on personal opinion. Department for Transport guidelines call for 'evidence-based speed limits that reflect the needs of all road users'. Hard evidence in the form of actual measured traffic speeds (supplied by Councillor Will Roberts) show that the majority of traffic on Gainsborough Drive adheres to the speed limit. So contrary to what many people claim, there is no speeding problem.

Now let's look at safety record. As I'm unable to get official figures I've had to go on what's available from crashmap.co.uk which shows a grand total of just two accidents resulting in slight injuries in 23 years.

So as there's no speeding problem and no safety problem I can see no justification in imposing a speed limit that is artificially low for a road of this width and type. Such a speed limit would certainly not reflect the needs of drivers.

20mph on the narrow roads off Gainsborough Drive makes sense, but not on Gainsborough Drive itself.

I also think that a permanent 20mph is unnecessary on Calder Walk. Unfortunately I did not get provided with monitored speed information for this road, but I suspect the same applies as with Gainsborough Drive. And crashmap.co.uk shows no accidents at all in 23 years.

Admittedly the situation in Calder Walk is somewhat different due to the school, but that only has an effect at certain times of the day and even then not every day. A more sensible solution therefore would be a temporary 20mph speed limit around the school at starting and finishing times, with this signified by electronic signs. Such schemes have been in existence for years now, including one in Balsall Common.

So, you now have my objection – an objection based on sense and hard evidence rather than the misperceptions and unfounded fears of the 'they use this road like a racetrack' brigade.

Regards

Dear XXX,

Thank you for your email regarding the new proposed 20mph Zone for Gainsborough Dr and Calder Walk, we value your comments and views.

We have read through the points that you have made and think that it may be appropriate to arrange a meeting with you, your local councilor Will Roberts and myself.

In order for us to arrange this meeting could you please provide us with some dates and times that would suit you, so we may fit our schedule around your time.

We would like to make this a face-to-face meeting, taking place at a local venue, would you consider the SYDNI centre as a meeting place. We are available Thursday or Friday this week between 5 - 5:30pm.

If this is not possible, please could you provide us with some alternative dates and times that are convenient to you.

I hope this finds you well

Thank you,
Dear XXX,

Thank you for your e-mail. Yes, I would welcome the opportunity to meet to discuss this, and the Sydni Centre would be convenient.

I believe that you have already made the same offer to one of my neighbours, [xxxxxxxxx], so it might make sense to do it all at once, though I don't know if you've already made that appointment.

Otherwise, Friday at 5.30 would suit.

APPENDIX G

WARWICKSHIRE COUNTY COUNCIL**ROAD TRAFFIC REGULATION ACT 1984****THE WARWICKSHIRE COUNTY COUNCIL (GAINSBOROUGH DRIVE, CALDER WALK AND
MARLBOROUGH DRIVE, LEAMINGTON SPA)
(20MPH SPEED LIMIT) ORDER 2020**

Warwickshire County Council propose to make the above named Order under the Road Traffic Regulation Act 1984, the effect of which will be to impose a 20mph speed limit on the length of roads mentioned in the Schedule below.

A copy of the proposed Order, together with a plan showing the length of road affected and a statement of the Council's reasons for proposing to make the Order, may be inspected at the Main Reception, Shire Hall, Market Place, Warwick and on the Council's website <https://www.warwickshire.gov.uk/news/20210/warwick-district>.

Any enquiries relating to the proposals may be made to George Westbury, Minor Works Engineering Technician, Communities Directorate, Warwickshire County Council (telephone number 01926 734090).

Any objections to or representations in support of the proposals, which must be in writing and specify the grounds on which they are made, should be addressed to George Westbury, County Highways Minor Works, Shire Hall, Market Place, Warwick, CV34 4RL (Objections, representations, and the name of the objector or person making a representation, will normally be treated as public information and may be published. For further information on how Warwickshire County Council processes personal data please refer to the Customer Privacy Notice which is available at <https://www.warwickshire.gov.uk/privacy>). Objections and representations must be sent so as to be received by 7 July 2023.

SCHEDULE
(20mph Speed Limit)**1. Gainsborough Drive**

From its northern junction with Sydenham Drive to its southern junction with Sydenham Drive.

Entire length of the following roads:

Marloes Walk	Cottage Square	Cottage Walk	Felmore Grove
Coningsby Close	Grenfell Close	Ledbury Road	Springwell Road
Radbrook Way	Portway Close	Vermont Grove	Danesbury Crescent
Stidfall Grove	Marcroft Place	Pennystone Close	Wentworth Road
Cottage Close	Broadhaven Close	Stanley Court	Rear Access To St David's Close And Newgale Walk
Rear Access To Amroths Mews And Marloes Walk	Rear Access To Newgale Walk And Broadhaven Close	Rear Access To Freshwater Grove And Amroth Mews	Rear Access To Broadhaven Close And St Ann's Close
Rear Access To St Brides Close And	Rear Access To St Ann's Close And	Rear Access To St Govans Close And St	Rear Access To Lydsetp Close And

Freshwater Grove	Lydstep Grove	Brides Close	Felmore Grove
Rear Access Springwell Road	Rinill Grove	Eastwood Close	Rear Access To Eastwood Close And Wentworth Road
Stoneway Grove	Rear Access To Stoneway Grove And Calder Walk	Rear Access To Calder Walk And Harvest Hill Close	Rear Access To Bladon Way And Solway Close
Rear Access To Harvest Hill Close And Foxdale Walk	Rear Access To Solway Close And Hornbeam Grove	Rear Access To Foxdale Walk And Mayfield Close	Rear Access To Hornbeam Grove And Curzon Grove
Rear Access To Mayfield Close And Lynwood Walk	Rear Access To Curzon Grove And Cottage Close	Endsleigh Gardens	Randolph Close
Blakelands Avenue	Ryland Close	Rear Access To Cottage Close And Crabtree Grove	Rear Access To Crabtree Grove And Joans Close
Padmore Court	Stanton Road	Newbury Close	Weston Close
Barton Crescent			

S Duxbury
Assistant Director Governance & Policy

Shire Hall, Warwick
15 June 2023

APPENDIX G (a)

WARWICKSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE WARWICKSHIRE COUNTY COUNCIL (GAINSBOROUGH DRIVE, CALDER WALK AND MARLBOROUGH DRIVE, LEAMINGTON SPA) (20MPH SPEED LIMIT) ORDER 2020

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1. Calder Walk

From its junction with Chesterton Drive in a northern direction to its junction with Gainsborough Drive.

Entire length of the following road:

Longleat Grove			
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2. Marlborough Drive

From its junction with Chesterton Drive in a northern direction to its junction with Calder Walk

Entire length of the following roads:

Charlecote Gardens	Baddesley Close	Coughton Drive	Beaulieu Park
Chatsworth Gardens	Woburn Close		

S Duxbury
Assistant Director Governance & Policy

Shire Hall, Warwick

15 June 2023

WARWICKSHIRE COUNTY COUNCIL**ROAD TRAFFIC REGULATION ACT 1984****THE WARWICKSHIRE COUNTY COUNCIL (GAINSBOROUGH DRIVE, CALDER WALK
AND MARLBOROUGH DRIVE, LEAMINGTON SPA)
(20MPH ZONE) ORDER 2023****1. Background**

1.1 Warwickshire County Council is proposing to introduce a 20mph Zone within the area of Leamington Spa containing Calder Walk, Marlborough Drive and any adjoining roads, shown on the attached plans. (Drawing No PTRO23 004)

Consultation Plan	Location	Street
PTRO23-003	Leamington Spa	Gainsborough Drive and surrounding area
PTRO23-004	Leamington Spa	Calder Walk, Marlborough Drive

2. Statement of Reasons**Gainsborough Drive and Various Roads, Leamington Spa – 20mph Zone**

The area of Leamington Spa that makes up Gainsborough Drive and the connecting roads, is an area of heavy pedestrian usage, a 20mph zone is proposed to avoid danger to persons or other traffic using the road and for preventing the likelihood of any such danger arising.

Calder Walk & Marlborough Drive, Leamington Spa – 20mph Zone

The area of Leamington Spa containing Calder Walk, Marlborough Drive, and any connecting roads, is an area of heavy pedestrian usage, a 20mph zone is proposed to avoid danger to persons or other traffic using the road and for preventing the likelihood of any such danger arising.

3. Schedule**Schedule 1 – 20mph Zone**1. Gainsborough Drive, Leamington Spa

From its northern junction with Sydenham Drive to its southern junction with Sydenham Drive.

2. Entire length of the following roads

Marloes Walk	Cottage Square	Cottage Walk	Fellmore Grove
Coningsby Close	Grenfell Close	Ledbury Road	Springwell Road
Radbrook Way	Portway Close	Vermont Grove	Danesbury Crescent
Stidefall Grove	Marcroft Place	Pennystone Close	Wentworth Road
Cottage Close	Broadhaven Close	Stanley Court	Rear Access To St Davids Close And Newgale Walk
Rear Acces To Amroths Mews And Marloes Walk	Rear Access To Newgale Walk And Broadhaven Close	Rear Access To Freshwater Grove And Amroth Mews	Rear Access To Broadhaven Close And St Annes Way
Rear Access To St Brides Close And Freshwater Grove	Rear Access To St Annes Close And Lydstep Grove	Rear Access To St Govans Close And St Brides Close	Rear Access To Lydsetp Close And Fellmore Grove
Rear Access Springwell Road	Rinill Grove	Eastwood Close	Rear Access To Eastwood Close And Wentworth Road
Stoneway Grove	Rear Access To Stoneway Grove And Calder Walk	Rear Access To Calder Walk And Harvest Hill Close	Rear Access To Bladon Way And Solway Close
Rear Access To Harvest Hill Close And Foxdale Walk	Rear Access To Solway Close And Hombeam Grove	Rear Access To Foxdale Walk And Mayfield Close	Rear Access To Homneam Drove And Curzon Grove
Rear Access To Mayfield Close And Lynwood Walk	Rear Access To Curzon Grove And Cottage Close	Endsleigh Gardens	Randolph Close
Blakelands Avenue	Ryland Close	Rear Access To Cottage Close And Crabtree Grove	Rear Access To Crabtree Grove And Joans Close
Padmore Court			

3. Calder Walk, Leamington Spa

From its junction with Chesterton Drive in a northern direction to its junction with Gainsborough Drive

4. Malborough Drive, Leamington Spa

From its junction with Chesterton Drive in a northern direction to its junction with Calder Walk

5. Entire length of the following roads

Longleat Grove	Charlecote Gardens	Baddesley Close	Coughton Drive
Beaulieu Park	Chatsworth Gardens	Woburn Close	

4. Existing orders to be varied

N/a

5. Priority

High

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