

Portfolio Holder Decisions/Leader Decisions

Date: Friday 27 October 2023
Time: 12.00 pm

Membership

Councillor Peter Butlin
Councillor Jan Matecki
Councillor Heather Timms

Items on the agenda: -

- | | | |
|-----------|--|----------------|
| 1. | West Midlands Business Energy Advice Scheme | 3 - 8 |
| 2. | Waste Upholstered Domestic Seating Charges Report 2023/24 | 9 - 14 |
| 3. | Proposed Traffic Signal Junction, Heath End Road / Greenmoor Road, Nuneaton | 15 - 38 |

Monica Fogarty
Chief Executive
Warwickshire County Council
Shire Hall, Warwick

Disclaimers

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

Non-pecuniary interests relevant to the agenda should be declared at the commencement of the meeting.

The public reports referred to are available on the Warwickshire Web
<https://democracy.warwickshire.gov.uk/uuCoverPage.aspx?bcr=1>

Portfolio Holder Decision West Midlands Business Energy Advice Service

Portfolio Holder	Portfolio Holder for Finance and Property (Deputy Leader)
Date of decision	27 October 2023
	Signed

1. Decision taken

That the Portfolio Holder for Finance and Property:

1. Approves the Council entering into a grant agreement with West Midlands Combined Authority (WMCA) to enable the delivery of the West Midlands Business Energy Advice Service (BEAS) in Warwickshire by the Council and to receive funding from the Department of Energy Security and Net Zero (DESNZ) and authorises the Executive Director for Communities to finalise and enter into the agreement on terms and conditions acceptable to the Executive Director for Resources;
2. Approves the addition of up to £1 million to the Capital Programme for the delivery of the BEAS in Warwickshire to be funded by the DESNZ grant;
3. Authorises the Executive Director for Communities in consultation with the Portfolio Holder for Economy to finalise and submit a delivery plan to WMCA setting out how the Council would deliver the West Midlands BEAS in Warwickshire (working with the District and Borough Councils) as part of the UK Shared Prosperity Fund;
4. Authorises the Executive Director for Communities in consultation with the Portfolio Holder for Economy to establish and implement the grant scheme necessary to deliver the BEAS in Warwickshire with grant conditions to be approved by the Executive Director for Resources; and
5. Authorises the Executive Director for Communities to enter into grant agreements with selected businesses on terms and conditions acceptable to the Executive Director for Resources.

2. Reasons for decisions

- 2.1 In Autumn 2022, the Council – on behalf of the six local authorities in Warwickshire – commissioned a review of business support in the county to inform delivery of the Government’s new UK Shared Prosperity Fund (UKSPF). This external review recommended the commissioning of six joint programmes at a county level including a new programme to help businesses in Warwickshire respond to climate change.
- 2.2 It also recommended the establishment of a new strategic and operational governance structure involving all six local authorities and other relevant partners which would have oversight of business support across Warwickshire (including UKSPF). Finally, it recommended that one local authority should lead on the commissioning, procurement, contract management and performance of the joint activities including ensuring appointed suppliers deliver agreed outputs and outcomes for each local area.
- 2.3 In April 2023, Cabinet approved the Council acting as accountable body for specific elements of UKSPF and for the Council to lead on the commissioning of the recommended programmes as and when agreed with the District and Borough Councils. Cabinet also approved the commencement of any procurement needed to deliver the programmes.
- 2.4 The District and Borough Councils are collectively expected to allocate £0.37 million of UKSPF funding to support a new programme to help businesses in Warwickshire respond to climate change. The Council commenced with the procurement of a specialist delivery partner or consortium to deliver the programme in August 2023, and the contract is expected to be awarded in October 2023.
- 2.5 Separately, West Midlands Combined Authority (WMCA) has secured £14.1 million from the Department for Energy Security and Net Zero (DESNZ) to establish a pilot energy efficiency advice and grants programme for businesses within the West Midlands. The objectives of the West Midlands Business Energy Advice Service (BEAS) are to support efforts to overcome market failures inhibiting energy-exposed West Midlands manufacturers and other commercial businesses from mitigating the impacts of energy cost rises and the transition to net zero. It has also been agreed – due to the scale of the DESNZ funding and the ambitious targets – that the pilot should be delivered across the full ITL1 West Midlands region.
- 2.6 There is widespread recognition of the opportunity to align the DESNZ pilot funding with UKSPF across the West Midlands. The Council has, therefore, been approached by WMCA to lead the delivery of the BEAS in Warwickshire. Staffordshire County Council and Worcestershire County Council have similarly been approached to deliver the service in their local areas (and Stoke and the Marches respectively).
- 2.7 Discussions between the Council and WMCA are still ongoing, but Council officers are expecting the Council to receive a grant offer of up to £1.3 million to

lead the delivery of the BEAS in Warwickshire working with the District and Borough Councils as part of UKSPF. The grant will allow the local authorities in Warwickshire to significantly expand the scale of the new UKSPF programme and to widen the scope to include a new grant scheme to support businesses with low carbon adoption.

- 2.8 It is, therefore, recommended that the Portfolio Holder approves the submission of a delivery plan to WMCA setting out how the Council would deliver the BEAS in Warwickshire. As part of that plan, it is requested that the Portfolio Holder authorises the Executive Director for Communities to enter into all grant agreements necessary to set up and then deliver the BEAS on terms and conditions acceptable to the Executive Director for Resources including also the grant agreement with WMCA.
- 2.9 It is also recommended that the Portfolio Holder approves the addition of up to £1 million to the Capital Programme to be funded by the DESNZ grant and the establishment of a new capital grant scheme to support businesses with the costs of low carbon adoption. Additions to the Capital Programme can be approved by the Portfolio Holder for Finance and Property pursuant to Part 2(4) of the Constitution provided they are fully funded. In this case the addition is fully funded by the DESNZ grant.
- 2.10 As the issues cross the Portfolios of both Finance and Property and Economy and given the need to add the funding to the Capital Programme and establish the scheme for delivery of the BEAS, this report requests the approval of the Portfolio Holder for Finance and Property (Deputy Leader) in consultation with the Portfolio Holder for Economy.

3. Background information

- 3.1 Warwickshire's planned new UKSPF programme to help businesses respond to climate change has a budget of £0.37 million to support a package of awareness raising, workshops, one-to-one support and energy audits between October 2023 and March 2025. In particular, the programme is expected to engage 437 businesses across Warwickshire and to support 83 with the development of decarbonisation plans.
- 3.2 Participation in the West Midlands BEAS is expected to provide an additional £0.125 million to support an additional 100 businesses in Warwickshire with the development of decarbonisation plans over the same timescales. It is also expected to provide £1 million capital to establish a new grant fund to support businesses in the county with the costs of implementing their decarbonisation plans. A grant scheme was previously unaffordable within the budgets allocated to support the new UKSPF programme by the District and Borough Councils.
- 3.3 Overall, participation in the West Midlands BEAS is expected to increase the budget from £0.37 million to £1.5 million. It will more than double the number of businesses across Warwickshire engaged in support from 437 to 961. The grant scheme will lever additional private sector investment of at least £1 million (the

grant will fund up to 50% of a project's total costs) and also increase the annual greenhouse gas reduction from an estimated 406 tonnes to 1,068 tonnes. Finally, it will give energy intensive businesses in Warwickshire access to specialist support to be delivered as part of the wider BEAS by Warwick Manufacturing Group.

- 3.4 The strategic case for Warwickshire's involvement in the West Midlands BEAS is clear. The commercial and management cases for the Council playing the lead delivery role have also been considered.
- 3.5 First of all, it is important to align the DESNZ funding with UKSPF and to integrate Warwickshire's new programme with the new West Midlands BEAS. Failure to do so would mean that Warwickshire businesses were unable to take advantage of the additional Government funding. Alternatively (if WMCA opted to commission another organisation to deliver BEAS in Warwickshire), it would create unnecessary confusion in the market with two competing programmes providing a very similar offer. Moreover, the BEAS would be significantly more attractive than the Warwickshire local authority programme (due to the grants) which would raise serious questions about its deliverability.
- 3.6 Secondly, there are wider benefits for the Council from leading the delivery of the BEAS in Warwickshire. It will strengthen and widen the Council's partnership working with WMCA. The BEAS is also a nationally funded pilot being trialled in the West Midlands with a view to it being expanded nationally if successful. Involvement is expected to give both the Council and the Districts and Boroughs the opportunity to influence future Government policy and programming in this area. It will also give access to local, regional and national best practice.
- 3.7 Therefore, it is recommended that the Council leads the delivery of the West Midlands BEAS in Warwickshire working with the District and Borough Councils via the UK Shared Prosperity Fund. This will significantly expand the scale of the new UKSPF programme and widen the scope to include a new grant scheme. It will support the delivery of key priorities in the new Sustainable Futures Strategy, the emerging Strategic Economic Plan as well as a key action in the Integrated Delivery Plan. The grant scheme will also help ease the financial burden on businesses and deliver new investment in low carbon adoption or accelerate such investments.
- 3.8 The specialist delivery partner or consortium will support the additional 100 businesses with the development of the additional decarbonisation plans. (An option to extend the contract to include additional funding and outputs has been included in the procurement).
- 3.9 The new grant scheme will be managed by the Council's Business & Economy team alongside the Council's existing schemes for businesses, working with the appointed delivery partner and the District and Borough Councils. A grants panel will be established and appropriate advice taken on terms and conditions of the grant and Subsidy Control.
- 3.10 Delivery of both the UKSPF programme and expanded BEAS will be overseen

by the new strategic and operational governance structure described in 2.2 and involving all six local authorities and other relevant partners.

- 3.11 The UKSPF funded delivery is expected to commence in October 2023, and this (subject to this report and an acceptable grant offer from WMCA) is intended to be extended to include the DESNZ funding and the new grant scheme from November 2023. Currently both the UKSPF and DESNZ pilot funding end in March 2025. Future funding will need to be considered at that point, but it is hoped that BEAS will be expanded nationally if the pilot is successful and/ or that there will be a further round of UKSPF funding.

4. Financial implications

- 4.1 Discussions between the Council and WMCA are still ongoing. However, Council officers are expecting the Council to receive a grant offer of up to £1.5 million to lead the delivery of BEAS in Warwickshire working with the District and Borough Councils as part of UKSPF. The offer is expected to include funding for additional energy audits, £1 million to establish a new capital grant scheme and funding for the Council's management and administration costs.
- 4.2 The management and administration budget is considered sufficient to cover the Council's additional costs including all legal costs.
- 4.3 A Memorandum of Understanding is being developed between DESNZ and WMCA. The Council will be asked to enter into a grant agreement with WMCA based on the grant conditions between DESNZ and WMCA. It is expected that the Council will be able to pass relevant/ key grant conditions onto the specialist delivery partner or selected businesses as appropriate but appropriate due diligence is ongoing.
- 4.4 The key financial risks are ensuring that the £1 million grant scheme meets the local government definition of capital spend, the capital and revenue grants not being used in accordance with the grant criteria, liabilities for WCC of any ineligible spend and ensuring compliance with Subsidy Control rules. These risks can be managed by passing on relevant grant conditions to the specialist delivery partner or businesses awarded grants and through regular project monitoring. The Council also has many years of experience in managing Government and European funded business support programmes including grant programmes, and many of the Subsidy Control processes are already in place. All grants will be paid in arrears based on actual, incurred costs.

5. Environmental implications

- 5.1 The project will support the delivery of key priorities in the new Sustainable Futures Strategy and emerging Strategic Economic Plan as well as a key action in the Integrated Delivery Plan.

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Director	David Ayton-Hill davidayton-hill@warwickshire.gov.uk
Executive Director	Mark Ryder Executive Director for Communities markryder@warwickshire.gov.uk
Portfolio Holder	Portfolio Holder for Finance and Property (Deputy Leader) In consultation with Cllr Martin Watson Portfolio Holder for Economy

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

List of background papers

None

Members and officers consulted and informed

Portfolio Holders – Councillors Butlin and Watson

Corporate Board – Monica Fogarty, Mark Ryder

Legal – Paul Fairweather, Nichola Vine

Finance – Caroline Jones, Virginia Rennie

Equality – Delroy Madden

Democratic Services – Helen Barnsley, Paul Williams, Amy Bridgewater-Carnall

Councillors Chilvers, Clarke, Fradgley, Feeney, Timms

Portfolio Holder Decision

Waste Upholstered Domestic Seating Charges Report 2023/24

Portfolio Holder	Portfolio Holder for Environment, Climate & Culture
Date of decision	27 October 2023
	Signed

1. Recommendation

- 1.1 That the Portfolio Holder for Environment, Climate and Culture approves the proposed charges for waste upholstered seating for 2023/24 as set out in this report.

2. Reasons for decisions

- 2.1 From 1 January 2023 waste upholstered seating e.g. upholstered sofas and chairs could no longer be landfilled and as such additional treatment and transport charges should now apply to commercial upholstered seating waste.
- 2.2 Household waste is accepted by local authorities without charge (Section 51, [Environmental Protection Act 1990 \(legislation.gov.uk\)](https://www.legislation.gov.uk)). Therefore, members of the public bringing upholstered seating to a Warwickshire Household Waste Recycling Centre (HWRC) in a car from their home will not be charged as this is household waste and is accepted for free.
- 2.3 However, there are significant costs involved in disposing of upholstered seating in the ways required, following the changes in January 2023. In order to recover those costs, it is proposed that commercial upholstered seating charges are increased to ensure that they remain appropriate taking into account the costs of disposal.

3. Analysis

- 3.1 Warwickshire County Council as a Waste Disposal Authority has the duty to provide “free to access” HWRCs (Household Waste Recycling Centres) for the deposit of household waste by householders. Commercial waste and certain types of waste which are not classified as household (for example where a householder has a large quantity of rubble or wants to bring waste in a commercial vehicle such as a van) is chargeable.
- 3.2 Two of our HWRCs - Princes Drive and Hunters Lane – have weighbridges and can charge by weight. The other HWRCs which do not have weighbridges allow commercial waste to be delivered and paid for on a by-volume basis.
- 3.3 In August 2022, the Environment Agency sent a letter to Local Authorities regarding Waste Upholstered Domestic Seating (sofas, upholstered chairs etc.) containing Persistent Organic Pollutants (POPs).

This letter said that:

- a. Persistent Organic Pollutants (POPs) remain intact in the environment for long periods, and if not disposed of properly become widely distributed geographically. They accumulate in the fatty tissue of humans and wildlife and have harmful impacts on human health and on the environment.
 - b. The Environment Agency has undertaken an investigation and confirmed the widespread presence of large quantities of Persistent Organic Pollutants (POPs) and other hazardous chemicals in both the textiles and foam of upholstered domestic seating.
 - c. The law requires that POPs in waste are destroyed to prevent lasting environmental harm and impacts on the food chain. This means waste containing POPs must be incinerated and must not be re-used, recycled or landfilled.
- 3.4 Prior to 1st January 2023, Warwickshire County Council were sending the majority of upholstered seating waste from both bulky waste collections carried out by the District and Borough Councils and items brought to the HWRCs to landfill. The Environment Agency wrote to landfill operators and said they should not accept any Waste Upholstered Domestic Seating from 1st January 2023.
- 3.5 The Council has been able to transport separated household upholstered seating waste to Lower House Farm Transfer Station and then via additional bulk haulage, to the W2R Four Ashes Energy from Waste Plant in Staffordshire. However, the facility is not able to accept additional commercial items and haulage costs are expensive.
- 3.6 Warwickshire County Council have carried out soft market testing and investigated possible options for the safe disposal of additional commercial upholstered seating from businesses and charities.

- 3.7 The County Council, as a Waste Disposal Authority, can apply charges to certain waste materials i.e., commercial waste and non-household charity waste which is accepted at our waste transfer stations and in smaller quantities at our HWRCs. There is a well-established system of deciding charges and the charges for other waste types for 2023/24 were approved at the Portfolio Holder decisions meeting on 17 February 2023.

Method of calculation

- 3.8 The Council has considered the costs associated with accepting, storing, transporting and processing commercial upholstered seating waste and calculated that these total approximately £550 per tonne. This includes costs incurred for container provision, weighbridge transaction, transfer note, staff time and administration.
- 3.9 The proposed charges in Annex 1 are based on the average weight of certain upholstered seating items. Whilst the Council recognises it has a duty to provide accessible places and services for local businesses there are operational restrictions at HWRCs and transfer stations that are already busy and focused on delivering quality services to members of the public. The proposed charges reflect these challenges and the need to reimburse the Council for time and resource. It is recognised that private sector operators are potentially better able to deliver a commercial service especially for large quantities of upholstered seating waste.
- 3.10 It is proposed that for households using a commercial vehicle (for example bringing a sofa in a van) that the £12 per bulky item charge currently in place remains and this charge will apply instead of, rather than in addition to, the charges in Annex 1 for domestic users.

4. Financial Implications

- 4.1 The costs of accepting upholstered seating waste from commercial bodies have been calculated to cover the costs associated with accepting, storing, transporting and processing these items as well as being at a level that is acceptable in the marketplace. The proposed charges can be found in Annex 1.
- 4.2 Warwickshire County Council has a Vehicle Restriction Policy which means that waste brought to HWRCs in vans or other commercial vehicles is regarded as commercial waste. However, it is proposed that where households bring upholstered seating waste such as a sofa, but do so using a van, the full commercial upholstered seating rate should not be charged. Instead, households should continue to be charged the existing £12 per bulky item as approved in the 2023-24 Waste Fees and Charges Report.

5. Environmental Implications

- 5.1 The restriction on sending upholstered seating to landfill arises due to concerns over the environmental impact of Persistent Organic Pollutants (POPs) such as fire-retardant chemicals in certain upholstered seating. Disposing of these items in an Energy Recovery Facility destroys these POPs to prevent lasting environmental harm and impacts on the food chain.
- 5.2 The Council's commercial waste service offers the facility for local traders and businesses to recycle and dispose of their non-household waste in compliance with their waste duty of care and other environmental legislation. The Council wishes to offer local businesses the opportunity to safely dispose of upholstered seating where local treatment options for this waste stream are currently difficult to find. Providing local services that allow for the correct disposal of waste and treating upholstered seating via Energy Recovery is in line with the waste hierarchy and provides a safe disposal route for this waste stream. The Council will also continue to investigate outlets able to recycle (for example the metal fraction of upholstered furniture) or reuse upholstered seating before it becomes waste, and this could benefit the environment by reducing pollution, reducing the use of raw materials and reducing carbon emissions.

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Director	David Ayton-Hill Director of Economy & Place davidayton-hill@warwickshire.gov.uk
Executive Director	Mark Ryder Executive Director for Communities markryder@warwickshire.gov.uk
Portfolio Holder	Councillor Heather Timms Portfolio Holder for Environment, Climate & Culture

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

List of background papers

Annex 1 – Proposed Charges for Commercial Waste Upholstered Domestic Seating

Members and officers consulted and informed

Portfolio Holder – Councillor Heather Timms

Corporate Board – Virtual Report

Communities DLT (Directorate Leadership Team)

Legal – Nichola Vine

Finance – Virginia Rennie

Procurement – Mark Baker

Equality – Delroy Madden

Democratic Services – Deborah Moseley

Councillors – Councillors Jeff Clarke, Jonathan Chilvers, Sarah Feeney, and Jenny Fradgley

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

Annex 1 – Proposed charges for commercial upholstered seating waste

Item	Weight	Calculation weight	Proposed charge for commercial customers per item
3-seater sofa	60kg to 80kg	80kg	£50
2-seater sofa	50kg to 60kg	60kg	£40
Single armchair	30kg to 40kg	40kg	£35
Recliner/ Lazy boy single armchair (metal frame and workings)	50kg	50kg	£35
Recliner/ Lazy boy 2-seater sofa (metal frame and workings)	80kg	80kg	£50
Office chair	20kg	20kg	£15

If commercial customers would like to pay for several items by weight, then the suggested charge is £600 per tonne.

Portfolio Holder Decision

Proposed Traffic Signal Junction, Heath End Road / Greenmoor Road, Nuneaton

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	27 October 2023
	Signed

1. Decision taken

Recommendation:

That the Portfolio Holder for Transport and Planning approves progression of the “Proposed Traffic Signal Junction, Heath End Road/Greenmoor Road, Nuneaton” scheme as shown at Appendix A to include the introduction of traffic signals with pedestrian and cycling crossing facilities on the Heath End Road/Greenmoor Road junction in Nuneaton.

2. Reasons for decisions

2.1 Where objections have been received to an advertised traffic order it is necessary for the Portfolio Holder to consider the reasons for the objections and make a decision.

3. Background information

- 3.1 A series of Strategic Transport Assessments (STA) were undertaken by Transport Planning in 2015 to review the impacts of development site allocation options for the Nuneaton and Bedworth Borough Plan. The STA revealed that large increases in traffic demand on the A444 and surrounding highway network would result in significant congestion over sustained periods. To mitigate these impacts, transport schemes were identified along the A444 corridor and surrounding network, including the A444 Corridor Phases 1 & 2.
- 3.2 The A444 Corridor Improvements scheme aims to transform the strategic gateway to Nuneaton, by addressing congestion issues on the A444 growth corridor, managing the flow of traffic where several key routes converge, improving highway capacity, network resilience, journey time reliability, pedestrian/cyclist infrastructure to stimulate business activity, and realise planned employment and housing growth over a 15-20 year horizon.
- 3.3 The main objective of the scheme is to help facilitate significant future employment and housing growth as set out in Nuneaton and Bedworth Borough Council’s Draft Local Plan 2011-2031.

- 3.4 The corridor scheme will be delivered in two phases. Phase 1, the A444 Coton Arches Roundabout Signalisation, was delivered in 2018. This document is in respect to Phase 2, which consists of improvements starting from the A444/College Street roundabout, College Street, and in regard to this decision, the Heath End Road/Greenmoor Road junction.
- 3.5 It is proposed to signalise the existing Heath End Road/Greenmoor Road mini roundabout junction to improve flows and reduce queuing on College Street and back onto the A444. By signalising the junction, pedestrian crossings & cycle facilities will be provided.
- 3.6 All junction approaches have existing waiting restrictions. In July 2023, a Traffic Regulation Order (TRO) was granted, without objections, for the extension of waiting restrictions on Greenmoor Road.

Consultation

- 3.7 A statutory consultation was undertaken from 9th December 2021 to the 7th January 2022 when the scheme was formally advertised in the local newspaper, on street notices were erected, letter drops to affected residents were carried out and stakeholders informed. 14 objections were received from the consultation which are detailed in full at Appendix B and summarised in this report.

Objections from the consultation

1. Objection - Increased traffic compared to the existing mini roundabout.

There were 9 objections received on this basis whereby people felt that signalising the existing mini roundabout would lead to increased traffic.

Response: Improvements to the junction efficiency are necessary as 'Do Nothing' would be detrimental to the traffic network and does not address the safety performance of the junction, therefore it is not an option. Traffic modelling has been carried out with results showing there will be less queuing back onto the A444.

The performance of mini roundabouts are subject to overall traffic volume, and the proportion of traffic per arm of the roundabout. There is a disproportionate high volume of traffic from the A444 and this congests the other arms.

With the proposed traffic signals, the phasing sequence can be co-ordinated and optimised. Traffic would be unlikely to increase, as the amount of traffic on the College Street corridor from the A444 would remain consistent. This is because as there are limited opportunities for traffic to re-route from other routes in this area of Nuneaton. The provision of crossings and supporting wider sustainable infrastructure enabled by the project will help to encourage the use of alternative modes and thus reduce traffic volumes.

2. Objection – Objections to additional controlled crossings.

There were 7 objections to the project on this basis whereby people felt the existing controlled crossing opposite George Eliot Hospital caused excess queuing, and additional controlled crossings would worsen this.

Response: The hospital crossing is some distance away, and pedestrians would be unlikely to walk that far and instead, chose to cross unsafely. Therefore, the 'Do Nothing' option would not address the safety performance of the junction, and therefore it is not an option.

The proposed traffic signals allow for pedestrian (toucan) crossing facilities. This is a benefit given the proximity of the schools in the area. Controlled crossings also assist the blind and partially sighted, and other users to cross the road safely. It will also encourage sustainable local travel by making walking and cycling more attractive. Encouraging the switch to sustainable modes of transport will help manage the anticipated growth in vehicular traffic and thus the associated traffic congestion.

3. Objection – Noise disturbance from the signalised crossings.

There were 2 objections whereby residents felt the proposed signalised crossings would be creating unacceptable noise levels, causing a disturbance.

Response: The proposed traffic signal junction will be fitted with audible devices in order to assist the blind and partially sighted pedestrians to cross the road safely. The audible devices will be adjusted to an appropriate level for the surrounding area, and we will ensure to minimise the sound, so it does not disturb the nearby residents.

The audio facility will be switched off between the hours of 9:00 pm to 7:00 am on all days. These timings can be reviewed and adjusted at any time after initial commissioning of the traffic signal junction subject to consultation with various stakeholders.

4. Objection – Will increase waiting times for ambulances.

There were 3 objections received on this basis where it is believed the proposed signalised junction would affect ambulances and other emergency vehicles accessing and egressing George Eliot Hospital.

Response: Travel times for emergency services will be improved due to traffic flow efficiencies achieved as a result of implementing the project. In addition, emergency services are exempt from certain traffic regulations such as crossing a red traffic light. All emergency services have been consulted as part of the consultation process and are aware of the scheme.

5. Objection – Objections to lack of cycling facilities.

There were 4 objections to the project on this basis, whereby objectors believed cycling facilities should be improved.

Response: Specific to the Greenmoor/Heath End Road junction, the proposed signals allow for pedestrian and cycling (toucan) crossing facilities, which address safety at the junction.

There is insufficient road space to provide on-carriageway cycle lanes. Advance stop lines (ASL) are only provided when there is a cycling lane in the carriageway. The existing footway will be widened as part of the project to provide a shared footway cycleway. This will encourage people who don't feel comfortable in cycling on the carriageway to change their mode of transport as cyclists will be kept separate from vehicles.

6. Objection – Objections to no additional parking facilities being provided.

There were 3 objections to the project on this basis. Residents on Heath End Road, adjacent to the proposed signalised junction, felt that parking spaces should be provided to them.

Response: As part of this project, there are no changes to the existing parking restrictions in this area which would affect the objectors. The existing parking restrictions on this length of

Heath End Road have been in place for approximately 42 years.

There is not the available road space to provide parking facilities at this location.

7. Objection – Resulting issues to the adjacent Bull Ring junction.

There were 2 objections to the project on this basis. Local residents felt that the signalisation of the Heath End Road/Greenmoor Road, would have detrimental effects to the functioning of the adjacent Bull Ring junction.

Response: Alterations to the adjacent Bull Ring junction are still in development as part of a wider scheme to improve the College Street corridor. It is expected that the proposed signals should provide gaps for traffic travelling from Greenmoor Road. A yellow box is currently part of the proposal for Bull Ring junction. Signage is proposed along College Street and on approach to the Bull Ring junction.

4. Financial implications

4.1 The project is part of a wider scheme to improve College Street from the A444 College Street Roundabout, College Street, Bull Ring junction, and Heath End/Greenmoor Road junction. The scheme will be fully funded from the Capital Investment Fund (CIF) budget. The funding available from this funding stream is £4.270 million.

4.2 The budget for the Heath End Road/Greenmoor Road junction project is £500k and will be funded from the wider scheme budget.

5. Environmental implications

5.1 This has been assessed as part of the Capital Investment Fund bid and details are provided within the report in Appendix C1.

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Director	Scott Tompkins Director for Environment, Planning, and Transport scotttompkins@warwickshire.gov.uk
Executive Director	Mark Ryder Executive Director for Communities markryder@warwickshire.gov.uk
Portfolio Holder	Councillor Jan Matecki Portfolio Holder for Transport and Planning janmatecki@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 A – Project Plan
Appendix B – Objections register.
Appendix C1 – Environmental Implications extract from CIF Bid
Appendix C2 – Equality Impact Assessment (EqIA)

Members and officers consulted and informed

Portfolio Holder – Councillor Jan Matecki

Executive Director - Mark Ryder

Director - Scott Tompkins

Head of Engineering Design Services (EDS) – Nicola van der Hoven

Legal – Caroline Gutteridge and Nichola Vine

Finance – Andrew Felton

Equality – Joanna Kemp

Democratic Services – Helen Barnsley

Councillors – Jack Kennaugh and Clare Golby

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REFERENCE	KEY DESCRIPTION
	Highway Boundary
	Existing Kerbs
	HB2 - Half Battered 125mm x 255mm
	BN - Bullnosed 125mm x 150mm
	Dropped Kerbs
	EFT - Edging Kerbs
	Proposed Extension of Double Yellow Lines
	Existing & Proposed Carriageway
	Existing & Proposed shared use footway/cycleway construction
	Proposed tactile blister paving 400mm x 400mm (Buff) (Uncontrolled)
	Proposed tactile blister paving 400mm x 400mm (Red) (Controlled)
	Existing & Proposed Grass Area
	Existing Trees

NOTES

1. This drawing is to be read in conjunction with all other contract drawings.
2. This drawing is intended to provide a general overview of the scheme and does not include all of the works required. Refer to the relevant contract drawings for full details of the works.

SAFETY HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS / RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING RISKS AND INFORMATION.
 RISKS LISTED HERE ARE NOT EXHAUSTIVE. REFER TO CDM RISK ASSESSMENT REGISTER No.

CONSTRUCTION	
001	LIVE TRAFFIC
002	OVERHEAD LINES
003	DISTURBING OR STRIKING EXISTING UTILITIES INCLUDING LIVE UNCHARTED SERVICES

DEMOLITION	
NO UNUSUAL HAZARDS / RISK	

FOR INFORMATION RELATING TO USE, CLEANING AND MAINTENANCE SEE THE HEALTH AND SAFETY FILE.
 IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.

C	DMC Double Yellow Line Extension.	09.12.21
B	DMC General Update.	06.12.21
A	DMC General Update.	07.06.21
-	DMC General Update.	27.11.20
REV	DRN AMENDMENT	DATE



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 Communities, Shire Hall Post Room
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PROJECT
 A444 - College Street Island
 Junction Improvements

TITLE
 GENERAL ARRANGEMENT
 GREENMOOR ROAD (PHASE 1)
 Purpose of Drawing: Construction

Drn	DMC	Cr'd	CP	App'd	CP
Date	18.07.18	Date	09-12-21	Date	09-12-21

Status: **Approved (Level 3)**

Scale: **1:200** Sheet size: **A1**

DRG. NO. **9.2-A444--051-101** Rev. **C**

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Summary of Objections:

Objection:	Total:
Signals to cause more congestion vs existing mini roundabout.	9
Additional congestion an issue for emergency services.	3
No parking provided	3
Additional controlled crossing.	7
Issues with the adjacent Bull Ring junction.	2
Lack of improved cycling facilities	4
Proposed crossing would cause noise disturbance.	2

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EQUALITY IMPACT ASSESSMENT/ ANALYSIS (EqIA)

A444 Corridor Improvements

Warwickshire County Council

Equality Impact Assessment/ Analysis (EqIA)

Group	Communities
Business Units/Service Area	Transport and Economy
Plan/ Strategy/ Policy/ Service being assessed	A444 Corridor Improvement
Is this is a new or existing policy/service? If existing policy/service please state date of last assessment	Proposed New Highway Capacity Enhancement Scheme in Nuneaton
EqIA Review team – List of members	Alan Law Nick Dauncey
Date of this assessment	05/05/16
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.	YES / NO
Name and signature of Head of Service (to be signed after the EqIA has been completed)	Mark Ryder
Signature of GLT Equalities Champion (to be signed after the EqIA is completed and signed by the completing officer)	Phil Evans

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

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

	Relevance/Risk to Equalities									
Business Unit/Services: 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)	YES/ NO
Proposed New Highway Capacity Enhancement Scheme in Stratford:	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
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.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Are your proposals likely to impact on a carer who looks after older people or people with disabilities? If yes please explain how.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

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

<p><u>Stage 1 – Scoping and Defining</u></p>	<p>(1) What are the aims and objectives of Plan/Strategy/Service/Policy?</p>
	<p>(a) General</p> <ul style="list-style-type: none"> • To address current congestion issues on the A444 major growth corridor • To ensure high quality sustainable infrastructure is provided to encourage modal shift and accessibility to all users. • To ensure adequate highway capacity is available to deliver Borough Plan housing and employment allocations. • To provide economic stimulus and remove barriers to economic growth. <p>(b) CWLEP Strategic Economic Plan</p> <ul style="list-style-type: none"> • The scheme features within the 7 CWLEP SEP Transport Priorities which sets out the key transport investment plans within the Coventry and Warwickshire geographic area. SEP Priority 3: A444 North-South Corridor and Priority 7: Housing and Local Growth Accessibility are relevant to this project. • Phase 2 of the project enables the full potential of the funded Phase 1 (Growth Deal 1) A444 Coton Arches roundabout improvements to be realised and complements the Getting West Nuneaton Moving: Bermuda Connection, Transforming Nuneaton and Cycle Coventry and Warwickshire (subject to a separate Full Business Cases) scheme proposals through provision of enhanced capacity on the North-South A444 corridor. • This project forms a major piece of highway infrastructure upgrade, which together with current and further phases of NUCKLE, and additional cycle infrastructure (in partnership with Coventry City Council) form three transport pillars to support growth along the A444 corridor.

(2) How does it fit with Warwickshire County Council's wider objectives?

(a) Shaping the Future – Warwickshire’s One Organisational Plan 2014 – 2018

The A444CS scheme proposal provides an improved and comprehensive service provision and efficient transport network to ensure Nuneaton, Warwickshire and the sub region communities and businesses are supported by excellent transport infrastructure to enable access to services and facilities. The introduction of signal control at various locations on the A444 corridor will improve safety for all road users.

(b) Warwickshire Local Transport Plan 3 (LTP3) 2011-2026

Two LTP3 area strategies can be applied to the delivery of this scheme:

Key Objectives – North-South Corridor

- Support the local and sub-regional economy, including the Coventry to Nuneaton growth corridor, the various town and city centres within the corridor, Warwick University and major (re)development sites;
- Support future housing and employment growth within Nuneaton and Bedworth Borough, Warwick District, Rugby Borough, Coventry City and Hinckley and Bosworth Borough; and
- Reduce the environmental impact of traffic within the corridor and improve local air quality.

Key Objectives– Nuneaton and Bedworth Urban Area Strategy

- Support the regeneration of Nuneaton and Bedworth town centres and the stability and growth of the local economy;
- Support future housing and employment growth within the Borough, including development within the Coventry to Nuneaton growth corridor;
- Support access to services and facilities, particularly for those without access to a car; and
- Reduce the environmental impact of traffic within the Borough and improve local air quality

(c) Nuneaton and Bedworth Borough Council Draft Borough Plan

The scheme will enable major housing and employment growth to come forward by improving journey time reliability, reducing vehicle delays and improving permeability and connectivity for pedestrians and cyclists.

Planning & Diversity Team

<p>(3) What are the expected outcomes?</p>	<p>Quantitative:</p> <ul style="list-style-type: none"> • 1,063 new jobs • Commercial Floorspace constructed 52 ha • Gross Value Added (GVA) of £52.35m • Significant reductions in PM (16:00 to 19:00) network journey times from 371 seconds (without scheme) to 212 seconds (with scheme) in 2020/21 <p>Qualitative:</p> <ul style="list-style-type: none"> • Improved journey time reliability for car borne commuters, bus passengers and freight deliveries. • Health benefits associated with reduced driver stress and frustration. • Increased business confidence due to reduced traffic congestion. • Perceived safety improvements for pedestrians and cyclists and increased sustainable mode share. • Improved permeability/reduced community severance through provision of enhanced crossing facilities.
<p>(4) Which of the groups with protected characteristics is this intended to benefit? (see form A1 for list of protected groups)</p>	<p>The project is intended to benefit all users of the A444 Major Growth Corridor in Nuneaton by improving journey time reliability, provision of an enhanced foot/cycleway and safe crossing facilities.</p>

<u>Stage 2 - Information Gathering</u>	
<p>(1) What type and range of evidence or information have you used to help you make a judgement about the plan/ strategy/ service/ policy?</p>	<p>The scheme is required to facilitate significant housing and employment growth in Nuneaton. This is based on evidence to support the Nuneaton and Bedworth Borough Council (NBBC) Draft Borough Plan 2015,</p> <p>Warwickshire County Council (WCC) undertook a preliminary engineering assessment of the scheme in 2013/14.</p> <p>The comparative performance of each option at A444 was evaluated in through both strategic S-Paramics micro-simulation models and cordon models. An economic assessment of scheme benefits was also undertaken.</p> <p>Further design work is currently being undertaken for the scheme.</p>
<p>(2) Have you consulted on the plan/ strategy/ service/policy and if so with whom?</p>	<p>The scheme is in the public domain through inclusion within Borough Plan evidence base, including the IDP and Strategic Transport Assessments, and is supported by NBBC (letter of support in Appendix G).</p> <p>Phase 1 A444 Coton Arches Roundabout Signalisation has been widely publicised and local businesses/stakeholders have awareness that this is linked to wider corridor improvements.</p> <p>Sustrans have reviewed the proposed pedestrian/cycle infrastructure and the cycle improvements incorporated in the scheme. The additional network and crossing facilities are included within the recently updated WCC Nuneaton cycle network plan.</p> <p>Formal consultation with all stakeholders will be undertaken in May 2017.</p>
<p>(3) Which of the groups with protected characteristics have you consulted with?</p>	<p>It is proposed to consult with a wide range of local interest groups and disability groups to ensure proposals are fully accessible to all groups in society, particularly people with mobility problems or with a visual or auditory impairment.</p>

Stage 3 – Analysis of impact

(1) From your data and consultations is there any adverse or negative impact identified for any particular group which could amount to discrimination?

If yes, identify the groups and how they are affected.

The proposed scheme has not yet been subject to a full Distributional Impact Appraisal. However, the following table (TAG Unit A4.2 Distributional Impact Appraisal) highlights the demographic groups which could experience beneficial and /or adverse impacts as a result of scheme implementation.

Scope of Socio-Demographic Analyses for Distributional Impacts

Dataset/social group	User Benefits	Noise	Air Quality	Accidents	Security	Severance	Accessibility	Affordability
Income Distribution	✓	✓	✓	✓		✓	✓	
Children: proportion of population <16	✓	✓	✓	✓		✓	✓	
Young adults: proportion of population aged 16-25	✓	✓	✓	✓		✓	✓	
Older people: proportion of population aged 70+	✓	✓	✓	✓		✓	✓	
Proportion of population with a disability	✓	✓	✓	✓		✓	✓	
Proportion of population of Black & Minority Ethnic (BME) origin	✓	✓	✓	✓		✓	✓	
Proportion of households without access to a car	✓	✓	✓	✓		✓	✓	
Carers: proportion of households with dependent children	✓	✓	✓	✓		✓	✓	

(2) If there is an adverse impact, can this be justified?

The A444 Corridor Improvement scheme is not expected to generate significant adverse impacts but this will be confirmed at planning stage through noise and air quality assessment work.

<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>	<ul style="list-style-type: none"> • The scheme will also undergo Road Safety and Cycle Audit during the design process to reduce the risk of adverse impacts on vulnerable road users. • Consultation with local stakeholders to inform the design process. • Production of promotional materials in different languages and formats, e.g. braille, if required.
<p>(4) How does the plan/strategy/service/policy contribute to promotion of equality? If not what can be done?</p>	<p>The proposed scheme is designed to improve journey time reliability for bus users and contribute towards enhancing access to public transport, employment and housing – all of which will support economic growth and provide health and environmental benefits that can be shared by all Warwickshire residents.</p>
<p>(5) How does the plan/strategy/service/policy promote good relations between groups? If not what can be done?</p>	<p>The project supports smarter choices measures, e.g. sustainable travel by public transport, walking and cycling. This targets and benefits all groups. Consultation material will be made available in a number of languages and formats, e.g. braille, if required.</p>
<p>(6) Are there any obvious barriers to accessing the service? If yes how can they be overcome?</p>	<p>None.</p>
<p>(7) What are the likely positive and negative consequences for health and wellbeing as a result of this plan/strategy/service/policy?</p>	<p><u>Positive Consequences</u></p> <ul style="list-style-type: none"> • Improved journey time reliability for car borne commuters, bus passengers and freight deliveries. • Health benefits associated with reduced driver stress and frustration. • Increased business confidence due to reduced traffic congestion. • Perceived safety improvements for pedestrians and cyclists and increased sustainable mode share. • Improved permeability/reduced community severance through provision of enhanced crossing facilities. <p><u>Negative Consequences</u></p> <p>The project is likely to increase junction throughput and network speeds. However, the consequent reduction in traffic congestion is expected to improve local air quality. Noise and air quality assessments are proposed at planning application stage.</p>
<p>(8) What actions are going to be taken to reduce or eliminate negative or adverse impact on population health? (This should form part of your action plan under Stage 4.)</p>	<p>Work in partnership with local businesses in Nuneaton and WCC Public Health to promote the overall health benefits of sustainable transport options.</p>

<p>(9) Will the plan/strategy/service/policy increase the number of people needing to access health services? If so, what steps can be put in place to mitigate this?</p>	<p>No.</p>
<p>(10) Will the plan/strategy/service/policy reduce health inequalities? If so, how, what is the evidence?</p>	<p>The proposed scheme includes dedicated foot/cycleway provision and enhanced crossing facilities to reduce the risk of community severance. Traffic modelling predictions also show that the scheme is expected to provide air quality benefits by reducing queues and delays at a key pinch point.</p>

<p><u>Stage 4 – Action Planning, Review & Monitoring</u></p> <p>If No Further Action is required then go to – Review & Monitoring</p> <p>(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.</p>	<p>No Further Action.</p>
<p>(2) Review and Monitoring</p> <p>State how and when you will monitor policy and Action Plan</p>	<ul style="list-style-type: none"> • Monitor feedback from County Councillors and stakeholders involved in the community engagement process. • Monitor the feedback directed at the County Council by local residents and relevant stakeholders. • Monitor the number pedestrians and cyclists using the dedicated foot/cycleway improvements delivered through the project. • Monitor the extent and context of the coverage by the local media. • Monitor feedback from external stakeholders involved in the Project, e.g. Coventry and Warwickshire Local Enterprise Partnership, Nuneaton and Bedworth Borough Council, Network Rail, Sustrans.

Please annotate your policy with the following statement:

‘An Equality Impact Assessment/ Analysis on this policy was undertaken on (05/05/16) and will be reviewed on 05/05/19.’

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Appendix C1 – Environmental Implications extract from CIF Bid**What are the likely environmental implications of the project?**

The multi-functional nature of the corridor has resulted in a high demand for travel, particularly by private car. This results in significant traffic volumes, which are consistently high throughout the day and at weekends. The road is often congested and has slow average speeds, in the College St area with implications for air quality.

The scheme improves conditions for pedestrians, cyclists and enhances the overall public realm, by improving permeability and addressing severance. This will help to encourage local trips to be made on foot or by bike, thereby reducing the number of car trips on the corridor and lowering harmful carbon emissions.

Air Quality

The Transport Economic Efficiency Table presented in Appendix D demonstrate a saving of up to £760,000 through delivery of the scheme. This is based upon savings in terms of Vehicle Operating Costs reductions and journey time savings. This is despite significant increases in forecast demand on the corridor.

An Appraisal Summary Table was undertaken to support to 2013 A444 Corridor Scheme Business Case. This highlights that there are no negative air quality or noise implications.

In addition to the traditional measures of flow and delay, Air Quality impacts have been reported, on an annual basis. The values for the Air Quality have been calculated using the Paramics AIRE ancillary add-on. Further details of this process are included in Appendix C. Outputs from the S-Paramics highway modelling undertaken identify relatively minor changes to the annual air quality impacts as identified below:

Annual Air Quality Impacts					
	2015/16	2017/18		2021/2022	
Measure	Base	Reference	Scheme	Reference	Scheme
Average Annual Carbon (Kg)	4513029	4679032	4700919	4703180	4730700
Average Annual Nitrogen (Kg)	26390	25184	25459	24704	25010
Average Annual Particulate (Kg)	782	727	730	708	715

Urban design and environmental improvements

The corridor is the main gateway to Nuneaton from the south (M6/Coventry) and therefore needs to provide a positive impression for visitors to the town. Urban design and environmental

improvements (including the removal of undesirable and inadequate pedestrian footbridge) will also help improve the general travel experience for residents and people accessing the town centre, schools, George Eliot Hospital, Bermuda Station and businesses on the corridor.