

Portfolio Holder Decisions/Leader Decisions

Date: Friday 15 December 2023

Time: 12.00 pm

Membership

Councillor Jan Matecki

Items on the agenda: -

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. D) Order 2023** 3 - 40

Monica Fogarty
Chief Executive
Warwickshire County Council
Shire Hall, Warwick

Disclaimers

Disclosures of Pecuniary and Non-Pecuniary Interests

Members are required to register their disclosable pecuniary interests within 28 days of their election of appointment to the Council. Any changes to matters registered or new matters that require to be registered must be notified to the Monitoring Officer as soon as practicable after they arise.

A member attending a meeting where a matter arises in which they have a disclosable pecuniary interest must (unless they have a dispensation):

- 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

The Warwickshire County council (district of Stratford on Avon) (civil enforcement area) (waiting restrictions, on street parking places and residents' parking) (consolidation) (variation no.d) order 2023.

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	15th December 2023
	Signed

1. Decision taken

That the Portfolio Holder for Transport and Planning approves that the below named proposed Waiting Restrictions be made as advertised as shown in plan TR11353/01c -

- The Warwickshire County council (district of Stratford on Avon) (civil enforcement area) (waiting restrictions, on street parking places and residents' parking) (consolidation) (variation no.d) order 2023.

2. Reasons for decisions

- 2.1 Where objections have been received to proposed Double Yellow Lines (DYL) schemes it is necessary for the Portfolio Holder to decide whether to proceed with the proposals.
- 2.2 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).

3. Background information

- 3.1 The statutory Public Consultation for the B4035 Campden Road, Bailey Road and Nason Way for the introduction of Double Yellow Lines, was advertised on 9th December 2022 for four weeks. It was also advertised on street in the form of Public Notices, in the Stratford Courier and on the Council's website. Statutory consultees have also been consulted. The closing date was extended by an extra week to 6th January 2023, so that residents in the area had sufficient time to consider the proposal over the holiday period.

3.2 A copy of plan TR11353 01 detailing proposals to introduce DYL in December 2022 can be found as **Appendix A** along with a copy of the Public Notice as **Appendix B**. One objection to the proposal was received during the consultation; the following table details the objection received, and the Council's response.

3.3 Two other emails which could have been classed as Objections came in over a week after the end of the Consultation period. The senders were advised their Representation could not be accepted due to their lateness. An offer to include their comments within this document as a Comment was made, see **Appendix C**. Both residents understood the reasoning and accepted the alternate offer.

3.4

Emails/letters	
Objections received 1 st Consultation	1

Objection 1 – Resident of Bailey Road (summery of email, for full version see **Appendix MM**)

- Strong objection to proposed double yellow lines on Bailey Road
- Frustration over unnecessary changes affecting parking outside residencies.
- Anger over changes from original roundabout design to traffic signals.
- Proposed solution fails to address difficulty of turning out of private road.
- Parking has never impacted traffic signals functionality.
- Bailey Road is not a major thoroughfare; proposed changes are excessive.
- Request urgent reassessment and reconsideration of proposals.

Engineers email reply

- Openness to discussion regarding the extent of the Double Yellow Lines (DYL) with residents
- Clarification about the need to keep carriageway clear for traffic signals to work correctly.
- Acknowledgement of the objection triggering a reporting process for consideration by Portfolio Holder for Highways.
- Invitation to alternative suggestions to reduce DYL extent.
- Explanation of junction’s design change from roundabout to traffic signals.

Modifications to original proposals

Objections received 2nd Consultation	3
--------------------------------------	---

Objection 1 – Resident of Bailey Road (summery of email, for full version see **Appendix M**)

- Objects to the DYL for the following reasons
- 1 Highways are looking at changing the speed limit along Campden Rd to 30/20mph. If this is the case the Signals set up is wrong. Highways are looking at design changes to make the junction safer. No point doing the DYL until this is completed.
- 2 Faulty road junction for Nos 1tru7 wants this resolved before the DYL.

- 3 There are dashed white lines to the roads centre. Highway Code states should not park at a side road where the dashed lines are painted. So why the DYL?
- 4 Traffic Lights system works ok with or without a van parked outside his house.
- 5 In the two years he has lived here, nobody has parked on the Campden Rd. So why have the DYL?
- 6 The DYL will be an eyesore, for no benefit.
- 7 Why no DYL on other parts of Campden Rd? Hanson Ave, Queens Dr with their larger traffic movements

Engineers reply.

- 1 Highways are not looking at changing the speed limit from the current 40mph. This has been confirmed by Traffic & Road Safety Section in Dec23. Not within the remit of this TRO
- 2 The private road layout onto Bailey Rd is not within the remit of this TRO.
- 3 Incorrect. It states you must not park within 10m (32ft) of a junction, which would capture the whole house frontage. Appendix G shows a shorter length of DYL based on the estimated speeds of passing traffic to protect visibility from the side road.
- 4 The Traffic Signals Section determined the DYL extent on the nearside mainly and the offside to a lesser extent. The DYL are required to ensure the visibility splay from the 'access road' is kept clear.
- 5 Ground vehicle detector loops require DYL protection on Campden Rd, Sensors on the Signal Heads can be 'aimed', but only to a point.
- 6 The DYL are part of the package that comes with Traffic Signals. Keeping the loops and detectors clear means the red/green cycle should only change when vehicles emerge from Bailey Rd/Nason Way.
- 7 Hanson & Queens are within a 30mph area, Bailey and Nason are within a faster 40mph area.

Objection 2 – Resident of Bailey Road

- Resident refers to Objector 1's email and agrees with his comments and Objection.
- Resident also concerned about the danger posed by the centre refuges when exiting his driveway.

Engineers reply.

- All points and answers for Objector 1 would also apply here.
- Noted, but part of carriageway is still classed as 'private' and not within the remit of this TRO.

Objection 3 – Local County Cllr

- Refers to Objector 1's email and wishes to be associated with his comments and Objection.
- Wants the Police to agree to a sensible 30mph along Campden Rd
- Not sure about the need of the DYL's.

Engineers reply.

- All points and answers for Objector 1 would also apply here.
 - Point to be directed to the Police, but they would echo the reply for Traffic & Road Safety in Engineers Reply 1 above.
- 3.5 In addition to the original Proposal advertised on 8th December 2022, there is also copy of plan TR11353 01c detailing a **modified** proposal which were advertised on 20th October 2023, inviting representations to the modifications by 13th November 2023. The modifications proposed is for an extended length of DYL to Campden Road only,, and can be found as **Appendix AA**. This drawing also includes the reduced lengths of DYL to the side roads of Bailey Road and Nason Way.
- 3.6 The Public Notice advertising the modifications is also included as **Appendix BB**.
- 3.7 The results of the second Consultation undertaken in October 2023 for the extended DYL on Campden Road resulted in three Representations. See **Appendix M** for the unredacted emails.
- 3.8 Where an authority advertises modifications to a proposed order, the relevant regulations provide that “Representations” are to be sought as opposed to “Objections” However, the regulations still require the Council to duly consider those Representations.
- 3.9 The ‘modification’ Consultation did not conclude until 13.11.23.
- The only Objector to the first Consultation is the same person Objecting to the second Consultation. The Council received a further two objections to the amended scheme from a Resident and from Cllr Barker.
- 3.10 To summarise the main email, there is no mention of the additional 26m of DYL on Campden Road which is what the second Consultation was about. All other points that are listed in the email have been highlighted previously and responded to elsewhere.
- 3.11 There has been extensive correspondence with residents on this matter, not limited to DYL. Within Appendix D there is a list of over ten issues from the Objector and one other resident, the majority of which fall outside the remit of this DYL proposal. Mention of the DYL’s is very low on either list. Some of the points have been answered above. The residents have an unrealistic expectation of what some Officers are able to achieve.
- 3.12 The Campden Rd and Nason Way junction was originally proposed as a traffic island. **See Appendix E**. But Bailey Road was not part of the scheme at the time of drawing.
- 3.13 The Developer got the roundabout design wrong. They designed a 30mph island on a 40mph road. To make it work, they just 'moved' the 30mph Terminal signs

from a point 60+m west of Sadlers Ave, to an unspecified point west of Bailey Road. This is not Legally possible and was pointed out to the Developer. Some 12 months later it became known that the Island junction was replaced by a Traffic Signal junction which requires DYL's to protect its vehicle detector's.

- 3.14 The reason the Developer did that was because they did not have/want/require the additional land needed to build a larger island for a 40mph road. So, it became a traffic signal junction.

A unilateral access detail change on the ground – presumably by the Developer - requires DYL's where they may not have been required previously. The original road layout in **Appendix F** shows that all residents should access Campden Road via a loop road around the estate.

- 3.15 Properties shown as No1 to 6 are now able to avoid the loop road route and can access the Highway via a link road adjacent to No 7. As this is a dropped kerb access as opposed to a traditional bellmouth arrangement, passing motorists would not ordinarily expect motorists or deliveries going in/out of this location. To ensure the visibility and safety of motorists a reduced DYL extent has been applied to Bailey Road. Its extent crossed in front of No7 who has objected to the DYL.

- 3.16 From the initial drawing **Appendix A** to the revised drawing **Appendix AA**, it can be seen that WCC has reduced the DYL extent in front of No7 to a minimum, even taking in consideration the parking practises of the resident, who also has off road parking.

- 3.17 A more detailed layout can be seen in **Appendix G**. This item was also sent to the Objector in an effort to have the Objection withdrawn. It failed.

- 3.18** For sight of the email exchange for item 3.7 see **Appendix H**

- 3.19 As it has not been possible to resolve the Objection and the resident will not withdraw the Objection, the Portfolio Holder is required to make a decision as to whether make the Order as shown at Appendices AA and BB to proceed with the DYL scheme. The published reasons for the introduction of B4035 Campden Road, Bailey Road and Nason Way for the introduction of DYL's remain valid. See **Appendix K** – Statement of Reasons. It is therefore recommended that the proposals (including the advertised modifications) are implemented.

- 3.20 Statutory Criteria for the introduction of Traffic Regulation Orders (TRO) or DYL, see **Appendix L**.

4. Financial implications

Funding for the DYL's will be provided within the Section 278 agreement WCC has in place with the developer Taylor Wimpey.

5. Environmental implications

- 5.1 The DYL's are 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 these new waiting restrictions 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	Mike McDonnell mikemcdonnell@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 & AA – Speed Limit Plans (*from Dec22 and Oct23 respectively*)

Appendix B & BB – Public Notices (*from Dec22 and Oct23 respectively*)

Appendix C – Two resident Comments.

Appendix D – List of resident concerns

Appendix E – Initial Traffic Island arrangement

Appendix F - Modified Road Access

Appendix G - Plan sent to Objector.

Appendix H - Emails for item 3.7

Appendix K - Statement of Reasons.

Appendix L - Statutory Criteria for Decision Making on Speed Limit Orders

Appendix M – Objector emails to EXTENDED TRO

Members and officers consulted and informed

Portfolio Holder – Councillor Jan Matecki

Corporate Board – Mark Ryder

Legal – Caroline Gutteridge

Finance – Andrew Felton

Equality – N/A

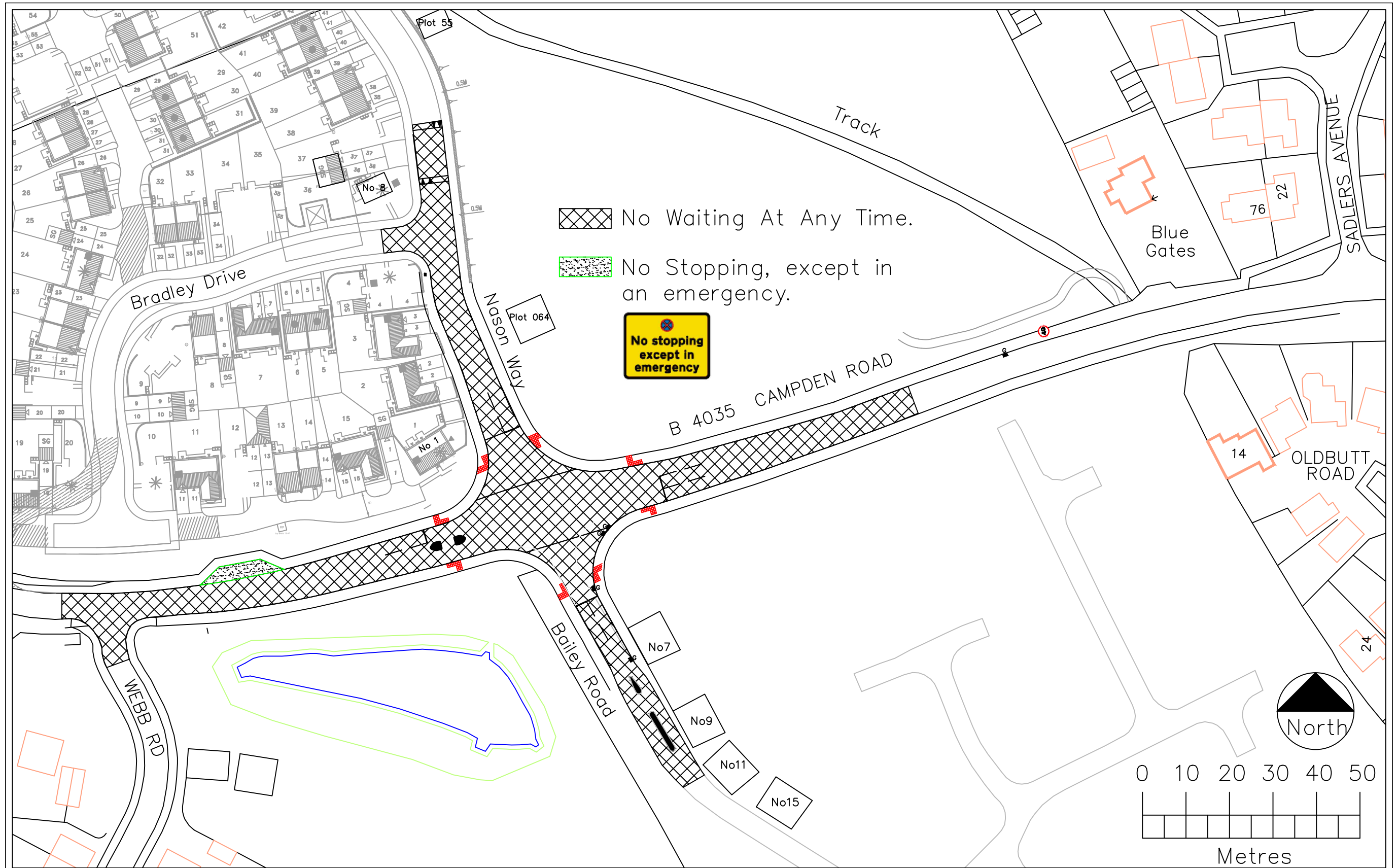
Procurement – Mark Baker

Democratic Services – Helen Barnsley, Nic Conway

Councillors – Councillor Jan Matecki

Local Member(s): Councillor Jo Barker

This page is intentionally left blank




Warwickshire County Council
TRANSPORT AND ECONOMY

Minor Works Team
 Communities,
 Shire Hall Post Room
 Warwick, CV34 4SP
 Tel : 01926 410410

www.warwickshire.gov.uk
<mailto:communities@warwickshire.gov.uk>

NOTES

Based on Ordnance Survey mapping with the permission of the Controller of HMSO
 © Crown Copyright and database right 2011. Ordnance Survey 100019520.
 All rights reserved.
 Unauthorised reproduction infringes copyright and may lead to prosecution or civil proceedings.
 Warwickshire County Council.

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

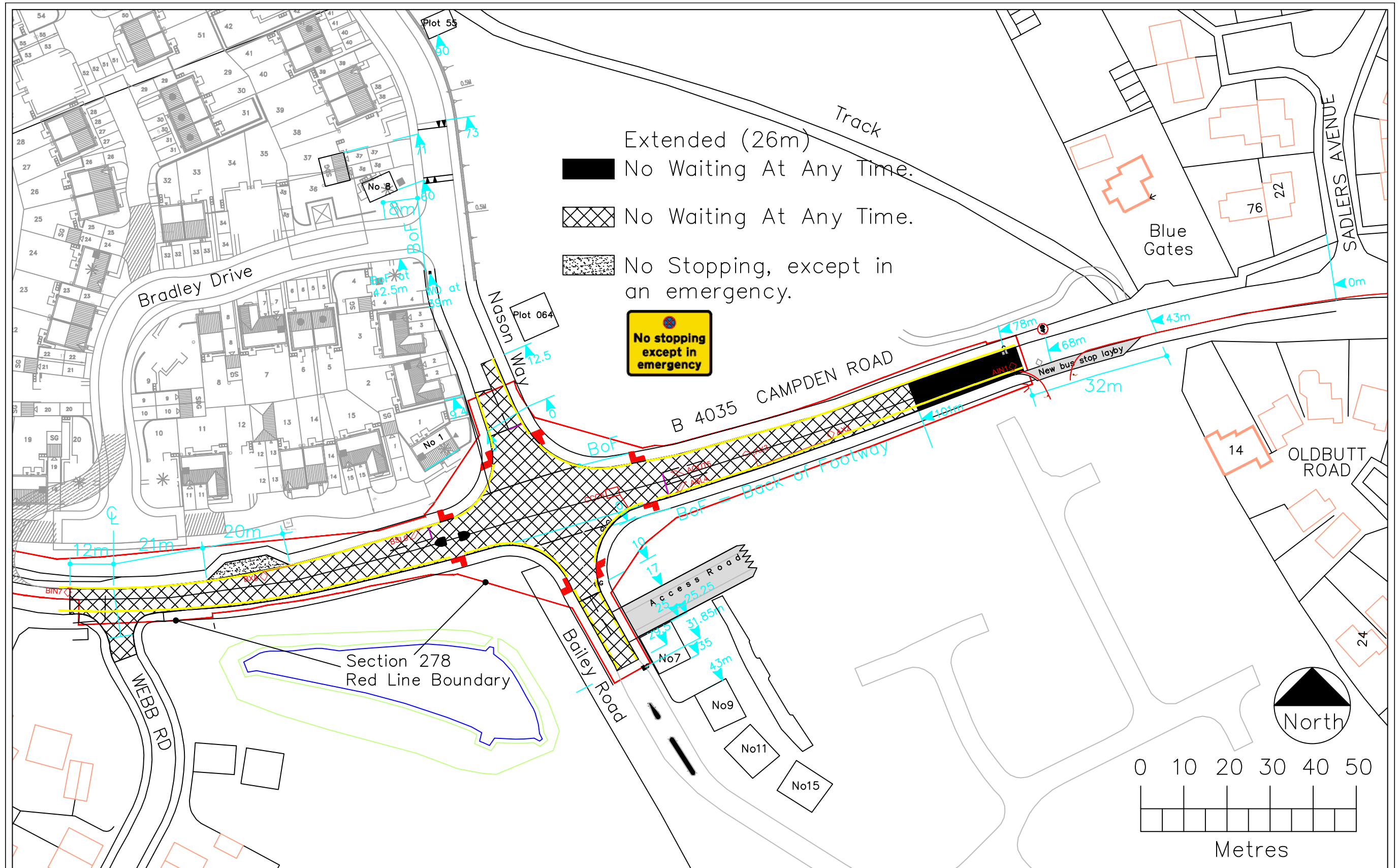
Drawing title
**Proposed No Waiting at Any Time.
 New signal junction B4035
 Shipston on Stour**

Project title
Proposed Waiting Restrictions

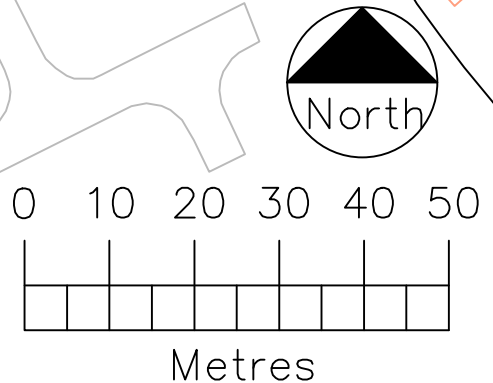
Drawn by MMcD	Checked by G.S.
Date 01.03.21	
Scale N.T.S.	
Drawing number TR11353 / 01	

H:\Traffic\AA_PROJECT SUPPORT\Shipston-on-Stour\S279 DYL TRO Campden Rd, Shipston\5 Drawings\Zipped file folder\TR11353_01.dwg

This page is intentionally left blank



Extended (26m)
 ■ No Waiting At Any Time.
 ▨ No Waiting At Any Time.
 ▩ No Stopping, except in an emergency.



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

Minor Works Team
 Communities,
 Shire Hall Post Room
 Warwick, CV34 4SP
 Tel : 01926 410410

NOTES

Based on Ordnance Survey mapping with the permission of the Controller of HMSO
 © Crown Copyright and database right 2011. Ordnance Survey 100019520.
 All rights reserved.
 Unauthorised reproduction infringes copyright and may lead to prosecution or civil proceedings.
 Warwickshire County Council.

REV	DATE	BY	CHK	AMENDMENT
A	09.02.23	MM	-	DYL timed on Nason Way & Bailey Dr
B	04.09.23	MM	-	DYL to B4035 extended by 26m. New Bus Stop Layby + VD loops added
C	27.09.23	MM	-	Access Road added.
-	--/--	-	-	-
-	--/--	-	-	-

Drawing title
**Proposed No Waiting at Any Time.
 New signal junction B4035
 Shipston on Stour**

Project title
Proposed Waiting Restrictions

Drawn by MMcD	Checked by G.S.
Date 01.03.21	Scale N.T.S.
Drawing number TR11353 / 01 C	

H:\Traffic\AA_PROJECT SUPPORT\Shipston-on-Stour\S279 DYL TRO Campden Rd, Shipston\5 Drawings\Zipped file folder\TR11353_01b_recover000.dwg

This page is intentionally left blank

WARWICKSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE WARWICKSHIRE COUNTY COUNCIL (DISTRICT OF STRATFORD ON AVON) (CIVIL ENFORCEMENT AREA) (WAITING RESTRICTIONS, ON STREET PARKING PLACES AND RESIDENTS' PARKING) (CONSOLIDATION) (VARIATION NO.D) ORDER 2023

Warwickshire County Council proposes to make the above-named Variation Order under the Road Traffic Regulation Act 1984, the effect of which will be to vary the existing District of Stratford on Avon (Civil Enforcement Area) (Waiting Restrictions, On Street Parking Places and Residents' Parking) (Consolidation) Order 2017, as briefly described (by approximate measurements) in Schedule 1 and 2 below.

Exceptions to any waiting restrictions described in the Schedule 1 below will permit waiting for the purposes of picking up and setting down passengers, loading and unloading goods, for vehicles displaying a disabled person's badge and in connection with the maintenance of the road and the supply of gas, water or electricity.

A copy of the proposed Order, together with a copy of the Order to be varied, and a statement of the Council's reasons for proposing to make the Order are available to view at Shire Hall, Market Place, Warwick, and online on the Council's website at <https://www.warwickshire.gov.uk/news/20209/stratford-avon-district>

Any enquiries relating to the proposals may be made to Mike McDonnell Communities Directorate, Warwickshire County Council (tel. no. 01926 412 536).

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 Mike McDonnell, County Highways Minor Works, Shire Hall, Market Place, Warwick, CV34 4RL or pmc@warwickshire.gov.uk

(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 06 January 2023.

SCHEDULE 1

(No Waiting at Any Time)

(To both sides of the road unless stated otherwise)

B4035 Campden Road.

- (i) From a line between the two westernmost property boundary lines of the properties known as Blue Gate and No 14 Oldbutt Road, then in a generally south westerly direction to a point 12m west of the centre line of Webb Road. A distance of 204m.

Bailey Road.

- (ii) From the north-west facing flank wall of property No 7 Bailey Road, in a north westerly direction to its junction with the B4035 Campden Road.
- (iii) From the north-west facing flank wall of property No 7 Bailey Road, in a south easterly direction to a point 3m south-east of the north-west facing flank wall of property No11 Bailey Road. A distance of 60m.

Nason Way.

- (iv) From a point in line with the southeast facing front elevation of No 1 Nason Way, then in a south easterly direction to its junction with the B4035 Campden Road.
- (v) From a point in line with the south-east facing front elevation of No 1 Nason Way, then in a generally northerly direction to a point 13m north of the south-east facing front elevation of No 8 Nason Way. A distance of 73m

Bradley Drive.

- (vi) From a point in line with the Back of Footway on the West side of Nason Way, then in a westerly direction for a distance of 8m.

Webb Road

- (vii) From a point in line with the Back of Footway on the south side of Campden Road, then in a southerly direction for a distance of 8m.

SCHEDULE 2

No Stopping except in emergency.

(Maintenance Layby)

B4035 Campden Road –

- (i) From a point 21m east of the centre line of Webb Road, then in an easterly direction for a distance of 20m, on the northern side of Campden Road only.

S Duxbury
Head of Law & Governance
Shire Hall, Warwick
08 December 2022

WARWICKSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE WARWICKSHIRE COUNTY COUNCIL (DISTRICT OF STRATFORD ON AVON)
(CIVIL ENFORCEMENT AREA) (WAITING RESTRICTIONS, ON STREET PARKING**

PLACES AND

RESIDENTS' PARKING) (CONSOLIDATION) (VARIATION NO.D) ORDER 2023

**THE LOCAL AUTHORITIES' TRAFFIC ORDERS (PROCEDURE) (ENGLAND AND
WALES) REGULATIONS 1996**

MODIFICATION TO ADVERTISED PROPOSALS

Warwickshire County Council has modified the proposals advertised in its Public Notice dated 09 December 2022, relating to the above-named Variation Order under the Road Traffic Regulation Act 1984, the effect of which will be to vary the existing District of Stratford on Avon (Civil Enforcement Area) (Waiting Restrictions, On Street Parking Places and Residents' Parking) (Consolidation) Order 2017.

The modifications to the proposals are as described in Schedule 1 below. All other proposals remain as per the 09 December 2022 Public Notice.

A copy of the proposed Order, together with a copy of the Order to be varied, and a statement of the Council's reasons for proposing to make the Order are available to view at Shire Hall, Market Place, Warwick, and online on the Council's website at <https://www.warwickshire.gov.uk/news/20209/stratford-avon-district>, together with updated Plans.

Any enquiries relating to the proposals may be made to Mike McDonnell Communities Directorate, Warwickshire County Council (tel. no. 01926 412 536).

Any representations relating to the modifications, which must be in writing and specify the grounds on which they are made, should be addressed to Mike McDonnell, County Highways Minor Works, Shire Hall, Market Place, Warwick, CV34 4RL or pmc@warwickshire.gov.uk

(Representations, and the name of the 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>).

Representations must be sent so as to be received by 13 November 2023.

SCHEDULE 1
(No Waiting at Any Time)
(To both sides of the road unless stated otherwise)

<u>Original Proposal Advertised 09 December 2022</u>	<u>Modified Proposal</u>
<p><u>B4035 Campden Road</u></p> <p>From a line between the two westernmost property boundary lines of the properties known as Blue Gate and No 14 Oldbutt Road, then in a generally south westerly direction to a point 12m west of the centre line of Webb Road. A distance of 204m.</p>	<p><u>B4035 Campden Road</u></p> <p>(Fom a point 32m south west of a line between the two westernmost property boundary lines of the properties known as Blue Gate and No 14 Oldbutt Road, then in a generally south westerly direction to a point 12m west of the centre line of Webb Road. A distance of 230m.</p>
<u>Original Proposal Advertised 09 December 2022</u>	<u>Modified Proposal</u>
<p><u>Bailey Road</u></p> <p>From the north-west facing flank wall of property No 7 Bailey Road, in a north westerly direction to its junction with the B4035 Campden Road.</p> <p>From the north-west facing flank wall of property No 7 Bailey Road, in a south easterly direction to a point 3m south-east of the north-west facing flank wall of property No11 Bailey Road. A distance of 60m.</p>	<p><u>Bailey Road</u></p> <p>From a point in line with the Back of Footway on the southern side of the B4035, then in a south easterly direction on both sides of Bailey Road for a distance of 29.5m.</p>
<u>Original Proposal Advertised 09 December 2022</u>	<u>Modified Proposal</u>
<p><u>Nason Way</u></p> <p>From a point in line with the southeast facing front elevation of No 1 Nason Way, then in a south easterly direction to its junction with the B4035 Campden Road.</p> <p>From a point in line with the south-east facing front elevation of No 1 Nason Way, then in a generally northerly direction to a point 13m north of the south-east facing front elevation of No 8 Nason Way. A distance of 73m</p>	<p><u>Nason Way.</u></p> <p>From a point in line with the front elevation of property No 1 Nason Way;</p> <p>(a)Western side only, north to the property boundaries of No 1 and 2 Nason Way, a distance of 9.4m (b)Eastern side only, north for a distance of 12.5m (c)Both sides, south to its junction with the B4035</p>

Order as originally proposed

2. In this Order 'Road' shall mean those roads cross hatched black and identified on the Plan TR11353/01 attached to this Order

3. In Schedule 2 "Plans attached to this Order" insert Plan JV46 Revision 0.

4. In Schedule 2 "Plans attached to this Order" insert Plan JV47 Revision 0

5. In Schedule 2 "Plans attached to this Order" insert Plan TR11353/01

Schedule 1

<i>Column 1 (Area Code)</i>	<i>Column 2 (Corresponding Revision No.)</i>
JV46	Revision 0
JV47	Revision 0
TR11353/01	-

Modification of Order proposed

2. In this Order 'Road' shall mean those roads cross hatched black and solid black and identified on the Plan TR11353/01/C attached to this Order

3. In Schedule 2 "Plans attached to this Order" insert Plan JV46 Revision 1.

4. In Schedule 2 "Plans attached to this Order" insert Plan JV47 Revision 1

5. In Schedule 2 "Plans attached to this Order" insert Plan TR11353/01/C

Schedule 1

<i>Column 1 (Area Code)</i>	<i>Column 2 (Corresponding Revision No.)</i>
JV46	Revision 1
JV47	Revision 1
TR11353/01	Revision C

S Duxbury
 Director Law & Governance
 Shire Hall, Warwick
 20 October 2023

This page is intentionally left blank

Comment a – Resident of Bailey Road (email).

I am writing to advise of my strong opposition to the proposed yellow lines on Bailey Road.

The yellow lines may be required on Campden Road (although in 2 years I've yet to see anyone park on the road!!) but they are completely unnecessary on Bailey Road.

They will cause more issues than solve problems and will push more traffic further down the Campden Road and in my view, lead to unsafe parking on the Crest Nicholson estate as people will park on bends and corners.

The yellow lines will prohibit visitors to houses 7-15 Bailey Road from parking outside our houses which is unfair. Could the yellow lines perhaps finish on the corner of the entrance? They really aren't required any further up.

We've already had the ridiculous traffic calming measures installed outside our property which I'd like to have reviewed as they were never part of the original plans and are causing us access issues to our driveway. Please could you advise on how best to do this?

Comment b – Resident of Bailey Road (email).

I Could I also please add my opposition to this, the double yellow lines would not help anyone, and they seem superfluous. There is an island type traffic calming measure which prohibits parking in front of them (on either side), as parking would block the road. If the islands were not there, then I could understand the yellow lines to a certain extent, but considering this was not part of the original plans as homeowners on the estate, we feel this would have an adverse effect on our house value. If this was to proceed, we feel would need to be compensated for this and we would seek legal advice

Engineers response to both Comments.

thank you both for your emails in response to the above Consultation. I have written to you both as both of your emails contained each other's electronic addresses. With recent privacy legislation the County Council has to be careful who sees who's email addresses. Fortunately in this instance that will not apply.

I have good news and bad.

Firstly the bad. Both of your emails came into the County Council on the 12th and 13th January 2023, that is six and seven days after the stated end date on the Legal Notice. That date was also provided within the letter I put through your doors on the 8th December 2022.

Due to the lateness of the emails and to be fair to those who did respond within that time frame, it is with regret that I have to inform you that I am unable to log them as a formal Objection to the proposal.

(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 06 January 2023.

The good news. I can log them as a 'Comment' on the proposal.

This is how the Legal process is able operate. As you live there, they will impact you directly, it would be remiss of me to just ignore your emails due to the date received, so if you can bear with me, I will engage with you and see what can be done with the double yellow lines, that is the element I am dealing with.

Your comments can feature within the legally required Objection Report that will be presented to the County Councils Portfolio Holder for Highways, who will make a final decision. If a workable way forward can be found, it is Legally possible to 'withdraw' any submitted Representation, so the whole Legal process does not have to be engaged. This point can be discussed at a later date.

You've made reference to the centre refuges, they were put in by others, under what is called a 'Section 38'. When, why and who dealt with it is unknown to me at this time, but I am making enquiries on your behalf.

I think the best way forward would be for me to come to Shipton and have a site meeting, would you agree ?

I can be available anytime during the week, except Fridays. From time to time meetings will feature, but some are able to be moved. I have one on Thursday at 2pm that could move, or we can look at next week. To be confirmed.

I'll wait on your replies.

List of Resident concerns before the DYL**From:****Sent:** 30 January 2023 19:33**To:** mikemcdonnell@warwickshire.gov.uk**Cc:****Subject:** New Junction Campden Road/Bailey Road, Shipston, CV364RW.

Further to our meeting last week, please see below the key issues discussed.

1/ The speed limit on the Campden Road and the three new developments has still not been changed and remains at 40 mph.

2/ The new junction (21/00716/FUI) built between Campden Road, Bailey Rd & the road opposite was designed/approved based on this speed limits.

3/ The original roundabout design for the crossroads was replaced with the traffic light junction via planning permission (21/00716/FUL) purely because the speed limits for both roads was 40 mph & a roundabout for 40 mph to 40 mph roads would not fit in the space available. I believe an objection raised by the Highways Department regarding the speed limits was ignored.

4/ If the speed limits had been changed to 30mph on Campden Road & 20/30 mph on a cul de sac, as they will be one day, then a small island would have been built instead of the traffic light junction.

5/ Crest Nicholson has been blamed for building our private road too close to the Campden Road. How can this be the case if there is a planning process in place?

6/ the pedestrian crossing controls are superfluous as people cross diagonally across each of the roads.

7/ the flow of traffic is insufficient to justify a roundabout let alone traffic lights. Exits from Webb Road, Bradley Drive, Bailey Road, road opposite Bailey Road and Hibberd Road would suffice.

8/ As this planning application (21/00716/FUI) was approved, then either the planning process is flawed as it does not take into account new speed limits for developments or more worrying is that the Planning Department, Highways Department, Health & Safety Department or Councillors did not carry out due diligence when approving this application.

We are now left with a dangerous junction awaiting an inevitable accident if nothing is changed. The issues are:

a/ The curves on the junction are designed for 40mph driving.

b / The junction is the size of a car park.

c/ Drivers heading towards Shipston turning into Bailey Road cut straight across the junction at 45° as there are no end of road white lines on Bailey Road.

d/ Drivers heading out of Shipston turning left into Bailey Road don't slow down as the curve is designed for 40 mph and so they drive into Bailey Road at 40mph.

e/ The pedestrian crossing on Bailey Road has been placed too close to the private drive for properties 1,3,5 &

7. Vehicles exiting this drive are positioned at an angle across Bailey Road and must reverse at the lights, firstly to be positioned correctly, and secondly to activate the lights. This cannot be legal.

Additionally a pedestrian crossing has been approved & built outside properties 9 & 11 Bailey Road. It serves absolutely no purpose and makes it virtually impossible for these residents to access their drives.

Also, as part of building this junction planting was ripped out from the front of our property and no additional landscaping is planned for screening the properties. As part of the Council's environmental policies I do not understand why no replacement planting is scheduled.

We have now been told double yellow lines are to be painted outside properties 7, 9 & 11 Bailey Road to prevent any parked car from interfering with the traffic lighting sequence. When you visited the van I parked outside No 7 made no difference to the lighting. They are changing sporadically whether or not cars are parked on Bailey Road. As I suggested to you, the cameras should be replaced by car sensor strips on Bailey Road and the private drive for 1-7, as installed on the Campden Road. Also, eliminating the need for the 12ft high pole accommodating the pedestrian crossing button outside our window.

I have cc'd Councillors as I want someone to attend this site and apply some common sense before an inevitable accident. As a matter of urgency please amend the speed limits and apply end of road white lines to prevent drivers cutting the corners off the junction.

I still feel that this application should never have been approved and unfortunately the residents here are living with the consequences.

From:

Sent: 31 January 2023 06:55

To:

<mikemcdonnell@warwickshire.gov.uk>

Cc:

Subject: Re: New Junction Campden Road/Bailey Road, Shipston, CV364RW.

- Thanks for sending this on behalf of the residents of bailey road.

As the owners of number 9 Bailey Road, we'd like to add our support to this email and join in on the request for someone to attend the site.

As residents of Shipston, we're being chronically let down and our children exposed to unsafe conditions. The speed limits on Campden Road, which is now a built-up area, is ludicrous. The speeding day and night is relentless.

The crossings that have been put in are ridiculous - a complete waste of taxpayers' money and a hindrance to the community. We're also in danger of them decreasing the value of homes which is unfair to put it mildly.

As we have all agreed, a speed limit of 30mph would;

- Eradicate the need for traffic lights
- Make the road safer for pedestrians and drivers
- Dramatically reduce the possibility of a casualty on this road

We cannot understand why the 40mph is being upheld, who is this serving? Who is benefiting? Are you happy with the risk this poses to the children of Shipston? Will you take notice when we have a death or serious injury on the road??

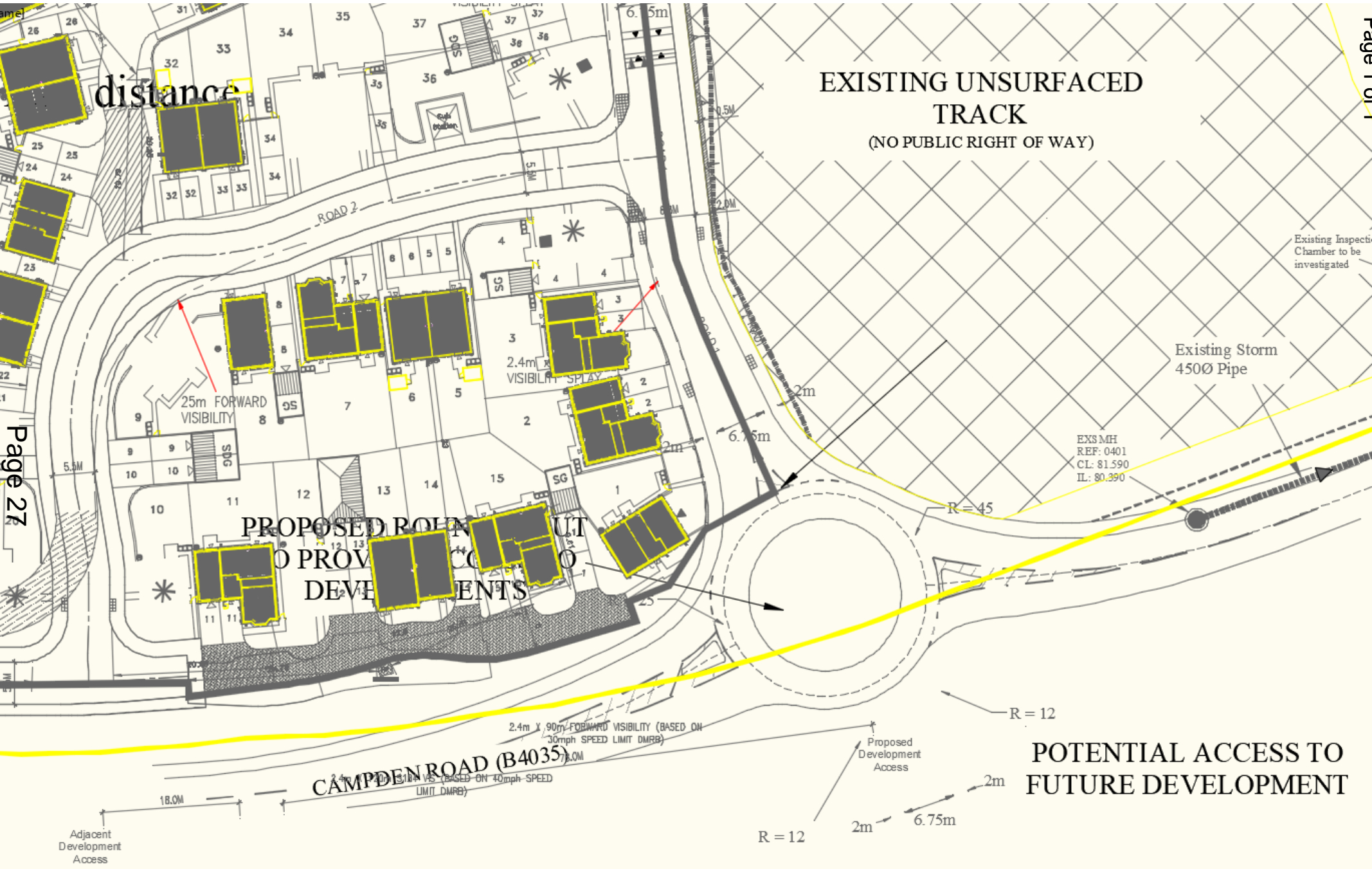
There are two issues here; no one is taking responsibility for the works on the road and the speed limit - it is the proverbial hot potato, and secondly, there is absolutely pragmatism or common-sense prevailing.

We need a proper conversation, with the residents and responsible local authority workers because there is a mismatch between what is happening on their computer screens and what we're seeing and enduring, day in day out, every single time we access our homes or cross the roads.

We all hope to hear from the councillors and/or ministers copied to come to a sensible solution soon.

Kind regards

This page is intentionally left blank



distance

EXISTING UNSURFACED TRACK
(NO PUBLIC RIGHT OF WAY)

PROPOSED ROUNDABOUT
TO PROVIDE ACCESS TO
DEVELOPMENTS

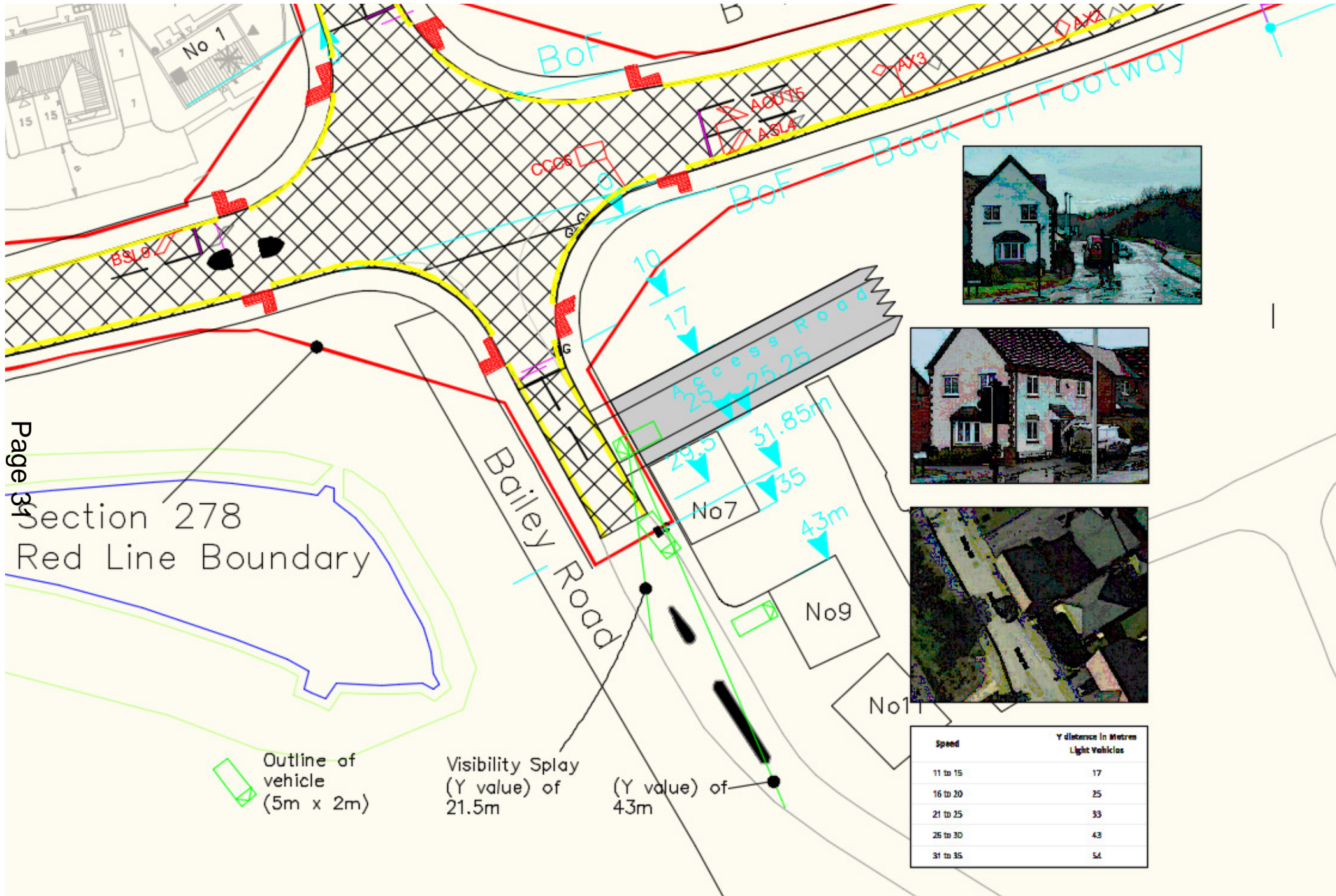
POTENTIAL ACCESS TO
FUTURE DEVELOPMENT

This page is intentionally left blank

Original road layout



This page is intentionally left blank



Section 278
Red Line Boundary

Outline of
vehicle
(5m x 2m)

Visibility Splay
(Y value) of
21.5m

(Y value) of
43m

Speed	Y distance in Metres Light Vehicles
11 to 15	17
16 to 20	25
21 to 25	33
26 to 30	43
31 to 35	54

This page is intentionally left blank

Email exchange between Engineer and Objector.

From: Mike Mcdonnell

Sent: 27 September 2023 07:46

To:

Subject: Proposed double yellow lines, Bailey Road

Good Morning

hope all is well at your current location, hope you have had a good break.

I had to attend Shipston earlier this week for the proposed bus stop further in towards the town itself. Whilst there, I also took the opportunity to recheck and remeasure the highway from the B4035 to No9 Bailey Road.

I've reworked the attached layout slightly to include a few vehicle outlines (in green) but also having the main focus of this draft plan centred on your property so it can be seen in greater detail. I've also plotted the location of No 7 and No 9 a little more accurately and included the access road to the side of your property.

Moreover, I've also plotted the LHS of your front door and terminated the double yellow lines to that point. The resultant image is very reflective of the parking practises that occur outside your property. In addition to the two photos of the vans outside No 7, I also came across a Google image (overhead view) that shows the same parking practicies already highlighted in my previous email.

Additionally, I have also included something called a 'Visibility Splay'. This is the distance that should normally be applied to a new side road junction. You will see from the table I have added in the range of distances a driver should be able to see when emerging from a side road onto Bailey Road. The fact this 'side road' is built incorrectly and is so close to the traffic signals that the speeds of passing traffic allows for an element of latitude. However, its still very tight as you can see, as there is only 21.5m visibility with a vehicle parked outside No 7. I've also added in where the standard 43m distance would end, which I would say is far to much in this particular instance.

Mike, that is as much as I can do to show you that the presence of the proposed DYL's will not impinge to much, if at all, on how you have operated previously. There are no other plans or points I can make to clarify matters surrounding the DYL's.

I would however request that if you are willing to withdraw your Objection then could it be done fairly quickly please. There is a growing pressure on me to take your Objection through the Reporting process for a decision on how to proceed. At that point, I can only make recommendations to the Report, effectively I am no longer in control of outcomes. Sorry, its just how the process works.

If you do have any further questions or queries, about the Double Yellow Lines, then please call or email.

Regards,

Mike McDonnell.

*(Also included the plan shown as **Appendix G**)*

From:

Sent: 03 October 2023 09:28

To: Mike Mcdonnell <mikemcdonnell@warwickshire.gov.uk>

Cc:

Subject: Re: Proposed double yellow lines, Bailey Road

Hi Mike,

Unfortunately I am yet again very disappointed with the Council.

1/ At our meeting at the beginning of the year, it was emphasised that the most important thing regarding this junction was the speed limit. It is still 40ph on the Campden Road, 40 mph on Bailey Road, Webb Road, Bradley drive etc.

Can the council please sort this out as a matter of urgency.

2/ My neighbours & I pointed out to the council before the junction was completed that the design is faulty as we can not get off our drive without stopping across the middle of the road. This has still not been addressed.

3/ Suggestions were made with/ by your department to change the junction based on the first two points above. IE the junction was built to its enormous size because it is based on a 40mph road meeting another 40mph road. If speed limits are changed then the junction could/ should be changed.

4/ Yellow lines should be bottom of the councils list for priorities for this junction, especially if my points above were sorted as this could mean no need or definitely the re-positioning of the yellow lines.

5/ I still don't understand what the yellow lines are for apart from making an already major eyesore into a worse one. I have lived here 2 years now & never had anyone parked on the Campden Road on this stretch, & apart from the postman, odd delivery driver & v occasional visitor to us or next door, no one parks outside our house.

I would be grateful if you could please re prioritise & hold off painting these lines until the speed limits & and our exit from our drive has been sorted & then relook at the need

From: Mike McDonnell <mikemcdonnell@warwickshire.gov.uk>

Sent: 04 October 2023 06:53

To:

Cc:

Subject: Re: Proposed double yellow lines, Bailey Road

I refer to my email of the 27.09.23 which I thought was quite extensive but centering only on the Double Yellow Line extents only and specifically requested a reply from yourself solely on that one issue.

It is the only task I have in relation to this junction, all other points you have raised are outside of my control and have to be actioned by others who you have communicated with previously.

Regards,

Mike McDonnell.

From:

Sent: 04 October 2023 18:07

To: Mike McDonnell <mikemcdonnell@warwickshire.gov.uk>

Cc:

Subject: Re: Proposed double yellow lines, Bailey Road

Hi,

Unfortunately this should/ cannot be dealt with insolation as the requirement for double Yellow lines & the position is linked to speed limits, access from our drive, ,the incorrect 40mph curves on the junction etc.

I do still object.

The new proposal will mean that when the very infrequent vehicle does park, they will be forced to park further up the road towards the chicane. This allows very little space for cars to drive through the gap. This will create a dangerous situation of cars driving down the opposite side of the chicane. It is better to have no yellow lines on Bailey Road.

From: Mike McDonnell

Sent: 05 October 2023 15:17

To:

Cc:

Subject: Proposed double yellow lines, Bailey Road

just to confirm, your original Objection still stands and a Report on the subject will be generated in due course.

Regards,

Mike McDonnell.

This page is intentionally left blank

WARWICKSHIRE COUNTY COUNCIL**ROAD TRAFFIC REGULATION ACT 1984****THE WARWICKSHIRE COUNTY COUNCIL (DISTRICT OF STRATFORD ON AVON) (CIVIL ENFORCEMENT AREA) (WAITING RESTRICTIONS, ON STREET PARKING PLACES AND RESIDENTS' PARKING) (CONSOLIDATION) (VARIATION D) ORDER 2021****1. BACKGROUND**

- 1.1 Further to the introduction of the new traffic signal junction providing access to the B4035 from two new housing developments, proposals for the introduction of waiting restrictions have been developed.

Consultation Drawing Ref.	Location	Map Tile Ref.	Revision No.
TR 11353 / 01	. B4035 Campden Road, just west of Sadlers Ave to a point just west of Webb Road. . Two new roads Nason Way and Bailey Road, just north and south of the B4035 Campden Rd, respectively.	JV46 JV47	D D

Map Tile plans JV46 and JV 47 both Revision 0 to be included in Schedule 2 of the Consolidated Order and attached to this Order.

2. STATEMENT OF REASONS**Campden Road, Nason Way, Bailey Road, Bradley Drive and Webb Road – No Waiting at any Time**

It is proposed to introduce double yellow lines at the signal controlled junction of Campden Road with Nason Way and Bailey Road in order to keep the detector loops clear, maintaining the efficient operation of the signals, thereby maintaining the free flow of traffic and to introduce double yellow lines on Bradley Drive and Webb Road to preserve visibility to aid road safety for traffic turning in/out of the two new housing developments.

Campden Road – No Stopping except in an Emergency

It is proposed to introduce 'No Stopping except in an Emergency' on the maintenance bay located at Campden Road. This will prevent use by unsuitable traffic and will also preserve the amenities of the area through which the road runs, by assuring that the bay is clear when essential maintenance is required to the traffic signals.

3. SCHEDULE – No Waiting At Any Time. (To both sides of the road unless stated otherwise)**3.1 B4035 Campden Road.**

- (i) From a line between the two westernmost property boundary lines of the properties known as Blue Gate and No 14 Oldbutt Road, then in a generally south westerly direction to a point 12m west of the centre line of Webb Road. A distance of 204m.

3.2 Bailey Road.

- (i) From the north-west facing flank wall of property No 7 Bailey Road, in a north westerly direction to its junction with the B4035 Campden Road.
- (ii) From the north-west facing flank wall of property No 7 Bailey Road, in a south easterly direction to a point 3m south-east of the north-west facing flank wall of property No11 Bailey Road. A distance of 60m.

3.3 Nason Way.

- (iii) From a point in line with the southeast facing front elevation of No 1 Nason Way, then in a south easterly direction to its junction with the B4035 Campden Road.
- (iv) From a point in line with the south-east facing front elevation of No 1 Nason Way, then in a generally northerly direction to a point 13m north of the south-east facing front elevation of No 8 Nason Way. A distance of 73m

3.4 Bradley Drive.

- (iii) From a point in line with the Back of Footway on the West side of Nason Way, then in a westerly direction for a distance of 8m.

4. B4035 Campden Road – No Stopping except in an emergency. (Layby)

- (i) From a point 21m east of the centre line of Webb Road, then in an easterly direction for a distance of 20m, on the northern side of Campden Road only.

5. Proposed Road Hump (Section 90)

- (i) From a point in line with the southeast facing front elevation of No 8 Nason Way, then in a south easterly direction of one metre.
- (ii) From a point in line with the southeast facing front elevation of No 8 Nason Way, then in a northerly direction for 13 metres. A total of 14m in length

6. 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

- (i) HIGH (Delays incurred by site works, but now ready on site!)

Ends.

Statutory Criteria for TROs

The Road Traffic Regulation Act 1984 enables the Council to implement Traffic Regulation Orders (TROs) for one or more of the following purposes:-

- a) avoiding danger to persons or traffic;
- b) preventing damage to the road or to buildings nearby;
- c) facilitating the passage of traffic;
- d) preventing use by unsuitable traffic ;
- e) preserving the character of a road especially suitable for walking and horseriding;
- f) preserving or improving amenities of the area through which the road runs;
- g) for any of the purposes specified in section 87(1)(a) to (c) of the Environment Act 1995 in relation to air quality.

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.

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.

In deciding whether or not to make a TRO, 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 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).

This page is intentionally left blank

(NOTE – The 'Objections' listed below have to be viewed as Representations only. What was advertised in Oct/Nov23 was a 'Modification' to the original proposal put forward in Dec22/Jan23. The Consultation period for Objections ended in Jan 22. The Public Notice in Oct23 stated the following "Any representations relating to the modifications, which must be in writing and specify the grounds on which they are made".

Representation One

From:

Sent: 10 November 2023 16:27

To: Mike McDonnell <mikemcdonnell@warwickshire.gov.uk>

Subject: Re: Proposed double yellow lines, Bailey Road

Hi Mike,

I believe a letter has been posted at my house re comments on new yellow line proposal.

I am away on holiday but the following are my comments:

I object to the new Yellow line proposal for the following reasons:

1/ The highways department are looking at changing the speed limit on the Camden Rd, Bailey Rd etc to 30/20mph. This change would mean that the current traffic light set up design is wrong for the junction, as confirmed by the highways dept. The Highways dept are looking at what changes they can make to the design to make junction safer. There is no point looking at yellow lines until this work has been finished by the highways dept

2/ the current design of the junction is faulty as confirmed by the highways junction as residents from 1,3,5 & 7 cannot get off their drive safely as the pedestrian crossing on Bailey road has been designed too close to the private drive. Again the highways department are looking at how this can be redesigned to make the exit from the drive safe. Again there is no point looking at yellow lines until this work has been completed as the siting of the traffic lights will most likely be moved.

3/ there are currently white dashed lines down the middle of Bailey Rd from the traffic lights to the point where you are proposing to paint Yellow lines. In the highway code it states that you should not park on the side of the road at a junction where the dashed lines are painted down the middle. So why have Yellow lines being proposed too?

4/ the current traffic light system works well in terms of light changes, whether a delivery or post van is parked outside my house, so again I ask what are the Yellow line for on Bailey Road

5/ in the 2 years I have lived here nobody has once parked on the Campden Rd, so why are Yellow lines being proposed when there is no problem.

6/ The Yellow lines will make an eyesore of a junction look even worse for no tangible benefit.

7/ why are there no Yellow line on the rest of Campden Road? Eg at the junction of Hanson Avenue or Queens Drive, these are much bigger estates & larger traffic movement than Bailey Road

Please let me know if I need to add any additional information.

Resident of Bailey Road
Cv36 4RW

Representation TWO

From:

Sent: 11 November 2023 17:00

To: Mike McDonnell <mikemcdonnell@warwickshire.gov.uk>

Subject: Yellow lines

Regarding the yellow lines proposed for Bailey Rd. and Campden Rd. Shipston, I would like to refer to the emails you received from Mike Butterworth and totally agree with his comments and objections. I am particularly concerned about the danger exiting our driveway into Bailey Rd.

Resident of Bailey Rd.

Sent from my iPhone

Representation Three

From: Jo Barker <jobarker@warwickshire.gov.uk>
Sent: 13 November 2023 16:38
To: Mike McDonnell <mikemcdonnell@warwickshire.gov.uk>
Cc:
Subject: RE: Re: Proposed double yellow lines, Bailey Road
OFFICIAL

Dear Mike

May I associate myself with the objections of local residents who live with this road problem daily!
Until such time as the police agree to the sensible application of a speed limit of 30mph I would ask that any more road marking etc are stopped. I am also not sure about the need for double yellows at all....

Yours ever Jo

Councillor Jo Barker (she/her)

Shipston Division

Chairman of Adult Health and Social Care Overview and Scrutiny

07748968712

jobarker@warwickshire.gov.uk

@jmvbarker

Engineer reply

None sent.

Representation One

From:

Sent: Thursday, December 8, 2022 10:35 AM

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

Subject: Proposed double yellow lines, Bailey Road.

Dear Mr McDonnell,

I object strongly to your proposal to put double yellow lines on Bailey Road on the grounds of totally unnecessary and removing the right for me & any delivery vehicles to park outside my house.

I was shaking with anger when I read your letter this morning. Someone in your department was at serious fault to agree the design proposal for the traffic lights and I now have to suffer your incompetence further by having intrusive yellow lines outside my house. Unbelievable.

Graham Hemmings told us that a team have been analysing our complaint that you can not turn out of the private road along 1-7 bailey road, because your poor design has the pedestrian crossing to close to the drive, and this is their solution??? Really. This is the best solution you can come up with. So how does this address it? I still can't get off my drive without the back of my car sticking out over the other side of the road.

I can catagorically say that parking outside my house has not once changed the traffic lights, so why does it state this in your letter?

Why do your department keep insisting on treating Bailey Road like a major road, it is a small grove!!! About 3 people a day use the pedestrian crossing. The one crossing on Campden road has never been used and never will, it has no purpose. A new crossing is about to built at the other end of Bailey road across the campden road, so 75% of people from Bailey road won't even cross Campden Road at your traffic lights.

I really can't believe that anyone from your departure produced count measurements etc for this junction, as it must be the most over the top junction ever built in the country. It's bad enough having a motorway style traffic lights system built outside your new house, when you were expecting a little island, but this is the final straw.

I hold your department fully responsible for the fact we are going to have to move house now. My wife is distraught.

I wish I had the money to take your department to court over the whole debacle, and the stress it has caused me and my neighbours.

Yours,
Resident of Bailey Road.

From: Mike McDonnell <mikemcdonnell@warwickshire.gov.uk>

Sent: 27 December 2022 09:02

To: Subject: Fw: Proposed double yellow lines, Bailey Road.

Dear xx,

I refer to your email below regarding the proposed Double Yellow Lines (DYL) to the above location.

It is with regret the letter drop may have caused you distress, this is not the intention of my correspondence. I was not sure how well residents would have picked up on the Public Notices erected in the area, or the newspaper advert which is always placed in a 'widely distributed local newspaper', hence the letter drop.

The extent of the DYL shown is the most that could have been reasonably applied, but as this is a "Consultation" the matter is open for discussion, especially with the residents of Bailey Road, Nason Way and Bradley Drive. The shown extents may remain, but equally, it may also be reduced.

The traffic signals do require lengths of carriageway to be kept clear of parked vehicles. Campden Road would be running 24/7 with a green phase until a vehicle approaches the signal heads from the side roads and triggers a green phase demand. You will understand a poorly parked vehicle on approach to the traffic signals would cause a green to red phase to endlessly cycle on Campden Road until that vehicle moves on, or is prevented from parking there in the first place.

Your email Objection has been noted and will trigger a Reporting process to the Portfolio Holder for Highways to consider and sign off. However, you may also wish to consider putting forward an alternative suggestion which may also reduce the amount of DYL put forward.

My involvement with this junction was limited to the provision of the proposed DYL, though I am able to shed some light onto why this junction has traffic signals instead of the traffic island originally put forward. Originally, the junction was designed with a traffic island to suit 30mph traffic flows, but the 30mph does not start until where the Hibberd Way temporary access way located. The Developer had "unilaterally" decided to re-locate the 30mph terminal speed limit signs to a point some distance west of Bailey Road. I questioned this approach as I knew the Police would Object to the additional 30mph length without reasonable justification. Despite asking, the Developer never provided any justification for the extended 30mph. That part of Campden Road - being within a 50mph speed limit - would thus require a traffic island to be built to a 50mph specification. This meant a larger traffic island, but unfortunately, the Developer did not have/require/want the land needed to build such an obstacle. Some 12 months after my initial inquiry I found out the traffic island layout was changed to become a signalised junction, but about three/four months after my initial enquiry!

It may appear I changed the junction layout, but all I did was pose a question. The same question would have been picked up further along the build process during a Road Safety Audit, but at that time the build process would have been much further along. My questioning gave others time to consider matters rather than at the 'last minute' which seems so prevalent.

So when I read your text below you will understand that I do not think the term "incompetence" should be directed towards me.

"Someone in your department was at serious fault to agree the design proposal for the traffic lights and I now have to suffer your incompetence further by having intrusive yellow lines outside my house. Unbelievable."

All I am doing here is posing a question, I would prefer if you - and your neighbours - would engage and we work out a more beneficial outcome.

It would also prove to be a far cheaper option than moving house or engaging in Court actions would you agree ?

Regards,
Mike McDonnell.
Snr Engineer.

County Highways, Minor Works Team.

Warwickshire County Council, PO Box 43, Shire Hall, Warwick CV34 4SX

Tel 01926 412536 | e-mail: MikeMcDonnell@warwickshire.gov.uk | web: <http://www.warwickshire.gov.uk>