

# Portfolio Holder Decision

Date: Thursday 31 October 2024

Time: 12.00 pm

Venue: Virtual

## Membership

Councillor Isobel Seccombe OBE

Councillor Margaret Bell

Councillor Peter Butlin

Councillor Andy Crump

Councillor Yousef Dahmash

Councillor Kam Kaur

Councillor Sue Markham

Councillor Jan Matecki

Councillor Heather Timms

Councillor Martin Watson

Items on the agenda: -

- 1. Church Road, Castle Road, and Atherstone Road, Hartshill  
Proposed Installation of Raised Table and Speed Cushions.**

3 - 44

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

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- Not participate in any discussion or vote
- Leave the meeting room until the matter has been dealt with
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## Portfolio Holder Decision

### Proposed traffic calming extension on Church Road, Castle Road, and Atherstone Road, Hartshill, Nuneaton.

<b>Portfolio Holder</b>	<b>Portfolio Holder for Transport and Planning</b>
<b>Date of decision</b>	<b>31 October 2024</b>
	<b>Signed</b>

#### Decision taken

That the Portfolio Holder for Transport and Planning approves the implementation of a raised table and speed cushions as advertised in accordance with sections 90A and 90C the Highways Act 1980 and in accordance with section 122 of the Road Traffic Regulation Act 1984, and section 16 of the Traffic Management Act 2004, on Church Road, Castle Road and Atherstone Road, Hartshill, Nuneaton.

#### Reasons for decisions

Where objections have been received to road traffic management and accident prevention schemes it is necessary for the Portfolio Holder in consultation with local member(s) decide whether to proceed with the proposals.

#### Background Information

The proposed installation of a raised table and speed cushions on Church Road, Castle Road and Atherstone Road, Hartshill, Nuneaton are as a result of concerns expressed by residents to the local member Councillor Margaret Bell into the excessive speeds of traffic on Church Road, Castle Road and Atherstone Road, and to improve road safety along this route. Officers have been requested to extend the existing traffic calming to self-regulate speeds within the area and improve pedestrian safety on a busy through route with two large schools located on the route, as shown in Appendix A.

The proposed traffic orders which included the Statement of Reasons (Appendix B), and the Public Notice (Appendix C) were advertised from 23 November 2023 to 15 December 2023. As required by statute the Chief Officer of Police, the Fire Service and the Ambulance Service were consulted. The consultation also included the Borough Council, Parish Council and other Statutory Bodies as required including the Freight Association and Guide Dogs for the Blind, notices were also displayed on the relevant streets. Three objections were received following this advertisement from residents in the area. Councillor Bell who is in support of the measures commented that many residents had come to her over the years concerned about motorists who were travelling too fast on Castle Road and Atherstone Road. Councillor Bell is of the view that this scheme will help

to protect vulnerable pedestrians, cyclists, and other road users on these roads.

Speed surveys (see data at Appendix G) were carried out in May 2023 at two locations, one on Castle Road and the other on Atherstone Road and a summary of the main details is below:

Castle Road Site 1 (Appendix G):

Westbound AM Peak 30.2 mph Mean Speed 85% Speed 35.5 mph.  
PM Peak 29.2 mph Mean Speed 85% Speed 33.2 mph.  
07.00 – 19.00 Mean Speed 27.2 mph 85% Speed 30.9 mph  
Eastbound AM Peak 31.2 mph Mean Speed 85% 37.4 mph.  
PM Peak 27.9 mph Mean Speed 85% Speed 32.7 mph.  
07.00 – 19.00 Mean Speed 26.6 mph 85% Speed 30.2 mph

Atherstone Road Site 2:

Southbound AM Peak 31.1mph Mean Speed 85% Speed 37.5 mph.  
PM Peak 29.4 mph Mean Speed 85% Speed 33.6 mph.  
07.00 – 19.00 Mean Speed 26.8 mph 85% 30.9 mph  
Northbound AM Peak 30.7 mph Mean Speed 85% Speed 37.1 mph.  
PM Peak 27.7 mph Mean Speed 85% 32.6 mph.  
07.00 – 19.00 26.5 mph Mean Speed 85% Speed 30.4 mph

As can be seen from the speed figures above, 85% speeds of vehicles between Atherstone Road and Church Road are averaging 37.3 mph in a 30mph speed limit. The Association of Chief Police Officers (ACPO) level for enforcement by the Police is 30mph plus 10% = 33mph plus 2 mph = 35 mph, the level where the Police would consider speed enforcement.

An accident analysis for the last five years on Church Road, Castle Road and Atherstone Road revealed that there have been two injury accidents reported to the police. One accident occurred at Atherstone Road/Charnwood Road, as a result of a vehicle slowing down at a junction and the rider of a motorcycle following did not see the driver slowing down and hit the rear of the vehicle, resulting in slight injuries to the rider. The accident occurred on Saturday 25 August 2023 at 10.45. The other injury accident occurred on Church Road near Church Close. In this instance a driver travelling along Church Road lost control of his vehicle, veered off to the left and hit a row of bollards and a hedge near Church Close. The driver was allegedly under the influence of alcohol and suffered slight injuries. This accident occurred on Saturday 23 July 2021 at 21.25.

**Residents Objections Appendix D**

The following objections have been received from residents in response to the proposed works:

**Objection 1**

I would like to present my objections to the proposed speed humps and raised tables on Castle Road, Atherstone Road and Church Road.

- 1) Raised concerns about the Environmental issues with slow moving vehicles, has asked if a clean air study has been undertaken. Concerned that the installation of speed cushions will increase the level of compensation claims due to vehicle damage because of the speed cushions/speed table.
- 2) Provision of off-road parking would be a better use of funds for residents who don't have driveways. The noise from these measures will affect the quality of life.

Why add to the existing congestion already on Church Road, Castle Road and Atherstone Road due to people who do not have off street parking.

- 3) Use the existing School parking facilities for public use, again helping to reduce the emissions, pollutants and parking issues that snarl up the area. Use the school car park out of hours.
- 4) The road surface, you are planning to dig it up, to put no effective speed cushions in, confident that this road will need repairs in the next 12 months because of the proposals.
- 5) There has been no consideration for emergency vehicles.

**Officers Response:**

- 1) The measures proposed have been considered under section 122 of the Road Traffic Regulation Act 1984 which required Councils to have regard to the National Air Quality Strategy prepared under section 80 of the Environmental Protection Act 1995. All road users will still be able to navigate the road in the same way but travelling at lower speeds enabling them to straddle the speed cushions, without braking and therefore not contributing to increased levels of air pollution or causing noise and vibration. Air quality is a material consideration that we are required to consider when putting forward traffic schemes especially in areas of high density and Schools.

Warwickshire County Council is applying for almost £500,000 from the Department for Environment, Food and Rural Affairs (DEFRA) for the Air Quality project. Air quality could be monitored at dozens of primary schools across Warwickshire if the Council successfully secures nearly £500,000 in funding from DEFRA. The project will cost a total of £530,250 with ten per cent being funded by the Council and it would build on work already taking place at several secondary schools. The submission for the Air Quality Grant has been signed off by Cllr Margaret Bell who is the Local Member for Hartshill and Mancetter, and the Council's Portfolio Holder for Adult Social Care and Health. North Warwickshire Borough Council are responsible for Air Quality monitoring, the grant will assist in maintaining good air quality across the Borough.

With regards to increased level of compensation claims due to vehicle damage by the introduction of these measures. The Speed Cushions will enable all road users to navigate the road in the same way but travelling at lower speeds. Therefore, enabling them to straddle the speed cushions, not causing any discomfort to passengers, or damage to vehicles passing over them so they are not expected to damage vehicles and result in claims for compensation. Existing on street parking for residents does help in reducing vehicle speeds of traffic using this route. The Council does not provide off-street parking places to individual residents. There is a set criterion that the distance from the front boundary fence to the front of the property should be 4.5 metres, if there is not this amount of space the resident cannot have off street parking. Furthermore, removing vehicles off the highway can increase vehicle speeds.

- 2) A drop off area was requested in the school grounds when the new high school was built but this was refused by the school and the Department for Education. The turning circle outside Michael Drayton School belongs to the school, they do open the gates for events to allow parking, but that is entirely at their discretion.
- 3) As with all road schemes that involve the installation of speed cushions, they are installed so that the surrounding tarmac is keyed into the newly constructed cushion. If vehicles drive sensibly and straddle the speed cushions the road surface should remain in a good condition for many years to come.
- 4) With all schemes which impact on Emergency Service vehicles the Council as Highways Authority has a statutory duty to inform them of any Traffic Regulation, or traffic orders on the Public Highway. No objections have been received from the Emergency Services as part of this statutory procedure.

### **Objection 2**

I would like to present my objections to the proposed speed humps and raised tables on Castle Road, Atherstone Road and Church Road.

- 1) To reduce traffic speeds through the area, in particular by the schools.
- 2) The proposed works will add more delays to these roads which have only just returned to normal after a lengthy period of roadworks to support the work at the Hartshill Academy.
- 3) Speed humps and raised tables will, however, lead to increased braking and acceleration for vehicles, which is worse for the environment as cars are not being driven efficiently due to constantly accelerating then braking.
- 4) It will also cause an increase in costs of car ownership in brake pad and suspension wear, due to the increased requirement to brake and navigate speed humps.
- 5) As it would seem we have plenty of spare tarmac and road repair resources to enable such a proposal, I would suggest that a far better use of the Council's money would be to use this in repairing the roads in the area that are falling to pieces.

In summary, adding further inconvenience to the many law-abiding motorists will not reduce the speed of the few who intentionally speed. It will only serve to cost the ordinary motorist more money and as such, the focus of the council should be on maintaining roads to a higher quality before adding yet more unwanted speed humps.

### **Officers Response**

- 1) The existing speeds along Church Road, Castle Road and Atherstone Road is congested in the morning and evening due to the number of schools along this route. The introduction of the Speed Cushions will regulate traffic speeds and improve the free flow of traffic.
- 2) The road works around the Medical Centre in Hartshill have been completed, the proposed measures are north of the Medical Centre along Church Road, Castle Road and Atherstone Road. Whilst there have been some delays during the construction of the new Medical Centre, it is not expected that the scheme will add to the traffic delays along this route.
- 3) The design of the measures on Church Road and Atherstone Road have been designed to allow motorists drive within the speed limit if driven correctly, which in turn should not cause any delays to travel time. This will remove any sharp braking or acceleration between the Speed Cushions.
- 4) The installation of speed cushions will not cause damage to brake pads and suspension if vehicles are driven correctly and within the speed limit.
- 5) The Scheme put forward for Church Road and Atherstone Road is part of a Delegated Budget Scheme put forward by the local County Councillor Cllr Bell. She has a limited budget each year so that she can make improvements in her area. Councillor Bell has, following feedback from residents in Hartshill proposed a scheme that will have a general benefit to all road users by having a consistent speed by motorists and improved safety for all road users using this route.

### **Objection 3**

I am writing to raise concerns about the speed hump on Castle Road by my property. Whilst I realise there is a traffic speeding concern within the Hartshill area, I feel my property has been overlooked and the position of the intended speed hump will greatly increase noise pollution in my home. Traffic will be slowing down near my front window causing air and noise pollution. With all due respect would you consider this to be acceptable within extreme proximity of your property. I am sure there are other options available to reduce the speed of traffic control in Hartshill that will satisfy all concerned.

### **Response**

The resident has acknowledged that there is a traffic speeding concern in the Hartshill area. The spacing of the new speed humps has been determined by the start of the scheme on Church Road, as the spacings for the speed cushions have been taken from the last road hump on Church Road near the school. This has meant that the spacing on this scheme is between 60-80 metres dependant on driveways and junctions. The spacing and design of the speed cushions proposed allows for a steady flow of traffic along Church Road/Castle Road/Atherstone Road without the need for sudden braking, and acceleration, which can cause noise and vibration especially as this route is a bus route.

Road users will still be able to navigate the road outside the above property in the same, but they will be travelling at a lower speed. Vehicles will straddle the speed cushion, not causing any noise or vibration to the property owner, or discomfort for drivers or passengers driving over them. These are standard design cushions which are installed nationwide throughout the country.

### **Resident in Favour Appendix E**

The proposed speed cushion humps through Hartshill are a great idea, my only concern is that the height of the speed cushions are only three inches high, and not go across the road. People just drive around the present ones already in place.

### **Officers Response**

The Speed Cushions planned for Church Road, Castle Road and Atherstone Road have been decided on because these roads are a bus route and an emergency services route. Therefore, speed cushions have to be installed which must be 75mm high on a bus route/emergency services route. The Department of Transport does not recommend 100 mm speed cushions, because they cause noise and vibration, and that is why the speed cushions do not go from kerb to kerb.

### **Resident in Favour Appendix F**

The proposal is very important to me and my family, the road outside my property over recent years has greatly increased in volume of traffic and increased speeds. Last night there was a serious accident, where a vehicle travelling at speed lost control and rolled over. This caused damage to various cars parked on the side of the road, luckily nobody was injured. There are a couple of incidents that have happened over recent years and I am sure you are aware of the frequency and seriousness of the incidents occurring, hence the proposals.

I urge the Council to proceed with the proposals as quick as possible and I believe the reduction of speed will greatly reduce the number of accidents happening, preventing damage to property, injury and potentially even death.

### **Residents Comments**

I have some observations to make regarding alterations to proposed traffic reduction scheme proposed in Church Road, Hartshill.

Having observed other villages which I have travelled through, speed reduction humps seem now to have been replaced with 20mph restrictions through high-risk areas.

Benefits of adopting this strategy as follows:

- Reduce excess signage.
- Reduction of vehicle noise whilst going over bumps to local residences.
- Reduction in alteration to road infrastructure and cost to local council.

- Mounting of electronically illuminated real time speed signs of actual speed to remind drivers of allowed speed to educate drivers of reduction of speed restrictions.
- Mounting of speed camera signs to allow enforcement if necessary.

My personal opinion is this will have a greater effect on controlling traffic along church road, than trying to physically restrict vehicle speeds.

### Officers' response

In order to bring in a 20 mph Speed Limit on Church Road, Castle Road and Atherstone Road mean vehicle speeds should be below 26mph, recent speed surveys carried out on these roads reveal that mean speeds are between 27.9 – 31.2 mph. A 20 mph Speed Limit wouldn't meet the current regulations as set down by the Department for Transport in its circular, Setting Local Speeds 2013.

### Financial Implications

The scheme will be fully funded from the Member's delegated budget funding of £35,700 for 2024/2025.

### Environmental Implications

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

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

<b>Report Author</b>	Graham Stanley Team Lead – Minor Works <a href="mailto:grahamstanley@warwickshire.gov.uk">grahamstanley@warwickshire.gov.uk</a>
<b>Director</b>	David Ayton Hill Director for Economy and Place <a href="mailto:davidaytonhill@warwickshire.gov.uk">davidaytonhill@warwickshire.gov.uk</a>
<b>Lead Executive Director</b>	Mark Ryder Executive Director for Communities, <a href="mailto:markryder@warwickshire.gov.uk">markryder@warwickshire.gov.uk</a>
<b>Lead Member</b>	Cllr Jan Matecki Portfolio Holder for Transport & Planning <a href="mailto:janmatecki@warwickshire.gov.uk">janmatecki@warwickshire.gov.uk</a>
<b>Urgent matter?</b>	No
<b>Confidential or exempt?</b>	No
<b>Is the decision contrary to the budget and policy framework?</b>	No

### Lists of reports considered

Not Applicable



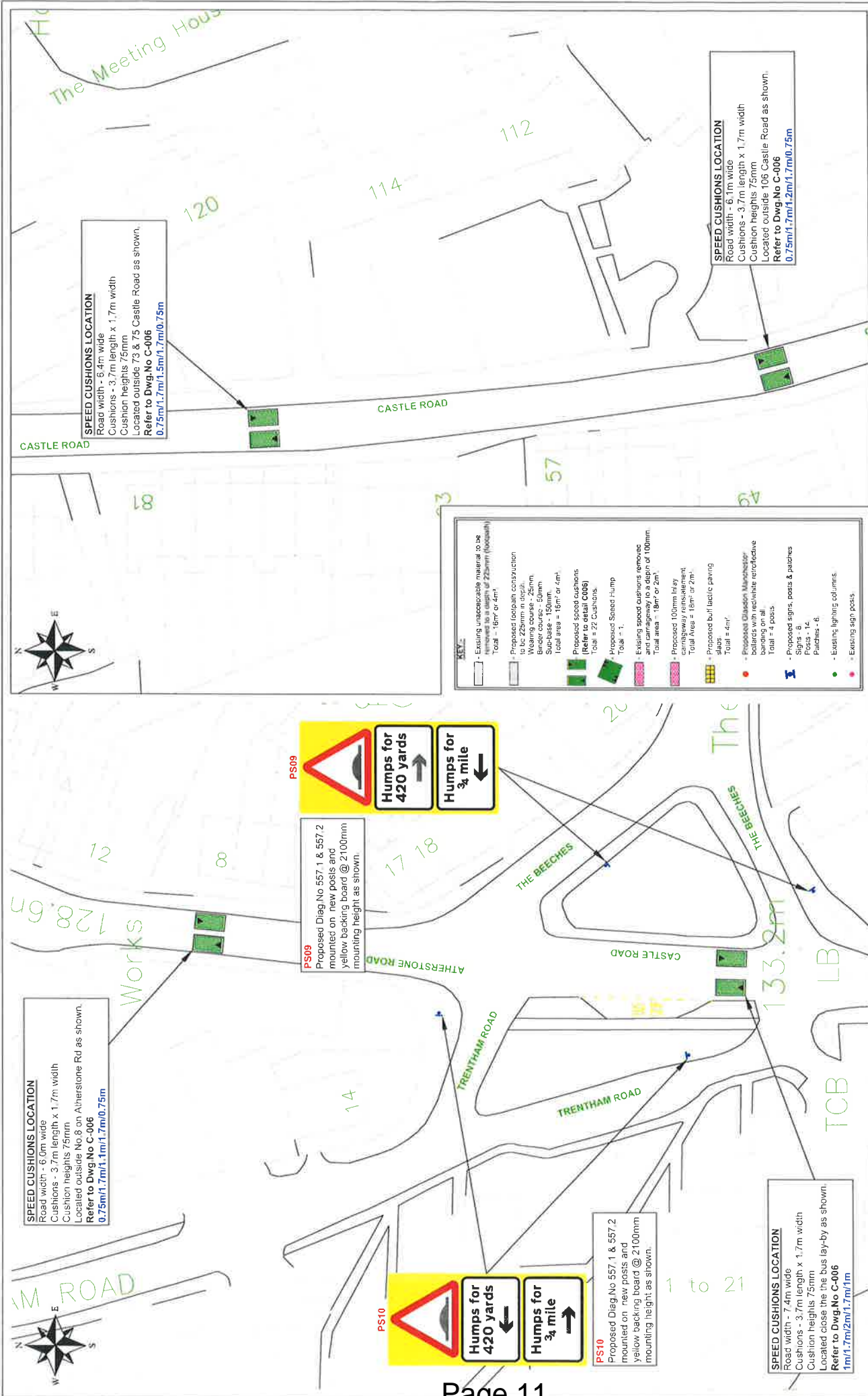
### List of background papers

Consultation Plans PTR02203304,5, and 6	Appendix A
Statement of Reasons	Appendix B
Public Notice dated 23 <sup>rd</sup> November 2023	Appendix C
Objections 3 No (Redacted)	Appendix D
Emails of Support 2 No	Appendix E
Email of alternative suggestion	Appendix F
Speed Survey Data	Appendix G

### Members and officers consulted and informed

Portfolio Holder – Councillor Jan Matecki  
Corporate Board –  
Legal –  
Finance –  
Equality –  
Democratic Services – Amy Bridgewater-Carnall, Nic Conway  
Councillors – Local Member(s): Cllr Margaret Bell

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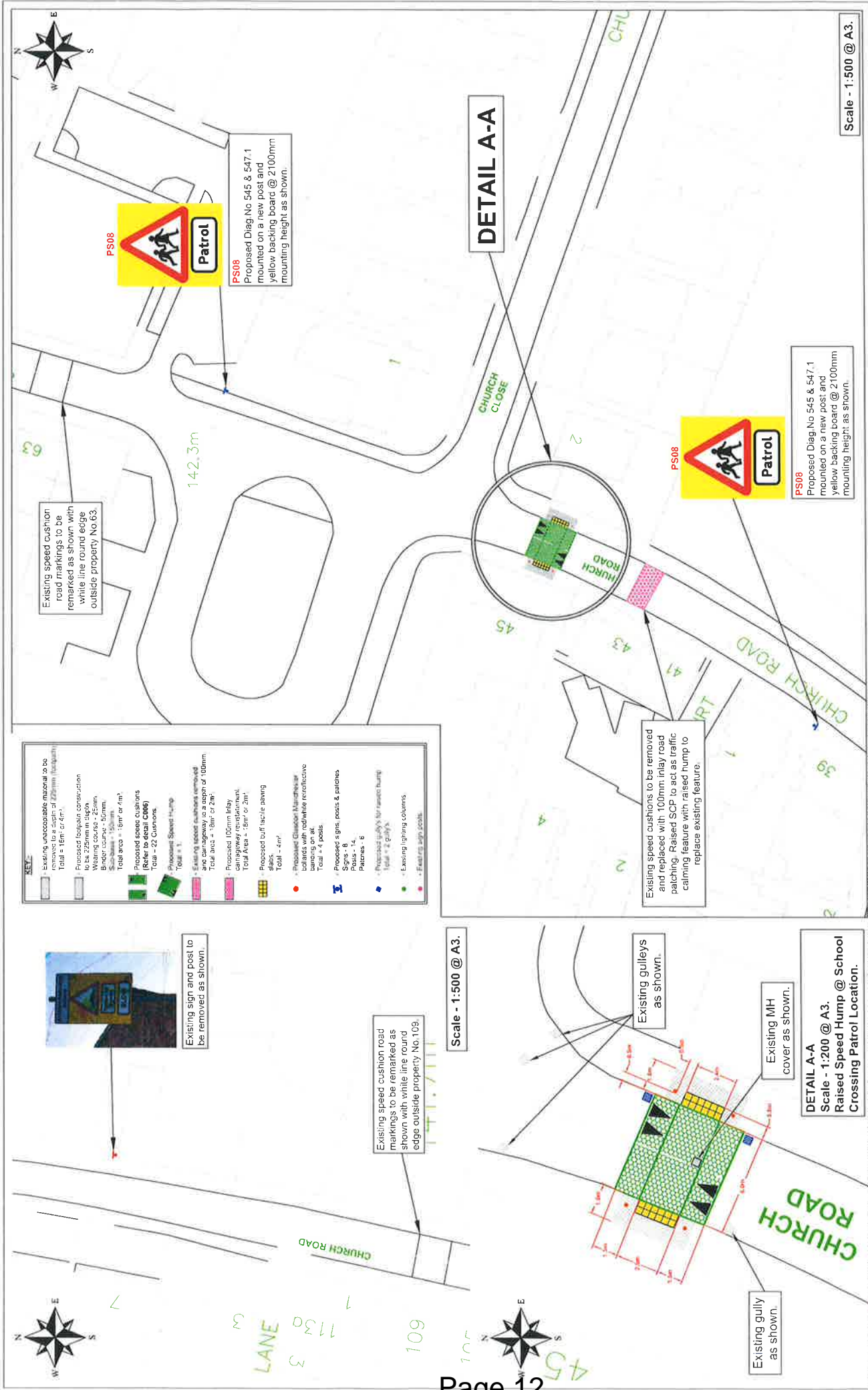
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						Date
						April 2023
						Scale
						1:500 @ A3
						Drawing number
						PTR022/033/03
						Project title
						DELEGATED BUDGETS

**NOTES**

1. ICH - Minor Works DELEGATED BUDGETS. Works Details: 0333 033 033 033 - Castle Hill Hartshill - Traffic Calming. See Comp. Plan.

2. County Highways Minor Works Warwickshire County Council. See web: www.warwickshire.gov.uk. Tel: 01926 410110.

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Date **April 2023**

Scale **As shown @ A3**

Project title **DELEGATED BUDGETS**

Drawing title **Church Rd/Castle Rd/Atherstone Rd, Hartshill - Traffic Calming GA Plan - Sheet 4 of 5**

AMENDMENT

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Project title **WARWICKSHIRE**

Drawing number **PTRO22/033/05**

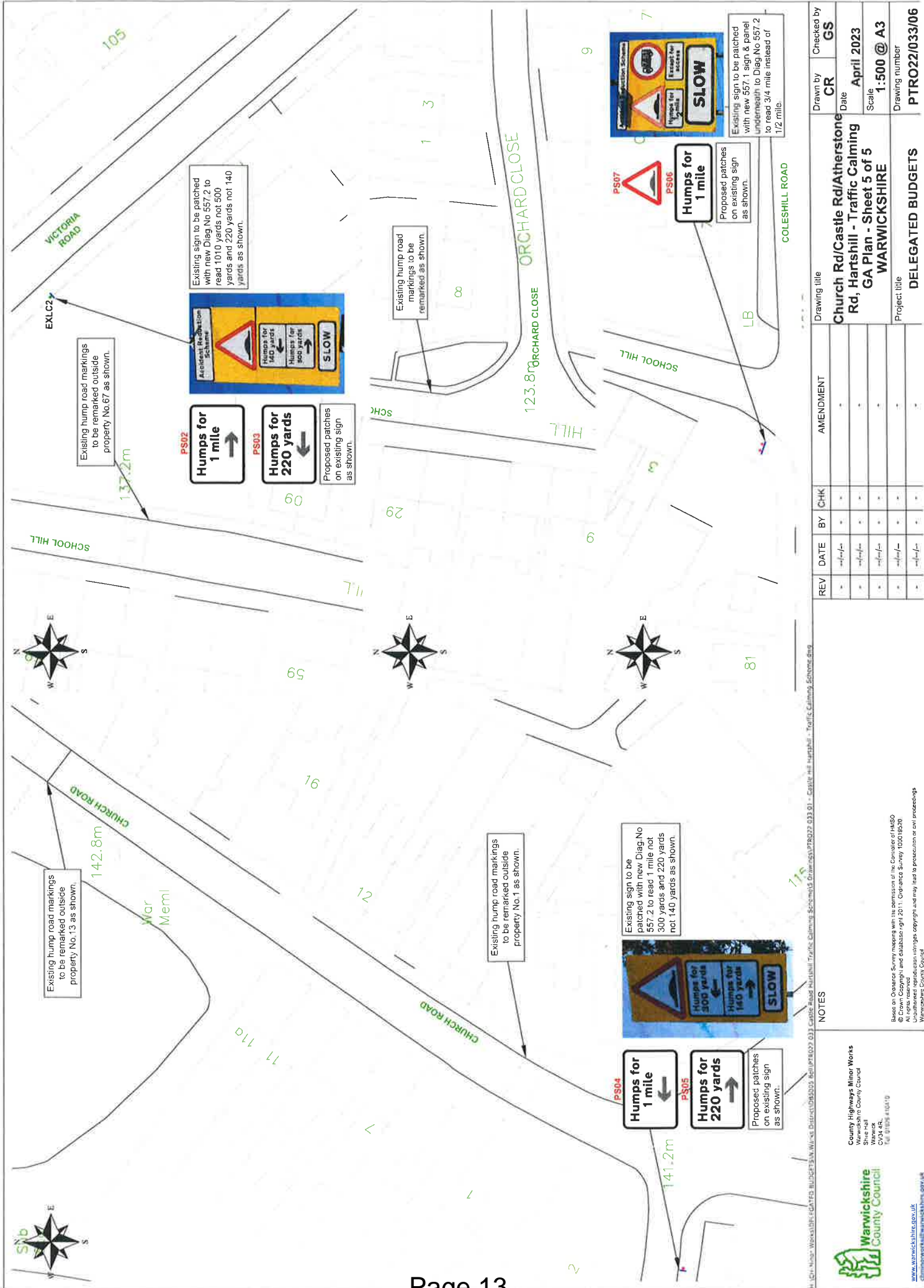
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Warwickshire County Council

County Highways Minor Works  
Warwick and County Council  
Warwick  
14, 03/26 /10410

www.warwickshire.gov.uk  
climpro@warwickshire.gov.uk



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**NOTES**

Church Rd/Castle Rd/Atherstone Rd, Hartshill - Traffic Calming GA Plan - Sheet 5 of 5  
 WARWICKSHIRE  
 DELEGATED BUDGETS

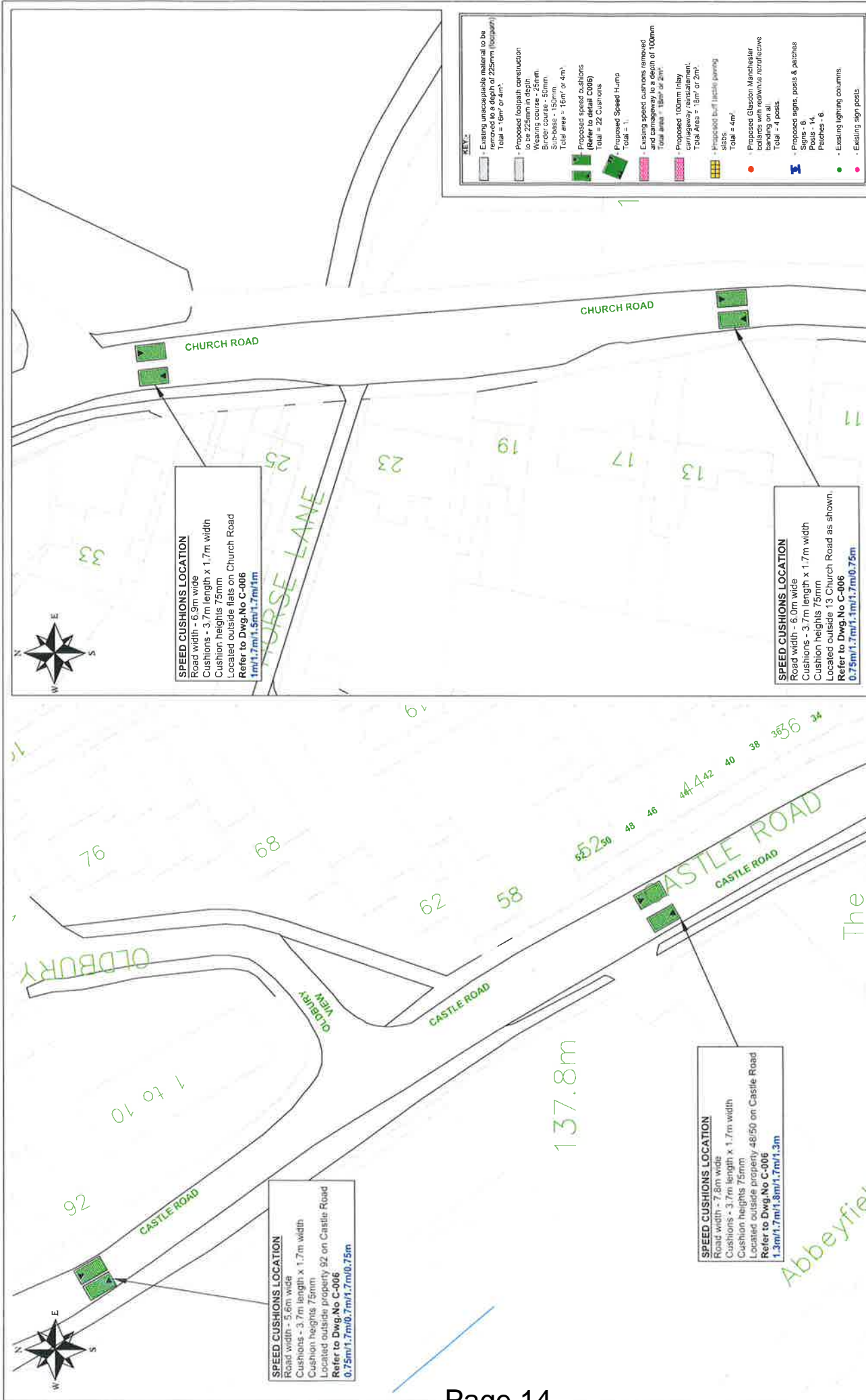
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 County Highways Minor Works  
 She Hall  
 COV4 5R  
 Tel: 01827 410110

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Drawing title	Church Rd/Castle Rd/Atherstone Rd, Hartshill - Traffic Calming GA Plan - Sheet 3 of 5 WARWICKSHIRE
Project title	DELEGATED BUDGETS

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**NOTES**

1. See Main Report for details of the proposed scheme. Drawings are for information only and do not constitute a contract.

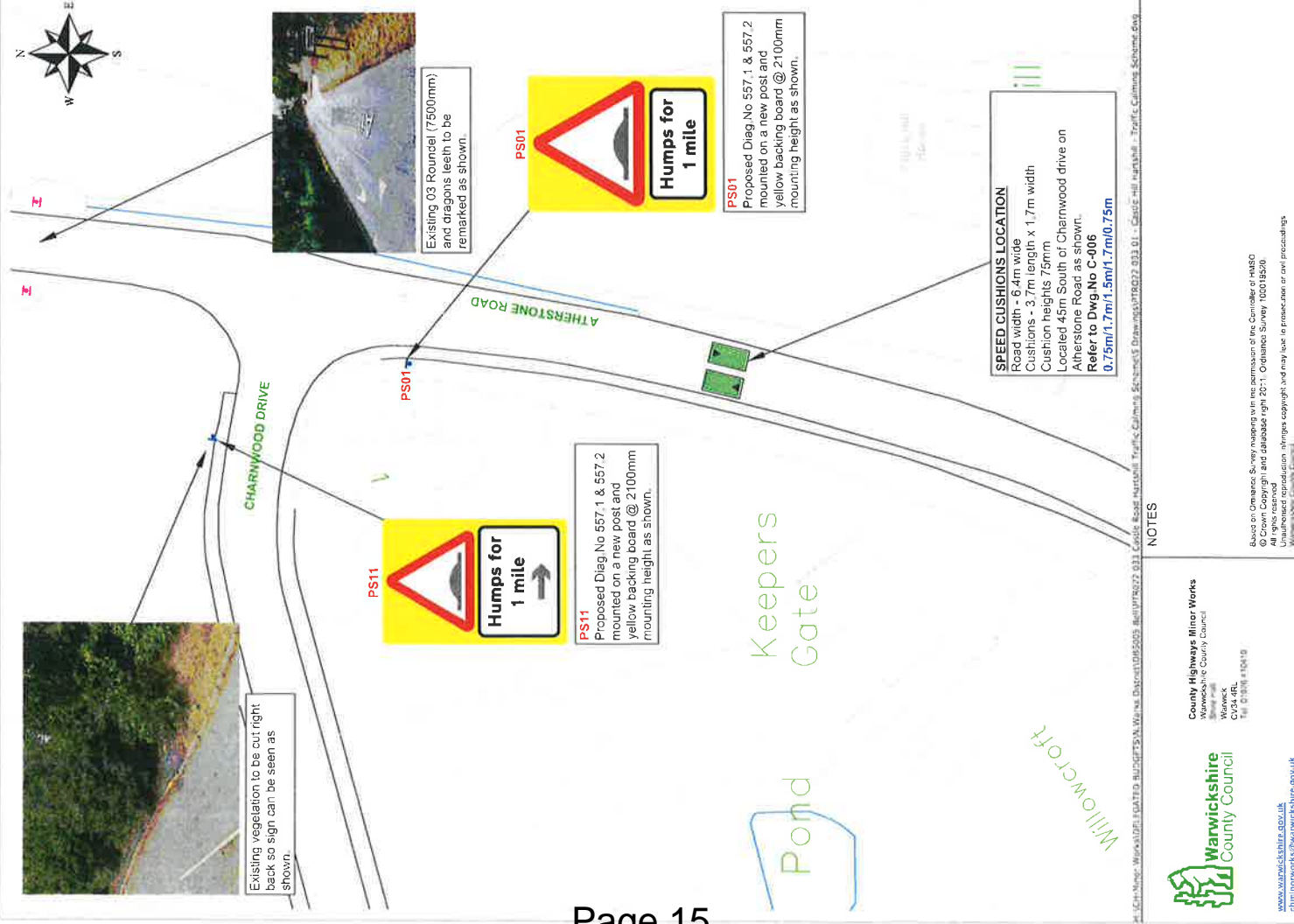
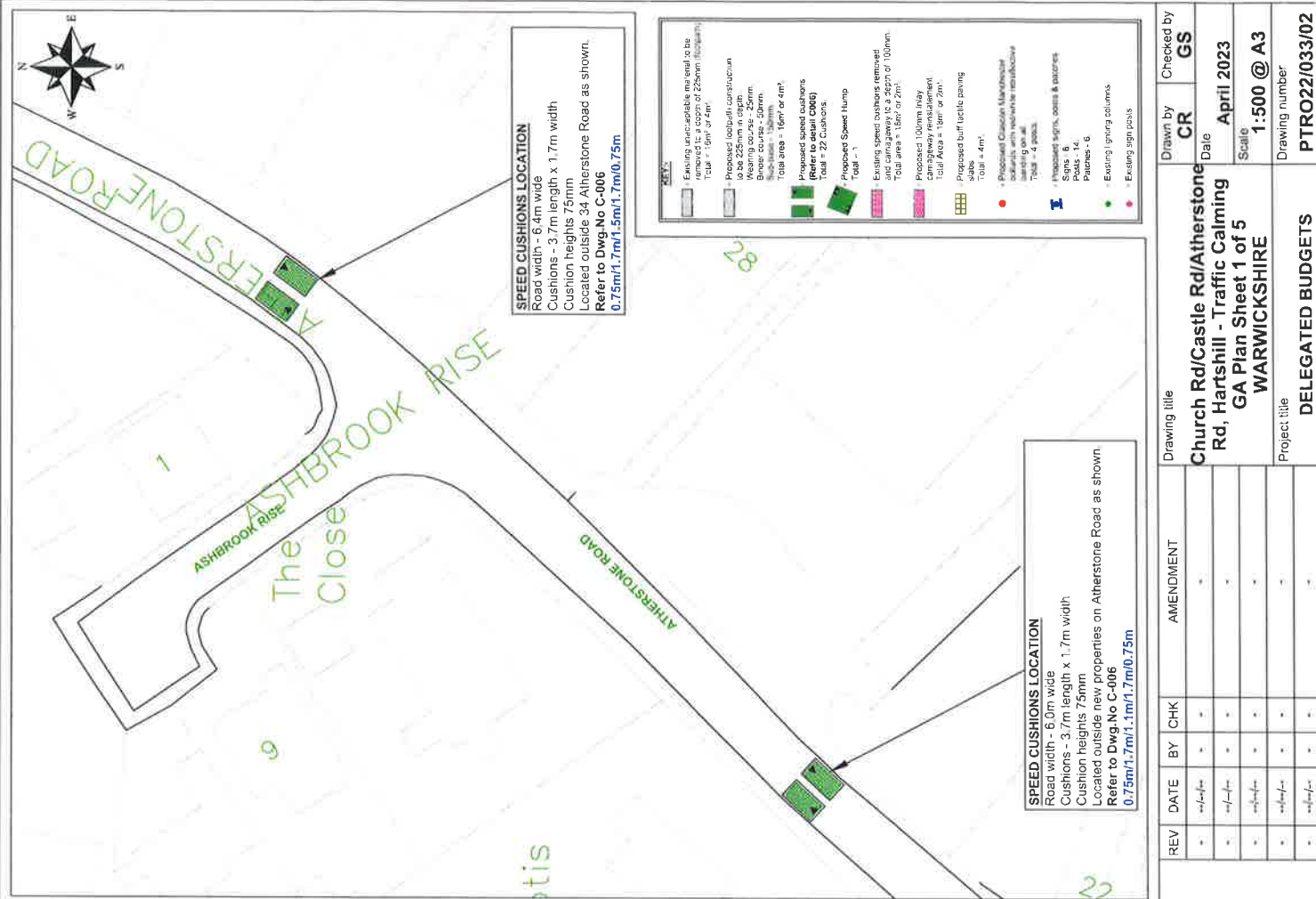
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4. Warwickshire County Council

Warwickshire County Council  
County Highways Minor Works  
Warwickshire County Council  
Shire Hall  
CV4 9PL  
Tel: 01926 410410

www.warwickshire.gov.uk  
Email: highways@warwickshire.gov.uk



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NOTES

Warwickshire County Council  
 County Highways Minor Works  
 Warwickshire County Council  
 Warwickshire  
 C04 4RL  
 Tel: 01926 101010

Warwickshire  
 County Council

www.warwickshire.gov.uk  
 minorworks@warwickshire.gov.uk

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**SCHOOL HILL/CHURCH ROAD/CASTLE ROAD/ATHERSTONE  
ROAD,HARTSHILL, NORTH WARWICKSHIRE**

**PROPOSED INSTALLATION OF TRAFFIC CALMING MEASURES - 1No**

**RAISED TABLE & 22No SPEED CUSHIONS (11 SETS OF 2).**

**1. STATEMENT OF REASONS**

- 1.1 Warwickshire County Council is proposing to introduce 1 raised table on Church Road outside Hartshill Academy at the same location as the existing School crossing patrol. We are also proposing to add 11 sets of 2 speed cushions (22 in total) at appropriate positions along Castle Road and Atherstone Road.
- 1.2 The scheme involves the installation of 1 No raised table outside Hartshill Academy School at the same location as the existing School crossing patrol. Also, 22 new speed cushions (11 sets of 2) installed along Castle Road & Atherstone Road to reduce vehicle speeds along this section of 30mph road. The scheme will help improve the environment for residents, pedestrians, and cyclists by restricting vehicle speeds and improving road safety for all users
- 1.3 The location of the speed tables is laid out in schedule 1 and can be referred to in drawings:- **PTR023/033/05**
- 1.4 The location of the speed cushions is laid out in schedule 2 and can be referred to in drawings:- **PTR023/033/02, 03 & 04**

**2. SCHEDULE**

**SCHEDULE 1  
(Location of Raised Table)**

1. **14m Southwest of its junction with Church Close outside The Hayes guest house on Church Road.**

Raised Table 5.5m in length x 75mm High, and 6.2m wide.

**SCHEDULE 2  
(Location of Speed Cushions x 2 at 11 locations)**

2. **55m North of its junction with Castle Road/Cemetery Road outside House No 13 on Church Road.**

Speed cushions x 2 – 3.7m in length x 1.7m in width x 75mm High.

3. **25m South of its junction with Castle Road/Castle View outside property No.33 on Church Road.**

Speed cushions x 2 – 3.7m in length x 1.7m in width x 75mm High.

**4. 47m South-east of its junction with Castle Road/Oldbury View between House No`s 48/50 on Castle Road.**

Speed cushions x 2 – 3.7m in length x 1.7m in width x 75mm High.

**5. 47m North-west of its junction with Castle Road/Oldbury View outside House No 92 on Castle Road.**

Speed cushions x 2 – 3.7m in length x 1.7m in width x 75mm High.

**6. 122m North-west of its junction with Castle Road/Oldbury View outside House No 106 Castle Road**

Speed cushions x 2 – 3.7m in length x 1.7m in width x 75mm High.

**7. 195m North-west of its junction with Castle Road/Oldbury View outside House No 73 & 75 on Castle Road.**

Speed cushions x 2 – 3.7m in length x 1.7m in width x 75mm High.

**8. 9m North of its junction with Castle Road/Nuneaton Road just before the Northerly direction bus lay-by on Castle Road.**

Speed cushions x 2 – 3.7m in length x 1.7m in width x 75mm High.

**9. 40m North of its junction with Nuneaton Road/Atherstone Road outside property No.8 on Atherstone Road.**

Speed cushions x 2 – 3.7m in length x 1.7m in width x 75mm High.

**10. 62m South-west of its junction with Ashbrook Rise/Atherstone Road outside cottage Myosotis on Atherstone Road.**

Speed cushions x 2 – 3.7m in length x 1.7m in width x 75mm High.

**11. 18m North-east of its junction with Ashbrook Rise/Atherstone Road outside property No.34 on Atherstone Road.**

Speed cushions x 2 – 3.7m in length x 1.7m in width x 75mm High.

**12. 48m South-west of its junction with Charnwood Drive/Atherstone Road on Atherstone Road.**

Speed cushions x 2 – 3.7m in length x 1.7m in width x 75mm High.

**3. EXISTING ORDERS TO BE REVOKED/AMENDED**

None.

**4. PRIORITY**

4.1 – Medium.

**WARWICKSHIRE COUNTY COUNCIL**

**HIGHWAYS ACT 1980, SECTION 90A**

**CHURCH ROAD, CASTLE ROAD AND ATHERSTONE ROAD, HARTSHILL**  
**PROPOSED INSTALLATION OF RAISED TABLE AND SPEED CUSHIONS**

Warwickshire County Council proposes, under section 90A of the Highways Act 1980, to install one raised table on Church Road, Hartshill and eleven sets of speed cushions (pairs) along Castle Road and Atherstone Road, Hartshill, as described (by approximate measurements) in the Schedules below.

Plans showing the scheme proposals in more detail, together with a statement of the Council's reasons for proposing this scheme, may be inspected at Shire Hall, Warwick or online at <https://www.warwickshire.gov.uk/news/20206/north-warwickshire-borough>

Any objections or representations to the proposals, which must be in writing and specify the grounds on which they are made, should be addressed to Chris Round, Communities, Shire Hall Post Room, Rear of Shire Hall, Northgate, Warwick, CV34 4RL, or sent by email to [chrisround@warwickshire.gov.uk](mailto:chrisround@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 15 December 2023.

**SCHEDULE 1**  
**(Proposed Raised Table)**

It is proposed to install 1 x raised table feature measuring 5.5 metres (length) x 6.2 metres (width) x 75mm (height) in the following location:-

**Church Road, Hartshill**

14 metres south-west of its junction with Church Close, adjacent to The Hayes Guest House (at the location of the existing school crossing patrol).

**SCHEDULE 2**  
**(Proposed Pairs of Speed Cushions)**

It is proposed to install 2 x speed cushions measuring 3.7 metres (length) x 1.7 metres (width) x 75mm (height) in the following 11 locations:-

**Church Road, Hartshill**

- (i) 55 metres north of its junction with Castle Road/Cemetery Road, adjacent to number 13 Church Road.
- (ii) 25 metres south of its junction with Castle Road/Castle View, adjacent to number 33 Church Road.

**Castle Road, Hartshill**

- (i) 47 metres south-east of its junction with Castle Road/Oldbury View, between property numbers 48/50 Castle Road.

- (ii) 47 metres north-west of its junction with Castle Road/Oldbury View, adjacent to number 92 Castle Road.
- (iii) 122 metres north-west of its junction with Castle Road/Oldbury View, adjacent to number 106 Castle Road.
- (iv) 195 metres north-west of its junction with Castle Road/Oldbury View, adjacent to numbers 73 and 75 Castle Road.
- (v) 9 metres north of its junction with Castle Road/Nuneaton Road.

**Atherstone Road, Hartshill**

- (i) 40 metres north of its junction with Nuneaton Road/Atherstone Road, adjacent to number 8 Atherstone Road.
- (ii) 62 metres south-west of its junction with Ashbrook Rise/Atherstone Road, adjacent to Myosotis cottage.
- (iii) 18 metres north-east of its junction with Ashbrook Rise/Atherstone Road, adjacent to number 34 Atherstone Road.
- (iv) 48 metres south-west of its junction with Charnwood Drive /Atherstone Road.

S Duxbury  
Director Governance & Policy

Shire Hall, Warwick  
22 November 2023

**Appendix D**

**Objection 1**

**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** RE: Hartshill - Church road, Castle road, Atherstone road speed reduction proposals

OFFICIAL

Dear Fiona

This is a consultation so your comments will be taken into account when any decision is being made. However, I will respond to some of your comments. First, to be clear, there are already speed cushions on Church Road this proposal is to continue those down Castle Road and Atherstone Road. Part of the proposal is to install a raised crossing where the school crossing patrol warden stands near Church Close. To answer your points in turn :

- A. As you say the traffic is already very slow during peak times so it is unlikely that cushions will have any impact. There are plans to increase air quality monitoring - more after Christmas.
- B. The speed cushions do not damage cars which are travelling at 30mph or below.
- C. There are already cushions on Church Road. There is no room to provide off road parking along Church Road without severely impacting on the pavement and making it impassable for pushchairs and mobility scooter.
- D. This proposal has been put forward because of requests from residents. The 30mph zone starts just before the junction with Charnwood Drive and Atherstone Road but there are no traffic control measure until you reach Church Road and cars tend to break the speed limit until they reach those restrictions.
- E, We requested a drop off area n the school grounds when the new high school was built but this was refused by the school / DfE. The turning circle outside Michael Drayton school belongs to the school, they do open it up for events such as funerals at the church but that is entirely at their discretion.
- F. The speeding is on Atherstone Road and Castle Road, see above.
- G. The repair of potholes will not be effected by this development, it comes out of a different budget allocation.
- H. Emergency vehicles would be able to straddle/avoid speed cushions.

I hope this helps clarify the position.

Best wishes

Margaret

-----Original Message-----

**From:** Fiona Wardle <fionawardle@btinternet.com>  
**Sent:** 17 December 2023 09:42  
**To:** Chris Round <chrisround@warwickshire.gov.uk>  
**Cc:** Margaret Bell <margaretbell@warwickshire.gov.uk>  
**Subject:** Hartshill - Church road, Castle road, Atherstone road speed reduction proposals

Dear Mr Round

I understand you are looking at installing 1 raised table and 11 sets of speed cushions along Church road, Castle road & Atherstone road.

Not sure if you frequent the road on a daily basis but I will raise my concerns so you have an understanding of the area.

A) 3 schools & now a doctors surgery within a small length of said road.

The volume of traffic at peak times is horrendous, do you believe by installing speed cushions you will be helping the traffic and more concerning the lungs of the children? naturally people slow down for speed cushions, then race to the next, ( just see Witherley Road in Atherstone to verify this.) so this increases the emissions and pollutants from cars, buses and lorries in an area that has a very enclosed road due to the buildings either side of the road. I would be interested to see if a clean air study, at peak times, has been conducted in the area in question.

B) you will receive more compensation claims due to vehicle damage caused by these horrendous things. So is it cost effective? , probably not as it will cost us tax payers and motorists in the long run. Once again targeting the motorists with yet more damage to their vehicles, thus creating an issue with cars that makes them dangerous to be on the road, but these defects won't be addressed until an MOT, which is yearly. So again increasing the danger on the road not reducing the danger.

C) Having lived in Church road you may wish to spend the money you will be using for the table and speed cushions more effectively by providing off road parking for residents who don't have a drive way, thus making the carriageway free flowing and less emissions and pollutants being given off from the traffic that is held up trying to get through the village.

The noise from these measures will also affect the quality of life for those living near one of them, cars slowing down then revving to the next one, the noise of the cars going over these speed cushions. But of course this won't affect those making the proposal.

D) the village suffers with congestion on Church road and Castle road at most times of the day due to people using the carriageway to park as they have no drive way, WHY would you add to this congestion by installing speed cushions. I am beyond confused.

E) We have a car park at the local high school that was supposed to be for public use, but the school are allowed to lock the gates, maybe get this back to public use and help the parents who have to travel miles for school as there is no local school with space for them, again helping to reduce the emissions, pollutants and parking issues that snarl up the area. The turning circle at Michael Drayton could be used for parking in non term time and outside of school hours, but this is again not allowed, Why?

F) I am confused why a) you have chosen this road, no evidence to back up your proposal, the congestion on said road prevents speed at peak times so please explain why you are making such proposals b) you have not considered alternative ways of reducing speed through the village, something that confuses me as I have seen very little speeding along said route and very few serious accidents, there are better ways of reducing speed, ie 20mph around the schools / through the village, average speed cameras. There are other roads in the area that would benefit far greater from your proposals than the roads you are considering, ie Ansley common, Camphill road, Mancetter road. By proposing such measures you will be forcing traffic onto alternative local roads, ie Camphill road, Mancetter road which will then become a race track. Instead of moving the issue maybe consult the people in the proposed area to what they believe would help in their locality instead of someone in an office deciding what is installed. It has been evidenced that speed cushions are not effective throughout the country.

G) road surface .. with this being one of the better road surfaces in the area you are proposing to dig it up to install non effective speed reduction measures, I am confident that within 12 months this will make the road into a pot holed dangerous road surface that WCC won't maintain as " we don't have the money to repair it" or " there's building work being carried out so we will leave the road to become a pot holed, dangerous dirt track", again I can confidently say this will happen just take a look at the condition of the road surface in

Witherley Road/ Long street in Atherstone around said speed cushions, it's disgraceful and dangerous, the north of the county is the poor relation when it comes to road repairs, yes I can quantify that as I work south of the county and their roads are not like our 3rd world roads, even around building sites and speed reduction measures.

H) wow just wow, no consideration to the emergency service vehicles that may need to use this road, the 2 minutes losing momentum to get to an emergency can be the difference of saving a life or losing a life, this is the main arterial road through Hartshill.

If you have money to spend it needs to be spent more effectively than tables and speed cushions. I've said it for years and will continue to say it just because the EU said this was a good idea and used to provide money for the works to be completed, they don't live in the congestion of the UK. Of course I'm just a local resident who has to drive to work daily and ensure my elderly parent receives the care needed and my views mean nothing to WCC as THAT daily road user. Maybe we need to think outside of the box instead of being blinkered.

I look forward to your response with answers to the the clean air study and justification and evidence to back up such an absurd proposal and if you would consider a local consultation to discuss alternative measures.

Kind regards  
Fiona Wardle

Sent from my iPad

Appendix D

Objection 2

**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** [REDACTED]

Dear Mr Round

I am writing to raise concerns about the intentional speed hump on Castle road between my property number 75 and next door number 73. Whilst I realise there is a traffic speeding concern within the Hartshill area, I feel my property has been overlooked and the position of the intended speed hump will greatly increase noise pollution in my home. Traffic will be slowing down considerably within 3 metres of my front window causing air and noise pollution. With all due respect would you consider this to be acceptable within extreme close proximity of your property. I am sure there are other options available to reduce the speed of traffic control in Hartshill that will satisfy all concerned. I enclose my telephone number if you would like to discuss this further.

Yours sincerely

Karen White

75 castle road  
Hartshill  
Nuneato0SG

Appendix D

Objection 3

**From:** [REDACTED]

**Sent:** [REDACTED]

**To:** [REDACTED]

**Subject:** Proposed Speed Humps and Raised Table on Castle Road / Atherstone Road

Good morning,

I would like to present my objections to the proposed speed humps and raised tables on Castle Road, Atherstone Road and Church Road.

I assume the intention of these proposed measures is to reduce traffic speeds through the area, in particular by the schools.

If I am ever unfortunate enough to have to travel these roads around school start and finish time, traffic speeds are slowed to a crawl due to the volume of traffic and the many junctions along this road. Therefore, at school times, the traffic poses no additional risk to the students as the traffic is already well under the speed limit.

At all other times of day when I have travelled this route, I have never personally observed any speeding vehicles. This is due to the number of parked vehicles along the route, which force cars to slow down as they pass each other and the parked vehicles. Often, I am one of many people politely waiting for the cars coming in the opposite direction to pass before resuming my journey, due to these parked vehicles. It is rare to even reach the speed limit on most of this road.

Furthermore, the proposed works will add more delays to these roads which have only just returned to normal after a lengthy period of roadworks to support the work at the Hartshill Academy.

Speed humps and raised tables will however, lead to increased braking and acceleration for vehicles, which is worse for the environment as cars are not being driven efficiently due to constantly accelerating then braking.

It will also cause an increase in costs of car ownership in brake pad and suspension wear due to the increased requirement to brake and navigate speed humps.

This is at a time when motorists are already feeling the pinch, with the cost of fuel, car parts and car insurance being at record levels!

As it would seem we have plenty of spare tarmac and road repair resources, to enable such a proposal, I would suggest that a far better use of the Council's money would be to use this in repairing the roads in the area that are falling to pieces.



One example of a very poor road surface is Greenmoor Road, adjacent to the Jewsons site, between the B4102 and the Jubilee Sports Centre. This road surface has been patched many times and then had patches placed on the patches. It is very rough and rapidly disintegrating.

Having driven through towns and cities in many parts of the country, I have rarely encountered a town with as many speed humps and traffic calming measures as Nuneaton.

The raised tables are non-existent in other parts of the country and the traffic flows all the better for it.

I do not feel that the many Nuneaton speed humps adequately reduce traffic speeds as those who wish to exceed the speed limit, will do so regardless, instead bouncing over speed humps like they are driving a 4x4 on an off-road course.

In summary, adding further inconvenience to the many law-abiding motorists will not reduce the speed of the few who intentionally speed.

It will only serve to cost the ordinary motorist more money and as such, the focus of the council should be on maintaining roads to a higher quality before adding yet more unwanted speed humps.

Thank you for your time.

Kind regards  
Bertie Bugden

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Appendix E Support 1

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[Redacted]

**Subject:** Re: Proposed Raised Hump and Speed Cushions Church Road/Castle Road, Hartshill

OFFICIAL

[Redacted]

Thank you for your Email concerning the above.

The speed cushions planned for Church Road/Castle Road and Atherstone Road have been decided on because these roads are a Bus Route and an Emergency Services Route. Therefore, we have to install Speed Cushions which are always 75mm on a Bus Route, the Department of Transport don't recommend 100mm high humps because they can cause noise and vibration, that's why the speed cushions don't go kerb to kerb, it also assists in the drainage of water by leaving a gap.

Kind regards

[Redacted]

[Redacted]

Warwickshire

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

---

[Redacted]

**Subject:** Proposed Raised Hump and Speed Cushions Church Road/Castle Road, Hartshill

Dear Graham,

The proposed speed reduction humps through Hartshill is a great idea, my only concern is that the height of the speed cushions are only three inches high, and not go all across the road. People just drive around the present ones already in place.

thanks

Kim Whittaker

Appendix E Support 2

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[REDACTED]

**Subject:** Proposed speed bumps Church Road/Castle road

Dear Chris,

I am writing to you with regards to the proposed raised hump and speed cushions on Church Road/Castle road. I am a resident at 104 castle road

This proposal is very important to me and my family, the road outside my property over recent years has greatly increased in volume of traffic and increased speed. My late husband and a group of others volunteered for the community speed watch a few years ago (2018/2019 if I remember correctly), positioned by the bus stop on castle road near the stag and pheasant; but unfortunately this had little effect and the situation has continued to get worse.

Last night (approximately 12:30am 14/01/24) there was a serious incident involving a drunk driver who was speeding and rolled her car, this caused damage to various cars parked on the side of the road but luckily nobody was injured. Another similar incident happened last year involving a drunk driver as well. These are just a couple of incidents that have happened over recent years and I am sure you are aware of the frequency and seriousness of the incidents occurring, hence the proposal.

This latest incident has prompted me to reach out and represent the proposal as it's only a matter of time before one of my friends or a member of my family are affected by one of these incidents outside my house. Worst case scenario is that someone I love gets seriously injured or killed.

I urge the council to proceed with the proposal as quick as reasonably possible and I believe the reduction of people's speed will greatly reduce the number of accidents happening, preventing damage to property, injury and potentially even death.

Yours sincerely,

Christine Lees

**From:** [REDACTED]  
**Sent:** 26 March 2024 20:28:49  
**To:** [REDACTED]  
**Subject:** church road hartshill

[REDACTED]

I have some observations to make regarding alterations to proposed traffic reduction scheme proposed in church road Hartshill

Having observed other villages which i have travelled through, speed reduction humps seem now to have been replaced with 20mph restrictions through high risk areas?

Benefits of adopting this strategy as follows,

- Reduce excess signage
- Reduction of vehicle Noise whilst going over bumps to local residences
- Reduction in alteration to road infrastructure and cost to local council.
- mounting of electronically illuminated real time speed signs of actual speed to remind drivers of allowed speed to educate drivers of reduction of speed restrictions
- mounting of speed cameras signs to allow enforcement if necessary.

My personal opinion, this will have a greater effect on controlling traffic along church road, than trying to physically restrict vehicle speeds.

[REDACTED]

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**Weekly Volume Report 999875 - Atherstone Road - Hartshill Atherstone Road - Hartshill Tuesday May 2 2023 to M**

Site Name 999875 - Atherstone Road - Hartshill  
 Site ID 000000999875  
 Grid 432583294645  
 Description Atherstone Road - Hartshill

Setup Setup196997  
 Lanes Each Lane  
 Time Period 1 hour  
 Class Any  
 Exclude data: None

All directions	Average of each						
	<-- Mon	Tue	Wed	Thu	Fri	Sat	--> Sun
00:00:00	32	18	13	20	20	46	37
01:00:00	23	17	14	19	12	17	19
02:00:00	9	14	14	8	12	20	11
03:00:00	11	27	21	34	33	22	10
04:00:00	30	51	66	55	46	31	39
05:00:00	61	131	147	152	155	72	62
06:00:00	68	259	265	283	257	90	71
07:00:00	110	500	520	492	480	127	78
08:00:00	151	530	568	570	534	245	157
09:00:00	224	363	390	432	438	379	267
10:00:00	349	308	396	358	423	432	427
11:00:00	414	363	408	356	449	368	515
12:00:00	479	441	440	399	461	404	532
13:00:00	446	429	423	398	404	387	494
14:00:00	415	466	477	483	500	383	494
15:00:00	378	536	606	559	601	393	432
16:00:00	358	597	665	678	624	327	359
17:00:00	342	661	657	645	619	332	346
18:00:00	253	464	470	474	426	262	266
19:00:00	221	310	345	323	317	244	262
20:00:00	146	207	221	199	227	168	185
21:00:00	112	142	158	144	175	133	151
22:00:00	73	89	100	94	139	119	125
23:00:00	30	48	51	52	75	74	64
07-19	3919	5658	6020	5844	5959	4039	4367
06-22	4466	6576	7009	6793	6935	4674	5036
06-24	4569	6713	7160	6939	7149	4867	5225
00-24	4735	6971	7435	7227	7427	5075	5403
am Peak	11:00:00	8:00:00	8:00:00	8:00:00	8:00:00	10:00:00	11:00:00

Peak Volume	414	530	568	570	534	432	515
pm Peak	12:00:00	17:00:00	16:00:00	16:00:00	16:00:00	12:00:00	12:00:00
Peak Volume	479	661	665	678	624	404	532

**Southbound**

	Average of each						
	<--						-->
	Mon	Tue	Wed	Thu	Fri	Sat	Sun
00:00:00	15	15	11	14	17	28	27
01:00:00	10	10	7	11	6	10	14
02:00:00	5	4	3	1	5	13	5
03:00:00	6	9	9	13	15	9	5
04:00:00	12	13	23	14	12	15	13
05:00:00	21	20	28	30	32	25	29
06:00:00	37	68	79	94	85	36	31
07:00:00	50	202	211	203	210	50	39
08:00:00	58	251	287	279	243	88	67
09:00:00	93	164	195	200	191	165	106
10:00:00	149	154	203	158	193	215	187
11:00:00	204	170	186	182	235	171	241
12:00:00	242	218	214	199	279	214	246
13:00:00	228	242	238	199	236	203	256
14:00:00	222	279	282	272	289	205	270
15:00:00	232	289	346	318	312	217	259
16:00:00	224	372	413	404	370	186	208
17:00:00	196	414	398	399	368	178	202
18:00:00	142	278	278	290	237	131	145
19:00:00	132	180	194	198	180	144	161
20:00:00	88	125	132	114	134	89	114
21:00:00	63	91	84	81	106	64	81
22:00:00	49	58	63	61	78	86	71
23:00:00	21	32	36	34	51	45	35

07-19	2040	3033	3251	3103	3163	2023	2226
06-22	2360	3497	3740	3590	3668	2356	2613
06-24	2430	3587	3839	3685	3797	2487	2719
00-24	2499	3658	3920	3768	3884	2587	2812


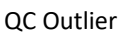


am Peak	11:00:00	8:00:00	8:00:00	8:00:00	8:00:00	10:00:00	11:00:00
Peak Volume	204	251	287	279	243	215	241
pm Peak	12:00:00	17:00:00	16:00:00	16:00:00	16:00:00	15:00:00	14:00:00
Peak Volume	242	414	413	404	370	217	270

**Northbound**

	Average of each						
	<--						-->
	Mon	Tue	Wed	Thu	Fri	Sat	Sun
00:00:00	17	3	2	6	3	18	10



01:00:00	13	7	7	8	6	7	5
02:00:00	4	10	11	7	7	7	6
03:00:00	5	18	12	21	18	13	5
04:00:00	18	38	43	41	34	16	26
05:00:00	40	111	119	122	123	47	33
06:00:00	31	191	186	189	172	54	40
07:00:00	60	298	309	289	270	77	39
08:00:00	93	279	281	291	291	157	90
09:00:00	131	199	195	232	247	214	161
10:00:00	200	154	193	200	230	217	240
11:00:00	210	193	222	174	214	197	274
12:00:00	237	223	226	200	182	190	286
13:00:00	218	187	185	199	168	184	238
14:00:00	193	187	195	211	211	178	224
15:00:00	146	247	260	241	289	176	173
16:00:00	134	225	252	274	254	141	151
17:00:00	146	247	259	246	251	154	144
18:00:00	111	186	192	184	189	131	121
19:00:00	89	130	151	125	137	100	101
20:00:00	58	82	89	85	93	79	71
21:00:00	49	51	74	63	69	69	70
22:00:00	24	31	37	33	61	33	54
23:00:00	9	16	15	18	24	29	29
07-19	1879	2625	2769	2741	2796	2016	2141
06-22	2106	3079	3269	3203	3267	2318	2423
06-24	2139	3126	3321	3254	3352	2380	2506
00-24	2236	3313	3515	3459	3543	2488	2591
am Peak	11:00:00	7:00:00	7:00:00	8:00:00	8:00:00	10:00:00	11:00:00
Peak Volume	210	298	309	291	291	217	274
pm Peak	12:00:00	15:00:00	15:00:00	16:00:00	15:00:00	12:00:00	12:00:00
Peak Volume	237	247	260	274	289	190	286

Event key:  QC Failure  QC Outlier  QC Atypical  Weekends and defined holidays

Notes on data:

Weekly (7-day) averages are calculated as the average of workday values and weekend values, weigh

Holidays & Events:

None

Monday May 8 2023

Average		Total Count
Workday	7 Day	
21	27	186
17	17	121
11	13	88
25	23	158
50	45	318
129	111	780
226	185	1293
420	330	2307
471	394	2755
369	356	2493
367	385	2693
398	410	2873
444	451	3156
420	426	2981
468	460	3218
536	501	3505
584	515	3608
585	515	3602
417	374	2615
303	289	2022
200	193	1353
146	145	1015
99	106	739
51	56	394
5480	5115	35806
6356	5927	41489
6506	6089	42622
6759	6325	44273
8:00:00	11:00:00	

471	410
17:00:00	16:00:00
585	515



Average		Total Count
Workday	7 Day	
14	18	127
9	10	68
4	5	36
10	9	66
15	15	102
26	26	185
73	61	430
175	138	965
224	182	1273
169	159	1114
171	180	1259
195	198	1389
230	230	1612
229	229	1602
269	260	1819
299	282	1973
357	311	2177
355	308	2155
245	214	1501
177	170	1189
119	114	796
85	81	570
62	67	466
35	36	254

2918	2691	18839
3371	3118	21824
3468	3221	22544
3546	3304	23128

8:00:00	11:00:00
224	198
16:00:00	16:00:00
357	311

Average		Total Count
Workday	7 Day	
6	8	59

8	8	53
8	7	52
15	13	92
35	31	216
103	85	595
154	123	863
245	192	1342
247	212	1482
201	197	1379
195	205	1434
203	212	1484
214	221	1544
191	197	1379
199	200	1399
237	219	1532
228	204	1431
230	207	1447
172	159	1114
126	119	833
81	80	557
61	64	445
37	39	273
16	20	140
2562	2424	16967
2985	2809	19665
3038	2868	20078
3213	3021	21145
8:00:00	11:00:00	
247	212	
15:00:00	12:00:00	
237	221	

Events  Special  Holiday Offline

ited in the proportion 5:2.

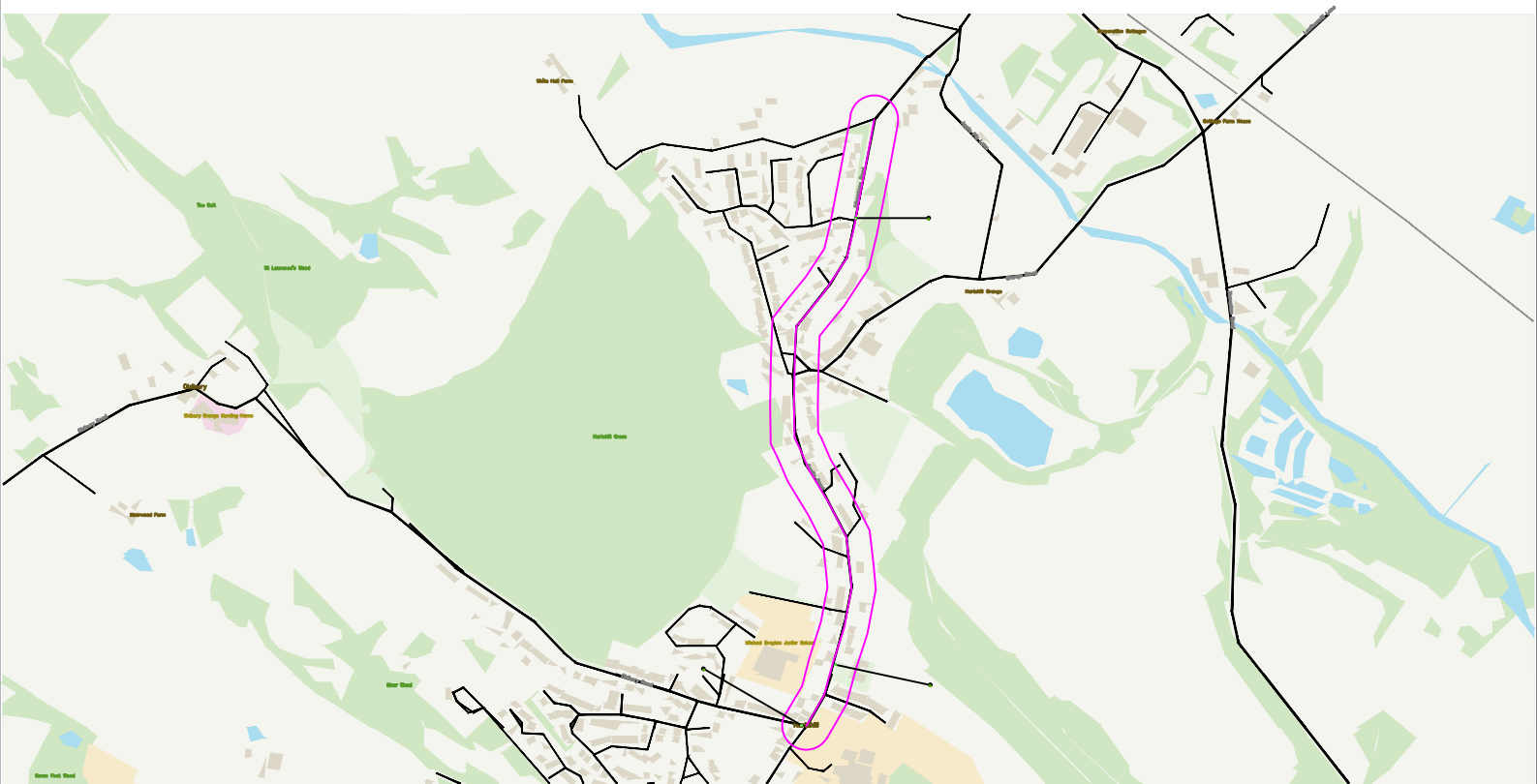


**Hartshill 01/08/2019 - 16/08/2024**  
**24 Jul 2021 to 26 Aug 2023**

Report produced: 09/09/2024

Road Safety Intelligence Team  
Tel: 01926 412740  
Email: [rsinfo@warwickshire.gov.uk](mailto:rsinfo@warwickshire.gov.uk)





ALL ROAD USERS - ACCIDENTS

Year	Fatal	Serious	Slight	Total	Time	Fatal	Serious	Slight	Total	District	Fatal	Serious	Slight	Total
2021	0	0	1	1	0000-0059	0	0	0	0	North Warwickshire	0	0	3	3
2023	0	0	2	2	0100-0159	0	0	0	0	<b>Road Class</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
					0200-0259	0	0	0	0		M	0	0	0
<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	0300-0359	0	0	0	0	A(M)	0	0	0	0
January	0	0	0	0	0400-0459	0	0	0	0	A	0	0	0	0
February	0	0	0	0	0500-0559	0	0	0	0	B	0	0	0	0
March	0	0	0	0	0600-0659	0	0	0	0	Other	0	0	3	3
April	0	0	0	0	0700-0759	0	0	0	0	<b>Speed Limit</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
May	0	0	0	0	0800-0859	0	0	0	0		20	0	0	0
June	0	0	0	0	0900-0959	0	0	0	0	30	0	0	2	2
July	0	0	2	2	1000-1059	0	0	1	1	40	0	0	0	0
August	0	0	1	1	1100-1159	0	0	0	0	50	0	0	1	1
September	0	0	0	0	1200-1259	0	0	0	0	60	0	0	0	0
October	0	0	0	0	1300-1359	0	0	0	0	70	0	0	0	0
November	0	0	0	0	1400-1459	0	0	0	0	<b>Obstruction (Veh Totals)</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
December	0	0	0	0	1500-1559	0	0	1	1		Sign/Signal	0	0	0
<b>Day</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	1600-1659	0	0	0	0	Lamp Post	0	0	0	0
Sunday	0	0	0	0	1700-1759	0	0	0	0	Pole	0	0	0	0
Monday	0	0	0	0	1800-1859	0	0	0	0	Tree	0	0	0	0
Tuesday	0	0	0	0	1900-1959	0	0	0	0	Bus Stop	0	0	0	0
Wednesday	0	0	0	0	2000-2059	0	0	0	0	Barrier	0	0	0	0
Thursday	0	0	1	1	2100-2159	0	0	1	1	Other	0	0	1	1
Friday	0	0	0	0	2200-2259	0	0	0	0	<b>Junction Type</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Saturday	0	0	2	2	2300-2359	0	0	0	0		Not at Junction	0	0	1
<b>Ped Crossing</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	<b>Lighting</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	Roundabout	0	0	0	0
Not at crossing	0	0	3	3	Daylight	0	0	3	3	Mini R'about	0	0	0	0
Zebra	0	0	0	0	Darkness	0	0	0	0	T or Staggered	0	0	2	2
Pelican	0	0	0	0	<b>Weather</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	Slip Road	0	0	0	0
Ped Phase	0	0	0	0		Fine without high winds	0	0	3	3	Crossroads	0	0	0
Footbridge	0	0	0	0	Raining without high winds	0	0	0	0	Multiple Junct	0	0	0	0
Refuge	0	0	0	0	Snowing without high winds	0	0	0	0	Private Drive	0	0	0	0
Unknown	0	0	0	0	Fine with high winds	0	0	0	0	Other Junction	0	0	0	0
<b>Bends (Veh Totals)</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	Raining with high winds	0	0	0	0	Unknown	0	0	0	0
Left Hand Bend	0	0	0	0	Snowing with high winds	0	0	0	0	<b>Road Surface</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Right Hand Bend	0	0	0	0	Fog or mist - if hazard	0	0	0	0		Dry	0	0	3
					Other	0	0	0	0	Wet/Damp	0	0	0	0
					Unknown	0	0	0	0	Snow	0	0	0	0
					<b>Road Surface</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	Frost/Ice	0	0	0	0
						Dry	0	0	3	3	Flood	0	0	0
					Wet/Damp	0	0	0	0	Unknown	0	0	0	0
					Snow	0	0	0	0					
					Frost/Ice	0	0	0	0					
					Flood	0	0	0	0					
					Unknown	0	0	0	0					



ALL ROAD USERS - CASUALTIES

Year	Fatal	Serious	Slight	Total	Casualty Age	Fatal	Serious	Slight	Total	Weather	Fatal	Serious	Slight	Total
2021	0	0	1	1	0 - 5	0	0	0	0	Fine without high winds	0	0	3	3
2023	0	0	2	2	6 - 10	0	0	1	1	Raining without high winds	0	0	0	0
					11 - 16	0	0	0	0	Snowing without high winds	0	0	0	0
<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	<b>17 - 25</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	<b>Weather</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	0	0	0	0	26 - 35	0	0	1	1	Fine with high winds	0	0	0	0
February	0	0	0	0	36 - 45	0	0	0	0	Raining with high winds	0	0	0	0
March	0	0	0	0	46 - 55	0	0	1	1	Snowing with high winds	0	0	0	0
April	0	0	0	0	56 - 64	0	0	0	0	Fog or mist - if hazard	0	0	0	0
May	0	0	0	0	65+	0	0	0	0	Other	0	0	0	0
June	0	0	0	0	Unknown	0	0	0	0	Unknown	0	0	0	0
July	0	0	2	2						<b>Road Surface</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
August	0	0	1	1	<b>Time</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	Dry	0	0	3	3
September	0	0	0	0	0000-0059	0	0	0	0	Wet/Damp	0	0	0	0
October	0	0	0	0	0100-0159	0	0	0	0	Snow	0	0	0	0
November	0	0	0	0	0200-0259	0	0	0	0	Frost/Ice	0	0	0	0
December	0	0	0	0	0300-0359	0	0	0	0	Flood	0	0	0	0
					0400-0459	0	0	0	0	Unknown	0	0	0	0
<b>Day</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	0500-0559	0	0	0	0					
Sunday	0	0	0	0	0600-0659	0	0	0	0	<b>District</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Monday	0	0	0	0	0700-0759	0	0	0	0	North Warwickshire	0	0	3	3
Tuesday	0	0	0	0	0800-0859	0	0	0	0					
Wednesday	0	0	0	0	0900-0959	0	0	0	0	<b>Road Class</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Thursday	0	0	1	1	1000-1059	0	0	1	1	M	0	0	0	0
Friday	0	0	0	0	1100-1159	0	0	0	0	A(M)	0	0	0	0
Saturday	0	0	2	2	1200-1259	0	0	0	0	A	0	0	0	0
					1300-1359	0	0	0	0	B	0	0	0	0
<b>Ped Crossing</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	1400-1459	0	0	0	0	Other	0	0	3	3
Not at crossing	0	0	3	3	1500-1559	0	0	1	1					
Zebra	0	0	0	0	1600-1659	0	0	0	0	<b>Speed Limit</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pelican	0	0	0	0	1700-1759	0	0	0	0	20	0	0	0	0
Ped Phase	0	0	0	0	1800-1859	0	0	0	0	30	0	0	2	2
Footbridge	0	0	0	0	1900-1959	0	0	0	0	40	0	0	0	0
Refuge	0	0	0	0	2000-2059	0	0	0	0	50	0	0	1	1
Unknown	0	0	0	0	2100-2159	0	0	1	1	60	0	0	0	0
					2200-2259	0	0	0	0	70	0	0	0	0
<b>Bends</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	2300-2359	0	0	0	0					
Left Hand Bend	0	0	0	0						<b>Obstruction</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Right Hand Bend	0	0	0	0	<b>Lighting</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>	Sign/Signal	0	0	0	0
					Daylight	0	0	3	3	Lamp Post	0	0	0	0
					Darkness	0	0	0	0	Pole	0	0	0	0
										Tree	0	0	0	0
										Bus Stop	0	0	0	0
										Barrier	0	0	0	0
										Other	0	0	1	1

**ALL ROAD USERS - CASUALTIES**

<b>Junction Type</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Not at Junction	0	0	1	1
Roundabout	0	0	0	0
Mini R'about	0	0	0	0
T or Staggered	0	0	2	2
Slip Road	0	0	0	0
Crossroads	0	0	0	0
Multiple Junct	0	0	0	0
Private Drive	0	0	0	0
Other Junction	0	0	0	0
Unknown	0	0	0	0

## D-PRINT CRASH REPORT

09 September 2024  
13:47:30

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	<b>Road No U</b> <b>Section</b> <b>Grid 432668E</b> <b>Ref 293964N</b>	SLIGHT	24/07/2021	7	21:25	Daylight	Dry	Fine		S.VEH	
CHURCH ROAD HARTSHILL NUNEATON NEAR TO JUNCTION WITH CHURCH CLOSE										North Warwickshire	
IT IS SUSPECTED THAT THE DRIVER OF V01 WAS INTOXICATED AND HAS BEEN DRIVING IN THE DIRECTION OF NUNEATON DOWN CHURCH ROAD WHERE HE HAS VEERED TO THE NEARSIDE FOOTPATH WHERE HE HAS COLLIDED WITH BOLLARDS AND A HEDGE. DRIVER HAS TRIED TO MAKE GOOD HIS ESCAPE BUT WAS ARRESTED BY POLICE							Veh1, car, N → S			Casualties 1 Vehicles 1	
2	<b>Road No U</b> <b>Section</b> <b>Grid 432596E</b> <b>Ref 293837N</b>	SLIGHT	06/07/2023	5	15:45	Daylight	Dry	Fine	SW	S.VEH	
OLDBURY ROAD NEAR JUNCTION WITH CHURCH ROAD, HARTSHILL, WARWICKSHIRE										North Warwickshire	
IT IS OF THE OPINION OF BOTH OFFICERS AND ALL WITNESSES THAT V1 WAS GOING WELL BELOW THE SPEED LIMIT AND DRIVING APPROPRIATELY. THE YOUNG CHILD ONLY LOOKED ONE WAY BEFORE RUNNING ONTO THE ROAD FROM BEHIND A PARKED CAR AND INTO THE SIDE OF THE VEHICLE WITH THE TYRE CAUSING INJURY TO HIS FOOT							Veh1, car, NW → SE			Casualties 1 Vehicles 1	
3	<b>Road No U</b> <b>Section</b> <b>Grid 432709E</b> <b>Ref 294898N</b>	SLIGHT	26/08/2023	7	10:45	Daylight	Dry	Fine		R.TURN	GVM/C
ATHERSTONE ROAD AT JUNCTION WITH CHARNWOOD DRIVE, HARTSHILL GREEN, HARTSHILL, WARWICKSHIRE										North Warwickshire	
VEHICLE 1 HAS BEEN TRAVELLING ALONG ATHERSTONE ROAD FROM THE DIRECTION OF THE A5 TOWARDS HARTSHILL WHEN THE RIDER HAS FAILED TO SEE VEHICLE 2 COMING TO A STOP DIRECTLY IN FRONT OF HIM, WHICH HAS RESULTED IN VEHICLE 1 COLLIDING WITH THE REAR OF VEHICLE 2 AND THE RIDER OF VEHICLE 1 BEING THROWN FROM THE BIKE							Veh1, m/cycle 50 - 125cc, N → S Veh2, goods < 3.5t, N → W			Casualties 1 Vehicles 2	

<p><b>Key</b></p> <p><i>Involved</i></p> <p>PED Pedestrian</p> <p>HGV Heavy Goods Vehicle</p> <p>GV Goods Vehicle</p> <p>M/C Motor Cycle</p> <p>P/C Pedal Cycle</p> <p>PSV Bus/Coach</p>	<p><b>FACTORS</b></p> <p>+VE Positive Breath Test</p> <p>R.TURN Right Turn Manoeuvre</p> <p>O/TAKE Overtaking Manoeuvre</p> <p>S.VEH Single Vehicle</p>	<p><b>Special Conditions</b></p> <p>ATS OUT Traffic Lights Not Working</p> <p>ATS DEF Traffic Lights Defective</p> <p>SIGNS Road Signs Defective or Obscured</p> <p>RD WRKS Road Works</p> <p>Surface Road Surface Defective</p>
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