

Portfolio Holder Decisions

Friday 14 March 2025

Minutes

Attendance

Committee Members

Councillor Peter Butlin

Councillor Jan Matecki

1. B4113 Longford Road Corridor Improvements

Resolved

That the Portfolio Holder for Finance & Property (Deputy Leader)

- 1) authorises the addition of the B4113 Longford Road Corridor Improvement Scheme - Phase 1 to the Capital Programme for the value of £1.474 million; and
- 2) authorises the Executive Director for Communities to procure the necessary construction contract and enter into any such contract and any associated agreements on terms and conditions acceptable to the Executive Director for Resources.

2. North Warwickshire Borough CPE Variation No.9

Resolved

That the Portfolio Holder for Transport and Planning

Approves the recommendation to make The Warwickshire County Council (Borough Of North Warwickshire) (Waiting Restrictions And On-Street Parking Places) (Consolidation) (Variation No. 9) Order, as modified to exclude the proposals advertised relating to waiting restrictions on:

- (i) Tamworth Road, Sherwood Close & Smith Street; and
- (ii) Mill Crescent and Hemlingford Road.

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Portfolio Holder Decision

B4113 Longford Road Corridor Improvements – Phase 1

Portfolio Holder	Deputy Leader (Finance and Property)
Date of decision	14 March 2025
	Signed 

1. Decision taken

Recommendation

- 1.1 That the Portfolio Holder authorises the addition of the B4113 Longford Road Corridor Improvement Scheme - Phase 1 to the Capital Programme for the value of £1.474 million.
- 1.2 Authorises the Executive Director for Communities to procure the necessary construction contract and enter into any such contract and any associated agreements on terms and conditions acceptable to the Executive Director for Resources.

2. Reasons for decisions

Reason behind report

- 2.1 To seek approval for the addition of Phase 1 of the project to the Capital Programme. A request to increase the capital allocation will be made for future phases, once the rest of the committed Section 106 funding has been received. Phase 1 of the project includes:
- (a) Design work for the whole corridor.
 - (b) Construction of Phase 1 works which will comprise of:
 - (i) Construction of the retaining structures to enable the road widening of Longford Road near the Bayton Road Junction as shown on plan no. 9.2-B4113--027-042 General Arrangement.
 - (ii) Localised carriageway widening.
- 2.2 The full corridor improvement scheme is required to deliver the overall improvements shown on drawing no. 9.2-B4113-027-042 included in Appendix 1 with Phase 1 being the first to step to facilitate this. The whole scheme improvements are summarised below:

- (i) Create a continuous high quality cycle route from the Bayton Road Industrial Estate access to Longford Road/B4114 roundabout to provide a critical link in the Nuneaton to Coventry cycleway.
- (ii) Upgrade the corridor to cater for the employment sites and housing growth plans as identified in the Nuneaton and Bedworth Local Plan (the NBBC Local Plan). This will include highway improvements to the Bayton Road Junction, the Blackhorse Road junction and the construction of a wider cycleway/footway to improve the cycling facilities along the corridor.
- (iii) Address network constraints and congestion through the installation of new traffic signal equipment at the Longford Road/Bayton Road Junction and the Longford Road/Blackhorse Road Junction.
- (iv) Provision of toucan crossing facilities on the Longford Road/Bayton Road Junction and the Longford Road/Blackhorse Road junction.
- (v) Carriageway widening of Longford Rd between Bayton Road and Longford Road roundabout to improve capacity.
- (vi) Tie into the committed S278 Longford Rd roundabout improvements (highway works and cycle facilities).

2.3 The total estimated cost of the full corridor improvement scheme is £7.5 million. The works are to be funded through Section 106 developer contributions allocated to this scheme and Capital Investment Fund (CIF) funding as detailed in Section 2 of the Financial Implications. The authority has received £1,474,126 funding to date and as such, the delivery of the scheme is to be phased in line with the received funding.

2.4 A decision by the Portfolio Holder is required to add the first phase of the scheme to the Capital Programme.

3. Background information

Issues & Background

3.1 The Longford Road/Coventry Road route through Exhall on the edge of Hawkesbury has seen considerable housing growth. The route carries traffic between Coventry and Nuneaton as well as acting as a key link to the A444 and the M6 for north/south and east/west traffic movements.

3.2 The route has also been identified as the preferred route for the Coventry to Nuneaton strategic cycle route.

3.3 Longford Road is a highly constrained, heavily trafficked route, and the scheme as a whole is essential to mitigate the impacts of developments in Exhall and North Coventry and is identified in the Nuneaton & Bedworth Borough Council (NBBC) Local Plan as necessary to facilitate developments in the area.

3.4 Longford Rd corridor improvements align with the mitigation assumptions included in the NBBC Local Plan modelling and the associated Infrastructure Delivery Plan. Traffic modelling assessments carried out as part of the NBBC Local Plan, identified

that the current highway infrastructure is inadequate to accommodate the allocated growth in the area and delivery of development, and would result in severe impact on the highway capacity without mitigation.

- 3.5 The committed Nuneaton-Coventry cycleway development and its delivery is dependent on the delivery of the Longford Road Improvements.
- 3.6 Access improvements for vehicles travelling to and from the Bayton Rd Industrial Estate will be enabled through the delivery of the scheme, as will improved connectivity via the cycle infrastructure.
- 3.7 The scheme will improve road safety through the delivery of dedicated cycle/pedestrian facilities and thus reducing the risk of serious injuries.
- 3.8 Warwickshire County Council commissioned SLR Consulting Ltd to prepare an appraisal of the potential economic impacts and Benefit to Cost Ratio (BCR) associated with the proposed works on the B4113 Longford Road Corridor Improvements.
- 3.9 The report concluded that the BCR value was 11.4 and based on the Department for Transport DfT's Value for Money framework, a BCR higher than or equal to 4.0 is considered to offer "Very High" value for money.
- 3.10 At least 1,200 dwellings and a significant quantum of employment are dependent upon the delivery of the corridor scheme. Delaying delivery of the scheme has potential to delay or prevent the delivery of the housing. Please see Figure.1 below showing the planned developments in the area.

Timescales

- 3.11 Adding Phase 1 of the scheme to the capital programme is essential for ensuring the utilisation of the received Section 106 funding. This will also allow design work on the whole project to continue and facilitate the delivery of the scheme.
- 3.12 To accommodate growth in the area, the delivery of the scheme is required to commence in early 2026 with Phase 1 being the first stage of the delivery in 2026. The future phases are to follow on after the completion of Phase 1 in line with the available Section 106 funding.

4. Financial implications

4.1 As the new highway assets which are being created through this scheme will come on to the Council's balance sheet once completed, the costs incurred by the Council need to be treated as capital expenditure. The estimated capital cost for this phase is £1.474 million.

4.2 Table 1 below sets out the planned sources of funding to deliver the overall scheme:

Source of Funding	Allocation Source Detail	Total Income	Allocation Status	Confirmed Total	Received Total
Section 106 Developer Contribution	Appl: 18/35745 Stockley Rd	£271,010.00	Confirmed	£271,010.00	£271,010.00
	Appl: 18/035503 School Lane 150 units _ CD	£429,633.10	Confirmed	£429,633.10	£264,588.03
	Appl: 20/036870 Former Hawkesbury Golf Course 204 units	£874,195.08	Confirmed	£874,195.08	£288,528.42
	Appl: 21/037807 Former Hawkesbury Golf Course 176 units	£754,207.52	Confirmed	£754,207.52	
	Appl: 22/039136 Land off Wilsons Lane, Exhall 95 units	£363,794.00	Confirmed	£363,794.00	£150,000.00
	Appl: 22/039049 Hospital Lane 455 units + 55 care home	£254,784.00	Confirmed	£254,784.00	
	Appl: 22/038716 Smarts Rd 122 units	£33,232.86	Confirmed	£33,232.86	
	Appl: 23/039611 Hall Farm (empl ph1 60,000sqm)	£1,539,789.00	Confirmed	£1,539,789.00	
	Appl: 21/3041/OUT Sutton Stop CCC application	£368,459.10	Confirmed	£368,459.10	
	Sub Total				
Capital Investment Fund allocation (CIF)	Strategic Cycle route Coventry to Nuneaton	£500,000.00	Confirmed	£500,000.00	£500,000.00
Total Funding				£5,389,104.66	£1,474,126.45

- 4.3 The Section 106 contributions listed above and identified in the Section 106 agreements, have been confirmed to be allocated to the B4113 Longford Road Corridor improvements through the planning process, and this has been verified through the County Council's Infrastructure Planning and Development Control processes.
- 4.4 The £0.5 million approved CIF funding allocated for the Strategic Cycle route Coventry to Nuneaton which the B4113 Longford Road is part of has been received.
- 4.4 The total received funding as shown in Table 1 above is £1.474 million. The rest of the confirmed Section 106 contributions are linked to trigger points for the developments and detailed in the individual Section 106 agreements. These trigger points are expected to be reached well in advance of the subsequent programmed construction phases of the full scheme, where the majority of the spend will occur.
- 4.5 The estimated cost of Phase 1 of the scheme is £1.465 million comprising of:
- (a) Design work for the whole corridor estimated at £0.485 million.
 - (b) Construction of Phase 1 works estimated at £0.980 million, which will comprise of:
 - (i) Construction of the retaining structures to enable the road widening of Longford Road near the Bayton Road Junction as shown on plan no. 9.2-B4113--027-042 General Arrangement.
 - (ii) Localised carriageway widening.
- This leaves £0.009m from the Section 106 funding received to date as contingency which if not required for Phase 1 will contribute to the cost of later phases of the overall scheme.
- 4.6 The estimated cost of the overall scheme, including Phase 1 is £7.5 million. £5.4 million of Section 106 funding has already been confirmed, and the NBBC Local Plan identifies potential additional sources of Section 106 funding from other allocated developments in the area, where requests can be made for contributions to fund the mitigation of their impact on the Longford Road corridor. The additional contributions that could be secured are calculated to total an additional £5.8 million. This takes the total expected Section 106 funding earmarked for the whole scheme to £11.2 million.
- 4.7 Although there is a risk that the development sites will not come forward or that future section 106 agreements will not include contributions towards the Longford Road Corridor, this risk is mitigated by the ability to phase or pause future phases of the scheme in line with the financial envelope available to the Council for its completion. As a result, the future phases of the scheme will be scaled back or delivered at a slower pace if the full funding cannot be secured via Section 106 contributions.
- 4.8 In addition, detailed design work is ongoing to refine the estimated cost, which currently includes 40% contingency. To further mitigate the risk of funding shortfall for future phases, we will continue to seek other Government funding opportunities.
- 4.9 As this work continues and additional Section 106 funding is confirmed, further reports will be brought to Council to seek approval to add the remaining phases of the scheme to the capital programme.

- 4.10 Following the completion of the first phase of the scheme using the secured £1.474 million funding, the future phasing of the scheme will be carefully considered, to ensure that improvements delivered meet the objectives of the scheme and accommodate the growing demands on the corridor. The completion of the design for the whole scheme in Phase 1 is essential to facilitate this.
- 4.11 Whilst the overall scheme involves construction of new cycleway with Phase 1 of the scheme facilitating this, the impact on maintenance budgets is considered to be minimal, with cycle use creating less wear and tear than vehicles, and there will be an initial cost saving associated with the upgrading of existing sections of the footway and the installation of new signal equipment in terms of reducing their need for routine maintenance in the shorter term.
- 4.12 The corridor improvements in the whole scheme will reduce congestion and network constraints, and this is estimated to reduce the required traffic monitoring, hence the scheme is anticipated to deliver a saving on traffic monitoring costs that would normally be funded through revenue. Delivering Phase 1 is the first stage of achieving this.

5. Environmental implications

- 5.1 The overall scheme will deliver improvements to the B4113 corridor that will reduce congestion levels, with the delivery of Phase 1 of the scheme being the first step in attaining the environmental benefits set out here.
- 5.2 The delivery of a high-quality footway/cycle infrastructure will encourage more sustainable modes of transport along the route and the improved sustainable travel infrastructure will contribute to the transition to a net-zero economy by offering commuters the choice of green travel.
- 5.3 The scheme will support those without access to private vehicles to live independently by improving connectivity, encouraging physically active lifestyles through active travel and improving access to jobs. It will also have positive health impacts through improvements to air quality.
- 5.4 A Preliminary Ecological Appraisal was carried out by Warwickshire County Council Ecological Services and found that there are no protected species within the area of the proposed scheme, and that the impact on trees is minimal.
- 5.5 The site location is heavily constrained by the highway boundary and adjacent urban land use. Therefore, opportunities for onsite Biodiversity enhancement are limited. However, this will be explored further during the detailed design stage.
- 5.6 Due to the value of the B4113 Longford Road Improvements, it is anticipated that the works will be procured through Warwickshire's Construction Framework. This will ensure that the appointed contractor to construct the works, will possess the required policies and arrangements for the management of construction-related environmental issues.

Report Author	Tasnim Nour Project Manager (Project and Programme Management), Engineering Design Services Tasnimnour@warwickshire.gov.uk
Director	Steve Smith Director for Infrastructure and Climate Change stevesmithps@warwickshire.gov.uk
Executive Director	Mark Ryder Executive Director for Communities markryder@warwickshire.gov.uk
Portfolio Holder	Councillor Jan Matecki Portfolio Holder for Transport and Planning janmatecki@warwickshire.gov.uk
Urgent matter?	No
Confidential or exempt?	No
Is the decision contrary to the budget and policy framework?	No

Appendices

Appendix 1 - Plan no. 9.2-B4113--027-042 General Arrangement
Appendix 2 - Figure.1 - Planned growth in the Hawkesbury area

List of background papers

None

Members and officers consulted and informed

Portfolio Holder – Councillor Peter Butlin

Corporate Board – Mark Ryder

Legal – Caroline Gutteridge

Finance – Andrew Harper and Liz Firmstone

Equality – Delroy Madden


Democratic Services – John Cole, Amy Bridgewater-Carnall and Nicole Conway

Councillors: Cllr Jan Matecki, Portfolio Holder Transport and Planning.
Local Member(s): Cllr Bhagwant Singh Pandher. Cllr Brian Hammersley.

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Portfolio Holder Decision

Borough of North Warwickshire Civil Parking Enforcement Variation No.9

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	14 March 2025
	Signed 

1. Decision taken

That the Portfolio Holder for Transport and Planning

Approves the recommendation to make The Warwickshire County Council (Borough Of North Warwickshire) (Waiting Restrictions And On-Street Parking Places) (Consolidation) (Variation No. 9) Order as modified to exclude the proposals advertised relating to waiting restrictions on

- (i) Tamworth Road, Sherwood Close & Smith Street;
- (ii) Mill Crescent and Hemlingford Road;

2. Reasons for decisions

Newlands Road, New Street & Walnut Close, Baddesley Endors – No Waiting at any Time

- 2.1 Following on from an issue raised by the local member about the local bus experiencing difficulties at the junction of Newlands Road and New Street, it has been proposed to introduce double yellow lines along Newlands Road, New Street and Walnut Close. Full details can be found on plan No. PTRO23-030-01 within Appendix 2.
- 2.2 The following tables detail the objections and/or comments received along with the officer recommendations.

Ref	Objections and comments received	Total number of responses containing the comment
A	Will force people to park further away from their properties meaning they will need to walk further in potentially dangerous situations	1
B	Request double yellow lines along different locations along the Newlands Road bus route	1
C	The double yellow lines will do more harm than good	1
D	Support the proposals	1
E	These lines will move the problem elsewhere by forcing residents to find alternative parking	1
F	Request that the lines are reduced to 10 metres from the junction to provide more spaces for residents to park	1
G	Object to the proposals	2
H	This proposal will not prevent obstructions to the bus route as the bus will get stuck further along the road which will be more frequent with these proposals	2
I	Resources will be better spent solving issues of speeding and drink driving	1
Ref	Officer Comments	
A	Whilst this is a consequence of introducing double yellow lines in locations that are desirable for people to park, the intention with these restrictions is to prevent vehicles from parking in locations that are obstructive.	
B	These proposals are specifically for solving issues relating to obstructive parking at the junction of Newlands Road and New Street. Additional yellow lines are outside the scope of these proposals but could be considered at a later date.	
C	The double yellow lines have been proposed to improve the safety and visibility of the junction	
D	Support noted, no further comment necessary	
E	Whilst this is an unfortunate consequence of the proposals, the purpose of the proposed restrictions is to prevent all vehicles from parking in a location that would be obstructive to vehicles navigating the road.	
F	The lines have been proposed to the extents that they are to allow the bus to properly navigate the corner, if the extents of the lines were shortened then the bus would not be able to navigate the corner safely.	
G	Objection noted, no further comment necessary	
H	These proposals will prevent vehicles from parking at the junction where there is the greatest risk of busses being unable to navigate the road, where the road straightens out there is less of a chance for the busses to get stuck.	
I	Enforcement of speed limits and driving offences such as drink driving are the responsibility of the Police and outside the remit of Warwickshire County Council	
Recommendations		
It is recommended to approve these proposals as advertised		

Members Comments

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

Lyon Court & Parkfield Road, Coleshill – No Waiting at any Time

2.3 Following on from complaints of vehicles parking close to the junction of Lyon Court and Parkfield Road, it has been proposed to install double yellow lines at the junction between the two roads. Full details can be found on plan No. PTRO23-030-02 within Appendix 2

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

Ref	Objections and comments received	Total number of responses containing the comment
A	Request that the double yellow lines are extended further along Parkfield Road	3
B	Agree to the proposals	4
C	Request double yellow lines at the entrance to Linforth Way	1
D	These proposals may adversely affect visibility for vehicles entering and exiting Linforth Way by moving vehicles to the opposite side of the road	1
E	Speeding is a severe problem in the area	1

Ref	Officer Comments
A	The proposals were designed to improve the safety of vehicles exiting Lyon Court whilst also keeping as much of the free parking in the area that is useful to both residents and businesses.
B	Support noted, no further comment necessary.
C	The original request was to assist with vehicles from parking obstructively at the junction of Lyon Court and Parkfield Road and additional double yellow lines are outside the scope of the proposals. However, this request can be added onto the list of sites for consideration in the next round of changes for parking restrictions in North Warwickshire
D	It is acknowledged that these proposals could potentially move vehicles from opposite Linforth Way to close to Linforth Way, however the number of vehicles that are being moved is relatively small and responsibility still lies with the driver of the vehicle to park in an area that is safe and sensible.
E	Enforcement of speeding offences is the responsibility of the Police and outside the remit of Warwickshire County Council.

Recommendations

It is recommended to approve these proposals as advertised

Members Comments

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

Maxstoke Lane, Coleshill – No Waiting at any Time

2.5 Following on from complaints of vehicles parking along Maxstoke Lane causing visual obstructions for people travelling along the road, it has been proposed to introduce double yellow lines along Maxstoke lane. Full details on the proposals can be found on plan PTRO23-030-03 within Appendix 2

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

Ref	Objections and comments received	Total number of responses containing the comment
A	Object to the removal of the double yellow lines	2
B	The proposals would not leave enough of a road width to allow vehicles to pass safely.	1
C	Support the proposal to introduce double yellow lines	2
D	These proposals would not create enough parking spaces for all that need them.	3
E	Request additional parking provision within Coleshill	1
F	Request a permit scheme	1
G	Object to the extension of the double yellow lines	1

Ref	Officer Comments
A	Objection noted, no further comment necessary
B	The removal of the double yellow lines has been proposed in locations where the speed of vehicles is anticipated to be lower due to the proximity to the junction. The lower speeds allow for a 'give and take' system when there are vehicles parked along the road.
C	Support noted, no further comment necessary
D	The purpose of the proposed restrictions is to improve the safety of vehicles travelling along Maxstoke Lane and not to provide parking for the area.
E	Additional adjustments to the parking restrictions are outside the scope of these proposals, however additional restrictions to increase the capacity of parking in the area can be considered as part of a later variation to parking restrictions in North Warwickshire.
F	A permit scheme would not be suitable in this location as a majority of the houses in this location have off street parking available.

G	Objection noted, no further comment necessary	
Recommendations		
It is recommended to approve these proposals as advertised		
Members Comments		
No comments have yet been received from the local member, if any are received they will be forwarded to the Portfolio Holder.		
Kitwood Avenue, Barn Close and Roman Way, Dordon – No Waiting at any Time		
2.7	Following on from reports of vehicles parking in obstructive locations on or near to the roundabout junction on Kitwood Avenue, it has been proposed to introduce double yellow lines at the junction and along the surrounding roads. Full details can be found on plan PTRO23-030-04 within Appendix 2	
2.8	The following tables detail the objections and/or comments received along with the officer recommendations.	
Ref	Objections and comments received	Total number of responses containing the comment
A	Vehicles can still park, causing obstructions, in areas that do not have double yellow lines	1
B	Request that the double yellow lines are extended onto one side of Barn Close	1
Ref	Officer Comments	
A	These restrictions have been proposed to prevent vehicles in the most obstructive locations in the area, responsibility still lies with the driver to park in a location that would not be causing an obstruction.	
B	The double yellow lines that have been proposed in the locations to maximise the safety of the area whilst also maximising the amount of available on street parking for residents.	
Recommendations		
It is recommended to approve these proposals as advertised		
Members Comments		
No comments have yet been received from the local member, if any are received they will be forwarded to the Portfolio Holder.		
Woodlands Close, Dordon – No Waiting at any Time		
2.9	Following on from reports of vehicles parking and blocking Woodlands Road, it has been proposed to introduce double yellow lines along a section of Woodlands Road. Full details can be found on plan PTRO23-030-05 within Appendix 2	

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

Ref	Objections and comments received	Total number of responses containing the comment
A	Request additional streetlights	1
B	Yellow lines are not needed in this location	1
C	Existing double yellow lines are not adhered to	3
D	Request parking permits	1

Ref	Officer Comments
A	Additional street lights are outside the scope of the Minor Works Team
B	These restrictions have been proposed based upon requests received to prevent vehicles from parking on both sides of the narrow road.
C	Any new restrictions that are introduced will be enforced to a level that is proportional to the observed compliance and available resources.
D	Parking permits are outside the scope of these proposals.

Recommendations

It is recommended to approve these proposals as advertised

Members Comments

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

Derrek Avenue, Dordon – No Waiting at any Time

2.11 Following on from reports of vehicles parking along Derrek Avenue preventing access to the garages at the end of the road, it has been proposed to introduce double yellow lines along sections of Derrek Avenue. Full details can be found on plan PTRO23-030-06 within Appendix 2

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

Ref	Objections and comments received	Total number of responses containing the comment
A	Object to the unrestricted section behind the houses as this could promote crime/vandalism against vehicles that are left there	1
B	Request residents only parking	1

Ref	Officer Comments
A	This section of the road is currently unrestricted and as such introducing these parking restrictions will not increase the likelihood of crime in the area
B	Residents only parking would not be suitable in this location as this location does not conform to the County Councils parking policies due to the majority of properties in the area having access to off street parking area. Additionally residents only parking is against Warwickshire County Council policy as it can be overly restrictive and can remove valuable short term parking in the local area

Recommendations

It is recommended to approve these proposals as advertised

Members Comments

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

Mill Crescent and Hemlingford Road, Kingsbury – Limited Waiting 30 minutes no return within 1 hour

2.13 Following on from requests for limited waiting restrictions near to the shops along Mill Crescent, Kingsbury, it has been proposed to introduce a short section of limited waiting together with double yellow lines. Full details can be found on plan PTRO23-030-07 within Appendix 2

2.14 A petition has been received with 32 signatures stating their objection to the proposals.

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

Ref	Objections and comments received	Total number of responses containing the comment
A	Support the Proposals	4
B	Object to the proposals	1 (+ 32 by petition)
C	The limited waiting restrictions would adversely affect the staff of the shops as well as tenants above the shops.	1
D	Could potentially increase crime rates in the area	1
E	The waiting restrictions are not needed	1
F	Double yellow lines will not deter people wanting to use the road instead of paying for parking in the water park	1

G	The double yellow lines will push the parking further into the estate	1
H	Request a residents only parking scheme	1
Ref	Officer Comments	
A	Support noted, no further comment necessary	
B	Objections noted, no further comment necessary	
C	The main reasoning that these waiting restrictions were proposed is to reduce the competition between the short term visitors to the shop and visitors to the water park who will be looking for long term parking, however it is acknowledged that these restrictions could negatively affect people legitimately looking for long term parking.	
D	These restrictions would promote a turn-over of vehicles, ensuring that there are not vehicles left for an extended period of time, therefore reducing the risk of crime	
E	There is a perception that these restrictions are needed as they were requested to assist with problems caused by vehicles being left for an extended period length of time	
F	Whilst it is possible that there will always be a small number of people that will disregard the double yellow lines in the area, it is expected that the majority of vehicles will be moved from the area into less obstructive locations	
G	Whilst this is always a possibility of introducing restrictions such as this, the primary reason for these restrictions is to keep the junction and the approach to the junction clear as well as to promote the turnover of vehicles outside of the shops	
H	A residents only parking scheme would not be suitable for this location as it would remove the short term parking that would be desirable for businesses in the local area	

Recommendations

It is recommended to withdraw these restrictions from this variation order due to the high level of objections to the scheme

Members Comments

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

Coventry Road and Old Kingsbury Road, Kingsbury – No Waiting at any Time

2.16 Following on from reports of vehicles parking obstructively along Coventry Road, Kingsbury, it has been proposed to introduce double yellow lines along a length of Coventry Road and Old Kingsbury Road. Full details can be found on plan PTRO23-030-07 within Appendix 2

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

Ref	Objections and comments received	Total number of responses containing the comment
A	I object to the proposals	1
B	The double yellow lines will cause more vehicles to park in the side roads.	1
C	The parking issues are not bad enough to require double yellow lines as people do not park obstructively on the main road	1
D	I support the proposals	2

Ref	Officer Comments
A	Objection noted, no further comment necessary
B	This is a consequence of introducing restrictions such as this however the primary purpose of these restrictions is to remove vehicles from parking along the main road, responsibility still lies with the driver to park in a location that is safe and unobstructive
C	These restrictions have been proposed because multiple requests have been received following issues caused by obstructive parking along Coventry Road by visitors to Kingsbury Water Park.
D	Support noted, no further comment necessary

Recommendations

It is recommended to approve these proposals as advertised

Members Comments

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

Tamworth Road, Sherwood Close & Smith Street, Wood End – No Waiting at any Time

2.18 Following on from reports of obstructive parking along Tamworth Road, Wood End, it has been proposed to introduce double yellow lines in the area. Full details can be found on plan No. PTRO23-030-08 within Appendix 2

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

Ref	Objections and comments received	Total number of responses containing the comment
A	Request the double yellow lines to be extended further along Tamworth Road to prevent vehicles from parking close to the bends.	3

B	The current proposals would force vehicles to park on less suitable and potentially more dangerous locations along Tamworth Road.	4
C	I object to the proposals	3
D	Request the double yellow lines are extended further past No.19 Tamworth Road	1
E	Request double yellow lines extended onto Boulders Lane	1
F	The existing parking forces vehicles to slow down	1
G	By preventing parking near to the Co-op, this will adversely affect the trade at the shop by preventing easy access to the shops	2
H	Request that the yellow lines are introduced only on one side of the road	1
I	Request time limited waiting restrictions on Tamworth Road	1
J	The proposals will not be effective in reducing vehicles parking obstructively	1
K	Double yellow lines will not prevent vehicles from parking due to the short-term nature of the visits to the Co-op shop	1
L	Request that a lay-by opposite the Co-op to increase the parking capacity in the area	1

Ref	Officer Comments
A/B	The intention of the restrictions is to prevent vehicles from parking obstructively along the stretch of road near to the Coop, it is still the responsibility of the driver to park in a location that does not cause an obstruction or present danger to traffic
C	Objection noted no further comment necessary
D/E	These restrictions have been proposed to assist with the obstructive parking along Tamworth Road, additional restrictions are outside of the scope of these proposals but could be considered at a later date.
F	It is acknowledged that parked vehicles in this area may have a positive effect on vehicle speed through the village, however this potentially offset by the danger posed by visibility obstructions caused by parked vehicles
G	It is acknowledged that trade to the Co-op could potentially be affected by these proposals, however the purpose of the proposals is to reduce the amount of potentially obstructive parking in the area
H	It would not be suitable to introduce double yellow lines on only one side of the road as this would still allow for obstructive parking along the road.
I	Limited waiting restrictions are outside of the scope of these proposals and in addition would not be suitable for this location as the primary reason for these restrictions is to prevent parking in the area where it would be considered obstructive.
J/K	It is acknowledged that there is a possibility of the restrictions being ignored by a number of vehicles looking to park in the area, however it is anticipated that the number of vehicles contravening the restrictions will sufficiently low enough to improve the safety in the area.
L	The construction of a lay-by is outside the scope of the Civil Parking Enforcement budget.

Recommendations

It is recommended to withdraw these restrictions from this variation order due to the level of objections to the scheme together with the lack of support received.

Members Comments

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

High Street, Polesworth – No Waiting at any Time

2.20 Following on from reports of obstructive parking along High Street, Polesworth, it Full details can be found on plan PTRO23-030-09 within Appendix 2

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

Ref	Objections and comments received	Total number of responses containing the comment
A	Double yellow lines are needed on both sides of High Street	1
B	Request double yellow lines up to the bend in the road	1

Ref	Officer Comments
A	The current proposals are for extending the double yellow lines on both sides of the road to the same extents on either side.
B	The double yellow lines have only been proposed to be extended in the current location as this was the nature of the request received, requests for additional yellow lines can be considered but would have to be considered as part of a subsequent variation.

Recommendations

It is recommended to approve these proposals as advertised

Members Comments

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

3. Background information

3.1 Proposals for waiting restrictions at various locations were advertised and consulted upon in accordance with statutory procedure, including the local members for the wards affected, on the 10th October 2024, with consultation open until the 1st November 2024.

- 3.2 The statutory criteria for decisions on making Traffic Regulation Orders are included as Appendix 1.
- 3.3 Drawings showing published proposals for waiting restrictions that received objections are found in Appendix 2.
- 3.4 A copy of the published Statement of Reasons for each scheme are found in Appendix 3.
- 3.5 Copies of objections and comments received are available as background information in Appendix 4.
- 3.6 It is confirmed that the Portfolio Holder for Transport & Planning has the power to determine traffic orders in consultation(s) with local member(s)

4. Financial implications

- 4.1 All work will be carried out within the existing 2025/26 Civil Parking Enforcement budget allocations.

5. Environmental implications

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

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Portfolio Holder	Councillor Jan Matecki Portfolio Holder for Transport and Planning janmatecki@warwickshire.gov.uk

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

List of background papers

Appendix 1 – Statutory Criteria
Appendix 2 – Consultation Drawings
Appendix 3 – Statement of Reasons
Appendix 4 – List Objections

Members and officers consulted and informed

Portfolio Holder – Councillor Jan Matecki

Corporate Board – Mark Ryder

Legal – Serena Cammish

Finance – Caroline Jones

Equality – Delroy Madden

Democratic Services – Nic Conway, Helen Barnsley, Amy Bridgewater-Carnall

Councillors – n/a

Local Member(s): Councillors Marian Humphreys, Andy Wright, Andy Jenns, Dave Humphreys, Margaret Bell

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