

Gypsy and Traveller Site Options Response Form 2013

Ref:
Rep. Ref. 1078

Please use this form if you wish to comment on the Gypsy and Traveller Site Options.

If you are commenting on multiple sites you will need to complete a separate copy of Part B of this form for each representation.

This form may be photocopied or, alternatively, extra forms can be obtained from the Council's offices or places where the consultation documents have been made available (see back page). You can also respond online using the LDF Consultation System, visit: www.warwickdc.gov.uk/newlocalplan

Part A - Personal Details

| | 1. Personal Details | 2. Agent's Details (where applicable) | | |
|---|---------------------|---------------------------------------|---------------|--|
| Title | MR | | | |
| First Name | TOBY | | | |
| Last Name | BUSHILL | | | |
| Job Title (where relevant) | [REDACTED] | | | |
| Organisation (where relevant) | | | | |
| Address Line 1 | | | | |
| Address Line 2 | | | | |
| Address Line 3 | | | | |
| Address Line 4 | | | | |
| Postcode | | | | |
| Telephone number | | | | |
| Email | | | | |
| Would you like to be made aware of Gypsy and Traveller sites? | | | | |
| Traveller sites (Yes/ No)? | | | | |
| About you | | | | |
| Where did you hear about this consultation e.g. radio, newspaper, word of mouth, exhibitions, bin hanger? | | | WORD OF MOUTH | |

Commenting on the Gypsy and Traveller Site Options

If you are commenting on multiple sites you will need to complete a separate sheet for each representation



The Local Plan will list the criteria by which Gypsy and Traveller sites will be judged for suitability and the criteria:

Access to a GP surgery, school and public transport;

Areas with a high risk of flooding;

Access to the road network and provision for parking, turning and servicing on site;

Areas where there is the potential for noise and other disturbance;

Utilities (running water, toilet facilities, waste disposal, etc.);

Areas where there could be adverse impact on important features of the natural and historic environment; and,

How the site can be integrated into the landscape without harming the character of the area.

Peaceful and integrated co-existence between the site and the local community;

Not placing undue pressure on local infrastructure and services;

The extent to which traditional lifestyles (whereby some travellers live and work from the same location thereby omitting many travel to work journeys) can contribute to sustainability.

How the site suitability below with reference to this list of criteria.

How the site suitability below with reference to this list of criteria?

Commenting on the Fosse Way at its junction with the B425

How the site suitability below with reference to this list of criteria?

Object

How the site suitability below with reference to this list of criteria?

Access to a GP surgery, school and public transport;

Access of 1.5 miles from any GP surgery. The proposed site is outside of the catchment area of the village and the nearest surgery is the Croft Medical Centre in Sydenham which is 3.3 miles away which is not served by public transport. The next surgery is the Cubbington Road Surgery which is 4.7 miles distant and is not served by public transport so there is no convenient access to a surgery.

With regard to schooling is similar with Radford Primary School being almost fully subscribed and if hundreds of houses are built in the village it will be full. This is outside of the Harbury catchment area and Radford Primary School has had recent issues with too many children already.

Access to public transport whilst satisfactory is largely irrelevant as the residents are unlikely to use anything other than their own transport. There is a bus stop on the B425 however there is no pedestrian links from that to the site.

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Part B - Commenting on the Gypsy and Traveller Site Options

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- Avoiding areas with a high risk of flooding**
No comment
- Safe access to the road network and provision for parking, turning and servicing on site;**
The proposed 15 pitch site will contain up to 50 vehicles and generate hundreds of traffic movements. The junction of two major roads and access into the traffic flow will possibly need highway works, possibly unsafe to introduce even more traffic turns at this major junction and it will certainly increase existing peak time delays. GT02 is sited on the junction of two main roads with high traffic movements. The Fosse Way in particular sees fast traffic despite the nearby speed camera and is a designated Highways Act 1999. County Council.
- Avoiding areas where there is the potential for noise and disturbance**
This site is adjacent to the Fosse Way a very busy and noisy main road.
- Provision of utilities (running water, toilet facilities waste disposal etc);**
The proposed site has no mains sewerage, drainage or gas so fails to meet the criteria. A limited rural electricity supply is a limited rural line and will possibly need to be upgraded to meet the criteria. Increase in demand.
- Avoiding areas where there could be an adverse impact on important, features of the natural and historic environment;**
This choice of site overlooks the fact that at this point the Fosse Way, as the original Roman road, years ago is known, is on its original alignment and there is likely to be considerable archaeological remains in the area which will be destroyed by the development. There was also a tollhouse at this point in the 17th and 18th centuries and remains have been found. Nearby there are traditional historic Woodlands which are so this criteria is not met.
- Sites which can be integrated into the landscape without harming the character of the area.**
The proposed site will cover 0.8 hectare (8000 m²) which is four times the size of the Exhibition Centre. The Exhibition Centre (consultants) recommendation to include working space is adopted this would be 3.2 hectares. The area of the Exhibition Centre. There will be a large variety of caravans and vehicles. In the bottom of the valley, it cannot be integrated into the landscape without harming the visual character of the area.
- Promotes peaceful and integrated co-existence between the site and the local community;**
In this respect the local community forms two distinct sections. There is a very small settlement of houses within half a mile of the site along the Fosse Way and the far greater community of Radford Semele over 1.5 miles away. It will be difficult to integrate the residents into the local community as with up to 120 residents on site rather than integrate they will actually be a separate community. This does not meet the criteria of a peaceful and integrated co-existence.
- Avoids placing undue pressure on local infrastructure and services;**
The proposed site has no mains sewerage, drainage or gas so fails to meet the criteria. A limited rural electricity supply is a limited rural line and will possibly need to be upgraded to meet the very considerable increase in demand.
- Reflects the extent to which traditional lifestyles (whereby some travellers live and work from the same location thereby omitting many travel to work journeys) can contribute to sustainability.**
No comment

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Commenting on the Gypsy and Traveller Site Options

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Which I consider should be taken into consideration

Employment

businesses located at GT 02 in addition to the Warwickshire Exhibition Centre. They produce, specialist storage, event management and publishing. Collectively they employ 50 and 60 people and the site would cause significant difficulties for all. If chosen, then due to the PERCEPTION of event organisers it is estimated that within 12 months the Exhibition Centre would lose sufficient events to make it impossible to continue. The company itself would cease to exist resulting in upwards of ten permanent job losses and event staff losses.

Wider economic situation

that the Exhibition Centre will contribute in the region of £5 million to the local economy through accommodation, restaurants, entertainment, bus and taxi usage over the coming four years. It attracts visitors from a wide area and it is often the case that husbands/wives/partners will visit the bus service to go shopping in Leamington Spa whilst spouses enjoy the exhibitions. If the Exhibition Centre were to close, this would be a significant loss.

Heritage

is situated next to the historic Fosse Way. The road now known as the Fosse Way was built by the Romans in AD 43, nearly 2000 years ago, and has been a major highway for over 2000 years. There was a tollhouse on the junction of the Fosse Way and Southam Road in the 17th century. If GT 02 is approved it is important that a major archaeological dig should be carried out so that the archaeology and heritage of the area can be recovered and preserved.

There is considerable infrastructure in addition to the actual site. Its proximity to the site requires traffic control and road widening to provide a right turning lane for access. This could include bus shelters and a pedestrian crossing and more street lighting would be required.

The proposed GT02 site is part of an area of some 50 acres of good quality, extensively used agricultural land. Unauthorised intrusion from GT 02 into the agricultural land could result in contractors using tractors and equipment and this together with crop damage and possible rubbish dumped in the land ceasing to be farmed and becoming unsightly.

The proposed GT 02 is rural and agricultural in aspect and the proposed site will be a major addition to the openness of the countryside and will be an irreversible urbanisation of the entire area. If approved, the council will be ill placed to prevent further 'ribbon' development.

The proposed GT 02 are Fosse Alpaca and Kune Kune Pigs, a business breeding these rare breed alpacas. The alpaca herd numbers 30 animals and the owners are extremely conscious of bio security to protect the animals from diseases such as foot and mouth, TB and Parvo virus. These diseases are spread by human trespass and unvaccinated dogs. The animals graze on fields between the Grand Union Canal.

Habitat

The proposed site is in two historic traditional Woodlands, which provide a habitat for birds and small mammals. It could be greatly affected by the proposed site and the possible intrusion and activities of the site. It is known to be a habitat for Pipistrelle bats (Pipistrellus pipistrellus) and also great crested newts (Triturus cristatus), amongst other species.

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Part B - Commenting on the Gypsy and Traveller Site

If you are commenting on multiple sites you will need to complete a separate sheet for each representation

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The policy in the Draft Local Plan will list the criteria by which Gypsy and Traveller sites will be judged on sustainability. These are the criteria:

- Convenient access to a GP surgery, school and public transport;
- Avoiding areas with a high risk of flooding;
- Safe access to the road network and provision for parking, turning and servicing of vehicles;
- Avoiding areas where there is the potential for noise and other disturbance;
- Provision of utilities (running water, toilet facilities, waste disposal, etc);
- Avoiding areas where there could be adverse impact on important features of the local environment; and,
- Sites which can be integrated into the landscape without harming the character of the area;
- Promotes peaceful and integrated co-existence between the site and the local community;
- Avoids placing undue pressure on local infrastructure and services;
- Reflects the extent to which traditional lifestyles (whereby some travellers live and work from a fixed location thereby omitting many travel to work journeys) can contribute to sustainable communities.

Please give your views about site suitability below with reference to this list of criteria.

Which site are you responding to?

Site GT03 – Land at Barnwell Farm

What is the nature of your representation?

Object

Please set out full details of your objection or representation of support with reference to the criteria.

• Convenient access to a GP surgery, school and public transport;

This site is in excess of 1.5 miles from any GP surgery. The proposed site is outside of the Harbury Surgery and the nearest surgery is the Warwick Gates Family Health Centre which is 3 miles away which I understand is full so there is no convenient access to a surgery.

The position with regard to schooling is similar with GT03 being outside of the Harbury Primary School. Harbury Primary School has had recent issues with too many children already. There are 2 other schools (Whitnash (over 2 miles away) with limited capacity.

The public transport whilst satisfactory is largely irrelevant as the residents are unlikely to use their own transport. There is a bus stop on the Harbury Lane however there is no pedestrian crossing at this potential site.

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with a high risk of flooding

Fields are often under water and livestock and ponies moved accordingly. The site is on a flood plain.

Fields are often flooded and impassable.

the road network and provision for parking, turning and servicing on site;

The pitch site will contain up to 50 vehicles and generate hundreds of traffic movements daily. It is on a major road and access into the traffic flow will possibly need highway improvements. It is not possible to introduce even more traffic turns at this major junction and it will certainly add significantly to the delays. GT03 is sited on the junction of two main roads with high traffic flows and the Fosse Way sees fast traffic despite the nearby speed camera and is a designated High Risk Route by the council. There have been more than 12 Serious Accidents at this junction over the last 3 years.

where there is the potential for noise and disturbance

The Fosse Way is a very busy and noisy main road.

facilities (running water, toilet facilities waste disposal etc);

The site has no mains sewerage, drainage or gas so fails to meet the criteria. Also the site is a limited rural line and will possibly need to be upgraded to meet the very considerable increase in demand.

The site is considered by British Telecom to be too far from the Whitnash Telephone Exchange to provide an internet service (They term it as a long line). They will not upgrade the system resulting in slow connections and intermittent (<1mbs) internet service.

The site does not have a reliable mobile phone service. There are no mobile phone networks that provide more than a basic service.

where there could be an adverse impact on important, features of the natural and historic environment

The site overlooks the fact that at this point the Fosse Way, as the original Roman road built nearly 2000 years ago, is on its original alignment and there is likely to be considerable archaeological remains in the area destroyed by the development. There was also a tollhouse nearby in the 17th and 18th centuries which has been found. The site would be a blight on the vistas from the Grade 1 Listed building, the Fosse Mill which is maintained by Warwickshire County Council. The views from this famous, historic building are of material consideration should a planning application ever be made.

how the site can be integrated into the landscape without harming the character of the area.

The site will cover 0.8 hectare (8000 m²) which is larger than Barnwell Farm and if the Enfusion recommendation to include working space is adopted this would possibly increase to 1.5 times the area. There will be a large variety of caravans and vehicles on the site so, being in the bottom of the valley, the site will be integrated into the landscape without harming the visual appearance and character of the area. The site is very visible from Chesterton Hill and would undoubtedly harm the character of the wider area.

how the site can be fully and integrated co-existence with the site and the local community;

The local community forms two distinct sections. There is a very small community of some 20 people living half a mile of the site along the Fosse Way and the far greater community in the villages of Whitnash over 1.5 miles away.

It is not possible to integrate the residents into the local Fosse Way community as with up to 120 residents on site they will actually absorb the local community. This does not meet the criteria of a fully integrated co-existence.

how the site can reduce pressure on local infrastructure and services;

The site has no mains sewerage, drainage or gas so fails to meet the criteria. Also the electricity supply is limited and will possibly need to be upgraded to meet the very considerable increase in demand.

how the site can contribute to the local economy and to which traditional lifestyles (whereby some travellers live and work from the site) can contribute to

the local economy thereby omitting many travel to work journeys can contribute to

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Part B - Commenting on the Gypsy and Traveller Site Options

If you are commenting on multiple sites you will need to complete a separate sheet for each representation

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Other issues which I consider should be taken into consideration

Local Business/Employment

There are many businesses that operate from GT03 site and the surrounding area and will suffer if the proposed sites go ahead. For example:

1. Will Russell – Farm land being fully utilised for sheep
2. Bob Wright – land being used for arable farming
3. Fosse Garage
4. Rollason Fencing
5. Barnwell Chicken Farm
6. MH Polo Ltd – teaching people to ride ponies
7. Fosse Paddocks Ltd – farming and ponies
8. Warwick Reclamation
9. Mallory Court Hotel
10. Harbury Lane Breakers Yard
11. There are many others.

Archaeology and Heritage

GT 03 is located right next to the historic Fosse Way. The road now known as the Fosse Way follows the Roman invasion in AD 43, nearly 2000 years ago, and has been a major highway throughout the centuries. There was a tollhouse on the junction of the Fosse Way and South Street in the 17th and 18th centuries. If GT 03 is approved it is important that a major archaeological excavation take place prior to site work so that the archaeology and heritage of the area can be recovered and safeguarded.

Urbanisation

GT 03 will involve considerable infrastructure in addition to the actual site. Its proximity to the roundabout may require traffic control and road widening to provide a right turning lane for the site. Further features could include bus shelters and a pedestrian crossing and more street lighting would be needed.

Agriculture

At present the proposed GT03 site is part of an area of good quality, extensively farmed land. Unauthorised intrusion from GT 03 into the agricultural land could result in contractors using high risk tractors and equipment and this together with crop damage and possible rubbish disposal could result in the land ceasing to be farmed and becoming unsightly.

Rural Landscape

The area surrounding GT 03 is rural and agricultural in aspect and the proposed site will be an invasion into the openness of the countryside and will be an irreversible urbanisation of the area. If the site is built, the council will be ill placed to prevent further 'ribbon' development.

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Local Plan will list the criteria by which Gypsy and Traveller sites will be judged for suitability and the criteria:

Access to a GP surgery, school and public transport;

Areas with a high risk of flooding;

Access to the road network and provision for parking, turning and servicing on site;

Areas where there is the potential for noise and other disturbance;

Utilities (running water, toilet facilities, waste disposal, etc);

Areas where there could be adverse impact on important features of the natural and historic environment; and,

How the site can be integrated into the landscape without harming the character of the area.

Peaceful and integrated co-existence between the site and the local community;

Avoiding undue pressure on local infrastructure and services;

The extent to which traditional lifestyles (whereby some travellers live and work from the same location thereby omitting many travel to work journeys) can contribute to sustainability.

How the site suitability below with reference to this list of criteria.

Responding to?

Site at Harbury Lane, Fosse Way

Your representation?

Object

Details of your objection or representation of support with reference to the criteria above.

Access to a GP surgery, school and public transport;

Access of 1.5 miles from any GP surgery. The proposed site is outside of the catchment area of Harbury and the nearest surgery is the Warwick Gates Family Health Centre which approximately 1.5 miles away which I understand is full so there is no convenient access to a surgery.

Access with regard to schooling is similar with GT03 being outside of the Harbury catchment area and Harbury School has had recent issues with too many children already. There are several schools in the area (2 miles away) with limited capacity.

Access to transport whilst satisfactory is largely irrelevant as the residents are unlikely to use anything other than their own cars. There is a bus stop on the Harbury Lane however there is no pedestrian links from that to the site.

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Avoiding areas with a high risk of flooding

The area is prone to flooding. Fields are often under water and livestock and ponies may be affected. The area is effectively a flood plain.

The Middle Road/ Fosse Way junction is often flooded and Harbury Lane is often flooded and impassable.

Safe access to the road network and provision for parking, turning and servicing on site;

The proposed 15 pitch site will contain up to 50 vehicles and generate hundreds of traffic movements at the junction of two major roads and access into the traffic flow will possibly need highway modifications possibly unwise to introduce even more traffic turns at this major junction and it will certainly cause existing peak time delays. GT04 is sited on the junction of two main roads with high traffic volumes. Fosse Way in particular sees fast traffic despite the nearby speed camera and is a designated Highways Act County Council. There have been more than 12 Serious Accidents at this junction over the last 10 years.

Avoiding areas where there is the potential for noise and disturbance

This site is adjacent the Fosse Way a very busy and noisy main road. In addition this is adjacent the Birmingham to London Chiltern railway line, causing both noise and vibration danger.

Provision of utilities (running water, toilet facilities waste disposal etc);

The proposed site has no mains sewerage, drainage or gas so fails to meet the criteria. Also the electricity supply is a limited rural line and will possibly need to be upgraded to meet the very considerable increase in demand.

GT04 is considered by British Telecom to be too far from the Whitnash Telephone Exchange to provide adequate telephone or internet service (They term it as a long line). They will not upgrade the line due to poor telephone connections and intermittent (<1mbs) internet service.

GT04 does not have a reliable mobile phone service. There are no mobile phone networks in the area, a mediocre service.

Avoiding areas where there could be an adverse impact on important, features of the local environment;

This choice of site overlooks the fact that at this point the Fosse Way, as the original Roman road, 2000 years ago is known, is on its original alignment and there is likely to be considerable archaeological remains in the area which will be destroyed by the development. There was also a tollhouse nearby in the 17th century and remains have been found. The site would be a blight on the vistas from the Grade 1 Listed Windmill which is maintained by Warwickshire County Council. The views from this farmstead would be of material consideration should a planning application ever be made.

Sites which can be integrated into the landscape without harming the character of the area;

The proposed site will cover 0.8 hectare (8000 m²) which is larger than the New Windmill site. The Enfusion (consultants) recommendation to include working space is adopted this would be twice the area of the football ground. There will be a large variety of caravans and vehicles parked on the bottom of the valley, it cannot be integrated into the landscape without harming the visual character of the area. The site is also very visible from Chesterton Hill and would undoubtedly be a blight on the wider surrounding area.

Promotes peaceful and integrated co-existence between the site and the local community;

In this respect the local community forms two distinct sections. There is a very small cluster of houses within half a mile of the site along the Fosse Way and the far greater community of Harbury and Whitnash over 1.5 miles away.

It will be difficult to integrate the residents into the local Fosse Way community as with the site on site rather than integrate they will actually absorb the local community. This does not promote peaceful and integrated co-existence.

Avoids placing undue pressure on local infrastructure and services;

The proposed site has no mains sewerage, drainage or gas so fails to meet the criteria. Also the electricity supply is a limited rural line and will possibly need to be upgraded to meet the very considerable increase in demand.

Reflects the extent to which traditional lifestyles (whereby some travellers live and work from the same location thereby omitting many travel to work journeys) can contribute to sustainability.

No comment

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Which I consider should be taken into consideration

Employment

Businesses that operate from GT04 site and the surrounding area and will potentially be affected if proposed sites go ahead. For example:

Wassell - Farm land being fully utilised for sheep

Wright - land being used for arable farming

Garage

Wool Fencing

Wool Chicken Farm

Woolo Ltd - teaching people to ride ponies

Woolpaddocks Ltd - farming and ponies

Woolwick Reclamation

Wooly Court Hotel

Wooly Lane Breakers Yard

There are many others.

Heritage

Woolright next to the historic Fosse Way. The road now known as the Fosse Way was built by the Roman man invasion in AD 43, nearly 2000 years ago, and has been a major highway for centuries. There was a tollhouse on the junction of the Fosse Way and Southam Road in the 17th and 18th centuries. If GT 04 is approved it is important that a major archaeological dig should be carried out on site work so that the archaeology and heritage of the area can be recovered and preserved.

Wooly Lane requires considerable infrastructure in addition to the actual site. Its proximity to the main road will require traffic control and road widening to provide a right turning lane for access. There should also be bus shelters and a pedestrian crossing and more street lighting would be required.

Wooly Lane proposed GT04 site is part of an area of good quality, extensively farmed land. Conversion of this land from GT 04 into the agricultural land could result in contractors not wishing to use the site for equipment and this together with crop damage and possible rubbish deposits could result in the site ceasing to be farmed and becoming unsightly.

Wooly Lane being GT 04 is rural and agricultural in aspect and the proposed site will be a major loss of the openness of the countryside and will be an irreversible urbanisation of the entire area. The council will be ill placed to prevent further 'ribbon' development.

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Part B - Commenting on the Gypsy and Traveller Site Options

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Do you have any other suggestions for land within this district that you think would be suitable for a Gypsy and Traveller site, bearing in mind the criteria for site identification? If so, please give the location and details below:

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Site GT04 - supporting data

Warwickshire County Council - casualty data for fixed speed camera sites

Appendix

| Site locations | Number of casualties (2011) | | | Number of casualties (2010) | | | Combined (2010-11) | | |
|-----------------------------|-----------------------------|-----|-------|-----------------------------|-----|-------|--------------------|-----|-------|
| | KSI | PI | Total | KSI | PI | Total | KSI | PI | Total |
| ... Rd, Bodymoor Heath | 0 | 2 | 2 | 1 | 2 | 3 | 1 | 4 | |
| ... Rd, Outhill | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 3 | |
| ... Rd, Rugby | 0 | 4 | 4 | 0 | 2 | 2 | 0 | 6 | |
| ... Rd, Rugby | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | |
| ... Portobello | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ... d, Studley | 0 | 1 | 1 | 0 | 4 | 4 | 0 | 5 | |
| ... n Rd, Coughton | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ... d, Black Hill | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ... n Rd, Nuneaton | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | |
| ... d, Wishaw | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 3 | |
| ... Middleton | 3 | 8 | 11 | 0 | 0 | 0 | 3 | 8 | |
| ... i, Nuneaton | 0 | 2 | 2 | 0 | 3 | 3 | 0 | 5 | |
| ... Rd, Bedworth | 2 | 5 | 7 | 0 | 6 | 6 | 2 | 11 | |
| ... Rd, Nuneaton | 0 | 2 | 2 | 1 | 6 | 7 | 1 | 8 | |
| ... Nuneaton | 3 | 4 | 7 | 0 | 3 | 3 | 3 | 7 | |
| ... Road, Coleshill | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ... urt Rd, Nuneaton | 1 | 5 | 6 | 0 | 1 | 1 | 1 | 6 | |
| ... re Rd, Nuneaton | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | |
| ... Rd/Whitehall Rd, Rugby | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 4 | |
| ... n Rd, Kings Coughton | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ... n Rd, nr Coughton Court | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ... y, Wolston | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | |
| ... y Exhibition Centre | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 3 | |
| ... y Harbury Lane | 2 | 8 | 10 | 1 | 1 | 2 | 3 | 9 | |
| ... Road, Rugby | 1 | 2 | 3 | 0 | 0 | 0 | 1 | 2 | |
| | 13 | 51 | 64 | 4 | 39 | 43 | 17 | 90 | |
| (s) | 0.5 | 2.0 | 2.6 | 0.2 | 1.6 | 1.7 | 0.7 | 3.6 | |

Source: Warwickshire County Council WCC Fixed Camera Collision, Casualty and Speed data (2011)

KSI Killed or seriously injured
 PI Personal injury claims