

**AGENDA MANAGEMENT SHEET**

**Report Title:** Cycling Prohibition Byelaw

**Name of Committee:** Cabinet

**Date of Meeting:** 7 October 2025

**Report Director:** Chief Officer - Growth and Investment

**Portfolio:** Growth and Investment, Digital and Communications

**Ward Relevance:** All

**Prior Consultation:** Finance and Performance, Legal and Governance, WCC Cycle Forum, Press Notice.

**Contact Officer:** Ella Casey, Principal Planning Officer (Town Centre Regeneration), ella.casey@rugby.gov.uk

**Public or Private:** Public

**Report Subject to Call-In:** No

**Report En-Bloc:** No

**Forward Plan:** Yes

**Corporate Priorities:** This report relates to the following priority(ies):  
 A Healthier Rugby – To support people to live healthier, longer, and more independent lives.  
 A Thriving Rugby – To deliver a thriving economy which brings Borough-wide investment and regenerates Rugby Town Centre.  
 A Greener Rugby – To protect the environment and ensure the Borough adapts to climate change.  
 A Fairer Rugby – To reduce inequalities and improve housing across the Borough.  
[Corporate Strategy 2025-2035](#)  
 This report does not specifically relate to any Council priorities but

**Summary:** The report seeks Council approval for the revocation byelaw in the 1947 byelaw prohibiting use of persons riding bicycles, tricycles or other similar vehicles of certain footpaths.

**Financial Implications:** None arising.

<b>Risk Management/Health and Safety Implications:</b>	A dedicated strategic risk register is in place for each strand of the Corporate Strategy.
<b>Environmental Implications:</b>	Environmental implications are set out in Appendix 4. The revocation of the byelaw would positively contribute to the Council's climate change aspirations by allowing suitable routes to be added to the cycle route network and further promote active travel across the borough. It also seeks to promote modal shift specifically within the town centre (e.g. pedestrian, cycle and sustainable transport movements).
<b>Legal Implications:</b>	<p>The proposed revocation byelaw is required to follow the statutory process set out under section 236 of the Local Government Act 1972.</p> <p>Once commenced, the Council shall no longer have the legal power to enforce the provisions contained in the revoked byelaw.</p>
<b>Equality and Diversity:</b>	Equality and Diversity implications are set out in Appendix 5. The revocation of the byelaw could expand the cycle network and make more places safely accessible for those without a car. In addition it should promote active travel and reduce vehicle trips improving air quality in these locations.
<b>Recommendation:</b>	IT BE RECOMMENDED TO COUNCIL THAT the revocation byelaw (appendix 2) be approved and approval of the application to be submitted to the Secretary of State to confirm the byelaw be given.
<b>Reasons for Recommendation:</b>	This will ensure that the objectives and strategies within the Corporate Strategy, Warwickshire's Local Cycling and Walking Infrastructure Plan (LCWIP) and Warwickshire's Local Transport Plan can be enacted instigate positive change within the town centre to realise the opportunities in the town centre which will also deliver on the aims of the Corporate Strategy.

**Cabinet - 7 October 2025**

**Cycling Prohibition Byelaw**

**Public Report of the Chief Officer - Growth and Investment**

**Recommendation**

IT BE RECOMMENDED TO COUNCIL THAT the revocation byelaw (appendix 2) be approved and approval of the application to be submitted to the Secretary of State to confirm the byelaw be given.

**1. EXECUTIVE SUMMARY**

- 1.1 The purpose of this report is to set out the detail of the 1947 byelaw (“the Byelaw”) which prohibits the use of persons riding bicycles, tricycles or other similar vehicles on certain footpaths.
- 1.2 A public consultation was undertaken in relation to revoking the byelaw. No comments were received.
- 1.3 The footpaths named within the Byelaw have all been visited and individually assessed. Based on the assessment none of the footpaths require the byelaw to be in place and therefore the byelaw should be revoked. This would allow the Active Travel network within Rugby to be expanded and remove some routes that no longer exist or are already marked as Rights of Ways or cycle routes.

**2. INTRODUCTION**

- 2.1 The purpose of this report is to detail the existing byelaw (“the Byelaw”) prohibiting cycling on certain footpaths in the borough. Appendix 1 provides a copy of the byelaw which is currently in place. This report seeks to revoke the byelaw for the reasons given below.

**3. PURPOSE OF BYELAW**

- 3.1 The Byelaw (appendix 1) was made by the Council on 28<sup>th</sup> January 1947 to prohibit the use by persons riding bicycles, tricycles or other similar vehicles on certain footpaths. Any person offending against the Byelaw shall be liable on summary conviction to a fine not exceeding five pounds. The footpaths listed are:
  - 1. Church Walks
  - 2. Park Walk
  - 3. Footpath from Park Road to Kew Road
  - 4. Footpath from Plowman Street to West Leyes
  - 5. Footpath from Lawford Road to Pinfold Pit

6. Footpath from Avenue Road to Newbold
7. Footpaths on Bilton Green and Footpath leading from Bilton Green to Magnet Lane
8. Footpaths by Rounds Gardens
9. Castle Walk
10. Footpath from Rainsbrook Avenue to Ashlawn Road
11. Footpath from Pendred Road to New Street
12. Footpath from High Street to School Street, Hillmorton
13. Footpath from York Street to Hill Street
14. Footpath from Glebe Crescent to New Street
15. Footpath from Kingsley Avenue to Deerings Road
16. Footpath from Chamberlain Road to Bucknill Crescent
17. Footpath from Cromwell Road to Rugby Recreation Ground
18. Footpath from Magnet Lane to Bilton Allotments
19. Footpath from Parkfield Road to L.M.S. Railway Bridge, near Pinfolds Pit
20. Footpath from Craven Road to Graham Road
21. Footpath from Pytchley Road to Percival Road
22. Footpath from Hart Close to Lower Hillmorton Road
23. Footpath – L.M.S. Railway Bridge near Park Road to Bridge over River Avon

#### **4. PUBLIC CONSULTATION**

- 4.1. A press notice (appendix 2) was displayed in The Rugby Observer on 4 July 2025 and asked for any comments to be made to the Council within 30 days of the notice.
- 4.2. No comments were received.

#### **5. REVOCATION OF BYELAW**

- 5.1 The Byelaw was made in 1947 and therefore there have been various changes to the built environment but also transportation modes.
- 5.2. The Corporate Strategy seeks to promote a Healthier Rugby and support residents to live well by promoting healthy behaviours and lifestyles.
- 5.3. Warwickshire's Local Cycling and Walking Infrastructure Plan (LCWIP) is a long-term plan for investment in walking, wheeling and cycling routes and Active Travel Zones. This links to Warwickshire's Sustainable Futures Strategy and Local Transport Plan with Active Travel (e.g. walking, cycling wheeling) being at the top of the transport hierarchy.
- 5.4. Warwickshire's Local Transport Plan sets one of the six key strategies as Active Travel. This seeks to promote the use of active travel to reduce carbon emissions on short journeys, including those for freight, and to promote mental and physical wellbeing. Decreases in vehicle usage also bring about the improvements in local amenity, air quality, noise pollution and carbon reduction that make Rugby a better place.

- 5.5. Rugby's Town Centre Public Realm Masterplan objectives seek to provide opportunities for sustainable and active travel to support public transport access to the town centre as well as improving walking, cycling and wheeling.
- 5.6. The footpaths named within section 3 have therefore all been reviewed with the current policy and strategies listed above in mind. Any other potential impacts have also been considered to ensure there would not be any adverse impact in revoking/amending the byelaw.

<b>Footpath</b>	<b>Responsible Authority</b>	<b>Commentary</b>	<b>Justification to remove from Byelaw</b>
1. Church Walks	WCC	Town Centre Improvement scheme identified within Rugby Town Centre Public Realm Masterplan and within LCWIP.	Yes
2. Park Walk	WCC	Identified in LCWIP as potential scheme R09 Caldecott Park and Poplar Grove: Medium priority	Yes
3. Footpath from Park Road to Kew Road	WCC	Footpath too narrow for cycling however given that it is a footpath and not a cycleway cycling is not permitted legally on the route.	Yes
4. Footpath from Plowman Street to West Leyes	WCC	Currently signed as a WCC cycle route.	Yes
5. Footpath from Lawford Road to Pinfold Pit	WCC	Currently signed as a WCC cycle route.	Yes
6. Footpath from Avenue Road to Newbold	WCC	WCC cycle route.	Yes
7. Footpaths on Bilton Green and Footpath leading from Bilton Green to Magnet Lane	WCC	Footpath too narrow for cycling however given that it is a footpath and not a cycleway cycling is not permitted legally on the route.	Yes
8. Footpaths by Rounds Gardens	N/A	No longer exists – built over.	Yes

9. Castle Walk	RBC	Route to Railway Terrace towards the train station therefore active travel should be promoted.	Yes
10. Footpath from Rainsbrook Avenue to Ashlawn Road	WCC	Footpath too narrow for cycling however given that it is a footpath and not a cycleway cycling is not permitted legally on the route.	Yes
11. Footpath from Pendred Road to New Street	WCC	Footpath too narrow for cycling however given that it is a footpath and not a cycleway cycling is not permitted legally on the route.	Yes
12. Footpath from High Street to School Street, Hillmorton	WCC	Footpath too narrow for cycling however given that it is a footpath and not a cycleway cycling is not permitted legally on the route.	Yes
13. Footpath from York Street to Hill Street	WCC	Footpath too narrow for cycling however given that it is a footpath and not a cycleway cycling is not permitted legally on the route.	Yes
14. Footpath from Glebe Crescent to New Street	WCC	Footpath too narrow for cycling however given that it is a footpath and not a cycleway cycling is not permitted legally on the route.	Yes
15. Footpath from Kingsley Avenue to Deerings Road	WCC	Passes through Hillmorton Recreation Ground. RBC does not restrict cycling within the public open space, and contains a skatepark/cycle facility and with cycle racks. Designated formally as a right of way (333/RB22/1 and F05770) therefore cycling is not prohibited by definition.	Yes
16. Footpath from Chamberlain Road to	WCC	Footpath too narrow for cycling however given that it is a footpath and not a cycleway cycling is	Yes

Bucknill Crescent		not permitted legally on the route.	
17. Footpath from Cromwell Road to Rugby Recreation Ground	RBC	Trevor White Drive, part of Whitehall Recreation Ground, and the car park. RBC does not restrict cycling, and cycle racks and skatepark/cycle facilities and Park Connector Route.	Yes
18. Footpath from Magnet Lane to Bilton Allotments	WCC	Designated formally as a right of way (333/RB21/1 and F05700) therefore cycling is not prohibited by definition.	Yes
19. Footpath from Parkfield Road to L.M.S. Railway Bridge, near Pinfolds Pit	WCC & RBC	Designated formally as a right of way (333/RB5b/2 and 1) therefore cycling is not prohibited by definition.	Yes
20. Footpath from Craven Road to Graham Road	WCC	Not identified as potential cycle route however could in the future.	Yes
21. Footpath from Pytchley Road to Percival Road	WCC	Signed as shared use path.	Yes
22. Footpath from Hart Close to Lower Hillmorton Road	WCC	Footpath too narrow for cycling however given that it is a footpath and not a cycleway cycling is not permitted legally on the route.	Yes
23. Footpath – L.M.S. Railway Bridge near Park Road to Bridge over River Avon	WCC	The Black Path is a key connector between Brownsover and Rugby Town Centre. Path used for cycling.	Yes

5.7 Based on the above table none of the footpaths require the byelaw to be in place and therefore the byelaw should be revoked. This would allow the Active Travel network within Rugby to be expanded and remove some routes that no longer exist or are already marked as Rights of Ways or cycle routes.

## **6. RISKS AND IMPLICATIONS**

- 6.1 Each route listed within section 5 has been individually assessed in terms of physical suitability, legal status, and alignment with wider strategic objectives such as the Local Cycling and Walking Infrastructure Plan (LCWIP) and the Town Centre Public Realm Masterplan. On this basis, officers are satisfied that none of the footpaths require continued restriction under the Byelaw.
- 6.2 There are a number of routes above which are marked as too narrow for cycling. As expressed, cycling would not be permitted on these routes even if the byelaw was revoked due to the nature of the routes however it would not be a criminal offence if someone did cycle on them if the byelaw were to be revoked, unless the cyclist is cycling recklessly or carelessly.
- 6.3 The principal risks associated with revocation relate not to infrastructure but to behaviour and enforcement. At present, the existence of the Byelaw and associated signage provides a clear framework for responding to complaints from pedestrians where cycling causes nuisance or safety concerns, even if enforcement has been limited in recent years. Removal of this framework may increase cycle use in pedestrian areas and, in turn, generate additional complaints from residents, particularly those who are older or disabled.
- 6.4 In the absence of the Byelaw, the expectation is likely to fall on the Council's Community Safety Team to manage complaints. Public pressure may arise for the introduction of alternative controls, such as a Public Spaces Protection Order (PSPO). While this could replicate some of the prohibitions of the existing Byelaw, it would require a far more resource-intensive process including evidence gathering, statutory consultation, legal drafting, signage, and ongoing enforcement.
- 6.5 Another route which could be undertaken if it was deemed necessary that cycling be prohibited on any footpath named, is for Warwickshire County Council to implement a Traffic Regulation Order to prohibit the use of that footpath by cyclists. This would create a legally enforceable prohibition, enforceable by the Police. However, all of the named footpaths have been assessed and it is not deemed that this would be necessary.
- 6.6 Warwickshire County Council has confirmed that if any of these routes require cycling to be permitted formally it has powers (Cycle Tracks Order) as the Local Highway Authority to enact this.
- 6.7 Cabinet should therefore note that revoking the Byelaw does not necessarily remove the underlying risk of conflict between pedestrians and cyclists. Instead, it may transfer that risk into a more complex and costly enforcement framework, and this should be weighed alongside the benefits of supporting Active Travel and removing outdated regulation.
- 6.8 Appendix 3 shows the revocation byelaw based on the above assessment.



## **7. LEGAL PROCESS**

- 7.1. The Byelaw was made under section 111 of the Rugby Corporation Act 1933. This act was repealed by the Statute Law (Repeals) Act 1995.
- 7.2. Pursuant to sections 236B (1) and 236B subsections (2) to (3) of the Local Government Act 1972, a local authority may make a byelaw under this section to revoke a byelaw made by the local authority. Such power may be exercised only where the local authority has no other power to revoke the byelaw.
- 7.3. Section 236 of the Local Government Act 1972 sets out the legal process to be followed which includes prior notice and inspection, public consultation, submission to, sealing and commencement.

## **8. FINANCIAL IMPLICATIONS**

- 8.1. None arising from this report as the byelaw is not enforced therefore there would be no loss of funds.

## **9. CONCLUSION**

- 9.1 It is recommended to Council that the revocation byelaw (appendix 2) be approved and approval of the application to be submitted to the Secretary of State to confirm the byelaw be given.
- 9.2 This will ensure that the objectives and strategies within the Corporate Strategy, Warwickshire's Local Cycling and Walking Infrastructure Plan (LCWIP) and Warwickshire's Local Transport Plan can be enacted instigate positive change within the town centre to realise the opportunities in the town centre which will also deliver on the aims of the Corporate Strategy.

## **10. OPTIONS AVAILABLE**

### Option 1

Agree to recommend as set out within the report

### Option 2

Not agree the recommendation as set out within the report

**Name of Meeting:** Cabinet  
**Date of Meeting:** 7 October 2025  
**Subject Matter:** Cycling Prohibition Byelaw Amendment  
**Originating Department:** Growth and Investment

**DO ANY BACKGROUND PAPERS APPLY**       **YES**       **NO**

**LIST OF BACKGROUND PAPERS**

<b>Doc No</b>	<b>Title of Document and Hyperlink</b>
1	Warwickshire LCWIP - <a href="https://democracy.warwickshire.gov.uk/ieDecisionDetails.aspx?AllId=10487">https://democracy.warwickshire.gov.uk/ieDecisionDetails.aspx?AllId=10487</a>
2	Rugby Town Centre Public Realm Masterplan - <a href="#">0bea332c-1f99-d800-7759-82cfa91ef38c</a>
3	Warwickshire Local Transport Plan - <a href="#">WCCC-1980322935-2491</a>
4	Warwickshire Sustainable Futures Strategy - <a href="#">Appendix 1 for Sustainable Futures Strategy.pdf</a>

The background papers relating to reports on planning applications and which are open to public inspection under Section 100D of the Local Government Act 1972, consist of the planning applications, referred to in the reports, and all written responses to consultations made by the Local Planning Authority, in connection with those applications.

Exempt information is contained in the following documents:

<b>Doc No</b>	<b>Relevant Paragraph of Schedule 12A</b>

I  
FORCE  
3/1/92.

BOROUGH OF RUGBY

11



## BYELAW

Prohibiting the use by persons riding  
bicycles, tricycles or other similar  
vehicles of certain footpaths

Made by the Council on the 28th day of January, 1947

## Borough of Rugby

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### BYELAW

made under the provisions of Section 111 of the Rugby Corporation Act, 1933, by the Mayor, Aldermen and Burgesses of the Borough of Rugby, acting by the Council, on the twenty-eighth day of January, 1947, prohibiting the use by persons riding bicycles, tricycles or other similar vehicles of certain footpaths within the said Borough.

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1. Throughout this Byelaw the expression " the Council " means the Mayor, Aldermen and Burgesses of the Borough of Rugby acting by the Council.
2. In so far as the Council may indicate by notices conspicuously exhibited alongside any of the footpaths described in the Schedule to this Byelaw that the riding of bicycles, tricycles or other similar machines on such footpath is prohibited, no person shall ride any such bicycle, tricycle or other similar machine upon such footpath.

Provided that this Byelaw shall not apply to any person riding a bicycle, tricycle or other similar machine, otherwise than to the obstruction or danger of any other person lawfully using such footpath

- (a) on any footpath included in the Schedule to this Byelaw if the person so riding has lawful authority so to do, or
- (b) On the footpath numbered 20 in the Schedule, if the person so riding is *bona-fide* going to or coming from premises abutting on that footpath.

### PENALTY.

3. Any person offending against this Byelaw shall be liable on summary conviction to a fine not exceeding five pounds.
4. From and after the date on which this Byelaw comes into operation the Byelaws made by the Council on the 30th April, 1935, under the provisions of Section 111 of the Rugby Corporation Act, 1933, and confirmed by the Secretary of State on the 20th June, 1935, shall be and are hereby repealed.

## SCHEDULE REFERRED TO.

## 1. CHURCH WALKS.

- (a) That part of the footpath sometimes known as Church Road between Church Street and a point 45 yards south of its junction with Elsee Road.
- (b) The footpath running from Little Church Street opposite Windsor Court to the above-mentioned footpath 1(a).
- (c) The footpath running along the western side of the Parish Church of St. Andrew from Church Street to Little Church Street.
- (d) The footpath running along the southern side of the Parish Church of St. Andrew from the above-mentioned footpath 1(c) to the above-mentioned footpath 1(a).
- (e) The footpath running along the northern side of the Trinity Churchyard from the above-mentioned footpath 1(a) to Church Street.

## 2. PARK WALK.

The footpath running along the western side of Caldecott Park from the junction of Park Road, North Street and Newbold Road to Lancaster Road.

## 3. FOOTPATH FROM PARK ROAD TO KEW ROAD.

The footpath running from the western end of Kew Road in a westerly direction to Park Road.

## 4. FOOTPATH FROM PLOWMAN STREET TO WEST LEYES.

The footpath running from the northern end of Plowman Street to a point 35 yards west of the junction of West Leyes and Little Pennington Street.

## 5. FOOTPATH FROM LAWFORD ROAD TO PINFOLD PIT.

The footpath off the north side of Lawford Road (commencing at a point 100 yards to the east of the London, Midland and Scottish Railway line) and running for 233 yards in a north-easterly direction as far as the footbridge over the said railway line.



## 6. FOOTPATH FROM AVENUE ROAD TO NEWBOLD.

The footpath running in a westerly direction from the western end of Avenue Road as far as the footbridge over the London, Midland and Scottish Railway line.

## 7. FOOTPATHS ON BILTON GREEN AND FOOTPATH LEADING FROM BILTON GREEN TO MAGNET LANE.

The footpaths on Bilton Green and the footpath leading from the southern side of Bilton Green in a southerly direction to Magnet Lane.

## 8. FOOTPATHS BY ROUNDS GARDENS.

(a) The footpath running from the junction of Plowman Street and Bridget Street across the Rounds Gardens in a northerly direction for 183 yards and then running in an easterly direction for 220 yards to its junction with Newbold Road at the western side of the Northfield Nursing Home.

(b) The footpath running from the north side of Newbold footpath to its junction with footpath 8(a).

(c) The footpath running off the south side of Oliver Street to its junction with footpath 8(a).

## 9. CASTLE WALK.

The footpath running from the eastern end of Castle Street in an easterly direction to Railway Terrace.

## 10. FOOTPATH FROM RAINSBROOK AVENUE TO ASHLAWN ROAD.

The footpath running from the western end of Rainsbrook Avenue in a southerly direction to Ashlawn Road.

## 11. FOOTPATH FROM PENDRED ROAD TO NEW STREET.

The footpath running from the eastern end of Pendred Road in an easterly direction to New Street.

## 12. FOOTPATH FROM HIGH STREET TO SCHOOL STREET, HILLMORTON.

The footpath running from the north side of High Street, Hillmorton, in a northerly direction to School Street, Hillmorton, and commonly known as "Narrow Lane."

13. FOOTPATH FROM YORK STREET TO HILL STREET.

The footpath running from the western end of Hill Street to the eastern end of York Street.

14. FOOTPATH FROM GLEBE CRESCENT TO NEW STREET.

The footpath running from the western point of Glebe Crescent in a westerly direction to New Street.

15. FOOTPATH FROM KINGSLEY AVENUE TO DEERINGS ROAD.

The footpath running from the eastern side of the junction of Kingsley Avenue and Hillmorton Road in an easterly direction to Deerings Road.

16. FOOTPATH FROM CHAMBERLAIN ROAD TO BUCKNILL CRESCENT.

The footpath running from the southern side of Chamberlain Road in a southerly direction to Bucknill Crescent.

17. FOOTPATH FROM CROMWELL ROAD TO RUGBY RECREATION GROUND.

The footpath running from the southern end of Cromwell Road to the southern gateway of Rugby Recreation Ground.

18. FOOTPATH FROM MAGNET LANE TO BILTON ALLOTMENTS.

The footpath running from the southern side of Magnet Lane in a southerly direction for a distance of approximately 176 yards to the Bilton Allotments.

19. FOOTPATH FROM PARKFIELD ROAD TO L.M.S. RAILWAY BRIDGE, NEAR PINFOLDS PIT.

The footpath running from the eastern side of Parkfield Road in an easterly direction to the footbridge over the London, Midland and Scottish Railway Line.

20. FOOTPATH FROM CRAVEN ROAD TO GRAHAM ROAD.

The footpath running from the northern side of Craven Road to the southern side of Graham Road.

21. FOOTPATH FROM PYTCHLEY ROAD TO PERCIVAL ROAD.

The footpath running from the south-eastern end of Pytchley Road in an easterly direction across the London and North-Eastern Railway Bridge to Percival Road.

22. FOOTPATH FROM HART CLOSE TO LOWER HILLMORTON ROAD.

The footpath, being a continuation of Hart Close, and running in a south-westerly direction to its termination at Lower Hillmorton Road, 100 yards from the junction of the latter road with Boundary Road.

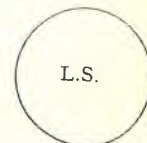
23. FOOTPATH—L.M.S. RAILWAY BRIDGE NEAR PARK ROAD TO BRIDGE OVER RIVER AVON.

The footpath running from the end of Park Road extension over the London, Midland and Scottish Railway Bridge in a northerly direction to a point approximately 36 yards north of the bridge over the River Avon.

The common seal of the Mayor, Aldermen and Burgesses of the Borough of Rugby was hereunto affixed on the fifth day of March, 1947, in the presence of

F. DYSON,  
*Mayor*

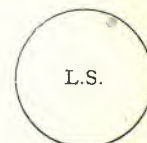
D. E. BIART,  
*Town Clerk*



I hereby confirm the foregoing Byelaw and fix the date upon which it is to come into operation as the 1st June, 1947.

J. CHUTER EDE,  
*One of His Majesty's  
Principal Secretaries  
of State.*

*Whitehall,  
29th April, 1947.*





# Classified

TELEPHONE 01527 588688 FACSIMILE 01527 584371

## PUBLIC NOTICES

### PUBLIC NOTICES



#### Notice of Byelaw Revocation

A Byelaw made by the Council on 28th January 1947 prohibits the use by persons riding bicycles, tricycles or other similar vehicles on the following footpaths:

- Church Walks
- Park Walk
- Footpath from Park Road to Kew Road
- Footpath from Plowman Street to West Leyes
- Footpath from Lawford Road to Pinfold Pit
- Footpath from Avenue Road to Newbold
- Footpaths on Bilton Green and Footpath leading from Bilton Green to Magnet Lane
- Footpaths by Rounds Gardens
- Castle Walk
- Footpath from Rainsbrook Avenue to Ashlawn Road
- Footpath from Pendred Road to New Street
- Footpath from High Street to School Street, Hillmorton
- Footpath from York Street to Hill Street
- Footpath from Glebe Crescent to New Street
- Footpath from Kingsley Avenue to Deerings Road
- Footpath from Chamberlain Road to Bucknill Crescent
- Footpath from Cromwell Road to Rugby Recreation Ground
- Footpath from Magnet Lane to Bilton Allotments
- Footpath from Parkfield Road to L.M.S. Railway Bridge, near Pinfolds Pit
- Footpath from Craven Road to Graham Road
- Footpath from Pytchley Road to Percival Road
- Footpath from Hart Close to Lower Hillmorton Road
- Footpath - L.M.S. Railway Bridge near Park Road to Bridge over River Avon

Any person offending against the byelaw shall be liable on summary conviction to a fine not exceeding five pounds.

The Byelaw was made in 1947 and therefore there has been various changes to the built environment but also transportation modes. The Council are therefore seeking to revoke this byelaw under The Byelaws (alternative Procedure) (England) Regulations 2016 and put in place other measures to control cycling and wheeling on the footpaths listed above, where it is deemed necessary.

If you have any representations on the above please make them within 30 days of this notice either in writing to Regeneration, Town Hall, Evreux Way, Rugby, CV21 2RR or via email to regeneration@rugby.gov.uk

### Goods Vehicle Operator's Licence

Springfarm Architectural Mouldings Group LTD of Newpark Industrial Estate, Greystone Road, Antrim, Northern Ireland BT41 2RU is applying for a licence to use Torrington Avenue, Coventry, CV4 9HP as an operating centre for 10 goods vehicles and 20 trailers.

Owners or occupiers of land (including buildings) near the operating centre(s) who believe that their use or enjoyment of that land would be affected, should make written representations to the Traffic Commissioner at Quarry House, Quarry Hill, Leeds, LS2 7UE, stating their reasons, within 21 days of this notice.

Representors must at the same time send a copy of their representations to the applicant at the address given at the top of this notice. A Guide to Making Representations is available from the Traffic Commissioner's office.

#### Goods Vehicle Operator's Licence

TS Powerlines Ltd of 1 Eaglesfield, Leire, Lutterworth LE17 5FG, is applying for a licence to use Elms Farm Industrial Estate, Ullleshope Road, Bitteswell, Leicestershire LE17 4LR as an operating centre for 3 goods vehicle and 2 trailers. Owners or occupiers of land (including buildings) near the operating centre(s) who believe that their use or enjoyment of that land would be affected, should make written representations to the Traffic Commissioner at Quarry House, Quarry Hill, Leeds LS2 7UE stating their reasons, within 21 days of this notice. Representors must at the same time send a copy of their representations to the applicant at the address given at the top of this notice. A Guide to making representations is available from the Traffic Commissioner's Office.

## ANNOUNCEMENTS

### FUNERAL DIRECTORS

Henry Ison & Sons Funeral Directors  
A Funeral Plan to suit you



Plan ahead with a Choice Funeral Plan  
Visit [henryison.co.uk/choice](http://henryison.co.uk/choice)  
**02476 997 811**  
Branches in Coventry (Binley Rd, Allesley Old Rd and Daventry Rd), Kenilworth and Leamington Spa



For terms, conditions, exclusions and limitations, visit [choiceplan.co.uk/terms](http://choiceplan.co.uk/terms)

If you have a message for a loved one, give our team a call



**01527 588688**

## SALES & WANTS

### MISCELLANEOUS

**BEDS** NEW Doubles £95 Singles £59 King size £159. Second hand doubles £49 Singles £29 Fridges £49 Freezers £59 Can deliver 07703 925662

**RECLINER CHAIR** electric rise & recline £169 Manual recline chair £60 High seated chair £40 Can deliver 07703 925662

**TITAN** 40cm electric chain saw 2000W, chain hush sharpened, anti kick back, £20.00 phone 07780900015

**LADIES** Phase Eight navy / white shorts, size 12 £3. Tel: 07813 706 158 (Shirley area)

**SJP** Born Lovely 50ml EDP and 10ml EDP for handbag £12 Tel: 07813 706 158 (Shirley area)

### WANTED

**\*\*WANTED: Vinyl Records CDs Cassettes Vintage or New\*\***  
Seeking classic rock, jazz, indie and rare finds. Cash paid  
Call or text: 07765 142354 Or 01527 893992  
Or email: [welston@live.com](mailto:welston@live.com)  
Paul (Albatross & Doomed Records)

### MISCELLANEOUS

**LADIES** pink / white Adidas cloudfoam comfort trainers, size 8.5, brand new! £25 Tel: 07813 706 158 (Shirley area)

**JANE** Norman dress, size 10, brand new! £20 Tel: 07813 706 158 (Shirley area)

**LADIES** black lace up espadrilles, flat heel, size 8 / 41, brand new! £10 Tel: 07813 706 158 (Shirley area)

**WILLIAM** and Mary complete dvd box set £10 Tel: 07813 706 158 (Shirley area)

**19** CDs - sealed for sale. Tel 0788 2124182

**SKIN** Care Gift set (4) £2. Tel: 01527 521363

**RAFFIA** for craft. Unused. 600g. £4. Tel: 01217441003

**MIAMI** Patio Set, 6 piece, brand new £40 Tel: 07769 078798

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Locks, Hinges, Handles, Glass, Windows or Doors  
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Fencing, Slabbing, Turfing, Block Paving, Bases, Mowing, Decking, Roofing and Guttering.  
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[www.stuarts-gardening-services.yolasite.com](http://www.stuarts-gardening-services.yolasite.com)

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**NO VAT CHARGE**

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**FREE DESIGN & QUOTATION**

**QUALITY KITCHENS & BATHROOMS SUPPLIED & FITTED**

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But if you want your advertisement to really stand out or if your item is valued at over £500, you can place details in a boxed advertisement for just £5.75 (inc Vat)

Simply fill in the coupon below, tick the appropriate box, enclose your cheque or credit card details if required, and we'll do the rest - Or alternatively email your free ad to: [freeads@bullivantmedia.com](mailto:freeads@bullivantmedia.com)

Free Lineage (Items upto value £500)     Paid for Boxed Ad (Items of any value)  
 Details of Item For Sale for Publication (No Pets or Livestock or Firearms please): (MAX 15 WORDS)  
 .....  
 Telephone Number.....  
 Details (Not for Publication):  
 Mr/Ms/Ms..... Initials..... Surname.....  
 Address.....  
 Postcode..... Telephone..... Mobile.....  
 Email address.....  
 I enclose cheque, payable to Bullivant Media Ltd, value £.....  
 or alternatively  
 Please debit my card for £..... Visa/Mastercard/Maestro/Debit  
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 Send to Bullivant Media, Webb House, Church Green East, Redditch, Worcestershire. B98 8BP  
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**3 PIECE SUITE**  
brown leather,  
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## Rugby Borough Council

# Climate Change and Environmental Impact Assessment

### CONTEXT

In 2019 the UK Parliament set a commitment in law to reach net zero carbon emissions by 2050. Achieving this target will require considerable effort with public bodies, private sector organisations, the third sector and individuals working together to take action.

Rugby Borough Council declared a climate emergency in 2019 and the Council's Corporate Strategy (2021-2024) [link](#) sets ambitious outcomes in relation to Climate Change. These ambitions are further defined through the Council's Climate Change Strategy [link](#) and must now be progressed through the decisions which the Council makes.

It is therefore important that Rugby Borough Council gives due regard to climate change when making decisions. In the context of the Council's business, Climate Change includes greenhouse gas emissions, biodiversity, habitat loss and environmental destruction. When putting forward recommendations for decision, officers must assess how these recommendations are likely to influence our climate change commitments by completing the following Climate Change and Environmental Impact Assessment.

To help you complete this assessment, please see the following guidance on SharePoint [here](#).

A copy of this Climate Change and Environmental Impact Assessment, including relevant data and information should be forwarded to your Chief Officer for approval.

**If you require help, advice and support to complete the form, please contact your Chief Officer.**

**SECTION 1: OVERVIEW**

<b>Portfolio and Service Area</b>	Growth and Investment
<b>Policy/Service/Change being assessed</b>	Major Projects and Regeneration
<b>Is this a new or existing Policy/Service/Change?</b>	An existing strategy (Corporate Strategy2025-35) that is now being delivered.
<b>If existing policy/service please state date of last assessment</b>	22 <sup>nd</sup> October 2024
<b>Ward Specific Impacts</b>	Borough-wide
<b>Summary of assessment</b> Briefly summarise the policy/service/change and potential impacts	<p>The Corporate Strategy's aim is to achieve a more sustainable economy for all, where our natural environment, people and businesses are thriving. An objective of the strategy is to deliver a thriving town centre with a mix of retail, leisure, residential and community spaces. This includes an improved public realm.</p> <p>It is envisaged that there will be no negative impacts in relation to the assessment in stage 2 of the document. Positive impacts are identified in relation to sustainable transport/travel. These positive impacts are envisaged to be delivered in the next year.</p>
<b>Completed By</b>	Ella Casey (Principal Planning Officer – Town Centre Regeneration)
<b>Authorised By</b>	Nicola Smith (Chief Officer for Growth & Investment)
<b>Date of Assessment</b>	2 <sup>nd</sup> September 2025

## SECTION 2: GREENHOUSE GAS EMISSIONS

	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner	Timescales
<b>Scope 1 Emissions</b> Direct emissions from council owned resources, for example through boilers or vehicles.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Scope 2 Emissions</b> Indirect emissions occurring at the location energy is produced for council activities. For example, electricity generation for council buildings.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

### SECTION 3: CLIMATE CHANGE STRATEGY

	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner	Timescales
<b>Workplaces and the Economy</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The revocation of the byelaw would allow suitable routes to be added to the cycle route network and further promote active travel across the borough. It also seeks to promote modal shift specifically within the town centre (e.g. pedestrian, cycle and sustainable transport movements). This should therefore enhance the economy.		Growth and Investment	2 years
<b>Transport</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improvement of pedestrian and cyclist routes within the town centre and wider borough would increase active travel and therefore help the air quality within the designated zone.		Growth and Investment	Ongoing
<b>Natural Environment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Homes and Energy</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Waste, Resources and the Circular Economy</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Appendix 4

	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner	Timescales
<b>Climate and Nature Positive Communities</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Adaptation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

**SECTION 4: REVIEW**

Where a negative impact is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

<b>Review date</b>	<b>Not required</b>
<b>Key points to be considered through review</b>	not required
<b>Person responsible for review</b>	Ella Casey (Principal Planning Officer – Town Centre Regeneration)
<b>Authorised by</b>	Nicola Smith (Chief Officer for Growth & Investment)



# EQUALITY IMPACT ASSESSMENT (EqIA)

## Context

1. The Public Sector Equality Duty as set out under section 149 of the Equality Act 2010 requires Rugby Borough Council when making decisions to have due regard to the following:
  - eliminating unlawful discrimination, harassment and victimisation, and other conduct prohibited by the Act,
  - advancing equality of opportunity between people who share a protected characteristic and those who do not,
  - fostering good relations between people who share a protected characteristic and those who do not, including tackling prejudice and promoting understanding.
2. The characteristics protected by the Equality Act are:
  - age
  - disability
  - gender reassignment
  - marriage/civil partnership
  - pregnancy/maternity
  - race
  - religion/belief
  - sex/gender
  - sexual orientation
3. In addition to the above-protected characteristics, you should consider the crosscutting elements of the proposed policy, such as impact on social inequalities and impact on carers who look after older people or people with disabilities as part of this assessment.
4. The Equality Impact Assessment (EqIA) document is a tool that enables RBC to test and analyse the nature and impact of what it is currently doing or is planning to do in the future. It can be used flexibly for reviewing existing arrangements but in particular should enable identification where further consultation, engagement and data is required.
5. The questions will enable you to record your findings.
6. Where the EqIA relates to a continuing project, it must be reviewed and updated at each stage of the decision.
7. Once completed and signed off the EqIA will be published [online](#).
8. An EqIA must accompany all **Key Decisions** and **Cabinet Reports**.
9. For further information, refer to the EqIA guidance for staff.
10. For advice and support, contact:  
Rebecca Ewers  
Corporate Equality & Diversity Officer  
[rebecca.ewers@rugby.gov.uk](mailto:rebecca.ewers@rugby.gov.uk)  
01788 533509

## Equality Impact Assessment

<b>Service Area</b>	Growth & Investment – Major Projects and Regeneration
<b>Policy/Service being assessed</b>	Cycling Prohibition Byelaw
<b>Is this a new or existing policy/service?</b> <b>If existing policy/service please state date of last assessment</b>	The Corporate Strategy 2025-35 is an existing strategy assessed 22nd October 2024. This report is about delivering the strategy.
<b>EqlA Review Team – List of members</b>	Ella Casey – Principal Planning Officer (Town Centre Regeneration)
<b>Date of this assessment</b>	2 <sup>nd</sup> September 2025
<b>Signature of responsible officer (to be signed after the EqlA has been completed)</b>	<i>E. Casey</i>

**A copy of the completed and signed Equality Impact Assessment report, including relevant data and information to be forwarded to the Corporate Equality & Diversity Officer.**

**Details of Strategy/ Service/ Policy to be analysed**

<b><u>Stage 1 – Policy to be analysed</u></b>	
(1) Describe the main aims, objectives and purpose of the Strategy/Service/Policy (or decision)?	This document sets a corporate vision for the town centre. The corporate strategy has reinforced a delivery focus in relation to regeneration in the town centre. The Strategy's aim is to achieve a more sustainable economy for all, where our natural environment, people and businesses are thriving. An objective of the strategy is to deliver a thriving town centre with a mix of retail, leisure, residential and community spaces. This includes an improved public realm.
(2) How does it fit with Rugby Borough Council's Corporate priorities and your service area priorities?	It primarily fits with 'A Thriving Rugby' and 'A Healthier Rugby'. Revoking the byelaw would expand the active travel network throughout the town centre and wider borough and have a significant impact on the public realm in the town centre.
(3) What are the expected outcomes you are hoping to achieve?	The promotion of active travel as a modal shift for users in order to generate more sustainable travel movements to and from the town centre and deliver a thriving place in line with the Corporate Strategy.
(4) Does or will the policy or decision affect: <ul style="list-style-type: none"> <li>• Customers</li> <li>• Employees</li> <li>• Wider community or groups</li> </ul>	Yes- those who use the routes.
(5) Will the policy or decision involve substantial changes in resources?	No.
<b><u>Stage 2 – Evidence about user population and consultation</u></b>	

<p>(1) What does the data tell you about the groups this policy or decision impacts?</p> <p>Possible data sources:</p> <ul style="list-style-type: none"> <li>• national statistics/census data</li> <li>• local statistics</li> <li>• evaluations</li> <li>• analysis of complaints</li> <li>• user feedback</li> <li>• outcomes from consultation/community voice</li> <li>• Council published information, service data</li> <li>• <a href="#">District and Ward Profile – Warwickshire Observatory</a></li> <li>• <a href="#">Office of National Statistics</a></li> <li>• <a href="#">Fingertips health profiles</a></li> <li>• <a href="#">Indices of Multiple Deprivation</a></li> <li>• <a href="#">RBC Annual Workforce Equality Report</a></li> </ul>	<p>Footfall in the town centre is currently very low and there are approximately 25% of shops which are vacant (including Rugby Central).</p> <p>Rugby is home to diverse communities with a number of faiths, nationalities and ethnicities represented.</p> <p>The last census showed 82% of residents were born in the UK; 92% were born within Europe; 2% Africa; 4% Middle East and Asia; 1% Americas and the Caribbean; and less than 1% Antarctica and Oceania</p> <p>Census data shows a population which is 86% white; 7% Asian, Asian British or Asian Welsh; 3% Black, Black British, Black Welsh, Caribbean or African; 3% mixed or multiple ethnic groups; and 1% defined as other ethnic groups.</p> <p>The census shows religions within the Borough as 51% Christian; 42 % no religion; 3% Hindu; 3% Muslim; 1% Sikh and &lt;1% of each Jewish, and Buddhist.</p> <p>Age demographics demonstrate a population made up of 18% under 15 years old; 64% 15-64 years old and 18% over 64 years old.</p> <p>Furthermore, Rugby has a broad socioeconomic profile with significant variation between levels of deprivation being experienced.</p>
<p>(2a) Have you consulted or involved those groups that are likely to be affected by the strategy/ service/policy you want to implement?</p> <p>If yes, please state which groups were involved in the consultation and what were their views and how have their views influenced the policy/decision?</p>	<p>The Warwickshire County Council cycle forum has been consulted and a press notice was published in Jul 2025 for a period of 30 days. No comments were received.</p>

(2b) If you have not consulted or engaged with communities that are likely to be affected by the policy/decision, give details about when you intend to carry out consultation or provide reasons for why you feel this is not necessary.	N/A		
<b><u>Stage 3 – Analysis of impact</u></b>			
<p>(1) <u>Protected Characteristics</u> From your data and consultations is there any positive, adverse or negative impact identified for any particular group, which could amount to discrimination?</p> <p>If yes, identify the groups and how they are affected.</p>	<b>Protected Characteristic</b>	<b>Nature of Impact</b> Positive, Neutral, Adverse (explain why)	<b>Extent of impact</b> Low, medium, high
	Age	Neutral	N/A
	Disability	Neutral	N/A
	Sex	Neutral	N/A
	Gender reassignment	Neutral	N/A
	Marriage/civil partnership	Neutral	N/A
	Pregnancy/maternity	Neutral	N/A
	Race	Neutral	N/A
	Religion/belief	Neutral	N/A
	Sexual Orientation	Neutral  Nothing within this assessment indicates there will be any particular impact on any given group currently.	N/A

Appendix 5

<p>(2) <u>Cross cutting themes</u>                      (a) Are your proposals likely to impact on social inequalities e.g. child poverty, geographically disadvantaged communities? If yes, please explain how?</p>	<p><b>Description of impact</b></p>	<p><b>Nature of impact</b>                      Positive, Neutral, Adverse                      (explain why)</p>	<p><b>Extent of impact</b>                      Low, medium, high</p>
	<p><b>Socio-economic</b>                      e.g.: child poverty, income level, education level, working hours/occupation, family/social support, access to good nutrition</p>	<p>Positive – the revocation could expand the cycle network and make more places safely accessible for those without a car.</p>	<p>Low</p>
	<p><b>Environmental</b>                      e.g.: housing status, transport links, geography, access to services, air quality, noise pollution</p>	<p>Positive – the revocation should promote active travel and reduce vehicle trips improving air quality.</p>	<p>Medium</p>
<p>(3) Using the information gathered in stages 2 and 3, what will the positive impact of the strategy/policy be on equality?</p>	<p>The positive impact will be promoting active travel within the town centre and surrounding area.</p>		
<p>(4) Are there any obvious barriers to accessing the service? If yes, how can they be overcome?</p>	<p>No</p>		
<p>(5) What Equality Monitoring Data will be collected to analyse impact? How will the Equality Monitoring Data collected be used?                       If no Equality Monitoring Data is being collected, why not?                       For support with this section, please refer to the Equality Monitoring Guidance.</p>	<p>Nothing to be collected.                       Once confirmation of the routes to be cycle routes is confirmed and enacted by Warwickshire County council as the next stage to promote active travel it will be for them to assess the impact.</p>		

<p>(6) Complete this section if any adverse impacts were identified in 3.1.</p> <p>Outline any actions that will be taken to remove or mitigate the adverse impacts identified in 3.1 to ensure that no discrimination is taking place. If removing or mitigating the impact is not possible, you may in certain circumstances, justify the discrimination. If that is the case, please give evidence for why justifying is possible in this case.</p>	
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<p><b><u>Stage 4 – Action Planning, Review and Monitoring</u></b></p>	
<p>(1) Data analysis What does feedback from Equality Monitoring Data gathered tell you about impact on groups? Were there any unforeseen impacts (positive or negative)?</p> <p>The feedback/data should be used to inform your Action Plan in (2)</p>	<p>Positive – promotion of active travel creates more accessible places for all.</p>

<p>If No Further Action is required then go to – Review and Monitoring</p> <p>(2) Action Planning – Specify any changes or improvements that can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.</p>	<p>N/A</p> <p>EqlA Action Plan</p> <table border="1" data-bbox="875 352 2114 579"> <thead> <tr> <th data-bbox="875 352 1122 427">Action</th> <th data-bbox="1122 352 1368 427">Lead Officer</th> <th data-bbox="1368 352 1615 427">Date for completion</th> <th data-bbox="1615 352 1861 427">Resource requirements</th> <th data-bbox="1861 352 2114 427">Comments</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>					Action	Lead Officer	Date for completion	Resource requirements	Comments																				
Action	Lead Officer	Date for completion	Resource requirements	Comments																										
<p>(3) Review and Monitoring State how and when you will monitor policy and Action Plan. Will you make any changes to the Equality Data that you are collecting or how you are collecting/using the data?</p>	<p>N/A</p>																													

Please annotate your policy with the following statement:

‘An Equality Impact Assessment on this policy was undertaken on 2<sup>nd</sup> September 2025.’