

# Portfolio Holder Decisions

Monday 15 July 2024

## Minutes

### Attendance

#### Committee Members

Councillor Peter Butlin  
Councillor Jan Matecki

#### 1. Rugby Road Cycle Route, Binley Woods

##### Resolved

That the Portfolio Holder for Transport and Planning

1. Considers the comments received on public notices advertised in May 2024 under Section 90a and Sections 65 & 66 of the Highways Act 1980 for a proposed road hump (priority crossing for pedestrians and cyclists) on access road to Greens Home and Garden Centre and proposed conversion of footway to shared use footway / cycle track along 250 metres on the A428 Rugby Road, Binley Woods. (Please refer to the drawings included in Appendices A and B).

and

2. Approves the delivery of the proposed scheme, subject to external funding.

#### 2. Active Travel Schemes Approval

##### Resolved

That the Deputy Leader approves the addition of the following active travel schemes to the Capital Programme for 2024/25 to the values stated below:

- a. B4113 Coventry Road to Bermuda Station cycle link, Nuneaton - £252,006 secured from S106 developer contribution.
- b. Crowhill Drive Bridleway improvements, Nuneaton - £27,279 secured from S106 developer contributions.

- c. School Lane, Exhall to Bedworth town centre - £64,048.18, and School Lane Exhall to B4114 Coventry Road - £42,699.32 secured from S106 developer contributions.
- d. A422 Banbury Road cycleway extension, Stratford-upon-Avon - £254,278 secured from S106 developer contributions.
- e. Queenways and Tachbrook Park Drive cycle route enhancements Leamington Spa - £78,195 secured from S106 developer contributions.
- f. B4114 Birmingham Road cycle route, Coleshill to Solihull - £1,300,000 Active Travel Fund grant.
- g. B4115 Watton Lane cycle route Coleshill to Water Orton - £259,000 Active Travel Fund grant.
- h. Crewe Lane, Kenilworth local active travel and highway enhancements - £600,871.05 secured from S106 developer contribution.
- i. Warwick Road, Kenilworth cycle route - £333,226 secured from S106 developer contributions.

## Portfolio Holder Decision Rugby Road Cycle Route, Binley Woods

<b>Portfolio Holder</b>	<b>Portfolio Holder for Transport and Planning</b>
<b>Date of decision</b>	<b>15 July 2024</b>
	<p><b>Signed</b></p> 

### 1. Decision taken

That the Portfolio Holder for Transport and Planning:

- 1.1 Considers the comments received on public notices advertised in May 2024 under Section 90a and Sections 65 & 66 of the Highways Act 1980 for a proposed road hump (priority crossing for pedestrians and cyclists) on access road to Greens Home and Garden Centre and proposed conversion of footway to shared use footway / cycle track along 250 metres on the A428 Rugby Road, Binley Woods. (Please refer to the drawings included in Appendices A and B).
- 1.2 Approves the delivery of the proposed scheme, subject to external funding.

### 2. Reasons for decisions

- 2.1 Where objections have been received to proposed traffic management schemes, it is appropriate for the Portfolio Holder to decide whether to proceed with the proposals. No specific objections were received in response to the public notices erected on site in Binley Woods and advertised in the local press and on Warwickshire County Council's website. However, expressions of disagreement with the proposals were received in response to local engagement and an online survey.
- 2.2 A summary of the objections received together with the Officer's responses is set out below in paragraph 3.16. The objections have been considered and will be followed up with additional measures where indicated.

- 2.3 WCC intends to enter into a Section 4 agreement with National Highways to undertake the works.

### 3. Background information

- 3.1 Warwickshire County Council is committed to improving provision for active travel to support accessibility, address the climate emergency, improve air quality, reduce congestion and improve health. There are ambitious plans to improve and extend the networks of cycle routes in and around Warwickshire's towns so that more people will choose to cycle for everyday journeys, such as to work and school.
- 3.2 In February 2024, the County Council adopted the [Warwickshire Local Cycling and Walking Infrastructure Plan](#). This presents a long-term county-wide plan for investment in walking, wheeling and cycling routes and includes proposals to provide a cycle route along the A428 Rugby Road in Binley Woods.
- 3.3 National Highways have identified [designated funds](#) towards schemes that encourage sustainable, non-motorised forms of transport and improve safety. National Highways is responsible for strategic roads including the A46 at Binley Woods. The proposed cycle route into Binley Woods will connect with the recent works completed at the A46/ A428 junction as well as providing connections towards Coventry's cycling network, including the new Binley Cycleway.

#### Scheme description

- 3.4 There is an existing shared use footway/ cycle track between the A46/ A428 junction and the access to Greens Home & Garden in Binley Woods. However, people on cycles are expected to rejoin the busy A428 to continue into Binley Woods. For those heading eastwards, this could involve crossing the road twice. User surveys and observations indicate that many cyclists continue along the footway instead.
- 3.5 The existing narrow footway falls below current guidelines for the provision of a shared footway/cycle track and does not provide good access for disabled users or parents/guardians with pushchairs.
- 3.6 The proposals (see drawings included in Appendices A and B) are therefore to widen the existing footway (to 2.5m to 3.0m) on the south side of the A428 Rugby Road between the access to Greens Home & Garden and Oakdale Road and convert this into a shared footway/cycle track. The proposed section is approximately 250m in length. People on cycles can then join the carriageway on lightly trafficked roads via Oakdale Road to access local facilities within Binley Woods (shops, primary school etc). A road hump is also proposed across the access to Greens Home & Garden.

- 3.7 These measures would contribute to a wider footway for all users, a legal route for people on cycles to connect between the A46 and local roads within Binley Woods (avoiding crossing the A428) and reduction in speeds of vehicles entering and exiting the access to Greens Home & Garden.

#### **Public notices and local feedback**

- 3.8 The power to install road humps is contained within s90A of the Highways Act 1980. Under s90C(1) WCC, as Highway Authority, must consult with the Chief Officer of Police and give public notice of the proposal.
- 3.9 The powers to convert the footway into a shared use footway and cycle way are within s65 and s66 of the Highways Act 1980. There is no statutory requirement to consult when using these powers. However, in its Cycle Infrastructure Design (LTN 1/20) the Department for Transport states “public consultation is not a mandatory requirement, however, engagement with those likely to be affected is strongly recommended, particularly groups representing disabled people.”
- 3.10 Between 3rd May and 28th May 2024, Binley Woods residents and local organisations were invited to provide informal feedback on the proposals via an online survey and drop in event.
- 3.11 Over the same period, formal consultation on the proposed scheme took place by way of a public notice being published in the Coventry Observer and erected on site. All information, including the public notice, statement of reasons and plans, were uploaded to the WCC website and copies were made available at Shire Hall for members of the public to view. Details were sent to the statutory consultees (including Warwickshire Police), disability organisations and to directly affected residents along this section of Rugby Road. Any objections or representations were requested in writing by 28th May 2024. The statement of reasons for proposing the scheme and the public notice are appended to this report at Appendices C, D and E.
- 3.12 A full summary of engagement is included in Appendix F. 120 responses were received in the Ask Warwickshire online survey, 17 people attended the drop-in event and 7 people submitted additional comments by phone or email. The Parish Council and local County Councillor have supported the proposals.
- 3.13 No specific objections were received to the public notices in Binley Woods. However, local engagement resulted in 63% of online responses (76 people) registering disagreement or strong disagreement ‘with the proposal to create a cycle route along the south side of the A428 Rugby Road between Greens Home & Garden access and Oakdale Road’. There were also concerns raised in the drop-in discussions and phone and email comments.
- 3.14 Appendix F gives more detail about the comments received in the local engagement. There were 10 comments that mentioned concerns about potential conflicts with the shared use facilities. Other concerns related to the financial cost

of the scheme, traffic disruption, specific parking issues and other elements of the design. These are discussed in the table below, together with proposed actions to address these concerns.

3.15 Although there was disagreement expressed in the feedback to the proposals, the comments have been considered in detail and key themes addressed.

3.16 All issues have been considered. The table below indicated the additional measures proposed to mitigate concerns, alongside specific proposals to manage the parking concerns. With those actions taken into account, it is recommended that the Portfolio Holder approves delivery of the proposed scheme.

Main Themes	Sub themes	Officer's response/ action required
Financial	Waste of money	The funding is only available towards walking, wheeling and cycling improvements in Binley Woods and is not transferable to other highways activities such as pothole repair. Pothole and maintenance funding is available separately and local problems can be reported on WCC website. Scheme maintenance will be factored into annual budgets in the same way as other highway maintenance.
	Money better spent on other things – potholes etc	
	Concern about existing and/or future maintenance	
Endorsement	Positive comments about the scheme	Noted
Level of cycle use (negative)	There are no cyclists at present time	Recent counts and observations show that cyclists are already using the footway.
	There is no future demand for cycling	
Level of cycle use (positive)	The path is already used for cycling	
	There is a demand to cycle more	Noted
Traffic disruption	Concern over traffic disruption or congestion	There will be no changes to the carriageway as part of the scheme. Traffic management during roadworks will aim to minimise disruption for residents and businesses.
Parking	Existing problems of parking on pavement	Further review by designers and Road Safety Auditors will take place to identify additional measures to prevent continuation of pavement parking on Rugby Road and enable full width of new path to be used by people walking, wheeling and cycling
	Scheme causes displacement of parking	Parking restrictions (extension of double yellow lines) will be investigated for Oakdale Road.
	Request for parking restrictions/ double yellow lines	These will be subject to further consultation and are therefore not part of the proposals recommended for approval in this report.
Design	Shared path will create conflicts between users	The wider path and verge space should provide additional space for users to pass one another. The dimensions of the shared path are in line with national design guidelines

	Concern over access at Oakdale Road junction	Designs will be reviewed to ensure safe transition between the cycle track and carriageway at Oakdale Road
	Request for a segregated path/ separate path between users	There is insufficient space for a segregated path due to the proximity of the woodlands. Shared path is consistent with existing shared path between A46 and Greens Home and Garden
	Concern over road hump and access arrangements to Greens Home and Garden businesses	The design of the road hump is in line with national guidelines. Following feedback, traffic turning counts have been commissioned to understand detailed movements at this location. Traffic management during roadworks will aim to minimise disruption for residents and businesses.
Personal safety	Concerns generally about antisocial behaviour	The wider path and verge space should provide additional space for users to pass one another. Lighting improvements are proposed for the woodland section
	Concerns about personal security on section by woods	
Demographic (negative)	Not suitable for families	The wider path and verge space should provide additional space for users to pass one another.
	Not suitable for elderly residents	
Demographic (positive)	Suitable for families	
	Suitable for elderly residents	

#### 4. Financial Implications

- 4.1 External funding has been allocated to this scheme by National Highways in two phases: 1) design phase including technical approval and 2) delivery phase.
- 4.2 Funding for the second phase is due to be confirmed in August 2024 following a review by National Highways of estimated scheme costs and contractual procedures, and confirmation from Warwickshire County Council of approval to proceed. Construction could commence in November 2024 and is expected to last for a period of approximately three months.
- 4.3 If sufficient funding is not confirmed by National Highways, then this scheme will be paused until further funding has been identified.
- 4.4 The construction phase and widening of the footway will impact on existing Warwickshire County Council assets such as footways, verges, street lighting and average speed cameras. The cost of upgrading and/ or relocating this equipment is included in the National Highways scheme estimates. All the works will be subject to a Section 4 agreement between Warwickshire County Council and National Highways.
- 4.5 Warwickshire County Council is funding the traffic data collection, technical approval, legal costs and officer support from two funds: 1) the National Highways designated funds and 2) Active Travel England Capability and Ambition Fund. The Capability and Ambition Fund is intended for development of a pipeline of walking, wheeling and cycling schemes. There is sufficient budget in 2024/25 to continue

officer support and to take forward new actions following the local feedback – including additional traffic surveys and investigation of parking restrictions.

## 5. Environmental Implications

- 5.1 Transport is the single largest cause of carbon emissions in the UK. The active travel scheme detailed in this report will provide infrastructure which will enable more walking and cycling journeys to be made, thereby contributing to reduced carbon emissions as well as lower levels of congestion and improved air quality.

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<b>Executive Director</b>	Mark Ryder - Executive Director for Communities markryder@warwickshire.gov.uk
<b>Portfolio Holder</b>	Cllr Jan Matecki - Portfolio Holder for Transport and Planning Janmatecki@warwickshire.gov.uk

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

### List of background papers

Appendix A – Footway conversion plan  
<https://api.warwickshire.gov.uk/documents/WCCC-1615347118-1411>

Appendix B – Road hump plan  
<https://api.warwickshire.gov.uk/documents/WCCC-1615347118-1418>

Appendix C – Public notice  
<https://api.warwickshire.gov.uk/documents/WCCC-1615347118-1410>

Appendix D – Statement of reasons s65 and s66  
<https://api.warwickshire.gov.uk/documents/WCCC-1615347118-1412>

Appendix E – Statement of reasons s90



<https://api.warwickshire.gov.uk/documents/WCCC-1615347118-1413>

Appendix F - Summary of community engagement

### **Members and officers consulted and informed**

Portfolio Holder – Councillor Jan Matecki, Portfolio Holder for Transport and Planning

Corporate Board – Mark Ryder, Executive Director for Communities

Legal – Lucy Adams, Nichola Vine

Finance – Caroline Jones, Andrew Harper

Equality – Delroy Madden

Procurement – John Hopper, Mark Baker

Democratic Services – Nicole Conway

Councillors - Isobel Seccombe, Sarah Feeney, Jerry Roodhouse, Jonathan Chilvers and Judy Falp

Local Member(s) – Councillor Heather Timms

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## Portfolio Holder Decision

### Addition of Active Travel Schemes to the Capital Programme

<b>Portfolio Holder</b>	<b>Deputy Leader</b>
<b>Date of decision</b>	<b>15 July 2024</b>
	<b>Signed</b> 

#### 1. Decision taken

- 1.1 That the Deputy Leader approves the addition of the following active travel schemes to the Capital Programme for 2024/25 to the values stated below:
- a. B4113 Coventry Road to Bermuda Station cycle link, Nuneaton - £252,006 secured from S106 developer contribution.
  - b. Crowhill Drive Bridleway improvements, Nuneaton - £27,279 secured from S106 developer contributions.
  - c. School Lane, Exhall to Bedworth town centre - £64,048.18, and School Lane Exhall to B4114 Coventry Road - £42,699.32 secured from S106 developer contributions.
  - d. A422 Banbury Road cycleway extension, Stratford-upon-Avon - £254,278 secured from S106 developer contributions.
  - e. Queenways and Tachbrook Park Drive cycle route enhancements Leamington Spa - £78,195 secured from S106 developer contributions.
  - f. B4114 Birmingham Road cycle route, Coleshill to Solihull - £1,300,000 Active Travel Fund grant.
  - g. B4115 Watton Lane cycle route Coleshill to Water Orton - £259,000 Active Travel Fund grant.
  - h. Crewe Lane, Kenilworth local active travel and highway enhancements - £600,871.05 secured from S106 developer contribution.
  - i. Warwick Road, Kenilworth cycle route - £333,226 secured from S106 developer contributions.

#### 2. Reasons for decisions

- 2.1 The County Council has secured and received external funding from the Department for Transport Active Travel Fund and through S106 developer contributions for active travel infrastructure schemes. Approval is required from the Deputy Leader to add these schemes to the capital programme to enable progress to be made on the development and delivery of the schemes.

- 2.2 Pursuant to the Council's constitution, the Deputy Leader has delegated authority to add to the Capital Programme any scheme below £2,000,000 in value that is fully funded from grants, developer contributions or from revenue. Each of the schemes covered by this report meet those criteria.

### 3. Background information

- 3.1 In July 2020, the Government published '*Gear change: a bold vision for cycling and walking*' plan, which set out its vision and aims for the future of cycling.
- 3.2 The Council's Local Cycling and Walking Infrastructure Plan presents a long-term county-wide plan for investment in walking, wheeling and cycling routes. It is a key delivery plan for the Sustainable Futures Strategy (contributing to targets to reduce carbon emissions to net zero by 2050 in Warwickshire) and Local Transport Plan (Active Travel Strategy Policy Position AT2: Better, safer routes for walking and cycling). The allocations outlined in this report will support delivery of the Council's policy objectives by funding safe off-road cycling routes which will enable more people to complete everyday journeys by cycle.
- 3.3 S106 developer funding has been received towards the cost of delivering the cycling infrastructure schemes listed in table 1 which will deliver missing links within Warwickshire's cycle networks and link new developments to key destinations such as town centres, rail stations and employment/education centres.
- 3.4 The developer contributions are ring-fenced for walking and cycling infrastructure improvements, and in the case of the Crewe Lane and Warwick Road schemes in Kenilworth for highway and walking and cycling infrastructure improvements. The funding will deliver a range of schemes to improve local connectivity through walking, wheeling and cycling in accordance with the S106 agreements, subject to the outcome of feasibility design. S106 contributions are normally subject to indexation resulting in the value of S106 received being slightly higher than the agreed contribution. The Warwick Road Kenilworth cycle route scheme is lower than the available S106 funding agreement because a proportion of the S106 contribution has been allocated to a highway scheme.
- 3.5 The estimated delivery dates provided in table 1 below are based on a high-level assessment of work requirements and typical lead-in times for similar schemes. Most of these schemes are at an early stage of development and therefore expected to take in the region of two to three years to progress to delivery due to the need to carry out design work, stakeholder engagement, legal orders and notices, and programme construction. Delivery programmes will be refined as schemes progress through the design phases and there is greater understanding and certainty of the delivery issues, design solutions and cost estimates.
- 3.6 It is anticipated that three of the schemes included in table 1 will be delivered within the next 12 to 24 months. These are:
- The scheme linked to the Land at Golf Lane Nuneaton development which involves improving approximately 100 metres of bridlepath in the vicinity of the Crowhill Recreation Ground to provide a cycling connection to the new

development.

- A scheme linked to the Aldi supermarket at Land at Queenway Leamington Spa development site, which complete two short missing links of cycling provision at the northern ends of Queensway and Tachbrook Park Drive totalling approximately 200 metres. It is proposed to deliver these connections alongside the Europa Way Ford Foundry and Queensway roundabouts scheme which started in May. These sections will provide improved cycling links to the retail and employment sites at Heathcote, and to the wider local cycling network.
- A scheme on Warwick Road Kenilworth that will provide a new off-road cycle route between Wilkshire Road and the St John's gyratory. This route will form part of an east west route that links new and existing residential development to the emerging Kenilworth cycling network and secondary school on Glasshouse Lane.

3.7 Delivery of all schemes is subject to identifying a deliverable design, the outcome of engagement and the processes for any required legal orders, and there being sufficient funding.

**Table 1: S106 Contributions for the development of off-site walking and cycling infrastructure improvements.**

Development	Funding purpose / connectivity provided	LCWIP reference / priority	Agreed S106	S106 received*	Estimated delivery
Faultlands Farm, Gypsy Lane, Nuneaton	Creation of a cycle path leading from the Wem Brook Trail to Bermuda Station. Connects the new employment site between Coventry Road and Gypsy Lane with rail services and forms part of a wider south Nuneaton cycling link.	N23 Bermuda Park Station to Coventry Road (High) / N25 B4113 Coventry Road (Medium)	£200,000	£252,006	2026/27
Land at Golf Lane, Nuneaton	A link between the bridlepath crossing the site and cycleway / footpath infrastructure to be provided by WCC. Connects the new development to the wider Nuneaton cycling network.	N32 Bridleway / Footpath (Raven Way – Golf Drive)	£25,000	£27,579	2025/26
School Lane, Exhall, Bedworth	Cycling and pedestrian route, links and connections between the development and Bedworth Town Centre.	N/A	£51,600	£64,048	2026/27
School Lane, Exhall, Bedworth	Cycling and pedestrian route, links and connections between the development and the proposed B4114 Bedworth to Coventry Cycle Route. Supports cycling journeys towards Bedworth town centre and destinations within Coventry.	N/A	£34,400	£42,699	2026/27
Stratford-upon-Avon	A footway/cycleway on the northside of the A422	N/A	£200,000	£254,278	2026/27

Business & Technology Park, Banbury Road.	Banbury Road between the site and the A4390 roundabout. Connects new housing development and an existing employment site to the Stratford cycling network.				
Land at Queensway, Leamington Spa	Towards the provision of a new section of cycle route along Tachbrook Park Drive, and towards widening the existing footway at Queensway between the rear access to the new Foodstore site and the toucan crossing south of the Europa Way. Completes short missing links in the existing cycling network and supports cycling trips to retail and employment sites at Heathcote and to the wider local cycling network.	L06 Kingsway / Queensway (Medium) L08 Tachbrook Park Drive (High)	£64,000	£78,195	2024/25-2025/26
Land at South Crest Farm, Crewe Lane, Kenilworth.	Towards highway improvements at Crewe Lane and other local highway improvements and the provision of cycling infrastructure within the vicinity of or serving the development. Links new housing development to the emerging Kenilworth cycling network.	K16 (medium)	£496,397	£600,871	2026/27
Land east side of Warwick Road Kenilworth	For off-site highways contribution for delivering strategic highway infrastructure measures, and improvements to walking and cycling. Forms part of an east – west cycle route which links new and existing residential development to the emerging Kenilworth cycling network and destinations including the secondary school on Glasshouse Lane.	K25 (high)	£450,000	£333,226	2025/26

\* - Where S106 contributions received are higher than the agreed S106 contribution, this is due to indexation being applied. The Warwick Road Kenilworth cycle route scheme is lower than the available S106 funding agreement because a proportion of the S106 contribution has been allocated to a highway scheme.

3.8 In addition, funding has been secured from the Department for Transport's Active Travel Fund to deliver the following two cycling schemes:

- B4114 Birmingham Road Coleshill to Solihull (excluding a section to be delivered by HS2) - £1,300,000
- B4118 Watton Lane toucan crossing and 150m of cycleway to support the

creation of cycle route between Coleshill and Water Orton - £259,000  
 Concept design work is being progressed on these schemes, however both schemes have complex interactions with HS2 works and in the case of the Birmingham Road cycle route, with other highway schemes. These schemes are therefore not expected to come forward until at least 2026/27.

## 4. Financial Implications

- 4.1 The S106 contributions listed in table 1 have been received by the County Council and are ring-fenced for schemes detailed in the respective S106 agreement. The Active Travel Fund grant is ring-fenced to the schemes detailed in grant agreements. Both the S106 contributions and Active Travel Fund grant need to be allocated to appropriate capital budgets. This requires that the schemes are added to the capital programme which will also enable progress to be made on the development and delivery of the schemes.
- 4.2 Were a scheme not to progress, any S106 funding spent on scheme development would either have to be returned to the developer with the cost falling on revenue budgets or be reallocated to another scheme which meets the terms of the S106 agreement. To overcome this issue S106 funding will not be utilised until concept design work identifies a feasible scheme and the full funding required to deliver the scheme has been confirmed. This concept design work will be funded from revenue budgets primarily using Active Travel England Capability and Ambition Fund revenue grant allocations, with additional funding available from the Transport Development Fund.
- 4.3 There is a risk that as scheme design work progresses, additional unexpected costs will emerge which exceed the available funding. To overcome this issue all cost estimates will include suitable contingency allowance for the stage of design. Should the contingency be insufficient to meet the increased costs the Cycle Schemes Programme Board will recommend next steps for decision by the appropriate level of delegated authority in consultation with the portfolio holder. Options in this situation would be to seek additional funding to deliver the scheme or to descope the project to meet the available budget. Alternative funding options include the Active Travel Fund, Community Infrastructure Levy, Local Transport Fund and future developer contributions.
- 4.4 The terms and conditions of the Active Travel Fund grant detailed in this report are set out in a Grant Agreement and Memorandum of Understanding (MoU) with Active Travel England. The MoU places responsibility for meeting any costs over and above the Active Travel Fund grant contribution, including cost overruns, on the Council. Failure to comply with Grant Agreement / MoU could result in clawback of the whole or any part of the grant or lead to the reduction, suspension or withholding of future Department for Transport grant payments. To overcome this issue grant funding will not be utilised until concept design work identifies a feasible design.
- 4.5 Should delivery costs exceed the Active Travel Fund grant the options will be to

work with Active Travel England to agree a reduced project scope, for example by accepting a lower quality finish or reducing the length of route being created, or to stop or delay the project delivery until additional funding can be secured to complete it.

- 4.6 Monitoring of the capital project costs will be reported as part of the quarterly financial monitoring report to Cabinet.

## 5. Environmental Implications

- 5.1 Transport is the single largest cause of carbon emissions in the UK. The active travel schemes detailed in this report will provide infrastructure which will enable more walking and cycling journeys to be made, thereby contributing to reduced carbon emissions as well as lower levels of congestion and improved air quality.

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<b>Executive Director</b>	Mark Ryder - Executive Director for Communities Markryder@warwickshire.gov.uk
<b>Portfolio Holder</b>	Cllr Jan Matecki - Portfolio Holder for Transport and Planning janmatecki@warwickshire.gov.uk

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

### List of background papers

None

### Members and officers consulted and informed

Portfolio Holder – Councillor Jan Matecki, Portfolio Holder for Transport and Planning

Corporate Board – Mark Ryder, Executive Director for Communities

Legal – Caroline Gutteridge

Finance – Andrew Harper



Equality – Hannah Lawrence

Democratic Services – Nicole Conway

Councillors – Cllr Jeff Clarke, Cllr Jenny Fradgley, Cllr Jonathan Chilvers, Cllr Sarah Feeney, Cllr Jerry Roodhouse

Local Member(s):

- B4113 Coventry Road to Bermuda Station Cycle Link, Nuneaton – Cllr Golby
- Crowhill Drive Bridleway improvements, Nuneaton – Cllr Clarke and Cllr Morgan
- School Lane, Exhall – Cllr Pandher and Cllr Hammersley (TBC)
- A422 Banbury Road cycle route extension, Stratford-upon-Avon – Cllr Rolfe
- Queensway / Tachbrook Park Drive cycle route enhancements Leamington Spa – Cllr Birdi and Cllr Chilvers
- B4114 Birmingham Road cycle route Coleshill to Solihull – Cllr Watson and Cllr Humphreys
- B4118 Watton Lane cycle route Coleshill to Water Orton – Cllr Watson
- Crewe Lane, Kenilworth – Cllr Drew
- Warwick Road, Kenilworth – Cllr Spencer

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