

Cabinet

28 January 2021

Kenilworth to Leamington Cycle Project

Recommendation

That Cabinet;

Approve the development of the Kenilworth to Leamington Cycle Project and authorise the Strategic Directors for Communities and Resources to take all steps required for the implementation of the scheme including:

- (a) in the case of the Strategic Director for Communities:
 - (i) finalising designs and determining land requirements;
 - (ii) negotiating terms and entering agreements for any necessary alterations to private accesses;
 - (iii) securing all necessary statutory consents (including licences and planning permissions) and entering any necessary agreements with other regulatory bodies;
 - (iv) exercising any statutory rights of entry for the purposes of carrying out surveys, examinations or other investigations or executing works;
 - (iv) undertaking public consultation;
 - (v) inviting tenders and entering contracts on terms and conditions acceptable to the Strategic Director for Resources.
- (b) in the case of the Strategic Director for Resources:
 - (i) making any necessary side road orders under sections 14 and 125 of the Highways Act 1980;
 - (ii) acquiring by agreement the land required for the implementation of the scheme.

1. Executive Summary

- 1.1 In November 2019 Cabinet approved the allocation of £4.749 million from the Capital Investment Fund for the Kenilworth to Leamington Cycle Route scheme (K2L) and this was subsequently approved by Council for addition to the Capital Programme.

1.2 This report sets out the steps in the development of this project from feasibility design to construction and requests authority to proceed with the required statutory applications, processes and agreements for the feasibility and detailed design stages, prior to requesting tenders and subsequently awarding the contract.

2. Development of K2L

2.1 K2L aims to deliver a new 5 km dedicated off-carriageway cycle route connecting Kenilworth and Leamington Spa along the A452 and B4115, including a new pedestrian and cycle bridge over the River Avon at Chesford.

2.2 The scheme has three distinct sections as follows:

- an off carriageway shared pedestrian/cycle route from Leamington Spa to Bericote roundabout located on the eastern side of the A452
- a new permanent pedestrian/cycle bridge crossing the River Avon and associated flood plain between Bericote roundabout and the B4115
- an off-carriageway pedestrian/cycle route running to the north of the B4415 and connecting to Glasshouse Lane Kenilworth via the bridleway on Rocky Lane which will be improved.

2.3 The route, in part, will run adjacent to the proposed future dualling works on the A452 between Thickthorn and Bericote roundabouts. This proposed dualling is a named scheme in the Warwick District Local Infrastructure Delivery Plan and, an initial alignment envelope will be developed to inform the alignment of K2L as it crosses the River Avon in order to minimise abortive construction.

2.4 The new bridge proposed at this location is intended to accommodate and remain unaffected by the construction of these future dualling works. A new bridge at this location will be a significant feature on the approach to Leamington, and options for possible bridge designs will be prepared and shared prior to development of detailed design. A permanent bridge solution, rather than the temporary solution, set out in the CIF bid will be developed.

2.5 K2L will be the subject of a planning application through WCC as planning authority, by virtue of Regulation 3 or the Town and Country Planning Act, as the route at its river crossing, and also at other locations, diverges from the highway. The preparation of a planning application will include for the consideration of the environmental impacts of the proposed construction along the route and specifically at the bridge site and in order to prepare for this a series of environmental and ecological surveys will be commissioned.

2.6 Early engagement with some affected landowners has taken place in order to complete topographical surveys to develop feasibility alignments; development of the full scheme will require parcels of land to be acquired along the route and the project team would build on this initial engagement to commence negotiations with these landowners.

- 2.7 It is intended that a Compulsory Purchase Order under section 250 of the Highways Act 1980 is prepared in parallel with negotiations for land acquisition and a further report will be brought to Cabinet to request permission to bring forward the Compulsory Purchase Order when the work to develop the initial alignment envelope has been completed.
- 2.8 As the scheme design is progressed statutory processes such as side road orders and agreements, such as with the Environment Agency around the flood plain and Natural England in respect of any protected species, may be required.
- 2.9 Early design work was undertaken in preparation for the CIF application, as the feasibility design progresses the initial design assumptions and specifically the estimate and programme will be reviewed and reported through the Project Board. It is possible that the budget available will be inadequate to complete the project, the Project Board would then determine whether additional funding be sought, or the project scope reduced, and report again to Cabinet if required.

3. Financial Implications

- 3.1 As part of the 2019/20 budget settlement agreed by Full Council in February 2019, an additional £12.5 million was made available to capital projects to fund a series of named activities which included 'additional cycle routes in response to accident data and air quality'.
- 3.2 An allocation of £4.749 million from the Council's Capital Investment Fund has been allocated to this scheme. The CIF monies will be used to fully fund this key scheme and to ensure it can be brought forward at the earliest possible opportunity. Following the decision in November 2019 this allocation is identified in the Capital Programme.
- 3.3 External funding opportunities from developer contributions, HS2 Road Safety Fund and Highways England cycling funding will be explored in order to support the project. Should external funding be secured and received and if the monies available are greater than the project estimate, the remaining monies will be returned to the Capital Investment Fund for use on future projects.
- 3.4 An appropriate level of contingency has been built into cost estimates to reflect the current stage of design. There are notable budget challenges including land acquisition, planning permissions, the impact of HS2 nearby and the works associated with the new pedestrian and cycle bridge, and these will be carefully monitored. At this early design stage, it is still possible that the budget is insufficient to develop the scheme. Should any project changes be required, to alter the scope of the scheme in order to remain within budget, or to request application to increase or reduce the budget, these would be

presented to the Project Board for decision, and would be presented to Cabinet as appropriate.

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

4. Environmental Implications

- 4.1 Developing cycle route networks to make cycling a viable transport choice is key to reducing carbon emissions from transport and tackling climate change. K2L will enable residents and commuters to make positive steps towards reducing their carbon footprint by switching from driving to cycling for short local journeys.
- 4.2 A full analysis of the environmental implications of the proposals will be developed as part of the planning application.

5. Supporting Information

- 5.1 The A452 is currently the only direct route between Kenilworth and Leamington Spa, with no suitable alternatives for cyclists. The current lack of safe segregated cycling provision, high traffic volumes (around 30,000 vehicles per day), narrow carriageway and large roundabouts on the A452 create conditions which are not conducive to cycling.
- 5.2 The Kenilworth to Leamington Spa (K2L) cycle scheme will deliver a new 5 km dedicated off-carriageway cycle route connecting Kenilworth and Leamington Spa along the A452 and B4115, including a new pedestrian / cycle bridge over the River Avon at Chesford. The K2L scheme is recognised as the highest priority new cycle scheme for the County, emerging with the top score in a prioritisation exercise carried out during the Task and Finish review of Cycling Infrastructure in 2018. There has been a high level of local support for this scheme for over 10 years and demand from the public continues to grow, including support provided by the local MPs, Leamington Town Council and Warwick University. A petition calling for the route to be delivered was presented to the County Council at its October 2019 meeting by three local cycling groups, Cycleways, Kenilworth Cycle Group and University Bicycle User Group. The petition contained greater than 3,000 signatures.
- 5.3 The primary objective of K2L, is to provide a high quality, safe, direct and continuous dedicated cycle track on this corridor. The intended outcome of is to release considerable suppressed demand for cycling on the A452 corridor.
- 5.4 The scheme aims to enable everyday cycling journeys between the two towns, as well as supporting cycle access to the University of Warwick, Stoneleigh Park, JLR Whitley and Coventry. It will also provide an important sustainable transport link for the 1400 new dwellings and new employment

planned in east Kenilworth. The development of 4000 new houses at Kings Hill to the north of Kenilworth will further increase demand for this cycle route.

6. Timescales associated with the decision and next steps

6.1 An outline programme for the development and construction of the Kenilworth to Leamington Cycle route is as follows:

Feasibility design including the preparation of land requirements	Current to summer 2021
Development of outline proposals for dualling of the A452 – to inform the K2L alignment	Spring 2021
Planning application decision	Spring 2022
Land assembly	Spring 2022
Detailed design completed	Summer 2022
Procurement	Spring/summer 2022
Construction	2022-2023

Appendix

Indicative scheme plan

Background Papers

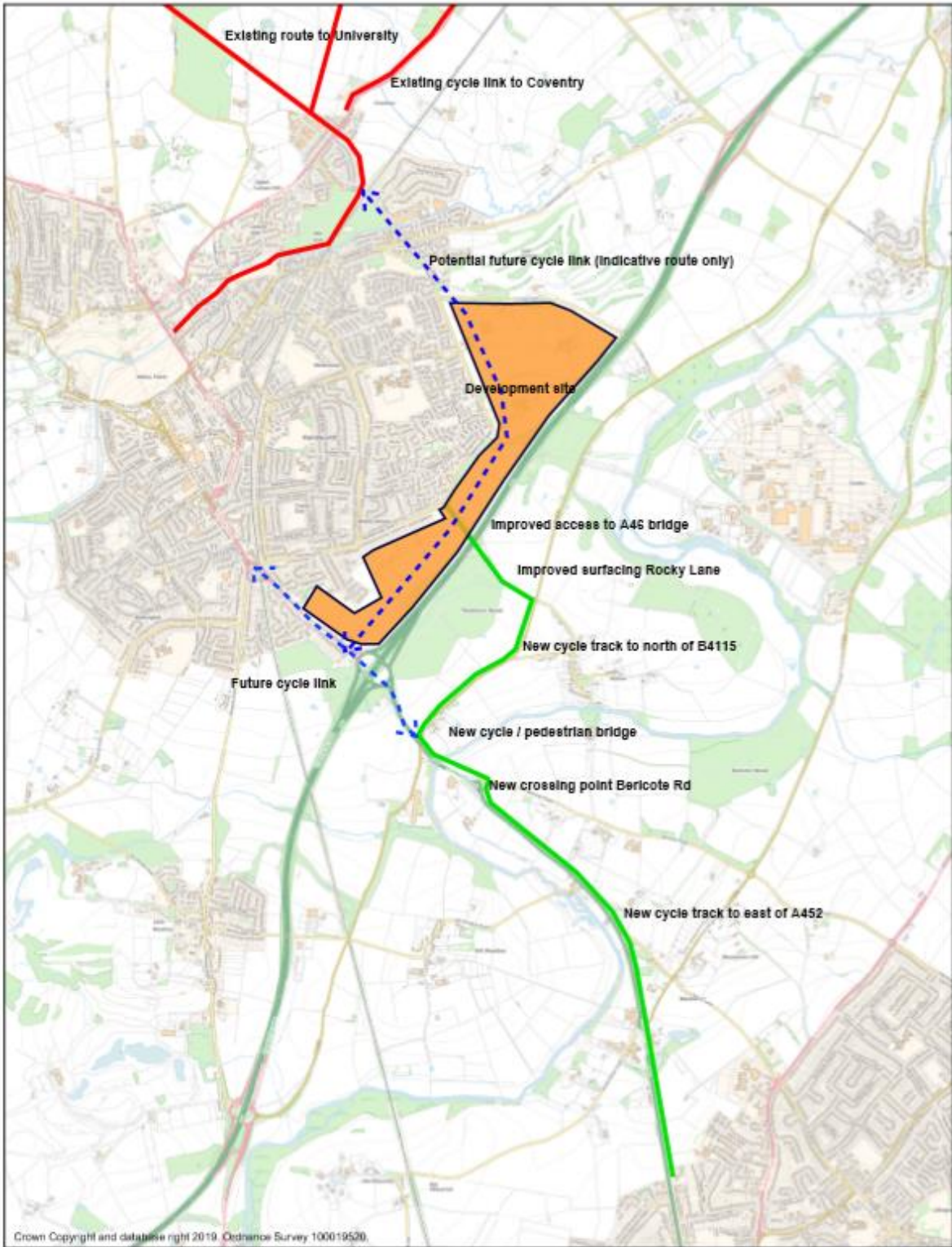
None

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The report was circulated to the following members prior to publication:

Local Member(s): Councillors Wallace, Gifford, Davies, Shilton, Cockburn and Boad
Other members: Councillors Golby, Shilton, Fradgley, Holland and Kondakor

Appendix – Indicative Scheme Plan
 K2L route shown in green



Kenilworth to Leamington cycle route

2019-09-06

Outline route plan



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