

# Deputy Leader Decision

## St Johns Gyratory Improvements, Kenilworth

<b>Portfolio Holder</b>	<b>Deputy Leader</b>
<b>Date of decision</b>	<b>14/07/2023</b>
	<b>Signed</b> 

### 1. Decision taken

That the Deputy Leader of the Council gives approval to the addition of the following S106 developer-funded highway improvement schemes to the Capital Programme for 2023/24.

- a) A452 St Johns Gyratory, Kenilworth, junction signalisation and provision of cycling and walking connections

### 2. Reasons for decisions

2.1 On 14th May 2021 Council reconfirmed the delegated power to the Leader, or body nominated by them, to approve the addition to the capital programme of projects costing less than £2.0 million, which are fully funded from external grants, developer contributions or from revenue. The Deputy Leader is that nominated body.

### 3. Background information

3.1 A452 St Johns Gyratory improvements in Kenilworth was identified through WDC Local Plan Strategic Transport Assessments as necessary infrastructure to accommodate the additional traffic and active travel demands associated with the delivery of Local Plan allocations in Kenilworth. The scheme is listed as essential infrastructure in the Warwick District Council Infrastructure Delivery Plan and is identified in Kenilworth Development Brief Supplementary Planning Document.

3.2 The A452 is part of WCC's strategic highway network and is recognised as such through inclusion in the Major Route Network. Improvements in this location are critical to the delivery of housing and employment growth, to facilitate access to the town centre and to ensure that queues do not propagate back to the A46 Strategic Road Network.

3.3 There is an immediate requirement to ensure that the scheme is compatible with the delivery of the K2L cycle scheme proposals which may pass through this junction. Given the advanced stage of K2L design and delivery, it necessary to consider the 2 schemes together to avoid any abortive works.

3.4 Due to the anticipated timescales for the delivery of the consented spine road through Kenilworth development sites, it is necessary to deliver the St Johns Gyratory scheme early within the Local Plan period in order to provide capacity and walking/cycling facilities to enable some developments to be delivered and occupied prior to the spine road completion. Delays to the process will have an impact upon the ability for these sites to be built out and occupied.

## 4. Financial implications

- 4.1 As the new highway assets which are being created through this scheme will come on to the Council's balance sheet once completed, the costs incurred by the Council need to be treated as capital expenditure.
- 4.2 The s106 scheme contributions are ring-fenced for the schemes described in Kenilworth IDP and which fall under the description "Off-site highways contribution for delivering strategic highway infrastructure measures, and improvements to walking and cycling". There are no alternative uses for the contributions.
- 4.3 In order to develop Engineering Feasibility designs using secured s106 funding, the scheme is required to be added to the Capital Programme. The scheme is currently approximated to cost less than £2m, however this will be confirmed based on the proposed Engineering Feasibility design process which will also help inform developer contributions in the future. It is proposed that the first instalment of funding from W/17/2150 – Land east side of Warwick Road, Kenilworth – value £114,647.8, is used to fund the Engineering Feasibility. If the costs estimate exceeds £2m following the Engineering Feasibility design process, Transport Planning Unit will seek Cabinet Approval to add the scheme to the Capital Programme.
- 4.4 To demonstrate this proposal is compatible with the mitigation and developers' contributions strategy for Kenilworth the secured and expected contributions are outlined below
- Kenilworth Contributions Strategy
- A total of £9.9m S106 contributions have been secured already towards highways infrastructure in Kenilworth from sites with planning consent.
  - £6.7m has been allocated for the A46/A452 Thickthorn scheme, forward funded via CIF and to be repaid via contributions.
  - Therefore, £3.2m of secured S106 funding can be allocated to schemes in Kenilworth, with significant further contributions expected.
  - There are at least a further 700 dwellings expected to come forward on allocated sites within the Plan Period to 2029, which will accrue at least £5.25m in s106 contributions towards transport infrastructure (based on the current secured contribution values).
- 4.5 On this basis it is determined that the sub £2m St Johns Gyrotory scheme can be funded in full via the current secured contributions. Remaining contributions will be allocated to other IDP schemes, namely Dalehouse Lane/Knowle Hill improvements, Crewe Lane Improvements and other active travel schemes.
- 4.5 S106 contributions are index linked and should therefore increase in line with any inflationary cost increases incurred. If costs do increase beyond the £2m threshold, it is expected the increase in funding required can be financed through the additional developer contributions expected from the remaining housing allocations to come forward in Kenilworth area. Additionally, as the A452 forms part of the Major Route Network, this status provides opportunity to access additional funding. A Strategic Outline Business Case has been developed for an integrated package of multi-modal improvements on the section of the A452 between Kenilworth and Leamington Spa. St Johns gyratory as within the geographic coverage of the SOBC. As the scheme is aligned with the MRN priorities and is delivering multi-modal improvements and capacity enhancements to the SRN, there will be opportunity to include any additional requirements within the Outline Business Case, if additional funding is required.

## 5. Environmental implications

5.1 The environmental impacts of the S106 funded highway scheme will be considered fully through the design process but the scheme will facilitate active travel by improving connectivity through the addition of new crossing points and providing a link to proposed and aspirational cycle routes. The scheme would provide the connection between the proposed K2L cycle route and Kenilworth town centre as well as improving connectivity at Warwick Road and Birches Lane/Glasshouse Lane. The improved connectivity will address issues of severance and facilitate a shift to active modes of pedestrian and cycle travel which can contribute to lower motorised vehicle volumes and a reduction in vehicle emissions. 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

<b>Report Author</b>	Paul Kinsella paulkinsella@warwickshire.gov.uk,
<b>Assistant Director</b>	David Ayton-Hill - Assistant Director for Communities
<b>Strategic Director</b>	Mark Ryder - Strategic Director for Communities
<b>Portfolio Holder</b>	Portfolio Holder for Finance and Property

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

<b>List of background papers</b>
N/A

<b>Members and officers consulted and informed</b>
Deputy Leader – Peter Butlin
Portfolio Holder – Councillor Wallace Redford
Corporate Board – Mark Ryder
Legal – Caroline Gutteridge
Finance – Andrew Felton
Equality – n/a
Democratic Services – Isabelle Moorhouse
Councillors – Local Member(s): Cllr Richard Spencer, Cllr Tracey Drew, Cllr John Cooke