

Portfolio Holder Decision

Addition of Active Travel Schemes to the Capital Programme

Portfolio Holder	Deputy Leader
Date of decision	15 July 2024
	Signed

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 Business &	A footway/cycleway on the northside of the A422 Banbury Road between the	N/A	£200,000	£254,278	2026/27

Technology Park, Banbury Road.	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.

Report Author	Stephen Rumble – Service Manager Transport Planning Stephenrubble@warwickshire.gov.uk
Director	David Ayton Hill – Director of Economy & Place Davidayton-hill@warwickshire.gov.uk
Executive Director	Mark Ryder - Executive Director for Communities Markryder@warwickshire.gov.uk
Portfolio Holder	Cllr Jan Matecki - Portfolio Holder for Transport and Planning janmatecki@warwickshire.gov.uk

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