

Portfolio Holder Decision

B4113 Longford Road Corridor Improvements – Phase 1

Portfolio Holder	Deputy Leader (Finance and Property)
Date of decision	14 March 2025
	Signed

1. Decision taken

Recommendation

- 1.1 That the Portfolio Holder authorises the addition of the B4113 Longford Road Corridor Improvement Scheme - Phase 1 to the Capital Programme for the value of £1.474 million.

- 1.2 Authorises the Executive Director for Communities to procure the necessary construction contract and enter into any such contract and any associated agreements on terms and conditions acceptable to the Executive Director for Resources.

2. Reasons for decisions

Reason behind report

- 2.1 To seek approval for the addition of Phase 1 of the project to the Capital Programme. A request to increase the capital allocation will be made for future phases, once the rest of the committed Section 106 funding has been received. Phase 1 of the project includes:
 - (a) Design work for the whole corridor.
 - (b) Construction of Phase 1 works which will comprise of:
 - (i) Construction of the retaining structures to enable the road widening of Longford Road near the Bayton Road Junction as shown on plan no. 9.2-B4113--027-042 General Arrangement.
 - (ii) Localised carriageway widening.

- 2.2 The full corridor improvement scheme is required to deliver the overall improvements shown on drawing no. 9.2-B4113-027-042 included in Appendix 1 with Phase 1 being the first to step to facilitate this. The whole scheme improvements are summarised below:

- (i) Create a continuous high quality cycle route from the Bayton Road Industrial Estate access to Longford Road/B4114 roundabout to provide a critical link in the Nuneaton to Coventry cycleway.
- (ii) Upgrade the corridor to cater for the employment sites and housing growth plans as identified in the Nuneaton and Bedworth Local Plan (the NBBC Local Plan). This will include highway improvements to the Bayton Road Junction, the Blackhorse Road junction and the construction of a wider cycleway/footway to improve the cycling facilities along the corridor.
- (iii) Address network constraints and congestion through the installation of new traffic signal equipment at the Longford Road/Bayton Road Junction and the Longford Road/Blackhorse Road Junction.
- (iv) Provision of toucan crossing facilities on the Longford Road/Bayton Road Junction and the Longford Road/Blackhorse Road junction.
- (v) Carriageway widening of Longford Rd between Bayton Road and Longford Road roundabout to improve capacity.
- (vi) Tie into the committed S278 Longford Rd roundabout improvements (highway works and cycle facilities).

2.3 The total estimated cost of the full corridor improvement scheme is £7.5 million. The works are to be funded through Section 106 developer contributions allocated to this scheme and Capital Investment Fund (CIF) funding as detailed in Section 2 of the Financial Implications. The authority has received £1,474,126 funding to date and as such, the delivery of the scheme is to be phased in line with the received funding.

2.4 A decision by the Portfolio Holder is required to add the first phase of the scheme to the Capital Programme.

3. Background information

Issues & Background

3.1 The Longford Road/Coventry Road route through Exhall on the edge of Hawkesbury has seen considerable housing growth. The route carries traffic between Coventry and Nuneaton as well as acting as a key link to the A444 and the M6 for north/south and east/west traffic movements.

3.2 The route has also been identified as the preferred route for the Coventry to Nuneaton strategic cycle route.

3.3 Longford Road is a highly constrained, heavily trafficked route, and the scheme as a whole is essential to mitigate the impacts of developments in Exhall and North Coventry and is identified in the Nuneaton & Bedworth Borough Council (NBBC) Local Plan as necessary to facilitate developments in the area.

3.4 Longford Rd corridor improvements align with the mitigation assumptions included in the NBBC Local Plan modelling and the associated Infrastructure Delivery Plan. Traffic modelling assessments carried out as part of the NBBC Local Plan, identified

that the current highway infrastructure is inadequate to accommodate the allocated growth in the area and delivery of development, and would result in severe impact on the highway capacity without mitigation.

- 3.5 The committed Nuneaton-Coventry cycleway development and its delivery is dependent on the delivery of the Longford Road Improvements.
- 3.6 Access improvements for vehicles travelling to and from the Bayton Rd Industrial Estate will be enabled through the delivery of the scheme, as will improved connectivity via the cycle infrastructure.
- 3.7 The scheme will improve road safety through the delivery of dedicated cycle/pedestrian facilities and thus reducing the risk of serious injuries.
- 3.8 Warwickshire County Council commissioned SLR Consulting Ltd to prepare an appraisal of the potential economic impacts and Benefit to Cost Ratio (BCR) associated with the proposed works on the B4113 Longford Road Corridor Improvements.
- 3.9 The report concluded that the BCR value was 11.4 and based on the Department for Transport DfT's Value for Money framework, a BCR higher than or equal to 4.0 is considered to offer "Very High" value for money.
- 3.10 At least 1,200 dwellings and a significant quantum of employment are dependent upon the delivery of the corridor scheme. Delaying delivery of the scheme has potential to delay or prevent the delivery of the housing. Please see Figure.1 below showing the planned developments in the area.

Timescales

- 3.11 Adding Phase 1 of the scheme to the capital programme is essential for ensuring the utilisation of the received Section 106 funding. This will also allow design work on the whole project to continue and facilitate the delivery of the scheme.
- 3.12 To accommodate growth in the area, the delivery of the scheme is required to commence in early 2026 with Phase 1 being the first stage of the delivery in 2026. The future phases are to follow on after the completion of Phase 1 in line with the available Section 106 funding.

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. The estimated capital cost for this phase is £1.474 million.

4.2 Table 1 below sets out the planned sources of funding to deliver the overall scheme:

Source of Funding	Allocation Source Detail	Total Income	Allocation Status	Confirmed Total	Received Total
Section 106 Developer Contribution	Appl: 18/35745 Stockley Rd	£271,010.00	Confirmed	£271,010.00	£271,010.00
	Appl: 18/035503 School Lane 150 units _ CD	£429,633.10	Confirmed	£429,633.10	£264,588.03
	Appl: 20/036870 Former Hawkesbury Golf Course 204 units	£874,195.08	Confirmed	£874,195.08	£288,528.42
	Appl: 21/037807 Former Hawkesbury Golf Course 176 units	£754,207.52	Confirmed	£754,207.52	
	Appl: 22/039136 Land off Wilsons Lane, Exhall 95 units	£363,794.00	Confirmed	£363,794.00	£150,000.00
	Appl: 22/039049 Hospital Lane 455 units + 55 care home	£254,784.00	Confirmed	£254,784.00	
	Appl: 22/038716 Smarts Rd 122 units	£33,232.86	Confirmed	£33,232.86	
	Appl: 23/039611 Hall Farm (empl ph1 60,000sqm)	£1,539,789.00	Confirmed	£1,539,789.00	
	Appl: 21/3041/OUT Sutton Stop CCC application	£368,459.10	Confirmed	£368,459.10	
	Sub Total				
Capital Investment Fund allocation (CIF)	Strategic Cycle route Coventry to Nuneaton	£500,000.00	Confirmed	£500,000.00	£500,000.00
Total Funding				£5,389,104.66	£1,474,126.45

- 4.3 The Section 106 contributions listed above and identified in the Section 106 agreements, have been confirmed to be allocated to the B4113 Longford Road Corridor improvements through the planning process, and this has been verified through the County Council's Infrastructure Planning and Development Control processes.
- 4.4 The £0.5 million approved CIF funding allocated for the Strategic Cycle route Coventry to Nuneaton which the B4113 Longford Road is part of has been received.
- 4.4 The total received funding as shown in Table 1 above is £1.474 million. The rest of the confirmed Section 106 contributions are linked to trigger points for the developments and detailed in the individual Section 106 agreements. These trigger points are expected to be reached well in advance of the subsequent programmed construction phases of the full scheme, where the majority of the spend will occur.
- 4.5 The estimated cost of Phase 1 of the scheme is £1.465 million comprising of:
- (a) Design work for the whole corridor estimated at £0.485 million.
 - (b) Construction of Phase 1 works estimated at £0.980 million, which will comprise of:
 - (i) Construction of the retaining structures to enable the road widening of Longford Road near the Bayton Road Junction as shown on plan no. 9.2-B4113--027-042 General Arrangement.
 - (ii) Localised carriageway widening.
- This leaves £0.009m from the Section 106 funding received to date as contingency which if not required for Phase 1 will contribute to the cost of later phases of the overall scheme.
- 4.6 The estimated cost of the overall scheme, including Phase 1 is £7.5 million. £5.4 million of Section 106 funding has already been confirmed, and the NBBC Local Plan identifies potential additional sources of Section 106 funding from other allocated developments in the area, where requests can be made for contributions to fund the mitigation of their impact on the Longford Road corridor. The additional contributions that could be secured are calculated to total an additional £5.8 million. This takes the total expected Section 106 funding earmarked for the whole scheme to £11.2 million.
- 4.7 Although there is a risk that the development sites will not come forward or that future section 106 agreements will not include contributions towards the Longford Road Corridor, this risk is mitigated by the ability to phase or pause future phases of the scheme in line with the financial envelope available to the Council for its completion. As a result, the future phases of the scheme will be scaled back or delivered at a slower pace if the full funding cannot be secured via Section 106 contributions.
- 4.8 In addition, detailed design work is ongoing to refine the estimated cost, which currently includes 40% contingency. To further mitigate the risk of funding shortfall for future phases, we will continue to seek other Government funding opportunities.
- 4.9 As this work continues and additional Section 106 funding is confirmed, further reports will be brought to Council to seek approval to add the remaining phases of the scheme to the capital programme.

- 4.10 Following the completion of the first phase of the scheme using the secured £1.474 million funding, the future phasing of the scheme will be carefully considered, to ensure that improvements delivered meet the objectives of the scheme and accommodate the growing demands on the corridor. The completion of the design for the whole scheme in Phase 1 is essential to facilitate this.
- 4.11 Whilst the overall scheme involves construction of new cycleway with Phase 1 of the scheme facilitating this, the impact on maintenance budgets is considered to be minimal, with cycle use creating less wear and tear than vehicles, and there will be an initial cost saving associated with the upgrading of existing sections of the footway and the installation of new signal equipment in terms of reducing their need for routine maintenance in the shorter term.
- 4.12 The corridor improvements in the whole scheme will reduce congestion and network constraints, and this is estimated to reduce the required traffic monitoring, hence the scheme is anticipated to deliver a saving on traffic monitoring costs that would normally be funded through revenue. Delivering Phase 1 is the first stage of achieving this.

5. Environmental implications

- 5.1 The overall scheme will deliver improvements to the B4113 corridor that will reduce congestion levels, with the delivery of Phase 1 of the scheme being the first step in attaining the environmental benefits set out here.
- 5.2 The delivery of a high-quality footway/cycle infrastructure will encourage more sustainable modes of transport along the route and the improved sustainable travel infrastructure will contribute to the transition to a net-zero economy by offering commuters the choice of green travel.
- 5.3 The scheme will support those without access to private vehicles to live independently by improving connectivity, encouraging physically active lifestyles through active travel and improving access to jobs. It will also have positive health impacts through improvements to air quality.
- 5.4 A Preliminary Ecological Appraisal was carried out by Warwickshire County Council Ecological Services and found that there are no protected species within the area of the proposed scheme, and that the impact on trees is minimal.
- 5.5 The site location is heavily constrained by the highway boundary and adjacent urban land use. Therefore, opportunities for onsite Biodiversity enhancement are limited. However, this will be explored further during the detailed design stage.
- 5.6 Due to the value of the B4113 Longford Road Improvements, it is anticipated that the works will be procured through Warwickshire's Construction Framework. This will ensure that the appointed contractor to construct the works, will possess the required policies and arrangements for the management of construction-related environmental issues.

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Portfolio Holder	Councillor 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

Appendices

Appendix 1 - Plan no. 9.2-B4113--027-042 General Arrangement
Appendix 2 - Figure.1 - Planned growth in the Hawkesbury area

List of background papers

None

Members and officers consulted and informed

Portfolio Holder – Councillor Peter Butlin

Corporate Board – Mark Ryder

Legal – Caroline Gutteridge

Finance – Andrew Harper and Liz Firmstone

Equality – Delroy Madden

Democratic Services – John Cole, Amy Bridgewater-Carnall and Nicole Conway

Councillors: Clarke, Chilvers, Fradgley, Feeney, Warwick, Singh Birdi, Boad, Roberts.

Councillor Jan Matecki, Portfolio Holder Transport and Planning

Local Member(s): Cllr Bhagwant Singh Pandher. Cllr Brian Hammersley.