

Capital Investment Fund Business Case Template

<b>Project Title (to be used in future Cabinet/Council papers and Capital Programme)</b>
Emscote Road Corridor Improvements
<b>Assistant Director sign off</b>
<p>The Assistant Director, in submitting this bid to the Evaluation Panel, is:</p> <ul style="list-style-type: none"> <li>• Confirming the scheme is a priority to deliver the Council's core outcomes,</li> <li>• Satisfied with both the content and rigour of the business case, and</li> <li>• Accepting accountability for delivery of the scheme benefits as detailed.</li> </ul> <p><b>Assistant Director</b> .....</p> <p><b>Date of Sign Off</b> .....</p>
<b>Finance Portfolio Lead sign off</b>
<p>The Finance Portfolio Lead, in signing off this bid, confirms:</p> <ul style="list-style-type: none"> <li>• Any figures and/or statements made in relation to finance presented in the bid and/or any appendices are accurate and complete, and</li> <li>• All financial risks or potential risk outcomes associated with the bid have been given appropriate consideration and evaluation.</li> </ul> <p><b>Finance Portfolio Lead</b> .....</p> <p><b>Date of Sign Off</b> .....</p> <p><b>Comments</b> .....</p> <p>.....</p> <p>.....</p>

**Please ensure you have read the detailed guidance (appendix C) and the evaluation criteria (appendix B) before completing this template.**

Under which of the Council's Core Outcomes should the bid be assessed?		
Asset Enhancement and Strategic Investment		Making Best Use of Available Resources
Warwickshire's communities and individuals are supported to be safe, healthy and independent	Warwickshire's economy is vibrant and supported by the right jobs, training and skills and infrastructure	Delivery of Revenue Savings / Generation of Revenue Income
(N)	(Y)	(N)
Which strategic objective(s) will the project deliver? (Select all that apply in correct section as indicated above)		
<b>Warwickshire's communities and individuals are supported to be safe, healthy and independent</b>		
Support our most vulnerable and disadvantaged children reducing the need for children to become, or remain looked after		Y/N
Support Warwickshire residents to take responsibility for their own health and wellbeing and reduce the need for hospital or long term health care		Y/N
Support the most vulnerable and disadvantaged adults in Warwickshire to enjoy life, achieve and live independently		Y/N
Work with communities to reduce crime and disorder and promote safety across Warwickshire		Y/N
<b>Warwickshire's economy is vibrant and supported by the right jobs, training and skills and infrastructure</b>		
Attract economic investment and maximise the rate of employment, business growth and skill levels in Warwickshire		Y
Manage and maintain Warwickshire's transport network in a safe, sustainable and integrated way		Y
Support communities and businesses to develop the digital skills and tools they need in an increasingly digital economy		N
Reduce waste and increase reuse, recycling and composting rates across Warwickshire		N
Support and enable children and young people to access a place in high quality education settings		Y
<b>Delivery of Revenue Savings / Generation of Revenue Income</b>		
Make it easy for the customers to access our information and services so they have a positive experience of our services		Y/N
Put our financial resources in the right place to support the Organisation's priorities		Y/N
Develop our work force so that it has the right skills and capabilities to get the job done		Y/N
Pursue leadership excellence and high performance at all levels		Y/N
Reduce demand and cost through innovative and effective service redesign		Y/N

**ALL BIDS MUST ANSWER ALL GREY-HEADED BOXES****Q1: Please provide a brief description of the proposal. (1 page maximum)**

This is an application for £6.645m of Capital Investment Funding (CIF) to form part of the overall funding required to deliver capacity improvements and provision of improved pedestrian and cycle infrastructure on the Emscote Road Corridor. This will also involve improving and widening the Portobello Bridge as which will enable the authority to provide pedestrian and cycle facilities over this key pinch point on the Cycle Network.

The Emscote Road corridor is a key route between Warwick and Leamington which currently suffers significant congestion during peak hours due to capacity constraints at key junctions. Delays caused to bus services and the inadequacy of current cycling and pedestrian provision make sustainable transport alternatives unattractive.

This proposal seeks to improve this provision through a high-quality, segregated, cycle superhighway connecting Warwick and Leamington and deliver capacity improvements at key pinch points along the corridor. The improvements are required to enable Local Plan growth, increase the efficiency of the highway network and facilitate economic recovery post-Covid 19.

The scheme was identified in the Strategic Transport Assessment to support WDC's Local Plan and was assessed via area-wide strategic modelling which looked forward to the end of the Plan period. The scheme has subsequently been assessed using microsimulation modelling that looks specifically at the impacts on the corridor itself and forecast modelling has been undertaken for the years 2024 and 2029.

Overall, the scheme will;

- Encourage modal shift through provision of improved, prioritised cycle infrastructure, enabling local journeys to be made by sustainable modes
- Incorporate improvements required to allow further growth
- Undertake necessary improvements and widening of the Portobello Bridge as part of a maintenance programme
- Improve safety for cyclists throughout the corridor
- Address existing severance issues through provision of additional crossing points for pedestrians and cyclists
- Increase the potential for bus priority measures at key pinch points
- Complement the Warwick Town Centre Improvements, including the improvements at St Johns junction, and proposed schemes at Coventry Road/Spinney Hill which will provide safe cycling links into and across the town
- Address congestion issues by and reduce car-based trips into and out of the Air Quality Management Area
- Contribute to the Warwickshire County Council and Warwick District Council commitments to reduce CO2 emissions
- Improve access to education at Warwickshire College, Myton School and Coten End School

**Further Information**

An Expression of Interest (EOI) for the DfT Pinchpoint fund has previously been completed for this scheme and this gives further detail on the proposal. The EOI can be found in Appendix A. Preliminary scheme drawings are available in Appendix C.

**Q2: To what extent does the investment meet the criteria in the 2020-30 Capital Strategy and the Priority Outcomes included in Annex B to the Strategy? To what extent does the capital investment fit with the other corporate strategies? (Risk Management, Commercial, Reserves, Treasury Management) (two pages maximum)**

### 2020-2030 Capital Strategy

#### **Warwickshire's economy is vibrant and supported by the right jobs, training, skills and infrastructure**

The scheme will help to make Warwickshire more sustainable now and for the future by delivering infrastructure improvement that will increase efficiency of the highway network and enable modal shifts in travel. This will;

- Secure carbon reduction and mitigate against climate change by facilitating green transport modes and reducing vehicle emissions,
- Support local economic resilience by improving access to both Warwick and Leamington town centres
- Help economic growth by improving connectivity and enabling increased access to employment and education provision
- Enhance Warwickshire as a place to live and visit by improving connectivity between the towns of Warwick and Leamington

#### **Warwickshire's communities are supported to be safe, healthy and independent;**

A number of accidents involving cyclists, four of them serious, have been identified along the Emscote Road corridor over the past five years. In addition, the Princes Drive/Warwick New Road junction is currently ranked 11<sup>th</sup> of 115 county-wide accident cluster sites. There have been 11 recorded injury collisions at this junction over the past five years; 4 involving cyclists and 1 involving a pedestrian. Warwickshire County Council's Road Safety Team has identified the need for improved cycle infrastructure and signalised crossings at this location.

Through provision of improved cycle and pedestrian infrastructure the scheme will improve actual and perceived safety along this route, encouraging more people to switch to cycling as a mode of transport. This will support the community to be safe, improve health through active transport modes and allow greater independence for those without access to motorised transport. It also contributes to climate change objectives by facilitating a modal shift to greener transport.

#### **Making the best use of our resources;**

The scheme will create social value by making best use of our highway asset to produce wider social, economic and environmental benefits by;

- Improving connectivity and encouraging active travel
- Improving access to town centres and employment opportunities
- Improving air quality by reducing vehicle emissions

Overall, the scheme meets the Capital Strategy objective of **Supporting People** by improving accessibility to education spaces, particularly at Coten End, Myton School and Warwickshire College and the objective of **Shaping Places** by providing sustainable transport alternatives that will encourage economic development. It also meets the **Climate Change** objective by mitigating climate

change impacts by reducing dependency on motorised transport, thereby reducing the carbon footprint along the corridor.

### **Response to Covid-19;**

By providing the infrastructure necessary to enable Local Plan allocations to come forward, the scheme will facilitate economic growth in the aftermath of the Covid-19 pandemic. Without the scheme network capacity constraints will act as a barrier to growth.

### **Local Transport Plan Objectives;**

One of the key objectives of Warwickshire's Local Transport Plan 2011-2026 (the LTP) is supporting economic competitiveness and growth by delivering reliable and efficient transport networks. The scheme supports this objective and will deliver outcomes in support of many of the strategies contained within the LTP;

- Accessibility Strategy
- Congestion Strategy
- Air Quality Strategy
- Road Safety Strategy
- Walking Strategy
- Cycling Strategy

The next iteration of the Local Transport Plan is currently being produced and will include an even greater emphasis on air quality, climate change objectives and facilitating sustainable transport modes over the next plan period.

### **Q3: What options have been considered and what has the appraisal approach been? Which is the preferred option and why? (two page maximum)**

The Warwick District Council Strategic Transport Assessment (STA4, April 2014), produced to support the Local Plan, identifies mitigation at several junctions along this corridor, namely Priory Road/Smith Street/ St Nicholas Church Street, Emscote Road/Greville Road and Princes Drive/Warwick New Road junctions, as strategically essential for Local Plan delivery. Traffic modelling work conducted to support the STA demonstrates that these junctions are under pressure.

The STA identifies that a 15% modal shift from new development sites would be required in order to mitigate traffic impacts from Local Plan growth and highlights the completion of a cycle route between Warwick and Leamington (which currently ends at Tesco on the A445 Emscote Road) as a high priority.

The Warwick and Leamington Transport Strategy (2015), commissioned by Warwickshire County Council and conducted by Atkins concluded that retaining the existing on-carriageway cycle facility and extending this to provide greater connectivity along the corridor would not deliver the level of modal shift required to enable the Local Plan growth to come forward. To enable this, the quality of cycle and pedestrian provision would need to be significantly enhanced. Currently there is poor provision on the corridor with on carriageway advisory cycle lane which lacks continuity and conflicts with parked cars. The former option has therefore been discounted in favour of enhanced cycle and pedestrian infrastructure. The Transport Strategy is available in Appendix B.

WCC has engaged with Sustrans to produce some initial designs for a segregated cycle superhighway along the Emscote Road Corridor, incorporating improvements to key junctions at Greville Road, Princes Drive/Warwick New Road, Warwick Place and Regent Street/A452. Sustrans has considerable experience in delivering this kind of infrastructure across the country, including Nottingham and London.

In addition, Atkins were commissioned to conduct a feasibility study around improvements to the junction of the A445 Emscote Road with the Tesco store which would re-route westbound traffic and provide an opportunity for bus priority measures at this location.

A stakeholder workshop was run with representatives from Sustrans, Warwick District Council, transport planning, engineering and road safety teams to review the initial Sustrans designs. This gave particular consideration to local planning considerations, predicted traffic impacts, costs, engineering feasibility and road safety implications. This process was used to sift and refine a range of scheme options and the outputs of this review were taken forward into further iterations of scheme design.

This work to date has resulted in designs for a continuous segregated cycle superhighway that will manage existing conflicting movements around parking, loading and bus stop areas and a number of scheme options for the key junctions along the corridor. These include;

- Modification of the right-turn bay at the existing Greville Road priority junction
- Signalisation of the Greville Road priority junction with addition of bus priority lane
- Conversion of Greville Road priority junction to roundabout
- Conversion of Greville Road priority junction to roundabout
- Signalisation of B4099 Warwick New Road/Princes Drive junction
- Reconfiguration of existing B4099 Warwick New Road/Princes Drive mini-roundabout

A microsimulation traffic model of the Emscote Road Corridor has been developed by WCC and WCC modelling consultants Vectos Microsim for the specific purpose of evaluating scheme proposals along the corridor; specifically the impacts of junction improvements and infrastructure changes related to the pedestrian and cycle provision. The outputs of this modelling work have been used to determine the Benefit-Cost Ratio and analysis of Air Quality Impacts. For the purposes of testing, the following iterative model scenarios were produced (Full Scheme in this case assumes delivery of the cycle superhighway):

- 2015 Base
- 2024 Reference
- 2024 Reference + Princes Drive + Rugby Road
- 2024 Reference + Princes Drive + Rugby Road + St Johns
- 2024 Reference + Princes Drive + Rugby Road + St Johns + Greville Road Right Turn
- 2024 Reference + Princes Drive + Rugby Road + St Johns + Greville Road Roundabout
- 2024 Reference + Princes Drive + Rugby Road + St Johns + Greville Road Signalised
- 2024 Reference + Full Scheme – Greville Road Right Turn
- 2024 Reference + Full Scheme – Greville Road Roundabout
- 2024 Reference + Full Scheme – Greville Road Signalised
- 2024 Reference + Full Scheme + Princes Drive Signals – Greville Road Signalised

The modelling appraisal has demonstrated that there is the capacity to deliver a segregated cycle super-highway that benefits active travel modes and provides corridor-wide improvements to network performance for other road users. The preferred option, based on the modelling appraisal is for the following;

- Full delivery of the cycle scheme incorporating capacity improvements at St Johns and Rugby Road junctions and the improvements to Portobello bridge
- Signalisation of Greville Road junction,
- Optimisation of the Princes Drive mini-roundabout

On the basis of these options Sustrans have drawn up some feasibility cost estimates for the delivery of the proposals. These estimates have been reviewed by WCC Engineering Design Services to add robustness. No land acquisition costs have been identified through this process as the proposed schemes can be delivered within the publicly maintainable highway.

Preliminary scheme drawings are included in Appendix C and an Optioneering Report in Appendix D.

**Q4: Have existing service assumptions been challenged and how? What degree of innovation does the proposal display? (one page maximum)**

**Sustainable Transport Approach**

The scheme challenges the traditional prioritisation of motor vehicles by shifting the emphasis to sustainable modes and, rather than adopting a piecemeal, junction-by-junction or section-by-section approach to the problem as has been the case previously, this scheme takes a holistic, corridor-long, approach to create a feasible transport alternative while ensuring that existing issues are not simply displaced by addressing the whole transport corridor as a single scheme. The result is a scheme that improves the transport network for all modes.

In delivering a segregated cycle super-highway the scheme will provide transport infrastructure of a kind that does not currently exist anywhere in the county. It takes a novel and innovative approach to facilitating a modal shift that is not only essential for delivery of Local Plan growth but will improve air quality and deliver a carbon reduction that provides mitigation to the current climate change emergency.

There is often criticism from cycle campaign groups that cycle infrastructure provision is piecemeal and disjointed due to inadequate investment in high quality cycle schemes. The Emscote Road Corridor scheme will demonstrate the County Council's commitment to cycling through investment in a strategic, high profile cycling infrastructure scheme connecting two main urban areas and provide a sustainable transport choice where existing provision is poor.

The scheme will provide a safe, direct, coherent, attractive and comfortable cycle route, consistent with the core principles of cycle infrastructure design and create a step-change in cycling infrastructure provision to generate the sought after increases in cycling levels.

It also demonstrates the County's commitment to reducing carbon emissions in response to the Climate Change Emergency that has been declared.

The installation of a bus gate at the Greville Road junction challenges the conventional approach to junction improvement by introducing novel infrastructure that prioritises the movement of public transport. This will improve the efficiency and competitiveness of public transport along this corridor which makes a modal shift away from private motor vehicles more viable.

### **Portobello Bridge Improvements**

Portobello Bridge is a listed structure that suffers with a number of long-standing issues: one footway has been closed resulting in a narrow carriageway; the bridge is structurally weak; there is a problem with errant vehicles on the footway and the vehicle restraints are sub-standard. A sensitive approach will be adopted that preserves the identity of the bridge as a listed structure while ensuring that the bridge deck can be widened, bringing the bridge up to current safety standards and facilitating the cycle corridor scheme by resolving the pinch point. The proposed works will minimise future maintenance burdens by future-proofing the bridge. After nearly 20 years, WCC will be able to discharge its statutory obligations to provide a fully functioning bridge between Warwick and Leamington.

### **Scheme Assessment**

In assessing the feasibility of the scheme, WCC has used the most up-to-date traffic modelling capabilities and good-practice informed by the use of journey times derived from satellite navigation data and trip distributions based on mobile phone data rather than rely on broad assumptions or census data that is nearly a decade old. This ensures that scheme analysis is based on current and reliable data.

In assessing the magnitude of modal shift that could be achieved by the scheme, the Propensity to Cycle tool, produced by the Department of Transport, has been used to demonstrate the level of latent demand that could be unlocked.

### **Scheme Monitoring**

In monitoring the impacts of the scheme, WCC intends to make use of new monitoring capabilities that are the subject of a separate CIF application. This will make use of state-of-the-art equipment and innovative artificial-intelligence based software to monitor pedestrian and cycle use and also air quality in ways that WCC has previously been unable to. These new capabilities will:

- Help reduce WCC's reliance on external parties and hence the cost of undertaking traffic surveys
- reduce data collection costs by minimising the necessity for duplicate surveys at failed sites. Damaged sites would be reported automatically so immediate repairs could be organised
- facilitate long term monitoring on off-carriageway cycle routes and air quality traffic flow monitors
- provide information on seasonal variations, which will be particularly useful in programming roadworks
- give a live feed of what is happening on the WCC road network. Currently only historic snapshots are available
- enable monitoring of social distancing.

An allowance for scheme monitoring has been included within the estimated capital costs for this scheme.

### **Connections to other Services**

The scheme will foster connections between Transport and Highways and Transport Operations by facilitating improvements to bus services along the corridor made. This could be particularly important in the post-Covid-19 situation where social distancing measures may require an increase in bus frequencies due to reduced capacities.

Connections will also be made with Public Health as the scheme will mitigate air quality issues and promote active travel which will impact on the health of the community.

**Q5: What are the expected benefits of the proposed option and how have they been assessed? How will they be measured when the scheme is complete? What baseline data have been collected and when will the benefits be felt? How will we know the benefits are as a result of this investment? (two page maximum)**

### **Baseline Data**

Surveys have been conducted during 2019 to monitor traffic flow and cycle use will be used as baseline data. Monitoring will also be undertaken to determine how and when the scheme is realising expected benefits. The costs of monitoring are included with the scheme costs. The Key Performance Indicators will be as follows but not limited to:

- increased cycle use & other sustainable modes (e.g. e-scooters)
- public transport patronage increase on the corridor
- public transport journey times reduced
- reduction of motorised vehicle journey times

The Warwick and Leamington Sustainable Transport Strategy concluded that delivery of improved pedestrian and cycle infrastructure was necessary to bring about this modal shift, therefore we can be confident that the resultant change in travel habits measured through the surveys will be as a result of the investment.

### **Expected Benefits**

The benefits of the scheme will be a greater modal shift towards more active travel modes and improvements to air quality leading to a reduction in traffic congestion and increased network efficiency which will deliver improved journey times for all modes.

As a result, the scheme will facilitate the strategic objectives of the Warwick District Local Plan by enabling the allocated housing and employment growth to come forward. Without the scheme, capacity constraints will act as a barrier to economic growth. Planning applications made for these allocated sites will be an indicator of the success of the scheme.

The increased network efficiency realised through the scheme will reduce transport costs for businesses and improve business access to town centres.

Both Warwickshire County Council and Warwick District Council have declared a climate change emergency and are developing strategic action plans to achieve carbon neutrality and promote sustainable transport solutions. The scheme will assist this strategic objective by reducing carbon emissions along the Emscote Road Corridor enabling a modal shift to greener travel.

This modal shift, specifically the uptake in pedestrian and cycling modes, will promote healthier communities through active travel and improvements to air quality. It will also improve sustainable access to leisure facilities including St Nicholas Park and Warwick Leisure Centre.

The improvements and widening of Portobello Bridge as part of the scheme will bring the structure to current safety and design standards, reduce ongoing maintenance costs, and greatly improve network resilience. The A445 is a strategic route between Warwick and Leamington that passes over Portobello Bridge. The only alternative river crossing between Leamington and Warwick is Castle Bridge. Any problems that could force the closure of Portobello Bridge would displace a large volume of traffic onto Castle Bridge and cause severe network capacity issues. Investment in the bridge improvements and widening will mitigate this by future-proofing the structure.

### **Scheme Appraisal**

The Emscote Road Corridor Model has been used to appraise the favoured scheme option to determine the changes to mean network delay as a result of the scheme. The model has been built using baseline traffic counts at key junctions along the corridor and calibrated using data from further traffic surveys and journey times derived from government-collated satellite navigation data. The outputs from the modelling have been used to calculate a Benefit-Cost Ratio for the scheme and analysis of Air Quality Impacts. Please note that the modelling appraisal only tested the impact of the infrastructure improvements on forecast traffic levels without the modal shift. In reality, once the expected modal shift to sustainable transport modes has taken place, the benefits in terms of reduction of mean network delay will be greater.

The Department for Transport 'Propensity to Cycle Tool' has been used to estimate the uplift in cycling along the corridor with the improved infrastructure in place. Outputs from this analysis are summarised in Figure 5 below.

### **BCR Analysis**

The economic analysis carried out using TUBA software resulted in a positive Benefit to Cost Ratio (BCR) of 2.397 demonstrating that the scheme represents high value for money. A summary of TUBA impacts is shown in Figure 1 below and the assessment methodology and Transport Economic Efficiency (TEE) table can be found in Appendix E. Modelling outputs for each of the scenarios tested can be found in Appendix F.

Scenario	TEE	Greenhouse Gases	Indirect Tax	PVC	Total Impact
DM vs DS	£11.793	£0.064	-£0.154	£4.883	£6.820

Fig. 1 Summary of TUBA Impacts (millions of £s)

### Air Quality Analysis

Air quality impacts have been considered based on the model outputs using the Analysis of Instantaneous Road Emissions tool (AIRE). AIRE produces estimates of the oxides of nitrogen, particulate matter and total carbon that result from the combustion of fuel throughout each simulated vehicle journey. Comparisons of this analysis for the do minimum and do something scenarios for the end of the Local Plan period are shown in Figures 2-4.

	2029 DM	2029 DS	Diff (%)
AM	11188347.0416	11197592.4946	0.08%
PM	12287250.4432	12197581.1666	-0.73%
AM + PM	23475597.4848	23395173.6612	-0.34%

Fig. 2 NOx (mg) differences analysed by AIRE in Do Minimum and Do Something Scenarios at end of Local Plan

	2029 DM	2029 DS	Diff (%)
AM	268210.9634	268183.1818	-0.01%
PM	329262.8170	326322.4820	-0.89%
AM + PM	597473.7804	594505.6638	-0.50%

Fig. 3 PM10 (mg) differences analysed by AIRE in Do Minimum and Do Something Scenarios at end of Local Plan

	2029 DM	2029 DS	Diff (%)
AM	1945030057.2	1913271236.1	-1.63%
PM	2203271614.2	2176715452.8	-1.21%
AM + PM	4148301671.4	4089986688.9	-1.41%

Fig. 4 Total Carbon (mg) differences analysed by AIRE in Do Minimum and Do Something Scenarios at end of Local Plan

### Cycling Analysis

Analysis undertaken using the DfT Propensity to Cycle Tool has given the following outputs for census areas along the Emscote Road Corridor;

	Warwick 012 (E02006530)	Warwick 009 (E02006527)	Warwick 007 (E02006525)
Total commuters:	4852	4086	5782
Cyclists (baseline):	169 (3%)	158 (4%)	195 (3%)
Cyclists (scenario):	1040 (21%)	826 (20%)	1162 (20%)
Change in drivers:	-577	-381	-575
Change in Years of Life Lost/yr:	-3.38 (£196,180)	-2.4 (£139,274)	-4.19 (£242,612)
Change in days sick leave/yr:	-631.4 (£86,061)	-448.4 (£61,118)	-811.6 (£110,621)
Change in CO2e (t/yr):	-109.9	-78.6	-133.3

Fig. 5 Statistics taken from PCT Tool for a 'Go Dutch' Scenario for each MSOA along the Emscote Road Corridor

### Benefits of increasing cycling levels

The above assessment considers the benefits of capacity improvements delivered by the scheme. Further analysis linked to the specific benefits of the cycle scheme will be conducted. In line with DfT Transport Analysis Guidance for Active Mode Appraisal (TAG Unit A5.1, May 2018), this will consider the following benefits which are likely to be realised through the scheme:

- *Reduced carbon emissions*
- *Reduced congestion and improved journey time reliability:*
- *Improved access to local employment, training and educational opportunities for those without access a car*
- *Increased levels of physical activity*
- *Improved safety for cyclists by providing a route which is segregated from traffic.*
- *Improved productivity: employees who cycle regularly take 1.3 fewer sick days each year, which is worth £128m to the national economy*

**Q6: What are the specific legal, tax (including VAT), HR or other statutory issues relating to the project? How have these been assessed and considered? Please attach any relevant advice, including sources, as appendices. (one page maximum)**

#### Land assembly

The scheme has been designed such that the new infrastructure falls within the bounds of the existing public highway and so there is no requirement for acquisition of third-party land in order to deliver the scheme. The scheme will be delivered using Warwickshire County Council's powers as Highway Authority under the provisions of the Highways Act 1980. Highway boundaries have been provided by the Highway Searches Team.

#### Utilities

Searches will be undertaken to determine the positions of utilities along the corridor and the relevant utility companies engaged with as necessary during the construction process. As no highway land is to be extinguished or diverted as part of the scheme then it is not expected that there will be any requirement for utility diversions.

#### Construction Contracts

Legal Services and the Commissioning Support Unit will be engaged to support the construction contract.

**Installation of Traffic Signals**

Traffic Regulation Orders will need to be made for the installation of traffic signals at the Greville Road junction.

The Road Traffic Regulation Act 1984 section 23 states that any new signals should be publicly advertised before any works take place. Advertisements will be provided during the detailed design phase of the scheme. Regular meetings will be held with WCC’s Traffic Control & Information Systems team.

**Listed Structure - Portobello Bridge**

Portobello Bridge is a Grade II listed structure. A Listed Building Consent will be required from Warwick District Council in order to undertake any demolition or alteration works. A consent was previous given for one of the proposed widening and improvement options. Direct engagement will be undertaken with Warwick District Council’s Conservation Team in order to ensure the success of the consent application.

**Environment Agency**

Works on Portobello Bridge will require working within the River Avon. The required environmental permits will be applied for to the Environment Agency.

**Q7: What is the project timeline through to full delivery of benefits? (attach the timeline as an appendix and comment on the robustness of the timeline here) (one page maximum)**

Key Milestone	Delivery Date
Complete detailed design/carry out road safety audits	Q3 2020/21
Engagement with residents and stakeholders	Q2 2020/21
Procure construction contract	Q4 2020/21
Award construction contract	Q1 2021/22
Further funding approval from external bodies	Q1 2021/22
Commence construction works	Q2 2021/22
Complete construction works	Q4 2022/23
One year Post-Completion Monitoring Evaluation	Q4 2024/25
Five year Post-Completion Monitoring Evaluation	Q4 2028/29

Note: This timeline is based on current programme contained in Appendix G and will be subject to ongoing review as the scheme develops.

The project benefits of increased uptake in active travel, leading to reduced congestion and improved road safety will be realised upon completion of the scheme and will be measured through the post completion reviews timetabled above. The additionality of economic growth that the Scheme will bring forward will be realised by the end of the Local Plan period in 2029.

**Q8: What are the potential equality impacts of the project and its outcomes? (attach the EqlA as an appendix and comment here) (one page maximum)**

Currently there is poor cycle provision on the corridor with narrow, on-carriageway advisory cycle lanes which lack continuity and conflict with parked cars. The existing provision is not conducive to use by less experienced cyclists and there are existing severance issues for both cyclists and pedestrians.

The proposed scheme will provide significant improvement to this and will enhance pedestrian connectivity with additional crossing points. The scheme design will be in accordance with the Design Manual for Roads and Bridges and will be DDA compliant, where this is achievable given the existing highway features. Crossing points will be provided with tactile and visual indicators. Engagement with disability and minority groups will be undertaken as part of the statutory consultation process and their views incorporated into further scheme design.

The improved infrastructure will be open to all who live in, work in or visit Warwickshire but, in particular, will increase ease of access for all age groups and those with recognised disabilities.

By facilitating low-cost transport modes, the scheme will benefit people with low incomes, improving access to employment opportunities and education.

A copy of the full EqlA can be found in Appendix G

**Q9: Are there any consultation requirements arising from the proposal? How have these been assessed? (one page maximum)**

Engagement with stakeholders and the public is good practice for a scheme of this scale and some engagement has already taken place with Local Elected Members and the campaign group Clean Air for Leamington. There will be wider engagement with the following stakeholders at the appropriate stage in the scheme design:

- Local residents and businesses
- Cycle campaign groups / local cycle forum
- Warwick District Council
- Leamington Town Council
- Warwickshire
- Police and emergency services
- Groups representing people with disabilities
- Clean Air Leamington
- Clean Air Warwick

Information regarding the scheme will be disseminated in accessible formats and through a variety of media. Information will be disseminated and collated electronically where possible to make the exercise as cost-effective and sustainable as possible. In view of the Covid-19 situation to also to increase accessibility to consultation a method of online consultation incorporating a virtual exhibition will be considered, similar to one recently conducted by Oxfordshire County Council, which can be seen here:

<https://consultations.oxfordshire.gov.uk/consult.ti/DidcotAreaInfrastructureUpdate/consultationHome>

There will be a requirement for statutory consultation to implement Traffic Regulation Orders as part of the signalisation of junctions and installation of new controlled pedestrian crossings.

### **Q10: What external factors determine the outcomes of the project and how have these risks been mitigated? (one page maximum)**

#### **Funding Impacts**

The outcomes of the scheme and the benefits to be realised through it are dependent on the delivery of a safe, continuous, cycle route scheme. The largest determining factor in this is funding; if sufficient funding is not secured then the scheme will not be delivered.

To mitigate any potential shortfall in funding, an expression of interest has been submitted to the Department for Transport Pinchpoint Fund. No announcement on this funding package has been made due to the Covid-19 situation but this remains a potential alternative funding source for the scheme. The Transport Planning Unit will continue to remain alert to other funding sources as required.

#### **Mode Shift Impacts**

Following delivery of the cycle infrastructure, the success of the scheme will be dependent on a proportion of commuters making that mode shift from car use to cycling. Provision of a safe and direct cycle route to overcome safety concerns is the main driver for this behavioural change and suppressed demand will be released by the scheme, reflected by the level of support for the scheme. However the magnitude of the modal shift will also depend on the connections to other parts of the cycle network; where continuous networks exist, allowing people to make complete journeys by bicycle, more people will be encouraged to make that mode shift. To ensure that those connections are made, the scheme has been designed to give careful consideration to the Warwick Town Centre scheme and existing schemes on Coventry Road. A further scheme on Spinney Hill is the subject of a separate bid for funding and, when implemented, will complete a cycle connection to north Warwick. The Emscote Road proposal also takes into account the bid for Future High Streets funding made by Warwick District Council., which could deliver cycling connections between the Emscote Road scheme and Leamington town centre.

#### **Covid-19 Impacts**

There is a risk that the current Covid-19 pandemic and any future resurgence of the pandemic will have an impact on travel choices. Social distancing restrictions could turn people away from public transport or make the operation of public transport unviable, leading to the removal of some bus services. Commuters may continue to choose the privacy and relative isolation of cars in which to travel. However, others may choose walking and cycling in the open air over the confined environment of public transport. Any future traffic restrictions introduced in response to social distancing measures may also act as an incentive towards walking and cycling.

As yet the response is unknown but the Transport Planning Unit is monitoring travel behaviour and will continue to monitor this to ensure the response to the Covid-19 situation is data-driven and appropriate. Further monitoring of traffic levels and travel patterns will provide the baseline data required to deliver an agile response.

There is also a risk that a Covid-19 resurgence will impact the construction industry, leading to delays to the programme and increasing costs. Appropriate levels of contingency will be added to cost estimates to mitigate the impacts of delay.

### **Brexit Impacts**

The continuing uncertainty surrounding Britain's exit from the European Union could impact on the economy, affecting not only people's travel patterns but also the construction industry. As with the response to Covid-19 above, this could cause cost increases that will be mitigated by appropriate contingency levels in costing.

### **Political Impacts**

Currently the scheme is supported by both the County and District Councils but withdrawal of political support or a change in the political constitution of either council may impact on delivery of the scheme. This is considered low risk.

**Q11: What are the key risks to the delivery of this project's benefits, on time and on budget? Either describe risks (including both impact and probability), or attach a risk register as an appendix. Include planned monitoring steps and potential mitigation actions. What is the governance structure to deliver the project's benefits? (two pages maximum)**

### **Risk**

A Risk Workshop was attended by WCC Design Services, Sustrans and WCC Transport Planners and a Risk Register is attached as Appendix H detailing all the currently identified risks associated with the project. This sets out anticipated levels of impact and probability as well as appropriate mitigation. As part of the scheme governance the Risk Register will be regularly reviewed and updated so that risks can be identified and managed effectively.

The benefits of the project will not be realised until the project is fully delivered. Some of the risks have been alluded to in the answers to question 10 above but key risks to delivery of the project are;

- Capital costs exceed estimated costs; delays to the programme or increases in materials costs due to wider economic events such as Brexit could make the project unviable
- Covid-19 impacts could cause delays to the project which could increase capital costs or mean that only part of the project could be delivered on time which would mean full benefits of the scheme would not be realised
- Project programme could exceed estimated completion date leading to increased costs and reputational damage
- Public or stakeholder objections to the project prevent its progression

The risk of not implementing this scheme is that congestion will worsen on the corridor and prevent Local Plan allocations coming forward which will inhibit economic growth. There is also the risk that, without improved cycle safety, the number of accidents involving cyclists will remain consistent or

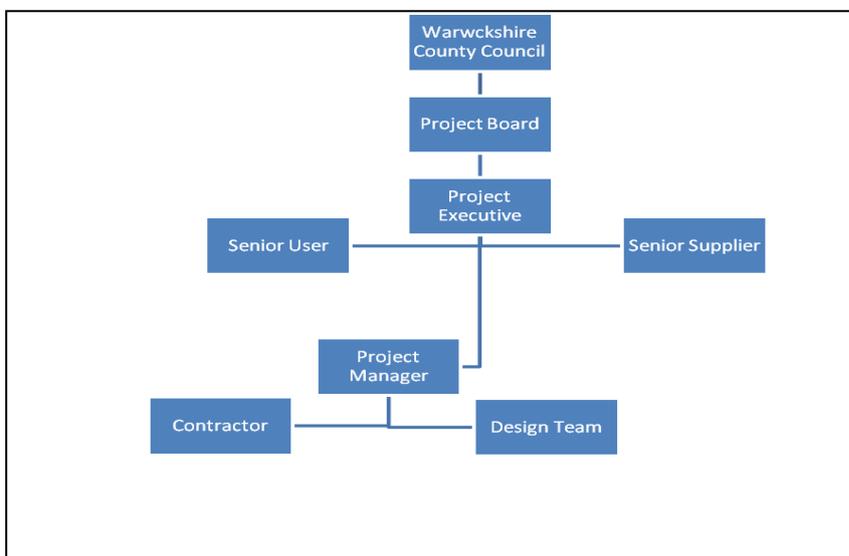
even increase. Both risks are highly probably without the scheme and will have a significant impact on safety, the efficiency of the transport network and economic growth.

### Scheme Governance

WCC will assume full responsibility for delivery of the scheme. The scheme will be managed as a project using PRINCE2. Scheme design will be carried out in house by WCC and tenders will be invited from civil engineering contractors for construction through WCC Framework Contract. Procurement through a competitive tendering process will deliver best value for the Authority and the allocation of risk within the contract is balanced to place risk with the party best able to provide mitigation.

The senior responsible officer will be a senior officer from WCC Transport Planning and will also be the Executive on the project board. The current project manager is Paul Kinsella, who has been responsible for managing the work done so far including modelling, commissioning scheme designs and securing funding for the Community Infrastructure Levy. Responsibility for project management will transfer to the design team as the scheme moves forward to detailed design stage. The project will be managed in accordance with WCC standard governance procedures which determine delegations for decision making, reporting and monitoring requirements.

A Project Board will be established which will meet as frequently as required (but at least monthly) to oversee delivery of the project. The Board will comprise a project executive officer, a senior user (probably the local county councillor) and a senior supplier (a senior officer from the WCC in house design group). The project manager will report to this Board. The Board will derive its authority to deliver the scheme through WCC Cabinet and the Portfolio Holder for Transport and Highways as appropriate under the WCC governance structure.



The role of the project board will be:

- Monitoring programme and expenditure to ensure the scheme is delivered on time and on budget;
- Monitor and report resource performance for schemes against agreed benefits;
- Manage the workload;
- Resource programming;

- Develop, implement and review site specific communication plans, where required;
- Identify training and development opportunities;
- Liaise and ensure proposed works are compatible with the conditions of consent granted by key stakeholders;
- Commission and procure Construction Works.

**Q12: Provide the estimated Capital Costs and Funding.**

	Prior years £'000	2019/20 £'000	2020/21 £'000	2021/22 and later £'000	Total £'000
Preliminary Design		53			53
Construction (cycle scheme & junction improvements)				2934	2934
Portobello Bridge Improvements				4000	4000
Utilities contingency				587	587
Contractor preliminary works @15%				440	440
Construction Contingency @20%				587	587
Excavation & Materials disposal@5%				147	147
Optimum bias@10%				293	293
Traffic Management @20%				440	440
Detailed design phase @12%			352		352
Design phase enabling work @2.5%			73		73
Construction supervision costs @7%				205	205
Post completion works @3.5%				103	103
Post-scheme monitoring (equipment and data costs for five years maintenance)				25	25
<b>Total Capital Cost</b>					<b>10239</b>
Less: external funding secured					2102
Less: external funding unsecured					1492
Less: revenue/other internal funding					
<b>Capital Investment Fund requirement</b>					<b>6645</b>

**Q13: Explain where uncertainties in costing exist. What is the probability of cost increases and what is the level of contingency within the budget?**

A costing exercise for the cycle scheme has been undertaken by Sustrans and figures reviewed and refined by WCC Engineering Design Services but the scheme has yet to undergo detailed design and there is a risk that costs will increase once this exercise is complete. Existing costs are based on Ordnance Survey mapping and topographic surveys will need to be undertaken before detailed designs can be progressed.

Costs for the Portobello Bridge Improvements have been estimated separately. Currently at preliminary design, the project has only recently been revived. As such a cost estimate for a previous engineering option has been revised and updated to current costs, with an inflation uplift for an estimated future construction start. As an alternative engineering option is explored, the costs will be refined.

There are uncertainties in costing related to external factors such as COVID-19. If social distancing requirements are still in place when construction is to commence, this will inevitably delay the programme, therefore increasing costs.

Further uncertainties lie in uncharted utilities, or other unforeseen circumstances during construction. These uncertainties are being mitigated, at this preliminary stage, by having robust figures added into the budget for utilities, contingency and optimism bias as detailed above.

These figures will be reviewed at the detailed design phase and appropriate levels of contingency included.

**Q14: Provide details of any External Funding identified above**

Sources of Funding	Secured or Unsecured	Prior years £'000	2019/20 £'000	2020/21 £'000	2021/22 and later £'000	Total £'000
Local Authority (WCC)	Secured	1500				1500
Community Infrastructure Levy	Secured		53	115		168
Community Infrastructure Levy	Unsecured				1492	1492
Developer Funding (section 106)	Secured		75	359		434
<b>Total external funds to be applied</b>						<b>3594</b>

**Q15: What are the conditions and timescales for achieving and applying these external funding streams?**

£1.66m of funding from the Community Infrastructure Levy was initially allocated to this scheme by Warwick District Council. The funding comes from development contributions and so is dependent on the development trajectory for Warwick District. Should developments not come forward as predicted then full funding may not be available. £53,000 of CIL money has already been spent to this point on preliminary designs, traffic surveys and modelling work. £115,000 has been allocated for 2020/21. The remainder will be applied for at the beginning of each financial year and Warwick District Council will determine the allocation.

£75,000 of developer funding has been secured through a section 106 contribution from Tesco and is allocated to initial design and development work for extension of cycle infrastructure from Tesco junction to Portobello bridge.

£359,000 of developer funding has been secured from Gallagher Estates for the upgrading of the Rugby Road/Portobello junction and a legal agreement to convert this to a section 106 contribution has been drawn up by WCC legal and expected to be signed in the very near future, whereupon the monies will be released.

**Q16: What are the revenue costs/savings arising from the project? How will they be met?**

The ongoing maintenance of the new cycling and pedestrian infrastructure developed by the scheme will be absorbed into the general highway and bridge maintenance budget. Whilst the scheme involves construction of new cycle track 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 footway in terms of reducing their need for routine maintenance in the shorter term.

**Provide financial detail in table below:**

Revenue cost item and funding source	Prior years £'000	2019/20 £'000	2020/21 £'000	2021/22 and later £'000	Total £'000
<b>Total revenue cost / benefit</b>					

**Q17: What are the likely political/reputational implications of the project? How have these been assessed? (one page maximum)**

Possible political and reputational implications which will have to be managed through the risk register include:

- Delivery at cost, on time and to the specification desired – the reputation of WCC would be at risk if the project is not delivered within the scope to which was agreed. Any significant overspend would lead to questions being raised and this could become political.
- Delivery of the key benefits expected – reduction in congestion, easing of journey times into the town, attracting wider town centre investment and improvement in air quality.
- Public Opinion – if public opinion does not support this project it could influence local politics and impact on the project. This will have to be carefully managed through an

engagement / consultation process which brings the community into the process and enables them to see the benefits of such a scheme.

The growing public awareness of the climate crisis and the recent declaration of a Climate Emergency by Warwickshire County Council is likely to increase public expectations of action by the Council, as highway authority, to reduce carbon emissions from transport and improve conditions for cycling. There has been criticism from local cycle campaign groups and local cyclists regarding the lack of investment by the County Council in cycling infrastructure over the past 5 years.

The need to encourage active travel is recognised in Warwickshire Public Health’s Health Travel Choices Warwickshire (2016), which supports the following priorities:

- Focus County Council travel strategy priorities towards supporting healthy travel choices
- Help create an active society which will deliver a wide range of associated health benefits, safer and more pleasant streets, better air quality, lower carbon emissions, reduced congestion, improvements in the local economy and make health cost savings across Warwickshire
- Deliver a sustainable, healthy and green travel network where walking and cycling are modes to be encouraged

The scheme accords with the overarching objectives of Warwickshire’s One Organisational Plan (2020) to ensure that ‘Warwickshire’s Communities and Individuals are supported to be safe, healthy and independent’ and ‘Warwickshire’s economy is vibrant and supported by the right jobs, training and skills and infrastructure’.

**Q18: What are the likely social implications of the project? How have these been assessed? (one page maximum)**

The scheme will provide people in Leamington Spa, Warwick and other nearby settlements with a healthy, safe and attractive transport choice for local journeys, enabling individuals to reduce their car use and take action to reduce their carbon footprint. The scheme will improve access to jobs, education and services for those without access to a car. Cycling is a low cost mode of transport which is available to a wide sector of the community.

There is considerable support for safe cycling facilities which are segregated from traffic, particularly from novice cyclists, families and those who are deterred from cycling for utility journeys by fears about danger from traffic. The ‘Bike Life’ report published by Sustrans in 2017, based on evidence from Birmingham and six other major cities, found that:

- 75% of people would like to see more money spent on cycling
- 64% of people would find protected roadside cycle lanes very useful to help them cycle more
- 78% of residents support building more protected roadside cycle lanes, even when this could mean less space for other road traffic

The scheme will provide local people with an opportunity for incorporating exercise into their daily routines by cycling for everyday journeys such as to work. ‘Active travel’ is now recognised as a key way to tackle the problem of physical inactivity, which is estimated to cost £7.4 billion a year to business and wider society. For the individual, cycling boosts physical and mental health and data

from the Active People Survey has shown that people who cycle for travel purposes (i.e. rather than simply for recreation) are four times as likely to meet physical activity guidelines as those who don't.

As well as providing an important sustainable transport option for utility journeys, the scheme will also provide an attractive leisure cycling facility between the two towns.

Realisation of these benefits will be assessed through traffic monitoring which will measure the decrease in the volume of vehicles on the road and the increase in pedestrians and cyclists. A decrease in the number of cycling-related accidents will be a measure of the improved safety delivered by the scheme.

**Q19: What are the likely sustainability, climate change and environmental implications of the project? How have these been assessed? (one page maximum)**

Cycling is recognised as an environmentally friendly and sustainable mode of transport with a key role to play in reducing carbon emissions from transport and improving local air quality.

The A445/B4099 corridor is the most direct route between the two towns but it is a heavily congested road that is unpleasant and perceived as unsafe for cycling. Consequently current levels of cycling are low. The project will provide an attractive alternative to car-based journeys on this key corridor between Kenilworth and Leamington Spa, enabling more people to cycle for local journeys, particularly for journeys to work. The scheme will therefore have a positive environmental impact, contributing towards a reduction in CO2 emissions and helping to address concerns about air quality, an issue which has risen up the local and national agenda in recent years.

The air quality analysis undertaken with the modelling work, as detailed in section 5 above, demonstrates the positive benefits to climate change objectives in terms of reduced carbon emissions and the public health/ecological benefits of reductions in particulate matter and nitrogen oxides.

Both Warwickshire County Council and Warwick District Council have declared climate change emergencies and the scheme will have implications for how the objectives of this are met and the impacts of climate change mitigated in the district.

**Q20: How have community stakeholders been involved in the decision-making process? Provide evidence of demand for the project (e.g. from local residents, employees or business) in an appendix. (one page maximum)**

The Warwick and Leamington Transport Strategy produced by Atkins, which identified the requirement for improved sustainable transport infrastructure, involved stakeholder engagement in assessment of the key issues and options. Stakeholders involved included local elected members, Warwick District Council, the Chamber of Trade, Stagecoach Buses, South Warwickshire NHS Trust and representatives from local businesses. The transport Strategy and its appendices, with details of stakeholder engagement and outcomes, can be found in Appendix B.

The scheme is also identified in the Warwick District Council Infrastructure Delivery Plan (IDP) which is part of the Local Plan. The Local Plan is published in a set of publicly available documents that were subject to public consultation and examination in public. The IDP can be viewed on the Local Plan pages of Warwick District Council's website here: [https://www.warwickdc.gov.uk/info/20376/planning\\_policy/1200/infrastructure\\_delivery\\_plan](https://www.warwickdc.gov.uk/info/20376/planning_policy/1200/infrastructure_delivery_plan) and an extract is shown below:

TRANSPORT & UTILITIES							
▼	Infrastructure Type / Project ▼	Project Detail ▼	Total Cost / New Estim ▼	Estimate of Funding Type ▼			Total CIL / s.106 / s.278 ▼
				CIL	s.106	s.278	
	<b>Transport Infrastructure: Warwick-Leamington-Lillington (via Emscote Road)</b>						
T4		Multi modal improvements Includes carriageway improvements and junction improvements to the following : Emscote Rd / Greville Road, Princess Drive/ Warwick New Road, A445/ Lillington Avenue/ Lillington Road.	£1,660,000	£1,660,000			1,660,000

Consequently Warwick District has decided to support the scheme through the provision of funding from the Community Infrastructure Levy (CIL). To date, £53,000 of CIL funding has been spent on traffic modelling, surveys and preliminary scheme designs. In total, £1.66m of CIL funding has been agreed for this scheme with £115,000 allocated for 2020/21 which will be spent on further scheme design and consultation exercises. A letter of support from Warwick District Council can be found in Appendix I.

Through meetings with Clean Air Leamington, a local action group, further engagement has been made with local residents and representatives of District, County and Town councils who are all strongly in support of the scheme.

WCC has been in discussions with South Warwickshire NHS Trust regarding support for this scheme. At the current time the Trust are in the final stage of submitting a planning application for delivery of a car park at Warwick Hospital and is hesitant to provide a letter of support in case it should prejudice the application with respect to responsibility for highway mitigation. However, the Trust remains in support of the measures proposed by the scheme, particularly in providing improved access to the hospital for patients and staff and the health benefits of the sustainable transport provision.

**Q21: Why have costs increased and why was this not foreseen in the original CIF bid? (one page maximum, provide appendices if needed)**

**SECTION TO BE COMPLETED BY THOSE APPLYING FOR ADDITIONAL FUNDING FOR EXISTING SCHEMES ONLY**

**Q22: What options for alternative funding or changing the scope of the project have been considered? Could the project be stopped? (One page maximum)**

**SECTION TO BE COMPLETED BY THOSE APPLYING FOR ADDITIONAL FUNDING FOR EXISTING SCHEMES ONLY**

**Q23: What is the risk of further cost increases and how will these be prevented? (One page maximum)**

**SECTION TO BE COMPLETED BY THOSE APPLYING FOR ADDITIONAL FUNDING FOR EXISTING SCHEMES ONLY**

**Q24: What is the financial return to the organisation, and is it cashable? What are the key assumptions and what is the sensitivity of the return to changes in those assumptions? Include here or in appendices information about relevant calculations such as Return on Investment, NPV, payback etc. Include an annual net cashflow for the duration of the scheme/life of the asset in an appendix, including any revenue cost/saving impacts. (Two page maximum)**

**SECTION TO BE COMPLETED BY THOSE APPLYING UNDER THE BEST USE OF RESOURCES  
CORE OUTCOME (green headings, three page maximum)**