

Cabinet
Council

10th December 2013
14th January 2014

Name of Cabinet Member:

Cabinet Member (Public Services) – Councillor Lancaster

Director Approving Submission of the report:

Executive Director, Place

Ward(s) affected:

Westwood, Wainbody, Earlsdon

Title: University of Warwick and Westwood Business Park Congestion Relief Scheme

Is this a key decision?

Yes - The report seeks approval for spending in excess of £0.5m which affects the Westwood, Wainbody and Earlsdon Wards of the City.

Executive Summary:

This report outlines proposals to deliver a scheme to reduce congestion, improve bus service reliability and provide improved facilities for pedestrians and cyclists around the University of Warwick, Westwood Business Park and the A45.

The total package will cost £5.222m and it is all externally funded: £1.725m of government grant funding from the national 'Local Pinch Point Fund', subject to a successful outcome of the bidding process; and £3.497m from the University of Warwick through planning obligations. This is a partnership scheme between Coventry City Council, the University of Warwick and the Department for Transport and to satisfy the grant conditions we will need to start work in January 2014 so we can complete them by the middle of 2015.

Recommendations:

Cabinet are requested to recommend that Council:

- (1) Approve the delivery of the University of Warwick and Westwood Business Park Congestion Relief Scheme totalling £5.222m as outlined in sections 1 and 2 below.
- (2) Approve Coventry City Council capital expenditure of £1.725m funded by external grant from the Department for Transport.
- (3) Delegate authority to sign legally binding funding agreements with the Department for Transport and University of Warwick, including section 151 officer sign-off, by the Executive Director of Resources, in consultation with the Cabinet Member (Public Services) for the grant funding.

Council are recommended to:

- (1) Approve the delivery of the University of Warwick and Westwood Business Park Congestion Relief Scheme totalling £5.222m as outlined in sections 1 and 2 below.
- (2) Approve Coventry City Council capital expenditure of £1.725m funded by external grant from the Department for Transport.
- (3) Delegate authority to sign legally binding funding agreements with the Department for Transport and University of Warwick, including section 151 officer sign-off, by the Executive Director of Resources, in consultation with the Cabinet Member (Public Services) for the grant funding.

List of Appendices included:

None

Background paper:

None

Other useful documents:

University of Warwick and Westwood Business Park Congestion Relief Scheme application
http://www.coventry.gov.uk/info/200107/transport_policy/1763/local_pinchpoint_funding/2

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

Yes – 14th January 2014

Report title: University of Warwick and Westwood Business Park Congestion Relief Scheme

1. Context (or background)

- 1.1 The roads around the University of Warwick and Westwood Business Park, including junctions on the A45, suffer serious congestion, especially at peak times. As well as delays to all road users, there are barriers to movement for pedestrians and cyclists and other vulnerable road users. Bus service reliability is also seriously affected.
- 1.2 In September 2013 the Government announced an opportunity to apply for funding from a further tranche of the national Local Pinch Point Fund. Bids required a minimum of 30% local match funding. Consequently an opportunity was identified to work with the University of Warwick to address congestion on the whole surrounding road network. The value of the overall scheme is £5.222m with £3.497m of funding from the University for improvements to its access roads and nearby junctions, including a bus interchange, and £1.725m for improvements to five local roads funded by the grant from the Local Pinch Point Fund.
- 1.3 The partnership with the University of Warwick will enable on-site and highway issues to be tackled in an integrated and planned way to help support the continued growth of the University and businesses in this area. These proposals are supported by the Coventry & Warwickshire LEP & Chamber of Commerce. There will also be major benefits to local road users and residents.

2. Options considered and recommended proposal

- 2.1 The University of Warwick and the City Council have appointed the same consultant to develop the bid and develop the works proposed for the Internal Campus roads to ensure that they are complementary and will work on the surrounding road network.
- 2.2 The overriding objective of the project is to reduce congestion. The proposed scheme will improve:
 - the speed and reliability of journey times for local residents, University users and commuters using the surrounding road network and avoid the need for an additional access road to the Business Park.
 - the reliability of bus services which will make public transport more attractive, and support the viability of new services.
 - road safety for vulnerable road users through the introduction of safe crossing points on busy roads (this includes linking into the route being built as part of Cycle Coventry)
 - conditions for economic growth by improving access to major employment sites
 - access to the strategic road network and primary route network including the A46, A45 and A429.
- 2.3 The package of highway improvement schemes can be seen in Figure 1 below.
- 2.4 These works can be summarised as:

Location	Measure
<i>Delivered by Coventry City Council</i>	
A45 / A429 Kenilworth Road	Revision of the lane allocation and traffic signal stage arrangement to provide more capacity at the junction along with providing signal controlled pedestrian facilities across two of the junction arms
A45 / Sir Henry Parkes	Realignment of the geometry of the roundabout and

Road / Canley Road	approaches to allow for part signalisation on the two A45 arms
Mitchell Avenue / Charter Avenue	Widening of the Mitchell Avenue arm and decreasing the diameter of the roundabout to allow for two lane entry and exit from the Mitchell Avenue South arm
Westwood Way / Mitchell Avenue	Widening the approaches and geometric changes to the roundabout to allow two lane entry to the roundabout
Gibbet Hill Road / University Road / Scarman Road	Slight alterations to the geometry of the roundabout to allow for better pedestrian crossing facilities and incorporation of new bus laybys
<i>Delivered by University of Warwick</i>	
Gibbet Hill Road / University Road	Replacement of the existing 'T' junction with a new roundabout junction and conversion of University Road to two way, together with a new dedicated bus interchange
Gibbet Hill Road / Scarman Road	Alterations to the existing roundabout to improve safety and pedestrian access to the campus
Gibbet Hill Road	Widening of road to allow for a dedicated right turn lane into the Biological Science/Medical School Campus
Gibbet Hill Road / Stonleigh Road / Kenilworth Road	Redesign of the junction to become a roundabout with signal controlled pedestrian and cycle crossing facilities on the Gibbet Hill Road and Kenilworth Road South arms.
University of Warwick Campus bus interchange	Creation of a dedicated area for bus pick-up and drop-off adjacent to Gibbet Hill Road.

- 2.5 The Council's new Shared Professional Services Contract will be used to procure the design team for the works to be delivered by the City Council. The design will be worked up in consultation with the local community and stakeholders.
- 2.6 The scheme will also support the Cycle Coventry Scheme, another grant funded project from the DfT. These projects will be delivered in a fully coordinated way to maximise efficiency and minimise disruption during the construction phase.
- 2.7 The scheme will be delivered in close partnership with the University of Warwick. The programme consists of nine elements. The success of the overall project will be heavily dependent upon both the DfT funded and University of Warwick funded schemes being delivered as one will not operate effectively without the other.
- 2.8 Grant funding from the Pinch Point Fund will be received in accordance with the grant agreement as set out below. It should be noted that no City Council money is required to deliver these works.

Pinch Point Fund Cash-flow

2013/14	2014/15	Total
£407k	£1.318m	£1.725m

- 2.9 The road works have to be implemented within the same timescale as a number of other major road works such as Friargate. This is to meet grant conditions. To ensure the impact on the travelling public is kept to a minimum the works will be coordinated by the strategic coordination team established to support the other road works throughout 2014 and 2015.

Figure 1 – Scheme Locations – University or Warwick and Westwood Business Park Congestion Relief Scheme



Key:

- CCC Funded Mitigation Schemes
- UoW s278 Funded Mitigation Schemes

01	23/10/13	NS	JO	JO
First Issue				
Issue	Date	By	Chkd	Appl

ARUP
 The Arup Companies, 85/86 Garsington Road, Oxford, OX4 2DQ
 T +44(0)121 213 3000 F +44(0)121 213 3001
 www.arup.com

Client

 Coventry City Council

Job Title
 University of Warwick and Westwood Business Park Congestion Relief Scheme

Location Plan

Scale at A3 1:25000

Discipline Transport Planning

Job No 233254-00 Drawing Status Information

Drawing No Figure 1 Issue No 01

Contains Ordnance Survey data © Crown copyright and database right 2013

3. Results of consultation undertaken

- 3.1 Several stakeholders were involved during the development of the application and all were very supportive of the proposals. This included letters of support from the CWLEP, Coventry and Warwickshire Chamber of Commerce, The Federation of Small Businesses, Warwickshire County Council, Jim Cunningham MP, Centro, National Express Coventry, Stagecoach, Travel De Courcey and Businesses on the Westwood Business Park such as TUI and Barclays
- 3.2 The appropriate Cabinet Members were involved during the application process. Members will also be aware of the A4600 Pinch Point scheme which was reported to Cabinet in August 2013 as a successful bid under an earlier tranche of the same government funding pot.
- 3.3 The detailed design process will include liaison with the local community, neighbourhood forums and other stakeholders where possible, however, due to the timing of grant and programme deadline for implementation set by the government, this will be less detailed than preferred.

4. Timetable for implementing this decision

- 4.1 A framework for the delivery of the project is currently being developed, and subject to approval of this report, and the award of funding from DfT, recruitment of a project manager and delivery team will commence immediately.
- 4.2 The construction phase will commence early 2014 with works on the A45 / Kenilworth Road junction. The programme will be completed by mid 2015 in accordance with the grant conditions.

5. Comments from Executive Director, Resources

5.1 Financial implications

The full cost of the capital expenditure to be incurred by the City Council will be funded by external grant received from the Department of Transport (Local Pinch Point Fund) shown in paragraph 2.8. Capital expenditure will be incurred in the years 2013/14 – 2014/15. No additional City Council financial resources are required to deliver this scheme. The requirement for the University to deliver their part is covered in a planning obligation which is a legally binding agreement.

5.2 Legal implications

The funding from the Department for Transport will be subject to grant conditions which the Council will be obliged to fulfil. The Council will use the planning contributions for highway works received under Section 106 planning agreement with University of Warwick. The contract will be let in accordance with the Council's Rules for Contracts and comply with the Public Contracts Regulations 2006.

6. Other implications

6.1 How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?

Transport plays a huge part in supporting the economy and peoples everyday lives. The impact of congestion on local businesses, the environment and on people's health and

wellbeing is well documented. The delivery of this programme of highway schemes will have a significant positive impact on many of the City Council's core aims.

The scheme will:

- reduce congestion thereby supporting the needs of local businesses and workers and consequently the local economy
- create safe crossing points for pedestrians making the environment safer, more attractive and more enjoyable, particularly for young and vulnerable people
- support the reliability, viability and range of bus services available in the Westwood / Wainbody areas which will help people who rely on public transport
- support improved access and linkages between local communities and major employment sites
- have a positive impact on the local environment in terms of air quality and climate change. Further details can be seen in paragraph 6.5 below.

6.2 How is risk being managed?

A high level assessment of project risks has been carried out and it is considered that these can be managed with the scope of the project. A project manager will be recruited to lead delivery and will be responsible for managing risk. The project manager will be responsible to a project board who will challenge and hold them to account.

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

No equality impact assessment has been carried out as the recommendations do not constitute a change in policy or service.

6.5 Implications for (or impact on) the environment

The delivery of the University of Warwick and Westwood business Park Congestion Relief Scheme will help reduce carbon emissions to address climate change, and improve air quality. This will be achieved through the introduction of the proposed junction enhancements which will smooth traffic flows, reduce congestion and make sustainable forms of transport such as walking, cycling and public transport more attractive to users.

6.6 Implications for partner organisations?

The scheme will have a very positive impact on the operation and efficiency of the University of Warwick, local businesses and public transport operators by reducing congestion on the road network.

Report author(s):**Name and job title:**

Peter Howarth, Transport Development Officer

Directorate:

Place

Tel and email contact:

024 7683 2038

peter.howarth@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Assistant Director, Planning, Transport and Highways	Place	1/11/13	13/11/13
Paul Boulton	Group Manager, Traffic and Transportation	Place	8/11/13	11/11/13
Mike Waters	Transportation Manager	Place	8/11/13	13/11/13
Michelle Salmon	Governance Services Officer	Resources	1/11/13	5/11/13
Names of approvers for submission: (officers and Members)				
Ian Brindley	Finance Officer	Resources	1/11/13	5/11/13
Clarissa Evans	Commercial Team Manager, Legal Services	Resources	1/11/13	4/11/13
Martin Yardley	Executive Director	Place	1/11/13	4/11/13
Councillor Lancaster	Cabinet Member (Public Services)	-	1/11/13	5/11/13

This report is published on the council's website: www.coventry.gov.uk/councilmeetings