

1. Are any other active travel schemes in the borough or the wider county impacted by similar decisions, or is it solely the Long Shoot/Hinckley Road scheme that is affected?

Decisions on the future of schemes are made on a case-by-case basis and reflect the particular status of an individual scheme. It is not unusual for a scheme to be paused or put on hold to give time for matters affecting it to be resolved.

If it includes other schemes, which are those that are now currently paused?

A further scheme currently paused is the planned route through Abbey Green Gardens, Corporation Street in Nuneaton. This is because the Council wants to ensure this route comes forward as part of a cohesive and logical network which can be understood by the local community and which contributes to overall active travel connectivity.

2. How much money has Warwickshire County Council spent on this scheme to date?

A47 The Long Shoot Cycle Route

A47 Hinckley Road Transport Improvement Scheme:

Current expenditure on this scheme is £850,011, but this includes the wider transport improvements including construction costs of removing the railway bridge. Unfortunately it is not possible to easily separate costs associated with designing the cycle scheme from costs associated with the wider project.

3. The nature of the response suggests a number of paths forward from here - continue as planned, continue with a significant change, or cancellation. Is this a fair evaluation?

Yes – these are all potential options.

What timeframe is WCC working to for a decision to be made? (I appreciate that this can only be a tentative or ballpark response).

As stated in our previous response, we hope to be able to indicate next steps for this proposed scheme during 2024. We are unable to give a more precise indication of timescales at this time.

4. My understanding is that phase one of the route (being the junction with Eastboro Way to the A5 aka "The Long Shoot") was funded at least partially by monies from the government's Active Travel Fund. Is this correct?

That is correct. The scheme has secured £605,890 from the Active Travel Fund.

If so, what are the funding ramifications for suspending this project? Will WCC be asked to return it? Will it be reallocated to other projects? In the case of the latter, how will the money be reallocated?

This will be discussed with Active Travel England and the outcome of this dialogue will feed into our decision-making. Potential outcomes are that the funding remains allocated to The Long Shoot scheme until such time a decision is reached on its future, that the funding is reallocated to another scheme in Warwickshire, or that the funding is retained, but the value deducted from any future ATF grant allocations.

5. My understanding is that phase two of the route (being the junction with Eastboro Way towards Leicester Road aka "Hinckley Road") was funded with £1.15m of the award from Active Travel England (ATE) in May 2023 (a total award of £4.761m), and that a condition of this funding award is that project builds commence by March 2024. Is this build target now at risk?

That is correct. The scheme had secured £1.15 million and included a requirement that construction commence by March 2024. As with the ATF funding allocated to the Long Shoot, this will be discussed with Active Travel England

If so, what are the ramifications for this funding? Will WCC be required to return money to ATE, will it continue to hold the funds in reserve for this scheme should it resume, or will it reallocate that money to other active travel schemes? In the case of the latter, how will the money be reallocated?

As per response to question 4.

6. Part of the proposal for the Long Shoot was a speed limit reduction from 40mph to 30mph. Will this change continue independently of the wider cycling scheme?

No, the speed limit reduction will not be delivered independently of the cycle scheme.

If so, what are the time frames involved in achieving this change? If not, what is the reasoning behind not changing the speed limit where a lower speed will create a safer walking, wheeling, and cycling route in a growing residential area?

The speed limit reduction was dependent on the proposed cycle scheme being implemented. Without the scheme, the carriageway remains as currently laid out,

For the following two questions, I appreciate these may take more time to compile and redact. Therefore, if it is possible to consider these separately where this might allow for a quicker response to the above, I'd be very grateful.

7. WCC held a public consultation on the scheme in 2021. Please provide an anonymised copy of the responses including whether a response has been counted as an objection or support.

Anonymised copy of survey feedback provided along with analysis report.

8. Please provide copies of correspondence from elected representatives relating to the scheme since the consultation closed on 18 March 2021

The information requested in this question is exempt from disclosure under Regulation 12(4)(e) of the Environmental Information Regulations (EIRs), as the information consists of internal communications. To use this exception we are required to undertake a public interest test.