

Cabinet

13 March 2012

Name of Cabinet Member:

Cabinet Member (City Development) - Councillor Bigham
Cabinet Member (City Services) – Councillor Harvard

Director approving the report:

Director of City Services and Development

Ward(s) affected:

All

Title:

2012/13 Transportation and Maintenance Capital Programme

Is this a key decision?

Yes

The report sets out a large programme of £11.905m for transportation and maintenance schemes which will affect a number of wards across the City, and in many cases seeks approval to construct/implement them.

Executive summary:

This report brings together an integrated capital programme for the maintenance and enhancement of the City's highways and transport infrastructure. All sources of funding are considered including the West Midlands Local Transport Plan (LTP), City Council revenue, section106 and other specific grants. This approach will ensure that opportunities for 'joining up' schemes to get the best value for money can be identified.

The basic principles for this year's programme are:

1. Continue the programme of rectifying damage to the City's roads in order to tackle the maintenance backlog through a prioritised programme based on road condition surveys.
2. An additional £1m of corporate resources has been added to the programme to address the backlog of pavement maintenance.
3. Continue to invest in preventative/proactive maintenance.
4. Carry out packages of complementary schemes, such as road safety, walking and cycling schemes and Coventry 2012, which where possible will be linked to maintenance projects to maximise savings and the efficiency of implementation.

Recommendations:

1. Approve the 2012/13 capital programme of schemes for maintenance and integrated transport as detailed in table 3 below.
2. Approve the schemes designated 'A' for construction in 2012/13 as indicated in table 3, and delegate authority to the Cabinet Member for City Services and City Development, as appropriate, to approve the schemes not designated 'A', as indicated in table 3.

List of Appendices included:

Appendix 1 – Description of all Maintenance and Integrated Transport schemes.

Appendix 2 – Breakdown of the Structural Maintenance programme.

Appendix 3 – Breakdown of the Road Maintenance Programme.

Appendix 4 – Proposed Safety Schemes programme.

Other useful background papers:

West Midlands Local Transport

www.westmidlandsltp.gov.uk

Budget Report 2012/13 (City Council)

<http://cmis.coventry.gov.uk/CMISWebPublic/Binary.ashx?Document=20770>

Has it or will it be considered by scrutiny?

No

Has it, or will it be considered by any other council committee, advisory panel or other body?

No

The City Council's base capital programme was approved by Full Council on 14th February 2012.

Will this report go to Council?

No

**Report title:
2012/13 Transportation and Maintenance Capital Programme**

1. Context (or background)

1.1 This report sets out a detailed capital programme of all Highway Maintenance and Integrated Transport schemes which are due to be carried out during 2012/13. The report sets out individual allocations and the various sources of funding in table 3, and sets out the specific details of each project in appendix 1, 2, 3 and 4.

2. Options considered and recommended proposal

2.1 The 2012/13 West Midlands Local Transport Settlement of £26.592m was announced on 22nd December 2011. The Department for Transport now makes these grant allocations available direct to the West Midlands Integrated Transport Authority (ITA) / Centro. The overall allocation has now been divided up by the ITA and distributed between Centro and the seven metropolitan district authorities. An additional £4.155m of Integrated Transport funding was announced by the Government in late 2011. The ITA made a decision to add these funds to the regional major scheme support allocation.

2.2 The distribution of the regional Integrated Transport budget is as follows:

Table 1

Budget Heading	2012/13 Allocation (£m's)	Notes
ITA Minor Schemes	10.242	Centro e.g. Tile Hill P&R
Local District Allocation	15.364	£1.821M for Coventry
LTP Technical Development	0.986	For regional monitoring e.g. PRISM model
Total	26.592	

2.3 Allocations for West Midlands Capital Maintenance resources are also made to the ITA, but will be redirected back to local highway authorities. Coventry's allocation in 2012/13 is £3.084M. The ITA has made it clear that these resources are released on the condition that they are spent on highway maintenance schemes in accordance with the authorities Highways Asset Management Plan (HAMP).

2.4 The ITA Minor Schemes budget includes a regional budget of £5m to support Local Transport Plan (LTP) major schemes. The remaining £15.364m for Integrated Transport will be distributed between local districts on a population basis. Coventry receives around 12% of the total which is £1.821m.

2.5 Table 2 sets out the final LTP settlement for Coventry and includes other available resources for transport schemes such as City Council revenue and section 106 funds received as part of the planning process.

Table 2

Funding Source	2012/13 Allocation (£m's)
LTP Integrated Transport	1.821
LTP Maintenance (Roads and Structures)	3.084
City Council Road/Pavement Maintenance	6.000
Section 106	1.000
Total	11.905

- 2.6 As a substantial proportion of the funding for this programme is received as part of the LTP process, allocations received must therefore deliver schemes which contribute towards the objectives, outcomes and targets in LTP3. The ITA monitoring committee will monitor LTP3 and this includes assessments of the types of schemes district authorities are planning and whether they are meeting LTP objectives.
- 2.7 As a continuation to the 2011/12 programme, there is an emphasis on making the best use of existing infrastructure rather than creating new. Consequently, a significant maintenance programme will focus on ensuring that the worst affected roads and pavements across the City are properly repaired and preventative maintenance is carried out. This is a key theme in the Local Transport Plan and is driven by the City Council's Highways Asset Management Plan.
- 2.8 The budget for road maintenance has been increased by an additional £1m of corporate resources taking the total budget, including LTP funding, to £9.084m for 2012/13. This additional funding will be used to tackle the backlog of pavement resurfacing and repairs.
- 2.9 In compiling the programmes contained within this report, an underlying principle has been to maximize value for money by looking for opportunities to integrate projects wherever possible. As well as saving money, this minimizes disruption to the travelling public, businesses and residents. The opportunity will be taken to co-ordinate the street lighting PFI works with the capital programme whenever feasible. Other schemes, such as the 2012 project, have attracted significant external funding and this will be complemented by resources from the LTP in recognition of the significant contribution these schemes will make towards the priorities, aims and objectives in LTP3.
- 2.10 Coventry's Integrated Transport Programme will focus the majority of resources on the completion of the Coventry 2012 Lasting Legacy programme which will include significant public realm improvements to the corridor between Coventry Station and Broadgate. Works include the removal of undesirable subways with at-grade crossings and significant improvements to Bull Yard and Broadgate including a new public square to benefit vulnerable users. Other schemes will address issues such as road safety, sustainable transport, active travel and road congestion.
- 2.11 Table 3 sets out the proposed capital programme for Integrated Transport and maintenance schemes for 2012/13. Each line represents either a programme of works or an individual scheme. Specific details of these programmes and schemes are provided in appendix 1, 2, 3 and 4 of this report.
- 2.12 For each programme/scheme, there are nominated project sponsors and managers who will be held accountable for delivery. The governance arrangement will be for the capital programme to be overseen by a board comprising the Assistant Director (Planning, Transport and Highways), service manager (project sponsor) and financial officers. The project managers collectively form the capital programme team which will ensure that the programme is delivered on time, to budget and to an appropriate standard. The findings and recommendations of the board will be reported to the responsible cabinet member/s via established briefing and reporting mechanisms as appropriate.
- 2.13 In addition to making the best use of existing infrastructure, as outlined above, wherever possible we will seek to reduce ongoing revenue expenditure through the removal of unnecessary infrastructure. This reflects the reduction of resources available and the need, now more than ever, to ensure that each scheme offers value for money and is delivered as efficiently as possible.

- 2.14 Table 3 indicates the schemes which already have, or seek approval for construction; these are indicated by an 'A' in the right hand column. These are schemes that cost up to £100,000 at any one location, do not require Traffic Regulation Orders (TRO's), or need any additional land. Approval for any remaining schemes will be delegate to the appropriate Cabinet Member for City Services and City Development.
- 2.15 In all cases, no scheme will be implemented without appropriate consultation being undertaken to ensure that all interested parties are involved in the process and that anticipated funding is secure.
- 2.16 External funding is being sought wherever possible to support the programme such as ERDF funding to support the 2012 works. Funding bids are also being submitted to the government for the Local Sustainable Transport Fund, Better Bus Area fund and Station Improvement fund. These bids total well over £5m of infrastructure improvements. The Vulnerable Users budget includes £50,000 of match funding to support the regional LSTF bid. The outcome of the bids will be announced later in 2012, and if unsuccessful match funding will be reallocated to other Integrated Transport schemes.

Table3

Transportation Capital Programme 2012/13

	Maintenance	£000s	£000s	£000s	£000s	£000s	Approval
		CCR's	LTP IT Block	LTP Maintenance	Sec 106	Total	
1	Planing and Patching	200	0	1,000	0	1,200	A
2	Resurfacing	2,000	0	550	0	2,550	A
3	Re-tread	1,100	0	0	0	1,100	A
4	Surface Treatments	1,300	0	0	0	1,300	A
5	Footway Improvement Schemes	1,300	400	100	0	1,800	A
6	Verges	30	0	100	0	130	A
7	Vehicle Safety Fence	0	0	150	0	150	A
8	Structures	0	0	804	0	804	A
9	Drainage Surveys / Maintenance	70	0	380	0	450	A
	Sub Total	6,000	400	3,084	0	9,484	
	Integrated Transport						
11	Urban Traffic Management Control (UTMC)	0	60	0	0	60	A
12	Safety Schemes	0	200	0	0	200	-
13	Vulnerable Users	0	215	0	0	215	A
14	Corridor enhancement	0	56	0	0	56	A
15	Route Signing	0	50	0	0	50	A
16	Scheme Development and Monitoring	0	10	0	0	10	A
17	Traffic Management	0	130	0	0	130	-
18	Coventry 2012	0	500	0	0	500	-
19	Ring Road Junction 6 Safety Scheme	0	200	0	0	200	-
	Other Schemes						
20	Bannerbrook Park	0		0	1,000	1,000	-
	Sub Total	0	1,421	0	1,000	2,421	-
	Grand Total	6,000	1,821	3,084	1,000	11,905	

3. Results of consultation undertaken

- 3.1 This programme is based on the policies contained in Local Transport Plan 3 (LTP3) which was widely consulted on during December 2010 and January 2011. Many of the specific larger schemes within the programme, such as the 2012 works, have or will be consulted on widely as individual schemes

4. Timetable for implementing this decision

- 4.1 The programme of schemes will be implemented throughout the 2012/13 financial year. The exact timing of individual schemes will depend on how well developed they are, and feedback from consultation. It is anticipated that all budgets described in the programme will be spent by the end of March 2013.

5. Comments from Director of Finance and Legal Services

5.1 Financial implications

The core funding for the Transportation and Maintenance Capital Programme totalling £11.905m is set out in Table 2 and this was approved by Cabinet on 14th February 2012. This is supplemented by additional Section 106 funding for works at Banner Lane. This report sets out a strategic integrated highways and transportation programme that explicitly recognises all sources of funding and implements a strong emphasis on robust project and programme management. Given the scale of the Coventry 2012 project, and the reduced flexibility due to cuts in grant funding, it has been considered prudent not to over-programme against the Transportation Capital programme for 2012/13.

5.2 Legal implications

The Highways Act 1980 imposes a duty upon the Council as highway authority to maintain its roads and transport systems. Any major contracts will be let under the contract rules'. The core funding for the Transportation and Maintenance Capital Programme is set out in Table 2 above and totals £11.905m. As indicated this is complemented by other specific sources of funding from contribution under planning agreements under section 106 of the Town and Country Planning Act 1990.

6. Other implications

6.1 How will this contribute to achievement of the council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / LAA (or Coventry SCS)?

The programme will help to address Sustainable Community Strategy (SCS) objectives such as poor air quality, climate change by encouraging more sustainable forms of transport such as walking, cycling and public transport.

Schemes such as Coventry 2012 and the significant maintenance programme will help to address the SCS priority of making streets and open spaces more attractive and enjoyable places to be as well as the SCS transport priority of encouraging more walking and cycling.

6.2 How is risk being managed?

Financial risks will be managed through monthly monitoring meetings of the capital programme board and team as a set out in paragraph 2.12. The use of the West Midlands online project management tool called IMPREST will also assist in monitoring the programme and any risk management. To manage risks, the Construction and Design Management (CDM) process is also used for all appropriate schemes (larger schemes which meet certain criteria) to ensure that risks are designed out and that construction takes place by an approved contractor in a safe way.

6.3 What is the impact on the organisation?

The programme will be delivered using existing resources.

6.4 Equalities / EIA

An equality impact assessment was carried out during the formulation of LTP3. The EIA concluded that the successful implementation of schemes arising from LTP3 are likely to lead to many positive impacts for equality groups. The proposed programme includes additional funding of £1m for footway improvements and this will benefit some of the most vulnerable road users such as wheelchair users, older people and women with pushchairs.

6.5 Implications for (or impact on) the environment

The programme will have a beneficial impact on the environment as many schemes are designed to encourage sustainable forms of travel such as walking, cycling and public transport, as well as schemes to reduce congestion and improve the public realm.

6.6 Implications for partner organisations?

The implementation of the programme will have a positive impact on businesses and the general population of the City through improvements to road maintenance and the wider transport network. The new Coventry and Warwickshire Local Enterprise Partnership (LEP) has identified transport as a high priority to support economic growth.

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www.coventry.gov.uk/cmis

Description of Maintenance and Integrated Transport Schemes

Road and Footway Maintenance

As a result of the programme of permanent repairs and preventative maintenance undertaken in 2011/12, the deterioration of the road network has continued to reduce significantly and the network, as a whole, has performed well during the winter. There has been a significant decrease in whole carriageway failures compared to the last two winters.

The programmes of works, as shown in table 3, are aimed at continuing the significant improvement to the classified and unclassified carriageway network. To support this programme, a further £1m of corporate resources has been assigned to the Capital Programme budget to support the maintenance of footways, which will also help to encourage more journeys on foot. A further £0.75m has also been allocated to road maintenance budget taking the total City Council revenue budget to £6m. The opportunity will also be taken to link the implementation of road maintenance and integrated transport projects together to lower costs and minimise disruption.

New treatments have been added to the footway programme to extend the range of maintenance options open to the Council. This year there will be footway overlay and footway slurry seal programmes, to complement the footway reconstruction programme. Overlay and slurry seal, maximise value for money and introduce a theme of preventative maintenance into the programme.

It is important to note that exact limits for the extended footway programme are not provided in this report, due to volume of extra preparation work. Details of the scope of footway schemes will be provided in a subsequent report. A summary of the treatments proposed for use over the 2012/13 financial year are listed in appendix 3.

Footway Reconstruction: A scheme of work which will often include excavation of kerb lines, relaying or renewing of kerbs, replacement of slabs or tarmac and sub-base layers. This restores the treated area to 'as new' condition.

Footway Overlay: A process where a further layer of tarmac is added to the existing tarmac surface. To do this a chase or 'key' is cut or planed behind the kerb or edging to allow the new surface to finish flush with existing edge levels.

Footway Slurry Seal: A process where a bituminous slurry mixture is spread across the existing tarmac. The process is thin, up to 10mm, so there are no level problems. This process is used on sites where early signs of deterioration are evident and hence is an excellent preventative maintenance treatment.

Carriageway Planing and Patching: This method of repair is best suited to those roads where there are larger (greater than 10sqm) areas of deterioration, often at junctions and turning heads or where there are problems with old utility reinstatements. The process entails removing the top 40mm (or whatever is appropriate) and inlaying new material. Typical cost is £19 per square metre. This treatment has the added advantage of forming part of the preparation process for future preventative maintenance surface treatment schemes. Roads which have been planed and patched are very suitable for surface dressing or micro asphalt the following year. The sites listed for the Plane and Patch programme do not represent a full commitment to the budget allocated. This is because there is a reactive element to this operation, which gives the flexibility of carrying out large permanent repairs to roads which may deteriorate quickly for any reason. It is worth noting that for many of these sites, once the patching operation is completed will be suitable for preventative maintenance treatments in 2013 and 2014.

Carriageway Resurfacing: This treatment is split into two types, inlay and overlay. Best value is achieved with overlay and, where possible, this is the preferred approach.

Inlay: This is an inherently expensive approach and will be used only where absolutely necessary, usually where there has been a structural failure in the base layers. It is recognised that there are a few locations where a deeper repair is essential, for example, in the upcoming programme at Mile Lane. The costs of this approach can be over £30 per square metre. This process is most commonly used for heavily trafficked routes e.g. the A Road network.

Overlay: For roads where the deterioration is confined to the upper layers of the carriageway, a good solution is to overlay. Similarly to footway overlay an extra layer of tarmac is laid over the existing surface. To maintain kerb height it is usually necessary to plane out adjacent to the carriageway edges. The advantage of this approach is that it increases the thickness of tarmac, thereby strengthening the carriageway and reducing the amount of material that has to be taken away. Swan Lane and Binley Road are examples of recent overlay schemes. For carriageways in poor repair, pre-patching is necessary. It is more expensive than Retread (see below), but is used in different traffic loading conditions i.e. on routes where HGV usage is higher often B and C Roads.

Retread: For carriageways that are beyond patching and where an overlay is not an option (because of drainage, levels or traffic loading), retread will be considered. It is a process that breaks up and recycles the existing surface, reusing the bituminous material to form a new base layer. This saves on transport and disposal costs, which is better both financially and environmentally. Cost is typically £17 per square metre including final surfacing, and the process is usually used on more lightly trafficked roads which is usually the unclassified network.

Surface Treatments: All of the above processes extend the life of a carriageway by a number of years and this life can be extended further by the application of surface dressing (tar and chips) or other thin layer systems such as a Micro-Asphalt. The importance of this surfacing is that it waterproofs the road surface and prevents the ingress of water. In winter water significantly contributes to deterioration. On freezing, water expands and can cause weaker surfaces to break up.

This year will be the third year of the preventative maintenance programme, which has been very successful. A small number of failures have been rectified by the Councils contractors. It is proposed that the level of this programme be increased in future years once all of the potholes have been permanently reinstated. The value of this approach can be seen from the fact that surface dressing costs around £2 per square metre compared to over £20 per square metre for resurfacing.

Drainage Surveys/Maintenance: Capital maintenance schemes include the renewal of piped systems where pipes have failed, laying of new highway drains or relining of existing drains. These works address capacity or damage issues which are usually evidenced by flooding on or adjacent to the Highway. The Council has procured a Drainage CCTV Term Contract in 2011, and this is proving particularly useful in surveying the Highways drainage network and continuing to build an asset register, in line with the requirements of the Flood and Water Management Act.

Verges: This programme will allow for the protection of verges, typically through the use of bollards in accordance with the adopted verge policy. It may also include provision of lay-bys or simply re-soiling existing verges, if new protective measures are in place.

Vehicle Safety Fences: The 2012/13 budget is set at an appropriate level to maintain the existing safety fence asset. This allows for the testing and replacement of time expired safety fencing or fencing which no longer meets national specifications.

Structures

The LTP Maintenance (roads and bridges) element is used to provide a programme of capital maintenance across the city's 308 structures which comprise road bridges culverts, footbridges, retaining walls, sign gantries, and subways. Schemes cover a wide range of maintenance works, including strengthening, waterproofing, repair of structural elements, and replacement of movement joints. A good example of this type of work is the improvement scheme for Freemans Way pedestrian footbridge at Junction 6 of the ring road which is due on site in late February. The programme also includes detailed structural inspections and assessments of substandard structures. Details of the programme are set out in Appendix 2.

Urban Traffic Management Control (UTMC)

The budget will be used for the completion of UTMC connectivity network. This will enable improved remote linkages between traffic signals, variable message signs and other traffic control equipment to improve the quality and efficiency of operation and maintenance.

Safety Schemes

This allocation will be used to implement road safety schemes in areas where there are high incidents of recorded personal injury collisions (at least six in three years), in areas around schools linked to School Travel Plans and in areas where there is a perceived danger highlighted by local residents.

In regard to perceived danger, requests are considered if a petition is received or the issue is raised at a Ward Forum (and supported by five or more residents) and where two of the following three criteria is met:

- The average (mean) speed within a 30mph speed limit is greater than 28mph, or within a 20mph speed limit (or zone) it is greater than 20mph
- The average annual daily traffic (AADT) two-way volume is greater than 6000 vehicles.
- There has been at least one recorded personal injury collision in the last three years involving a vulnerable road user.

Details of the programme are set out in Appendix 4.

Vulnerable Users

This budget will be used to carry out improvements for pedestrians and cyclists. Improvements will concentrate on existing busy cycle routes and pedestrian areas to fill in any gaps in the route or address safety/maintenance issues. The budget will also fund the installation of cycle parking, dropped kerbs requested by the public and on street disabled parking bays. A contribution will be used to support the recording of the Rights of Way network.

Corridor Enhancement

This budget will be used to progress feasibility and design works for transport corridor improvement scheme. The objective will be to address congestion issues and improve facilities for vulnerable users along a main transport corridor.

Route Resigning

A strategy is being drawn up in conjunction with the PFI lighting scheme to ensure that all road signing is consistent and legible. The overall objective is to reduce the overall amount of street clutter and make it easier for people to navigate around the City. Work is also underway to identify ways to improve signage to car parks from the main radial routes into the City Centre. This will be achieved through measures such as variable message signs which include real time traffic information.

Scheme Development and Monitoring

In order to ensure that schemes are delivered on time, and that they are having a positive impact on issues such as modal shift, a small budget has been set aside so that appropriate monitoring, such as the Imprest project management tool, can be carried out to measure this. The budget will also be used to carry out small monitoring exercises such as monitoring traffic flows.

Traffic Management

This budget will be used to carry out changes to the public highway to better manage traffic. Examples include Traffic Regulation Orders, junction changes and other minor works.

Coventry 2012

Improvements are well underway to transform the main pedestrian corridor between Coventry Station and the City Centre. Improvements include filling in subways to create new at-grade crossings, enhancements to the Bull Yard, and a major new square in Broadgate. The LTP allocation will be used to support the transport elements to create better routes for pedestrians and cyclists.

Ring Road Junction 6 safety Scheme

A number of safety issues have been identified around junction 6 on the Ring Road. To address these issues it is proposed to install traffic signals to slow traffic and eliminate dangerous weaving movements and conflicts between Manor Road and the ring road slip roads. This project will also support the Station to Bull Yard works by integrating a pedestrian crossing into the new traffic signals to allow the removal of the existing subway.

Bannerbook Park

Section 106 funds were secured as part of the Bannerbrook Park housing development on Banner Lane. In 2012/13, part of these resources will be used to carry out works such as a new roundabout at the junction of Banner Lane / Broad Lane, completion of the new cycle track on Broad Lane to link into the new route on Banner Lane, and design works for a junction and signal improvements on the A45 corridor such as the junction at Broad Lane. The remaining section 106 funding will be utilised in the following financial years as individual schemes develop.

Appendix 2

2012/13 Highway Structures Programme

Route	Scheme	Works Required	Category	Ward
A4053	Swanswell Viaduct	Concrete Repairs / Joint Replacement	Major Maintenance	St Michaels
A4053	London Road Flyover	Concrete Repairs / Joint Replacement	Major Maintenance	St Michaels
A4053	Hill Cross Flyover	Structural Repairs	Strengthening	St Michaels / Radford / Sherbourne
A4114	Whitley Flyover	Parapet Upgrade	Major Maintenance	Chelyesmore
A4053	Jct 5 Quinton Road Footbridge	Parapet Replacement & Bridge Deck Waterproofing	Major Maintenance	St Michaels
Unclass	Fairfax Street Culvert	Deck Replacement	Strengthening	St Michaels
Unclass	Farcroft Ave Culvert	Deck Strengthening	Strengthening	Woodlands
B4118	Lockhurst Lane	Concrete Repairs (Rail Possessions)	Major Maintenance	Foleshill / Radford / Holbrook
Unclass	Beechwood Avenue	Vehicle Incursion protection	Improvements	Earlsdon / Whoberley
Unclass	Harry Rose	Subway Infill	Infill	Wyken
Various	Sub-standard Structures	Structural Assessment / Inspections	Assessment	Various
-	Emergency / Reactive Repairs	-	-	Various

Highway Maintenance Programme

Carriageway Resurfacing schemes			
Road Name	Terminals From	To	Ward
Adderley Street	Aylesford Street	Jesmond Road	St Michaels
Arnhem Corner	Robin Hood Road	End of Road	Binley & Willenhall
Broadway	Dalton Road	Belvadere Road	Earlsdon
Clifford Bridge Road	Sowe Link Island	Brinklow Road	Wyken
Dalton Road	Full length		Earlsdon
Eagle Street East	George Street	Stoney Stanton Road	Foleshill
Earl Street	Little Park Street	Jordon Well	St Michaels
East Street	Raglan Street	Paynes Lane	St Michaels
Fairfax Street/ Pool Meadow	Hale Street	Cox St	St Michaels
Fern Close	Palm Tree Avenue	Palm Tree Avenue	Longford
Harnall Lane East	Cambridge Street	Swan Lane	St Michaels
Hathaway Road	Tile Hill Lane	End of Road	Westwood
Heath Crescent	Full length		Upper Stoke
Henley Road	Bell Green Road	Deedmore Road	Longford/Henley
Hinckley Road Island/Juction Brade Drive	Island only	-	Henley
Hiron Croft	Humphrey Burtons Road	End of Road	Cheylesmore
Holyhead Road	Grayswood Avenue Junction area & Four Pounds Avenue Junction area	-	Sherbourne
Horninghold Close	Oxendon Way	End of Road	Binley & Willenhall
Jackson Road	Holbrook Road	End of Road	Holbrook
Jesmond Road	Harnall Lane East	Adderley Street	St Michaels
Jordan Well	Earl St	Cox St	St Michaels
Little Park Street	New Union Street	Earl Street	St Michaels
Maudslay Road	Allesley Old Road	Whoberley Avenue	Whoberley
Mile Lane	The Mount	Railway Bridge	St Michaels
Nod Rise	Full Length	-	Woodlands
Parkgate Road	Junction of Beake Avenue	-	Holbrook
Purcell Road	Shuttle Street	Sewall Highway	Longford
Quinton Road	Mile Lane	Railway Bridge	Cheylesmore
Raglan Street	Full length	-	St Michaels
Ring Road	Various Locations	-	St Michaels
Rowleys Green Roundabout	Gyratory only	-	Longford
Soden Close	Mary Slessor Street	End of Road	Binley & Willenhall
St Mary Street	Earl Street	Bayley Lane	St Michaels
Vine Street	Full length	-	St Michaels
Warwick Road	Ring Road	Greyfriars Road	St Michaels
White Friars Lane	Full length	-	St Michaels
White Friars Street	Full length	-	St Michaels
Wood Hill Rise	Lythalls Lane	End of Road	Holbrook

Carriageway Retread Schemes			
Road Name	Terminals From	To	Ward
Aldbury Rise	Full length	-	Whoberley
Asthill Croft	Full Length	-	Cheylesmore
Augustus Road	Full Length	-	St Michaels
Bohun Street	Full Length	-	Woodlands
Byfield Road	Full Length	-	Sherbourne
Caldecote Road	Full Length	-	Radford
Carding Close	Full Length	-	Woodlands
Clarence Street	Full length	-	St Michaels
Coronation Road	Full Length	-	St Michaels
Gardenia Drive	Full length	-	Bablake
Grantham Street	Full length	-	St Michaels
Guardhouse Road	Full length	-	Radford
Holly Grove	Full length	-	Westwood
Inverness Close	Full length	-	Woodlands
Jasmine Grove	Full length	-	Lower Stoke
Keviliok Street	Full length	-	Cheylesmore
King Richard Street	Full length	-	St Michaels
Lincroft Crescent	Full Length		Sherbourne
Meschines Street	The Chesils	Keviliok Street	Cheylesmore
Milford Close	Full Length	-	Bablake
Mount Nod Way	No. 73	Nod Rise	Woodlands
Newey Road	Full length	-	Lower Stoke
Newfield Road	Total Area	-	Radford
Penrose Close	Full Length	-	Westwood
Purcell Road	Henley Road	Shuttle Street	Longford
Rosaville Crescent	Full Length	-	Bablake
Shulman's Walk	Total Area	-	Henley
The Chantries	Full Length	-	St Michaels
The Cornfield	Full Length	-	Lower Stoke
The Lindfield	Full Length	-	Lower Stoke
Thomas Sharp Street	Full Length	-	Woodlands
Ullswater Road	Full Length	-	Binley & Willenhall
Violet Close	Full Length	-	Longford
Wilmcote Green	Total Area	-	Woodlands
Windermere Avenue	Full Length	-	Binley & Willenhall/Woodlands
Yew Close	Full Length	-	Lower Stoke

Carriageway Micro Asphalt Schemes

Road Name	Terminals From	To	Ward
Addison Road	The Scotchill	End	Bablake
Alpine Rise	Full Length	-	Wainbody
Anderton Road	Full length	-	Longford
Arne Road	Full Length	-	Henley
Bantock Road	Roosevelt Road	Empire Drive	Woodlands
Beechwood Avenue	Warwick Avenue	Canley Road	Earlsdon
Bexfield Close	Full Length	-	Bablake
Bishop Street	Full Length	-	St Michael's
Bredon Avenue	Full Length	-	Binley & Willenhall
Canberra Road	Full length	-	Longford
Capmartin Road	Cheveral Avenue	Outermarch Road	Radford
Charter Avenue	Roundabouts x 2		Westwood
Cheveral Avenue	Full Length	-	Radford
Clifford Bridge Road	Ansty Road	Tesco's	Wyken
Clovelly Road	Full Length	-	Upper Stoke
Coundon Wedge Drive	Roundabouts x 2		Bablake
Cowley Road	Ansty Rd	Hermitage Rd	Lower Stoke
Daphne Close	Full Length	-	Longford
Darwin Close	Full Length	-	Henley
Deerdale Way	Full Length	-	Binley & Willenhall
Dorchester Way	Full Length	-	Wyken
Durbar Avenue	Lockhurst Lane	Beresford Avenue	Foleshill
Fairways Close	Full length	-	Bablake
Fisher Road	Churchill Avenue	Beresford Avenue	Foleshill
Gaveston Road	Dallington Road	Hollyfast Road	Sherbourne
Gleneagles Road	Full Length	-	Wyken
Greyfriars Lane	Full Length	-	St Michael's
Hele Road	Full length	-	Cheylesmore
Hen Lane	Full Length	-	Holbrook
Joan Ward Street	Silksby Street	Quinton Road	Cheylesmore
Lamb Street	Full Length	-	St Michael's
Lichfield Road	Full Length	-	Cheylesmore
Okehampton Road	Full Length	-	Cheylesmore
Queen Victoria Road	Full Length	-	St Michael's
Roland Avenue	Full Length	-	Holbrook
Salt Lane	Full Length	-	St Michael's
Seaford Close	Full Length	-	Longford
Sewall Highway	Bell Green Road	Tiverton	Upper Stoke
Silksby Street	Lichfield Road	Joan Ward Street	Cheylesmore
St Georges Road	Binley Road	Terry Road	St Michael's
St James' Lane	Middle Ride	Laneside	Binley & Willenhall

St Johns Street	Full Length	-	St Michael's
Starley Road	Full Length	-	St Michael's
The Martyrs' Close	Full Length	-	Cheylesmore
Wellesbourne Road	Alderminster Road	Aynho Close	Woodlands
Wingrave Close	Full Length	-	Bablake

Carriageway Surface Dressing			
Road Name	Terminals From	To	Ward
Abergavenny Walk	Full Length	-	Binley and Willenhall
Alderminster Road	Unicorn Lane	Lower Eastern Green Lane	Woodlands
Allesley Old Road	Craven Street	Oldfield Road	Sherbourne / Whoberley
Binley Road	Brookvale Road	Bulls Head Lane	Binley and Willenhall / Lower Stoke / Wyken
Coombe Avenue	Full Length	-	Binley and Willenhall
Cryfield Grange Road	City Boundary	Kenilworth Road	Wainbody
Foleshill Road 1	City Centre	Eagle Street	Foleshill / Radford
Foleshill Road 2	Cash Lane	Lockhurst Lane	Foleshill / Radford
Gibbet Hill Road	F/L		Wainbody
Grayswood Avenue	Full Length	-	Sherbourne
Humber Road	Sunbeam Roundabout	Railway Bridge	Lower Stoke
Keresley Road	Full Length	-	Bablake
Kirby Corner Road	Full Length	-	Wainbody / westwood
Langbank Avenue	Full Length	-	Binley and Willenhall
Leamington Road	Knoll Drive	Kenpas Highway	Earlson / Wainbody
Lower Eastern Green Lane	Unicorn Lane	Parkhill Drive	Woodlands
Lynchgate Road	Full Length	-	Wainbody
Mercer Avenue	Swancroft	Price Stewart Cars	Upper Stoke
Millburn Hill Road	Sir Williams Lyon Road	Viscount Centre	Wainbody
Moreall Meadows	Gibbet Hill Road	No 33	Wainbody
Mount Nod Way	o/s 73	Wellesbourne Road	Woodlands
Old Church Road	Grayer Road	Bell Green Road	Foleshill / Longford
Overdale Road	o/s 50	Lyndale Road	Whoberley
Parkhill Drive	Full Length	-	Woodlands
Pontypool Avenue	Full Length	-	Binley and Willenhall
Queensland Avenue	Full Length	-	Whoberley
Randle Street	Full Length	-	Radford
Rye Hill	Pickford Way	o/s 123 Windmill Hill	Bablake
Sir William Lyons Road	Full Length	-	Wainbody
Stoneleigh Road	City Boundary	Kenilworth Road	Wainbody
Sutherland Avenue	Full Length	-	Woodlands

Swancroft Road	Swan Lane	Mercer Avenue	Upper Stoke
The Windmill Hill	Full Length	-	Bablake
Torwood Close	Full Length	-	Westwood
Westwood Way	Full Length	-	Wainbody / Westwood

Carriageway Plane & Patch			
Road Name	Terminals From	To	Ward
Alandale Avenue	Various areas of patching		Woodlands
Ambler Grove	Various areas of patching		Upper Stoke
Arden Street	Various areas of patching		Earlsdon
Ashmore Road	Various areas of patching		Radford
Axholme Road	Various areas of patching		Wyken
Ashburton Road	Various areas of patching		Henley
Burlington Road	Various areas of patching		St Michaels
Cardale Croft	Various areas of patching		Binley & Willenhall
Charter Avenue	Various areas of patching		Wainbody
Christchurch Road	Various areas of patching		Radford
Church Lane	Various areas of patching		Lower Stoke
Clovelly Road	Various areas of patching		Upper Stoke
Coleman Street	Various areas of patching		Woodlands
Common Way	Various areas of patching		Upper Stoke
Coniston Road	Various areas of patching		Earlsdon
Coombe Street	Various areas of patching		Binley & Willenhall
Cornwall Road	Various areas of patching		St Michaels
Cottesbrook Close	Various areas of patching		Binley & Willenhall
Crabmill Lane	Various areas of patching		Foleshill
Curzon Avenue	Various areas of patching		Foleshill
Dalton Road	Various areas of patching		Holbrook
Delhi Avenue	Various areas of patching		Foleshill
Delius Street	Various areas of patching		Woodlands
Devon Grove	Various areas of patching		Upper Stoke
Dickens Road	Various areas of patching		Radford
Dovedale Avenue	Various areas of patching		Foleshill
Duncroft Avenue	Various areas of patching		Bablake
Dunsmore Avenue	Various areas of patching		Binley & Willenhall
Ellacombe Road	Various areas of patching		Henley
Emerson Road	Various areas of patching		Wyken
Evenlode Crescent	Various areas of patching		Sherbourne
Fred Lee Grove	Various areas of patching		Cheylesmore

Grant Road	Various areas of patching	Upper Stoke
Guphill Avenue	Various areas of patching	Whoberley
Haddon End	Various areas of patching	Cheylesmore
Harvey Close	Various areas of patching	Bablake
Heather Road	Various areas of patching	Henley
Heddle Grove	Various areas of patching	Longford
Holbrook Lane	Various areas of patching	Holbrook
Honiton Road	Various areas of patching	Upper Stoke
Hugh Road	Various areas of patching	Lower Stoke
Humber Avenue	Various areas of patching	Lower Stoke
Inca Close	Various areas of patching	Binley & Willenhall
Kele Road	Various areas of patching	Woodlands
Kings Grove	Various areas of patching	Lower Stoke
Lamb Street	Various areas of patching	St Michaels
Lammas Road	Various areas of patching	Sherbourne
Lillington Road	Various areas of patching	Henley
Lincoln Street	Various areas of patching	Foleshill
Lower Ford Street	Various areas of patching	St Michaels
Loweswater Road	Various areas of patching	Binley & Willenhall
Lowther Street	Various areas of patching	St Michaels
Max Road	Various areas of patching	Sherbourne
Mayor's Croft	Various areas of patching	Woodlands
Meadow Street	Various areas of patching	Sherbourne
Moat Avenue	Various areas of patching	Wainbody
Moat House Lane	Various areas of patching	Westwood
Moyle Crescent	Various areas of patching	Woodlands
Nicholls Street	Various areas of patching	St Michaels
Norman Place Road	Various areas of patching	Bablake
North Brook Road	Various areas of patching	Bablake
Northey Road	Various areas of patching	Foleshill
Overdale Road	Various areas of patching	Whoberley
Oxendon Way	Various areas of patching	Binley & Willenhall
Parkville Highway	Various areas of patching	Holbrooks
Penny Park Lane	Various areas of patching	Holbrooks
Perkins Street	Various areas of patching	St Michaels
Perth Rise	Various areas of patching	Woodlands
Plymouth Close	Various areas of patching	Wyken
Porchester Close	Various areas of patching	Wyken
Powell Road	Various areas of patching	Upper Stoke
Princethorpe Way	Various areas of patching	Binley & Willenhall

Raleigh Road	Various areas of patching	Lower Stoke
Redesdale Avenue	Various areas of patching	Sherbourne
Rex Close	Various areas of patching	Westwood
Rookery Lane	Various areas of patching	Holbrook
Rosemary Close	Various areas of patching	Woodlands
Rosslyn Avenue	Various areas of patching	Sherbourne
Seneschal Road	Various areas of patching	Cheylesmore
Sheriff Avenue	Various areas of patching	Woodlands
Sidmouth Close	Various areas of patching	Wyken
St Agatha's Road	Various areas of patching	Lower Stoke
St Ann's Road	Various areas of patching	Lower Stoke
St Michael's Road	Various areas of patching	Upper Stoke
St Osburg's Road	Various areas of patching	Upper Stoke
Stirling Close	Various areas of patching	Binley & Willenhall
Styvechale Avenue	Various areas of patching	Earlsdon
Sunnyside Close	Various areas of patching	Sherbourne
The Barley Lea	Various areas of patching	Lower Stoke
The Boxhill	Various areas of patching	Lower Stoke
The Countess's Croft	Various areas of patching	Cheylesmore
The Firs	Various areas of patching	Earlsdon
The Martyrs' Close	Various areas of patching	Cheylesmore
Treforest Road	Various areas of patching	Upper Stoke
Tynemouth Close	Various areas of patching	Longford
Uplands	Various areas of patching	Upper Stoke
Warwick Lane	Various areas of patching	St Michaels
Waterloo Street	Various areas of patching	St Michaels
Wellington Street	Various areas of patching	St Michaels
Westcotes	Various areas of patching	Westwood
Whitworth Avenue	Various areas of patching	Lower Stoke
Willenhall Lane slip road	Various areas of patching	Binley & Willenhall
Willow Grove	Various areas of patching	Westwood
Woodside Avenue North	Various areas of patching	Earlsdon
Woodstock Road	Various areas of patching	Cheylesmore
Wyke Road	Various areas of patching	Upper Stoke
Wyken Avenue	Various areas of patching	Wyken

Footway Reconstruction Schemes			
Road Name	Terminals From	To	Ward
Barnfield Avenue	Birmingham Road	s/o 1	Bablake
Belgrave Road Service Road	Full area		Wyken
Birmingham Road	Hotel Entrance	Opposite Lion Fields Avenue	Bablake
Black Prince Avenue	To be advised ** (See note at bottom of page)		Cheylesmore
Bredon Avenue	To be advised ** (See note at bottom of page)		Binley/Willenhall
Churchill Avenue	To be advised ** (See note at bottom of page)		Foleshill
Ellacombe Road	To be advised ** (See note at bottom of page)		Henley
Erithway Road	To be advised ** (See note at bottom of page)		Wainbody
Everdon Road	To be advised ** (See note at bottom of page)		Holbrook
Gretna Road	To be advised ** (See note at bottom of page)		Wainbody
Guardhouse Road	To be advised ** (See note at bottom of page)		Radford
Hollyfast Road	To be advised ** (See note at bottom of page)		Bablake / Sherbourne
Holyhead Road	To be advised ** (See note at bottom of page)		Sherbourne
Mount Nod Way	To be advised ** (See note at bottom of page)		Woodlands
Nod Rise	To be advised ** (See note at bottom of page)		Woodlands
Nuffield Road	To be advised ** (See note at bottom of page)		Upper Stoke
Oxendon Way	To be advised ** (See note at bottom of page)		Binley & Willenhall
Poole Road	To be advised ** (See note at bottom of page)		Bablake/Radford
Purcell Road	To be advised ** (See note at bottom of page)		Longford
Royal Crescent	To be advised ** (See note at bottom of page)		Binley & Willenhall
Standard Avenue	To be advised ** (See note at bottom of page)		Westwood
Woodside Avenue North	To be advised ** (See note at bottom of page)		Earlsdon
Yarningale Road	To be advised ** (See note at bottom of page)		Binley & Willenhall

** Details to be provided in subsequent cabinet report. It should be noted that footway reconstruction scheme terminals may not include the entire length of the named street/road.

Footway Overlay schemes			
Road Name	Terminals From	To	Ward
Coat of Arms Bridge Road	Railway bridge	Stivichall Croft	Earlsdon
Cox Street	Primrose Hill Street	Ford Street	St Michaels
Earlsdon Avenue South	Tree pit areas		Earlsdon
Hinckley Road	Woodway Lane	Number 69	Henley
Jobs Lane	Broad Lane	Faseman Avenue	Woodlands
Primrose Hill Street	Cross Street	Swanswell Street	St Michaels
Stivichall Croft	Bagington Road	Railway bridge	Earlsdon
Swanswell Street	Stoney Stanton Road	Primrose Hill Street	St Michaels
Tanners Lane	Station Avenue	House No 83	Westwood
The Chesils	Dilloford Avenue	Knoll Drive	Earlsdon
Tile Hill Lane	Hawthorn Lane	Station Avenue	Westwood
Bracadale Close	House No 25	House No 49	Wyken
Vine Street	Victoria Street	Charles Street	St Michaels

Footway Slurry Seal Schemes			
Road Name	Terminals From	To	Ward
Aldermans Green Road	(RHS) Almond Tree Avenue	Eburne Road	Henley/Longford
Alliance Way	Full Length /Both Sides		Upper Stoke
Arundel Road	O/S 59	Black Prince Avenue	Cheylesmore
Balmoral Close	Full Length		Wyken
Beckbury Road	Full Length		Henley
Braemar Close	Full length		Wyken
Brays Lane	No.10	Binley Road	Lower Stoke
Cameron Close	Windmill Hill	End of Road	Bablake
Chepstow Close	Full Length		Binley & Willenhall
Coronation Road	Full length		St Michaels
Crathie Close	Full length		Wyken
Crossway Road	Full length		Wainbody
Deedmore Road	Henley Road	Winston Road	Henley
Devon Grove	Full length		Wyken
Dilcock Way	Warren Green	Marler Road	Westwood
Dovedale Avenue	From Longford Road	end	Longford
Earlsdon Avenue South	Kenilworth Road		Earlsdon
Frankwell Drive	No.48	No. 56	Henley
Glamorgan Close	Full length		Binley & Willenhall
Lorenzo Close	Full Length		Binley & Willenhall
Middleborough Road	Coundon Road	End	Sherbourne
Sunningdale Avenue	Full length		Holbrook
Waste Lane	Exit from Coundon Park	Brownshill Green Road	Bablake
Westminster Road	Full length		St Michaels

Safety Schemes Programme 2012/13

Priority List		Type of scheme		
Location	Possible Action	LSS	PSS	SRTS
Foleshill Road (section to be determined)	Route study (investigation only)	X		
Phoenix Way / Heath Crescent	Review road markings, limited resurfacing	X		
Phoenix Way / Foleshill Road	Review road markings, limited resurfacing	X		
Binley Road, Brays Lane to Raleigh Road	Route study (actions to be determined)	X		
Heath Crescent	Zebra crossing		X	X
Tile Hill Lane / Fletchampstead Highway	Yellow box junction	X		
Allesley Old Road (part of)	Speed limit change		X	X
Proffitt Avenue / Gayer Street	Area study / traffic calming scheme	X	X	X
Kirby Corner Road / Westwood Way Rdbt	Review road markings	X		
Sky Blue Way - Gosford Street to Walsgrave Rd	Review road markings	X		
Across city	Traffic / Speed Surveys as required		X	X
Various locations	Vehicle Activated Signs		X	
Reserve List		Type of scheme		
Location	Possible Action			
Moseley Avenue / Barker Butts Lane	Junction safety scheme	X		
Daventry Road / Quinton Road	Remove pedestrian barrier	X		
Brownhill Green Road	Speed reduction / crossing facility		X	
Scots Lane	Cycle bypass			X
Westhill Road	Minor school zone			X

LSS: Local Safety Scheme

PSS: Perceived Safety Scheme

SRTS: Safer Routes to Schools

Notes.

- This does not include schemes with funds which may be carried forward from 11/12
- All locations subject to further investigation.
- Reserve list provided to utilise available budget, in case of delays caused by engineering difficulties / consultation issues