



Coventry City Council

Council Meeting

21 February 2006

Booklet 1

Recommendations

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CABINET

7th February 2006

Cabinet Members
Present:-
Councillor Arrowsmith
Councillor Blundell
Councillor Foster
Councillor Kelsey
Councillor Matchet
Councillor H Noonan
Councillor O'Neill (Chair)
Councillor Ridley

Non-Voting Opposition
Representatives present:-
Councillor Benefield
Councillor Duggins
Councillor Mutton
Councillor Nellist

Other Members
Present:-
Councillor Clifford
Councillor Mrs Stone

Employees Present:-
J. Bolton (Director of Community Services)
F. Collingham (Chief Executive's Directorate)
Z. Darr (City Services Directorate)
C. Hinde (Director of Legal and Democratic Services)
S. Iannantuoni (Chief Executive's Directorate)
L. Knight (Legal and Democratic Services Directorate)
S. Manzie (Chief Executive)
B. Messenger (Head of Human Resources)
N. Mills (City Development Directorate)
A. Ridgwell (Director of Finance and ICT)
J. Russell (City Development Directorate)
R. Sugars (Finance and ICT Directorate)
C. Weingaertner (City Development Directorate)
P. Whitmore (Finance and ICT Directorate)
I. Woods (Finance and ICT Directorate)
L. Wroe (City Development Directorate)

Apologies:- Councillor Taylor

Recommendation

203. The 2005 Local Transport Plan

The Cabinet considered a report of the Director of City Development, which sought approval of the final West Midlands Local Transport Plan (LTP) submission, which covers the period 2005-2011. The Cabinet noted that the report had also been considered by Scrutiny Board (3) at their meeting on 25th January 2006 (their

Minute 62/05 refers).

The 2005 LTP sets out what needs to be done, and what else needs to happen, in order to ensure that the West Midlands has a world-class transport system that meets the aspirations of all its citizens, visitors and businesses. This will be a system that helps the economy to thrive, improves the environment, and enhances the quality of life, all in a safe and sustainable way.

The principal purpose of the LTP is to set out an overall transport strategy for the West Midlands for 2006/07 to 2010/11; provide policies on how the overall transport system should evolve; and set out a proposed package of capital transport schemes to achieve this.

In response to the Transport Act 2000, West Midlands Authorities jointly prepared the first Local Transport Plan (LTP) in July 2000 for the period 2001/02 to 2005/06. However, the second LTP was submitted in July 2003 following a decision to produce a LTP 2 years earlier than planned. This was in response to a number of major changes which affected transport planning in the West Midlands including the publication of the Government's 10-year Transport Plan in July 2000; the publication of the Consultants recommendations arising from the West Midland Area Multi-Modal Study (WMAMMS); the publication of the conclusions of the Coventry Area Network Study (CANS); and the preparation of revised Regional Planning Guidance (RPG).

Taken together these studies generally supported the policy approach to transport that was set out in the initial LTP but endorsed the need to 'do more and do it quicker'. The Plan set out a bid for a step change in funding to bring forward a larger, more comprehensive, package of capital transportation schemes.

In December 2004 the Government released new guidance entitled "Full Guidance on Local Transport Plans". This outlined the approach and method local authorities should adopt when drawing up their new LTPs for submission in 2005. The LTP has to focus on delivery of the Transport Shared Priority under the 4 themes of Congestion; Accessibility; Air Quality; and Road Safety. The West Midlands LTP is also supporting regeneration, which is not specifically covered by the shared priorities, but is an issue of regional significance.

The guidance recognised the problems associated with the administrative process of drawing up a full LTP on such a tight timescale, this being in under six months. Therefore, LTPs submitted in July 2005 were regarded as provisional and the West Midlands provisional LTP was approved by full Council on 21st June 2005 (their Minute 36/05 refers).

Following approval of the provisional LTP, the document was submitted to, and then assessed by Central Government. On 14th December 2005, the Government released the 2005 LTP Capital Settlement, which included the outcome of the assessment. The 2005 provisional Local Transport Plan for the West Midlands was assessed as "promising". The Government considers that most "promising" provisional plans should translate into at least "fair" or "good" final plans, although this obviously cannot be guaranteed.

Following the submission of the provisional LTP, work has continued regionally to build on the quality of the Plan, and the report submitted detailed the main changes and improvements.

Although the changes are likely to have an effect on the overall regional strategy, the local programme of schemes remains similar to the approved provisional submission. These schemes include those falling under the headings of integrated transport, road and bridge maintenance and major schemes. However, it was noted that the regional prioritisation exercise had an effect on the timing of major schemes. Appendices 1, 2 and 3 of the report submitted provided a brief summary of the schemes that are due to be carried out in Coventry over the next 5 years. Some minor changes are currently being made to the programme to bring it in line with the key LTP objectives and the public consultation exercise. The Cabinet noted that a further report on the full details of 2006/07 capital programme will be submitted to them during March 2006.

In preparing the revised LTP, West Midlands Authorities have embarked on a consultation process. This exercise combined consultation carried out for the 2003 LTP, such as feedback from a major half-day seminar with a recent reply paid questionnaire circulated in free newspapers across the conurbation. Questionnaires were tailored to match the requirements of their own constituents but followed a similar theme to be able to compile and compare results. The results of this consultation process have assisted the formulation of the new LTP. To ensure that certain sectors of the community were not excluded, further focus groups were organised which targeted groups who were not well represented on the first round of consultation. More recently a questionnaire was distributed to around 1 million households in the West Midlands. A summary of the results was provided at Appendix 5 of the report submitted.

The LTP is a Statutory Framework Document and the Transport Act 2000 requires that each individual West Midlands Authority approve the Plan through its own political approval process. The approval process is happening at different times throughout February and March 2006 to fit in with the overall timetable for each Council and the Passenger Transport Authority (PTA). It is however recognised that this is a long lead-in time to the submission of the report in March and circumstances may change. Further technical work is likely to be completed and individual Authorities might suggest changes. In order to be able to accommodate such variations, while maintaining the individual approvals of each Council, it is proposed that each Council should delegate the responsibility for late changes to details of the report to its Leader.

RESOLVED that the Council be recommended to:-

- (1) Approve the final version of the 2005 West Midlands Transport Plan for adoption.**
- (2) Delegate authority to the Director of City Development, in consultation with the Leader of the Council, to agree any late changes to the report.**

Report to
- Scrutiny Board 3
- Cabinet
- Full Council

25th January 2006
7th February 2006
21st February 2006

Report of
Director of City Development

Title

The 2005 Local Transport Plan (Final)

1 Purpose of the Report

- 1.1 This report seeks to approve the final West Midlands Local Transport Plan (LTP) submission. The Plan covers the period 2005 to 2011.
(Full copies of this document are available in members lounges)

2 Recommendations

- 2.1 Scrutiny Board 3 is recommended to advise Cabinet of any comments it may have on the final version of the 2005 West Midlands Local Transport Plan.
- 2.2 Cabinet is recommended to:
- 2.3 Approve the final version of the 2005 West Midlands Local Transport Plan and recommend its adoption to full Council.
- 2.4 Request that full Council authorises the Director of City Development in consultation with the Leader of the Council to agree any late changes to the report (para 4.2).

3 Information/Background

- 3.1 The 2005 LTP sets out what needs to be done, and what else needs to happen, in order to ensure that the West Midlands has a world-class transport system that meets the aspirations of all its citizens, visitors and the businesses that operate here. This will be a system that helps the economy to thrive, improves the environment, and enhances the quality of life, all in a safe and sustainable way.
- 3.2 The principal purpose of the LTP is to:
- set out an overall transport strategy for the West Midlands for 2006/07 to 2010/11;
 - provide policies on how the overall transport system should evolve; and,
 - set out a proposed package of capital transport schemes to achieve this.

3.3 **2003 LTP**

In response to the Transport Act 2000, West Midlands Authorities jointly prepared the first Local Transport Plan (LTP) in July 2000 for the period 2001/02 to 2005/06. However, the second LTP was submitted in July 2003 following a decision to produce a LTP 2 years earlier than planned. This was in response to a number of major changes which affected transport planning in the West Midlands including:

- publication of the Government's 10-year Transport Plan in July 2000
- publication of the Consultants recommendations arising from the West Midland Area Multi-Modal Study (WMAMMS)
- publication of the conclusions of the Coventry Area Network Study (CANS)
- preparation of revised Regional Planning Guidance (RPG).

3.4 Taken together these studies generally supported the policy approach to transport that was set out in the initial LTP but they all endorsed the need to 'do more and do it quicker'. The Plan set out a bid for a step change in funding to bring forward a larger more comprehensive package of capital transportation schemes.

3.5 **2005 Provisional LTP**

In December 2004 the Government released new guidance entitled "Full Guidance on Local Transport Plans". This set out the approaches and methods local authorities should adopt when drawing up their new LTPs for submission in 2005.

The LTP has to focus on delivery of the Transport Shared Priority under the 4 themes of:

- Congestion
- Accessibility
- Air Quality
- Road Safety.

The West Midlands LTP is also supporting regeneration, which is not specifically covered by the shared priorities, but is an issue of regional significance.

The guidance recognised the problems associated with the administrative process of drawing up a full LTP on such a tight timescale i.e. in under six months. Therefore, LTPs submitted in July 2005 were regarded as provisional. The West Midlands provisional LTP was approved by full Council on 21 June 2005.

3.6 **2005 Final LTP**

Following approval of the provisional LTP in June 2005, the document was submitted to, and then assessed by the Government. On 14 December 2005, the Government released the 2005 LTP Capital Settlement, which included the outcome of the assessment. The 2005 provisional Local Transport Plan for the West Midlands was assessed as "promising". The Government considers that most "promising" provisional plans should translate into at least "fair" or "good" final plans, although this obviously cannot be guaranteed.

Following the submission of the provisional LTP, work has continued regionally to build on the quality of the Plan. The main changes and improvements can be summarised as:

- A number of improvements in response to the comments made by the Government in their assessment of the 2005 provisional plan.
- improvements to the Strategic Environmental Assessments (a process to assess the potential environmental impact of the LTP strategy) following the recent SEA consultation;
- improvements to the Air Quality Strategy including a new statement, in response to comments from the Government, and additional evidence of our achievements;
- the Hackney Carriage & Private Hire Vehicle Policy Statement and the Rights of Way Improvement Plans Statement have been up-dated;

- improvements to the Accessibility Planning strategy and better links to it throughout the document (the strategy aims to ensure people, particularly from deprived socially excluded areas, can get to key services);
- an update on the progress and any initial findings of the of the following studies:
 - the Coventry, Solihull and Warwickshire regional transport study;
 - the Black Country study; and,
 - the City Region growth proposals;
- amendments to the major scheme programme following the regional prioritisation process;
- the Congestion Strategy Statement has been substantially revised to reflect the successful Transport Innovation Fund (TIF) bid and the West Midlands short-term strategy. The West Midlands will receive £2.6M from the Transport Innovation Fund (TIF) to assess the feasibility of schemes combining demand management, such as road pricing, with better public transport, in order to tackle congestion and improve local travelling conditions.
- a significant consultation exercise which has just been completed which involved leaflets being sent to almost 1 million houses in the West Midlands, see para 3.7 below; and,
- the inclusion of outcomes set out in the Equality Impact Assessment of the LTP;

Although the above changes are likely to have an effect on the overall regional strategy, the local programme of schemes remains similar to the approved provisional submission. These schemes include those falling under the headings of integrated transport, road and bridge maintenance and major schemes. However, it should be noted that the regional prioritisation exercise has had an effect on the timing of major schemes. Appendices 1, 2 and 3 provide a brief summary of the schemes that are programmed to be carried out in Coventry over the next 5 years. Some minor changes are currently being made to the programme to bring it in line with the key LTP objectives and the public consultation exercise. Full details of 2006/07 capital programme will be subject to a separate report to Cabinet in March 2006.

3.7 Consultation

In preparing the revised LTP, West Midlands Authorities have embarked on a consultation process. This exercise combined consultation carried out for the 2003 LTP, such as feedback from a major half-day seminar with a recent reply paid questionnaire circulated in free newspapers across the conurbation. Questionnaires were tailored to match the requirements of their own constituents but followed a similar theme to be able to compile and compare results. The results of this consultation process have assisted the formulation of the new LTP. To ensure that certain sectors of the community were not excluded, further focus groups were organised which targeted groups who were not well represented on the first round of consultation. More recently a questionnaire was distributed to around 1 million households in the West Midlands. A summary of the results can be seen in appendix 5.

4 The Approval Process

- 4.1 The LTP is a Statutory Framework Document and the Transport Act 2000 requires that each individual West Midlands Authority should approve the Plan through its own political approval process. As the LTP is defined as a 'key framework' document, within the Constitution of each Council, it needs to be adopted by each full Council. It is therefore not appropriate to delegate the approval process to the West Midlands Joint Committee and the approval of all seven authorities and the PTA must be individually sought. However, in advance of this report coming to your Council the West Midlands Planning & Transportation Sub-Committee considered the document at its meeting on 13 January 2006 and resolved to commend the report to you.

- 4.2 The approval process is happening at different times throughout February and March 2006 to fit in with the overall timetable for each Council and the PTA. It is however recognised that this is a long lead-in time to the submission of the report in March and circumstances may change. Further technical work is likely to be completed and individual Authorities might suggest changes. In order to be able to accommodate such variations, while maintaining the individual approvals of each Council, it is proposed that each Council should delegate the responsibility for late changes to details of the report to its Leader.

5 Other specific implications

5.1

	Implications (See below)	No Implications
Area Co-ordination		
Best Value		
Children and Young People		
Comparable Benchmark Data		
Corporate Parenting		
Coventry Community Plan		
Crime and Disorder		
Equal Opportunities		
Finance		
Health and Safety		
Human Resources		
Human Rights Act		
Impact on Partner Organisations		
Information and Communications Technology		
Legal Implications		
Property Implications		
Race Equality Scheme		
Risk Management		
Sustainable Development		
Trade Union Consultation		
Voluntary Sector – The Coventry Compact		

5.2 Coventry Community Plan

The Local Transport Plan 2005 will assist in the implementation of the Coventry Community Plan (priorities 1 to 6) by investing in many elements of the Plan. Specifically it will help deliver the priorities under theme 7 transport, such as Park and Ride.

5.3 Finance

The LTP has previously been considered a bidding document i.e. authorities put forward a proposed package of funding based on need. However, rather than bidding for transport funding, local authorities are now required to prepare a prioritised programme based on indicative allocations issued by the Government. Authorities were supplied with these provisional planning guidelines for the provisional submission, and they have now been confirmed for this final resubmission in March 2006. Indicative guidelines for integrated transport and road and bridge maintenance scheme, (not major schemes over £5M), are calculated using a formula set by the Government. For major schemes costing over £5M, West Midlands Authorities have worked together to prioritise a programme within a total budget of £1billion as agreed with Government. Details of local schemes are set out in Appendix 1, 2 and 3.

Appendix 4 summarises the approved allocations for 2006/07 and indicative future allocations for the period through to 2010/11.

As in previous years, an element of the West Midlands annual allocation will continue to be top sliced for regional issues such as Bus Showcase and the CEPOG Core Support Team who co-ordinate the production of the LTP. Other uses include regional transport studies, traffic modelling and monitoring of the overall capital programme.

5.4 Legal Implications

Under the Transport Act 2000 the City Council, along with the other 6 West Midlands Metropolitan Authorities and the PTA, has a legal obligation to prepare, review and alter a Local Transport Plan.

Under the Local Authorities (Functions and Responsibilities) (England) Regulations 2000, the setting of a Local Transport Plan is part of the Council's policy framework and cannot be the sole responsibility of the Council's Executive (Cabinet).

5.5 Sustainable Development

The LTP promotes significant investment in schemes that will promote sustainable modes of transport to reduce car usage. These include bus, rail, walking and cycling infrastructure improvement schemes to make all areas of the City more accessible by everyone.

5.6 Corporate Objectives

The LTP will assist in meeting the City Council's Corporate Priorities. Significant investment in transport schemes will contribute towards making Coventry a vibrant, prosperous and accessible City. In particular the LTP will help to meet the corporate objectives of reducing social exclusion, improving the City Centre and meeting the objectives of the Coventry Community Plan.

6 Key Decisions

	Yes	No
Key Decision		
Scrutiny Consideration (if yes, which Scrutiny meeting and date)	Scrutiny Board 3 25 th January 2006	
Cabinet	7 February 2006	
Council Consideration (if yes, date of Council meeting)	21 February 2006	

List of background papers

Proper officer: Director of City Development

Author: Nigel Mills - Transportation Planning Officer, City Development Telephone 7683 2169

(Any enquiries should be directed to the above)

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Papers open to Public Inspection

Description of paper

File No 3005

Location

Development Policy, Floor 6, Civic Centre 4

LTP Capital Schemes

Appendix 1

The following headings cover the general theme of schemes that will be submitted as part of the 2005 LTP package. The schemes are divided into 3 headings which are:

- **Integrated Transport Schemes** – This covers all transport schemes under £5M such as those which promote walking cycling and road safety. **(Appendix 2)**
- **Major Schemes** – Schemes costing over £5m which require a separate bid to the Government (Annex E) for funding. **(Appendix 3)**
- **Structural Maintenance Schemes** – Allocations under this heading are used to maintain bridges and roads throughout the City.

Integrated Transport

Appendix 2

Schemes Over £250,000	
Larger Schemes	Description
City Centre Access	This allocation will be used to carry out improvements around the City Centre, e.g. Pool Meadow access link and Burges enhancement.
Future Park and Ride Sites	This allocation will be used to identify and implement 2 additional park and ride sites in the east and west of the City
Far Gosford St Regeneration	As a component of the wider road corridor regeneration initiative, this scheme will see the complete regeneration of the Far Gosford Street Conservation Area over five years through a combination of public realm and private property grant-aided interventions.
Measures to Promote Social Inclusion	Working closely with Primelines, this scheme is all about improving pedestrian and cycle safety of the corridors and the 'liveability' of shopping centres. Examples of measures to achieve this include: side entry road raised tables, pedestrian phases at junctions, parking bays, advanced stop lines and re-paving.
Coventry/National Cycle Network	It is planned to create extensions to the National Cycle Network to create a network of safe cycle routes across the City. This includes National Route 52 and 53 which run through the City. The development of a network of cycle routes across the City is in line with the objectives of the Coventry Cycle Strategy.
Jordan Well	General road Improvements /pedestrian facilities.
Manor Road Bridge	New pedestrian/cycle footbridge linked to the redevelopment of the Station area.
Edgwick Industrial Access	This scheme aims to remove heavy commercial vehicles from Cross Road and Canal Road, to enable the closure of Canal Road or implementation of weight restrictions by providing an alternative route.
Hill Street Bridge	Construction of a new pedestrian/cycle footbridge spanning the Ring Road linking Hill Street to the Spon End/Radford area.
Urban Traffic Control	Upgrading of the Urban Traffic Control (UTC) equipment which monitors and controls traffic signals to ensure efficient traffic flows.

The following headings are an ongoing package of measures with sub headings of smaller lower cost schemes.

- Local Safety Schemes – Traffic Safety schemes design to reduce traffic accidents in areas with a proven history of traffic accidents
- Measures to Encourage Walking – Schemes such a paving and crossing improvements
- Measures to Encourage Cycling – Schemes including cycle routes and cycle parking
- Safer Routes to School – Traffic safety schemes around schools to encourage sustainable transport
- Facilities for Disabled People – Dropped kerbs, parking bays and tactile paving
- Regeneration and Integration – Transport schemes which help aim to aid regeneration
- Safe and Healthy Communities – Schemes to improve the environment and road safety
- Supporting Jobs and Prosperity – Transport schemes which help to improve the economy
- Highway Efficiency Measures – Schemes designed to improve access and traffic flows

Non LTP funded

- Perceived Safety Schemes – These are traffic safety schemes located in areas with a perceived safety problem.

Following the regional Major Scheme prioritisation exercise, 3 Coventry based schemes have been included within this 5 year plan period, they are:

- PrimeLines Bus Network (this scheme already has full approval and is well underway)
- Coventry Rapid Transport Scheme (CRT)
- Station Area Regeneration Transport Scheme (STARTS)

Although not included in the immediate five-year plan period, 2 additional schemes are planned to take place in Coventry beyond this period. They are:

- Canley Area Regeneration Scheme (CARS)
- Swanswell Area Regeneration Scheme (SARS)

<p>Scheme Name: Coventry Rapid Transit proposal</p>
<p>Description: It is likely that the CRT proposal will be resubmitted in partnership with Warwickshire with extensions northward to Nuneaton and southward to Warwick University. The scheme is for a high quality bus that operates like a tram operating on largely segregated track. The overall route length would be 25km.</p>
<p>Cost: The cost of the scheme submitted in July 2005 was £41m, however with the extension to Nuneaton and to Warwick University a cost of around £80m is more likely. This cost does not include vehicles as these will be provided by Operators as part of a Quality Bus Partnership.</p> <p>The initial scheme has a Cost Benefit Ratio (CBR) of 1.9 with fare box revenue more than covering operating costs.</p>
<p>Scheme outcomes:</p> <p><i>Regeneration and accessibility.</i> The scheme provides the transport backbone through the Coventry – Nuneaton Regeneration zone. It runs through the Swanswell Regeneration Zone and links the City Centre to the northern economic growth areas around the Arena. It therefore fully supports the RTS and the Regional Economic Strategy. It enhances access to parts of the New Deal for Communities area and to some of the most deprived areas within the City.</p> <p><i>Congestion</i> The scheme will provide an alternative to the car and will utilise over 1500 park and ride spaces. Travel time will be comparable to car travel and will be faster than a normal bus. It has been estimated that the base scheme will attract 3.7m passengers per year</p> <p><i>Air Quality and Safety.</i> The scheme will make contributions to these objectives through the reduction of vehicle miles and the fuel efficiency of the CRT vehicles.</p>
<p>Lower Cost Alternative: A bus based alternative has been considered which has a higher BCR but fails to meet the regeneration objectives of the main scheme</p>
<p>Delivery Risks: The scheme requires planning permission and some Compulsory Purchase Orders. Outline permission has already been given by Network Rail although considerable further discussions are still required.</p>

Scheme Name: Coventry Station Interchange

Description: There are a number of potential development opportunities around the Coventry Station Area. Part of the proposals will be a requirement to address a number of key transport issues such as pedestrian access to the City Centre, provision for PrimeLines and Coventry Rapid Transit which both go through the area and the enhancement of bus/rail interchange. The site is ideally located to attract inward investment to the region as Coventry Station lies only 70 minutes from Euston.

No actual scheme has been defined although it is likely to include modifications to the ring road to accommodate pedestrian movements and a new bus rail transport hub/interchange.

Cost: Costs are at this stage unknown but should be thought of as being in the £10 - £15m range. In addition, and in partnership with this investment it is expected that the developer would be making major contributions.

Scheme outcomes:

Regeneration and accessibility. The scheme supports the Regional Transport Strategy objectives for inward city centre development in a location that will have accessibility second to none. With up to say 5,000 jobs and 1,000 new residences this is a major opportunity to meet the full range of regeneration benefits with reduced transport demands.

Congestion The scheme will provide much improved bus/rail connections and will provide facilities for CRT and PrimeLines. As such it will provide much enhanced public transport connections, potentially reducing long distance car borne travel and local commuting.

Air Quality and Safety - The scheme will make contributions to these objectives through the reduction of vehicle miles and the fuel efficiency of the CRT vehicles.

Lower Cost Alternative: the scheme has still to be worked up so no alternatives exist

Delivery Risks: the scheme has to be in partnership with the developers and Network Rail as track air-rights are likely to be required. It is expected that the developer will want to move ahead very quickly once he has secured the majority of the land.

Scheme Name: Swanswell (Under review - submission date not yet agreed)

Description: The City Council is embarking on a major regeneration of the Swanswell area adjacent to the City Centre (very similar to Birmingham's Eastside). The project will either include the demolition of part of the Inner Ring Road or major changes to it. The project will also include the provision of transport infrastructure to serve the City Centre bus facilities either in their expanded bus hubs or in a rejuvenated Pool Meadow Bus Station.

Cost: The cost of the scheme will depend on which of the two ring road options are selected (modified or demolition) but could be up to £25M.

Scheme outcomes:

Regeneration and accessibility. The scheme is the main element that will contribute to the expansion of the City Centre and allow regeneration to spread to the Hillfields area. The key land uses will include an education quarter that will develop facilities on a single site rather than dispersed throughout the City as well as significant local health facilities. These will be in accessible locations with direct connections to the major city Centre bus stops.

Congestion. Whilst the removal of part of the Ring Road will change travel routes it is not expected to significantly change traffic congestion levels. Detailed traffic models are being constructed to evaluate all of the proposals. The reuse of derelict City Centre land will be more sustainable than the development of alternative sites

Air Quality and Safety. The scheme will make contributions to these objectives through the reduction of vehicle miles arising from the revised land use layouts. There will be major improvements in perceived personal safety

Lower Cost Alternative: The evaluation is currently looking at 3 alternatives that include a do-nothing option. Depending on which alternative is to be taken forward one of the other options is likely to provide a lower case alternative.

Delivery Risks: There is a requirement to prepare Supplementary Planning Guidance (SPG). Highway orders and some compulsory purchase orders associated with the redevelopment opportunities maybe required.

Scheme Name: Canley / Western Access (not in five-year programme)
<p>Description: The western edge of Coventry is experiencing a number of restructuring problems/opportunities. These include the redevelopment of the 100 acre Massey Ferguson site, the Canley Regeneration area, the pressure for expansion of the University and most recently the uncertainty regarding Jaguar's Brown's Lane site. The area may well provide opportunities for developments within the Coventry, Solihull, Warwick High Technology Corridor. Poor linkages to the inter-urban highway network and inadequate public transport are problems common with all existing and potential future sites.</p> <p>The successful regeneration of this section of the city will require a significant enhancement of highway and public transport improvements including the possible development of an improved transport hub at Tile Hill Station where the level crossing has been replaced by a flyover as part of the WCML improvement.</p> <p>The options to be addressed are being considered within the context of the CSWP transportation Study which will report in early 2006.</p>
<p>Cost: No scheme has been defined and hence no cost has been identified however a value of £30m would potentially be in the right order. Contributions from developers would be part of the package.</p>
<p>Scheme outcomes: <i>Regeneration and accessibility.</i> The scheme would be designed to enhance the regeneration and accessibility of this sector of the city. <i>Congestion</i> If the sites are developed traffic congestion will increase. This can already be seen in the context of the access to the University. The schemes would be designed to reduce congestion <i>Air Quality and Safety.</i> No details can be provided</p>
<p>Lower Cost Alternative: To early to consider</p>
<p>Delivery Risks: Unknown at this stage</p>

Timing of Major Schemes

Scheme	Submission Date	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Primelines	July 2003	Start				End		
Coventry Rapid Transit	July 2006					Start		End
Station Area Regeneration	July 2007					Start		End
Canley / Western Access	Not in 5 year programme following regional prioritisation							
Swanswell Area Regeneration	Under review – submission not yet agreed							

Allocations for the 2005 LTP

Appendix 4

Future planning guidelines set by the Government are calculated on a formulaic basis. The agreed allocations for 2006/07 are shown below. In addition, indicative allocations for 2007/08 onwards are shown below. These are based on the best information currently available and will be updated annually. As in previous years, a detailed annual capital programme will be reported to Cabinet following the December settlement letter from the Government.

2005 LTP Actual and Indicative Allocations	2006/07 (Actual) £M	2007/08 (Indicative) £M	2008/09 (Indicative) £M	2009/10 (Indicative) £M	2010/11 (Indicative) £M	Total £M
West Midlands Integrated Transport Total	42.367	43.816	46.411	49.157	52.062	233.813
Coventry Integrated Transport Settlement	3.720	3.876	4.105	4.348	4.605	20.654
Coventry LTP Maintenance Total	1.687	1.405	1.475	1.549	1.626	7.742
Coventry Settlement	5.407	5.281	5.580	5.897	6.231	28.396

Local Breakdown of LTP Settlement	2006/07 (Actual) £M	2007/08 (Indicative) £M	2008/09 (Indicative) £M	2009/10 (Indicative) £M	2010/11 (Indicative) £M	Total £M
Coventry Integrated Transport Settlement	3.720	3.876	4.105	4.348	4.605	20.654
* West Midlands Joint Initiatives (top slicing)	0.996	0.979	1.039	1.102	1.169	5.285
Coventry Integrated Transport Total	2.724	2.896	3.066	3.246	3.436	15.368
Coventry LTP Maintenance Total	1.687	1.405	1.475	1.549	1.626	7.742
Total (Coventry) Integrated Transport and Maintenance	4.411	4.301	4.541	4.795	5.062	23.110
** A45 Maintenance / De-trunking Bid	7.500	0	0	0	0	0

*Top slicing is made up of a number of activities, which are undertaken by the Metropolitan Authorities on a joint basis. This recognises both the efficiencies and better value for money that can be obtained from joint working, plus the strategic interdependence of the Authorities. A substantial proportion of the budget is set aside for Bus Showcase schemes, and Coventry is likely to draw back around £1.5M to £2M from this budget.

**This is a one-off allocation following a successful bid for funding from the Government for recently de-trunked roads. The allocation will be used for maintenance and improvement works on the A45.

LTP Consultation Questionnaire Results

Appendix 5

Approximately 1million questionnaires were distributed to households and stakeholders across the West Midlands, and was also available on the West Midlands LTP website.

The conclusions of the questionnaire are as follows.

Rank	Mode of Transport	Percentage of people who stated this within their top four priorities
1 st	Work towards better rail services	50%
2 nd	Spend more on highway maintenance	43%
3 rd	Extend Midland Metro	40%
4 th	Extend Bus Showcase	38%
5 th	Do more to tackle congestion	31%
6 th	Do more to encourage safer motoring	31%
7 th	Introduce more Park and Ride facilities	28%
8 th	Give greater priority to walking	23%
9 th	Spend more promoting Green Travel choices	21%
10 th	Investigate options for tackling congestion	21%
11 th	Give greater priority to cycling	20%
12 th	Introduce more Red Routes	17%
13 th	Spend more on road building	16%