

Report to
- **Scrutiny Board 3**
- **Cabinet**
- **Full Council**

Report of
Director of City Development

Title
The 2005 Local Transport Plan

1 Purpose of the Report

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

2 Recommendations

Scrutiny Board 3 is recommended to:

- 2.1 Approve and comment on the 2005 West Midlands Local Transport Plan and recommend its adoption to Cabinet.
(Comments should be made by no later than Friday 20th May 2005)
- 2.2 Note that the document is required to be approved by full Council, as set out in section 4.
- 2.3 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.
- 2.4 Note that this document is provisional and amendments will be made as set out in para 4.3 and 4.4.
- 2.5 Note the contents and approve the revised West Midlands Bus Strategy submitted with this report, but note that future changes will be required.

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
 - 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 current West Midlands 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. These changes included:

- publication of the Government's Transport 10-year 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 have 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 LTP**

In December 2004 the Government released new guidance titled "Full Guidance on Local Transport Plans". This sets out the approach and methods local authorities should adopt when drawing up their LTP's. This guidance recognises 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, LTP's submitted in July 2005 will be regarded as provisional and authorities will have the opportunity to finalise the documents by the end of March 2006. It is planned that this LTP will be referred to full Council again in February 2006 before the final document is submitted to the Government.

- 3.6 The new guidance has introduced a number of changes to the way LTP's are prepared and assessed. The key changes can be summarised as:

Funding – 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 have been supplied with these provisional planning guidelines, and they will be confirmed in time for the 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 and 2.

The quality of LTP's will be assessed by the government and this will have an impact on future levels of funding. The assessment of the LTP will include progress on targets and deliverability of schemes on the ground. Future allocations, set by the government, are likely to be slightly lower than previous years towards the start of this 5 year plan. Details of indicative allocations can be seen in Appendix 3. The tables show that although funding in future years for integrated transport is similar to current settlements, it falls far below the

bids which were set out in the 2003 LTP. Funding for maintenance schemes are also likely to be lower in future years compared to previous settlements.

Focus - 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 covered by the shared priorities but is an issue of regional significance.

Evidence - Authorities are required to provide evidence to support assertions and policy approaches.

Corporate Compatibility - The need to demonstrate the compatibility of the LTP with the corporate objectives at a local, sub regional, regional and national level.

Targets - Authorities are now required to monitor progress against a number of mandatory target areas. Authorities are required to set stretching targets in order to gain a good assessment. The government has also requested that we reduce the number of targets from around 40 to 20, but with a good range of indicators to monitor each target accurately. Appendix 4 shows the latest version of the targets which are being included in the West Midlands LTP. The Department for Transport (DfT) will use these targets in their assessment of the LTP and subsequent Annual Progress Reports (APR's). Poor progress on of targets may effect future funding allocations received from the Government. It is therefore important that we address these targets by implementing the types of schemes which will help to meet them such as walking, cycling and public transport based schemes.

Assessment - The criteria will be assessed in the July 2005 submission; these are:

- Quality of planning (on the provisional LTP July 2005)
- Impact of LTP Targets (on the final submission March 2006)
- Deliverability (on the LTP/APR July 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.

3.8 Other New Requirements

In addition to the above, authorities are also obliged to integrate the following strategies in the process of drawing up the 2005 LTP.

- Strategic Environmental Assessments (SEA) (a process to assess the potential environmental impact of the LTP strategy)

- Air Quality Action Plans (action plans to improve air quality in air quality management areas) (AQMA's)
- Rights of Way Improvement Plans (ROWIP) (a local strategy to identify and make better use of rights of way)
- Transport Asset Management Plans (TAMP's) (strategy to make better use of existing highway assets)
- Accessibility Planning (a strategy to make sure people, particularly from deprived socially excluded areas, can get to key services)

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 15th April and resolved to commend the report to you.

4.2 The approval process is happening at different times throughout June 2004 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 July 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.

4.3 Future Amendments

As set out in paragraph 3.3 above, this version of the 2005 LTP will be classed by the Government as provisional. Amendments to the document will take place up to March 2006 to refine and build on this submission. Some of the main additions are likely to include to outcomes of:

- the Coventry, Solihull and Warwickshire regional transport study;
- the Black Country study
- Birmingham City Region Growth Proposals; and,
- Accessibility Planning.

4.4 Others amendments will also be required to update and edit the text before submission of the final document. This will include

- amendments to the Bus Strategy to reflect current proposals and progress on schemes such as PrimeLines;
- Finalisation of the Major Scheme prioritisation process;
- the PRISM traffic model to assess congestion and set targets to monitor the efficiency of the road network;
- finalise the regions position with regard to the transport innovation fund;
- consideration of the MG Rover situation; and,
- Finalising the presentation of the document and technical detail.

5 Other specific implications

5.1

	Implications (See below)	No Implications
Area Co-ordination		4
Best Value		4
Children and Young People		4
Comparable Benchmark Data		4
Corporate Parenting		4
Coventry Community Plan	4	
Crime and Disorder		4
Equal Opportunities		4
Finance	4	
Health and Safety		4
Human Resources		4
Human Rights Act		4
Impact on Partner Organisations		4
Information and Communications Technology		4
Legal Implications	4	
Property Implications		4
Race Equality Scheme		4
Risk Management		4
Sustainable Development	4	
Trade Union Consultation		4
Voluntary Sector – The Coventry Compact		4

5.2 **Coventry Community Plan**

The Local Transport Plan 2005 will assist in the implementation of the Coventry Community Plan (priorities 1, 2, 3, 4, 5, & 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 financial implications are being worked up.

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 which 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 Objectives. Significant investment in transport schemes will contribute towards making Coventry a vibrant, prosperous and attractive City. In particular the LTP will help to meet the corporate objectives of reducing social exclusion and improving the City Centre and meet the objectives of the Coventry Community Plan 2.

6 Timescale for Adoption of the Plan

List of background papers

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Papers open to Public Inspection

Description of paper

File No 3005

Location

Development Policy, Floor 6, Civic Centre 4

Appendix 1

LTP Capital Schemes

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

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

Major Schemes

There are currently 5 major schemes (schemes over £5M) which are planned to take place in Coventry over the next 5 year plan period. The schemes are:

- PrimeLines Bus Network (this scheme already has full approval)
 - Coventry Rapid Transport Scheme (CRT)
 - Station Area Regeneration Transport Scheme (STARTS)
 - Canley Area Regeneration Scheme (CARS)
 - Swanswell Area Regeneration Scheme (SARS) This scheme has currently been withdrawn as it has not ranked highly against LTP objectives. This scheme is being reviewed for further consideration. No date for resubmission has yet been set.
- (Full details of major schemes are in Appendix 2 below)

The following schemes are a mix of ongoing and new schemes. It should be noted that over the course of the Plan period new schemes within these headings could be identified.

Integrated Transport Schemes 2006/07 – 2010/11

Schemes £2M to £5M

Coventry City Centre Transport Strategy - This heading will include several transport improvement schemes based around improvements around Pool Meadow and may include improvements to High Street and Burges.

Schemes £250k to £2M

This heading includes schemes which have a total gross costs of more than £250,000. These are one-off schemes to meet local priorities and objectives.

Schemes £250k - £2M	Description
North P&R	Future allocations will be used to improve and expand the existing site. The viability of this depends on the outcome of the Coventry Rapid Transit (CRT) major scheme.
South P&R	Future enhancements are planned including signalisation of the junction on Kenilworth Road, and general improvements including lighting, CCTV and help points.
East P&R	A site is currently being identified for the City's third bus park and ride site in the east of the City.
West P&R	Following the east park and ride site, a fourth bus park and ride site will be identified in the west of the City.
Spon End / Butts	This is part of the East / West Primelines route and will improve bus speeds at the Hearsall Lane/Spon End junction and along Butts.
City Centre Cycle Access	This allocation will be used to improve access for cyclists to the City Centre. The project will consist of improvements to the inner circulatory route around the City Centre and improved links into the City Centre,
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. Working closely with Primelines, examples of public realm works include a one-way bus system, re-allocating some of the highway from vehicle use to footway use, re-paving the footway, lighting improvements, better on-street parking, reducing 'clutter' and emphasis on the use of high quality materials in keeping with the Conservation Area. LTP budgets will be used to help lever £1.7M. of Heritage Lottery funding.
Corridor Enhancement Works	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.
Jordon Well	General road Improvements /pedestrian facilities, possibly linked to High Street closure.
Cov Kenilworth Cycle link	Extension of the City Centre to the University of Warwick cycle link from the University to the City boundary linking in with a cycle route from Kenilworth.
Manor Road cycle/footbridge	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. Edgwick Park Industrial Estate and Godiva Trading Estate are attracting ever increasing volumes of HGV traffic (some contracts dictating 24hour operation) causing sever environmental impact on local residents in Canal Road and Cross Road, noise, vibration, congestion and road safety implications where children playing in residential streets. Relief road will relieve local residents of these adverse conditions.
Home Zones	A Home Zone is a street or group of streets designed primarily to meet the interests of pedestrians and cyclists rather than motorists, opening up the street for social use. The key to creating a Home Zone is to develop street design that makes drivers feel it is normal to drive slowly and carefully. Features often include traffic calming, shared surfaces, trees and planters, benches and play areas.
Variable Message Signing	implementation of variable message signing at several locations on the Ring Road to provide live traffic information to improve traffic flows. The signs will display information such as car parking availability.
Hill Street Pedestrian/Cycle 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.
A45 Pedestrian/Cycle Links	Shared footway/cycleway from the Windmill Hotel on the A45 (outbound) to the roundabout with Parkhill Drive, a Toucan crossing at that junction and another Toucan crossing at the slip road from the A45(inbound) and the roundabout with Parkhill Drive/Rye Hill/Pickford Highway. The 2nd part of the scheme is a toucan crossing on the over side of the aforementioned roundabout from Parkhill Drive to Allesley Park. This scheme is to introduced due to the need to close the gaps in fencing alongside the A45 because of the fatal accidents.

Other ongoing Programmes

This heading covers schemes which are an ongoing package of smaller measures with sub headings of smaller lower cost schemes.

- Local Safety Schemes
- Measures to Encourage Walking
- Measures to Encourage Cycling
- Safer Routes to School
- Facilities for Disabled People
- Regeneration and Integration
- Safe and Healthy Communities
- Supporting Jobs and Prosperity
- Highway Efficiency Measures
- Perceived Safety

Appendix 2

Scheme Name: Coventry Rapid Transit proposal (Submit July 2006)
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.
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 QBP. The initial scheme has a CBR of 1.9 with fare box revenue more than covering operating costs.
Scheme outcomes: <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. <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 <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.
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
Delivery Risks: The scheme requires planning permission and some CPO's. Outline permission has already been given by Network Rail although considerable further discussions are still required.

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

Description: The City Council are 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 £15m

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. Depending on which alternative is to be taken forward one of the other options is likely to provide a lower case alternative.

Delivery Risks: The process of approving the Supplementary Planning Guidance for the redevelopment area is commencing in November. Highway orders and some CPOs associated with the redevelopment opportunities maybe required.

Scheme Name: Coventry Station (submit 2005 or 2006)

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 that will be within 4 – 6 weeks.

Scheme Name: Canley / Western Access (submit 2006 or 2007)
<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 2005.</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 Area Regeneration	July 2007					Start		End
Swanswell Area Regeneration	Under Review – Submission Date Not Yet Agreed							

Future Indicative Allocations

2005 LTP

Future indicative allocations set by the Government are calculated on a formulaic basis. The current indicative allocations for integrated transport are:

2005 LTP Indicative Allocations	2006/07	2007/08	2008/09	2009/10	2010/11	Total
West Midlands Integrated Transport Total	£44.443M	£44.443M	£46.670M	£49.009M	£51.465M	£236.03M

When broken down across the West Midlands on a population basis, these figures would equate to approximately:

2005 LTP Indicative Allocations	2006/07	2007/08	2008/09	2009/10	2010/11	Total
Coventry Integrated Transport Total	£2.914M	£2.914M	£3.056M	£3.179M	£3.340M	£15.403M

Future indicative allocations for road and bridge maintenance are:

2005 LTP Indicative Allocations	2006/07	2007/08	2008/09	2009/10	2010/11	Total
Coventry Maintenance Total	£1.377M	£1.405M	£1.475M	£1.549M	£1.626M	£7.432M

2003 LTP

For the first 5 years of the LTP, allocations for integrated transport were:

2000 & 2003 LTP Allocations	2001/02	2002/03	2003/04	2004/05	2005/06	Total
Coventry Integrated Transport Total	£3.369M	£2.577M	£3.106M	£3.046M	£2.843M	£14.941M

For the first 5 years of the LTP, allocations for maintenance were:

2000 & 2003 LTP Allocations	2001/02	2002/03	2003/04	2004/05	2005/06	Total
Coventry Maintenance Total	?	1.677	1.579	2.079	3.760 (includes extra £2.2M)	?

The bid submitted in 2003 for the second 5 year LTP period were as follows. It should be noted that this bid is some £13M lower when compared to new indicative allocations for the 2005 LTP

2003 LTP Bid	2006/07	2007/08	2008/09	2009/10	2010/11	Total
Coventry Integrated Transport Total	£4.610	£5.155M	£5.593M	£6.064M	6.579	£28.001M