

Cabinet Member for City Services

19th November 2018

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Various

Title:

Revisions to the Integrated Transport Block 2018/19 Capital Programme

Is this a key decision?

No

Executive Summary:

The purpose of this report is to update the Cabinet Member on the current Integrated Transport capital programme and seek approval for variations to the programme including the deferral of some of the original schemes and the provision for additional safety schemes, traffic management schemes and urban traffic management and control schemes.

Recommendations:

Cabinet Member for City Services is recommended to:

1. Approve the revised Integrated Transport capital programme as detailed in this report and Appendix A to the report
2. Agree that the Director of Transport and Highways has delegated authority in consultation with the Cabinet Member for City Services to adjust the 2018/2019 programme to ensure it remains within approved budget and to enable any further changes to be made.

List of Appendices included:

Appendix A – 2018/2019 Deferred or Changed Schemes (Part 1 of Table) and New Priorities to be Investigated and/or Delivered (Part 2 of table)

Background Papers

2018/19 Transportation and Highway Maintenance Capital Programme Report 6th March 2018

Other useful documents:

None

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: **Revisions to the Integrated Transport Block 2018/19 Capital Programme**

1. Context (or background)

- 1.1 The purpose of this report is to update the Cabinet Member on the current Integrated Transport capital programme and seek approval for variations to the programme including the deferral of some of the original schemes and the provision for additional safety schemes, traffic management schemes and urban traffic management and control schemes.
- 1.2 The reason for seeking variations to the current programme relate to a number of new priorities coming forward during the current financial year which the Cabinet Member is keen to be investigated and / or supported. The only way these additional schemes can be included in this year's programme is for some of the existing schemes to be deferred. The original report explained that there was already an element of over-programming incorporated into the total programme so a number of schemes would need to be carried forward in to the next financial year without any additional priorities coming forward. The schemes that are proposed to be deferred are ones where investigations, designs or works have not yet commenced.
- 1.3 The 2018/2019 Transportation and Highway Maintenance Capital Programme schemes were approved at the 6th March 2018 Cabinet Meeting. This report proposes some of those schemes to be deferred, these are listed at Appendix A.
- 1.4 All proposed changes are fully funded within the capital programme. The funding approved in the 6th March Cabinet Report and the subsequent changes in funding are shown in Table 1 below.

Table 1

Description	Approved Integrated Transport Block £'000	Changes to Approved Funding £'000	Reason for change	Total £'000	Budget spent or committed £'000	Budget that could be use on new priorities £'000
UTMC	350	250	Grant from TfWM	600	600	0
Safety Schemes	400	38	Carry forward from 2017/18	438	208	230
Vulnerable Users	250			250	120	130
Scheme Development	240			240	240	0
Traffic Management	380	(90)*	Switched to Swanswell Viaduct	290	270	20
Totals	1,620	198		1,818	1,438	380

*£30k carry forward and (£120k) to start design Swanswell Viaduct Phase 2 = (£90k).

1.6 A number of new priorities have been identified during the course of this financial year, some of these have already been started such as the two Average Speed Enforcement Camera schemes that are due to be operational before the end of 2018 on London Rd and Ansty Rd. There are other priorities that have been identified and currently options are being investigated on the most suitable solutions to the issues that have been raised. For example investigating possible options for Longfellow Rd to provide some safe crossing points for pedestrians wanting to cross Longfellow Rd. Consultation is currently ongoing with residents, the local school and ward councillors as to what solutions would be the preferred option. These newly identified schemes are listed in Appendix A.

1.7 During this financial year an additional £250k grant funding was awarded by the West Midlands Combined Authority, Congestion and Road Safety Programme Fund. This funding will enable Coventry to improve four major signalised junctions on the Key Route Network. These are located at:

- Radford Road / Beake Avenue
- Radford Road / Lydgate Rd
- Clifford Bridge Rd / Brinklow Rd
- London Rd / Daventry Rd

The grant was awarded on the basis that Coventry City Council matches the £250k worth of grant income with its own budgets. This is the reason that some of the existing proposed junction improvements will need to be deferred to next financial year as shown in Appendix A.

2. Options considered and recommended proposal

2.1 The option that is being proposed in this report is to approve the changes listed and defer those schemes identified in Appendix A to enable new priorities to be dealt with this financial year. The alternative option would be to remain with the existing programme and not be able to start investigations into the newly identified priorities.

3. Results of consultation undertaken

3.1 No consultation has been undertaken.

4. Timetable for implementing this decision

4.1 The schemes will be investigated and or delivered this financial year and where appropriate the funding for scheme delivery in 2019/2020 will be committed to those specific schemes in 2019/2020.

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

The only changes to the original programme approved at the 6th March 2018 Cabinet Meeting are:

- £68k carry forward as financial commitments from last year (2017/2018),
- £120k to commence the design of Swanswell Viaduct phase 2 and
- The additional £250k grant income awarded by the West Midlands Combined Authority as detailed in paragraph 1.7.

Whilst this report sets out a number of proposed scheme changes all new schemes will be funded within the overall capital budget allocation.

5.2 Legal implications

The Council is under various statutory duties relevant to this report which include:

- a) Maintaining the City's traffic management infrastructure;
- b) Managing the City's road network to secure the expeditious movement of traffic;
- c) Investigating road accidents and introducing measures to mitigate against their recurrence

The Council also has various statutory powers which allow it to improve or add to the existing traffic management infrastructure.

6. Other implications

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

The changes to the programme will help to address Council Plan objectives such as poor air quality by encouraging more sustainable forms of transport such as walking.

6.2 How is risk being managed?

Each scheme or programme of works has an allocated project manager who is responsible for ensuring that the projects are delivered on time and on budget. All projects are monitored and are reported to a programme board comprising the Director (Transport and Highways) service managers and finance officer.

6.3 What is the impact on the organisation?

The schemes are delivered where possible using existing resources.

6.4 Equalities / EIA

No specific equalities impact assessment has been carried out.

6.5 Implications for (or impact on) the environment

The projects being delivered will have a beneficial impact on the environment as many projects are designed to encourage walking and cycling. Several of the schemes are also designed to reduce congestion and manage traffic more efficiently through the upgrade of the urban traffic management systems.

6.6 Implications for partner organisations?

West Midlands Combined Authority and The Coventry and Warwickshire Local Enterprise Partnership have both identified congestion management and effective transport solutions as a high priority to support economic growth.

Report author(s)

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Councillor J Innes	Cabinet Member for City Services	-	05.11.18	08.11.18

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Appendix A

2018/2019 Deferred or Changed Schemes (Part 1 of Table) and New Priorities to be Investigated and/or Delivered (Part 2 of table)		
PART 1		
Scheme Name	Description of works that were proposed	Proposed Action
Safety Schemes to be Deferred		
Cheveral Avenue/Jubilee Crescent	Further investigation to be undertaken	Defer
Holbrook Lane/Holbrook Way Roundabout	Further investigation to be undertaken	Defer
Kingfield Rd	Further investigation to be undertaken	Defer
Lockhurst Lane Foleshill Rd to Durbar Avenue)	Further investigation to be undertaken	Defer
Radford Rd and Keresley Rd	Further investigation to be undertaken	Defer
Charter Avenue	Further investigation to be undertaken	Defer
Traffic Management Changes		
Resident Parking Scheme	Programme of new and amendments to existing resident parking schemes	To be funded from revenue from resident parking schemes
Urban Traffic Management Control Changes		
Ring Road Junction 7	Improvement to traffic signals to assist traffic and pedestrian movement	Defer
Allesley Old Rd/Grayswood Avenue	Upgrade and refurbishment of crossing to improve facilities for pedestrians	Alternative solution being investigated
Broad Lane / Jobs Lane	Upgrade and refurbishment of crossing to improve facilities for pedestrians	Defer
PART 2		
New Priorities to be Investigated and /or Delivered		
Proposed scheme	Details	
School Gate Parking Problems / School Keep Clear Enforcement	Review all entrances to all schools in the city (primary, junior, senior and special needs) and ensure that problem parking can be enforced to encourage better driver behaviour at the school gates. The work entails a review of what is currently on site, a design of what lining and signs are required at each location and a specific Traffic Regulation Order so enforcement action can be taken if required.	
Holmsdale Rd	Investigations to be undertaken to establish options for consideration	
Longfellow Rd – provision of pedestrian crossing points	Investigations, scheme design and possible delivery to be undertaken	
Hartlepool and Stockton Rd – parking issues	Following investigations and discussions with ward councillors the proposal is for the removal of build outs and reduction of yellow lines to create more parking spaces	
Lyons Park Signage	Sign design required	

Tile Hill School petition	Investigations to be undertaken
Coundon Wedge Petition	Investigations to be undertaken
Hockley Lane Petition	Investigations and possible works to be undertaken
Stennels Close	Investigations to be undertaken and possible changes to prevent inconsiderate parking
Burnaby Rd	Investigations to be undertaken
Coat of Armsbridge Rd – school gate parking issue	Identified the need to bollard the footway
Spencer Rd – provision of pedestrian and cyclist crossing points	Investigation, scheme design, consultation and delivery of scheme
Corporation Street – investigate possible bus gate proposal	Investigations and preliminary design to be undertaken
Identification of the development of 2 further Average Speed Enforcement Sites	Investigations to work up proposal for additional sites to be delivered in 2019/2020