

Cabinet

12 March 2019

Name of Cabinet Member:

Cabinet Member for City Services – Councillor Hetherington

Director approving the report:

Deputy Chief Executive (Place)

Ward(s) affected:

All

Title:

2019/20 Transportation and Highway Maintenance Capital Programme

Is this a key decision?

Yes – Affects all wards across the city

Executive summary:

This report brings together an £8.4m integrated capital programme for the maintenance and enhancement of the City's highways and transport infrastructure. This programme is funded through annual government local transport funding, City Council resources and Whitefriars Right to Buy receipts.

The basic principles for this year's maintenance and integrated transport programme are:

1. Continue the programme of rectifying damage and maintaining the City's roads, through a prioritised programme (worst first) based on the Council's Highways Asset Management plan.
2. Continue to invest in preventative/proactive maintenance.
3. Carry out packages of complementary schemes to support the continued growth of the city, such as road safety and traffic management schemes to compliment public realm and connecting Coventry proposals.
4. Provide a programme of footway improvements funded from the Whitefriars Housing Group Investment Fund, as part of a £2.0m investment which will be delivered over the next financial year.

Recommendations:

The Cabinet is requested to approve:

1. The 2019/20 programme of schemes marked 'A' in table 4
2. To delegate authority to the Cabinet Member for City Services, to approve a programme of scheme development, marked 'B' in table 4

List of Appendices included:

Appendix 1 - Description of all Maintenance & Integrated Transport Schemes

Appendix 2 - Breakdown of the Road Maintenance Programme including verges

Appendix 3 – Breakdown of the Integrated Transport Programme

Background papers:

None

Other Useful Papers:

Budget Report 2019/20 (City Council)

<http://democraticservices.coventry.gov.uk/ieListDocuments.aspx?CId=124&MId=11779>

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 five year capital programme was approved by Full Council on 19th February 2019.

Will this report go to Council?

No

**Report title:
2019/20 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 2019/20. The report sets out individual allocations and the various sources of funding in table 4, and sets out the specific details of each project in Appendices 1 to 3.

2. Options considered and recommended proposal

2.1 As part of the West Midlands Devolution Deal, HM Government agreed to devolve a consolidated local transport budget and provide a multi-year transport funding settlement, which comes under the control of the West Midlands Combined Authority Elected Mayor. This devolved transport grant forms part of the single pot.

2.2 The devolved transport element of the pot is made up of the following funding streams and paid to the Combined Authority, with a firm commitment for the period until 2020/21

- Integrated Transport Block (ITB)
- Highways Maintenance Block (not including PFI)
- Highways Maintenance Incentive Funding

2.3 Following the creation of the West Midlands Combined Authority (WMCA), the West Midlands Integrated Transport Authority and Centro were dissolved on 17th June 2016 and replaced with a new Integrated Transport Authority (ITA); Transport for West Midlands (TfWM). TfWM continues the work of its predecessors.

2.4 The multi-year devolved transport grant is set out below:

Table 1 – Devolved Transport Grant

Fund	Status	2019/20 £000's	2020/21 £000's
Bus Services Operating Grant (BSOG) Revenue	Revenue for tendered bus services - given to WMCA/TfWM	1,800	1,800
Integrated Transport Block Capital	Allocated to the WMCA but distributed to LA's and TfWM. LA's allocations based on population size, which is also used to calculate the WMCA Transport Levy	17,618	17,618
Highways Maintenance Block Capital**	Allocated to the WMCA but distributed straight to LA's via DfT calculated formula	13,112	13,112
Highways Maintenance Incentive Fund Capital	Currently allocated to the WMCA but distributed straight to LA's via DfT calculated formula.	2,731*	2,731*
Total		35,261	35,261

*indicative figures provided by DfT

** Excludes Birmingham City Council due to their Highways PFI

- 2.5 The Highways Maintenance allocation is awarded via TfWM; Coventry's allocation for 2019/20, based on the DfT revised needs formula is £2.225m. 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) and the Highways Maintenance Efficiency Programmes (HMEP). The Council has also given this undertaking to the DfT.
- 2.6 The Highways Maintenance Incentive Fund is dependent on the Authority's efficiency and approach to highways asset management. This fund is allocated based on an assessment of data provided by Local Authorities, which determines their band rating and subsequent percentage share of the available funding. Authorities fall into one of three bands, with band three authorities receiving maximum incentive funding over the following four years.
- 2.7 For 2018/19 DfT decided that authorities within a combined authority met the criteria for band three and on this basis, Coventry received maximum funding. It is anticipated that DfT will follow the same approach for 2019/20, this equates to £463k, which when added to the £2.225m Highways Maintenance allocation, forms a total Highways Maintenance Block amount of £2.688m, as shown in table 3.
- 2.8 The total ITB allocation in 2019/20 for the West Midlands is £17.618m. This funding is split, as in previous years, on a percentage basis (after the Joint Initiatives Top Slice); 25% to TfWM and 75% to the Local Authorities, distributed via the ITA pro-rata'd per capita.
- 2.9 The Joint Initiatives Top Slice equates to £0.09m and is used by WMCA to support the West Midlands Transport Information Gateway (WMTIG) which has an ongoing commitment of £20k annually, with the remaining £70k allocated to specific strategic priorities as identified by the Strategic Transport Officers Group.

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

Table 2 – West Midlands funding allocation

Budget Heading	2019/20 Allocation (£m's)	Notes
TfWM Allocation	4.382	25%
Local Authorities Allocation	13.146	£1.620m for Coventry
Joint Initiatives Top Slice	0.090	
Total	17.618	

- 2.10 Table 3 sets out the available capital resources for transport schemes (such as Corporate Capital Resources and Whitefriars Right to Buy Capital receipts).

Table 3 – Coventry Capital Resources

Funding Source	2019/20 (£m's)
Integrated Transport Block	1.620
Highways Maintenance Block	2.688
Corporate Capital Resources	2.119
Subtotal of Core Funding	6.427
Whitefriars Housing Group contribution	2.000
Total	8.427

- 2.11 In 2016, WMCA approved the 10 year West Midlands Strategic Transport Plan “Movement for Growth”; which set out plans to greatly improve the transport system supporting economic growth and regeneration. A key challenge was the ability to provide initial development funding for Local Authorities to undertake and develop feasibility and strategic business cases for emerging schemes. In order to facilitate this, 15% of the total ITB funding will be ring-fenced for scheme development. This ring fence will be applied up to 2020/21.
- 2.12 As a substantial proportion of the funding for this programme is received as part of the ITA process, allocations received must therefore deliver schemes which contribute towards the objectives, outcomes and targets in the West Midlands Strategic Transport Plan. TfWM will monitor and assess the types of schemes district authorities are planning and whether they meet the relevant objectives.
- 2.13 As a continuation to the 2018/19 programme, there is an emphasis on making the best use of existing infrastructure rather than creating new. The 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 West Midlands Strategic Transport Plan and is driven by the City Council's Highways Infrastructure Asset Management Policy and Strategy (January 2016).
- 2.14 Right to buy receipts (RTB) of £2.0m from the Whitefriars Housing Group and City Councils joint Infrastructure fund will be used to carry out a comprehensive programme of highway improvements in and around Whitefriars estates across the City. This will be the sixth year of improvements funded from the infrastructure fund.
- 2.15 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.
- 2.16 Table 4 sets out the proposed capital programme for Integrated Transport and maintenance schemes for 2019/20. Each line represents either a programme of works or an individual scheme. Specific details of these programmes and schemes are provided in appendices 1 to 3 of this report.
- 2.17 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 achieves two objectives: decluttering to improve the look of the city and reducing the ongoing maintenance.
- 2.18 Safety schemes will continue to be utilised to try to address areas where injury collisions occur and all requests or concerns raised by the public, both from individuals or petitions will continue to be investigated to determine if a local safety scheme should be implemented. We continue to use moveable vehicle activated signs which can be rotated around sites of concern, and in addition, we continue to collaborate with local police and work with residents to encourage the use of community speed-watch to monitor the speed of vehicles.
- 2.19 Approval is sought for those schemes and scheme programmes (as detailed in the appendices) marked with an A in Table 4.

Transportation & Maintenance Capital Programme 2019/20

Table 4

	Maintenance	£000s	£000s	£000s	£000s	£000s	Approval
		Corporate Capital Resources	Integrated Transport Block	Highways Maintenance Block	Whitefriars RTB	TOTAL	
1	Planing and Patching	0	0	400	0	400	A
2	Resurfacing	0	0	1482	0	1482	A
3	Surface Treatments	94	0	806	0	900	A
4	Footway Improvement Schemes	1000	0	0	2000	3000	A
5	Verges	125	0	0	0	125	A
6	Vehicle Safety Fence	50	0	0	0	50	A
7	Structures	350	0	0	0	350	A
8	Drainage Surveys / Maintenance	500	0	0	0	500	A
	Sub Total	2119	0	2688	2000	6807	
	Integrated Transport						
9	UTMC	0	400	0	0	400	A
10	Safety Schemes	0	400	0	0	400	A
11	Vulnerable Users	0	250	0	0	250	A
12	Scheme Development	0	240	0	0	240	B
13	Traffic Management	0	330	0	0	330	A
	Sub Total	0	1620	0	0	1620	
	Grand Total	2119	1620	2688	2000	8427	

Externally funded projects

- 2.20 Coventry has been very successful in developing and securing new funding for innovative transport solutions, which use emerging technology to improve transport information with the intention of influencing road user behaviour to reduce congestion. We continue to work on a number of transport innovation projects, which are being delivered in conjunction with local partners and small and medium sized enterprises supporting economic growth in this area.
- 2.21 As well as delivering Intelligent Mobility projects where funding has already been secured, Coventry will work with other partners, including the WMCA to identify and secure further funding for new projects.
- 2.22 Through partnership working with the Environment Agency (EA) and the Regional Flood and Coastal Committee (RFCC), the City Council secured Local Levy and Grant in Aid funding to help deliver flood alleviation schemes at Butt Lane and Broad Lane. To enable these schemes to be brought forward, the Council agreed to top slice £250k per year from drainage programme budgets from 2017/18 to 2020/21.

3. Results of consultation undertaken

- 3.1 The West Midlands Strategic Transport Plan 'Movement for Growth' replaced the Local Transport Plan (LTP 3). The WM ITA consulted with the public and key stakeholders and adopted the plan in July 2015, it was approved by the WMCA in June 2016. In addition, many of the specific larger schemes within the programme have or will be consulted on widely as individual schemes.
- 3.2 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.

4. Timetable for implementing this decision

- 4.1 The programme of schemes will be implemented throughout the 2019/20 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 2020.

5. Comments from the Director of Finance and Corporate Services

- 5.1 Financial implications
The core funding for the Transportation and Maintenance Capital Programme totalling £6.427m is set out in Table 3 and this was approved by Council on 19th February 2019. This programme is supplemented by additional funding from Whitefriars Right to Buy receipts. 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.
- 5.2 Legal implications

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

- (a) Maintaining the City's adopted highway network and associated structures;
- (b) Maintaining the City's traffic management infrastructure;
- (c) Managing the City's road network to secure the expeditious movement of traffic;

- (d) Promoting/encouraging safe, integrated, efficient and economic transport facilities and services in conjunction with the ITA;
- (e) Investigating road accidents and introducing measures to reduce their recurrence;
- (f) Producing a definitive map recording all public rights of way in the City;
- (g) Acting as a 'risk management authority' in respect of highway drainage for the purposes of the Flood and Water Management Act 2010

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

Any major contracts will be let so as to comply with EU/UK procurement rules and the Council's own Rules for Contracts.

The core funding for the Transportation and Maintenance Capital Programme is set out in Table 3 above and totals £6.427m. As indicated, this is complemented by other specific sources of funding.

6. Other implications

6.1 How will this contribute to achievement of the Council's Plan?

The programme will help to address Council Plan objectives such as poor air quality and climate change by encouraging more sustainable forms of transport such as walking, cycling and public transport, promoting the City Councils 'Age Friendly' aspirations

Schemes such as Public Realm works and the significant maintenance programme will help to address the Plan 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?

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 Director (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. In addition summary updates are provided to Cabinet as part of the quarterly budgetary control process.

To manage physical 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 where possible.

6.4 Equalities / EIA

An equality impact assessment was carried out during the formulation of the West Midlands Strategic Transport Plan.

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 Coventry and Warwickshire Local Enterprise Partnership (LEP) has identified transport as a high priority to support economic growth.

Report author(s):

Colin Knight

Name and job title:

Director, Transport and Highways

Directorate:

Place Directorate

Tel. and email contact

024 7683 4001 colin.knight@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Director Transport and Highways	Place	08/02/19	08/02/19
Neil Cowper	Head of Highways	Place	08/02/19	08/02/19
Karen Seager	Head of Traffic & Network Management	Place	08/02/09	11/02/19
Deborah Severs	Divisional Support Manager	Place	08/02/19	08/02/19
Names of approvers: (officers and members)				
Finance: Sunny Heer	Lead Accountant	Place	08/02/19	11/02/19

Legal: Rob Parkes	Place Team Leader	Place	08/02/19	11/02/19
Lara Knight	Governance Services Co-ordinator	Place	19/02/19	19/02/19
Martin Yardley	Deputy Chief Executive	Place	13/02/19	19/02/19
Members: Councillor Hetherton	Cabinet Member City Services			19/02/19

This report is published on the council's website:

<http://democraticservices.coventry.gov.uk/ieListDocuments.aspx?CId=124&MId=11785>

Description of Maintenance and Integrated Transport Schemes

Highways Maintenance Block

As a result of the programme of permanent repairs and preventative maintenance undertaken over the last nine financial years, the deterioration of the road network has continued to reduce significantly and it's resilience to the effects of winter weather is greatly improved.

The maintenance treatment programmes, as shown in table 4, are aimed at continuing the significant improvement to the classified and unclassified network. The opportunity will also be taken to link the implementation of road maintenance and integrated transport projects together to lower costs and minimise disruption.

This year we will continue with the successful footway slurry seal programmes, to complement the footway reconstruction programme. Slurry seal maximises value for money and acts as a preventative maintenance process for footways.

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. A summary of the treatments proposed for use over the 2019/20 financial year are listed in Appendix 2.

As discussed in the report there is also an extra £2m provided by Whitefriars Housing Group for footways and highway network improvements this year.

Footway (Pavement) Treatments

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 supporting layers. This restores the treated area to 'as new' condition. Some footways can be 'overlaid', this is where a further layer of tarmac is laid over the top of the existing surface, adding strength to the footway. As in previous years, we will continue to utilise a new treatment option which uses thinner construction thicknesses. This option will only be used at suitable locations i.e. where pavements tend not to be driven on or are protected by legal orders.

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

Footway treatments vary in cost from around £5.50/m² for slurry seal up to £93/m² for full reconstruction. Reconstruction is very labour intensive and involves lots of hand work, which results in higher costs relative to carriageway works.

Carriageway (Road) Treatments

Carriageway Planing and Patching: This method of repair is best suited to those roads where there are larger (greater than 10 square metres) 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 £32.00 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 provides the flexibility of carrying out large permanent repairs to roads which may deteriorate quickly for any reason.

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. The costs of this approach can be over £38.50 per square metre.

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. For carriageways in poor repair, pre-patching is necessary. Typical costs are £32.00 per square metre.

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 asphalt rejuvenation, surface dressing (tar and chips) or other thin layer systems such as a Micro Asphalt. This year we have added a fibre enhanced surface dressing programme, which provides a more durable and damage resistant surface to roads where conventional surface dressing would not be as effective. The importance of surface treatments is that they provide waterproofing to the road surface and prevent the ingress of water. In winter, water significantly contributes to deterioration and can cause weaker surfaces to break up. Surface treatments help to prevent this process occurring.

This year will be the ninth year of the preventative maintenance programme, which has been very successful. The value of this approach can be seen from the fact that surface dressing costs around £5.20 per square metre and Micro Asphalt is typically £11.00 per square metre, compared to over £32.00 per square metre for resurfacing.

Drainage Surveys/Maintenance

Capital maintenance schemes for drainage includes the renewal of piped systems including new gullies and connections to the main sewer and also can involve the laying of new highway drains. These works address capacity or damage issues which are usually evidenced by flooding on or adjacent to the Highway. The Council's annual CCTV programme surveys the Highway drainage network and helps to build our asset register.

Flood Relief Schemes

The purpose of these schemes is to reduce the risk of flooding in known high risk areas. Such works are usually carried out in conjunction with the Environmental Agency (EA). Flood relief measures usually entail construction of storage areas on private land, e.g. ponds, swales and ditches. Other measures include impeding flows by constructing walls or pipes, or natural slowing using a technique known as natural flood management, where fallen trees and other natural obstacles are used to slow flows.

Verges

This programme allows 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. Use of grass-grid type materials continues to be successful. These systems allow vehicle over-run whilst maintaining a green verge like appearance to the street scene.

Vehicle Safety Fences

This allocation is used to maintain existing safety fences (Vehicle Restraint Systems) on the network and can include bridge parapets. The budget allows for the testing and replacement of lengths of fencing to meet modern standards.

Structures

We will continue 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. The programme also includes detailed structural inspections and assessments of substandard structures. It should be noted that all locations are subject to detailed investigation and possible delays caused by engineering difficulties/consultation issues.

Integrated Transport Block

Safety Schemes

This allocation will be used in the development and implementation of road safety schemes in areas where there is a high incidence of recorded personal injury collisions (at least six in three years). In addition the allocation will be used to carry out route based road safety studies and schemes with specific focus on locations with a disproportionate numbers of vulnerable road user casualties including pedestrians, cyclists and motorcyclists.

Vulnerable Users

This allocation, which complements the safety schemes programme, will be used to carry out improvements for our most vulnerable road users including cyclists and pedestrians of all ages, such as 20mph speed limits/zones where appropriate.

As part of the initiative to make Coventry an 'Age Friendly City,' it will also fund pedestrian dropped kerbs, on-street advisory disabled bays and access protection markings. A contribution will be used to support the recording of the Rights of Way network and its maintenance.

Traffic Management

This budget will be used to carry out changes to the public highway to reduce congestion and make more efficient use of existing road space and improve safety. Examples include Traffic Regulation Orders, residents parking schemes, signing and lining changes and other minor engineering works.

Urban Traffic Management Control (UTMC)

This allocation will be used to improve traffic control across the city. Areas of work will include improvements such as the introduction of pedestrian phases or crossing points to help address some road safety issues. This budget also allows for improvements to the communication system on the highway network, such as, integrating existing and new wireless communication and adding new traffic cameras to manage congested routes. It will also include works to replace vehicle detectors to improve operation of the traffic signals throughout the city.

Intelligent Mobility and Innovation

The objective of this programme is to utilise Intelligent Transport Systems and various sources of travel information to develop the most efficient transport network within the city. These projects have significant future benefits for improving the impact of transport on air quality and the ability of people to travel more freely.

The Intelligent Mobility programme continues to engage industry partners, universities and local authorities to deliver a Smart City, inclusive of all user groups and modes of transport. The City Council is working closely with Transport for West Midlands and local user groups including an Air Quality Alliance and Transport Data Initiative aim to encourage the adoption of emerging technology that will benefit cities and support residents to travel with ease.

Carriageway Plane and Patch Schemes

Road Name	From	To	Ward
Bennetts Road	Thompsons Road	Fivefield Road	Bablake
Bohun Street (spur)	Various sections		Woodlands
Dalmeny Road	Various sections		Westwood
Diana Drive	Various sections		Henley
Donegal Close	Thomas Sharp Street	End	Westwood
Dovedale Avenue	Various sections		Longford
Drayton Crescent	Whole Length		Woodlands
Elm Tree Avenue	Beech Tree Avenue	Pine Tree Avenue	Westwood
Farber Road	Brade Drive	Athol Road	Henley
Forfield Road	O/S Brooklands Pub	Courtland Avenue	Sherbourne
Forfield Road	Number 29	Kingsbury Road	Sherbourne
Fosseway Road	Various sections		Wainbody
Gielgud Way	Various sections		Henley
Guild Road	Pridmore Road	No 39	Foleshill
Hollyfast Road	Various sections		Bablake/Sherbourne
Hopkins Road	50m one side of carriageway		Sherbourne
Leamington Road	Various sections		Cheylesmore/Earlsdon/Wainbody
Lodge Road	Various sections		Lower Stoke
Olivier Way	Various sections		Henley
Pridmore Road	Various sections		Foleshill
Scots Lane	Various sections		Bablake
Siddeley Avenue	Various sections		Lower Stoke
St Anns Road	Various sections		Lower Stoke
Burnaby Road	Various sections		Holbrook Radford Bablake
Overslade Crescent	Various sections		Bablake
Mapleton Road	Various sections		Bablake
Alfall Road	Various sections		Upper Stoke
Priorsfield Road South	Whole length		Radford
A45	Various sections		Bablake/Whoberley/ Earlsdon/Woodlands/ Wainbody/Cheylesmore

Carriageway Resurfacing

Road Name	From	To	Ward
A45 Dunchurch Highway outbound	Section over A4114 roundabout	Section over A4114 roundabout	Woodlands
Albany Road	The Railway Bridge	The Butts	St Michaels/Sherbourne
Engleton Road	Whole length		Radford
Hillmorton Road	Whole length		Henley/Longford
Lythalls Lane Phase 1	Foleshill Road	King Georges Avenue	Foleshill

Moseley Avenue	Whole length		Radford/Sherbourne
Siskin Drive	City Boundary	End	Cheylesmore
Torrington Avenue roundabout	Whole length		Westwood
Walsgrave Road	Shakespeare Street	Burns Road	Upper Stoke Lower Stoke
Whitaker Road	Winsford Avenue	Brookside Avenue	Whoberley
Wildcroft Road	Whitaker Road	Lyndale Road	Whoberley
Mile Lane	The Railway Bridge	Puma Way	St Michaels
Standard Avenue	Eastcotes	A45	Westwood
Standard Avenue	Templars Avenue	Westcotes	Westwood

Surface Treatment - Carriageway Micro Asphalt

Road Name	From	To	Ward
Dame Agnes Grove	Whole length		Longford
Ferrers Close	Whole length		Woodlands
Frevill Road	Whole length		Longford
Grenville Avenue	Whole length		Upper Stoke
Lavender Avenue	Barker Butts Lane	Max Road	Sherbourne
Newington Close	Whole length		Sherbourne
Poitiers Road	Whole length		Cheylesmore
Rowington Close	Whole length		Sherbourne
Skipton Gardens	Whole length		Upper Stoke
Teneriffe Road	Whole length		Foleshill
Wycliffe Road West	Whole length		Upper stoke
Miles Meadow	Whole length		Longford
Empire Road	Whole length		Woodlands
High Street Keresley	Whole length		Bablake
Victory Road	Whole length		Foleshill

Surface Treatment - Carriageway Surface Dressing Schemes

Road Name	From	To	Ward
Elmsdale Avenue	Bedlam Lane	Arbury Avenue	Foleshill
Kingfield Road	Whole length		Foleshill
Lauderdale Avenue	Whole length		Holbrook
Kirkdale Avenue	Whole length		Holbrook
Glaisdale Avenue	Whole length		Holbrook
Lavender Avenue	Max Road	Evenlode Crescent	Sherborne
Princethorpe Way	Whole length		Binley/Willenhall
Round House Road	Whole length		Lower Stoke
Dunster Place	Whole length		Holbrook
Steeplefield Road	Loudon Avenue	Banks Road	Radford
Strathmore Avenue	Gulson Road	Acacia Avenue	St Michaels
The Greenfield	Whole length		Lower Stoke
The Vale	Whole length		Lower Stoke

Surface Treatment - Carriageway Asphalt Rejuvenation schemes

Road Name	From	To	Ward
Henley Road	Various sections		Longford/Henley
Pickford Way	Various sections		Bablake/Whoberley
A444 Jimmy Hill Way	Various sections		Holbrook/Longford/ Foleshill/Upper Stoke/St Michaels
A45	Various sections		Bablake/Whoberley/ Earlsdon/Woodlands Wainbody/Cheylesmore
Banner Lane	Various sections	To be confirmed	Westwood/Woodlands
Binley Road	Princethorpe Way	Brinklow Road	Binley/Willenhall/Wyken

Surface Treatment - Carriageway Fibre Enhanced Surface Dressing Schemes

Road Name	From	To	Ward
Alfall Road	Whole length		Upper Stoke
Outermarch Road	Capmartin Road	Owenford Road	Radford
Overslade Crescent (excluding service road)	Mapleton Road	Number 25	Bablake
Mapleton Road	Whole length		Bablake
Burnaby Road	Whole length		Holbrook Radford Bablake

Footway Improvement Schemes - Reconstruction / Overlay Schemes

Road Name	From	To	Ward
Berkswell Road	Odd Number Side		Longford
Bulls Head Lane	Binley Road	Biggin Hall Crescent	Lower Stoke
Delaware Road	Various sections		Earlsdon
Dewsbury Avenue	School Side		Wainbody/Earlsdon
Dillotford Avenue	Even Side Daventry Road	The Chesils	Cheylesmore/Earlsdon
Finnemore Close	Hexworthy Avenue	End	Wainbody
Grayswood Avenue	Lincroft Crescent	Lincroft Crescent Odd Number Side	Sherbourne
Hipswell Highway	Meredith Road	Omar Road	Lower Stoke/Wyken
Owenford Road	Jubilee Crescent	Blackwatch Road	Radford
Lawley Close	Jobs Lane		Woodlands
Lime Tree Avenue	Lime Grove	Odd Number Side/Part	Westwood
The Scotchill	Keresley Green Road	Sadler Road	Bablake/Radford
Ullswater Road/Windermere Avenue Phase 1	Binley Road	Princethorpe Way	Binley/Willenhall
Watersmeet Road	Dennis Road	Clovelly Road	Upper Stoke
Winsford Avenue	Allesley Old Road	Number 74	Whoberley
Wyken Croft	Ansty Road	Wyken Avenue	Wyken
Yarningale Road	Odd Number Side		Binley/Willenhall

Footway Improvement Schemes - Slurry Sealing

Road Name	From	To	Ward
Brownshill Court	Whole length		Bablake
Delaware Road	Whole length		Earlsdon
Baginton Road	Fenside Avenue	Watercall Avenue	Earlsdon
Frobisher Road	Whole length		Earlsdon
Arbury Avenue	Whole length		Foleshill
Marshdale Avenue	Whole length		Holbrook
St Michaels Road	Whole length		Lower Stoke
Holyhead Road	From 420	to 300 (even side only)	Sherborne
Butts Road	Albany Road	Riley Sports Bar	St Michaels Sherbourne
Arnside Close (Hillfields Nursery)	Whole length		St Michaels
Raglan Street	Whole length		St Michaels
Stretton Avenue	Whole length		Binley/Willenhall
Wyke Road	Whole length		Upper Stoke
Burns Road	Whole length		Lower Stoke
Maidavale Crescent	Whole length		Earlsdon
The Graylands	Whole length		Wainbody
Kendal Rise	Whole length		Whoberley
Appledore Drive	Whole length		Woodlands

Highway Structures Schemes

Road Name	Structure	Scope of works	Ward
A4053 Ringway Rudge Junction 7	Rudge / Meadow Street Culvert	Culvert strengthening.	St Michaels/Sherbourne
Farcroft Avenue / Goldthorn Close	Farcroft Culvert / Goldthorn Culvert	Bridge replacement / strengthening.	Woodlands
A4053 Ringway Swanswell	Swanswell Viaduct	Trestle Corbel Assessment, repairs, painting and expansion joint renewal	St Michaels
A4053 Ringway Hill Cross	Hill Cross Flyover	Principal Inspection & Expansion Joint Replacement.	Radford/St Michaels/Sherbourne
A4053 Ringway Hill Cross	Moat Street Flyover	Principal Inspection & Expansion Joint Replacement.	St Michaels/Sherbourne
A4053 Ringway St Johns	London Road Flyover	Principal Inspection.	St Michaels
A444 Stivichall and Cheylesmore Bypass	Whitley Flyover	Principal Inspection.	Cheylesmore
B4109 White Street Coach Park	White Street Subway	Retaining wall reconstruction.	St Michaels/Sherbourne

Drainage Schemes

Road Name	Description	Ward
Broadlands Close	Install 2 new gullies and connections	Earlsdon
Beaufort Drive	Install 2 new gullies and connections	Binley and Willenhall
Bulls Head Lane	Install 3 new gullies and connections	Lower Stoke
Lichfield Road	Install 1 new gully and connection	Cheylesmore
Humber Road	1 new manhole, 1 gully and connections	Lower Stoke
Ansty Road	Install 2 footway gullies and connections	Lower Stoke

Proposed Verge Schemes

Location	Proposed Action
General	Repair and protection
Tier 1 Roads	
Hinckley Road (Eden Road / Parkway to City Boundary M6)	Use of bollards/recycled materials
Holyhead Road (Eastwards from Evenlode Crescent)	Use of bollards/recycled materials
Tamworth Road (Waste Lane to Long Lane)	Hard standing around bus stops
Tier 2 Roads	
Daventry Road	Combination of use of grass grids, bollards and recycled material.
Quinton Road (West Side)	Phase 2 - use of concrete grass grids. (East side of road was completed as Phase 1)
Abbey Road (Odd no's 95 – 189)	Use of concrete grass grids. To be undertaken in phases due to extents

Note: All locations subject to investigation and possible delays due to engineering difficulties.

Safety Schemes

List of Schemes	Action in 2019/20
Cheveral Avenue whole length/Jubilee Crescent	Traffic calming scheme already designed. Consultation and delivery this year.
Kingfield Road	Combined safety and maintenance scheme to be delivered this year.
Foleshill Road whole length	Holistic approach to improve road safety to be developed this year for Foleshill Rd. Development, design and consultation with implementation scheduled for 2020/21.
Radford Road and Keresley Road	Vehicle Activated Signs and lining changes on roundabouts to be delivered.
Installation of 2 more Average Speed Enforcement Sites	Working with West Midlands Police to identify two roads from five potential sites to be delivered this year.
Old Church Road	Traffic calming features currently being designed with consultation and delivery in 2019/20.
Scheme Development	To identify and develop designs for sites for the 2020/21 safety scheme programme.

Traffic Management Schemes

Heading	Description
General low cost action	General low cost traffic management measures such as road markings, traffic signs, bollards and congested related remedial measures
Traffic Counts	Surveys to assess traffic movements speeds and measures
Traffic Regulation Orders	Advertisement and implementation on a quarterly basis of new and amended waiting restrictions
Resident Parking Schemes	Programme of new and amendments to existing resident parking schemes
Mobile Vehicle Activated Sign (VAS) programme	Locations identified with VAS to be deployed to address speed concerns and to collect speed data.
Tile Hill Lane crossing point for students	Investigation into possible options to provide a safer crossing point for students
Hockley Lane phase 2	Scheme to provide refuges for pedestrians crossing Hockley Lane

Vulnerable Users

Heading	Description
General low cost action	Improvements for the most vulnerable road users such as pedestrians
School gate parking issues	Roll out to all Coventry schools school keep clear zones that can be enforced
Advisory 20mph schemes around schools and school gate parking issues	Roll out to Coventry schools to improve road safety

UTMC

Heading	Description
Loop detectors	Continue to repair across the signal network damaged loop detectors to enable fault detector reporting to work properly
MESH network	For ongoing investigations and repair of the MESH network
MOVA and SCOOT	Revalidation of MOVA/SCOOT on the road network. Development of strategy writing for the Key Route Network corridors (various sites)
Bedworth Rd/Oban Rd	Upgrade of signal equipment
Binley Rd/Church Lane	Upgrade of signals equipment and pedestrian crossing facilities
General	Various low value works

Note: None of the above schemes are in priority order.
All locations could be subject to change or possible delays due to engineering difficulties