

Cabinet

10 March 2020

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director approving the report:

Deputy Chief Executive (Place)

Ward(s) affected:

All

Title:

2020/21 Transportation and Highway Maintenance Capital Programme

Is this a key decision?

Yes, as it affects all wards of the city

Executive summary:

This report brings together a £10.9m 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 Citizen Housing 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 complement public realm and connecting Coventry proposals.
4. Provide a programme of footway improvements funded from the Citizen Housing Group Investment Fund, as part of a £2.43m investment which will be delivered over the next financial year.

Recommendations:

The Cabinet is requested to:

1. Approve the 2020/21 programme of schemes marked 'A' in Table 4 of the report.

2. Delegate authority to the Cabinet Member for City Services, to approve a programme of scheme development, marked 'B' in Table 4 of the report.

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 Documents:

Budget Report 2020/21 (City Council)

<https://edemocracy.coventry.gov.uk/ieListDocuments.aspx?CId=130&MId=11937>

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 25th February 2020.

Will this report go to Council?

No

**Report title:
2020/21 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 2020/21. 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.

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 up to and including 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 and replaced with a new Integrated Transport Authority (ITA); Transport for West Midlands (TfWM). TfWM continues the work of its predecessors.

2.4 The 2020/21 devolved transport grant for the WMCA is set out below, (the commitment for future years is still to be confirmed):

Table 1 – Devolved Transport Grant for WMCA

Fund	Status	2020/21 £000's
Bus Services Operating Grant (BSOG) Revenue	Revenue for tendered bus services - given to WMCA/TfWM	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
Highways Maintenance Block Capital**	Allocated to the WMCA but distributed straight to LA's via DfT calculated formula	13,112
Highways Maintenance Incentive Fund Capital	Currently allocated to the WMCA but distributed straight to LA's via DfT calculated formula.	2,731*
Total		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 2020/21, based on the DfT revised needs formula is £2.225m. TfWM 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 2020/21, this equates to £463k, which when added to the £2.225m Highways Maintenance allocation and £158k pot hole action fund, forms a total Highways Maintenance Block amount of £2.846m, as shown in table 3.
- 2.8 The total ITB allocation in 2020/21 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 TfWM in proportion to the population of each Local Authority.
- 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	2020/21 Allocation (£m's)	Notes
TfWM Allocation	4.382	25%
Local Authorities Allocation	13.146	£1.653m 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 Citizen Right to Buy Capital receipts).

Table 3 – Coventry Capital Resources

Funding Source	2020/21 (£m's)
Integrated Transport Block	1.653
Highways Maintenance Block	2.846
Corporate Capital Resources	2.572
Subtotal of Core Funding	7.071
Citizen Housing Group contribution	2.430
Transport for West Midlands	1.400
Total	10.901

- 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 and including 2020/21.
- 2.12 As a substantial proportion of the funding for this programme is received as part of the TfWM 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 with previous programmes, 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 £2.430m from the Citizen Housing Group (previously known as Whitefriars) will be used to carry out a comprehensive programme of highway improvements in and around Citizen estates across the City. This will be the seventh year of improvements funded from right to buy receipts.
- 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 2020/21. 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. 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 An additional £300k has been allocated from corporate capital resources to fund an expansion of the successful average speed enforcement programme.
- 2.20 Approval is sought for those schemes and scheme programmes (as detailed in the appendices) marked with an A in Table 4 below:

Transportation & Maintenance Capital Programme 2020/21

Table 4

	Maintenance	£000s	£000s	£000s	£000s	£000s	£000s	Approval
		Corporate Capital Resources	Integrated Transport Block	Highways Maintenance Block	Citizen RTB	TfWM	TOTAL	
1	Planing and Patching	0	0	758	0	0	758	A
2	Resurfacing	0	0	1335	0	0	1335	A
3	Surface Treatments	247	0	753	0	0	1000	A
4	Footway Improvement Schemes	1000	0	0	2430	0	3430	A
5	Verges	125	0	0	0	0	125	A
6	Vehicle Safety Fence	50	0	0	0	0	50	A
7	Structures	350	0	0	0	0	350	A
8	Drainage Surveys / Maintenance	500	0	0	0	0	500	A
	Sub Total	2272	0	2846	2430	0	7548	
	Integrated Transport							
9	UTMC	0	433	0	0	1400	1833	A
10	Safety Schemes	300	400	0	0	0	700	A
11	Vulnerable Users	0	250	0	0	0	250	A
12	Scheme Development	0	240	0	0	0	240	B
13	Traffic Management	0	330	0	0	0	330	A
	Sub Total	300	1653	0	0	1400	3353	
	Grand Total	2572	1653	2846	2430	1400	10901	

Externally funded projects

- 2.21 Coventry has been very successful in developing and securing new funding for innovative transport solutions, in partnership with the WMCA, Universities and private sector partners. These projects use emerging technology to improve traffic management, influence road user behaviour and to encourage sustainable travel. The Council will continue to work with local partners and small and medium enterprises to support continued transport innovation and economic growth within the city.
- 2.22 In particular, the Council is working closely with the WMCA to deliver a range of Intelligent Mobility projects, including the Connected and Autonomous Vehicle Testbed and the Future Mobility Zone programme, which includes pilot projects within Coventry based on Mobility Credits and Demand Responsive Transport. The Council will continue to work with the WMCA and other partners to actively seek further funding for new transport

innovation projects where opportunities exist to develop and deliver such projects within the city, especially as we move towards UK City of Culture 2021.

- 2.23 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 2018/19 to 2020/21. Schemes, including Natural Flood Management solutions, have been delivered and more are in development for delivery during the current financial year.
- 2.24 In the lead up to The Commonwealth Games, Transport for West Midlands have allocated additional funding for the upgrade of traffic signals on the key route network across the Combined Authority. The allocation for Coventry is £1.4m, proposed sites to be upgraded are listed in Appendix 3.

3. Results of consultation undertaken

- 3.1 The West Midlands Strategic Transport Plan 'Movement for Growth' replaced the Local Transport Plan (LTP 3). The then 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 2020/21 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 2021.

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 £7.071m is set out in Table 3 and this was approved by Council on 25th February 2020. This programme is supplemented by additional funding from Citizen 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 TfWM;
- (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 procured and awarded 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 £7.071m. 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) climate change and 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.

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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 ten financial years, the deterioration of the road network has continued to reduce significantly and its 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 2020/21 financial year are listed in Appendix 2.

As discussed in the report there is also an extra £2,430m provided by Citizen 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.

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 £6 per square metre for slurry seal up to £95 per square metre 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 £35.00 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 £42 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 £35 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. 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 tenth 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 £6 per square metre and Micro Asphalt is typically £12 per square metre, compared to over £35 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

Road Name	From	To	Ward
The Greenfield	Various	Various	Lower Stoke
Sewall Highway	Various	Various	Upper Stoke/Wyken
Jobs Lane	Various	Various	Westwood/Woodlands
Leyland Road	Various	Various	Sherbourne
A45	Various	Various	Bablake/Woodlands/Whoberley/ Earlsdon/Wainbody
Park Road	Various	Various	St Michaels
Manor Road	Various	Various	St Michaels
Low Road	Various	Various	Holbrook/Bablake
Butt Lane	Various	Various	Bablake
Holland Road	Various	Various	Radford
Chadwick Close	Various	Various	Woodlands
Goldthorn Close	Various	Various	Woodlands
Ballingham Close	Various	Various	Westwood
Northfolk Terrace	Various	Various	Westwood
Sutton Avenue	Various	Various	Woodlands
Lyng Close	Various	Various	Woodlands
Chester Street	Various	Various	Sherbourne
Copsewood Terrace	Various	Various	Lower Stoke
Hartland Avenue	Various	Various	Upper Stoke
Burnaby Road	Various	Various	Holbrook/Radford
Bennetts Road	Various	Various	Bablake
Parkville Highway	Various	Various	Holbrook
Forfield Road	Various	Various	Sherbourne
Headington Avenue	Various	Various	Bablake
Miles Meadow	Various	Various	Longford
Clay Lane	Various	Various	Upper Stoke
B4106 Allesley Old Road	Various	Various	Whoberley
Hollyfast Road	Various	Various	Bablake/Sherbourne

Carriageway Resurfacing

Road Name	From	To	Ward
Elm Tree Avenue	Beech Tree Avenue	Pine Tree Avenue	Westwood
B4113 Foleshill Road	Broad St	Lockhurst Lane	Foleshill
A444 Jimmy Hill Way- Outbound	Classic Drive	Winding House Lane	Holbrook
A444 Jimmy Hill Way - Inbound	Boundary	Winding House Lane	Longford
Grenville Avenue	Full Length		Lower Stoke
Olivier Way	Full Length		Henley
Gielgud Way	Full Length		Henley

B4110 London Road	Airport Retail Park Roundabout	Airport Retail Park Roundabout	Cheylesmore/Binley & Willenhall
A428 Brandon Road	Roundabout DIY Store	Roundabout DIY Store	Wyken/Binley & Willenhall
Diana Drive	Full Length		Henley
Dovedale Avenue	Full Length		Longford
A429 Warwick Road	Michaelmas Road	Kenilworth Road	Earlsdon/Cheylesmore
Prior Deram Walk	Queen Margarets Road	A45	Westwood
Glentworth Avenue	Full Length		Holbrook/Bablake

Surface Treatment - Carriageway Micro Asphalt *

Road Name	From	To	Ward
Scarborough Way	Full Length		Westwood
Dalmeny Road	Full Length		Westwood
Osbaston Close	Full Length		Woodlands
Martin Close	Full Length		Woodlands
Barton Road	Full Length		Foleshill
Donegal Close	Full Length		Westwood
Oak Tree Avenue	Full Length		Earlsdon
Gregory Avenue	Full Length		Earlsdon
The Farmstead	Full Length		Lower Stoke
B4109 Hall Green Road	Full Length		Longford

*The recent mild weather has given us the opportunity to accelerate the micro asphalt scheme listed. With the approval of the Cabinet Member these sites will be delivered in February/March 2020 resulting in a saving, which will allow additional works elsewhere to be added to the overall 20/21 maintenance programme.

Surface Treatment - Carriageway Surface Dressing

Road Name	From	To	Ward
Jobs Lane	Full Length		Woodlands/Westwood
Sewall Highway	Bell Green Road	Blackberry Lane	Upper Stoke/Longford
Sewall Highway	Tiverton Road	Blackberry Lane	Upper Stoke/Wyken
A45 - Fletchamstead Highway -Northbound	Sir Henry Parkes Road	Torrington Avenue	Westwood
Watery Lane	Hall Brook Road	Bennetts Road	Holbrook/Bablake
Washbrook Lane	Full Length		Bablake
Raven Cragg Road	Full Length		Earlsdon
Clay Lane	Full Length		Bablake
Burns Road	Full Length		Lower Stoke
Conway Avenue	Full Length		Westwood
A4600 Hinckley Road Inbound	Wigston Road	Hall Lane	Henley
A4600 Hinckley Road Inbound	City Boundary	Wigston Road	Henley

Surface Treatment - Carriageway Asphalt Preservation

Road Name	From	To	Ward
A45 - Kenpas Highway - Northbound	Leamington Road	Kenilworth Road	Wainbody
Binley Road	Hipswell Highway	Princethorpe Way	Binley & Willenhall/Wyken

Surface Treatment - Carriageway Fibre Enhanced Surface Dressing

Road Name	From	To	Ward
A45 Fletchamstead Highway - Southbound	Sir Henry Parkes Road	Kenilworth Road	Earlsdon
A4600 Ansty Road - Inbound	Arch Road	Hocking Road	Wyken
A4600 Ansty Road - Inbound	Sewall Highway	Walsgrave Road	Lower Stoke
The Mount	Full Length		Cheylesmore
A45 Stonebridge Highway - Southbound	Leamington Road	Boundary - Festival Island	Earlsdon/Cheylesmore

Surface Treatment - Carriageway Rejuvenation

Road Name	From	To	Ward
B4101 Ringway Rudge Anti Clockwise	J8	J7	St Michaels
B4101 Ringway Queens Anti-clockwise	J7	J6	St Michaels
A4053 Ringway St Johns Anti-clockwise	J6	J5	St Michaels

Footway Improvement Schemes - Reconstruction / Overlay Schemes

Road Name	From	To	Ward
B4109 Aldermans Green Road	Tusses Bridge	Opposite numbers 358 to 376	Longford
Butts	Gordon Street	Upper York Street	St Michaels
Dewsbury Avenue	Leamington Road	Mantilla Drive (even numbers)	Wainbody
Exminster Road	Okehampton Road	Buckfast Close (even numbers)	Cheylesmore
Kingsbury Road	Holyhead Road	Newington Close (odd numbers)	Sherbourne
Lime Tree Avenue	Jobs Lane	Number 71 (odd numbers)	Westwood
Middlemarch Road	Owenford Road	Capmartin Road (odd numbers)	Radford
The Firs	Spur Road		Earlsdon
The Scotchill	Fraser Road	Keresley Green Road	Bablake
Ullswater Road/Windermere Avenue	Binley Road	Princethorpe Way (even numbers)	Binley & Willenhall
B4109 Stoney Stanton Road	Adjacent Swanswell Pool		St Michaels
Biggin Hall Crescent	Bull's Head Lane	Number 54 (even numbers)	Lower Stoke
Watersmeet Road	Dennis Road	Barton's Meadow	Upper Stoke
Arbury Avenue	Elmsdale Avenue	Evelyn Avenue	Foleshill
Winsford Avenue	Opposite Kendal Rise	Denham Avenue (including The Lee)	Whoberley
Wyken Croft	Ansty Road	Wyken Avenue (both sides)	Wyken

Footway Improvement Schemes - Slurry Sealing

Road Name	From	To	Ward
Thirsk Road	Full Length		Earlsdon
Leyland Road	Full Length		Sherbourne
Baginton Road	Leamington Road	A45	Earlsdon
Maidavale Crescent	Full Length		Earlsdon
Duggins Lane	Station Avenue	City Boundary	Westwood
Butts	Albany Road	Regent Street	St Michaels
Hertford Place	Full Length		St Michaels
Sandpits Lane	Full Length		Bablake
Penny Park Lane	Bennetts Road South	Halford Lane	Holbrook/Bablake
Watery Lane	Bennetts Road South	Elphin Close	Holbrook
Foreland Way	Full Length		Holbrook
Eacott Close	Full Length		Holbrook
Paxmead Close	Full Length		Holbrook
Leacrest Road	Full Length		Holbrook
New Road	Full Length		Bablake
Waste Lane	Full Length		Bablake
Stennels Close	Full Length		Bablake

Highway Structures Schemes

Road Name	Structure	Scope of works	Ward
Farcroft Avenue	Farcroft Culvert	Bridge Strengthening	Woodlands
A4053 Ringway Rudge	Ring Road Junction 8 Overbridges	Post Tension Inspection and Investigation	St Michaels/Sherbourne
A4053 Ringway Hill Cross	Hill Cross Flyover	Concrete Repairs Half Joint investigation and Repairs	Radford/St Michaels/ Sherbourne
A4053 Ringway Swanswell	Swanswell Viaduct	Concrete Repairs Structural Assessment of Steel Box Beam	St Michaels
A4053 Ringway Rudge	Moat Street Flyover	Expansion Joint Repairs	St Michaels/Sherbourne
A4053 Ringway St Johns	London Road Flyover	Concrete Repairs Post Tension Inspection and Investigation	St Michaels
A45	Various	Principal Inspection and Structural Reviews	Bablake/Whoberley/ Woodlands/ Wainbody/Earlsdon
Various	Sherbourne Culvert	Concrete Repairs	St Michaels
B4118 Lockhurst Lane / Holbrook Lane	Lockhurst Lane Viaduct	Expansion Joint Replacement and Concrete Repairs	Holbrook/Radford/Foleshill

Drainage Schemes

Road	Description	Ward
B4109 Alderman's Green Road - Coventry Canal to Lenton's Lane	Replacement of existing pipework	Longford
Almond Tree Avenue - Northerly Junction with Honeysuckle Drive	New pipework	Longford
Byron Street - Full length	1 new manhole, 3 gullies and connections	Foleshill
B4113 Foleshill Road - The Moorings to Eagle Street	New gullies and connections	Radford/Foleshill
A4600 Hinckley Road (Phases 2 & 3) - Wigston Road to Eden Road	Investigations and pipe repair	Henley
Allesley Flood Alleviation Measures (Upper Sherbourne catchment)	Flood alleviation measures in partnership with Environment Agency & Regional Flood and Coastal Committee	Bablake
Broad Lane Flood Alleviation Measures (Upper Brookstray catchment)	Flood alleviation measures in partnership with Environment Agency & Regional Flood and Coastal Committee	Woodlands

Proposed Verge Schemes

Location	Proposed Action
General	Repair and protection
Tier 1 Roads	
Holyhead Road (Evenlode Crescent to Grayswood Ave)	Combination - use of bollards and recycled materials
Tier 2 Roads	
Daventry Road (William Bristow Rd to Park Palings - south side)	Use of concrete grass grids
Abbey Road (odd numbers 85-189)	Use of concrete grass grids (to undertake in phases due to extents)
Beake Ave (Rylston Ave to Burnaby Road)	Combination use of concrete grass grids, bollards and recycled materials
Sewall Highway - 2 areas: Area 1 Dennis Rd to Blackberry Lane Area 2 South of roundabout with Tiverton Rd	Combination use of concrete grass grids, bollards and recycled materials

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

Safety Schemes

List of Schemes	Description
Old Church Rd	Traffic calming scheme already designed. with consultation and delivery in 2020/21
Radford Rd and Keresley Road	Vehicle Activated Signs and lining changes on roundabouts
Installation of Average Speed Enforcement sites	Extension of Ansty Road ASE scheme. Working with West Midlands Police to identify potential sites to be delivered this year
Lockhurst Lane (Foleshill Road to Durbar Avenue)	Refuges and junction Improvements to be designed, consulted and delivered this year
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 minor remedial measures to improve safety/ease congestion.
Minor Traffic Management Schemes	Small scale schemes to address traffic management issues e.g. refuges
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.

Vulnerable Users

Heading	Description
General low cost action	Improvements for vulnerable road users including pedestrians and cyclists, installation of dropped kerbs and advisory disabled parking bays.
Rights of Way	Supporting recording the Rights of Way network and its maintenance
School gate parking issues	Using school keep clears and waiting restrictions, also piloting Car Free School Streets
School time advisory 20mph schemes	Investigation and implementation
20 mph zones	Investigation and implementation

Note: This does not include any of the Public Realm works currently underway in the city centre.

Urban Traffic Management Control

Heading	Description
UTMC Fibre Communications	Contribution to ICT communication upgrade
General	Low cost works associated with UTMC
Pedestrian Crossing Upgrades	Upgrade of various pedestrian crossing installations throughout the city
Traffic Signals Review	<p>Funded by TfWM, upgrade and introduce adaptive control to junctions on the key route network. Proposed sites include:</p> <ul style="list-style-type: none"> A444 Rowleys Green Roundabout Hen Lane / Keresley Link Road Phoenix Way / Bell Green Road Roundabout Allesley Old Road / Queensland Ave Binley Road / Brandon Road Binley Road / Hipswell Highway Binley Road / Princethorpe Way Sky Blue Way / Gulson Road London Road / Allard Way Island Sky Blue Way / Oxford Street London Road / Gulson Road Gyrotory London Road / Ring Road Warwick Road / Spencer Road London Road / Quarry Field Lane Binley Road / Church Lane Warwick Road / Leamington Road Ansty Road / Norton Hill Drive Walsgrave Road / Dane Road Junction 5 Ring Road Longford Road / Tesco Access A444 Jimmy Hill Way / Cyan Park Allard Way / Second Avenue

Note: None of the above schemes are in priority order.

All locations could be subject to change or possible delays due to engineering difficulties