

Cabinet

09 March 2021

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director approving the report:

Director of Transportation and Highways

Ward(s) affected:

All

Title:

2021/22 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 £11.1m 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, Section 106 funds, Active Travel grant 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 Strategy.
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 £1m investment which will be delivered over the next financial year.

Recommendations:

The Cabinet is requested to approve:

1. The 2021/22 programme of schemes marked 'A' in Table 4 of the report.
2. To delegate authority to the Cabinet Member for City Services, to approve a programme of scheme development, Section 106 & Active Travel funded schemes, 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 2021/22 - Council 23rd February 2021

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 23rd February 2021.

Will this report go to Council?

No

**Report title:
2021/22 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 2021/22. 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 below funding streams and paid to the Combined Authority with a firm commitment up to and including 2020/21. For 2021/22 the indicative figures are the same as in previous years, and we await the announcement for amounts for future years.

- 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 indicative 2021/22 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	2021/22 £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 2021/22, based on the DfT revised needs formula is anticipated to be £3.069m. 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 In 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 2021/22, this equates to £383k, which when added to the £3.069m Highways Maintenance allocation forms a total Highways Maintenance Block amount of £3.452m, as shown in table 3.
- 2.8 The expected ITB allocation in 2021/22 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	2021/22 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	2021/22 (£m's)
Integrated Transport Block	1.653
Highways Maintenance Block	3.452
Corporate Capital Resources*	2.019
Subtotal of Core Funding	7.124
Citizen Housing Group contribution	1.000
Section 106	1.600
Active Travel Fund	1.438
Total	11.162

*reduction of £0.350 to meet medium term financial savings target in response to reduction in Government grants from previous years

- 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 continue to be applied in 2021/22.
- 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 This year £400k is being made available from the capital programme to provide resilience to the pothole and patching service to ensure the city's roads and pavements are maintained to a safe standard.
- 2.15 Right to buy receipts (RTB) of £1m 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 eighth year of improvements funded from right to buy receipts.
- 2.16 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.
- 2.17 Table 4 sets out the proposed capital programme for Integrated Transport and maintenance schemes for 2021/22. 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.
- 2.18 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.
- 2.19 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.
- 2.20 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 2021/22

Table 4

	Maintenance	£000s	£000s	£000s	£000s	£000s	£000s	Approval
		Corporate Capital Resource	Integrated Transport Block	Highways Maintenance Block	Citizen RTB	Section 106 & WMCA	TOTAL	
1	Planing and Patching	0	0	540	0		540	A
2	Resurfacing	0	0	1240	0		1240	A
3	Surface Treatments	200	0	868	0		1068	A
4	Footway Improvement Schemes	800	0	206	1000		2006	A
5	Verges	125	0	0	0		125	A
6	Vehicle Safety Fence	50	0	0	0		50	A
7	Structures	400	0	0	0		400	A
8	Drainage Surveys / Maintenance	44	0	306	0		350	A
9	Pothole and Patching Service	400	0	0	0		400	A
10	Accelerated Spend	0	0	292	0		292	
	Sub Total	2019	0	3452	1000	0	6471	
	Integrated Transport							
11	UTMC	0	200	0	0	0	200	A
12	Safety Schemes	0	200	0	0	0	200	A
13	Vulnerable Users	0	163	0	0	0	163	A
14	Scheme Development	0	240	0	0	0	240	B
15	Traffic Management	0	250	0	0	0	250	A
16	Section 106 schemes	0	0	0	0	1600	1600	B
17	Active Travel Fund	0	0	0	0	1438	1438	B
18	Contribution to wider programme	0	600	0	0	0	600	
	Sub Total	0	1653	0	0	0	4691	
	Grand Total	2019	1653	3452	1000	3038	11162	

Externally funded projects

- 2.21 Coventry remains successful in securing new funding to support the development of innovative transport solutions, in partnership with the WMCA, Universities and private sector partners, including local companies and small and medium enterprises. These projects use emerging technology to improve traffic management, influence road user behaviour, improve air quality and to encourage sustainable travel, and include the further expansion of the electric vehicle charging network, the continued upgrade of the city's traffic management systems and, as reported to Cabinet in February, the electrification of the city's public transport network through the All Electric Bus City programme.
- 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 Transport Zone programme, which includes pilot projects within Coventry based on Mobility Credits, Demand Responsive Transport and forms of micromobility such as e-scooters. 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.
- 2.23 The City Council has been awarded grant funding of £1,438,816 from the Government's Active Travel Fund, to implement schemes to promote walking and cycling. These schemes will be focussed on Foleshill Road, the University Hospital (linked to the Binley Cycle Route) and the University of Warwick, as well as supporting initiatives to promote walking and cycling within these areas (such as cycle parking provision, cycle training etc).
- 2.24 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. Funding from the previous three years is available to continue this work.

Accelerated Spend

- 2.25 During 2020/21 a number of extra schemes (principally road resurfacing schemes) were required to be delivered due to accelerated deterioration. As part of financial reporting in 20/21, an allowance was made to accelerate £292k from the 21/22 Capital Programme to cover these works.

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 2021/22 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 2022.

5. Comments from the Director of Finance and the Director of Law and Governance

5.1 Financial implications

The core funding for the Transportation and Maintenance Capital Programme totalling £7.1m is set out in Table 3 and this was approved by Council on 23rd February 2021. This programme is supplemented by additional funding from Citizen Right to Buy receipts and Section 106 funds. 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.

It is key to note that a permanent £400k budget virement from the capital programme to revenue will take place. This is to provide resilience to the pot-hole and patching service to ensure the city's roads and pavements are maintained to a safe standard.

5.2 Legal implications

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

- (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 all relevant 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 £7.1m. 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 finance 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 2021/22 financial year are listed in Appendix 2.

As discussed in the report there is also an extra £1m 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 £7 per square metre for slurry seal up to £97 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 £37.00 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 Plane and Patch operation offers the flexibility to carry out large permanent repairs to roads which 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 £47 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 £37 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 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 continues the successful programme of preventative maintenance. The value of this approach can be seen from the fact that surface dressing costs around £8 per square metre and Micro Asphalt is typically £13 per square metre, compared to over £37 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 the Highway or 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 (NFM), 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.

Funding was made available in 20/21 for continuation of repairs to the Ring Roads' Swanswell viaduct. This was approved at Cabinet in August 2020, and the works will be site until Autumn 2021.

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.

Scheme Development

Funding is allocated within the capital programme for scheme development. During 2021/22, this budget will fund scheme development work on a range of projects, including a review of the A444 corridor from the Blue Ribbon Roundabout to the city centre, the B4110 / A4082 / A4114 London Road corridor (including the Asda Roundabout), and further expansion of the cycle network building on the work already underway on the Coundon and Binley segregated cycle routes. In addition, developer-funded (Section 106) such as the Keresley Link Road will be brought forward as and when funding becomes available, with delivery integrated with other schemes within the programme as necessary.

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
Keresley Road	Various		Bablake
St James' Lane	Various		Binley & Willenhall
Walton Close	Various		Binley & Willenhall
Princethorpe Way	Various		Binley & Willenhall
Lythalls Lane	Various	Copper Beech Close	Foleshill
Bennetts Road South	Various		Bablake
Bennetts Road	Various		Bablake
Roosevelt Drive Spur Road	Various		Woodlands
Ashby Close	Various		Binley & Willenhall
Foster Road Spur Road	Various		Radford
Frisby Road Spur Road	Various		Woodlands
Barlow Road	Various		Henley
Percy Street	Various		Sherbourne
Meadow Street	Various		Sherbourne
Norfolk Street	Various		Sherbourne
Southport Close	Various		Cheylesmore
Sedgemoor Road	Various		Cheylesmore
Tudor Avenue	Various		Woodlands
Dickens Road	Various		Bablake
Rollason Road	Various	Burnaby Road	Radford / Holbrook
John Rous Avenue	Various		Westwood
Allied Close	Various		Holbrook
Stadium Close	Various		Holbrook
Ashcroft Way	Various		Henley
Troutbeck Road	Various		Woodlands
Droylsdon Park Road	Various		Wainbody
Rochester Road	Various		Earlsdon
Shaftesbury Road	Various		Earlsdon
The Avenue	Various		Cheylesmore
Warwick Street	Various		Earlsdon
Spencer Road	Various		Earlsdon
Daleway Road	Various		Wainbody
Riverside Close	Various		Cheylesmore
Buckingham Rise	Various		Whoberley
Harnall Lane west	Various		Foleshill

Carriageway Resurfacing

Road Name	From	To	Ward
Fivefield Road	Tamworth Road	First corner after Tamworth Road	Bablake
Deedmore Road	Roundabout with Winston Avenue/Petitor Crescent	Moat House School	Henley
Dutton Road	Full Length		Henley
Shilton Lane	M6 Bridge	City Boundary	Henley
Sewall Highway	Blackberry Lane	Bell Green Road	Upper Stoke
Cox Street	Cope Street	Gosford Street	St Michael's
Hollyfast Road	Westhill Road	Norman Place Road	Sherbourne/ Bablake
The Drive	Full Length		Wyken
Wyken Croft	Henley Road	Hermes Crescent	Henley
Dudley Street	Full Length		Longford
Gosford Street	Various		St Michael's

Carriageway Surface Treatment – Surface Dressing

Road Name	From	To	Ward
Bray's Lane	Full Length		Lower Stoke
Ringwood Highway	Full Length		Henley
Ansell Drive	Full Length		Longford
Bayliss Avenue	Full Length		Longford
Hanson Way	Full Length		Longford
Hurst Road	Hanson Way	Grange Road	Longford
Parkville Highway	Bromme Croft	Beake Ave	Holbrook
Parkgate Road	Algate Close	Beake Ave	Holbrook
Scots Lane	Full Length		Bablake
Jacker's Road	Full Length		Longford
Compton Road	Full Length		Holbrook
Beacon Road	Full Length		Holbrook
Coombe Park Road	Number 85	Clifford Bridge Road	Wyken
Dunsmore Avenue	Stretton Avenue	St James Lane	Binley & Willenhall
Bramston Crescent	Full Length		Westwood
Lesingham Drive	Full Length		Westwood
Wendiburgh Street	Full Length		Westwood
Eagle Street	Foleshill Road	Springfield Road	Foleshill
Springfield Road	Full Length		Foleshill
Norton Hill Drive	Full Length		Wyken
Aldermans Green Road	Canberra Road	Eburne Road	Longford
Beake Avenue	Parkgate Road	Rylston Avenue	Bablake/Holbrook

Carriageway Surface Treatment – Micro Asphalt

Road Name	From	To	Ward
Harefield Road	Full Length		Lower Stoke
Petitor Crescent	Full Length		Henley
Dickens Road	Full Length		Bablake
Brookshaw Way	Full Length		Henley
Holmcroft	Full Length		Henley
Julian Close	Full Length		Henley
Elmhurst Road	Full Length		Longford
Chelwood Grove	Full Length		Henley
Deanston Croft	Full Length		Henley
Parkway	Richardson Way	Olivier Way	Henley
Hemingford Road	Full Length		Henley
Edingale Road	Full Length		Henley
Deedmore Road	Ind Estate	Ringwood Highway	Henley
Bruce Road	Full Length		Radford
Capulet Close	Full Length		Binley & Willenhall
Brixworth Close	Full Length		Binley & Willenhall
Langton Close	Full Length		Binley & Willenhall
Falcon Avenue	Full Length		Binley & Willenhall
Kestrel Croft	Full Length		Binley & Willenhall
Harpenden Drive	Full Length		Woodlands
Grizebeck Drive	Full Length		Woodlands
Bullfield Avenue	Full Length		Westwood
Whitchurch way	Full Length		Westwood
Doone Close	Full Length		Wyken

Footway Improvement Schemes - Reconstruction / Overlay Schemes

Road Name	From	To	Ward
Allesley Old Road	Four Pounds Avenue	Rushmoor Drive, even number side	Sherbourne
Cannon Close	A45	number 60/62, even number side	Earlsdon
Lime Tree Avenue	Job's Lane to Pine Tree Avenue, even number side		Westwood
Longfellow Road	Hipswell Highway to Mellowdew Road, odd number side		Lower Stoke
Mantilla Drive	Alpine Rise to Lonscale Drive & Hexworthy Avenue to Hexworthy Avenue		Wainbody
Middlemarch Road	Owenford Road to Capmartin Road, even number side		Radford
Henley Road	Opposite number 571	Kiwis Windows entrance	Henley
Westhill Road	Cycle route		Sherbourne
Winsford Avenue	Frilsham Way to Frilsham Way and Datchet Close to Hazlemere Close		Whoberley
Sewall Highway	Junctions with Wyken Avenue		Wyken/Upper Stoke
The Scotchill	Keresley Road to Dickens Road, even number side		Bablake
Wyken Croft	Wyken Avenue to Tiverton Road, odd number side		Wyken
St James' Lane	Potton Close to railway bridge, one side		Binley & Willenhall

Footway Improvement Schemes – Slurry Seal Schemes

Road Name	From	To	Ward
Bray's Lane Odd No's	Full Length		Lower Stoke
Briton Road	Full Length		Upper Stoke
Balmoral Close	Full Length		Wyken
Comrie Close	Full Length		Wyken
Crathie Close	Full Length		Wyken
Doone Close	Full Length		Wyken
Norton Hill Drive	Full Length		Wyken
Grizebeck Drive	Full Length		Woodlands
Bush Close	Full Length		Woodlands
Shepherd Close	Full Length		Woodlands
Elmhurst Road	Full Length		Longford
Achal Close	Full Length		Foleshill
Algate Close	Full Length		Holbrook
Stevenson Road	Full Length		Bablake
Pavilion Way	Full Length		Sherbourne
Cricket Close	Full Length		Sherbourne
Coniston Road	Full Length		Whoberley
Chace Avenue	London Road	Stretton Avenue	Binley & Willenhall
Droylsdon Park Road	Full Length		Wainbody
St Martins Road	Joanna Drive	The Graylands	Wainbody
Joanna Drive	Full Length		Wainbody
Arnside Close	Full Length		St Michael's
Clifton Street	Full Length		St Michael's
Albert Street	Full Length		St Michael's
Hele Road	Full Length		Earlsdon/ Cheylesmore
Dillotford Avenue	Full Length		Earlsdon/ Cheylesmore
Salisbury Avenue	Full Length		Earlsdon

Coleby Close	Side of house No 11	Park Wood Lane	Westwood
Park Wood Lane	End of footway	Coleby Close	Westwood
Whitefield Close	Side of house No 26	Park Wood Lane	Westwood
Whitefield Close	Opposite No 34	Coleby Close	Westwood
Coombe Park Road	Gainford Rise	House 147	Wyken
Dunvegan Close	Full Length		Wyken
Browns Lane (even house numbers)	Burton Close	Carvell Close	Bablake
Joseph Creighton Close	Full Length		Binley & Willenhall

Highway Structure Schemes

Road Name	Structure	Scope of works	Ward
A4053, Ringway Rudge	Moat St Flyover	Bridge expansion joint replacement	St Michaels/ Sherbourne
A4053, Ringway Swanswell	Swanswell Viaduct	Reinforced concrete repairs to trestles	St. Michael's
A4053, Ringway Hill Cross	Hill Cross Flyover	Bridge expansion joint replacement	Radford/ St. Michael's/ Sherbourne
Cox St	Cox St Culvert	Reinforced concrete repairs	St Michaels
Leaf lane	Jaguar Access Bridge/ River Sherbourne Bridge	Embankment stabilisation and expansion joint investigation	Cheylesmore
Alderminster Road	Alderminster Bridge	Reconstruct wing walls, parapet replacement and waterproofing	Woodlands
Gosford Street	Gosford Street / River Sherbourne retaining wall	Rebuild top of wall and copings	St. Michael's

Drainage Schemes

Road Name	Location	Description	Ward
Batsford Road	Opposite number 16	Reset kerb / alter levels, install new gully	Sherbourne
Binley Road	Between Marlborough Road and Brays Lane	Install new gully pots to replace brickwork gullies. Repair connections	Lower Stoke
Butts	Between Albany Road and Gordon Street	Install new gully	St. Michaels
Bulls Head Lane	Various	Install two gullies and connections.	Lower Stoke
Canley Road	At The Riddings	Install gully connecting into attenuation feature (swale) off footway. New outfall at Canley Brook	Earlsdon
Hockley Lane	Near junction with Broad Lane	Create extra drainage capacity and safe flow routing when Severn Trent Water SW sewer is at full capacity	Woodlands
Holbrook Way	Various	Drainage infrastructure upgrades.	Holbrook/ Foleshill

Verge Schemes

Location	Proposed Action
General	Repair and protection
Tier 2 Roads	
Abbey Road (odd numbers 85-189)	Use of concrete grass grids (to undertake in phases due to extents)
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
Daventry Road (William Bristow Rd to Park Palings - south side)	Use of concrete grass grids
Hipswell Highway (Oldham Avenue to Belgrave Road - east side)	Combination use of concrete grass grids, bollards and recycled materials

Safety Schemes

List of Schemes	Description
Installation of Average Speed Enforcement sites	Working with the West Midlands Police to identify potential sites to be delivered this year.
A444/Binley Road	Investigative work relating to possible signalisation
Beake Avenue	Safety scheme using various measures along route
Wheelwright Lane	Safety scheme using various measures along route
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	Roll out of fibre network for UTMC assets
General	Low cost works associated with UTMC
UTMC CCTV	Improvements to the UTMC CCTV system

Scheme Development

Description	Proposed Scheme
Proposed schemes to be developed using Scheme Development and Section 106 funding allocation.	Keresley Link Road A444 Corridor Study B4110 / A4082 / A4114 London Road Corridor Study Browns Lane traffic management Westwood Heath / Cromwell Lane junction improvement Coventry South cycle routes Eastern Green Cycle Route Keresley Cycle Route CASM Update Monitoring Strategy

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