

### 1. INTRODUCTION

#### 1.1 Purpose of this document

This Implementation Plan accompanies Coventry City Council's Transport Strategy.

The Transport Strategy sets out plans to bring about a fundamental change to the way that people and goods travel to, from and around Coventry in the future. It explains why a change is needed and describes, in broad terms, what we will do over the next 15 years to deliver that change. This document is intended to provide further detail about our plans. It sets out details of the specific improvements that we will make to the city's transport network and the expected timescales and approximate costs associated with these.

It is important to note that the schemes referred to in this document are at different stages of development (for example, funding has already been secured to deliver some, while others are currently unfunded or only partly funded). For this reason, this plan focuses particularly on the schemes that we will deliver during the first five years of the strategy (2022/23 – 2026/27), as these are generally more developed, while also giving an indication of what further improvements we have ambitions to deliver over the later years of the strategy (2027/28 – 2036/37).

Similarly, expected costs have been provided by sorting schemes into a range of cost brackets (<£10m, £10-£25m, £25-£50m, £50-£100m and £100m+). This is intended to be sufficient to provide a broad sense of the level of investment associated with our plans, while also reflecting the fact that some schemes are still in the early stages of development and that, as a result, precise figures are not available at this time.

Furthermore, while this document accurately reflects current plans at the time of writing, we will also keep it under regular review. We will do this by publishing an Annual Progress Report, which will outline our progress in implementing the Transport Strategy and to report any changes which we are making to this plan. This will allow us to remain flexible in our approach and to add to or adjust our plans if and when circumstances change.

#### 1.2 Structure of this document

The Transport Strategy describes the improvements that we intend to make across six broad areas:

- public transport
- walking, cycling and micromobility
- road network
- zero emission vehicles
- freight
- encouraging behaviour change.

This document is therefore structured around these six areas. For each of them it describes the specific improvements that we plan to deliver and when. In practice, not all these improvements will be delivered directly by the Council. Some schemes will be delivered by, or in partnership with, our various partners in the region, and this is also highlighted here.

## 2. PUBLIC TRANSPORT

The Transport Strategy describes plans to deliver major improvements to the city's public transport network, including the development of a first-of-its-kind in the world mass transit system, Very Light Rail (VLR), and improvements to existing rail and bus services. The table below shows the specific public transport schemes which we currently plan to deliver over the lifetime of this strategy.

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yrs 6 - 15
<b>VLR</b>										
VLR Research & Development	Development of a new form of mass transit, including vehicle and track testing		£25-50m	Coventry & Warwickshire Local Enterprise Partnership (CWLEP)/ West Midlands Combined Authority (WMCA) Devolution Deal/ City Region Sustainable Transport Settlement (CRSTS)						
VLR Route 1	A first VLR route, connecting Coventry Railway Station to University Hospital		£100m+	CRSTS/ Other sources TBC						
Further VLR routes	Development of a further network of VLR Routes serving various key locations across the city		£100m+	TBC						
<b>Rail</b>										
Coventry Station bay platform	The addition of fifth platform at Coventry Railway Station, to enable more frequent/additional services		£10-25m	Rail Network Enhancement Pipeline (RNEP)						
Tile Hill Station improvements	Station improvements aimed at establishing Tile Hill as a major transport interchange/Park & Ride site, serving the West side of the city	Partnership with Transport for West	<£10m	CRSTS						

		Midlands (TfWM)								
New direct connections to the East Midlands	Establishing a direct rail connection between Coventry, Leicester and Nottingham	Midlands Connect	£100m+	Midlands Connect / RNEP						
Coventry – Leamington rail improvements	Double tracking sections of the line between Coventry and Leamington, to enable a more frequent service	Midlands Connect	£100m+	Midlands Connect / RNEP						
New Coventry South Railway Station	Development of a new railway station located between Coventry and Kenilworth, close to the University of Warwick	Partnership with Warwickshire County Council (WCC)	£10-£25m	RNEP						
Potential further new railway stations	Potential further new railway stations at Binley & Willenhall, Coundon and/or Foleshill. Further work is required to determine whether some, or all, of these stations would be viable	Partnership with TfWM	£50-£100m (assuming all three stations progress)	RNEP						
<b>Bus</b>										
Bus Service Improvement Plan (BSIP)*	Various schemes aimed at improving the quality, reliability and accessibility of the city's bus services	TfWM		BSIP						
Trials of Demand Responsive Transport (DRT) services	Initial trials of on demand bus services. A wider rollout of these services could follow, depending on the outcome of the trials	TfWM	<£10m	TfWM Future Transport Zone (FTZ)/ Developer contributions						
All Electric Bus City	All buses operating in the city to be replaced with electric buses	Partnership with TfWM	£50-100m	All Electric Bus City/ Bus operator contributions						
Ansty Park & Ride	Establishing an, initially bus-based, park and ride service at Ansty as part of the Coventry and Warwickshire	Partnership with WCC	£50-100m	Partnership with private sector						

	CLEAN Hub project (with the potential to add a VLR service at a later date)									
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\* Further detail will be added to this, including costs and expected timescales for delivery, once the BSIP has been finalised. This is expected to be before the end of October 2021

**KEY:**

Scheme in development:	
Construction/ scheme delivery:	

### 3. WALKING, CYCLING AND MICROMOBILITY

The Transport Strategy describes plans to significantly improve the conditions for walking and cycling, and to trial new forms of micromobility, such as e-scooters. The table below shows the walking, cycling and micromobility schemes which we currently plan to deliver over the lifetime of this strategy.

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yrs 6 - 15
<b><i>City (and local) centre pedestrianisation</i></b>										
District mobility hubs	Ongoing programme of improvements to various local centres around the city, including public realm improvements and better walking, cycling and public transport connectivity		<£10m	CRSTS / Developer contribution						
Ring Road junction remodelling	Remodelling of various further Ring Road junctions (following work already completed at J6 and planned works at J7 and J8) to improve pedestrian and cycle access in and out of the city centre		£25-£50m	Major Road Network and Large Local Majors Programme/ Developer contributions						
City Centre Active Travel Zone	Introduction of further restrictions on car travel within the Ring Road and further reallocation of road space, with the aim of ensuring that the whole city centre is designed primarily for pedestrians		<£10m	CRSTS / Developer contribution						
Further city centre public realm improvements	Ongoing programme of further public realm improvements in the city centre		£10-£25m	CRSTS / Developer contribution						
<b><i>Dedicated cycleways</i></b>										
Coundon and Binley cycleways	Completion of two fully segregated cycleways, connecting the city centre to Coundon and Binley		<£10m each	Coundon – Local Air Quality Action Plan (LAQAP)						

				Binley - Transforming Cities Fund (TCF)/ Active Travel Fund (ATF)						
University of Warwick cycle routes	Improved cycle connections between the University of Warwick and neighbouring residential areas, railways stations and the city centre		<£10m	CRSTS/ ATF/ Developer contributions						
Eastern Green cycleways	Two new cycleways connecting the planned Sustainable Urban Extension (SUE) at Eastern Green to the city centre and to Tile Hill Railway Station		<£10m	CRSTS/ Developer contributions						
Keresley Connects cycleways	New cycleways connecting the planned SUE in Keresley to the city centre and to Allesley/ Lyons Park		<£10m	CRSTS/ Developer contributions						
Further cycle network improvements	Ongoing programme to develop and deliver further cycleways, informed by the Local Cycling and Walking Infrastructure Plan (LCWIP). This will be aimed at establishing a complete network serving key locations across the city and connecting it to neighbouring districts		Ongoing programme	ATF/ Developer contributions						
<b>Low Traffic Neighbourhoods (LTNs)/School Streets</b>										
LTNs/School Streets	Ongoing, community-led programme to establish new LTNs and School Streets		Ongoing programme	CRSTS / ATF						
<b>Cycle and micromobility hire schemes</b>										
E-scooter trials	Trial e-scooter hire scheme focused on the University of Warwick campus. A wider rollout of this service could follow, depending on	TfWM	<£10m	TfWM FTZ						

	the outcome of this and other national trials									
WM Cycle Hire	Ongoing expansion of the existing WM Cycle Hire scheme, with the aim of covering the whole city	TfWM	<£10m	TfWM						

**Key:**

Scheme in development:	
Construction/ scheme delivery:	

#### 4. ROAD NETWORK

Although the Transport Strategy aims to bring about a reduction in levels of car travel overall, it is recognised that some investment in the city's road network is still required. This will be targeted primarily at the Strategic and Key Route Network (busy roads which carry large volumes of traffic, such as the city's A-roads), on areas where significant development is planned and on local air pollution hotspots, as identified in our Local Air Quality Action Plan.

We will not design roads exclusively for cars and will ensure that where new roads are built, or existing roads are improved, that space for pedestrians, cyclists and/or public transport is also designed in.

The table below shows improvements that we currently plan to make to the city's road network over the lifetime of this strategy.

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yrs 6 - 15
<b><i>New and improved roads</i></b>										
A46 Binley Junction improvements	Complete installation of a flyover at the A46 Binley Junction	National Highways	£50-100m	National Highways						
A46 Stoneleigh Junction improvements	Complete upgrades to the A46 Stoneleigh Junction (this forms phase 1 of the wider A46 Strategic Link Road project)	WCC	£25-50m	National Highways						
LAQAP highways schemes	Delivery of various highway improvement schemes aimed at reducing air pollution at a number of pinch points, including Spon End, Ring Road Junction 7 and the Holyhead Road area		£10-£25m	LAQAP						
A444 junction improvements	Improvements to various junctions to improve journey times on a key strategic route and to enable traffic to be removed from more residential areas		<£10m	CRSTS/ Developer contributions						

London Road corridor improvements	Various improvements on the London Road corridor, including remodelling of key junctions and improved facilities for cyclists		£10-£25m	CRSTS / Developer contributions	Blue	Green	Green			
Keresley Link Road	A new connection through the planned Keresley SUE, linking Long Lane in the West of Coventry and Winding House Lane in the North. This will also remove through traffic from existing residential areas		£10-£25m	CRSTS/ Developer contributions	Blue	Blue	Green	Green		
A46 Walsgrave Junction improvements	Planned junction upgrade to improve journey times on a key strategic route	National Highways	£50-£100m	National Highways	Blue	Blue	Green	Green	Green	
A46 Strategic Link Road Phase 2	Delivery of an initial section of the A46 Strategic Link Road, connecting the newly upgraded A46 Stoneleigh Junction with the South of Coventry	WCC	£50-£100m	Major Road Network and Large Local Majors Programme/ Developer contributions	Blue	Blue	Green	Green	Green	
Ring Road junction remodelling	Remodelling of various further Ring Road junctions (following work already completed at J6 and planned works at J7 and J8) to reduce congestion and to improve pedestrian and cycle access in and out of the city centre		£25-£50m	Major Road Network and Large Local Majors Programme/ Developer contributions	Blue	Blue	Green	Green	Green	
A46 Strategic Link Road Phase 3	A continuation of the A46 Strategic Link towards either Solihull or the West of Coventry, with the aim creating a new travel corridor linking the North Warwickshire/South Coventry with UK Central Plus (including the new HS2 station) in Solihull	Partnership with WCC and Solihull Metropolitan Borough Council (SMBC)	£100m+	Major Road Network and Large Local Majors Programme/ Developer contributions	Blue	Blue	Blue	Blue	Blue	Green

M6 Junction 3 improvements	Improvements to reduce congestion at a key junction	National Highways	£25-£50m	National Highways/ CRSTS / Developer contributions							
<b>Highway maintenance, traffic management and road safety</b>											
Highway maintenance programmes	Ongoing work to maintain our highways, cycleways and footways to a high		Ongoing programme	CRSTS							
Road safety programmes	Annual programme of road safety improvements		Ongoing programme	CRSTS							
Average speed cameras	Ongoing programme to roll out average speed camera, with the aim of installing these on all major radial routes into and out of the city		Ongoing programme	CRSTS							
Future Transport Zone (FTZ) programme	Various projects aimed at preparing our highway network for the future, including testing of Connected Autonomous Vehicles (CAVs) and the rollout of 5G monitoring and other projects involving trialling and rollout of new transport technology	TfWM	Ongoing programme	TfWM FTZ/ Commercial/ Government research funding e.g. Innovate UK							

### Key

Scheme in development:	
Construction/ scheme delivery:	

## 5. ZERO EMISSION VEHICLES

Although the Transport Strategy aims to bring about a reduction in levels of car travel overall, it is recognised that some journeys will continue to be made by road. Therefore, the strategy also seeks to accelerate the transition from petrol and diesel vehicles to zero emission alternatives.

The table below shows schemes which we currently plan to deliver over the lifetime of this strategy in order to support this change.

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yrs 6 - 15
DynaCOV	Trial of dynamic vehicle charging (charging of a moving vehicle). Wider roll out of this technology may be possible at a later date, depending on the outcome of this trial		<£10m	National Innovation Allowance	Green					
Try Before You Buy electric vehicle scheme	Ongoing operation of the Council's Try Before You Buy electric vehicle scheme for local businesses		<£10m		Green	Green				
Electric Car Club	Expansion of the current Car Club service, which provides short-term car hire, and conversion to an electric-car club		<£10m	Partnership with the private sector	Blue	Green				
Green Innovation Park	Creation of a 'super charging hub' for electric vehicles		£10-£25m	Partnership with the private sector	Blue	Blue	Green			
Coventry and Warwickshire CLEAN Hub	Creation of a multi-modal transport interchange with electric vehicle charging facilities, refuelling facilities for other types of zero emission vehicle, park and ride services and a freight consolidation centre	Partnership with WCC	£50-100m	Partnership with the private sector	Blue	Blue	Green	Green		
Zero emission requirement for taxis	Begin only granting taxi licenses to zero emission capable vehicles		N/a				Green			

All Electric Bus City	All buses operating in the city to be replaced with electric buses	Partnership with TfWM	£50-£100m	All Electric Bus City/ Bus operator contributions						
Public electric vehicle charge points	Ongoing programme to expand the city's network of public electric vehicle charge points		Ongoing programme	On Street Residential Chargepoint Scheme						

**Key:**

Scheme in development:	
Construction/ scheme delivery:	

## 6. Freight

The Transport Strategy sets out plans to change the way in which goods are transported to, from around Coventry. The table below shows the schemes that we currently plan to deliver over the lifetime of this strategy in order to achieve this.

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yrs 6 - 15
Urban Airport pilot scheme	Pilot scheme to establish a 'pop-up' airport for drone travel. There may be potential to use this type of facility for drone deliveries in the future, depending on the outcome of the initial trial		<£10m	UK Research and Innovation						
Ansty freight consolidation centre	Establishing a freight consolidation centre, where goods entering or leaving the city can be moved to/from zero emission vehicles, in Ansty as part of the Coventry and Warwickshire CLEAN Hub project	Partnership with WCC	£50-100m	Partnership with private sector						
City centre freight consolidation centre review	Consider options to establish further freight consolidation centre(s) as part of the wider redevelopment of Coventry city centre. Further actions will depend on the outcome of the review		N/a							

### Key:

Scheme in development:	
Construction/ scheme delivery:	

## 7. ENCOURAGING BEHAVIOUR CHANGE

In addition to the physical improvements to transport infrastructure and services described in the previous sections, the Transport Strategy also sets out plans to reduce car travel by actively encouraging a change in residents' behaviour. The table below shows schemes which we currently plan to deliver over the lifetime of this strategy in order to achieve this.

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yrs 6 - 15
Mobility Credits trial	Initial pilot of a vehicle scrappage scheme, where participants receive credits in exchange for scrapping an older, heavily polluting vehicle. A wider rollout of Mobility Credits could take place at a later date, depending on the outcome of the trial	TfWM	<£10m	TfWM FTZ						
Travel Demand Management	Ongoing programme of activity to promote and encourage sustainable travel choices	TfWM	Ongoing programme	TfWM						
Engagement with schools and businesses	Ongoing programme of engagement with local schools and businesses to help them to encourage and support residents to travel to school/work via sustainable modes		Ongoing programme							
Regular community events	Ongoing programme including, for example, cycle training and community cycling events		Ongoing programme							

### Key:

Scheme in development:	
Construction/ scheme delivery:	