

Cabinet

15 March 2022

**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:**

2022/23 Transportation and Highway Maintenance Capital Programme

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**Is this a key decision?**

Yes – Affects all wards across the city

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**Executive summary:**

This report brings together a £15.9m capital programme for the maintenance and enhancement of the City's highways and transport infrastructure. The programme is funded through City Region Sustainable Transport Settlement, City Council resources, External Funding and Citizen Housing Right to Buy receipts.

As a result of the increased funding negotiated through the City Region Sustainable Transport Settlement, we have been able to expand this year's maintenance and transport programmes in comparison to previous years, coupled with the addition of the innovative JCB Pothole Pro machine this will enable a significant improvement in the speed and efficiency of road repairs.

In addition, the report highlights the ambitious range and scale of major projects to be delivered in the city, from sustainable transport improvements supporting the Gigafactory and other developments, to Coventry Very Light Rail, a pioneering project that showcases Coventry as a city at the forefront of innovation.

These projects not only benefit the residents of the city, and encourage continued growth and investment, they also provide sustainable solutions to support the tackling of climate change and inequalities by widening travel choice and promoting active travel.

With our continued success in attracting external funding, we are able to develop and deliver schemes and infrastructure that enable transformation and progression, laying the foundations for a vibrant and cutting-edge city to be proud of.

**Recommendations:**

The Cabinet is requested to:

- 1) Approve the 2022/23 programme of Transport & Highway schemes marked 'A' in Table 2 of the report.
- 2) Delegate authority to the Cabinet Member for City Services, to approve a programme of scheme development, Section 106 & externally funded schemes, marked 'B' in Table 2 of the report.

**List of Appendices included:**

Appendix 1 - Description of all Maintenance & Local Network Improvement Plan schemes

Appendix 2 - Breakdown of the Road Maintenance Programme including verges

Appendix 3 – Breakdown of the Local Network Improvement Plan Programme

**Background papers:**

None

**Other Useful Documents:**

Budget Report 2022/23 - Council Meeting 22nd February 2022

**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 22nd February 2022.

**Will this report go to Council?**

No

**Report title:**  
**2022/23 Transportation and Maintenance Capital Programme**

**1. Context (or background)**

1.1 This report sets out a detailed capital programme of all Highway Maintenance and Transport schemes which are due to be carried out during 2022/23. The report sets out individual allocations and the various sources of funding in Table 2 and sets out the specific details of each project in Appendices 1 to 3 of the report.

**2. Options considered and recommended proposal**

2.1 As part of the original West Midlands Devolution Deal, HM Government agreed to devolve a consolidated local transport budget and provide a multi-year transport funding settlement, which came under the control of the West Midlands Combined Authority Elected Mayor.

2.2 The devolved transport element of the settlement was made up of 3 main parts - the Integrated Transport Block (ITB) Highways Maintenance Block and Highways Maintenance Incentive Funding, with the later addition of the Transforming Cities fund.

2.3 In July 2021, West Midlands Combined Authority (WMCA) and other Mayoral Combined Authorities received notification from the Department for Transport (DfT) of the creation of a new approach to funding – the City Region Sustainable Transport Settlement (CRSTS)

2.4 CRSTS is a five-year capital funding settlement covering 2022 to 2027. The principal objectives are to support decarbonization of the transport system to tackle climate change along with promoting growth and tackling inequalities. It brings together previously separate elements of funding into one package, subsuming the ITB, Highways Maintenance Block (and associated Incentive Funding) and the final year of the Transforming Cities Fund. The CRSTS fund will be overseen by the DfT and provides the opportunity to plan transport investment over a longer time period than has previously been possible.

2.5 Following guidance from the DfT, the WMCA invited its district authorities to provide a programme of transport schemes to be included in its overall bid on behalf of the region. In order to be considered, schemes needed to show alignment with the objectives set out in section 2.4 above. There is a requirement for regular monitoring by Transport for West Midlands (TfWM) and DfT

2.6 In November 2021 the DfT confirmed that the provisional settlement awarded for the WMCA region would be £1.050bn for the five-year period. The WMCA Board approved a programme of schemes on 14<sup>th</sup> January for submission to Government, detailing how this funding would be invested. This programme is being reviewed by Government, with final funding approval expected in March 2022.

2.7 For Coventry, the following specific schemes are included in the WMCA's CRSTS programme as submitted to Government:

- Very Light Rail Regional Programme – total allocation of £71.7 million, of which £54 million is specifically for ongoing research and development, network development and the delivery of the Very Light Rail City Centre Demonstrator route within Coventry.

- Tile Hill Park and Ride – total allocation of £4.5 million which will include funding for the Tile Hill Station Park and Ride improvement scheme.
  - Foleshill Transport Package - £4.5 million allocation towards a package of transport improvements focussed on the Foleshill Road and A444 corridors.
  - Coventry South Sustainable Transport - £17 million allocation towards a package of transport improvements focussed on the London Road corridor supporting the Gigafactory and other developments planned for the Coventry Airport area and within the London Road corridor.
- 2.8 In addition to the above schemes, funding is also allocated within the CRSTS programme for Highways Maintenance, with an 18% uplift on the previous year and Local Network Improvement Plan (previously ITB) with a 21% uplift on the previous year. As in previous years, this funding will be distributed via TfWM in proportion to the population of each Local Authority. For Coventry, the expected 2022/23 allocation for Highways Maintenance is £4.074m and the Local Network Improvement Plan is £2.033m.
- 2.9 To provide an element of contingency within the programme, a reserve list of schemes has been developed that cannot be funded through the main programme, but which could potentially be brought forward into the programme should slippage occur with the delivery of other schemes.
- 2.10 For Coventry, those reserve schemes are: Keresley Link Road (for which alternative funding is being sought to enable early delivery in advance of S106 funding being secured) and cycle ‘superhighways’ to Keresley, Eastern Green and University of Warwick.
- 2.11 Scheme development funding has also been secured from the WMCA to allow early design work to proceed on the A46 Link Road, M6 Junction 3, and the cycle routes listed above. This funding, from CRSTS Revenue funding and Transforming Cities Fund sources, is worth around £1.1 million.
- 2.12 Table 1 sets out the available capital resources for Transport and Highways schemes (such as Corporate Capital Resources and Citizen Right to Buy Capital receipts).

**Table 1 – Coventry Capital Resources**

<b>Funding Source</b>	<b>2022/23 (£m's)</b>
Local Network Improvement Plan	2.033
Highways Maintenance	4.074
Corporate Resources	2.369
<b>Subtotal of Core Funding</b>	<b>8.476</b>
Citizen Housing Group contribution	1.007
Section 106 (development)	2.300
Active Travel Fund (WMCA)	2.700
Cycle to Rail (DfT)	0.429
MRN scheme development (Midlands Connect)	0.050
Office for Zero Emission Vehicles	0.941
<b>Total</b>	<b>15.903</b>

- 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 A further allocation of £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. This year the allocation will also support the introduction of the new JCB Pothole Pro machine to the City, improving the Council's speed of response for road maintenance allowing us to deliver road repairs up to five times faster than conventional hand patching. Once the testing/training phase is complete the machine will be deployed maximising the effectiveness of the budget available, supporting an expanded maintenance programme.
- 2.15 Right to buy receipts (RTB) of £1m from the Citizen Housing Group will be used to provide a further programme of highway improvements in and around Citizen estates across the City. This will be the ninth year of improvements funded from right to buy receipts. The fund has now contributed to a significant investment in the City's road and pavement infrastructure, which equates to 71kms of treated footways and carriageways.
- 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 2 sets out the proposed capital programme for Local Network Improvement Plan and Highway Maintenance schemes for 2022/23. 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 the 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 and petitions will continue to be investigated to determine if a local safety scheme should be implemented. More emphasis will be placed on enforcement with an expansion of the Average Speed Enforcement Cameras (ASE) programme. There are currently 10 schemes operating across the city and on average we are seeing a 70% reduction in the number of personal injury accidents and a reduction in severity. There is a strict criteria governing where ASE can be installed, and the support of the police is required.
- 2.20 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. New vehicle activated signs are also capable of collecting speed data.
- 2.21 Approval is sought for those schemes and scheme programmes (as detailed in the appendices) marked with an A in Table 2 below, and approval to delegate to Cabinet Member for schemes marked B.

Transportation & Maintenance Capital Programme 2022/23

Table 2

	Maintenance	£000s	£000s	£000s	£000s	£000s	£000s	Approval
		Corporate Resources	Local Network Improvement Plan	Highways Maintenance Block	Citizen RTB	S106 & Ext Funded	TOTAL	
1	Planing and Patching	0	0	800	0	0	800	A
2	Resurfacing	0	0	1350	0	0	1350	A
3	Surface Treatments	0	0	1100	0	0	1100	A
4	Footway Improvement Schemes	276	0	824	1007	0	2107	A
5	Verges	100	0	0	0	0	100	A
6	Vehicle Safety Fence	100	0	0	0	0	100	A
7	Structures	500	0	0	0	0	500	A
8	Drainage Surveys / Maintenance	600	0	0	0	0	600	A
9	Pothole and Patching Service (Revenue Expenditure)	400	0	0	0	0	400	A
10	Retread	393	0	0	0	0	393	A
	<b>Sub Total</b>	<b>2369</b>	<b>0</b>	<b>4074</b>	<b>1007</b>	<b>0</b>	<b>7450</b>	
	<b>Local Network Improvement Plan</b>							
11	UTMC	0	300	0	0	0	300	A
12	Safety Schemes	0	742	0	0	0	742	A
13	Vulnerable Users	0	200	0	0	0	200	A
14	Scheme Development	0	290	0	0	0	290	B
15	Traffic Management	0	223	0	0	0	223	A
16	Section 106 schemes	0	0	0	0	2300	2300	B
17	Active Travel Fund (WMCA)	0	0	0	0	2700	2700	B
18	Cycle to Rail (DfT)	0	0	0	0	429	429	B
19	MRN Scheme Dev (Midlands Connect)	0	0	0	0	50	50	B
20	Office for Zero Emission Vehicles	0	0	0	0	941	941	B
21	Contribution to wider programme	0	278	0	0	0	278	B
	<b>Sub Total</b>	<b>0</b>	<b>2033</b>	<b>0</b>	<b>0</b>	<b>6420</b>	<b>8453</b>	
	<b>Grand Total</b>	<b>2369</b>	<b>2033</b>	<b>4074</b>	<b>1007</b>	<b>6420</b>	<b>15903</b>	

### Externally funded projects

- 2.22 Coventry, working in partnership with WMCA, the Universities and local and national companies, has secured significant funding to develop and showcase innovation transport solutions such as the Urban Airport. The Our Future Moves exhibition held at the Transport Museum last year showcased many of these initiatives. These projects use emerging technology to improve traffic management, influence road user behaviour, improve air quality, and encourage sustainable travel.
- 2.23 Subject to securing further funding from Government's Office for Zero Emission Vehicles, a further phase of on-street residential charge points will be installed during 2022/23 which will bring the total to 558 across the city. As previously reported to Cabinet, £50 million has been secured from Government for the All-Electric Bus City programme, and the first substantial order for electric buses has recently been submitted by National Express for 130 vehicles for delivery and entry into service during 2022/23. The Council is working closely with Transport for West Midlands and National Express to ensure that the process of procuring and installing charge point infrastructure for the buses is delivered during 2022/23
- 2.24 The City Council continues to work closely with TfWM and partners to deliver the Future Transport Zone projects within the city, with around 83 people having taken advantage of the Mobility Credits Scheme, and the recent expansion of the Demand Responsive Transport pilot project to cover the eastern part of the city, enabling passengers to travel to destinations from Ansty to the north through to the University of Warwick campus. The campus also hosts the e-scooter pilot scheme, which has been extended through to September 2022 pending a Government decision on whether to legalise the use of e-scooters
- 2.25 The Connected and Autonomous Vehicle Testbed is now operational, and the Council will continue to work with the WMCA and other partners to actively promote the CAV Testbed to attract companies to the city to test CAV technology. The Council will also work with partners to seek further funding for new transport innovation projects where opportunities exist to develop and deliver such projects within the city. One notable example of such partnership working in action has been securing the Urban Airport demonstrator project, which is currently under construction at Westminster Road Car Park in the city centre and which will be live during April and May 2022. This unique structure will give a major opportunity to promote Coventry as a living lab for emerging transport technology, and as a place for technology companies to locate and do business.
- 2.26 For active travel schemes, the focus in 2022/23 will be on constructing the Binley Cycle Route linking the city centre with the Hospital, with a decision of the final element of the funding package being expected in March. The Active Travel Fund programme will also be completed, subject to consultation, in 2022/23 with the delivery of schemes 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).
- 2.27 In addition, the Council will work with the WMCA on the further rollout of the Cycle Hire scheme, which was successfully launched in the city in 2021 and currently comprises 263 pedal bikes and 38 e-bikes. To complement the cycle facilities at the new Coventry Station building, the Council has also secured £429,000 in grant from Government for improvement of cycle routes to the station, which will be focussed on route improvements to National Cycle Route 52 (NCN52, connecting the City Centre with Warwick University campus onto Kenilworth/Warwick) which serves the station from the south and west.

- 2.28 During 2022/23 it is anticipated that around £2.3 million of S106 developer contributions will be spent on a variety of schemes, including works to improve active travel and provide traffic calming in the vicinity of the University of Warwick, junctions on the Tamworth Road associated with the Kersley Link Road, and improvements to the walk / cycle route from Naul's Mill Park to the city centre.
- 2.29 We are delivering a £30m package of local air quality measures aimed at reducing roadside nitrogen dioxide emissions, funded by grant from Government's Joint Air Quality Unit and the WMCA, in accordance with the legal Direction issued by Government in May 2021. The package includes highway and cycling schemes at Spon End, ring road junction 7 and within the Holyhead Road area, the Coundon Cycle Route (which is nearing completion) and engagement with schools, businesses and local communities.
- 2.30 £50k has been secured from Midlands Connect (MRN scheme development) for a study looking at potential improvements to ring road junctions on the northern and western sides of the ring road (from junction 9 through to junction 5). This study is underway.
- 2.31 The City Council continues to work with the Environment Agency (EA) and the Regional Flood and Coastal Committee (RFCC), using secured Local Levy and Grant in Aid (GiA) funding to deliver flood alleviation schemes in Allesley, in the vicinity of Butts Lane and Washbrook Road and Eastern Green, in the vicinity of Broad Lane / Banner Lane. City Council funding was made available in drainage programme budgets from 2018/19 to 2020/21. The funding is being used to provide improvements including Natural Flood Management and Property Level Resilience. More work is due for delivery during the current financial year.

### **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 2022/23 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 2023.

## **5. Comments from the Chief Operating Officer (Section 151 Officer) and the Director of Law and Governance**

### **5.1 Financial implications**

The core funding for the Transportation and Maintenance Capital Programme totalling £8.4m is set out in Table 1 of the report and this was approved by Council on 22nd February 2022. This programme is supplemented by additional funding from Citizen Right to Buy receipts, Section 106 funds and other external funding. This report sets out a strategic highways and transportation programme that explicitly recognises all sources of funding and implements a strong emphasis on robust project and programme management.

It should be noted that a permanent £400k budget virement from the capital programme to revenue has taken place. This is to provide resilience to the pothole 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 1 above and totals £8.4m. 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 and helping to improve the health and wellbeing of the city's residents.

The schemes included in this report 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 improving the transport network and connectivity, encouraging investment in the City to promote jobs and growth, which in turn helps to tackle inequalities.

## **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 Transport Schemes

#### Highways Maintenance

The maintenance treatment programmes, as shown in Appendix 2, are aimed at providing the most appropriate treatments to the classified and unclassified road network. The opportunity will also be taken to link the implementation of road maintenance, integrated transport projects and public realm projects together to lower costs and minimise disruption.

This year will see the reintroduction of a road 'retread' process, which recycles up to 25% of material, saving time, energy and cost. There is further pavement preventative maintenance provided by the pavement slurry seal programme, which is additional to the pavement reconstruction programme.

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.

As shown in the report there is also an extra £1m provided by Citizen Housing Group for pavements and highway network improvements this year, which is provided from the Right to Buy Infrastructure Fund.

#### Pavement Treatments

**Pavement 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 tarmac pavements can be 'overlaid', this is where a further layer of tarmac is laid over the top of the existing surface, adding strength to the pavement.

**Pavement Slurry Seal (tarmac pavements):** 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.

Pavement treatments vary in cost from around £8 per square metre for slurry seal up to £99 per square metre for full reconstruction. Reconstruction is very labour intensive which results in higher costs relative to road resurfacing work.

#### Road Treatments

**Road 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 £39 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.

**Road 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 £55 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 pavement 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 roads in poor repair, pre-patching is necessary. Typical costs are £42 per square metre.

**Retread:** This process is considered generally for use on unclassified roads where the overall condition is such that patching is not suitable and where an overlay is not an option. The process involves breaking up and recycling the existing road surface, thus saving on transport and disposal costs. There is also less need for new imported asphalt, helping to meet the Councils environmental aims. Cost is typically £25 per square metre.

**Surface Treatments:** All of the above processes extend the life of a road by a number of years and this life can be extended further by the application of surface dressing or other surface 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 £9.50 per square metre and Micro Asphalt is typically £15 per square metre, compared to over £42 per square metre for resurfacing.

### Drainage Surveys/Maintenance

Capital maintenance schemes for drainage includes the repair, renewal of piped systems, new gullies and connections to the main sewer and often 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 highway culverts and helps to build the 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 can entail construction of storage areas on the Highway or private land, e.g. ponds, swales and ditches. Other measures include naturally slowing flows using a technique known as Natural Flood Management (NFM), using tree and hedge planting together with other natural obstacles. Other measures such as Property Flood Resilience (PFR) provide resilience to internal flooding during extreme events.

## 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, where 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.

## **Local Network Improvement Plan**

### 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 number 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, , car free school streets and the design of low traffic neighbourhoods.

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, minor engineering works and a programme of using movable vehicle activated signs.

### 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, supplementing scheme development funding secured from the WMCA via the CRSTS and Transforming Cities Fund programmes. This funding will be used to support the development of a segregated cycle network for the city, including routes to the Eastern Green, Keresley and South Coventry areas, to develop corridor proposals for the A444 and London Road corridors, develop a junction strategy for the ring road, and update transport modelling tools that are essential to support the development of business cases.

**Carriageway Plane and Patch**

Road Name	From	To	Ward
Acacia Avenue	Various		St. Michael's
Wallace Road	Various		Bablake
Ferrers Close	Various		Woodlands
Weavers Walk	Various		Longford
Coundon Street	Various		Sherbourne
Coat of Arms Bridge Road	Various		Earlsdon
Beech Tree Avenue	Various		Westwood
Yewdale Crescent	Various		Henley
Ibstock Road	Various		Longford
Wainbody Avenue South	Various		Wainbody
Ribble Road	Various		Lower Stoke
Cheveral Avenue	Various		Radford
Milner Crescent	Various		Henley
Wildcroft Road	Various		Whoberley
Biggin Hall Crescent	Various		Lower Stoke
Outermarch Road	Various		Radford
Stoke Row	Various		Upper Stoke
Barras Green	Various		Upper Stoke
Roseberry Avenue	Various		Longford
Wyken Way	Various		Upper Stoke
Norton Hill Drive	Various		Wyken
Parkgate Road	Various		Holbrook
Ibex Close	Various		Binley and Willenhall
Red Lane	Various		Foleshill
Harnall Lane East	Various		St. Michael's
Tamworth Road	Various		Bablake
Alderminster Road	Various		Woodlands
Holbrook Lane	Various		Holbrook
Allard Way	Various		Binley and Willenhall
Humber Road	Various		Lower Stoke
Skipworth Road	Various		Wyken
Hocking Road	Various		Wyken
Hertford Place	Various		St. Michael's
Freeman Street	Various		Foleshill
Southbank Road	Various		Sherbourne

**Carriageway Resurfacing**

Road Name	From	To	Ward
Manor Road	Full Length		St. Michael's
Park Road	Full Length		St. Michael's
Sandy Lane	Railway Bridge	St Nicholas Street	Radford
Uplands	Mercer Avenue	Alliance Way	Upper Stoke
Wyken Croft	Doncaster Close	Hermes Crescent	Henley
Beake Avenue	Burnaby Road	Rylston Road	Bablake / Holbrook
Links Road	Beake Avenue	Sadler Road	Radford
Rochester Road	Beechwood Avenue	Radcliffe Road	Earlsdon
Alfall Road	Uplands	Dennis Road	Upper Stoke
Stonebrook Way	Full Length		Longford
Ringway St Johns	Start of slip	New Union Street Roundabout	St. Michael's
Old Church Road	Canal Bridge	Foleshill Road	Foleshill
Clifford Bridge Road	Roundabout (link to A46)		Wyken

### Carriageway Surface Treatment – Surface Dressing

Road Name	From	To	Ward
Wheelwright Lane	Boundary	Hen Lane	Holbrook
Cypress Croft	Full Length		Binley and Willenhall
Kirby Corner Road	Full Length		Wainbody
Cramper's Field	Full Length		Radford
Parkville Highway	83/95 Parkville Highway Spur Road	End of cul-de-sac	Holbrook
Hollyfast Lane	Full Length		Bablake
Bennetts Road South	Greens Road	Penny Park Lane	Bablake
Keresley Green Road	Full Length		Bablake
Foster Road	Sadler Road	Heathcote Street	Radford
Troutbeck Road	Full Length		Woodlands
Tudor Avenue	Full Length		Woodlands
Guild Road	Full Length		Foleshill
Maycock Road	Full Length		Foleshill
Longford Road	Full Length		Longford
Swan Lane	Walsgrave Road	Harnall Lane East	St. Michael's
Spencer Road	Full Length		Earlsdon
Wigston Road	Woodway Lane	Hemingford Road	Henley

### Carriageway Surface Treatment – Micro Asphalt

Road Name	From	To	Ward
Eden Road	Full Length		Henley
Paradise Way	Full Length		Henley
Browett Road	Barkers Butts Lane	Max Road	Sherbourne
Pomero Close	Full Length		Westwood
Copperas Street	Full Length		Longford
Trensale Avenue	Full Length		Sherbourne
Lawford Close	Full Length		Binley and Willenhall
Mill Street	Full Length		Sherbourne
Warwick Street	Full Length		Earlsdon
Capmartin Road	Outermarch Road	Owenford Road	Radford
Blythe Road	Full Length		St. Michael's
Peel Street	Full Length		Foleshill
Cobden Street	Full Length		Foleshill
Hall Lane	24 Hall Lane	55 Hall Lane	Henley
Watersmeet Grove	Full Length		Upper Stoke
Sedgemoor Road	Full Length		Cheylesmore

### Carriageway Retread

Road Name	From	To	Ward
Buckingham Rise	Risborough Close	Dunchurch Highway	Whoberley
Lion Fields Avenue	Full Length		Bablake
Lynmouth Road	Full Length		Henley
Sunway Grove	Full Length		Earlsdon
Wingfield Way	Full Length		Holbrook
Thirsk Road	Full Length		Earlsdon
Marina Close	Full Length		Westwood
Pegmill Close	Full Length		Cheylesmore
Dymond Road	Full Length		Holbrook
Shortley Road	Full Length		Cheylesmore

### Footway Improvement Schemes - Reconstruction / Overlay Schemes

Road Name	From	To	Ward
Links Road	Wallace Road	Beake Avenue	Radford
Westbury Road	Full length		Sherbourne
Oldfield Road	Allesley Old Road	Billing Road	Whoberley
Winifred Avenue	Full length		Earlsdon
Cannon Close	58 Cannon Close	Fletchamstead Highway	Earlsdon
Gaza Close	Full length		Westwood
Coleby Close Link Footpath	Coleby Close	Park Wood Lane	Westwood
Sedgemoor Road	93 Sedgemoor Road	Shetland Road	Cheylesmore
Foxton Road	Foxton Road	Primary School Entrance	Binley and Willenhall
Longfellow Road	Mellowdew Road	Browning Road	Lower Stoke
Kinton Road	Full length		Wyken
Elgar Road	Full length		Longford
Compton Road	Full length		Holbrook
Swan Lane	Walsgrave Road	14 Swan Lane	St. Michael's
Bennetts Road South	Penny Park Lane	Sandpits Lane	Bablake
Dane Road	Stoke Row	72 Dane Road	Upper Stoke
Quinton Road	Daventry Road	Franciscan Road	Cheylesmore

### Footway Improvement Schemes – Slurry Seal Schemes

Road Name	From	To	Ward
Brookford Avenue	Full length		Holbrook
Howard Street	Stoney Stanton Road	Harnall Lane West	Foleshill
Halford Lane	Penny Park Lane	Glentworth Avenue	Foleshill
Garth Crescent	Full length		Binley and Willenhall
Watery Lane	Elphin Close	Penny Park Lane	Holbrook
Henley Road	Deedmore Road	Woodway Lane	Henley
Hartington Crescent	200 Beechwood Avenue	34 Hartington Crescent	Earlsdon
Penny Park Lane	84 Penny Park Lane	Watery Lane	Holbrook
Arden Street	Full length		Earlsdon
Nutbrook Avenue	24 Nutbrook Avenue	45 Hawthorn Lane	Woodlands
Red Lane	Full length		Foleshill
Barbican Rise	Full length		Wyken
Mayflower Drive	Full length		Wyken
Alfriston Road	53 Alfriston Road	129 Alfriston Road	Wainbody
Billing Road	Allesley Old Road	7 Billing Road	Whoberley
Grosvenor Road	Grosvenor House	Westminster Road	St. Michael's
Highfield Road	Full length		St. Michael's
Smith Street	Full length		Foleshill
Howard Street	Full length		Foleshill

### Drainage Schemes

Road Name	From	To	Ward
Oldham Avenue	Hipswell Highway	Hocking Road	Wyken
Binley Road	Marlborough Road	Brays Lane	Lower Stoke
Green Lane	Oak Tree Avenue	Wainbody Avenue North	Earlsdon
Clifford Bridge Road	Bridgeacre Gardens	Portree Avenue	Wyken
Allesley Old Road	Billing Road	Maudslay Road	Whoberley

### Highway Structure Schemes

Road Name	Structure	Description	Ward
Ringway Swanswell	Swanswell Viaduct	Investigation & bridge repairs	St. Michael's
Ringway Hill Cross	Hill Cross Flyover	Bridge joint replacement	Radford/ St. Michael's/ Sherbourne
Leaf Lane	Jaguar Access Bridge/ River Sherbourne Bridge	Bridge joint replacement	Cheylesmore
Pickford Way	Allesley By-Pass Footbridge	Investigation & bridge repairs	Bablake/ Whoberley
Willenhall Lane	St James Lane Footbridge	Bridge inspection	Binley and Willenhall
Ringway Queens/ Ringway St Patricks	Friargate Bridge	Bridge joint replacement	St. Michael's
London Rd	Whitley Footbridge	Bridge repairs	Cheylesmore
Holbrook Lane	Lockhurst Lane Viaduct	Bridge joint replacement	Radford/ Holbrook/ Foleshill

### Verge Schemes

Road Name	From	To	Ward
Beake Avenue	Berwyn Avenue	Rylston Avenue	Bablake/ Holbrook
Charter Ave	Mitchell Avenue	John Rous Avenue	Westwood
Jobs Lane	Woodcraft Close	Woodcraft Close	Woodlands
Wallace Road	Full Length		Bablake

**Safety Schemes**

List of Schemes	Description
Wheelwright Lane	Safety scheme using various measures along route
Walsgrave Road	Average Speed Enforcement (ASE) scheme from its junction with Sky Blue Way to its junction with Ansty Road
Radford Road/ Keresley Road	ASE scheme -from its junction with Keresley Green Road to the Ring Road
Holyhead Road	ASE scheme - from its junction with Pickford Way to the Ring Road
Tamworth Road	ASE scheme - from its junction with Keresley Road to city boundary
Charter Avenue	ASE scheme - from its junction with A45 to Cromwell Lane
Kenilworth Road	ASE scheme - from its junction with Warwick Road to A45
Hearsall Common/ Hearsall Lane	ASE scheme - from its junction with Tile Hill Lane to Spon End
Allard Way	ASE scheme - from its junction with Binley Road to its junction with London Road
Allesley Old Road	ASE scheme - from its junction with Pickford Way to Spon End

**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.

**Urban Traffic Management Control**

Heading	Description
UTMC Fibre Communications	Roll out of fibre network for UTMC assets
Pedestrian Crossing Upgrades	Design and Implementation of proposed schemes: Sewell Highway/Blackberry Lane Sewell Highway/Bell Green Road Humber Road Beake Avenue/Burnaby Road Wheelwright Lane
General	Low cost works associated with UTMC
UTMC CCTV	Improvements to the UTMC CCTV system

## 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
Low Traffic Neighbourhoods	Investigation and implementation

## 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 Coventry South cycle routes Eastern Green Cycle Route Keresley Cycle Route A46 Link Road M6 Junction 3 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