

## **APPENDIX 3: COVENTRY TRANSPORT STRATEGY IMPLEMENTATION PLAN**

### **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 provides 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 to respond to changing circumstances arising from factors such as national, regional or local policy decisions or new funding opportunities.

#### **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 and shared 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 they will be delivered. 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, Coventry Very Light Rail (CVLR), 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
Future public transport network plan	Development of an integrated public transport network plan for Coventry, responding to factors such as the outcome of bus service network reviews, the outcome of the WM On Demand pilot scheme, network development work for the CVLR, and business cases for new railway stations and services		N/a							
<b>CVLR</b>										
CVLR 'demonstration project'	Development of a short section of track between Coventry Railway Station and Pool Meadow Bus Station to allow CVLR vehicles to be tested in a live environment. This section will eventually form part of Route 1		£25-£50m	City Region Sustainable Transport Settlement (CRSTS)						
CVLR Route 1	A first CVLR route, connecting Coventry Railway Station to University Hospital		£100m+	CRSTS/ Other sources TBC						
Further CVLR routes	Development of a further network of VLR Routes serving various key locations across the city		£100m+	TBC						
<b>Rail</b>										
Tile Hill Station improvements	Station improvements aimed at establishing Tile Hill as a transport	Partnership with Transport for	<£10m	CRSTS						

	interchange/Park & Ride site, serving the West side of the city	West Midlands (TfWM)								
New direct connections to the East Midlands	Establishing a direct rail connection between Coventry, Leicester and Nottingham	Midlands Connect	£100m+	Midlands Connect / Rail Network Enhancement Pipeline (RNEP)						
More frequent service to Leamington, Kenilworth and Nuneaton	Improvements, including at Coventry Station and some double tracking of the line between Coventry and Leamington, to enable an increased service of two trains per hour	Midlands Connect	£100m+	Midlands Connect / RNEP						
Potential further new railway stations	Potential further new railway stations at Binley & Willenhall, Coundon, Coventry South and/or Foleshill.  Further work is required to determine whether some, or all, of these stations would be viable	Partnership with TfWM / West Midlands Rail Executive (WMRE)	TBC depending on how many of the 4 potential sites are considered viable	RNEP						
<b>Bus</b>										
Expanded trial of WM On Demand	A wider rollout of the existing WM On Demand bus services, initially on a trial basis. This would see the service area expand to cover the whole city and the service's operating hours also extended, with potential for merging operations with other similar services such as Ring and Ride	TfWM	<£10m	TfWM/ Developer contributions						
Bus Service Improvement Plan (BSIP)	Delivery of plans set out in TfWM's BSIP, including freezing fares, expanding the use of contactless payments, ensuring tickets can be used across different operators and expanding the use of real time information at bus stops	TfWM	£50-100m (WMCA full area)	BSIP						

All Electric Bus City	All buses operating in the city to be replaced with electric buses	Partnership with TfWM	> 100m	DfT - All Electric Bus City grant (£50m)/ Bus operator contributions	■	■	■	■		
Ansty Park & Ride	Establishing an, initially bus-based, park and ride service at Ansty as part of the Coventry and Warwickshire CLEAN Hub project (with the potential to add a CVLR service at a later date)	Partnership with Warwickshire County Council (WCC) / Rugby Borough Council (RBC)	£50-100m	Partnership with private sector	■	■	■	■		

**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
Local Cycling and Walking Infrastructure Plan (LCWIP)	Development of a more detailed plan of walking and cycling improvements		N/a							
<b>City (and local) centre pedestrianisation</b>										
City Centre Traffic Management Plan	Introduction of further restrictions on car travel within the Ring Road, with the aim of ensuring that the whole city centre is designed primarily as a pedestrian friendly environment		<£10m	CRSTS						
Further city centre public realm improvements	Ongoing programme of further public realm improvements in the city centre		Ongoing programme	TBC – potential for developer contributions						
Local centre improvements	Ongoing programme of improvements to various local centres around the city, including public realm improvements and better walking, cycling and public transport connectivity		Ongoing programme	TBC – potential for CRSTS and developer contributions						
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 remove congestion and improve pedestrian and cycle access in and out of the city centre		£25-£50m	Major Road Network and Large Local Majors Programme/ Developer contributions						

<b>Dedicated cycleways</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	ATF/ Developer contributions/ Sustrans					
Foleshill Transport Package	Package of improvements to reduce the level of through traffic on Foleshill Road and encourage greater levels of active travel. The package includes segregated cycle facilities on Foleshill Road, as well as junction improvements on the A444 (to accommodate traffic displaced from Foleshill Road)		<£10m	CRSTS					
Coventry South/ London Road Transport Package	Various improvements on the London Road corridor, including remodelling of key junctions and the installation of segregated facilities for cyclists		£10-£25m	CRSTS/ 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	Developer contributions					
Keresley Connects cycleways	New cycleways connecting the planned SUE in Keresley to the city centre and to Allesley/ Lyons Park		<£10m	Developer contributions					

Further cycle network improvements	Ongoing programme to develop and deliver further cycleways, informed by the 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>Liveable Neighbourhoods/School Streets</b>											
Two initial Liveable Neighbourhoods	Development of two initial Liveable Neighbourhoods, in collaboration with local residents		<£10m	ATF							
Further programme of Liveable Neighbourhoods and School Streets	Ongoing, community-led programme to establish further Liveable Neighbourhoods and School Streets		Ongoing programme	TBC							
<b>Cycle and micromobility hire schemes</b>											
WM Cycle Hire	Ongoing expansion of the existing WM Cycle Hire scheme, with the aim of covering the whole city	TfWM	Ongoing programme	TfWM/ Developer contributions							
E-scooter rental scheme*	Expansion and roll-out of the existing pilot scheme	TfWM	TBC	Private operator							

\* Further actions dependent on national changes to legislation expected in 2023/24 subject to parliamentary timetable

**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 (LAQAP).

Road schemes will not be designed exclusively for cars and the Council will ensure that where new roads are built, or existing roads are improved, that space and facilities for pedestrians, cyclists and/or public transport is also designed in.

The table below shows improvements that are currently planned to the road network within, or immediately adjacent to the city 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
Updated Parking Strategy	Review of the Council's existing Parking Strategy		N/a							
Transport Design Guide	Design guide for new transport infrastructure associated with development but also applying to Council schemes		N/a							
Future highway network plan	Development of a more detailed planned of the city's future public transport network		N/a							
<b><i>New and improved roads</i></b>										
A46 Binley Junction improvements	Complete installation of a flyover at the A46 Binley Junction (currently underway)	National Highways	£50-100m	National Highways						
A46 Stoneleigh Junction improvements	Complete upgrades to the A46 Stoneleigh Junction (currently underway)	WCC	£25-50m	National Highways						



LAQAP highways schemes	Complete various highway improvement schemes aimed at reducing air pollution at several pinch points, including Spon End, Ring Road Junction 7 and the Holyhead Road area (currently underway)		£25-50m	Air Quality Implementation Grant						
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 in NW Coventry		£10-£25m	Developer contributions/ West Midlands Combined Authority forward funding						
A46 Walsgrave Junction improvements	Planned junction upgrade to improve journey times on a key strategic route	National Highways	£50-£100m	National Highways						
A46 Strategic Link Road	A new strategic link between the A46 South of Coventry (at Stoneleigh Junction) and either Solihull or the West of Coventry. This would create 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+	TBC						
M6 Junction 3 improvements	Improvements to reduce congestion at a key junction	National Highways	£25-£50m	National Highways						
<b>Highway maintenance, traffic management and road safety</b>										
Highway maintenance programmes	Ongoing programme of work to maintain our highways, cycleways and footways according to identified prioritisation based on condition and other factors		Ongoing programme	CRSTS						
Road safety programmes	Annual programme of road safety improvement schemes based on casualty reduction priorities		Ongoing programme	CRSTS						

Average speed cameras	Ongoing programme to reduce vehicle speeds within the city by rolling out average speed camera enforcement, with the aim of installing these on all major radial routes into and out of the city according to a prioritised programme		Ongoing programme	CRSTS						
5G monitoring/ Connected Autonomous Vehicles (CAV) Testbed	Various projects aimed at preparing our highway network for the future, including testing of CAVs and the rollout of 5G monitoring and other projects involving trialling and rollout of new transport technology	TfWM	Ongoing programme	TfWM/ Commercial/ Government research funding e.g. Innovate UK						

**Key**

Scheme in development:	
Construction/ scheme delivery:	

## 5. ZERO EMISSION AND SHARED 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
Electric Vehicle Charging Infrastructure Strategy	Development of a more detailed plan to expand the city's electric vehicle charging infrastructure		N/a							
Local neighbourhood EV charging hubs	Programme of EV charging/ multi-modal transport hubs in various locations around the city		Ongoing programme	Office of Zero Emission Vehicles (OZEV)						
Decarbonisation of the taxi fleet	Transition the taxi fleet operating in the city to zero emission vehicles in line with the Council's taxi licensing policy		N/a							
Coventry and Warwickshire CLEAN Hub	Creation of a multi-modal transport interchange initially with electric vehicle charging facilities and park and ride services, with further features to be added later	Partnership with WCC	£50-100m	Partnership with the private sector						
Trial of dynamic charging of electric vehicles	Development of "wireless" charging allowing EVs to be charged on the move.		<£10m	Partnership with the private sector						
Green Innovation Park	Creation of a 'super charging hub' for electric vehicles		£10-£25m	Partnership with the private sector						

Public electric vehicle charge points network expansion	Ongoing programme to expand the city's network of public electric vehicle charge points		Ongoing programme	OZEV						
E-Fleet - Try Before You Buy electric vehicle scheme	Ongoing operation of the Council's Try Before You Buy electric vehicle scheme for local businesses utilising electric vehicles purchased for the Council's own fleet		Ongoing programme	National Highways / CCC						
Expansion of car clubs/ car sharing services	Ongoing work with commercial partners to expand the provision of car clubs/ car sharing in the city, and encourage the provision of more shared electric vehicles		Ongoing programme	Private sector						

**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
City centre freight consolidation centre review	Consider options to establish freight consolidation centre(s) as part of the wider redevelopment of Coventry city centre. Further actions will depend on the outcome of the review									
Project Skyway	Investigation of the potential for drones to undertake longer distance deliveries along pre-determined corridors	Partnership with public, private and academic sectors	<£10m	DfT Future Flights						
Ansty freight consolidation centre	Establishing a freight consolidation centre in Ansty as part of the Coventry and Warwickshire CLEAN Hub project	Partnership with WCC	£50-100m	Partnership with private sector						
Last Mile Freight*	Investigation of potential for parcel lockers, drone delivery and other innovative solutions to last mile deliveries building on the Urban Air Port demonstrator project	Partnership with TfWM and private sector	TBC	TBC						

\* Timescales for this project are still to be determined

### Key:

Scheme in development:	
Construction/ scheme delivery:	



Regular community events	Ongoing programme including, for example, cycle training and community cycling events		Ongoing programme							
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**Key:**

Scheme in development:	
Construction/ scheme delivery:	