

Cabinet

14 March 2023

**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:**

2023/24 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 £12.9m 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.

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, All Electric Bus City and other developments, to Coventry Very Light Rail, a pioneering project that showcases Coventry as a city at the forefront of innovation.

These projects support the aims of the recently adopted Transport Strategy and the One Coventry Plan to promote continued growth and investment, tackle the causes 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 2023/24 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 and 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 2023/24 - Council 21st February 2023

**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 (CRSTS funding) was approved by Full Council on 22nd February 2022.

**Will this report go to Council?**

No

## Report title: 2023/24 Transportation and Highway Maintenance Capital Programme

### 1. Context (or background)

This report sets out a detailed capital programme of all Highway Maintenance and Transport schemes which are due to be carried out during 2023/24. 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 to the report.

### 2. Options considered and recommended proposal

#### Funding Sources

- 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 constituent 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. 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, with funding approval for the full £1.050bn received from DfT on 4<sup>th</sup> April 2022.
- 2.7 For Coventry, the following specific schemes were included in the WMCA's CRSTS funding programme:
  - **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.  
The first year of this five-year programme is nearing completion, and progress continues to be made on the delivery of the four schemes.
- 2.8 In addition to the above schemes, funding is also allocated within the CRSTS programme for Highways Maintenance and Local Network Improvement Plan (previously ITB). As in previous years, this funding will be distributed via TfWM in proportion to the population of each Local Authority. For Coventry, the 2023/24 allocation for Highways Maintenance is £4.086 million and the Local Network Improvement Plan is £2.034 million.
- 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. Scheme development has been progressed on the cycle routes with the aim of having scheme designs ready should any funding opportunities, such as future rounds of Active Travel Fund, present themselves.
- 2.11 Scheme development has also been progressed on the A46 Link Road, and M6 Junction 3. An Outline Business Case has been prepared for the A46 Link Road, but future scheme development will be undertaken in line with the South Warwickshire Local Plan Review which is underway. The Council is working with National Highways and Warwickshire County Council on the development of options for the improvement of junction 3, and these will be further refined during 2023/24 with a view to establishing a business case for a preferred option that could form the basis for future funding bids.
- 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>2023/24 (£m's)</b>
Local Network Improvement Plan	2.034
Highways Maintenance	4.086
Corporate Resources	2.369
<b>Subtotal of Core Funding</b>	<b>8.489</b>
Citizen Housing Group contribution	2.500
Section 106 (development)	1.000
Liveable Neighbourhoods	1.000
<b>Total</b>	<b>12.989</b>

## Highway Maintenance Schemes

- 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 As In previous years, £400k will be made available from the capital programme to provide resilience to the pothole & patching service, to ensure the city's roads and pavements are maintained to a safe standard. The JCB Pothole Pro, introduced in February 2022, has been working in the City for over a year and has delivered over 22,000m<sup>2</sup> of patching to the road network, improving the Councils speed of response for road maintenance. It has resulted in delivering road repairs up to five times faster than with conventional hand patching and has contributed to a reduction in the backlog of carriageway defects.
- 2.15 Right to buy receipts (RTB) of £2.5m 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 tenth year of improvements funded from right to buy receipts and this has increased greatly on the previous two years. The fund has now contributed to a significant investment in the City's road and pavement infrastructure, which equates to 75km of treated footways and carriageways.
- 2.16 The additional funding available this year will allow a significant programme of pavement improvements in and around Citizen areas, and complement the Councils' pavement programme, helping to achieve the One Coventry Plan objective of tackling inequalities in our communities. We will aim to target improvements in key areas where vulnerable residents need to access key locations, such as local shopping centres and medical facilities.
- 2.17 Significant price increases due to inflation, coupled with accelerated deterioration across parts of the network, created a £2.5m pressure on the 2022/23 programme. The Cabinet Member for City Services agreed to bring forward £1m from future years CRSTS funding, to be paid back over the next 4 years at £250k per year, and to slip £1.5m schemes into the 2023/24 programme. Deferred schemes are listed in Appendix 2
- 2.18 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.
- 2.19 Table 2 sets out the proposed capital programme for Local Network Improvement Plan and Highway Maintenance schemes for 2023/24. 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.
- 2.20 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.

## Traffic Schemes

- 2.21 The Local Network improvement plan comprises of schemes to improve road safety, help support vulnerable road users (including people with disabilities) and to improve traffic management to ensure we comply with our 'network management duty'. The schemes have been selected to support Council priorities such as tackling inequality (economic and health), supporting economic growth, and tackling climate change in line with the recently adopted Coventry Transport Strategy.
- 2.22 Improving road safety is a priority for the City Council: safer roads help promote active travel (walking and cycling) and our data shows that the Council's programme of introducing Average Speed Enforcement (ASE) has had a successful effect on the accident rate on roads with ASE showing, on average, a 70% fall in the number of people who have been killed or seriously injured and a decrease in average speed.
- 2.23 The team analyse accident data (based on accidents where people have been injured, as collected by the police) and produce a list of roads of most concern and where further ASE schemes should be considered, taking into account the causes of the accidents and whether speeding traffic is a significant factor. Any location considered suitable for ASE will require approval from West Midlands Police as the enforcement agency. WMP are the only body that can issue and collect speeding fines from the ASE programme, although some fines will be recycled into the speed awareness programme where offenders elect to attend such courses.
- 2.24 Speeding vehicles are a major source of concern across our network and as well as rolling out further ASE on major traffic routes, we are keen to manage speeds in local areas. This will include more Vehicle Activated Signs (which advise drivers on their speed and also collect data on speeds), measures to slow vehicles and, in particular, measures outside schools to improve safety around school gates. This may include the use of 20mph speed limits as well as physical measures in the road.
- 2.25 Another option that is currently being trialled in parts of Earlsdon and Lower Coundon, is the introduction of 'Liveable Neighbourhoods'. This is where, in consultation with local residents and councillors, we are looking to introduce measures such as 'modal filters' (points where vehicular traffic is prevented from passing, but pedestrians and cyclists can pass) to reduce 'rat running' and other measures such as improved cycle parking, sitting areas and so on, aimed at returning streets to their community.
- 2.26 The Urban Traffic Management and Control (UTMC) system operating in the city comprises signal-controlled junctions, pedestrian and cycle crossings, CCTV cameras monitoring traffic conditions, and variable message signs. These tools are used to manage traffic on the city's network as efficiently as possible, and continual investment is required to ensure that the latest technology is being deployed.
- 2.27 The UTMC investment programme for 2023/24 is focussed on upgrading the communications systems that enable the Council's control centre, based at Friargate, to operate most effectively, as well as introducing pedestrian facilities at junctions where none currently exist to make it easier and safer for people to walk around their neighbourhood. The upgrade, and where required, installation of new pedestrian and cycle crossings is also essential to facilitate walking and cycling and promote active travel. In addition, there is also a need for investment in the ongoing conversion of traffic lights from halogen to LEDs, with attendant financial and environmental benefits through reduced energy consumption, lowering operating costs and reducing carbon emissions, as well as improving reliability.

2.28 Due to inflationary pressures, the upgrade works planned at Beake Avenue/Burnaby Road in 2022/23 will now be funded as part of the 2023/24 programme and is included in Appendix 3 to the report.

2.29 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 in the Table below.

**Transportation & Maintenance Capital Programme 2023/24**

**Table 2**

	<b>Highways Maintenance</b>	£000s	£000s	£000s	£000s	£000s	£000s	Approval
		<b>Corporate Resources</b>	<b>Local Network Improvement Plan</b>	<b>Highways Maintenance Block</b>	<b>Citizen RTB</b>	<b>S106 &amp; External Funding</b>	<b>TOTAL</b>	
1	Planing and Patching	0	0	905	0	0	905	A
2	Resurfacing	1300	0	0	0	0	1300	A
3	Surface Treatments	669	0	331	0	0	1000	A
4	Footway Improvement Schemes	0	0	1100	2500	0	3600	A
5	Verges	0	0	50	0	0	50	A
6	Vehicle Safety Fence	0	0	150	0	0	150	A
7	Structures	0	0	650	0	0	650	A
8	Drainage Surveys / Maintenance	0	0	650	0	0	650	A
9	Pothole & Patching Service (Revenue Expenditure)	400	0	0	0	0	400	
10	Accelerated Funding	0	0	250	0	0	250	
	<b>Sub Total</b>	<b>2369</b>	<b>0</b>	<b>4086</b>	<b>2500</b>	<b>0</b>	<b>8955</b>	
	<b>Local Network Improvement Plan</b>							
11	Safety Schemes	0	550	0	0	0	550	A
12	Vulnerable Users	0	304	0	0	0	304	A
13	Scheme Development	0	290	0	0	0	290	B
14	Traffic Management	0	530	0	0	0	530	A
15	UTMC	0	360	0	0	0	360	A
16	Section 106 schemes	0	0	0	0	1000	1000	B
17	Liveable Neighbourhoods	0	0	0	0	1000	1000	B
	<b>Sub Total</b>	<b>0</b>	<b>2034</b>	<b>0</b>	<b>0</b>	<b>2000</b>	<b>4034</b>	
	<b>Grand Total</b>	<b>2369</b>	<b>2034</b>	<b>4086</b>	<b>2500</b>	<b>2000</b>	<b>12989</b>	

### Externally funded projects

- 2.30 Work continues on the construction of the Binley Cycle Route which, whilst not yet completed, is already being used by around 350 cyclists per day. The section of route as far as Allard Way is complete, and the remaining sections will be built in 2023/24 subject to the completion of further public engagement on the Clifford Bridge Road section. 2023/24 will also see the construction of improved cycle routes linking the University of Warwick campus to the city centre, with a segregated cycle route being built along Charter Avenue and Lynchgate, and improvements being made to the sections of NCN52 in the Earlsdon area of the city.
- 2.31 Scheme development work is progressing on further routes in the University of Warwick area, a route linking Eastern Green with the city centre along Holyhead Road, and routes linking Keresley with the city centre, Coundon and Allesley. The City Council is also working with National Highways and Warwickshire County Council on potential extensions of the Binley Cycle Route across the A46 Eastern Bypass to Binley Woods and Coombe Abbey.
- 2.32 The main focus of the Local Air Quality Action Plan has been on the construction of the highway improvements at Spon End and ring road junction 7. These works are well advanced, with completion expected in Summer 2023. The outcome will be reduced traffic congestion and increased highway capacity on this route into Coventry, which, allied to proposed traffic management changes on the Holyhead Road route, will result in reduced nitrogen dioxide levels across the city. Public engagement on the Holyhead Road and Coundon Road elements of the LAQAP will take place in Summer 2023 with a view to implementing those schemes in late 2023.
- 2.33 Delivery of the All-Electric Bus City is well advanced, and by Summer 2023 National Express will have 140 electric buses operating within the city. Work is being progressed in the installation of charging equipment for these buses at the main bus depot in the city centre, with the adjoining Cox Street Car Park being converted for electric bus use.
- 2.34 A separate report on the EV Charge Point programme was considered by Cabinet in February 2023 and is being taken to Council on 21st March. Roll out of Phase 7 of the On-Street Residential Charge Point scheme commenced in January 2023, which will take the number of publicly accessible charging bays in the city to 1291. A further round of funding is being sought from Government, whilst the Council is also preparing funding bids for local charging hubs that would be delivered on smaller car parks across the city to further expand the charging network within the city.
- 2.35 One of the highlights of 2022/23 was the Urban Air Port demonstrator project in May 2023, which delivered a world-first for Coventry with the construction and operation of a facility for drone operations on the Westminster Road Car Park site. This demonstrator attracted significant attention to the city, with over 10,000 visitors coming to view the facility and watch the demonstrations of the new technology. Building on this, the City Council is involved in two further projects aimed at developing the mechanisms for drone use for regular scheduled flights across longer distances, partnering with Coventry University, TfWM, private sector companies and local authorities at Reading, Oxford and Cambridge. These projects will be carried out over the next two years.
- 2.36 The city has also been at the forefront of connected and autonomous vehicle technology in recent years, and the latest project, in partnership with TfWM, Coventry University and a locally based company, Conigital, is for the testing of autonomous vehicle technology on the Coventry University campus, and on a designated route between the campus and the railway station. This project will also take place over the next two years.



- 2.37 The Coventry Very Light Rail programme has received formal approval from the WMCA for the draw-down of the first tranche of funding from the CRSTS allocation, with the Strategic Outline Business Case being approved by the WMCA Board on 13th January 2023. As a retained scheme, the funding also requires approval from the Department for Transport and that process is currently underway. This funding will allow completion of vehicle and track testing during 2023/24, including the installation of a section of track at Whitley Depot, whilst design of the first section of the CVLR route within the city centre will progress during 2023 with a view to construction being completed during 2024. This first section of route will operate as a city centre demonstrator in the first instance, showcasing the CVLR technology.
- 2.38 The Foleshill Transport Package has also commenced, with the construction of the new section of cycle route at Junction 9 on the ring road being completed in March 2023, and work is underway on the improvement of pedestrian and cycle crossings at the A444 / B4413 Blue Ribbon Roundabout. Design work and public engagement on the remaining elements of the scheme will take place during 2023 with proposals for a fully segregated cycle route and associated traffic management measures to reduce traffic flows on this route, bringing associated air quality and environmental benefits.
- 2.39 The Coventry South package, focussed on the London Road corridor, is currently at design and public engagement phase, with the aim of constructing the London Road / Abbey Road junction improvement as the first phase of the scheme during 2023/24.
- 2.40 An Outline Business Case has been prepared for the Tile Hill Station Interchange scheme, and discussions continue with TfWM on the best way of bringing this scheme forward.
- 2.41 The City Council continues to work with National Highways and Warwickshire County Council to promote a continued programme of improvements to the A46 junctions that serve key areas of the city. The Stoneleigh Junction, which provides an important gateway to the University of Warwick and southern edge of the city, is nearing completion, and is due to be open in Spring 2023. The grade separation of the Binley Junction was formally opened by National Highways on 3rd February 2023. Work continues on the development of the scheme to improve Walsgrave Junction, with a preferred option having been identified by National Highways following consultation in 2022.
- 2.42 £1 million has been secured from the WMCA for the development and implementation of Liveable Neighbourhoods in Earlsdon and Lower Coundon. Extensive community engagement is underway to develop these schemes for implementation in 2023/24, with the focus being on measures that will reduce the impact of traffic upon local communities, and which will help those communities re-claim their streets for wider community uses. This funding is included in table 2.
- 2.43 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 2023/24 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 2024.

### **5. Comments from the Interim Chief Executive (Section 151 Officer) and the Chief Legal Officer**

#### **5.1 Financial implications**

The core funding for the Transportation and Maintenance Capital Programme totalling £8.489m is set out in Table 1 and this was approved by Council on 21st February 2023. 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 £8.489m. 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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Transportation and Highways

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Rob Parkes	Place Team Leader, Legal Services	Law and Governance	15.02.23	15.02.23
Councillor P Hetherton	Cabinet Member for City Services	-	16.02.23	20.02.23

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**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.

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 £2.5m 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 £10 per square metre for slurry seal up to £115 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 £45 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 £65 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 £49 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 £12 per square metre and Micro Asphalt is typically £18 per square metre, compared to over £49 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 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 budget 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, such as 20mph speed limits/zones where appropriate, school time advisory 20mph limits and School Streets.

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.

### Traffic Management

This budget will be used to carry out changes to the public highway to reduce congestion make more efficient use of existing road space and improve safety. Examples include installing Traffic Regulation Orders, residents parking schemes, improvements to signing, road marking 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 the scheme development funding secured from the WMCA via the CRSTS Fund programme. 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
Brinklow Road	Various		Wyken
Burnaby Road	Various		Holbrook
Cannon Park Road	Various		Wainbody
Daventry Road	Various		Cheylesmore
Eastlands Grove	Various		Sherbourne
Fairfax Street	Various		St. Michael's
Four Pounds Avenue	Various		Sherbourne / Whoberley
Gayer Street	Various		Longford
Green Lane	Various		Wainbody
Hawkes Mill Lane	Various		Bablake
Holyhead Road	Various		Sherbourne
Jimmy Hill Way	Various		Holbrook
Kenilworth Road	Various		Wainbody / Earlsdon
Modbury Close	Various		Cheylesmore
New Union Street	Various		St. Michael's
North Brook Road	Various		Bablake
Oban Road / Bedworth Road	Various		Longford
Pickford Way	Various		Whoberley / Bablake
Potters Green Road	Various		Henley
Radford Road	Various		Radford / Sherbourne
Station Avenue	Various		Westwood
Swan Lane	Various		St. Michael's
Walsgrave Road	Various		Lower Stoke / Upper Stoke

**Carriageway Resurfacing**

Road Name	From	To	Ward
Bell Green Road / Sewall Highway	Junction		Upper Stoke / Longford
Eburne Road / Aldermans Green Road	Junction		Longford
Nuffield Road	Bell Green Road	Mulberry Road	Upper Stoke
Nunts Lane	Meadow Road	Wheelwright Lane	Holbrook
Proffitt Avenue	Old Church Road	Gayer Street	Longford

**Carriageway Surface Treatment – Surface Dressing**

Road Name	From	To	Ward
Aldminster Road	Full Length		Woodlands
Beech Tree Avenue	Full Length		Westwood
Bracadale Close	Full Length		Wyken
Buckingham Rise	Winsford Avenue	Risborough Close	Whoberley
Oakmoor Road	Full Length		Longford
Paxmead Close	Full Length		Holbrook
Pembury Avenue	Full Length		Longford
Pridmore Road	Full Length		Foleshill
Sandpits Lane	Full Length		Bablake
Shaftesbury Road	Full Length		Earlsdon
Southbank Road	Barker Butts Lane	Evenlode Crescent	Sherbourne
Spencer Avenue	Full Length		Earlsdon
St Andrews Road	Full Length		Earlsdon
Wyken Way	Heath Crescent	Little Field	Upper Stoke



### Carriageway Surface Treatment – Micro Asphalt

Road Name	From	To	Ward
Bishopton Close	Full Length		Woodlands
Bryn Road	Full Length		Foleshill
Dogberry Close	Full Length		Binley and Willenhall
Hertford Place	Full Length		St. Michael's
Holland Road	Full Length		Radford
New Road	Full Length		Bablake
Newhall Road	Full Length		Henley
Sydnall Road	Full Length		Longford

### Footway Improvement Schemes - Reconstruction Schemes

Road Name			Ward
Beamish Close			Henley
Botoner Road			St. Michael's
Burnham Road			Cheylesmore
Clark Street			Longford
Dane Road			Upper Stoke
Feilding Close			Henley
Forfield Road			Sherbourne
Grangemouth Road			Radford
Hollyfast Road			Sherbourne
Leicester Causeway			Foleshill
Morland Road			Holbrook
Neale Avenue			Bablake
Oldham Avenue			Wyken
Round House Road			Lower Stoke
Rupert Road			Radford
Victory Road			Foleshill
Wolfe Road			Westwood

### Footway Improvement Schemes – Slurry Seal Schemes

Road Name			Ward
Alvin Close			Binley and Willenhall
Anderton Road			Longford
Ballingham Close			Westwood
Bennetts Road North			Bablake
Brixworth Close			Binley and Willenhall
Broad Lane			Earlsdon
Brookside Avenue			Whoberley
Clay Lane			Upper Stoke
Conifer Paddock			Binley and Willenhall
Davenport Road			Earlsdon
East Street			St. Michael's
Halford Lane			Bablake / Holbrook
Heathcote Street			Radford
Henley Mill Lane			Henley
Houldsworth Crescent			Holbrook
Humber Avenue			St Michael's
Kirby Corner Road			Wainbody
Lynchgate Road			Wainbody
Lyndale Road			Whoberley
Parkgate Road			Holbrook
Poitiers Road			Cheylesmore

Radford Road			Radford
Round House Road			Lower Stoke
St Elizabeths Road			Foleshill
Swan Lane			St. Michael's
The Drive			Wyken
Upper Spon Street			Sherbourne
Wildcroft Road			Whoberley
Wilson's Lane			Longford

### Highway Structure Schemes

Road Name	Structure	Description	Ward
A4053, Ringway Swanswell	Swanswell Viaduct	Structural Assessment	St. Michael's
A4053, Ringway Rudge	Moat Street Flyover	Bridge deck repairs and expansion joint drainage	St. Michael's / Sherbourne
A4053, Junction 3 Slip Road	Leicester Spur North Retaining Wall	Parapet Repairs	St. Michael's
Beechwood Avenue	Beechwood Ave Footbridge	Principal Inspection	Earlsdon / Whoberley
Radford Road	Radford Road Rail Bridge	Principal Inspection	Radford / Sherbourne

### Verge Schemes

Road Name	From	To	Ward
Royal Crescent	Full Length		Binley and Willenhall
Sewall Highway	Blackberry Lane	Ansty Road	Wyken / Upper Stoke

### Drainage Schemes

Road Name	Description	Ward
Papenham Green	Replace existing weir gullies, and improved connection pipework to main sewer	Westwood
Birmingham Road	Improve drainage efficiency in this area, to ensure flows are kept within the highway boundary	Bablake
Churchill Avenue/Victory Road Junction	Replace existing ACO channels improved and connection pipework to main sewer	Foleshill
Staircase Lane	Installation of new gully	Bablake
Canley Road	Installation of two new gullies and connections to main sewer	Earlsdon / Whoberley
Rowley's Green Lane	Localised lowering of road, kerbs and the land adjacent to the River Sowe to improve flood flow routing.	Longford

### Deferred Schemes

Road Name	Treatment	Ward
Acacia Avenue	Carriageway Plane and Patch	St. Michael's
Allard Way	Carriageway Plane and Patch	Binley and Willenhall
Charter Avenue	Verge Protection	Westwood
Cox Street	Carriageway Resurfacing	St. Michael's
Manor Road	Carriageway Resurfacing	St. Michael's
Park Road	Carriageway Resurfacing	St. Michael's
Ringway St Johns	Carriageway Resurfacing	St. Michael's
Rochester Road	Carriageway Resurfacing	Earlsdon
Shilton Lane	Carriageway Resurfacing	Henley
Skipworth Road	Carriageway Resurfacing	Wyken
Stonebrook Way	Carriageway Resurfacing	Longford

**Safety Schemes**

List of Schemes	Description
Hearsall Lane/Hearsall common	ASE implementation (deferred from 2022/23)
Lockhurst Lane/Holbrook Lane/Wheelwright Lane	Safety scheme using various measures along route
Primrose Hill Street/King William St/ Berry St/ Paynes Lane	Safety scheme using various measures along route
Eburne Rd & Dutton Road	Safety scheme using various measures along route
Tile Hill Lane (A45 – Banner Lane)	Safety scheme using various measures along route
Moseley Ave & Engleton Rd	Safety scheme using various measures along route

\*Safety measures include the investigation of Average Speed Enforcement cameras (ASE)

**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 and modal filters.
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.
Ring Road Signage	Complete upgrade of signage
City Centre Traffic Management	Upgrades to signs, lineage and Traffic Regulation Orders
Far Gosford Street (Phase 2)	Upgrades to signs, lineage and Traffic Regulation Orders

**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.
School gate issues	Using school keep clears, waiting restrictions, crossing facilities and school time advisory 20mph schemes and also piloting Car Free School Streets
20 mph zones	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

## Urban Traffic Management Control

Heading	Description
Design and Implementation of proposed schemes	Beake Avenue - Burnaby Road (Deferred from 2022/23) Allesley Old Road - Queensland Avenue (funded from Air Quality) Beake Avenue - Links Road Holbrook Lane - Lythalls Lane Tile Hill Lane – Banner Lane (Funded from Section 106)
Pedestrian Crossing Upgrades  (2 year programme covering 2023/24 & 2024/25)	King William Street Holbrook Lane - Burnaby Road Foleshill Road - Beresford Avenue Walsgrave Road - Burns Road West St James Lane - Remembrance Road Tile Hill Lane - Limbrick Avenue Tile Hill Lane - Beechtree Avenue Kirby Corner Road Pelican Broad Lane - Farcroft Avenue
General	Low cost works associated with UTMC Halogen signal lamp upgrades to LED
UTMC Fibre Communications	Roll out of fibre network for UTMC assets

**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