

Cabinet

12 March 2024

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director approving the report:

Director of Transportation, Highways and Sustainability

Ward(s) affected:

All

Title:

2024/25 Transportation and Highway Maintenance Capital Programme

Is this a key decision?

Yes - the proposals are likely to have a significant impact on residents or businesses in two or more electoral wards in the City.

Executive summary:

This report brings together a £19.249m capital programme for the maintenance and improvement of the city's roads, pavements and transport infrastructure. The programme is funded through City Region Sustainable Transport Settlement (CRSTS), external funding and Citizen Housing Right to Buy receipts.

In addition, the report highlights the ambitious range of major projects to be delivered in the city. With increased funding as a result of additional grants and CRSTS re-profiling, we are able to further extend our successful Average Speed Enforcement programme and provide additional funding to better protect homes and communities in response to the January floods, as well as deliver an expanded programme of pavement works.

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 and consequences 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.

Recommendations:

Cabinet is requested to:

- 1) Approve the 2024/25 programme of Transportation and 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 and externally funded schemes, marked 'B' in Table 2 of the report.

List of Appendices included:

Appendix 1 - Description of all Maintenance and 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 2024/25 - Council 20th February 2024

Movement for Growth: The West Midlands Strategic Transport Plan

https://www.wmca.org.uk/media/1372/2016-06-01-mfg-full-document_wmca.pdf

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 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: 2024/25 Transportation and Highway 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 2024/25. 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.

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.
- 2.2 The devolved transport element of the settlement was made up of three 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 decarbonisation 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 is 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 14th January for submission to Government, with funding approval for the full £1.050 billion received from DfT on 4th April 2022.

- 2.7 For Coventry, the following specific schemes were included in the WMCA's CRSTS funding programme:
- Coventry Very Light Rail
 - Tile Hill Park and Ride
 - Foleshill Transport Package
 - Coventry South Sustainable Transport
- 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 2024/25 allocation for Highways Maintenance is £4.086 million and the Local Network Improvement Plan is £2.034 million.
- 2.9 Government has confirmed that there will be a second round of the City Region Sustainable Transport Settlement, covering the period 2027 to 2032. This provides a degree of certainty that assists with the forward planning of the investment programme for transport infrastructure, albeit the processes associated with developing that programme at a regional level are yet to be confirmed. For the West Midlands Combined Authority the CRSTS allocation for 2022-27 was £1.050 billion, and whilst the figure for the CRSTS2 period is yet to be confirmed, it is anticipated that a greater amount of funding will be made available following Government decisions about the re-allocation of HS2 budget. The continued work on scheme development is therefore important to provide a list of contingency schemes that could be brought forward as part of the CRSTS1 programme should there be slippage of other schemes, and also to provide a core programme of schemes for consideration as part of the CRSTS2 programme.
- 2.10 Scheme development has continued on the Keresley Link Road scheme, and it is anticipated that proposals will be brought forward for consultation during 2024/25. Some sections of the scheme are already being constructed as part of the Keresley Sustainable Urban Extension (SUE) residential developments that have secured planning approval. The link road will be partially funded through direct developer contribution, in line with Local Plan policy, whilst additional funding from Active Travel Fund 4 has been secured to advance delivery of cycle route connections between Keresley and the city centre by extending the completed Coundon Cycleway to Keresley (details in Appendix 1). Scheme development work is also continuing on the options for improving M6 Junction 3, in partnership with National Highways and Warwickshire County Council, and this study will be completed during 2024.
- 2.11 Work continues with National Highways, Warwickshire County Council and Warwick District Council on developing transport strategy options for the Coventry South area, in conjunction with the South Warwickshire Local Plan review
- 2.12 Table 1 sets out the available capital resources for Transport and Highways schemes.

Table 1 – Coventry Capital Resources

Funding Source	2024/25 (£m's)
Local Network Improvement Plan (LNIP)	2.034
Highways Maintenance (HMB)	3.836
CRSTS Re-profiling	4.000
Citizen Housing Group contribution	1.200
Network North (DfT)	0.439
Green Light Fund (DfT)	0.500
Active Travel Fund 4 (DfT)	7.240
Total	19.249

Highway Maintenance Schemes

- 2.13 As with previous programmes, there is an emphasis on making the best use of existing infrastructure. 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 Right to buy receipts (RTB) of £1.2m 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 eleventh year of improvements funded from right to buy receipts. The fund has now contributed to a significant investment, which equates to 83km of treated pavements and roads.
- 2.15 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, with some schemes deferred to 2023/24. Cabinet Member for City Services agreed to bring forward £1m from future years CRSTS funding, to be paid back over the following 4 years at £250k per year, this takes the available allocation for highways maintenance in 2024/2025 to £3.836m
- 2.16 High inflation and the impact of climate change have resulted in a challenging 12 months for our road network. To address this, officers have looked at re-profiling CRSTS expenditure and have identified an additional £4m which will be added to this year's programme. A significant element of this funding will be used to improve the condition of pavements and cycleways; this is essential for promoting active travel and providing safer facilities for more vulnerable people.
- 2.17 This additional amount will be further enhanced by £0.439m from a 'pothole fund' created as part of 'Network North', a fund created by the cancellation of HS2 North and redistributed to local authorities.
- 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 2024/25. 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 to the report.
- 2.20 In addition to making the best use of existing infrastructure, 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 schemes to improve road safety, help support vulnerable road users and to improve traffic management to ensure we comply with statutory 'network management duties' as set out within the Traffic Management Act 2004. The programmes selected for delivery in 2024/25 as part of the LNIP are intended to support Council priorities such as tackling inequality (economic and health), supporting economic growth, and tackling the causes and consequences of climate change in line with the recently adopted Coventry Transport Strategy.
- 2.22 Improving road safety is a priority for the City Council: more reliable roads contribute toward the priorities listed above whilst also helping to promote active travel (walking and cycling). 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 a significant fall in the number of people who have been killed or seriously injured and a corresponding decrease in average speed.
- 2.23 The team analyse injury collision data (as collated by the police) and produce a prioritised list where further road safety investigation and interventions, such as ASE schemes, may be considered. This evidence led approach ensures that our available resources are targeted to those locations where there is the potential to achieve the most positive outcomes. These schemes form part of the Local Safety Scheme element of the annual LNIP programme and form a mixture of site investigation, physical measures, and ASE type interventions.
- 2.24 It should be noted that West Midlands Police (WMP) is the only body that can issue and collect speeding fines. As such they are an integral partner of the city's ASE programme, with any proposed ASE requiring approval from WMP as the enforcement agency.
- 2.25 Speeding continues to be a major source of concern across our network and as such as part of the 2024/25 programme it is again intended to prioritise, with the support of WMP, the rollout of ASE schemes on major traffic routes across the city, with up to four sites being proposed in 2024/25.

- 2.26 Moving forward, in 2024 WMP is leading on a regional review of the use and provision of ASE with the intention of driving efficiencies, ensuring consistency, and establishing a sustainable operating model which enables further growth and expansion in the future. Whilst this work is ongoing it is intended to continue with an interim joint working agreement with the Police which mirrors and continues the current service level that has been in place since the inception of the scheme.
- 2.27 There will also be a further expansion of the vehicle actuated sign programme in 2024/25, including both fixed and mobile signs. This will form part of a suite of community focused interventions delivered through the Traffic Management portion of the LNIP.
- 2.28 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 help manage traffic on the city's network as efficiently as possible, and continual investment is required to ensure these facilities are fit for purpose and support the authorities network management responsibilities.
- 2.29 The UTMC investment programme for 2024/25 is set out in further detail in Appendix 3. The suite of measures proposed to be funded include measures to improve network reliability through enhanced communications systems and adoption of intelligent transport solutions as well as physical improvements such as introducing pedestrian facilities at junctions where none currently exist to make it easier and safer for people to walk around their neighbourhood. Several of the proposals set out in the programme are intended as multi-year programmes and as such have been carried forward from 2023/24 when enabling and design work commenced.
- 2.30 The proposed UTMC 2024/25 programme will be further expanded if a recent grant application to the Department for Transport as part of their Green Light Fund is successful. This £500,000 grant seeks to upgrade all remaining pelican crossings on the network with new intelligent LED based puffin crossings which will not only bring operational and road safety benefits but also provide financial and environmental benefits through reduced energy consumption, lowering operating costs and reducing carbon emissions, as well as improving reliability.
- 2.31 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 2024/25

Table 2

	Highways Maintenance	£000s	£000s	£000s	£000s	£000s	£000s	£000s	£000s	Approval
		CRSTS Re-Profile	LNIP	HMB	Citizen RTB	Network North	AT4	Green Light Fund	TOTAL	
1	Planing and Patching	0	0	750	0	0	0	0	750	A
2	Resurfacing	0	0	1600	0	200	0	0	1800	A
3	Surface Treatments	0	0	861	0	139	0	0	1000	A
4	Pavement Improvement Schemes	1250	0	625	1200	100	0	0	3175	A
5	Retread	800	0	0	0	0	0	0	800	A
6	Verges	100	0	0	0	0	0	0	100	A
7	Vehicle Safety Fence	150	0	0	0	0	0	0	150	A
8	Structures	600	0	0	0	0	0	0	600	A
9	Drainage Surveys / Maintenance	1100	0	0	0	0	0	0	1100	A
	Sub Total	4000	0	3836	1200	439	0	0	9475	
	Local Network Improvement Plan									
10	Local Safety Schemes	0	550	0	0	0	0	0	550	A
11	Vulnerable Users	0	304	0	0	0	0	0	304	A
12	Scheme Development	0	290	0	0	0	0	0	290	B
13	Traffic Management	0	530	0	0	0	0	0	530	A
14	UTMC	0	360	0	0	0	0	500	860	A
15	Active Travel 4	0	0	0	0	0	7240	0	7240	B
	Sub Total	0	2034	0	0	0	7240	500	9774	
	Grand Total	4000	2034	3836	1200	439	7240	500	19249	

Externally Funded Projects

- 2.32 The Binley Cycleway is substantially completed, with usage representing a fourfold increase on parts of the route. The remaining section of the route, along Clifford Bridge Road, is programmed for construction in 2024/25 following extended consultation. The additional section of the Binley Cycleway, along Allard Way to the New Century Park development, is under construction with completion in Spring 2024. Construction of the cycleway linking to the University of Warwick campus at Lynchgate has also commenced, with completion due in Spring 2024, and feeder routes to this new route are being developed for delivery during 2024/25 funded through S106 developer contribution.
- 2.33 Scheme development work is progressing on further cycle 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 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.
- 2.34 The Local Air Quality Action Plan (LAQAP) schemes at Spon End and Ring Road Junction 7 have been completed. The latest air quality monitoring assessment shows that the eastern end of Holyhead Road remains above the legal limit in terms of nitrogen dioxide levels, with a substantial reduction, and scheme development is underway for the traffic management measures required to reduce traffic levels on that section of Holyhead Road. The monitoring figures also indicate that Foleshill Road is now compliant with NO₂ thresholds, with the introduction of the fully electric buses on that corridor undoubtedly a factor in reducing the NO₂ levels. Further consultation on the proposals for Holyhead Road will take place later in 2024.
- 2.35 The roll-out of fully electric buses on the Coventry network continues to progress well, with 140 all electric buses now operating. National Express and Stagecoach are progressing the next stage of procurement and are on course for achieving 100% electric bus fleet by the end of 2025. The new buses are likely to be a factor in the strong performance of buses in Coventry, with bus patronage in the city being at 107% of pre-covid levels, which represents the strongest recovery across the West Midlands.
- 2.36 The On-street residential charge point programme continues with Phase 8 currently underway and potential for a further phase to be delivered in Spring 2024. These will take the number of EV charging units in the city to 1407, with 2163 EV charging spaces. Coventry remains the city with the greatest number of publicly accessible charge points outside London.
- 2.37 Transport innovation remains a key work area, with two ongoing projects relating to the use of drones, and a third project related to connected and autonomous vehicles. In addition, the Coventry Very Light Rail programme is progressing well, with the prototype vehicle undergoing full testing and the innovative trackform also undergoing testing at three sites. It is planned to deliver 800m of the first CVLR route between the railway station and the former IKEA store later in 2024; this section will initially be used as a demonstrator.

- 2.38 Part of the demonstrator proposal includes the implementation of the 'City Centre Traffic Management Plan' (this has been the subject of a recent consultation exercise) and the completion of the 'western link road' at Central 6. This will extend the new link road from Westminster Rd into Central 6 and will help alleviate traffic congestion on Warwick Road and around the station. These measures will facilitate the construction and operation of the CVLR demonstrator. This will be a significant showcase for the city, and for the regional VLR programme, and whilst the initial operations of the demonstrator will be under controlled test conditions, it is intended that this section of track will form part of the first VLR route within the city
- 2.39 With regard to the CRSTS programme of schemes, the Foleshill Transport Package is progressing through the scheme development phase, with planned construction of the A444 Blue Ribbon Roundabout improvement in 2024. This will improve traffic flow through this key junction, as well as providing better and safer pedestrian and cycle crossings for people travelling between Foleshill and Longford. Further consultation on options to create a cycle route to Foleshill will take place during 2024.
- 2.40 Delivery of the Coventry South package has commenced with the construction of the Abbey Road / London Road junction improvement, which will facilitate a new residential development as well as providing improved pedestrian and cycle crossings. That scheme will be completed in Summer 2024, whilst scheme development continues on the segregated cycle route along London Road, which will be consulted upon during 2024. Proposals to improve the pedestrian and cycle crossings at the Asda Roundabout are also being brought forward and will be consulted on during 2024/25.
- 2.41 Scheme development work is progressing for the Tile Hill Station Interchange in partnership with TfWM.
- 2.42 The Council is continuing to work with Warwickshire County Council and National Highways on the delivery of junction improvements on the A46. WCC is responsible for delivering the Stoneleigh Junction scheme, and delays have occurred due to difficulties in sourcing appropriate materials for the approach embankments to the new bridge. Nevertheless, the improved junction should be fully open during 2024. National Highways have, meanwhile, completed consultation on the proposed new Walsgrave Junction, with the next stage being the submission of a Development Consent Order application during 2024/25. This scheme will improve traffic flow on the A46, will help relieve traffic congestion on the local Coventry network, and will facilitate improved access to the University Hospital campus.
- 2.43 The Earlsdon Liveable Neighbourhood project has been subject to extensive community engagement and co-design during 2023/24, with the resulting scheme receiving Cabinet Member approval in January 2024 and the scheme moving into the delivery phase during Spring 2024.

- 2.44 The new Eastern Green junction on the A45, being funded by the developer and by Homes England, is due to open in Spring 2024, providing the primary access to the Eastern Green Sustainable Urban Extension (SUE). Scheme development work is also progressing on the active travel links between the SUE and the city centre, along Holyhead Road, as well as the proposed bus links into the site to provide direct public transport connectivity.
- 2.45 The 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, and in the vicinity of Broad Lane / Banner Lane. 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.
- 2.46 In response to the January 2024 flooding, additional funding is being made available through Highways Maintenance Capital funding to better protect communities that experienced internal flooding and those communities that are at future risk citywide going forward. This funding will be used to help secure additional local levy and grant in aid (GIA) funding to further bolster our programme and ensure the One Coventry objectives to tackle the impact of climate change are being met.

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 2024/25 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 2025.

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

5.1 Financial implications

The capital funding for the Transportation and Maintenance Capital Programme totalling £19.249m is set out in Table 1 and this was approved by Council on 20 February 2024. This programme is supplemented by funding from Citizen Right to Buy receipts, Active Travel Fund 4 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.

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 capital funding for the Transportation and Maintenance Capital Programme is set out in Table 1 above and totals £19.249m.

6. Other implications

6.1 How will this contribute to achievement of the One Coventry Plan? (<https://www.coventry.gov.uk/strategies-plans-policies/one-coventry-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 Councils 'Age Friendly' aspirations and helping to improve the health and wellbeing of 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, 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.

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Councillor P Hetherton	Cabinet Member for City Services	-	12-02-24	16-04-24

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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 pavement programme are not provided in this report, due to volume of extra preparation work.

As shown in the report there is also an extra £1.2m 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 £12 per square metre for slurry seal up to £130 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 £50 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 £72 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 £54 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 £14 per square metre and Micro Asphalt is typically £19 per square metre, compared to over £54 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). To reduce risk at source, flood reduction measures can entail construction of storage areas on the Highway or private land, e.g. ponds, swales and ditches for slow release. 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) planned for rollout 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.

Cycleway Maintenance

Cycleway maintenance will ensure routes remain optimised for users.

Maintenance of key cycle routes will be implemented in 2024 /25 and will comprise: sweeping, gully cleansing, trimming of hedges, vegetation clearance, rain garden maintenance and winter treatment.

The frequency and service type will be determined on a route by route basis and need, ensuring an efficient and effective treatment type is selected.

Local Network Improvement Plan

Local Safety Schemes

This allocation will be used in the development and implementation of road safety schemes and will be informed by the results of the annual three-year collisions review which identifies areas where there is a high incidence of recorded personal injury collisions (at least six in three years). A range of measures are proposed including:

- Expansion of the city's Average Speed Enforcement programme at a further 4 sites.
- A red light camera trial at 1 site.
- Implementation of the deferred 2023/24 LSS schemes at Eburne Rd/Dutton Road and Primrose Hill St/King William St Area.
- Route-based road safety studies/schemes at 4 locations to identify possible interventions for future funding 2025/26 onwards.

Vulnerable Users

This allocation complements the safety schemes programme, and will be used to carry out improvements for our most vulnerable road users including cyclists and pedestrians. Through this funding the following initiatives will be implemented in 2024/25:

- The trial deployment of static enforcement cameras at 3 school sites to aid and encourage the compliance of school keep clear and bus stop clearway restrictions.
- Review and refresh the city's 20mph speed limit policy recognising the good work that taken place in recent years to implement speed restrictions across the city and to determine future deployment priorities across the city.
- A 12-month review of the Knights Templar Schools Streets initiative and recommendations associated with its operation. The results of this review will inform and influence the planned implementation of the deferred School Streets Programme at a further 4 sites across the city which are now scheduled to go live in 2024/25.
- The provision of blue badge parking spaces and dropped kerbs to support local communities and aid access.

Traffic Management

This budget is intended to be community led and will be utilised to respond to emerging issues associated with network operation highlighted by local residents and other stakeholders. The intention being to reduce congestion, make more efficient use of existing road space and improving road safety. In doing so it will seek to make links, tie together and work with other schemes and initiatives taking place across the city, such as Active Travel Fund or S38/278 funded works to add value and ensure that a strategic approach, with a local focus to interventions is taken. Recognising that typically the number of service requests against this budget significantly exceeds available resources, it is intended to develop a prioritisation programme in 2024/25 to aid the management of such requests and ensure that resources are directed appropriately.

Examples of priority work programmes for 2024/25 include:

- Development of a prioritisation criteria to aid resource allocation. The proposed criteria and prioritisation of schemes will be presented to the June 2024 cabinet member (City Services) decision session.
- Establishment of a Speed Visor Mass action programme of Vehicle Actuated Signs which will enhance our ability to respond to service requests associated with speed management.
- Start of a new 2 year TRO Digitisation project which will see a transition of all TRO records and management processes to a fully digital system to aid service efficiency and improve customer engagement.
- Progression of 2 city wide reviews of parking restriction orders in response to resident and stakeholder requests.

Urban Traffic Management Control (UTMC)

This allocation will be used to improve traffic control across the city. The intention being to improve network performance and reliability through the introduction of intelligent connected systems which enhance our ability to monitor, understand and influence how the network operates and therefore is utilised. Priorities for 2024/25 include:

- Close out of the 2-year Sky Blue Network Fibre Connection Project which will see UTMC assets transferred to high performance, reliable fibre connectivity.
- Communications upgrade of the council's ring road variable message signs to enhance performance and reliability and transition to STRATOS management system to aid and enable the implementation of dynamic traffic management strategies.
- Upgrade/introduction of pedestrian facilities at three signal junctions, Beake Avenue at Links Road (deferred from 2023/24), Holbrook Lane at Lythalls Lane and Holbrook Lane at Hen Lane.
- Network performance upgrades, including LED and Mova validation works to aid network operation and reliability.

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.

Active Travel Funded Schemes

Coundon Park Cycleway Scheme

The Coundon Park Cycleway scheme will provide a high-quality segregated pavement and cycleway through Coundon Hall Park and connecting to the existing Coundon Cycleway. The scheme aims to improve cycling connectivity between the city centre and the Keresley Sustainable Urban Extension between Tamworth Road / Bennetts Road South. In addition, it will enhance links to the North-western side of Coventry. This scheme involves improvements to cycling and walking facilities within Coundon Park and along the existing road network. The works include the installation of three new toucan crossings, one on Tamworth Road, one on Long Lane and the other on Brownhill Green Lane to aid with safety and connectivity.

Funding amount is £2,209,000 and is through Active Travel Fund 4 (ATF4).

Coventry City Centre Cycleway Scheme

The scheme will provide a high-quality segregated cycleway in Coventry City Centre. The proposed cycleway is 1,100m long, and runs between Queen Victoria Road and Fairfax Street, via Corporation Street. A further 265m of cycleway is also being provided to facilitate access to it via Hill Street, Upper Wells Street and Spon Street. The scheme will complement the Council's wider plans to redevelop the city centre, including the proposed City Centre South regeneration scheme and will also provide access to destinations such as Coventry Railway Station, the Friargate business district (both located close to Queen Victoria Road and accessible to cyclists via Grey Friars Green) and Pool Meadow Bus Station. In addition, it will also connect several further cycle schemes on key radial routes in and out of the city centre, with access being provided to the existing Coundon Cycleway

via Hill Street and to the proposed Foleshill Road Cycleway via Upper Wells Street. The scheme is being implemented as part of a wider strategy to reduce current volumes of traffic in Coventry Centre and to prioritise walking, cycling and public transport. At a similar time as the cycleway is installed, the Council will also deliver the City Centre Traffic Management Plan (CCTMP) and the Coventry Very Light Rail (CVLR) system city centre demonstrator project.

Funding amount is £2,301,000 and is through ATF4.

New Century Park (Allard Way) Cycleway Scheme

Once complete, Binley Cycleway will provide a segregated cycleway that will run for approximately 6,400m along the Binley Road/Brinklow Road/Clifford Bridge Road corridor, connecting Coventry City Centre with University Hospital Coventry and Warwickshire, via Binley Business Park. The additional extended link along Allard Way to the New Century Park Estate, currently under construction with completion due in Spring 2024, will increase the scope of the approved scheme by approximately 320 metres providing a feeder route from a large residential area.

Funding amount is £550,000 and is through ATF4.

Foleshill Road Cycleway – Canal Basin to Shortridge Drive

Additional funding has been secured from the Active Travel Fund 4 extension (ATF4e) for the improvement of facilities for cyclists and pedestrians on Foleshill Road. This investment will complement the CRSTS funding already secured for the Foleshill Transport Package. Consultation has recently been undertaken into an element of the package to provide a segregated cycle route along the southern section of the ring road, and feedback from this is currently being reviewed. During 2024/25, the proposals will be reviewed and refined, with further consultation likely. The Foleshill area is in one of the most deprived parts of the city and is subject to significant public health inequalities, poor air quality, high traffic volumes and very low rates of walking and cycling, so the Foleshill Transport Package is aimed at tackling these issues by encouraging active travel and reducing the volume and speed of traffic.

Road Plane and Patch

Road Name	From	To	Ward
Holyhead Road	Various	-	Sherbourne
Hotchkiss Way	Various	-	Binley and Willenhall
Purefoy Road	Various	-	Cheylesmore
Fletchamstead Highway	Various	-	Earlsdon
The Stampings	Various	-	Foleshill
Francis Street	Various	-	Foleshill
Holbrook Way	Various	-	Holbrook
John Wigley Way	Various	-	Foleshill
Jardine Crescent	Various	-	Woodlands
Cash's Lane	Various	-	Radford/Foleshill
Woodcraft Close	Various	-	Woodlands
Orton Road	Various	-	Holbrook
Davenport Road	Various	-	Earlsdon
Light Lane	Various	-	Radford
Middlemarch Road	Various	-	Radford
Dunsmore Avenue	Various	-	Binley and Willenhall
Jimmy Hill Way	Various	-	Upper Stoke/ Foleshill/Longford/ Holbrooks
Upper Eastern Green Lane	Various	-	Woodlands
Lower Eastern Green Lane	Various	-	Woodlands
Yarningale Road	Various	-	Binley and Willenhall
Wyken Croft	Various	-	Wyken
Pleydell Close	Various	-	Binley and Willenhall
Longfellow Road/Hipswell Highway	Various	-	Lower Stoke/Wyken
Roughknowles Estate	Various	-	Westwood
Middle Ride	Various	-	Binley and Willenhall
Hinckley Road	Various	-	Henley
The Scotchill	Various	-	Bablake
Tonbridge Road	Various	-	Cheylesmore
Foleshill Road	Various	-	Foleshill

Road Retread

Road Name	From	To	Ward
Eastlands Grove	Full Length	-	Sherbourne
Modbury Close	Full Length	-	Cheylesmore
Frankton Avenue	Full Length	-	Earlsdon
Potters Green Road	Woodway Lane	School	Henley
Cannon Park Road	A45	No. 1	Wainbody
North Brook Road	Full Length	-	Bablake
Southbank Road	Evenlode Crescent	Cedars Avenue	Sherbourne
Langnor Road	Full Length	-	Upper Stoke

Road Resurfacing

Road Name	From	To	Ward
Four Pounds Avenue	Full Length	-	Sherbourne/ Whoberley
Mantilla Drive	Leamington Road	Peveril Drive	Wainbody
Sullivan Road	Full Length	-	Upper Stoke/ Longford
Classic Drive/Tesco Access	Tesco Access	-	Longford
Ringroad	Tbc	-	St. Michael's
Radford Road	Four Way Junction With Lydgate/Lawrence Saunders	-	Radford
A444 Slip	Slip Onto Stonebridge Highway	-	Cheylesmore
Abbey Road	The Avenue	-	Cheylesmore
Halford Lane	Full Length	-	Bablake/Holbrook
New Union Street	Warwick Road	-	St. Michael's

Road Surface Treatment – Surface Dressing

Road Name	From	To	Ward
Heathcote Street	Full Length	-	Radford
Bevington Crescent	Full Length	-	Sherbourne
Copthorne Road	Full Length	-	Bablake
Roman Road	Full Length	-	Upper Stoke
Postbridge Road	Full Length	-	Cheylesmore/ Earlsdon
Holyhead Road	Ringroad	Railway Bridge	Sherbourne
Station Avenue	Tile Hill Lane	Duggins Lane	Westwood
Gayer Street	Full Length		Longford
Stivichall Bypass (A444)	Boundary To	Whitley Interchange (Inbound)	Cheylesmore
Radford Road	Ringroad	Lydgate Road	Radford
Queens Isabel's Avenue	Full Length	-	Cheylesmore
Windsor Street	Full Length	-	Sherbourne
Barras Lane	Windsor Street	Holyhead Road	Sherbourne
Hawkes Mill Lane	Browns Lane	Wall Hill Road	Bablake

Road Surface Treatment – Micro Asphalt

Road Name	From	To	Ward
Aston Road	Full Length	-	Whoberley
Hartridge Walk	Full Length	-	Whoberley
Camden Street	Full Length	-	Upper Stoke
Chandos Street	Full Length	-	Upper Stoke
Delage Close	Full Length	-	Longford
Franciscan Road	Full Length	-	Cheylesmore
Gospel Oak Road	Full Length	-	Holbrook
Pembrook Road	Full Length	-	Holbrook
Station Street West	Full Length	-	Foleshill
Sunbury Road	Full Length	-	Cheylesmore

Vinecote Road	Full Length	-	Longford
Broadlands Close	Full Length	-	Earlsdon

Pavement Improvement Schemes - Reconstruction Schemes

Road Name			Ward
George Marston Road			Binley and Willenhall
The Avenue			Cheylesmore
Foxtan Road			Binley and Willenhall
Brownhill Green Road			Bablake
Scots Lane			Bablake
Wyken Avenue			Wyken
Deedmore Road			Henley
Macaulay Road			Lower Stoke
Frankton Avenue			Earlsdon
Dane Road			Upper Stoke
Pandora Road			Henley
Rosslyn Avenue			Sherbourne
Gaydon Close			Longford
Over Street			Longford
Parkland Close			Holbrook
Jenkins Avenue			Woodlands
Cromwell Lane			Westwood
Charter Avenue			Westwood
Midland Road			Foleshill
Edgwick Road			Foleshill
Corporation Street			St. Michael's
Kelvin Avenue			Wyken
Oldfield Road			Whoberley
Edmund Road			Foleshill
Sadler Road			Radford
Cramper's Field			Radford
Cannon Hill Road			Wainbody
Tiber Close			Woodlands

Pavement Improvement Schemes – Slurry Seal Schemes

Road Name			Ward
John McGuire Crescent			Binley and Willenhall
Broad Lane			Woodlands
Coundon Street			Sherbourne
Squires Way			Wainbody
Buckhold Drive			Whoberley
Church Lane			Woodlands
Wareham Green			Wyken
Silver Street			St. Michael's
Anderton Road			Longford
Broad Lane			Earlsdon
Clay Lane			Upper Stoke
Humber Avenue			St. Michael's
Radford Road			Radford
Albany Road			Sherbourne
Cromwell Lane			Westwood

Fairlands Park			Wainbody
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Highway Structure Schemes

Road Name	Structure		Ward
A4053, Ringway Swanswell	Swanswell Viaduct		St. Michael's
A4053, Ringway Hill Cross	Hill Cross Flyover		St. Michael's Radford/ Sherbourne
A4053, Ringway Whitefriars	Gantry 4b		St. Michael's
A4053, Ringway Queens	Friargate Bridge		St. Michael's
Carey Street	Carey St Bridge		Longford
A45, Fletchamstead Highway	Sir Henry Parkes Culvert		Earlsdon/ Westwood
A4053, Ringway Rudge/ Hill Cross	Holyhead Rd Overbridges		St. Michael's/ Sherbourne
A4114, Pickford Way	Allesley By-Pass Footbridge		Bablake/ Whoberley
A45, Kenpas Highway	Green Lane Rail Bridge		Wainbody/ Earlsdon
A45, Fletchamstead Highway	Fletchamstead Rail Bridge		Earlsdon/ Westwood
Various City Wide	Various		Citywide

Verge Schemes

Road Name			Ward
Penny Park Lane			Holbrook
Sewall Highway			Upper Stoke

Drainage Schemes

Road Name	Description	Ward
Oak Lane Slip Road Into A45.	Improve drainage efficiency in this area by introducing more gullies to reduce flood risk to the a45.	Bablake
Tamworth Road.	Installation of new gullies, carrier drainage and new connection to Severn Trent Water sewer in order to increase drainage efficiency.	Bablake
Staircase Lane	Improve drainage efficiency, introducing a new drainage and works to the River Sherbourne bank / highway boundary.	Bablake
Wall Hill Road	Installation of new gullies	Bablake
Canley Road – Trash Screen.	Removing the screen and replacing it with a new trash screen to improve flood protection.	Whoberley
Celilo Walk	Investigation and potential delivery of property flood resilience measures due to report of internal flooding.	Holbrook
Broad Lane.	Investigation and potential delivery of property flood resilience measures due to report of internal flooding.	Woodlands
Fairburn Way.	Investigation and potential delivery of property flood resilience measures due to report of	Bablake

	internal flooding.	
Heybrook Close.	Investigation and potential delivery of property flood resilience measures due report of to internal flooding.	Upper Stoke
Honeysuckle Drive.	Investigation and potential delivery of property flood resilience measures due report of to internal flooding.	Longford
Verbena Close.	Investigation and potential delivery of property flood resilience measures due report of to internal flooding.	Longford
Duggins Lane	Investigation and potential delivery of property flood resilience measures due report of to internal flooding.	Westwood
Citywide Flood Investigations	Citywide programme of investigations following the January 2024 flooding, business case preparation for partnership funding bids to better protect homes.	Citywide
Citywide Gully Repairs	Citywide programme of localised drainage maintenance and repairs.	Citywide
Citywide culvert asset surveys and repairs	Camera surveys of the citywide culverted watercourses to inform a programme of repairs.	Citywide

Safety Schemes

List of Schemes	Description
Average Speed Enforcement (ASE) <ul style="list-style-type: none"> • Moseley Avenue/Engleton Road • Wheelwright Lane/Holbrook Lane • Tile Hill Lane • Aldermans Green Road 	Provision of ASE* on four corridors across city. (*Subject to final scheme agreement from WMP)
Red Light Camera	Deployment of trial red light camera at one location across the city
Local Safety Interventions <ul style="list-style-type: none"> • Eburne Rd & Dutton Rd • Primrose Hill St – Victoria St - King William St - Berry St - Paynes Lane • Heath Rd - Barras Green – Mercer Avenue 	
Investigation and Scheme Development <ul style="list-style-type: none"> • Sewall Highway • A45/Tile Hill La/Herald Ave Gyratory • Lawrence Saunders Road • Bennetts South Rd - Keresley Green Rd 	Investigation and development of schemes as part of the establishment of priorities for 2025 onwards.

Traffic Management Schemes

Heading	Description
General low cost action, including minor traffic management schemes	Development of prioritisation process to aid the work load management of request for General low cost traffic management measures, including road markings, traffic signs, bollards and other minor remedial measures to improve safety/ease congestion. Report proposed to be presented to June 2024 Cabinet Member (City Services) setting programme for 2024/25. Small scale schemes to address traffic management issues e.g. refuges and modal filters.
Traffic Regulation Orders	Delivery of city wide parking restriction update order, revision 13 (May 2024) and revision 14 (January 2025). Commencement of 2 year digital TRO Project.
Resident Parking Schemes	Programme of new and amendments to existing resident parking schemes
Vehicle Activated Sign (VAS) programme	Provision of permanent or semi-permanent VAS to be deployed to address speed concerns and to collect network operational data

Speed Visor Programme	Mass action deployment of mobile temporary VAS in response to speeding concerns.
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Vulnerable Users

Heading	Description
School gate issues	Trial deployment of static enforcement cameras at 3 school sites on Winsford Avenue to aid and encourage the compliance of school keep clear and bus stop clearway restrictions.
School Streets	Knights Templar Schools Streets review and next steps. Roll out of phase 2 of the School Streets initiative at Cardinal Wiseman School, Ravensdale Primary School, Stanton Bridge Primary School and Southfields Primary School.
20 mph zones	Review and refresh of programme in light of emerging priorities
Access Management	Provision of blue badge parking spaces and dropped kerbs to support local communities and aid access.

Urban Traffic Management Control

Heading	Description
Beake Avenue at Links Road	Signal upgrade and provision of pedestrian phases
Holbrook Lane at Lythalls Lane	Additional pedestrian phases
Leamington Road/Daventry Road	T Junction and LED upgrade
Holbrook Lane at Hen Lane	New ped facilities at existing junction
Radford Road/J9	Wig Wag install to support Coventry Fire Station Operation
Burnaby Road at Catesby Road	Upgrade of ped facilities at existing junction
Network Performance Upgrades	A45 Broad Lane MOVA Validation and Scoot Validation of 4 x KRN Corridors
IMTRAK Asset Management Review and Update	Signal Asset review and future planning
VMS Comms Upgrade	Upgrade of Mesh to 4G connectivity to aid resilience
Fibre Upgrade programme	Close out of Sky Blue Network Project to aid comms resilience

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