

Cabinet

18 March 2025

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director approving submission of the report:

Director of City Services and Commercial

Ward(s) affected:

All wards

Title:

2025/26 Transport 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:

The Coventry Transport Strategy was approved by Council in December 2022. It is a 15-year Strategy which sets out plans to fundamentally change the city's transport system, including by investing in significant improvements to public transport, walking and cycling and by accelerating the transition to zero emission vehicles.

This report includes details of a number of capital programmes which will be delivered over the coming year. This includes a £3.1m programme of local network improvements, an £11.9m programme of highways maintenance and up to £2m (subject to funding approval) of further improvements to walking and cycling. These programmes form part of the Council's wider commitment to deliver the changes set out in the Coventry Transport Strategy.

Funding sources for these programmes include the City Region Sustainable Transport Settlement (CRSTS) and tranche 5 of the Active Travel Fund (ATF5). In the future, both CRSTS and ATF funding will be absorbed into the West Midlands' wider Integrated Settlement, along with several of further sources of transport funding.

Recommendations:

Cabinet is recommended to:

1. Approve delivery of the 2025/26 programmes of local network improvements and highways maintenance schemes, as set out in Appendices 1 - 3 of the report
2. Review the latest update on Active Travel Fund tranche 5 and delegate authority to the Director of City Services and Commercial, following consultation with the Cabinet Member for City Services and the Director of Finance and Resources, to:
 - accept any funding that is secured via this fund up to a maximum sum of £2.5 million pounds
 - add any schemes which receive sufficient funding to the five-year capital programme and approve their delivery
3. Review the latest update on arrangements for future transport funding to be received as part of the West Midlands Integrated Settlement

List of Appendices included:

- Appendix 1 – Local Network Improvement Programme 2025-26 Scheme List
- Appendix 2 – Highways Maintenance Description of Maintenance Schemes
- Appendix 3 – Highways Maintenance Scheme Locations

Background papers:

None

Other useful documents:

The Coventry Transport Strategy and accompanying Implementation Plan are published on the Council's website at <https://www.coventry.gov.uk/transport-strategy-2>

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?

The Transport Capital Programme will also be considered by the Council's Leadership Board. At the time of writing, the date for this meeting is to be confirmed.

Will this report go to Council?

No

Report title: 2025/26 Transport Capital Programme

1. Context (or background)

- 1.1. The Coventry Transport Strategy was approved by Council in December 2022. It is a 15-year Strategy which sets out plans to fundamentally change the city's transport system, including by investing in significant improvements to public transport, walking and cycling and by accelerating the transition to zero emission vehicles.
- 1.2. The Strategy is accompanied by a detailed Implementation Plan setting out the 'pipeline' of specific improvements that the Council intends to deliver over the lifetime of the Strategy, with a particular emphasis on years 1-5. This Plan was approved at the same time as the Strategy but has subsequently been updated, with some minor changes being approved by Cabinet in October 2024.
- 1.3. The Implementation Plan (published on the Council's website at <https://www.coventry.gov.uk/transport-strategy-2/coventry-transport-strategy-implementation-plan>) therefore includes details of all the major transport schemes which the Council is currently planning to deliver. This includes, for example, details of planned new segregated cycleways, significant junction improvements and public transport improvements such as the introduction of Very Light Rail and potential new railway stations. No decisions are currently being sought in relation to these major schemes, the development/delivery of which are ongoing.
- 1.4. The Strategy also includes delivery of a rolling programme of local network improvements and highway maintenance schemes across the city's road network, which complement the major schemes described above. This report provides details of the planned improvements which are proposed to be delivered under these programmes during 2025/26, for which approval is sought.
- 1.5. In addition to this, the report also provides an update on several smaller schemes aimed at promoting walking and cycling, which the Council hopes to deliver using ATF5 funding. These schemes are also intended to support successful delivery of the Coventry Transport Strategy. However, at this time the level of funding available to deliver these is still to be confirmed. Approval is therefore sought to delegate authority to the Director of City Services and Commercial to accept this funding (once this is confirmed), to add funded schemes to the 5-year capital programme and to approve their delivery.
- 1.6. Finally, the report provides an update on future funding arrangements for transport. This is also covered in a separate Cabinet report on the West Midlands Combined Authority Integrated Settlement.

City Region Sustainable Transport Settlement (CRSTS)

- 1.7. Investment in transport infrastructure is mainly funded via external funding, most of which is administered by the West Midlands Combined Authority (WMCA) as the strategic transport authority for the region. This is currently comprised of money from several different funds but the largest of these is CRSTS.

1.8. CRSTS is a five-year capital funding settlement between WMCA and central Government. Across the region, it is worth £1.1bn, over the period 2022 to 2027. As well as funding the development and delivery of several major schemes including, for example, the Coventry Very Light Rail Demonstrator Project, this also includes funding for our ongoing programmes of local network improvements and highways maintenance.

Local network improvements

1.9. Improving road safety is a priority for the Council and good progress is being made, with rolling three-year data showing a 38% reduction in personal injury collisions and a 40% reduction in casualties occurring on roads within the city over the last 10 years (2015-2024).

1.10. Each year injury collision data (as collated by the Police) is analysed and a prioritised list of locations where further investigation and interventions may be considered is produced. This evidence led approach ensures resources are targeted at locations where there is the potential to achieve the most positive outcomes.

1.11. These schemes form part of the annual Local Network Improvement Programme (LNIP), along with other schemes which help support vulnerable road users, improve traffic management and ensure compliance with the Council's statutory 'network management duties', as set out in the Traffic Management Act 2004.

1.12. In 2025/26, the City Council will receive just over £2m from CRSTS for the LNIP programme. However, a reprofiling exercise carried out in quarter 3 of 2024/25 made some additional funding (previously allocated to other CRSTS schemes in the region) available for further improvements, while the Council also secured funding through the Traffic Signal Obsolescence Grant and Green Light Fund in 2024. Once these additional funds are taken into account, this gives a total LNIP budget for 2025/26 of £3.1m.

1.13. The table below provides a high-level summary of how this funding will be spent, with each line representing a programme of works. Further details of some of these programmes is provided below, with a full list of the specific locations where work is proposed to take place also being provided in Appendix 1.

Programme/ scheme	Description of works included	Cost
Local Safety schemes	Road safety interventions based around priority sites including, site investigation and scheme development and implementation. To include road layout safety improvements, speed management including vehicle actuated sign and Average Speed Enforcement scheme extension (subject to support from West Midlands Police), and delivery of School Streets phase 3	£730,000

Vulnerable users	Measures focused on improving the safety and experience for vulnerable road users. To include Pedestrian Improvements, new crossing facilities and school related initiatives such as 20mph speed limits	£535,000
Traffic management	Provision of schemes and initiatives to aid the operation and efficiency of the network. To include junction improvement schemes, Moving traffic enforcement, traffic regulation orders and minor community lead interventions	£431,600
Urban Traffic Management and Control	Urban Traffic Management and Control focused enhancements and upgrades. To include LED upgrade to existing sites, including energy efficiency, and operational improvements, upgrade of portable variable message units, upgrade of crossing sites with installation of pedestrian crossing facilities	£613,000
Urban Traffic Management and Control Green Light Fund	Crossing and signal upgrades and improvements funded through the DfT Green Light Fund	£470,000
Major Scheme Development	Development of future schemes including, for example, carrying out traffic surveys, traffic modelling and scheme design	£290,400
TOTAL		£3,070,000

- 1.14. Average Speed Enforcement (ASE): As part of the 2024/25 LNIP programme the ASE network within the city has again been expanded, with three further corridors due to go live in March/April 2025. These three new routes will complement our existing extensive network of ASE on key corridors across the city.
- 1.15. In 2025/26 the Council will, in partnership with West Midlands Police, undertake a review of the existing ASE corridors, several of which have now been in situ for multiple years. West Midlands Police is the enforcement agency for the ASE programme, and as such is responsible for the issue and collection of speeding fines. A regional review of the ASE programme is also underway which will consider the potential for further development of enforcement activity to include red-light camera enforcement.
- 1.16. School-based initiatives: Supporting road safety and speed compliance at and around school sites continues to be a major priority and as part of the 2025/26 programme several school-based initiatives and interventions will be prioritised. This includes the expansion of the School Streets programme, the provision of enhanced pedestrian facilities and the introduction of 20mph speed limits outside schools.
- 1.17. Mini-speed visor programme: In 2024/25 the Council's mini-speed visor programme was launched, expanding use of vehicle actuated signs to improve compliance with speed limits. This programme is due to be expanded in 2025/26 and will form part of a suite of community focused interventions delivered through the Traffic Management portion of the LNIP.
- 1.18. Urban Traffic Management and Control (UTMC): The 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 they are fit for purpose and support the Council's statutory network management responsibilities.

- 1.19. The UTMC investment programme for 2025/26 includes measures to improve the operation of traffic signals across the network, including upgrades to LED technology, which is more reliable, enhances visibility, and reduces energy use by up to 75% (compared to traditional halogen heads). Signal upgrades will be carried out at four sites, introducing controlled pedestrian facilities at Cox Street, Swanswell Street, Tile Hill Lane and Banner, Lane, delivering improvements for pedestrians. Several of the proposals set out in the programme are intended as multi-year programmes and as such will be carried forward across years.
- 1.20. Crossing and signal upgrades: In 2025/26 the remaining Pelican Crossing sites in operation across the city will be upgraded to Puffin facilities. These upgrades are funded by the Traffic Signal Obsolescence Grant and Green Light Fund, with the first of the nine sites due to be upgraded being completed in January 2025. The remainder of the sites are scheduled for delivery in the first half 2025, while an additional element of the grant award managed by Transport for West Midlands will also be utilised to upgrade existing signal and Puffin sites at several locations.

Highways maintenance

- 1.21. Highways maintenance includes repairing roads and pavements, as well as carrying out preventative maintenance. In 2024/25 the highways maintenance programme included treating approximately 20km of carriageway and 16km of footway.
- 1.22. It should be noted that in 2022/23 significant price increases due to inflation, coupled with accelerated deterioration across parts of the network, created a £2m pressure on the highway maintenance programme, with some schemes being deferred to 2023/24. To address this, the 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 £250,000 per year. Taking this reduction into account, the CRSTS allocation for highways maintenance in 2025/2026 is £3.8m.
- 1.23. In addition to this, the recent CRSTS reprofiling exercise made a further £3.3m available for highways maintenance in 2025/26. A significant element of this funding will be used to improve the condition of pavements and cycleways, which is essential for promoting active travel and providing safer facilities for vulnerable people. This is further supplemented by £1.5m of funding secured from DfT and £2m of local funding.
- 1.24. Right to Buy receipts of £1.4m from the Citizen Housing Group will also 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 85km of treated pavements and roads.
- 1.25. This provides a total budget of £11.9m for highways maintenance in 2025/26. The table below provides a high-level summary of this programme. More detailed descriptions of the types of works which will be carried out under each heading are provided in Appendix

2, while the locations at which these works will be carried out are set out in Appendix 3.

1.26. The proposed programme focuses on ensuring that the worst affected roads and pavements across the city are properly repaired and that preventative maintenance is carried out. This is a key theme in the West Midlands Local Transport Plan and is also driven by the City Council's Highways Infrastructure Asset Management Policy and Strategy (January 2016).

	CRSTS	CRSTS rebasing	DfT funding	CCC funding	Citizen	TOTAL
Planning and patching				£950,000		£950,000
Resurfacing	£605,400	£1,350,000	£760,000	£250,000		£2,965,400
Surface treatments		£750,000	£500,000	£200,000		£1,450,000
Footway improvement schemes	£1,000,000	£650,000	£200,000	£250,000		£2,100,000
Retread		£500,000				£500,000
Verges				£100,000		£100,000
Vehicle safety fence	£150,000					£150,000
Structures	£700,000					£700,000
Drainage surveys/maintenance	£1,381,000			£219,000		£1,600,000
Citizen					£1,400,000	£1,400,000
TOTAL	£3,836,400	£3,250,000	£1,460,000	£1,969,000	£1,400,000	£11,915,400

1.27. Cabinet is requested to approve delivery of both the LNIP and highways maintenance programmes.

Active Travel Fund 5 (ATF5)

1.28. ATF is a further source of funding which is used to develop and deliver transport schemes that promote walking and cycling. In November 2024, it was confirmed that the WMCA would receive £5.2m under ATF5 to deliver schemes during 2025/26 and 2026/27. The WMCA is still in the process of determining how this funding will be spread across the region and which specific schemes it will fund.

1.29. The Council is currently seeking up to £2m of this funding to deliver the following schemes:

Scheme	Cost
Completion of the Coundon Cycleway (200m section connecting end of current route at Chester St with pedestrian/cycle overbridge at A4053)	£350,000
Signalised road crossings connecting the existing Coundon Cycleway and planned Coundon Park Cycleway to other routes and residential areas	£469,147

New signalised road crossings to improve access for pedestrians and cyclists at various other locations	£918,583
2 additional School Streets schemes	£80,000
Maintenance improvements to existing cycle and walking routes	£160,000
TOTAL	£1,977,730

1.30. As noted above, it is not yet known which/how many of the above schemes will be funded from the WMCA's overall ATF5 allocation. Cabinet is therefore requested to delegate authority to the Director of City Services and Commercial to accept this funding (once this is confirmed), to add funded schemes to the capital programme and to approve their delivery.

Future funding arrangements (Integrated Settlement)

1.31. From 2025/26 funding from various sources is being amalgamated and will be given to the WMCA as part of a single 'Integrated Settlement'. This includes funding for transport as well as economic development, adult skills, housing, regeneration and retrofit. This approach is intended to give the WMCA greater flexibility over how it uses more of its available funding in the future.

1.32. A separate Cabinet Report provides more detail on the Integrated Settlement. However, at this stage it will cover a single financial year only, with the following sources of transport funding being included in 2025/26. It should be noted that the ATF elements of the Settlement are additional to the previously announced allocation for ATF5, (see Sections 1.28 to 1.30), which will continue to be administered separately.

Previous funding source	Capital/ Revenue	Funding for 2025/26
Bus Service Improvement Plan	Revenue	£37,066,610
Bus Service Improvement Plan Capability and Capacity	Revenue	£125,000
Bus Service Operators Grant	Revenue	£1,792,259
Bus Service Operators Grant Plus	Revenue	£11,000,000
Active Travel Fund	Capital	£12,341,244
Active Travel Capability Fund	Revenue	£3,615,215
Local Electric Vehicle Infrastructure fund	Capital	£493,640

1.33. In total therefore, the Integrated Settlement includes £66.4m worth of transport funding for 2025/26, to be spent across the region as a whole. While much of this is likely to be retained by TfWM to support the delivery of bus services in the region, it is anticipated that some money will be made available to fund further improvements to active travel and electric vehicle charging infrastructure in Coventry.

1.34. It is not yet known exactly how much of this funding will be allocated to Coventry, or which projects these will be used to fund. Cabinet is therefore not being asked to make any decisions regarding this funding at this time.

1.35. It should be noted that in the longer-term it is intended that the Integrated Settlement will become a multi-year settlement between the WMCA and central Government and will also include future rounds of CRSTS.

2. Options considered and recommended proposal

- 2.1. Cabinet is recommended to approve delivery of the 2025/26 programmes of local network improvements and highways maintenance schemes. This is recommended to secure £15m worth of investment in maintaining and improving the city's highway network and improving road safety.
- 2.2. Appendices 1 – 3 set out the specific works that will be carried out under each of these programmes, if they are approved. If these are not approved in their current form, there would need to be a delay in starting the programmes to allow further work to place and there would be a risk that not all work would not be completed in required time.
- 2.3. Cabinet is also recommended to delegate authority to accept any funding that is secured via this Active Travel Fund Tranche 5 up to a maximum sum of £2.5 million pounds, to add any schemes which receive sufficient funding to the five-year capital programme and approve their delivery. This is recommended to accelerate delivery of any schemes which receive sufficient funding, ensuring that these can also be delivered within the required timescales.

3. Results of consultation undertaken

- 3.1. A public consultation was carried out prior to the Coventry Transport Strategy being adopted in 2022. The results of this were considered by Cabinet as part of the decision to adopt the Strategy. Where appropriate, separate consultations have also been/will also be carried out on the individual schemes prior to their implementation, with the precise details of this depending on the size and nature of the scheme.

4. Timetable for implementing this decision

- 4.1. If approved, the schemes described in Appendices 1 - 3 will be delivered over the 2025/26 financial year. It is therefore expected that all these schemes will be delivered by the end of March 2026.
- 4.2. If funding is secured, the schemes described in Section 1.29 of this report will be delivered over 2025/26 and 2026/27. It is therefore expected that fully funded schemes will be delivered by the end of March 2027.

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

5.1. Financial Implications

Approval is being sought to deliver a programme of local network improvements and highway maintenance schemes over 2025/26. The total cost of these schemes is £15m, comprised of £3.1m for local network improvements and £11.9m for highway

maintenance. Both programmes are fully funded, with the majority of the funding coming from CRSTS.

Cabinet are also requested to delegate authority to the Director of City Services and Commercial, following consultation with the Cabinet Member for City Services and the Director of Finance and Resources, to accept funding for a series of active travel schemes via ATF5. The Council is currently seeking up to £2m from this fund to deliver the schemes described in Section 1.29 of this report. It is not yet known how much of this funding will be secured and so delivery of these schemes is dependent on the level of funding which is ultimately secured.

The Transport Capital Programme detailed within this report is consistent with the City Services element of the 5-year Capital Programme 2025-26 to 2029-30, approved by Council in the 2025-26 Budget Report on 25th February 2025.

5.2. Legal Implications

5.2.1 The Council has various statutory duties relevant to this report. These include:

- Maintaining the City's adopted highway network and associated structures
- Maintaining the City's traffic management infrastructure
- Managing the City's road network to secure the expeditious movement of traffic
- Promoting/encouraging safe, integrated, efficient and economic transport facilities and services in conjunction with TfWM
- Investigating road accidents and introducing measures to reduce their recurrence
- Producing a definitive map recording all public rights of way in the City
- Acting as a 'risk management authority' in respect of highway drainage for the purposes of the Flood and Water Management Act 2010.

5.2.2 The delivery of the proposed schemes is therefore intended to ensure that the Council meets these statutory duties.

5.2.3 The Council also has various statutory powers which allow it to improve or add to the existing highway/traffic management infrastructure and which will be relied on to deliver these programmes.

5.2.4 Where the delivery of the programmes of local network improvements and highways maintenance schemes, as set out in Appendices 1 - 3 of the report require any procurement exercise, such exercise will be undertaken in accordance with the applicable procurement regulations (including the Procurement Act) and contract procedure rules (as applicable).

6. Other implications

6.1. How will this contribute to the One Coventry Plan?

(<https://www.coventry.gov.uk/strategies-plans-policies/one-coventry-plan>)

The Coventry Transport Strategy is closely aligned with the One Coventry Plan. In particular, the four objectives which the Strategy is built around (supporting the city's economic recovery and enabling long-term growth, delivering a sustainable, low

carbon transport system, ensuring equality of opportunity and maximising health and wellbeing and reducing health inequalities) are very closely aligned with those that are described in the One Coventry Plan.

Achieving all these objectives requires a change in the way in which people travel to, from and around Coventry. The schemes contained in the Transport Capital Programme support the implementation of the Coventry Transport Strategy and are therefore intended to help bring about this change.

6.2. How is risk being managed?

Individual schemes/programmes are subject to the Council's usual governance and risk management arrangements. This is proportionate to the stage of development/delivery which they are at and the level of spend associated with them.

For example, at an officer level, the Transport Capital Programme Board maintains oversight of all capital schemes that are delivered directly by the Council.

6.3. What is the impact on the organisation?

None

6.4. Equalities / EIA?

An Equalities Impact Assessment (EIA) was carried out prior to the Coventry Transport Strategy being adopted in 2022. This EIA remains current and covers the activity described in this report.

However, it should be noted that larger individual schemes are also subject to their own EIAs.

6.5. Implications for (or impact on) climate change and the environment?

The decarbonisation of the transport system is at the heart of the Coventry Transport Strategy, with delivering a sustainable, low carbon transport system being one of its four core objectives. The programmes described in this report are therefore intended to contribute to this goal.

This approach is critical to enable Coventry City Council to achieve its carbon emissions reduction targets and the objectives of the emerging Climate Change Strategy and One Coventry Plan.

6.6. Implications for partner organisations?

None

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