
Cabinet Member for City Services

24 September 2025

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Regeneration and Economy

Wards affected:

St Michael's, Earlsdon, Cheylesmore

Title: City Centre Cycle Route – Cycleway Designation Report

Is this a key decision?

No

Executive Summary:

Cabinet Member, City Services approved the delivery of a Red Route and Cycleway in the city centre on 28 February 2024, which included designation of sections of Cycleway in the City Centre as part of both those schemes.

At the time of making this decision, the full design of the City Centre Cycleway was not fully known due to the ongoing Coventry Very Light Rail project being developed at the same time. As such, only part of the City Centre Cycleway was included in that decision of 28 February 2024, namely the section north of the Coventry Very Light Rail live on-road trial area. The extents of the City Centre Cycleway covered by that previous decision are Queen Victoria Road, Corporation Street, Upper Well Street and Hales Street.

Following successful delivery and operation of the Coventry Very Light Rail trial earlier this year, design work on the remaining section of the City Centre Cycleway was progressed in parallel with work to reinstate the road environment where the on-road trial took place.

This report now presents the remaining area of footways where cycleway designation is likely to be required to deliver a joined-up, continuous cycle route between Pool Meadow Bus Station and Coventry Railway Station. The scope of this report also extends south to the junction of Warwick Road and Spencer Road, following the Council's receipt of Section 106 funds to deliver cycle infrastructure improvements tied to the VITA Students development on Warwick Road. Consultation and feedback were already considered in the report of 28 February 2024 or as part of the planning process for the student housing.

Recommendations:

It is recommended that the Cabinet Member for City Services:

- 1) Approve the removal of footways and construction of new footways and cycle tracks on Queen Victoria Road, Greyfriars Road, Warwick Row, Warwick Road, Manor House Drive, Ringway St Patricks, Eaton Road, Friargate Boulevard, Westminster Road, Central Six Retail Park Access Road, Michaelmas Road and Spencer Road, under Sections 65 and 66 of the Highways Act 1980 which for the purposes of identification are shown in Appendix B attached to the report.
- 2) Approve the designation of cycle track along Freemans Way, Greyfriars Green and the footpath between Manor House Drive and Warwick Road under Section 3 of the Cycle Tracks Act 1984 which for the purposes of identification are shown in Appendix B attached to the report.
- 3) Approve the addition of £1,502,310 to the five-year capital programme following confirmation of the ATF4 change request and confirmation of the Active Travel Integrated Settlement.
- 4) Approve the reallocation of £2,197,690 of funding previously outlined in the Highways Capital Programme as approved by Cabinet on 18 March 2025.

List of Appendices included:

Appendix A – Previous extents of Cycleway Designation (28 February 2024 report)

Appendix B – Proposed new extents of Cycleway Designation (this report)

Other useful background papers:

None

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel, or other body?

No

Will this report go to Council?

No

Report title: City Centre Cycle Route – Cycleway Designation Report

1. Context (or background)

- 1.1. As part of the development of Coventry Very Light Rail, best practice was considered to segregate cyclists from tram tracks, and the City Centre Cycleway route between Pool Meadow and Coventry Railway station was proposed along the same corridor as the anticipated first route of Coventry Very Light Rail at the time.
- 1.2. The City Centre Cycleway not only will ensure safer conditions for cycling when Coventry Very Light Rail enters full service but also joins up many existing cycle routes that come into – but do not currently cross the City Centre. The City Centre Cycleway will therefore play a key role in supporting more people choosing to make short journeys into and across the city centre by cycle, reducing congestion and improving physical and mental wellbeing.
- 1.3. The section of City Centre Cycleway between Queen Victoria Road and Pool Meadow was already included in the Cabinet Member decision of 28 February 2024, but due to the ongoing works to design and ultimately deliver the successful on-road trial of Coventry Very Light Rail on Queen Victoria Road and Greyfriars Road, it wasn't possible at that time to include the scope of the City Centre Cycleway south of Queen Victoria Road.
- 1.4. It is now known that the City Centre Cycleway will continue along Greyfriars Road and part of Warwick Road to reach Coventry Railway Station, and as such parts of these roads will need to have sections of footway designated as cycleway.
- 1.5. Around the same time, the development of VITA Student accommodation on Warwick Road released Section 106 (S106) funding to deliver cycling improvements along Warwick Road.
- 1.6. The extents of cycleway designation requiring approval are shown at Appendix B. Appendix A shows for completeness the sections that were already designated in the report of 28 February 2024.

2. Options considered and recommended proposal

- 2.1. The recommended option places the proposed cycleway on the south-western side of Greyfriars Road (the same side as Sheriffs Orchard). This ties in with the existing approved section of City Centre cycleway, which runs along the western side of Queen Victoria Road (the same side as Croft Road). This connects with the existing shared use cycleway along Warwick Row and Freemans Way (the existing foot and cycle path across Greyfriars Green). This would be the primary route to access the railway station, via Friargate Boulevard, which is also included in this designation recommendation.
- 2.2. To provide connectivity to and from the Bull Yard area and other parts of the city centre, it is also recommended to designate cycleway on the eastern side of Warwick Road between Greyfriars Road and Friargate Boulevard; and extend the existing cycleway designation along Warwick Row. This better reflects how this area operates and the road layout changes that have been implemented in recent years.

- 2.3. Between Ringway St Patrick's and Michaelmas Road, the sections of footway-cycleway being designated along Warwick Road are those that tie into existing TOUCAN crossings (which can be used by both cyclists and pedestrians).
- 2.4. South of Michaelmas Road, it is recommended to designate the western side of Warwick Road, where the S106 funding will be used to widen the footway to create a shared use footway cycleway. The S106 funding will be used to convert the existing pedestrian crossing on Warwick Road at Michaelmas Road to a TOUCAN crossing (which can be used by both cyclists and pedestrians). This will not result in any changes to traffic signal phasing or timings.

3 Results of consultation undertaken

- 3.1.1 Consultation on the City Centre Cycleway is reported in the Decision report of 28 February 2024.
- 3.1.2 The allocation of S106 funds associated with the VITA Students development is through the statutory planning process, and consultation took place as part of consideration of that application. Planning documents and the decision notice for the VITA Students development can be found on the council's planning portal under application reference FUL/2020/0217.

4 Timetable for implementing this decision

- 4.1 If approval is given for the designation, the approved schemes will be constructed in the 2025/2026 and 2026/2027 financial years.

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

5.1 Financial implications

- 5.1.1 The funding required for all sections of the City Centre Cycleway is £3,808,500 in total as shown in Table 1 below.
- 5.1.2 £108,500 is secured through S106 contributions. The remaining £3,700,000 is subject to an Active Travel England change request and funding submission to West Midlands Combined Authority.
- 5.1.3 £2,197,690 of the scheme will be funded through the Active Travel 4 (ATF4) capital grant allocation as approved by Cabinet on 18 March 2025.

Grant	Status	Value
S106	Secure	£108,500
Active Travel Fund 4	Subject to change request	£2,197,690
Active Travel Integrated Settlement	To be secured	£1,502,310
Total		£3,808,500

- 5.1.4 The funding can only be spent on the cycleway and not revenue type activities such as highway maintenance.
- 5.1.5 The scheme is being delivered in sections by the Council's Direct Labour Organisation (DLO) and its sub-contractors and spend profiles have been and will be monitored throughout. In the unlikely event of a shortfall, options to value engineer will be sought to ensure full scheme delivery within the £3,808,500 budget.
- 5.1.6 There are no additional revenue implications of the scheme. Cycleways are significantly cheaper to maintain than carriageways over their lifetime because wear and tear is directly related to vehicle weight. The scheme will also resurface parts of the existing footway and carriageway and upgrade traffic signals. This effectively resets the maintenance cycle back to its lowest cost point.
- 5.1.7 In the highly unlikely scenario that the funding bid and change request aren't approved, the scheme will not progress. There are therefore no additional financial implications for the Council arising from the recommendations of this report.

5.2 Legal implications

- 5.2.1 Pursuant to Section 66 of the Highways Act 1980 the Council has powers to remove the footway and under Section 65 of the said Act to construct a cycle track, although this may involve little actual physical work.
- 5.2.2 Under Section 66 of the Highways Act 1980 the Highway Authority is under a duty to provide proper and sufficient footways by the made-up carriageways where it is considered necessary or desirable for the safety or accommodation of pedestrians. Here where we propose a shared space, the area is wide enough for cyclists and pedestrians to safely share.
- 5.2.3 The Council has powers pursuant to Section 23 Road Traffic Regulation Act 1984 to install, vary or remove pedestrian crossings in the highway and will adopt the legal procedure for the installation and upgrade of the crossing(s) referred to in this report.
- 5.2.4 Pursuant to Section 3 of the Cycle Tracks 1984 the Council has powers to convert a footpath (as opposed to footway) into a cycle track over which pedestrians still have a right of way on foot.
- 5.2.5 Under the Council's Constitution, these powers are delegated to the Cabinet Member for City Services.

6 Other implications

6.1 How will this contribute to achievement of the Council Plan?

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

- 6.1.1 It is considered that the proposals support the Council Plan objective to create an attractive, greener city by making it easier for people to travel around the city on cycle, thereby reducing vehicle emissions, improving the environment, and tackling

climate change, and supporting the delivery of the Local Air Quality Action Plan for Coventry.

6.1.2 Furthermore, this proposal will also help deliver against several of the city's "Marmot City" goals, as active travel is a significant ill health preventative measure.

6.1.3 Finally, the proposal will also help the city achieve its economic objectives by making the city centre more attractive

6.2 How is risk being managed?

6.2.1 Risk is being managed through the project governance in place for the wider CVLR programme.

6.3 What is the impact on the organisation?

6.3.1 None

6.4 Equalities / EIA (Equalities Impact Assessment)?

6.4.1 A full EIA has been produced and was reported in the Decision Report of 28 February 2024.

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

6.5.1 The works will have a positive impact on the environment by improving the cycle network, making cycling a more attractive travel option for local journeys, and encouraging modal shift from car to cycling for some journeys.

6.6 Implications for partner organisations?

6.6.1 Better conditions for cycling, leading to potential increased use of TfWM cycle hire scheme.

6.6.2 Greater uptake of cycling and active travel in general leading to healthier lives and less long-term reliance on National Health Service interventions in later years.

Report author:**Name and job title:**

John Seddon – Strategic Lead, Policy and Innovation

Directorate:

Regeneration and Economy

Tel and email contact:

Tel: 024 7697 7282

Email: john.seddon@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/ approver name	Title	Directorate	Date doc sent out	Date response received or approved
Contributors:				
Michelle Salmon / Caroline Taylor	Governance Services Officer	Law and Governance	02.09.25	02.09.25
Sunny Heer	Lead Accountant	Finance and Resources	22.08.25	26.08.25
Names of approvers for submission: (officers and members)				
Andy Williams	Director of Regeneration and Economy	Regeneration and Economy	12.09.25	15.09.25
Rob Parkes	Team Leader, Legal Services	Law and Governance	22.08.25	25.08.25
Councillor P Hetherton	Cabinet Member for City Services	-	28.08.25	01.09.25
Julie Fairbrother	Communications Manager		02.09.25	04.09.25
Tina Pinks	Finance Manager	Finance and Resources	08.09.25	12.09.25

This report is published on the council's website: www.coventry.gov.uk/council-meetings