

Cabinet

17 March 2026

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director approving submission of the report:

Interim Director of City Services

Ward(s) affected:

All wards

Title:

Transport Capital Programme 2026/27

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 the Highways and Transport capital programme for 2026/27, which includes a £2.5m programme of Local Network Improvements, an £11.3m programme of Highways Maintenance, a £5.8m programme of Active Travel schemes and a £1.5m programme of new electric vehicle charge point installation. 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), tranche 5 of the Active Travel Fund (ATF5), the Active Travel Integrated Settlement (ATIS) and the Local Electric Vehicle Infrastructure fund (LEVI).

Recommendations:

Cabinet is recommended to:

1. Approve delivery of the 2026/27 programmes of Local Network Improvement schemes and Highways Maintenance schemes, as set out in Appendices 1 and 3 of this report
2. Accept £4,116,382 of funding from the Active Travel Integrated Settlement and £250,000 from the Walk Wheel Cycle Trust and to approve the delivery the schemes listed in Sections 2.29 to 2.31 of this report
3. Review the latest updates on various other capital schemes also due to be delivered during 2026/27.

List of Appendices included:

The following appendices are attached to the report:

Appendix 1 – Local Network Improvement Programme scheme list
Appendix 2 – Description of Highways Maintenance schemes
Appendix 3 – Highways Maintenance programme scheme list

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?

No

Will this report go to Council?

No

Report title: Transport Capital Programme 2026/27

1. Context (or background)

- 1.1. The Coventry Transport Strategy was first approved by Council in December 2022, before being updated in October 2024. It is a 15-year Strategy which sets out plans to fundamentally change the city's transport system by investing in significant improvements to public transport, walking and cycling and by accelerating the transition to zero emission vehicles.
- 1.2. To achieve this the Council maintains a 'pipeline' of planned improvements to the transport system, which will be delivered over the lifetime of the Strategy. This includes, for example, improvements to public transport, such as the introduction of Coventry Very Light Rail (CVLR) and potential new railway stations, the building of new segregated cycleways and improvements to key junctions. In addition to these major schemes, the Council also delivers a rolling programme of Local Network Improvement and Highway Maintenance schemes on an annual basis.

2. Options considered and recommended proposal

Local Network Improvements (LNIP)

- 2.1. Improving road safety is a priority for the Council and good progress continues to be made, with rolling three-year data showing a 43% reduction in personal injury collisions and a 48% reduction in casualties occurring on roads within the city over the last 10 years (2015-2025). Notwithstanding this progress, it is recognised that there is still much work to do to make our roads as safe as possible for everyone.
- 2.2. The Government, recognising the challenges faced by Regional Road Safety Partnerships across the country, launched in January of this year its first Road Safety Strategy in over a decade. The strategy contains ambitious targets of reducing the number of people killed or seriously injured (KSI) by 65% by 2035, with a specific 70% reduction target for under 16s, which is also a target group for the Authority. This also complements TfWM's existing target of halving the number of deaths and serious injuries on the region's roads by 2030.
- 2.3. Several key consultations and announcements have been made alongside the launch of the new Road Safety Strategy, including proposals around introducing changes to driver licensing and training requirements, amendments to enforcement levels and penalties as well as changes to the legislation governing pavement parking. Whilst we await further details of the scope and extent of any changes proposed to pavement parking, noting the level of concern from residents across the city, initial scoping work will be undertaken in 2026/27 in preparation for any future changes in legislation.
- 2.4. Each year, as part of our ongoing monitoring process, injury collision data (as collated by the Police) for the Coventry transport network is reviewed and analysed. From this, a prioritised list of locations where further investigation and interventions may be considered is produced. The schemes that result from such investigation form part of the annual LNIP programme, alongside initiatives which are intended to 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. This evidence led approach ensures resources are targeted at locations where there is the potential to achieve the most positive outcomes.

- 2.5. Funding for the LNIP currently comes from the City Region Sustainable Transport Settlement (CRSTS). CRSTS is a capital funding settlement between the West Midlands Combined Authority (WMCA) and central Government. It is currently the largest source of funding for transport improvements in the region and is worth £1.1bn over a five-year period. 2026/27 is the final year of this settlement.
- 2.6. In 2026/27, the City Council will receive £2,453,202 of CRSTS funding from WMCA to deliver the LNIP programme. The table below provides a high-level summary of how it is proposed to spend this funding.

Programme/ scheme	Description of works included	Cost
Local Safety schemes	Road safety interventions based around priority sites including, site investigation, 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)	£623,000
Vulnerable users	Measures focused on improving the safety and experience for vulnerable road users. This includes pedestrian improvements, new crossing facilities and school related initiatives such as 20mph speed limits	£390,000
Traffic management	Provision of schemes and initiatives to aid the operation and efficiency of the network. This includes junction improvement schemes, moving traffic enforcement, traffic regulation orders and minor community lead interventions	£849,801
Urban Traffic Management and Control	Urban Traffic Management and Control focused enhancements and upgrades. This includes LED upgrades to existing sites, including energy efficiency and operational improvements, upgrade of portable variable message units and the upgrade of crossing sites with installation of pedestrian crossing facilities	£300,000
Major Scheme Development	Development of future schemes including, for example, carrying out traffic surveys, traffic modelling and scheme design	£290,400
TOTAL		£2,453,201

- 2.7. Average Speed Enforcement (ASE), delivered in partnership with West Midlands Police (WMP), will remain a central element of the Council's road safety programme in 2026/27. Coventry already operates one of the region's most extensive ASE networks, with 18 corridors covering approximately 45 km of roads. Subject to WMP support, this network will be further expanded in 2026/27 and beyond.
- 2.8. Across the 18 ASE corridors, Killed and Serious Injury (KSI) collisions have reduced by 84% since the systems became operational. Whilst further time will be needed to establish and demonstrate longer term trends, these early results suggest the strong and positive safety impact that such interventions can bring. Phase 7 of the ASE initiative will come forward in 2026/27 and will see ASE introduced on a further 3 new corridors across the city.

2.9. The Council will continue to prioritise initiatives that support vulnerable road users, particularly young people, through a strengthened programme of school-focused interventions in 2026/27. This will include the continued expansion of the School Streets Programme, funded through the ATF5 and ATIS funding streams (covered in more detail in sections 2.26 – 2.30), alongside enhanced pedestrian facilities and the introduction of 20mph speed limits outside schools. Building on the 2025/26 trial of School Keep Clear cameras, further measures to improve compliance with school-based parking restrictions will also be investigated, informed by the current trial underway. Together, these initiatives form an important part of the Council's wider commitment to improving safety and speed compliance at and around school sites.

2.10. Additional priority themes for 2026/27 are detailed below:

- The Vehicle Actuated Sign (VAS) programme will be further expanded in 2026/27 including both fixed and mobile signs. This initiative forms part of a broader package of community focused traffic management measures delivered through the LNIP
- Provision for Traffic Regulation Orders (TROs) will be increased in 2026/27 to accelerate scheme delivery and better manage the rising level of demand within the service. A review of the Residents' Parking Permit scheme will be undertaken to ensure it continues to respond effectively to increasing demand and that the eligibility criteria remain appropriate
- Following the evidence led 20mph speed limit review completed in 2025–26, targeted interventions will be brought forward in 2026–27 at priority locations across the city to improve safety for vulnerable road users
- The programme of upgrades to enhance pedestrian crossing facilities will continue in 2026/27, improving safety, accessibility, and crossing facilities at priority locations across the city using a combination of ATF5, ATIS and LNIP funding.

2.11. A list of the specific locations where work is proposed to take place under each of these headings has been provided in Appendix 1.

2.12. The city's Urban Traffic Management and Control (UTMC) system - comprising signal-controlled junctions, pedestrian and cycle crossings, CCTV monitoring, and variable message signs - remains vital to the effective management of the road network. Ongoing investment will continue and ensure that systems remain modern, resilient, and capable of supporting the Authority's network management responsibilities.

2.13. Details of the UTMC investment programme for 2026/27 are also set out in Appendix 1. Planned measures include improvements to communications infrastructure, adoption of intelligent transport technologies, and physical upgrades such as installing pedestrian facilities at junctions where none currently exist. Several elements of the programme are multi-year by design and will continue across financial years as required to support delivery.

2.14. Cabinet is recommended to approve delivery of the schemes in Appendix 1. If these are not approved in their current form, there would be a delay in starting the programme to allow further work to place. Any schemes not delivered within the

2026/27 funding window would subsequently be rolled forward for progression in future years.

Highways Maintenance

- 2.15. Highways Maintenance includes repairing roads and pavements, as well as carrying out preventative maintenance. Coventry have recently been named as one of only 16 councils in England to receive a 'Green' rating from the DfT for highway maintenance best practise, condition and spend.
- 2.16. CRSTS also includes funding for highways maintenance. However, 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 remaining CRSTS allocation for Highways Maintenance in 2026/2027 is £3,836,400.
- 2.17. In addition to this, a further £2,000,000 of CRSTS funding has now been made available in 2026/27, following a rebasing exercise carried out across the programme. This funding will be further supplemented with £1,538,160 secured from DfT, £1,969,000 of local funding and £2,000,000 Right to Buy receipts from the Citizen Housing Group, which will be used to provide a further programme of highway improvements in and around Citizen estates.
- 2.18. This provides a total budget of £11,343,560 for the 2026/27 Highways Maintenance Programme, although it should be noted that, due to the end of the LiveLabs programme and without some extra TfWM funding which was received in 2025/26, the total funding for 2026/27 is projected at 19%/£2.1m lower than was received in 2025/26. The table below provides a high-level summary of how it is proposed to spend this funding, with more detailed descriptions of the types of works which will be carried out under each heading being provided in Appendix 2.
- 2.19. The proposed programme focuses on ensuring that the highest ranked roads and pavements across the city are properly repaired and that preventative maintenance is carried out in line with the criteria set out in our Highways Infrastructure Asset Management Plan (2025).

	CRSTS	CRSTS rebasing	DfT funding	CCC funding	Citizen	TOTAL
Major patching	£461,840	£458,160		£200,000		£1,120,000
Resurfacing	£850,000	£861,840	£988,160			£2,700,000
Surface treatments	£320,000	£450,000	£350,000	£230,000		£1,350,000
Footway improvement schemes	£829,560	£130,000	£100,000	£639,000		£1,698,560
Retread	£475,000					£475,000
Verges		£100,000				£100,000

Vehicle safety fence	£150,000					£150,000
Structures	£550,000		£100,000			£650,000
Drainage surveys/ maintenance	£200,000			£900,000		£1,100,000
Citizen					£2,000,000	£2,000,000
TOTAL	£3,836,400	£2,000,000	£1,538,160	£1,969,000	£2,000,000	£11,343,560

2.20. A full list of roads and footways where work is proposed to take place under each heading has been provided in Appendix 3. Cabinet is recommended to approve delivery of these schemes. If these are not approved in their current form, there would be a delay in starting the programme to allow further work to place. There would therefore be a risk that not all work would be completed before the end of 2026/27.

2.21. It should also be noted that, in addition to the above, the Council is also seeking Local Levy and Grant in Aid (GiA) funding from the Environment Agency (EA) and the Regional Flood and Coastal Committee (RFCC) to deliver additional flood alleviation schemes. If secured, the funding will be used to provide further improvements including Natural Flood Management and Property Level Resilience during 2026/27.

Other major capital schemes

2.22. As noted in Section 1.2, the Council maintains a 'pipeline' of further improvements which will be delivered over the lifetime of the Coventry Transport Strategy. This is available on the Council's website at <https://www.coventry.gov.uk/transport-strategy-2/coventry-transport-strategy-implementation-plan>

2.23. No changes are proposed to the existing pipeline of schemes at this time. However, Members are likely to be asked to approve a significant update to the Strategy later in 2026. This will be required as the current Implementation Plan is largely focused on the first five years of the Strategy – 2022/23 to 2026/27 - linked in to the CRSTS funding. With this period now coming to an end, the planned update will provide more detail about the schemes that will be delivered in the next five-year period.

City Region Sustainable Transport Settlement (CRSTS)

2.24. The planned update to the Coventry Transport Strategy also coincides with the end of the current 5-year CRSTS funding period in March 2027. It should be noted the following schemes, funded through the CRSTS programme, are therefore also expected to be delivered during 2026/27:

- The next phase of the CVLR Demonstrator Project, enabling further on-road testing to be carried out between Coventry Railway Station to Coventry University Technology Park, following on from the successful On-Road Test completed in the city centre in June 2025.
- The remaining elements of the Foleshill Transport Package - a package of measures intended to promote walking, cycling and public transport around the Foleshill Road local centre.
- The remaining elements of the Coventry South Transport Package – completing the construction of a segregated cycleway on the Humber Road/London Road

corridor, as well as various junction improvements on this and the adjacent A444 corridor. During 2025/26 the section of cycleway between Asda Roundabout and Abbey Road was completed, and construction of the Humber Road cycleway commenced.

- Phase 1 of the Tile Hill Railway Station improvements scheme, aimed at improving access to the station by walking, cycling and bus.

2.25. CRSTS will be succeeded by the Transforming City Regions (TCR) fund. TCR is a £2.2bn regional programme covering the period 2027/28 – 2031/32, providing the main source of capital funding for transport programmes within the WMCA area. This will include funding for both the LNIP and Highways Maintenance programmes for the next five years and funding for various further transport projects to be delivered across the region over the same period. The WMCA Board will be considering the TCR programme in early 2026, and the approved programme will inform the planned update to the Coventry Transport Strategy later in 2026.

Active Travel schemes

2.26. In addition to the above, the Council has successfully secured funding from several sources to deliver various active travel schemes during 2026/27.

2.27. £1,467,730 has been secured from Tranche 5 of the Active Travel Fund (ATF5). Of this, £1,387,730 is intended to deliver new/improved crossings at various locations across the city. The remaining £80,000 is intended for the delivery of two further School Streets schemes, at Limbrick Wood and Holbrook Primary Schools.

2.28. Details of potential ATF5 schemes were previously provided in the 2025/26 Transport Capital Programme report. In March 2025 Council approved a recommendation 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 ATF5 funding for these schemes, to add them to the five-year capital programme and to approve their delivery.

2.29. £4,116,382 has also been secured from the Active Travel Integrated Settlement (ATIS) fund. The table below provides a summary of the specific schemes that this funding is intended to support.

Scheme name	Scheme description	Cost
City Centre Cycleway	Segregated cycleway connecting Coventry Railway Station and Pool Meadow Bus Station using the Greyfriars Road/ Queen Victoria Road/ Corporation Street/ Hales Street corridor	£1,612,605 (supplements funding previously secured via the Active Travel Fund)
Westwood Way Cycleway	Segregated cycleway serving the Westwood Business Park, between the junctions of Westwood Way/ Longwood Close and Westwood Way/ Kirby Corner Road	£1,361,213 (supplements previously secured S106 funding)
Coundon Wedge Drive Cycleway	Extension of the existing segregated cycleway to cover the full length of Coundon Wedge Drive	£172,564 (development funding only)
School Streets Programme	Delivery of two further School Streets schemes (locations to be confirmed)	£120,000

Crossing Improvements Programme	Delivery of new, or improvements to existing, pedestrian crossing facilities at the following locations: <ul style="list-style-type: none"> • Cox Street at Swanswell Street • Allesley Old Road at Queensland Avenue • Aldermans Green Road at Eburne Road • Wildcroft Road at Whoberly Hill Primary School to Raphael Close • Woodway Lane South of junction with Wigston Road • Albany Road at Broomfield Road • Old Church Road at Henley Road 	£850,000
TOTAL		£4,116,382

2.30. It should be noted that the ATIS funding for the extension of the Coundon Wedge Drive Cycleway is only intended to cover the cost of developing the scheme and that further funding will be needed to meet the cost of constructing it. Therefore, this scheme will not be delivered in 2026/27, unless additional funding is secured from another source.

2.31. Finally, £250,000 has been secured from the Walk Wheel Cycle Trust (formerly known as Sustrans). This funding is intended to deliver a new signal-controlled crossing on the University of Warwick's campus on Gibbett Hill Road, close to the Gibbett Hill Road/ Library Road junction.

2.32. Cabinet is recommended to accept the funding from ATIS and from the Walk Wheel Cycle Trust and to approve the delivery these schemes.

Local Electric Vehicle Infrastructure (LEVI) fund

2.33. £1,512,000 has also been secured via the LEVI Pilot Project to deliver four residential charging hubs. The schemes will see a mixture of rapid and overnight charging facilities installed at the following locations during 2026/27:

- Wellington Street Car Park (accessible 24 hours)
- Warwick Road Car Park (accessible 24 hours)
- St Christophers' Primary School Car Park (overnight charging only)
- Jardine Crescent Library Car Park (overnight charging only).

2.34. However, it should be noted that WMCA, rather than Coventry City Council, is the accountable body for this funding.

2.35. In addition to the above, WMCA will also receive £14,549,000 from the LEVI Capital Fund to deliver further additional public charge points across the region between 2026/27 and 2031/32. Of this, £1,818,625 is expected to be spent in Coventry, with work commencing during the coming financial year.

2.36. Cabinet was previously briefed on plans to bid for LEVI funding in July 2022. In the event that funding was secured, Cabinet agreed to delegate powers to the Director of Transportation and Highways (subsequently replaced by the Director for Economic Growth), in consultation with the Cabinet Members for City Services and Jobs,

Regeneration and Climate Change, to add the LEVI schemes to the 5-year capital programme and to approve their delivery, including procuring and entering into contracts with charge point providers.

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.
- 3.2. 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 and 3 and in Section 2.29 – 2.31 of this report will all be delivered over the 2026/27 financial year.
- 4.2. Schemes referenced in Sections 2.24, 2.27 and 2.33 are also expected to be delivered over the 2026/27 financial year, although updates on these schemes are provided for information only.

5. Comments from Director of Finance and Resources and Director of Law, Governance and Safer Communities

5.1. Financial Implications

Approval is being sought to deliver a programme of Local Network Improvements, Highway Maintenance and Active Travel schemes over 2026/27. The total cost of these schemes is £18,163,144, comprised of:

- £2,453,202 for Local Network Improvements
- £11,343,560 for Highway Maintenance, and
- £4,366,382 for Active Travel schemes.

Both the Local Network Improvement and Highway Maintenance programmes are fully funded, with most of the funding coming from CRSTS, while funding for the Active Travel schemes has been secured mainly from the Active Travel Integrated Settlement.

Updates provided on other capital schemes due for delivery during 2026/27 are for information only.

The Transport Capital Programme detailed within this report is consistent with the City Services element of the 5-year Capital Programme.

5.2. Legal Implications

The Council is under various statutory duties relevant to this report. These 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 delivery of the proposed schemes is therefore intended to ensure that the Council meets these statutory duties.

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 the programmes referred to in this report. Where the delivery of these programmes requires 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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Members: Councillor P Hetherton	Cabinet Member for City Services	-	18 February 2026	23 February 2026

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