

**PHYSICAL INFRASTRUCTURE - Transport Infrastructure**

<b><u>Site Name/Location</u></b>	<b><u>Required Infrastructure</u></b>	<b><u>Infrastructure Priority</u></b>	<b><u>Reason for Infrastructure Delivery</u></b>	<b><u>Funding and Delivery Partners</u></b>	<b><u>Cost of Infrastructure</u></b>	<b><u>Timescale</u></b>
<b>General Provisions and Enhancements</b>						
City wide	Package of measures to encourage sustainable transport, in particular; walking, cycling and reducing trip length. Measures include; cycle routes, cycle parking, Cycle Hire and Travel Planning. Based upon Cycle Coventry project, with an aim to expand the Coventry Strategic Cycle Network by connecting residential areas to employment sites.	2	To support access to new development sites and help constrain increases in vehicular traffic.	Through developer contributions and grant funding, in particular Section 106 and 278 agreements along with DfT grants.	Unknown at this time.	Across Development Plan Period (2016-2031).
City wide	Delivery of infrastructure to encourage and enable the recharging of vehicles.	3	Particular emphasis will be placed on charging infrastructure in public places, for example in car parks and on streets. This	Through developer contributions/CIL and DfT grants. Private provision will be provided using the PSPD.	£1,000 / charging point.	Across Development Plan Period (2016-2031).

			will maximise the usage of new charging stations and support increase in economic activity in a more sustainable way, by reducing the impact of traffic on air quality.			
City wide	Development of Car Club Network to support urban mobility and changing models of car ownership.	3	To help manage the expected increase in traffic and help reduce the impact of high levels of car ownership on the road.	Through developer contributions/CIL, DfT grants and any other appropriate grant funding.	Unknown at this time.	Across Development Plan Period (2016-2031).
Coventry City Centre	Variable Message Signage to direct drivers to available car parking spaces.	4	To provide real-time information to visitors using Coventry City Centre and direct vehicles to available car parking, restricted routes and local attractions.	Through grant contributions, in particular the ERDF. In addition to RGF and LGD.	£2.1 million.	Initial role out completed in 2016 – further maintenance and enhancements by 2021.
Coventry City Centre	Live, Interactive Wayfinding Totems.	4	To enable pedestrians and cyclists to navigate safely and efficiently around Coventry City Centre allowing pedestrians and cyclists to access street level mapping and local points of interest.	Through grant contributions, in particular the ERDF. In addition to RGF and LGD.	£380,000.	Initial role out completed in 2016 – further maintenance and enhancements by 2021.

City wide	More effective 'Public Transport Payment System'.	3	To reduce a major barrier to the use of public transport by making payments both cheaper and more efficient. This will improve connectivity and accessibility within journeys across public transport types, by upgrading current systems to a digital, smartcard based cashless approach which is accepted by all bus operators and rail. Ultimately encouraging public transport usage and modal shift.	Through private sector investment, in particular; Centro and other private bus/train operators and CCC's ITAL.	£5 million.	Initially by 2021 with on-going management and upgrades during the plan period.
City wide	Creation of multi-modal transport hubs across the wider transport network.	2	To provide a single point of access to a range of transport modes which will make modal share more attractive, and support access to jobs and services following increased demand created through new housing and employment development proposals. This will require the delivery of appropriate sites and infrastructure	Through grant funding contributions, particularly from the DfT and LSTF, in addition to developer contributions/CIL and Section 106 agreements.	£20 million.	Phased across Development Plan Period (2016-2031).

			required for transport hubs, which can be linked to the rail and RTN. Mainly by; expanding Coventry train station (additional platform, new entrance and footbridge).			
City wide	Rapid Transit Network.	2	To provide a sustainable solution to improving connectivity between both existing and proposed major investment sites including; Friargate, Ansty Park, Whitley, the University of Warwick and HS2/UK Central. Part of this will be achieved through investment in the development, and subsequent implementation of a VLR system.	Through developer contributions/Community Infrastructure Levy and Section 106 and 278 agreements. Along with private sector investment and Major Scheme grant funding opportunities / WMCA.	£30 million.	Phased across Development Plan Period (2016-2031).
City wide	Highway infrastructure improvements to deliver access to UK Central and HS2.	2	To develop and improve access to proposed HS2 terminus at UK Central. Proposed housing and economic development by Coventry City Council will instigate additional pressure on an already	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from CWLEP's 'Growth Deal' and WMCA.	Part of a wider £150 million fund.	2017-2026.

			overcapacity highway network. Improved connectivity between HS2/UK Central and the wider Coventry area will have substantial economic, agglomeration and business connectivity benefits. Its aim will be to establish a RTN to the east of Coventry, and improve the A45 on the west of Coventry. Highway improvements which link proposed significant housing and economic growth areas in the south of the city (including expansion at UoW) to UK Central.			
City wide	Construction/improvements to highway networks and establishing/improving public transport access to all major SUE sites.	2	To promote sustainable modes of travel at new large-scale developments, and connect these developments to the existing highway network in order to meet resident and business users' demands.	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from the CWLEP's 'Growth Deal'.	£50 million.	Medium to Long Term (3-5+ years).
<b>Location Specific Schemes</b>						
Coventry Central Railway	Improved capacity and frequency of trains at Coventry	1	To improve goods, service and	Through private sector investment, in particular	£101 million.	Phased across

Station and Friargate Area	train station to an increased number of destinations, namely in the East Midlands, Thames Valley and the North of England. To include new station concourse, new bay platform, improved pedestrian movement around Warwick Road, new bus interchange facility and new multi storey car park.		commuter connectivity between Coventry and its surrounding areas. This will support modal shift objectives.	DfT, NR, private rail franchises, RGF, and GD3.		Development Plan Period (2016-2031).
Kings Hill area / Stoneleigh Road	Additional railway station provided to serve proposed development.	2	To provide the necessary infrastructure for increased rail capacity and subsequently rail usage promoting modal shift.	Through private investment and national rail improvement programme.	£14 million.	2026-2031.
Binley and Willenhall area	Additional railway station to be provided to support aspirations of Neighbourhood Plan and link in with existing and planned residential and employment provisions in surrounding area.	2	To provide the necessary infrastructure for increased rail capacity and subsequently rail usage in order to support modal shift. This is likely to require the opening of HS2 first to generate capacity on WCML.	Through private investment and national rail improvement programme.	£14 million.	2026-2031.
Leamington Road/St. Martin's Road Roundabout and the B4101	Upgrade of road network in this area to increase highway capacity.	2	Part of a programme of measures to reduce delays at key junctions across the city. This will help to provide the necessary infrastructure to	Through developer contributions/CIL and Section 106 and 278 agreements. Combined with grant funding from the LSTF.	£1 million.	Short to Medium Term (1-5 years).

			maintain the corridor as a strategically important artery into Coventry and the city's residential and employment areas along with the wider, national road network.			
Grade Separation of A45/A46 at Tollbar End,	Grade separation of the A46 route as part of the expressway programme.	4	To improve traffic flow and congestion at particular 'pinch-points' across the city.	Funding set out within HE committed schemes and delivery programme.	Part of a wider £319 million HE/CCC/WCC/private sector funding package.	By 2017.
widening of A45 Tollbar to Stivichall	Widening of approach roads to toll Bar island as part of the works to that junction.	4	To improve traffic flow and congestion at particular 'pinch-points' across the city.	Funding set out within HE committed schemes and delivery programme.	Part of a wider £319 million HE/CCC/WCC/private sector funding package.	By 2017.
Grade separation of A46/A428 roundabout	Grade separation of the A46 route as part of the expressway programme.	4	To improve traffic flow and congestion at particular 'pinch-points' across the city.	Funding set out within HE committed schemes and delivery programme.	Part of a wider £319 million HE/CCC/WCC/private sector funding package.	By 2021.
Grade separation of A46/Sowe Valley Link Road at Clifford Bridge.	Grade separation of the A46 route as part of the expressway programme – including the secondary/blue light access to the hospital.	1	To improve traffic flow and congestion at particular 'pinch-points' across the city. This will also help deliver the secondary/blue light access to the hospital.	Funding set out within HE committed schemes and delivery programme.	Part of a wider £319 million HE/CCC/WCC/private sector funding package.	By 2026.
extension of Active Traffic Management on M6 Junction 4 to Junction 2	Upgrade of the M6 to increase capacity between junctions 2 and 4.	1	To improve traffic flow and congestion at particular 'pinch-points' across the city.	Funding set out within HE committed schemes and delivery programme.	Part of a wider £319 million HE/CCC/WCC/private sector funding package.	2017-2019.

Whitley Business Park – A45	Construction of a new grade-separated junction onto the A45 Stonebridge Highway to serve the Whitley South site, the JLR Headquarters and Whitley Business Park development. This will include a bridge over the A45 between the Jaguar Whitley Business Park site and the proposed technology park.	1	To support the delivery of cross boundary development that straddles both Coventry and Warwick District. The new bridge will provide strategic access point into the new development site. To increase capacity and flow of the strategic highway network.	Through developer contributions/CIL and Section 106 and 278 agreements. Combined with grant funding from the LSTF.	Not fully disclosed.	By 2021.
Festival Island	Improvement of the A45/A46 Stivichall Interchange (Festival Island) through widening, the introduction of traffic signal control and rationalisation of the Leaf Lane and north-bound A444 exits (The northern section of the Festival Island is within Coventry).	1	To increase capacity and flow of the strategic highway network. To support sustainable access and egress from Whitley Business Park.	Through developer contributions/CIL and Section 106 and 278 agreements. Combined with grant funding from the LSTF.	Unknown at this stage.	By 2021.
Whitley Roundabout:	Improvement of the A444/A4082 Whitley Roundabout through better lane segregation, widening and the introduction of full traffic signal control.	1	To support enhanced traffic management around the Whitley roundabout, which will help respond to additional traffic at Whitley Business Park and potentially London road and Allard Way.	Through developer contributions/CIL and Section 106 and 278 agreements. Combined with grant funding from the LSTF.	Unknown at this stage.	By 2021.
Junction at Holbrook Way / A444	Improvements to highway infrastructure at particular junction and support sustainable highway solutions	2	To improve traffic flow and congestion at particular 'pinch-points' across the city.	Charging through CIL and Section 106 agreements, in addition to LGF contributions and	£6.5 million.	Across Development Plan Period (2016-2031).

	as part of wider Whitmore Park development.			Section 278 Agreements.		
Opening up of Swallow Road to through traffic.	To support sustainable highway solutions as part of wider Whitmore Park development.	2	To improve traffic flow and congestion at particular 'pinch-points' across the city.	Charging through CIL and Section 106 agreements.	Unknown but to be absorbed as part of development site road network.	Linked to phased delivery of site allocation.
North West Link Road	Improvements to highway infrastructure designed to improve capacity within the north west corner of the city. New route will connect Long Lane to Winding House Lane with associated junction improvements.	1	Construction of link road in the North Western sector of the city. Strategic upgrade from Coundon Wedge Drive/Long Lane to Winding House Lane. Will support the wider upgrade opportunities for the A444/M6 Junction 3. To improve vehicular capacity in the North West of the city and support the integration and traffic flow generated by the Keresley SUE.	Charging through CIL and Section 106 agreements. In addition to funding from ERDF.	£43 million.	Across Development Plan Period (2016-2031) to be completed by 2031.
Binley Road (A428) / Walsgrave corridor	Enhancements to radial routes to increase traffic flow and capacity. This will include targeted junction improvements as appropriate.	2	Busy urban radial corridors are already stressed and operating at capacity during peak-times. They provide both a local access and strategic feeder route function to the wider strategic network. New developments will place further pressure on these	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from LTP's.	Presently unknown.	By 2021.

			key routes meaning mitigating infrastructure will be required. This will improve traffic flow and congestion at particular 'pinch-points' across the city.			
Holyhead Road (A4114) corridor.	Enhancements to radial routes to increase traffic flow and capacity. This will include targeted junction improvements as appropriate.	2	Busy urban radial corridors are already stressed and operating at capacity during peak-times. They provide both a local access and strategic feeder route function to the wider strategic network. New developments will place further pressure on these key routes meaning mitigating infrastructure will be required. This will improve traffic flow and congestion at particular 'pinch-points' across the city.	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from LTP's.	Presently unknown.	By 2021.
Allesley Old Road (B4106) / Spon End / Butts corridor	Enhancements to radial routes to increase traffic flow and capacity. This will include targeted junction improvements as appropriate.	2	Busy urban radial corridors are already stressed and operating at capacity during peak-times. They provide both a local access and strategic feeder route	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from LTP's.	Presently unknown.	By 2021.

			function to the wider strategic network. New developments will place further pressure on these key routes meaning mitigating infrastructure will be required. This will improve traffic flow and congestion at particular 'pinch-points' across the city.			
Radford Road (B4098) corridor.	Enhancements to radial routes to increase traffic flow and capacity. This will include targeted junction improvements as appropriate.	2	Busy urban radial corridors are already stressed and operating at capacity during peak-times. They provide both a local access and strategic feeder route function to the wider strategic network. New developments will place further pressure on these key routes meaning mitigating infrastructure will be required. This will improve traffic flow and congestion at particular 'pinch-points' across the city.	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from LTP's.	Presently unknown.	Within the plan period (2016-2031).
Foleshill Road (B4119) corridor	Enhancements to radial routes to increase traffic flow and capacity. This will include	2	Busy urban radial corridors are already stressed and	Charging through CIL, Section 106 agreements and Section 278	Presently unknown.	Within the plan period (2016-2031).

	targeted junction improvements as appropriate.		operating at capacity during peak-times. They provide both a local access and strategic feeder route function to the wider strategic network. New developments will place further pressure on these key routes meaning mitigating infrastructure will be required. This will improve traffic flow and congestion at particular 'pinch-points' across the city.	agreements. In addition to contributions from LTP's.		
Cromwell Lane / Station Avenue / Banner Lane corridor	Enhancement to highway corridor to increase traffic flow and capacity. This will include targeted junction improvements as appropriate but most notably at Cromwell Lane / Westwood Heath Road; Cromwell Lane / Charter Avenue; Station Avenue / Duggins Lane; and Banner Lane / Broad Lane .	1	New developments (most notably at Eastern Green, Cromwell Lane and cross boundary at University of Warwick and Westwood Heath) will place further pressure on this area meaning mitigating infrastructure will be required. This will help to improve traffic flow and congestion at particular 'pinch-points' across the city.	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from LTP's.	Presently unknown.	By 2022.
Grange Road, Sutton Stop and	Enhancement to junctions to support new development	1	This will respond to the needs of new	Charging through CIL, Section 106 agreements	Presently unknown.	Linked to phasing of

Alderman's Green Lane junctions	proposals and alleviate existing pressures. This may involve the completion of a new link road between Grange Road and Alderman's Green Road which could help deliver improved public transport provision north of the M6 in this locality.		development proposals and mitigate existing pressures. It will improve traffic flow and public transport delivery to the area which will support modal shift and provide viable alternatives.	and Section 278 agreements. In addition to contributions from LTP's.		linked development at Grange Farm and Sutton Stop.
Tile Hill Station Park and Ride site	The increase of parking spaces at the park and ride site by adding a 'deck' over existing spaces.	1	To support sustainable transport modes and encourage modal shift.	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from LTP's and WMCA devolution deal.	£7 million.	By 2021.
Ring Road Junction 1 - General improvements.	Ring Road junction enhancements and improved connectivity. To support better city centre access and improved routes and linkages.	1	To enhance traffic flow around the Ring Road and its unction with Foleshill Road. Any scheme is likely to be linked to improvements at Junction 9.	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from the CWLEP's 'Growth Deal' and ERDF.	Cost to be determined as scheme specific details emerge.	Across Development Plan Period (2016-2031).
Ring Road Junction 2 - Removal of slip roads and closure of junction to allow for the creation of new development plots.	To remove a difficult and under used junction and release developable plots within the city centre.	1	To create new developable land and improve the public realm in this location.	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from the CWLEP's 'Growth Deal' and ERDF.	Cost to be determined as scheme specific details emerge.	Across Development Plan Period (2016-2031).

Ring Road Junction 4 - General junction improvements.	Ring Road junction enhancements and improved connectivity. To support better city centre access and improved routes and linkages.	1	To reduce the level of land take at this junction, improving the public realm and creating a quicker more efficient traffic flow.	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from the CWLEP's 'Growth Deal' and ERDF.	Cost to be determined as scheme specific details emerge.	Across Development Plan Period (2016-2031).
Ring Road Junction 5 - General junction improvements and new pedestrian crossing.	Ring Road junction enhancements and improved connectivity. To support better city centre access and improved routes and linkages.	1	To ensure better connectivity between the technology park and the wider city centre.	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from the CWLEP's 'Growth Deal' and ERDF.	Cost to be determined as scheme specific details emerge.	Across Development Plan Period (2016-2031).
Ring Road Junction 9 - General junction improvements, including crossing at the canal basin (grade separated or replacement bridge).	Ring Road junction enhancements and improved connectivity. To support better city centre access and improved routes and linkages.	1	To specifically improve the connectivity between the Cabal Basin and the wider city centre.	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from the CWLEP's 'Growth Deal' and ERDF.	Cost to be determined as scheme specific details emerge.	Across Development Plan Period (2016-2031).
Ring road crossing between Parkside and Whitefriars Street.	New pedestrian and cyclist crossing facilities linked to the expansion of the techno park and Friargate.	2	To ensure better connectivity between the technology park and the wider city centre.	Charging through CIL, Section 106 agreements and Section 278 agreements. In addition to contributions from the CWLEP's 'Growth Deal' and ERDF.	Cost to be determined as scheme specific details emerge.	Across Development Plan Period (2016-2031).