

Coventry Local Plan Review

Appendix 7 - Infrastructure Delivery Plan (IDP)

Updated August 2025 to replace the version in the Regulation
19 Proposed Submission Plan

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1. Introduction

- 1.1 This Infrastructure Delivery Plan (IDP) provides an initial overview of the infrastructure required to support the growth identified through Coventry's Local Plan. It also highlights the details that are currently available and important to the costing and delivery of such infrastructure. It has been prepared in consultation with infrastructure providers to ensure that the Plan not only enables new homes and employment premises, but that developments are properly supported by high quality physical, social and green and blue infrastructure, which allows these new places to function as thriving communities and locations for successful business.
- 1.2 The IDP is a 'living document' which will evolve as more information becomes available through detailed planning applications, funding discussions and monitoring. The IDP should be read in conjunction with the Local Plan policies, which set out a positive approach to supporting development across Coventry.
- 1.3 The following sections will provide an overview of infrastructure requirements identified at this time and will be supported by detailed tables which provide guide costs and links to specific development(s). These sections build upon the information contained within Chapter 15 of the Local Plan.

2. Highways, Public Transport & Supporting Accessibility

- 2.1 Transportation infrastructure is the largest area of infrastructure needed in terms of scale and cost. The transport modelling that has supported the Local Plan has identified a range of schemes that will be essential to the delivery of new homes and jobs across Coventry. Prime examples include a new link road with wider highway improvements to support the Keresley Sustainable Urban Extension (SUE). This will help to create a significantly enhanced transport corridor between the southern end of Coundon Wedge Drive and Junction 3 of the M6. In addition, improvements will be made to the A46 junction near Walsgrave Hill Farm to support new development access and to secure a blue light access to the city's hospital.
- 2.2 Both schemes represent clear commitments to using infrastructure to unlock growth not just for Coventry but jointly with Nuneaton and Bedworth and Rugby Borough Councils respectively. This is a prime example of on-going commitment to the DtC between

neighbouring Councils, the County Council and National Highways.

- 2.3 Further to highway improvements, there will also be substantial development in the city's rail services supported by the Very Light Rail scheme which will link the Railway station to Pool Meadow bus station and other routes, including University Hospital. Midlands Connect will also enhance connections between the West and East Midlands, including the creation of a direct link between Coventry and Leicester.
- 2.4 Improvements in Coventry's cycle network will continue to be made, in Foleshill, at the University of Warwick and the creation of a segregated cycleway in the City Centre.

3. Water Supply and Sewerage Capacity

- 3.1 The Coventry Water Cycle Study (2024) identifies that there is capacity to support growth across Coventry, but the water environment and water services infrastructure cannot support all the development in the proposed allocations until further investigations and upgrades have been completed. There are some areas such as the City Centre, where growth is largely unconstrained by the water environment but others, such as the SUE's, which have some level of constraint and will require on-going collaborative working between the Council, Environment Agency and Severn Trent Water to resolve. The Council has agreed a Statement of Common Ground with the Environment Agency (EA), which includes cross referencing to the IDP and keeping this updated.
- 3.2 Water Supply: Water resources used to supply drinking water to the Northwest of the city are under pressure, and whilst Severn Trent is able to undertake system improvements to augment resources and reduce leakage, managing demand remains a core part of the solution. Therefore, new build developments should conform to at least the basic levels of water efficiency. It is important that development is carefully phased to ensure the integrity of supply.
- 3.3 Waste Water and Sewerage: Overall there is sufficient capacity at existing wastewater and treatment facilities to accommodate growth provided locational phasing requirements are considered.
- 3.4 Flood Risk: Overall, there is capacity to accommodate growth and the risk of fluvial or watercourse flooding is either low or can be mitigated. Although surface water flooding is widespread and would be present at many development sites, careful planning and

implementation can mitigate the issues using natural attenuation and infiltration methods. Sustainable Drainage Systems and the use of multipurpose green spaces will be a key element in supporting sustainable drainage and reducing the risk of flooding. Detailed flood risk assessments will be required to support planning applications where appropriate.

4. Utilities – Energy Supply

- 4.1 Energy supply covers infrastructure associated with the provision of electricity and gas. The infrastructure ranges from transmission and distribution networks to localised energy generation.
- 4.2 The energy providers who operate transmission and distribution within the city are Cadent and National Grid. Cadent is responsible for the provision of gas and National Grid is responsible for the provision of electricity.
- 4.3 Cadent have indicated that gas supplies will remain adequate for the level of growth set out in the plan. National Grid indicate that a number of enhancements will be required throughout the city to ensure a robust provision of electricity supply. Developers will need to engage with National Grid to ensure the timely provision and incorporation of such facilities to ensure appropriate and adequate power supply. The Council will continue to liaise with Western Power to ensure future growth plans and the IDP is kept up to date. Of particular importance will be the provision of new sub-stations to support the larger development proposals. The Coventry Energy Plan was developed in 2024 by the Strategic Energy Partnership which will support the achievement of net zero objectives and improve climate resilience.

5. Health

- 5.1 NHS England and the Coventry and Warwickshire Integrated Care Board (ICB) are responsible for the commissioning of health care services for the population of the city. Working in partnership with the Council, the NHS is identifying areas of the city that will require investment to support the proposed level of population growth. Appendix 1 sets out the hierarchy that informs the ICB's Infrastructure Strategy. The Council's joint strategic needs and health and wellbeing strategies are included in the hierarchy as is the Coventry and Warwickshire Integrated Health and Care Delivery Plan 2023-2028,

which is regularly updated to reflect changing needs and funding streams. This will ensure that all local people have adequate access to health care facilities to further support the public health agenda. Funding and investment may take two forms over the course of the plan period: the possible development of existing primary care premises that are suitable for expansion, and/or exploring options for new premises in areas of significant growth.

- 5.2 Current evidence suggests that the creation of new facilities may be required in the Keresley and Eastern Green areas to ensure enhanced service provision within these SUE's, whilst Foleshill has been identified as a priority area for the provision of a new primary care development for several years. Plans are on-going for the potential delivery of a new facility within Foleshill over the course of the plan period.
- 5.3 Evidence has also identified a need to look at existing services to the east of the city near to Walsgrave Hill Farm and in the west of the city at Allesley. This could take the form of expansion or re-configuration of existing built premises to make more efficient use of existing facilities. The preferred locations for new and existing facilities will be in defined centres which are easily accessible and can provide a sustainable and efficient facility linked to other local services. Where existing facilities are outside of designated centres but still serve a defined local community, their expansion and reconfiguration will continue to be supported subject to conforming to other policies in the Local Plan.
- 5.4 On-going work by NHS England and the Coventry and Warwickshire Integrated Care Board will identify the scale of expansion and final costs required to deliver these services. This will also help to inform any future infrastructure requirements to support mental health services and ambulance facilities across the city and surrounding area.
- 5.5 The City Council is also working very closely with colleagues at University Hospital Coventry and Warwickshire. The Local Plan is supportive in principle of expanding facilities at the hospital to help meet growing demand and land is available at the site of the hospital to facilitate this. The proposed secondary/blue light access and additional parking facilities will also be supported through development at Walsgrave Hill Farm and the remodelling of the A46 junction at Clifford Bridge.

6. Education

- 6.1 The local authority is responsible for ensuring there are sufficient pupil places throughout the city across all key stages. Where new development generates a direct need for new school places, the DfE anticipates that the Council will seek planning obligations, through Section 106.
- 6.2 Since 2008, the city has carried out expansions at over 30 of the city's primary schools, with over 7,000 primary places having been created. As of 2024, city wide primary place provision is considered adequate, although this fluctuates at a more local level: area by area and school by school there are some local shortfalls and some overprovision. This is expected to create some localised pressures because of new development.
- 6.3 The creation of 'bulge' classes is being explored in order to meet surge demand at primary stage. Options may include the creation of three new classes per year until the end of the plan period.
- 6.4 Forecasting predicts that further expansion on sites at Henley and Stoke Park may be required to ensure the pupil pathway is robust. The growth of the city has also seen the increase in the numbers of pupils requiring Special Educational Needs (SEN) provision. The Council has a strategy of Enhanced Resource Provision (ERP), wherever possible, providing purpose built accommodation on existing sites. At present, forecasting suggests that three new ERP facilities will be required each year for the duration of the plan period.
- 6.5 Development proposals will require further secondary as well as primary places. The timing and progress of the developments are critical, remembering that schools need to be ready for the pupils in advance of them arriving.
- 6.6 The One Strategic Plan sets out the future options for the provision of school places in the city. Other potential development sites are outlined in the IDP. Two key developments are Keresley and Eastern Green SUEs:
- Keresley: This could comprise a new 2FE primary school (land and buildings) plus an extension to an existing local school.
 - Eastern Green: At primary level, a new 3FE primary school will be required alongside additional capital funding to support the potential expansion of an existing primary school within the local area.

7. Communities

- 7.1 The demand and need for social, community and leisure facilities are likely to grow significantly over the course of the plan period. To achieve adequate provision, new or expanded facilities will be required to meet the needs of the city's population. Where appropriate, new development will help to fund the expansion and improved quality of existing facilities within local communities, at the same time as having regards to the Council's most up to date Green Space Standards and Sports and Leisure Strategies.
- 7.2 This will also help meet the needs generated by the residents and/or workforce associated with new development. Community services such as libraries and community centres will continue to be considered in the context of multi-agency service provision where possible. Future collaborative working with a range of partners including charitable trusts, the Council and voluntary organisations will be fundamental to ensure the continued provision of a range of community facilities and services.
- 7.3 A refreshed cultural strategy for the city has been published, centred on six goals – partnership, lifelong learning, diversity, health and wellbeing, economic growth and Coventry's green future.

8. Sports and Green Space

- 8.1 There are numerous parks and open spaces across the city which will continue to be maintained by the Council and partner organisations including community groups who have a significant contribution to make in their local community. Funding for new or significantly enhanced parks and open spaces will be sought from a variety of sources, mainly, developer contributions, grant funding or lottery bids. Costing will be continually reviewed through the IDP.
- 8.2 The Coventry Playing Pitch and Outdoor Sports Strategy 2023 includes vision aims to provide a range of high-quality sporting opportunities and to provide a range of modern, accessible and high-quality sports facilities. A revised Indoor Sports Strategy is currently being developed and will be published in early 2025.

- 8.3 The Local Plan has identified two sites for replacement sports pitches which will be delivered to facilitate new developments at Whitley and Canley. In addition, the regeneration of Whitmore Park will see the existing private sports pitches released and safeguarded for public use, whilst other developments in Eastern Green, Foleshill, Longford and Henley will help create new publicly accessible green spaces to the benefit of local communities.
- 8.4 The proposed SUE's are also expected to make significant contributions towards green infrastructure, especially along the existing brook corridors and around the ancient woodlands. Such quality based enhancements will also be realised through the new Heritage Park proposed around Charterhouse, the London Road Cemetery and the old Coventry loop line.
- 8.5 In the future, these areas are expected to become Local Green Space designations to reflect their status as new and improved infrastructure and support their importance to new communities within the city.
- 8.6 In a similar context, the development at Cromwell Lane will also make provisions for a new woodland feature along the western boundary, which will replicate Ancient Arden landscape principles.
- 8.7 Open Space requirements are addressed through the Open Space SPD. The Council is producing a new Green and Blue Infrastructure Strategy, which focuses on the following:
- new green corridors and revitalised urban parks as part of Coventry's Green and Blue Infrastructure Strategy.
 - co-designed green spaces with under-represented communities, empowering residents to shape and take ownership of local natural areas.
 - upskilling the city's workforce through new training programmes, apprenticeships and educational resources for schools and community groups.
 - developing sustainable funding and innovation to protect and expand Coventry's green spaces for the long term.
 - supporting nature restoration of 30% of the city's land by 2030, driving biodiversity and climate resilience.
- 8.8 A range of organisations from across the city will help to deliver the project including Warwickshire Wildlife Trust, John Muir Trust, National Trust, Historic Coventry Trust, Grapevine Coventry and Warwickshire, Garden Organic and Coventry and

Warwick Universities. The project is supported from a grant of almost £1million from the National Lottery Heritage Fund.

- 8.9 The Council is also working in partnership on the Local Nature Recovery Strategy being developed by the West Midlands Combined Authority.

9 Emergency Services

- 9.1 There are three fire stations, and four police stations located within the urban area. Both services have a central presence within the city centre with satellite facilities to the southeast and northeast. This includes the city centre fire station at Abbots Lane which has recently been redeveloped and enhanced. There is a fire station located in Canley to the southwest and a non-public facing police station.
- 9.2 Initial evidence suggests fire station provision will be adequate to serve an increased population. On-going consultation will be required to identify longer term funding requirements to provide an adequate service. Contributions will therefore be sought from developers where appropriate. Consultation will continue with the Police Authority to identify specific sites and areas for service provision.

10 Waste

- 10.1 The predominant residual municipal waste treatment method within Coventry is Energy from Waste (EfW). The facility saw expansion and improvement in 2020. Therefore, the land identified for the expansion of this facility has now been delivered as intended.
- 10.2 On-going assessment of the needs and costs of both domestic and commercial refuse collection will continue to be assessed in detail to support the monitoring of the IDP. The supply of new domestic waste storage and disposal facilities will be required for all new properties and will be funded through a combination of council tax and, where viable, developer contributions.
- 10.3 The West Midlands Residual Waste Study (2025) provides an overview of current and anticipated residual non-hazardous waste management capacity in the West Midlands. Appendix 2 provides details of how the waste capacity requirements for the city have been calculated. Significant investment has been made in waste processing in the city. This includes a new materials recycling facility that will expand local recycling capacity

to enable the city to process 175,000 tonnes of mainly domestic recycling annually. The majority of Coventry's non-recyclable waste is incinerated; however, improvements have been made to the city's incinerator facility to improve efficiency through generating power and more recently heat, which supplies several key buildings in the city via the Heatline network. These improvements result in the city being able to process 315,000 tonnes of waste annually.

11 City Centre Infrastructure

- 11.1 In recent years there has been significant investment in city centre public realm improvements which have complemented the substantial investments in job creation and urban regeneration. Likewise, more people are now living in the city centre following delivery of new homes over the last 10 years. Coventry University also continues to grow, not only in terms of its student numbers, but also its national and global reputation and the size and quality of its campus.
- 11.2 The Local Plan makes provisions for significant levels of new homes, office provision and leisure and tourism facilities in the city centre. These generate specific needs in terms of supporting infrastructure, principally around highway and public transport improvements to support accessibility.
- 11.3 The completed expansion of the railway station, enhanced routes and linkages throughout the city centre and further improvements to Ring Road junctions 1, 2, 4, 5 and 9 with enhanced crossing facilities at the Canal Basin and Whitefriars Street all contribute to meeting this challenge. Additional infrastructure also includes public realm improvements and new green and blue infrastructure, with specific focus around Greyfriars Green and Swanswell Pool, along with opportunities to de-culvert parts of the River Sherbourne.

12 Infrastructure Delivery Table

Site Name location	Required infrastructure	Reason for infrastructure delivery	Funding and delivery partners	Cost of infrastructure	Timescale
Utilities					
City wide	Development of new additional utility networks and enhancements to existing utility networks to enable net zero carbon, resource efficient, resilient and adaptable buildings and transport, with appropriate energy supply capacity for expected future demands (both current and new need), across the city. The Coventry Energy Plan developed by the Strategic Energy Partnership in 2024 and subsequent updates may provide a reference point to support opportunities.	To support achievement of net zero objectives, improve climate resilience, optimise heating/cooling helping to manage costs	To be determined through procurement process and subsequent business plans	To be determined.	Local Plan Period
Air Quality					
Improvements to air quality across the city will be made in-line with the priorities set out in the Climate Change Strategy and the Local Transport Plan and will be delivered throughout the life of the Local Plan.			S106 agreements	Cost to be determined as scheme specific details emerge.	Across Development Plan Period
Water and flooding					
City wide	General water supply.	Work with Severn Trent Water to ensure water supply to new developments is identified within their investment programme. This will ensure adequate provision is made for new developments.	Developer, Severn Trent Water (STW) and Environment Agency (EA) if needed. Water Cycle Study evidence base being updated	Presently unknown.	Local Plan Period
City wide	Waste water and sewage facilities.	Work with STW to ensure waste water and sewage can be	Developer, Severn Trent	Presently unknown.	Local Plan Period

		adequately dealt with and is identified within their investment programme. This will ensure new developments are adequately managed and supported.	Water and Environment Agency if needed. Water Cycle Study evidence base being updated		
City wide	Flood Prevention programme.	Prevent/mitigate potential issues in the future and resolve existing issues. To ensure all homes, business and public spaces are free from flood risk.	Developer, Severn Trent Water and Environment Agency. New strategic Flood Risk Assessment produced. Water Cycle Study evidence base being updated	To resolve existing issues will cost approximately between 4million and £5million.	Local Plan Period
Gypsy and Traveller site at Siskin Drive	Management and where appropriate, upgrading of flood alleviation bund.	To prevent flood risk to the site and support on - going maintenance of flood barrier.	Initial funding has already been secured and the bund created. Funding for on-going maintenance is to be reflected within appropriate budgets. Partnership approach with Homes England and EA.	Presently unknown.	Local Plan Period
Stoke Aldermoor	Upgrade to water supply provision and pipe network.	Improvement to overall water distribution, aided by the removal of Pressure Reducing Valve.	Funding sourced from both EA and STW.	Presently unknown.	Medium term (3-5 years).

City Centre - River Sherbourne	De-culverting the river, especially in the proximity of Fairfax Street.	To support the day lighting of the River Sherbourne within the city centre and promote environmental and economic benefits of this.	Developer contributions, UK Shared Prosperity Fund (UKSPF), Coventry City Council (CCC) and private investors.	Approximately £40,000 per metre	Across Plan Period
Broad Lane / Banner Lane; Canley Brook; Upper Brookstray	Flood alleviation measures.	Based on FCERM 6-year programme, review of recent flood events and the high-level identification of potential flood storage locations in the updated SFRA. Essential to ensure that flood risk is not increased in areas where future development/growth is proposed.	Funding sourced exclusively from EA.	Presently unknown.	Short Term (1-2 years).
Lake View Park	Creation of targeted wetland area to promote environmental and flood alleviation improvements.	Promote environmental enhancements and support wider flood alleviation measures that creates wetlands and riverine restoration.	Funding sourced from both EA and Warwickshire Wildlife Trust (WWT).	£30,000.	Over plan period
Prior Deram Walk and the railway corridor, Canley	Regeneration of local park and green corridor to the south of the railway.	Enhanced quality of provision will help offset loss of lower quality green spaces to support regeneration projects.	Led by CCC with developer contributions and voluntary groups.	Presently unknown.	Medium Term (3-5 years).
Swanswell Pool and Volgograd Place	Extension of Swanswell Pool and refurbishment of Volgograd Place.	To promote high quality green and blue infrastructure in the city centre.	Developer contributions. In addition to funding contributions from; UK Shared Prosperity Fund (UKSPF), CCC and private investors.	Presently unknown.	Local Plan Period

Sport and recreation					
North West Leisure Facility	Leisure Centre with potential swimming pool, sports hall and strategic sporting offer	Northwest housing growth	City Council, Public Leisure Operator	TBC	TBC
Brandon Wood Golf Course	Require improvement on golf course and bring back driving bays – wider offer leisure developed	Playing Pitch strategy	City Council	TBC	TBC
Football Hubs – Coundon Hall Park and War memorial Park <u>9v9 grass:</u> NE – 0.5 match sessions City wide – 5 match sessions. <u>5v5 grass:</u> NE – 1 match session City wide – 5 match sessions	Consolidating match pitches and improving the quality of match pitches	Playing Pitch strategy. To address the shortfall of pitches.	City Council, Football Foundation, FA	TBC	TBC
3G facilities shortfalls: NW – 2 x 3G pitches SW – 0.5 x 3G pitches SE – 1 x 3G pitches	<u>NW</u> - Cardinal Newman, Woodlands, Coundon Court <u>SW</u> - Coventry University or alternative <u>SE</u> - Caludon Castle Sports Centre	To meet shortfall	City Council, Football Foundation, FA, schools, clubs	Circa £1m per 3G	2023 onwards
Cricket Wickets shortfall of pitches SE – 24 sessions SW – 24	Sites to be identified as part of the playing pitch action plan	Playing Pitch Strategy	City Council, ECB	TBC	TBC

sessions					
Rugby Union shortfall of pitches NE – 14.5 match sessions NW – 4.75 match sessions SE – 9.5 match sessions SW – 12.5 match sessions City wide – 41.25 match sessions	Sites to be identified as part of the playing pitch action plan	Playing Pitch Strategy	City Council, RFU	TBC	TBC
Transport					
Coventry Very Light Rail (CVLR) 'demonstration project'	Development of a short section of track between Coventry Railway Station and Pool Meadow Bus Station to allow CVLR vehicles to be tested in a live environment. This section will eventually form part of Route 1		City Region Sustainable Transport Settlement (CRSTS)	£25-£50m	2025/26
CVLR Route 1	A first CVLR route, connecting Coventry Railway Station to University Hospital		CRSTS/ Other sources TBC	£100m+	2027/28+
Further CVLR routes	Development of a further network of VLR Routes serving various key locations across the city		TBC	£100m+	2027/28+
Tile Hill Station improvements	Station improvements aimed at establishing Tile Hill as a transport interchange/Park & Ride site, serving the West side of the city		CRSTS, Partnership with Transport for West Midlands (TfWM)	<£10m	2025/26
New direct connections to East Midlands	Establishing a direct rail connection between Coventry, Leicester and Nottingham		Midlands Connect / Rail Network Enhancement	£100m+	6-15 yrs

			Pipeline (RNEP)		
More frequent service to Leamington, Kenilworth and Nuneaton	Improvements, including at Coventry Station and some double tracking of the line between Coventry and Leamington, to enable an increased service of two trains per hour		Midlands Connect / RNEP	£100m+	2027/28+
Potential further new railway stations	Potential further new railway stations at Binley & Willenhall, Coundon, Coventry South and/or Foleshill. Further work is required to determine whether some, or all, of these stations would be viable		RNEP, Partnership with TfWM / West Midlands Rail Executive (WMRE)	TBC depending on how many of the 4 potential sites are considered viable	2027/28+
Bus Service Improvement Plan (BSIP)	Delivery of plans set out in TfWM's BSIP, including freezing fares, expanding the use of contactless payments, ensuring tickets can be used across different operators and expanding the use of real time information at bus stops		BSIP, TfWM	£50-100m (WMCA full area)	3 yrs
All Electric Bus City	All buses operating in the city to be replaced with electric buses		DfT - All Electric Bus City grant (£50m)/ Bus operator contributions, TfWM	> 100m	2025/26
Ansty Park & Ride	Establishing an, initially bus-based, park and ride service at Ansty as part of the Coventry and Warwickshire CLEAN Hub project (with the potential to add a CVLR service at a later date)		Partnership with Warwickshire County Council (WCC) / Rugby Borough Council (RBC)	£50-100m	2027/28+
City Centre Traffic Management Plan	Introduction of further restrictions on car travel within the Ring Road, with the aim of ensuring that the whole city centre is designed primarily as a pedestrian friendly environment		CRSTS	<£10m	2024/25

Further city centre public realm improvements	Ongoing programme of further public realm improvements in the city centre		TBC – potential for developer contributions	Ongoing programme	Ongoing programme
Local centre improvements	Ongoing programme of improvements to various local centres around the city, including public realm improvements and better walking, cycling & public transport connectivity		TBC – potential for CRSTS and developer contributions	Ongoing programme	From 2025/26
Ring Road junction remodelling	Remodelling of various Ring Road junctions	To remove congestion & improve pedestrian & cycle access in and out of the city centre	Programme/ Developer contributions	£25-£50m	2027/28+
Coundon and Binley cycleways	Completion of two fully segregated cycleways, connecting the city centre to Coundon and Binley		Coundon – Local Air Quality Action Plan (LAQAP) Binley - Transforming Cities Fund (TCF) / Active Travel Fund (ATF)	<£10m each	2024/25
City Centre Cycleway,	New segregated cycleway between Queen Victoria Road and Pool Meadow Bus Stations		ATF	<£10m	2024/25
University of Warwick cycle routes	Improved cycle connections between the University of Warwick and neighbouring residential areas, railways stations and the city centre		ATF/ Developer contributions/ Sustrans	<£10m	2024/25
Foleshill Transport Package	The package includes segregated cycle facilities on Foleshill Road, as well as junction improvements on the A444 (to accommodate traffic displaced from Foleshill Road)	Package of improvements to reduce the level of through traffic on Foleshill Road and encourage greater levels of active travel.	CRSTS	<£10m	2025/26
Coventry South/ London Road	Various improvements on the A444 and London Road corridors, including		CRSTS/ Developer	£10-£25m	2026/27

Transport Package	improvements to signage to reroute through traffic, remodelling of key junctions and the installation of segregated facilities for cyclists		contributions		
Eastern Green cycleways	Two new cycleways connecting the planned Sustainable Urban Extension (SUE) at Eastern Green to the city centre and to Tile Hill Railway Station		Developer contributions	<£10m	2026/27
Keresley Connects cycleways	New cycleways connecting the planned SUE in Keresley to the city centre, Allesley / Lyons Park and the existing Coundon Cycleway		Developer contributions	<£10m	2025/26
Further cycle network improvements	Ongoing programme to develop and deliver further cycleways, informed by the LCWIP.		ATF/ Developer contributions	Ongoing programme	From 2025/26
Liveable Neighbourhoods trials	Development of two initial Liveable Neighbourhoods, in collaboration with local residents.		ATF	<£10m	2025/26
Further programme of Liveable Neighbourhoods	Ongoing, community-led programme to establish further Liveable Neighbourhoods		TBC	Ongoing programme	From 2025/26
WM Cycle Hire	Ongoing expansion of the existing WM Cycle Hire scheme, with the aim of covering the whole city		TfWM	Ongoing programme	1-15 yrs
E-scooter rental scheme	Expansion and roll-out of the existing pilot scheme. Further actions dependent on national changes to legislation expected in 2023/24 subject to parliamentary timetable		TfWM	TBC	1-15 yrs
A46 Stoneleigh Junction improvements	Complete upgrades to the A46 Stoneleigh Junction (currently underway)		WCC	£25-50m	2024/25
LAQAP highways schemes	Complete various highway improvement schemes aimed at reducing air pollution			£25-50m	2024/25

	at several pinch points, including Spon End, Ring Road Junction 7 and the Holyhead Road area (currently underway)				
Keresley Link Road	A new connection through the planned Keresley SUE, linking Long Lane in the West of Coventry and Winding House Lane in the North. This will also remove through traffic from existing residential areas in NW Coventry			£10-£25m	2025/26
A46 Walsgrave Junction improvements and new link slip road, to be funded and built by National Highways.	Planned junction upgrade to improve journey times on a key strategic route. The Development Consent Order (DCO) is anticipated as follows: <ul style="list-style-type: none"> • Application to be determined Q1 / Q2 2026. • National Highways expect to commence work in Q3 / Q4 2026. • Works to lasting approximately 18 months, completing Q2 2028. 		National Highways	£50-£100m	2027/28+
A46 Strategic Link Road	A new strategic link between the A46 South of Coventry (at Stoneleigh Junction) and either Solihull or the West of Coventry.	This would create a new travel corridor linking the North Warwickshire/South Coventry with UK Central Plus (including the new HS2 station) in Solihull	Partnership with WCC and Solihull Metropolitan Borough Council (SMBC)	£100m+	2027/28+
M6 Junction 3 improvements	Improvements to reduce congestion at a key junction		National Highways	£25-£50m	2027/28+
Highway maintenance programmes	Ongoing programme of work to maintain our highways, cycleways and footways according to identified prioritisation based on condition and other factors		CRSTS	Ongoing programme	Ongoing programme
Road safety programmes	Annual programme of road safety improvement schemes based on casualty reduction priorities		CRSTS	Ongoing programme	Ongoing programme

Average speed cameras	Ongoing programme to reduce vehicle speeds within the city.	Rolling out average speed camera enforcement, with the aim of installing these on all major radial routes into and out of the city according to a prioritised programme	CRSTS	Ongoing programme	Ongoing programme
5G monitoring/ Connected Autonomous Vehicles (CAV) Testbed	Various projects aimed at preparing our highway network for the future	Includes testing of CAVs and the rollout of 5G monitoring and other projects involving trialling and rollout of new transport technology	TfWM/ Commercial/ Government research funding e.g. Innovate UK	Ongoing programme	Ongoing programme
Local EV charging hubs	Programme of EV charging/ multi-modal transport hubs in various locations around the city		Ongoing programme		From 2024/25
Coventry and Warwickshire CLEAN Hub	Creation of a multi-modal transport interchange initially with electric vehicle charging facilities and park and ride services, with further features to be added later		£50-100m	Partnership with the private sector	2027/28+
Trial of dynamic charging of electric vehicles	Development of “wireless” charging allowing EVs to be charged on the move.		<£10m	Partnership with the private sector	2027/28+
Green Innovation Park	Creation of a ‘super charging hub’ for electric vehicles		£10-£25m	OZEV	2027/28+
Public electric vehicle charge points network expansion	Ongoing programme to expand the city’s network of public electric vehicle charge points		Ongoing programme	National Highways / CCC	Ongoing programme
Expansion of car clubs/ car sharing services	Ongoing work with commercial partners to expand the provision of car clubs / car sharing in the city, and encourage the provision of more shared electric vehicles		Ongoing programme		1-15 yrs
Project Skyway	Investigation of the potential for drones to undertake longer distance deliveries		£50-100m	Partnership with WCC	2-3 yrs

	along pre-determined corridors				
Ansty freight consolidation centre	Establishing a freight consolidation centre in Ansty as part of the Coventry and Warwickshire CLEAN Hub project		TBC	Partnership with TfWM and private sector	2027/28+
Education					
Lyng Hall	4 classroom block, dining area expansion to provide increased internal dining and extension of sports hall.	Due to rising demand for school places and within the One Strategic Plan for Education, an additional classroom block has been delivered at the school.	Section 106 agreements, and funding from DfE.	£2,000,000	Completed in 2023
Stoke Park	Refurbishment classrooms and changing rooms. External landscaping and pitch enhancement.	Due to rising demand for school places and within the One strategic Plan for Education, an additional classroom block has been delivered at the school.	Section 106 agreements, and funding from DfE.	£1,000,000	Completed in 2023
Bishop Ullathorne	Provision of New Sports Hall on school site	Due to rising demand for school places and within the One Strategic Plan for Education, an additional classroom block has been delivered at the school.	Section 106 agreements, and funding from DfE.	£3,000,000	Completed in 2023
Finham 2	Refurbish Edwards Keep to form new classrooms and changing facilities, update the current DT Workshop into a new food technology space, refurbish the existing science classroom into a STEM classroom and expand the sports facilities to create a new Muga that has previous planning approval.	Due to rising demand for school places and within the One Strategic Plan for Education, an additional classroom block has been delivered at the school.	Section 106 agreements, and funding from DfE.	£2,000,000	Completed in 2023
Westwood	Temporary accommodation for September 2021: changing space (split for girls and boys) and 2 x general teaching classrooms Refurbishment of existing DT classroom (complete) (to create 2 x general	Due to rising demand for school places and within the One Strategic Plan for Education, an additional classroom block has been delivered at the school.	Section 106 agreements, and funding from DfE.	£1,000,000	Completed in 2023

	teaching classrooms), refurbishment of existing Art classroom (to create 2 x general teaching classrooms) September 2023 permanent changing space (new standalone block).				
Baginton (Rebuild)	A potential project to rebuild and expand Baginton Special School to accommodate additional pupils.	To meet the needs of children with Special Educational Needs or Disabilities. Provisions form part of school management programme to make more efficient use of resources and better deliver services.	Section 106 agreements, and funding from DfE.	To explored at feasibility Stage	Completed by 2027
Woodlands	SEMH Woodfield's schools currently across 2 sites with buildings that have been deemed unsuitable for purpose in the long-term. There is an opportunity to use the site formally occupied by Woodlands School. This site contains listed buildings and successfully provides community sports use. The project is to enable the integration of the Primary and Secondary schools onto one site and continue to provide the community sport provision. It is proposed to dispose of the Primary and Secondary site for development to provide funding for the main scheme.	To meet the needs of children with Special Educational Needs or Disabilities. Provisions form part of school management programme to make more efficient use of resources and better deliver services.	Section 106 agreements, and funding from DfE.	To be finalized with contractor undertaking work	Completed by 2024
Cardinal Wiseman	3 modular classrooms and extension of existing classroom to create science room (external extension with internal refurbishment). The school may wish to extend across the full building width and will be provided prices to confirm if they wish to proceed at their costs.	Due to rising demand for school places and within the One Strategic Plan for Education, an additional classroom block has been delivered at the school.	Section 106 agreements, and funding from DfE.	£1,000,000	Completed in 2023
Blue Coat	Initial discussions with school indicate	Due to rising demand for school	Section 106	£2,000,000	Completed

	the works will comprise the provision of new single story sixth form block (6 classrooms) for September 2023.	places and within the One Strategic Plan for Education, an additional classroom block has been delivered at the school.	agreements, and funding from DfE.		by 2023
Keresley SUE New School	Due to new housing in the local area, land has been secured for a 2FE Primary School.	Due to rising demand for school places due to housing in the local area and within the One Strategic Plan for Education, a new school building will be created on site.	Section 106 agreements, and funding from DfE.	To explored at feasibility Stage	Completed by 2027
Eastern Green New School	Due to new housing in the local area, land has been secured for a 3FE Primary School	Due to rising demand for school places due to housing in the local area and within the One Strategic Plan for Education, a new school building will be created on site.	Section 106 agreements, and funding from DfE.	To explored at feasibility Stage	Completed by 2030
ERP	Extensions to existing primary schools to provide additional resources and facilities for Special Needs Pupils (SEN)	The number of special needs pupil is on the rise and extending existing primary schools to include Enhanced Resource Provision (ERP). These resources will provide an adaptive classroom, sensory areas, and spaces for development. This will ensure a supportive learning environment tailored to the diverse needs for pupils with special needs. It brings about inclusivity for the pupils.	Section 106 agreements, and funding from DfE.	To explored at feasibility Stage	3x per year till end of plan period
Primary Bulge Class	Temporary expansion of school facilities. This is for a single year, in which for example Year 3 increase, and that increase then moves through the school until that cohort reaches Year 6.	The recent increase in demand of school places across the city because of in-year migration has had the most substantial impact on the availability of places in all year groups. The consequence of this increased demand is that it has significantly reduced the number of school places available	Section 106 agreements, and funding from DfE.	To explored at feasibility Stage	3x per year till end of plan period

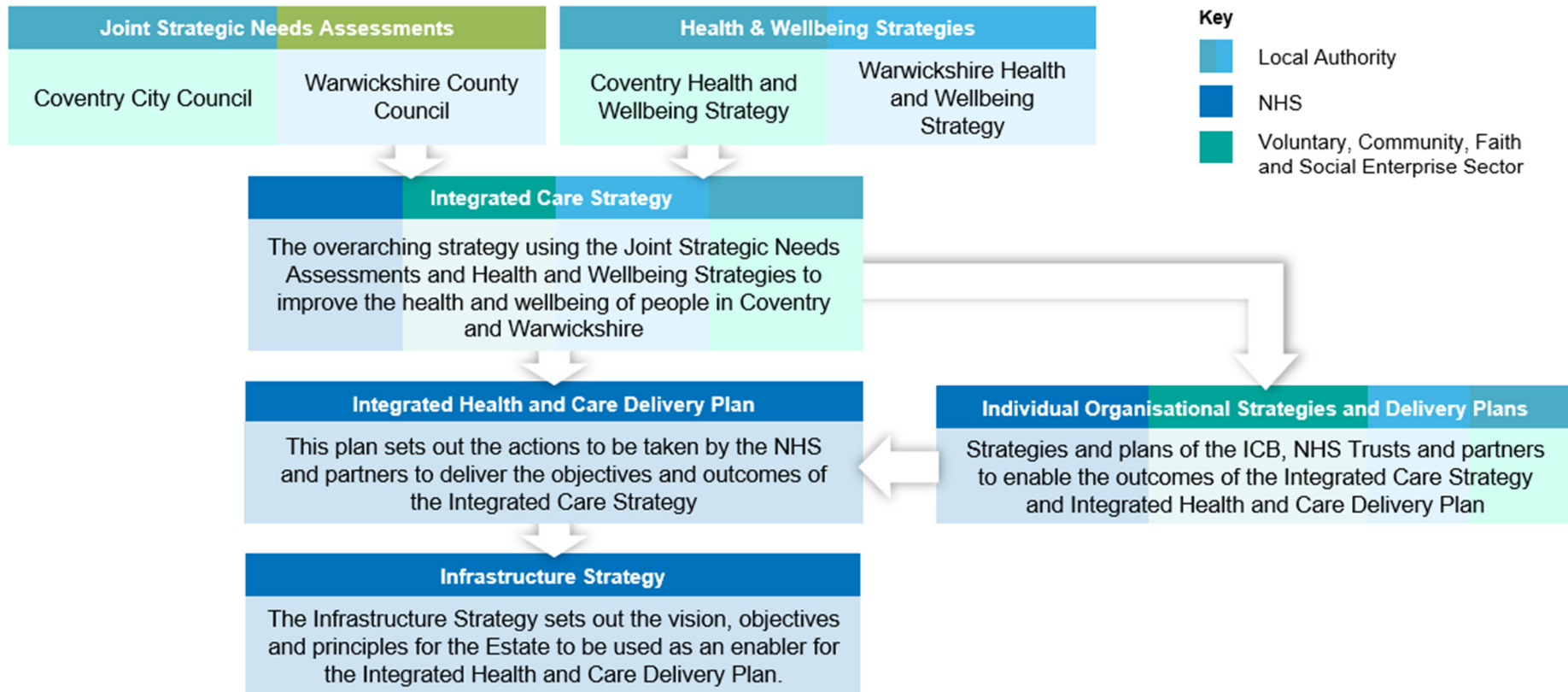
		in Coventry primary schools. Hence the need for bulge classes to address this issue.			
Foxford	Construction of four permanent classroom	Additional capacity in the model of both permanent and temporary expansions is being added in secondary schools to ensure sufficiency of places, viability for schools, and cost efficiency. This is to provide for the larger birth cohorts identified through the pupil forecasts. Foxford school is part of the expansion programme to deliver additional places.	Section 106 agreements, and funding from DfE.	To explored at feasibility Stage	To be completed by 2024
Castle Wood	Refurbishment of office space to create two classroom spaces and construction of office spaces.	The yearly increase in demand for Education Health & Care Plans has increased placing pressure on the specialist system. Since the introduction of the Children and Families Act which was enacted in September 2015, demand for EHC Plans has grown both nationally and locally. Consequently, demand for special school placements has increased excessively thereby exceeding forecasts based on birth rates. To ensure that children with EHCP receive the right support expansion of specialist schools are in delivered in phases. Castlewood is one of those schools.	Section 106 agreements, and funding from DfE.	To explored at feasibility Stage	To be completed by 2025
Corley Centre	Creation of additional learning spaces	The yearly increase in demand for EHC Plans has increased placing	Section 106 agreements, and	To explored at feasibility	To be completed by

		pressure on the specialist system. Since the introduction of the Children and Families Act which was enacted in September 2015, demand for EHC Plans has grown both nationally and locally. Consequently, demand for special school placements has increased excessively thereby exceeding forecasts based on birth rates. To ensure that children with EHCP receive the right support expansion of specialist schools are in delivered in phases. Corley Centre is one of those schools.	funding from DfE.	Stage	2024
Henley College Site	Refurbishment or rebuild of former college site	Rebuilding or refurbishment of the site to create additional secondary school places due to the larger birth cohorts identified through the pupil forecasts and the high number of primary pupils leaving year 6 into year 7. This project work is required to ensure sufficient places for pupils.	Section 106 agreements, and funding from DfE.	To explored at feasibility Stage	To be completed by 2027
Stoke Park	Expansion of the school facilities	Additional capacity in the model of both permanent and temporary expansions is being added in secondary schools to ensure sufficiency of places, viability for schools, and cost efficiency. This is to provide for the larger birth cohorts identified through the pupil forecasts (highest birth cohort currently in Year 7). Stoke Park school is part of the expansion	Section 106 agreements, and funding from DfE.	To explored at feasibility Stage	To be completed by 2026

		programme to deliver additional places.			
Lyng Hall	Creation of a new sports hall	The school will be increasing its pupil numbers due to demand on school places around the city. The current sports hall provision at the school is not of a suitable size or standard to accommodate the additional pupils.	Section 106 agreements, and funding from DfE.	To explored at feasibility Stage	To be completed by 2025
Health Infrastructure					
New health centre at Foleshill	New health facilities.	To provide new high-quality premises to support health provisions within the area.	Section 106 agreements and Section 278 agreements. Funding from the NHS and Integrated Care Board	Cost to be determined as scheme specific details emerge.	TBC
New health centre at Keresley SUE	New health facilities.	To provide new high-quality premises to support the needs of a new community.	Section 106 agreements and Section 278 agreements. Funding from the NHS and Integrated Care Board	Cost to be determined as scheme specific details emerge.	TBC
Expansion of existing health services at Walsgrave	Expansion of existing health facilities.	To ensure accessibility to high quality health care facilities for both present residents of Coventry and those that will reside in new developments.	Section 106 agreements and Section 278 agreements. Funding from the NHS and ICB	Cost to be determined as scheme specific details emerge.	Across Development Plan Period
Coventry and Warwickshire Integrated Health	The Integrated Health and Care Delivery Plan is regularly updated to reflect changing needs and funding streams.	To ensure accessibility to high quality health care facilities for both existing residents and for	Section 106 agreements and Section 278	Cost to be determined as scheme specific	Across Development Plan Period

and Care Delivery Plan 2023-2028	This will ensure that all local people have adequate access to health care facilities to further support the public health agenda. The Delivery Plan informs the ICB's Infrastructure Strategy and therefore will be updated in line with most recent requirements / strategies of the ICB. The hierarchy of plans and strategies that inform the Infrastructure Strategy is set out in Appendix 1.	potential future residents who will reside in new developments.	agreements. Funding from the NHS and ICB	details emerge.	
Waste					
Bar Road Waste Processing site off London Road, managed by Coventry and Solihull Waste Disposal Company (CSWDC). West Midlands Regional Technical Advisory Body (WMRTAB)	Appendix 2 sets out the city's waste processing and capacity requirements. It includes details on the new materials recycling facility to enable the processing of 175,000 tonnes of recycling annually. Appendix 2 also includes details on the improvement to the efficiency of the city's incinerator, so it can generate power and heat via the Heatline network. This results in the city's operational capacity for waste processing to be 315,000 tonnes annually. To be updated in line with IDP updates.	To be delivered as part of ongoing waste management and to improve the city's recycling rate (which stands at 34.2% in 2023/24) by expanding the variety of materials that can be recycled. The city also intends to reduce waste going to landfill and improve efficiency through generating power and heat via the Heatline network.	Council tax and where viable, developer contributions.	Cost to be determined as scheme specific details emerge.	Across Development Plan Period
Cross Boundary Infrastructure					
Through the Duty to Cooperate the City Council will work with its Warwickshire neighbours to identify key cross boundary infrastructure in Warwickshire that has a close or direct relationship with Coventry and the delivery or facilitation of its wider housing and employment needs.			Funding to be determined as scheme specific details emerge.	Cost to be determined as scheme specific details emerge.	Across Development Plan Period

Appendix 1 – The plan hierarchy that informs the Integrated Care System Infrastructure Strategy



Appendix 2 – Coventry’s Waste Capacity Requirements

Coventry's current permitted operational capacity for waste processing is 315,000 tonnes per annum. This capacity is managed by Coventry and Solihull Waste Disposal Company (CSWDC), a joint venture of Coventry City Council, Solihull Metropolitan Borough Council, and Warwickshire County Council. The facility, including the new Sherbourne Materials Recycling Facility (MRF), aims to process 315,000 tonnes of waste annually.

Coventry produces around 122,000 tonnes of municipal waste a year. Only a small percentage of the city’s waste goes to landfill (1.8% of household waste for 2023-2024). The majority of Coventry’s non-recyclable waste is incinerated at a facility at Bar Road, not far from the city centre. The facility has been retrofitted over the years to improve efficiency through generating power and more recently heat which supplies a number of key buildings in the city via the Heatline network, including the Council estate, the Wave Leisure Centre, Cathedral and will soon expand to provide heat to Coventry University campus.

The new Sherbourne Materials Recycling Facility (MRF) opened in autumn 2024. This was a £58M joint project by 8 local councils located alongside the existing Bar Road waste processing site on London Road. This state-of-the-art facility will significantly expand local recycling capacity with the ability to process 175,000 tonnes of mainly domestic recycling annually, by leveraging AI enabled robotic sorting equipment. The launch of the new facility is an important step in helping to boost the city’s recycling rates by expanding the variety of materials that can be recycling and will also enable us to sell back recyclables to new markets.

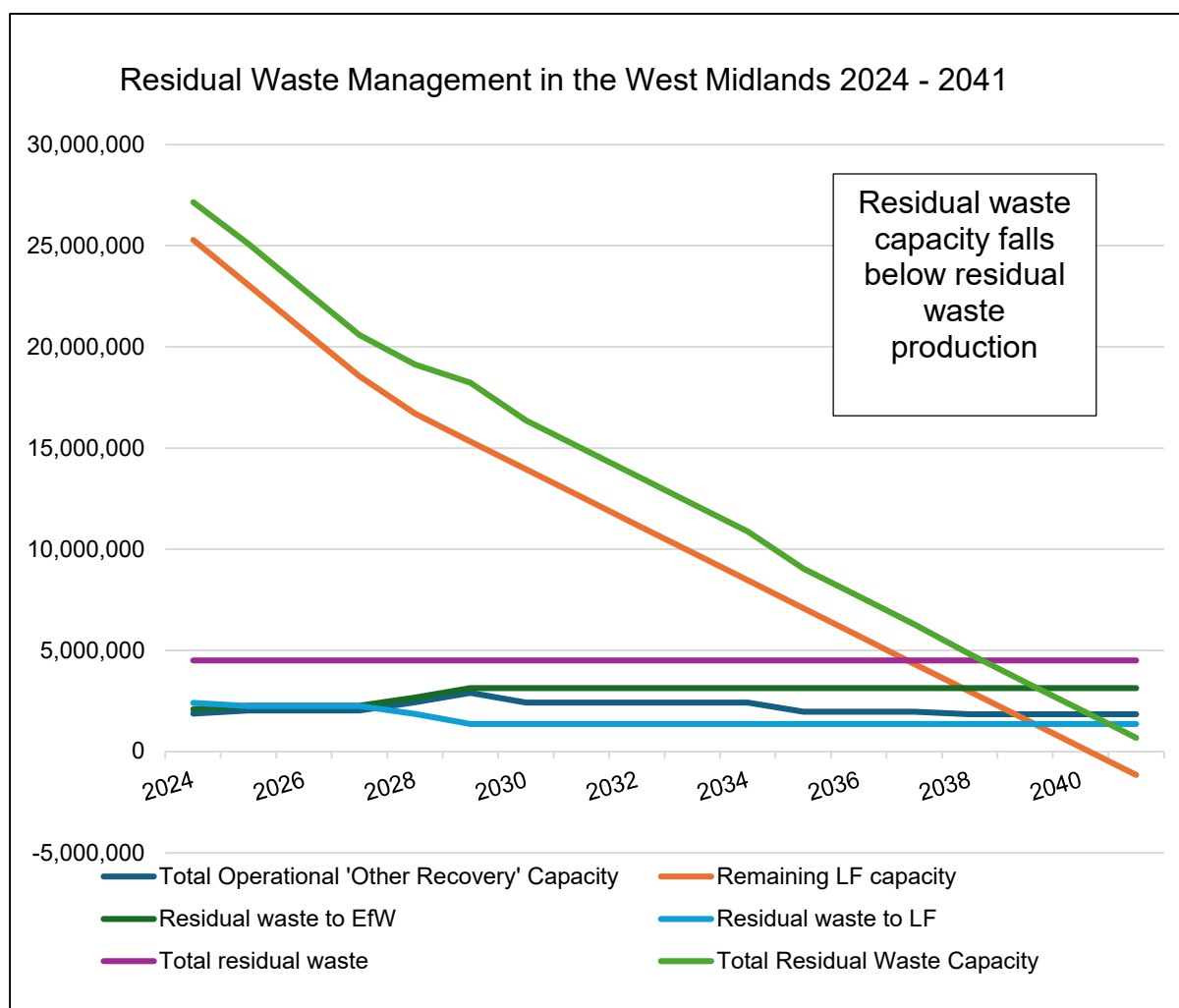
Recycling rates increased from 30.5% to 34.2% in 2023/2024, which can be partly attributed to the technologies being used at the new MRF leading to reduced levels of rejected materials. As the new facility opened part way through the year, it is anticipated that this will help to support increased rates in 2025 and throughout the plan period.

The West Midlands Residual Waste Study (2025) provides an overview of current, and anticipated residual non-hazardous waste management capacity (landfill, EfW and ATT) in the West Midlands of which Coventry is integral to. It also considers the resilience of this capacity for managing an amount of residual waste equivalent to that estimated to arise within the West Midlands over the next 15 years. In doing so the study provides an indication of whether there is likely to be a need to plan for the development of additional capacity for managing non-hazardous residual waste in the West Midlands in the near future.

Headline findings from the study include:

- Annual residual waste arising in the West Midlands was estimated to be 4,510,615 tonnes per annum¹
- At the end of 2023, non-hazardous landfill capacity in the West Midlands was 27,708,362 cubic metres, which when using a 1:1 density ratio equates to 27,708,362 tonnes.
- The operational residual waste treatment capacity (taken as Energy from Waste and Advanced Thermal Treatment) is estimated at just over 1.86 Mtpa and total capacity will briefly reach a maximum total of ~2.9 Mtpa by 2029 before declining if no new facilities are developed.

Residual Waste Management in the West Midlands 2024-2041



Source: Resilience of Non-hazardous Residual Waste Management Capacity in the West Midlands Study, 2025

¹ Based on the average arisings 2019-2023 (excluding 2020 to address the covid effect).