



Structures Fund template

This template is for local authorities proposing schemes for investment from the Structures Fund. Before completing the template, local authorities should read the [Structures Fund guidance and associated documents](#). Alongside the template, local authorities must also complete the economic toolkit for the proposed scheme.

Part 1 – Details of the Structure Being Promoted

1.1 Scheme Information

This section captures the key information on the scheme that is being proposed to the Structures Fund.

- a) Local highway authority (LHA) name: Coventry City Council
- b) Scheme / structure name and LHA bridges number: Swanswell Viaduct (7001)
- c) Location (OS Grid Reference) of the scheme/structure (to identify location on map):
- Easting: 433955
- Northing: 279006
- d) Name of Project Manager: Hakan Bikim
- e) Email address: Hakan.Bikim@coventry.gov.uk
- f) Phone number: 024 76976749
- g) What type of eligible structure would your scheme address? (select all that apply)

☐	Bridges	☐	Cutting/embankment
☒	Fly-overs	☐	Tunnels
☐	Retaining walls	☐	Local highway repairs due to landslip
☐	Culverts	☐	Local highway repairs due to collapse
☐	Other structure type (please specify): Click or tap here to enter text.		

- h) Provide an overview of the structure proposed for intervention and the nature of the problem. (Maximum 250 words)

This could include, for example, the age, construction type, feature carried and feature crossed of the relevant structure and if the structure has listed heritage status.

Built in the 1960s, the Swanswell Viaduct is a 118-span pre-cast concrete structure forming one-third (0.75 miles) of the A4053 Coventry Ring Road, between junctions 1 and 4.

The Ring Road encircles Coventry city centre providing access to it and facilitating journeys between different parts of the city. It is one of the busiest roads in Coventry, used by 41,000

vehicles per day (36,000 cars, 4,000 LGVs, 600 HGVs and 200 buses), and is part of the Key Route Network (KRN).

The Swanswell Viaduct provides access to Pool Meadow Bus Station and Coventry University's main campus, while the section between junctions 3 and 4 also forms part of the A444 corridor (the primary route for North-South movements through Coventry) and is part of the Major Route Network (MRN). See Appendix P for location and images of the structure.

Recent structural assessments highlight an urgent need for intervention. The viaduct holds a Bridge Condition Index (BCI) Critical score of 28, placing it in the 'Very Poor' classification. This is driven by severe material degradation, specifically extensive concrete spalling and active reinforcement corrosion across the support trestles, which compound inherent structural capacity deficits against modern loading standards. Furthermore, the viaduct's structural bearings have reached the end of their design life and require replacement.

The proposed strengthening scheme will directly remedy these issues. By upgrading the substandard trestles, repairing degraded concrete, and replacing perishable bearings, it will restore optimal load transfer and structural integrity.

i) Provide an overview of the proposed intervention and how the works will address the problem.

This should set out the method of resolving the issue that is to be addressed.

A circa £100m phased programme focused on structural strengthening and critical asset preservation. The intervention will address the inherent capacity deficits of the original 1960s design by upgrading the sub-standard support trestles to meet modern loading requirements.

Specifically, the works will involve increasing the steel reinforcement and expanding the depth of the concrete cover across critical structural elements. This targeted intervention will directly remediate the capacity shortfall, ensuring the viaduct can safely accommodate current and future traffic demands without the need for load restrictions.

Furthermore, the programme incorporates the essential replacement of the viaduct's structural bearings. As perishable mechanical components that have reached the end of their design life, their replacement is critical to ensuring optimal load transfer between the bridge deck and the substructure. Delivering this replacement concurrently with the main concrete works represents a holistic, 'dig-once' intervention that protects the newly strengthened trestles from eccentric loading and secures the long-term operational resilience of the asset.

Crucially, the scheme will protect over £220m of residual asset value, securing the viaduct's operational resilience for decades and preventing the catastrophic economic disruption and £327m expenditure that would arise from wholesale asset replacement. If the required funding is secured, this work will be complete by March 2030.

j) Is any part of the relevant structure owned by a third-party (e.g. the Canal and River Trust or Network Rail)?

No, although in some places the structure passes over, or is immediately adjacent to, land that is either owned or leased by third parties, including Transport for West Midlands (TfWM) and Coventry University.

A Stakeholder Plan showing control of the land immediately surrounding the Swanswell Viaduct has been provided as Appendix B. TfWM, WMCA and Coventry University have supplied letters of support for the scheme, provided as Appendices C, D and F.

Where land is owned by the Council and leased to third parties, the lease agreements also specifically permit the Council access to undertake structural maintenance and repair works.

The Swanswell Viaduct is also on the MRN, so a letter of support from Midlands Connect has been provided as Appendix E.

k) If the structure is on a diversion route for the SRN provide a clear description/commentary.

N/a

1.2 Understanding the Condition of the Structure

Please set out the current condition of the structure in this section.

a) Provide evidence that the relevant structure is in need of repair either now or by the end of the 2029/30 financial year. (Maximum 250 words)

Provide details of the process used for determining whether this structure is in need of repair and the timescale in which the repair is needed..

The requirement for an urgent structural intervention is the culmination of a rigorous, 10-year programme of active monitoring and assessment.

Since an initial High-Level Risk Review in 2015, the Council has commissioned continuous structural evaluations, including iterative Corbel Assessments (2016, 2020-21, and 2023-24) and an Initial Deck Assessment (2017).

While the Council has actively managed the asset, including the implementation of a formal Substandard Structure Management Plan in 2021-22, the cumulative evidence from recent Principal Inspections (2023-24) and ongoing capacity assessments is conclusive.

The viaduct's inherent 1960s design is fundamentally inadequate for modern loading standards. This decade of work confirms that interim measures are no longer viable; a comprehensive structural strengthening programme is now critically required to remediate this capacity deficit and prevent the implementation of load restrictions.

A copy of the most recent Principal Inspection Report, from November 2023, has been provided as Appendix G.

Furthermore, alongside this capacity deficit, the viaduct's mechanical structural bearings have now reached the end of their serviceable design life. Replacing these perishable elements is now an immediate maintenance requirement to ensure optimal load transfer and prevent eccentric loading from damaging the sub-structure.

b) Please indicate if the relevant structure is **currently** subject to traffic restriction as a result of its condition.

Reference should be made to closures, weight limits, width restriction, limits on use.

No

- c) Please indicate if the relevant structure is **not currently** but **by the end of the 2029/2030 Financial Year is expected** to be subject to traffic restriction as a result of its condition.

Reference should be made to closures, weight limits, width restriction, limits on use that are anticipated.

Yes. Without structural intervention, it is expected that severe load restrictions, lane closures, and potentially full closures will be required to safeguard the asset.

In the worst case scenario, in the absence of improvements, the Swanswell Viaduct would need to be closed in its entirety and ultimately demolished.

- d) If the answer to c) above is yes, then please estimate the likelihood of this occurring: (select box that applies):

- ☐ Low confidence in restriction occurring
☐ Medium confidence in restriction occurring
☒ High confidence in restriction occurring

- e) Please indicate if the relevant structure is **currently** subject to other temporary measures to manage risk.

Reference should be made to measures such as propping, etc.

Yes. The viaduct is currently operating under a formal Substandard Structure Management Plan. As a critical interim measure to manage the public safety risks associated with its inadequate structural capacity, the asset is subject to a regime of enhanced, monthly Special Inspections. This continuous monitoring is required to safely manage the structure and identify imminent failure risks until the capital strengthening works can be implemented.

Although it is not possible to forecast exactly when a failure may occur, a full closure would be triggered immediately if these inspections identify an imminent, unmitigable risk to public safety.

- f) Please indicate if the relevant structure is **not currently** but **expected by the end of the 2029/2030 Financial Year** to be subject to temporary measures to manage risk.

Reference should be made to measures such as propping, etc. that is anticipated.

N/A

- g) If the answer to f) above is yes, then estimate the likelihood of this occurring:

- ☐ Low confidence in temporary measures being required
☐ Medium confidence in temporary measures being required
☐ High confidence in temporary measures being required

- h) If available and applicable, what is the current Bridge Condition Indicator score (average and critical) of the relevant structure?

BCI Crit: 28

BCI Ave: 85

- i) Which elements of the structure are negatively contributing to the BCI scores and how has this changed in the last 5 years.

Reference should be made to recent inspections and highlight the type and extent of the defects.

The critical need for intervention is driven by a combination of inherent structural capacity deficits and severe material deterioration.

Recent assessments have confirmed a very low Bridge Condition Index (BCI) Critical score of 28, predominantly due to extensive concrete spalling and active reinforcement corrosion across the support trestles. The proposed funding will directly remedy this; the strengthening programme incorporates comprehensive concrete repairs to restore the spalled areas and arrest further corrosion, whilst simultaneously upgrading the trestles to meet modern structural loading standards and replacing the end-of-life structural bearings to secure long-term asset preservation.

As well as the most recent Principal Inspection Report (Appendix G), copies of the following further reports have also been provided

Appendix H – Addendum to November 2023 Principal Inspection Report

Appendix O - Technical Note (including Visual RAG Status)

Appendix V – Draft Optioneering Paper.

- j) Submit, alongside this submission template, the most recent, dated copy of the structural inspection proforma or a report summarising this.
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Part 2 – Understanding the Case for Investment

2.1 Strategic Case

This section of the template captures the wider need for the scheme and how it aligns to the objectives of the Structures Fund.

- a) Provide a summary of how this scheme contributes to the Government's economic growth mission (Maximum 250 words)

Describe how the proposal will support economic growth (e.g. by creating jobs, attracting investment, improving productivity, or enabling new business activity) and set out the mechanisms through which these benefits will be delivered.

The Swanswell Viaduct is part of the MRN and KRN and is a vital link into and around Coventry. It provides access to key employment sites and is one of the busiest roads in Coventry, carrying 41,000 vehicles per day. The importance of this route is highlighted in letters of support from WMCA and Midlands Connect, provided as Appendices D and E.

This scheme is essential to ensure the viaduct can remain safely operational. Without intervention, it is expected that load restrictions, lane closures or full closures will be required. In the worst case scenario, in the absence of improvements, the Swanswell Viaduct would need to be closed in its entirety and ultimately demolished.

Any restrictions would reduce network capacity, increase journey times and make it more difficult for residents to access employment opportunities, negatively affecting economic activity and growth. Any closures would also require diversion routes, leading to congestion and delay.

Furthermore, not delivering the scheme could also reduce Coventry's attractiveness as a location for employment and investment, affecting job creation and retention.

Coventry City Centre as a whole is currently undergoing significant regeneration. This includes the City Centre South (8,000+ m2 of commercial space, 991 homes and 17,000 m2 of public open space), Friargate Business District (218,000 m2 mixed use development providing offices, homes, retail space and hotel) and City Centre Cultural Gateway (repurposing of a former retail building to form a new visitor attraction) developments. While these schemes are not directly dependent on this project, their ability to attract businesses, investment and visitors relies in part on maintaining effective transport connectivity.

Completion of this scheme would therefore maintain access to employment sites, support the regeneration of the city centre and reduce disruption and delay on potential diversion routes, contributing to the city's economic growth.

- b) Explain how the scheme supports other Government policy objectives. (Maximum 250 words)

Provide a summary of the scheme's alignment to UK Government policy objectives as represented by the remaining missions.

This scheme supports the Government policy mission of breaking down barriers to opportunities by providing a reliable route for people to use to travel for employment purposes.

By undertaking the strengthening works on the Swanswell Viaduct and ensuring that it can remain open to vehicles, this helps contribute to healthier and safer streets as a significant number of

vehicles can continue to use the Swanswell Viaduct rather than using diversion routes that may not be as appropriate for the increased volumes of traffic.

The UK's 10-year Infrastructure Strategy sets out the long term investment that will be delivered across the strategy period, including reference to the new Structures Fund with a purpose of repairing major structures like bridges and flyovers. The Swanswell Viaduct demonstrates the need for this funding as it is a major scheme that requires additional investment, beyond the CRSTS highway maintenance funding, as it is of a value that exceeds the entire Coventry highway maintenance allocation. This investment in infrastructure in Coventry will allow continued connectivity which supports productivity, access to employment, growth and efficiency improvements. As noted above, the scheme will also support the continued regeneration of Coventry City Centre.

The scheme will also allow the creation of a number of new apprenticeship positions, both within the Council itself and with the contractor (as a requirement of the procurement process).

c) Explain why this scheme is a local priority. (Maximum 250 words)

Provide a summary of the scheme's alignment to local priorities and policies.

One Coventry Plan (2022-30)

The One Coventry Plan sets out three interconnected priorities: increasing economic prosperity, improving outcomes and tackling inequalities and addressing climate change. This scheme supports increasing economic prosperity by maintaining reliable access to employment across Coventry and ensuring that the city centre remains an attractive location for businesses. Without it, there is a risk of stagnating growth and increased pressure on surrounding residential areas from diversion routes.

Economic Development Strategy (2022-27)

This strategy highlights the need to deliver infrastructure that enables sustainable economic growth, including investment in projects that support job creation. Maintaining access to the Swanswell Viaduct, and the integrity of the Ring Road as a circulatory route, will support planned city centre growth, and ensure residents can continue to access employment.

Transport Strategy (2022-2037)

The purpose of the strategy is "to offer a safe, sustainable, equitable and resilient transport system, which enables our residents, visitors and businesses to thrive". A key objective is supporting economic recovery and long-term growth. The Swanswell Viaduct scheme will ensure the route remains operational and capable of accommodating future growth.

This scheme is a local priority as the Swanswell Viaduct is a critical route on the MRN and KRN, requiring urgent structural intervention. The scheme cost significantly exceeds the Council's annual maintenance budget, meaning it cannot be delivered through standard allocations and requires central government funding.

Coventry City Council has actively managed the structure, including implementing a formal Substandard Structure Management Plan and ongoing monitoring and assessment. This has concluded that the interim measures are no longer viable, and comprehensive structural strengthening is required.

d) Summarise engagement with local stakeholders, any joint-owners, levels of support for the scheme and explain any controversial elements. (Maximum 250 words).

Summarise support from relevant stakeholders such as the Local MP, Elected Members relevant combined authorities, National Highways, Network Rail, neighbouring LHAs, or important utility providers.

The Swanswell Viaduct is public highway and the sole responsibility of Coventry City Council.

There will, however, be some interface with adjoining landowners as part of the construction programme, ranging from minor impacts to land required for construction access and scaffolding. A Stakeholder Plan showing the extent of the Swanswell Viaduct and how it interfaces with other landowners has been provided as Appendix B.

The Council have already engaged with many of the key local stakeholders for this scheme including:

- WMCA (as the Mayoral Combined Authority for Coventry)
- TfWM's Bus Team – as Pool Meadow Bus Station is located off Junction 2 of the Ring Road as well as the associated bus depot
- Midlands Connect – the Swanswell Viaduct is located on the MRN and Midlands Connect are supportive of all maintenance and improvement works to be carried out.
- Coventry University – nearby landowner

We have received letters of support for the scheme from all the above stakeholders, which are provided as Appendices C-F.

All other stakeholders, including neighbouring private residential and commercial developments, will be engaged with as a matter of course prior to construction. The Project Team will also undertake briefings with the Ward Members for the Swanswell Viaduct as well as briefing the Cabinet Member for City Services ahead of submission into the Structures Fund.

e) Provide a summary of the local approach to prioritisation of structural maintenance work. (Maximum 250 words)

Set out any weighting, scoring or other methodology which explains why this scheme has not been subject to work prior to this point.

While Coventry City Council typically uses a standard risk-based scoring system to prioritise routine maintenance across its highway assets (using Principal and General Inspections to identify defects), the Swanswell Viaduct is an exception. The Council does manage other sub-standard structures on the network, but none come close to the Swanswell Viaduct in terms of scale, strategic importance, or complexity. There are therefore no comparable maintenance schemes within the city.

Comprising 118 spans and forming roughly 0.75 miles of the Ring Road, it is a critical artery on both the MRN and KRN. Because of this massive scale, the circa £100m required for structural strengthening vastly exceeds our standard annual maintenance budgets. Therefore, it cannot be funded or prioritised through our usual local highway maintenance allocations and requires dedicated central government investment. The latest inspection report demonstrates the clear need to carry out the maintenance work, and is provided as Appendix G.

For additional context, over the 5-year CRSTS period, Coventry City Council has received the equivalent of 3.1% of the structures Gross Replacement Cost for highway maintenance, this is lower than 4 out of 5 of the other Local Authorities in the West Midlands.

It is therefore the Local Authority's clear priority with regards to major capital investment and long-term network resilience.

- f) Provide a summary of why this scheme has been selected for this application to the Structures Fund. (Maximum 250 words)

Provide a brief summary of the specific need for this structure is advanced to the Structures Fund.

In addition to the cost of the scheme vastly exceeding annual maintenance budgets, the viaduct is a primary strategic artery sitting on both the MRN and the KRN and is one of the busiest roads in Coventry, with approximately 41,000 vehicles driving on it per day.

In terms of asset value alone, the Swanswell Viaduct accounts for 11% of all bridge assets across the West Midlands Combined Authority area (excluding Birmingham), showing the significance of this structure. Intervention is therefore critical to prevent the failure of a locally and regionally important route. If this scheme is not delivered, it would have significant negative impacts on the local area and the wider city.

This is also reflected in letters of support provided by WMCA and Midlands Connect (Appendices D and E).

- g) Summarise the impacts of not delivering this scheme (Maximum 250 words).

The response should consider the impact of not delivering the scheme, such as community severance, lengthy diversion routes or impacts on other infrastructure.

The Council has modelled a complete closure of the Swanswell Viaduct (a worst case scenario, in the event that the scheme is not delivered and the structure has to be closed to all traffic) using the Coventry Strategic Modelling Tool (CSMT).

A copy of the results have been provided as Appendix I. However, in summary, they show substantial increases in traffic on the remaining sections of the Ring Road (exceeding 1,000 additional vehicles per hour on some sections) and through the Eastern sections of the city centre itself, where increased traffic volumes would undermine the Council's vision of the city centre as a predominantly pedestrian zone.

The modelling also considered the journey time impacts of these diversions. It showed significant increases in journey times for the vast majority of the routes that were analysed, with the largest of these reaching an additional 197 seconds per vehicle in the AM Peak, and 212 in the PM Peak.

An Equality Impact Assessment, provided as Appendix J, also considered who would be impacted by the changes to traffic distribution, in the event of a closure. It concluded that several of the Protected Characteristic groups, defined by the Equality Act 2010, would be disproportionately affected. This includes children and young people, older people, people with disabilities, pregnant people, people from minority ethnic backgrounds and women, with the specific locations in which these impacts will be felt most acutely are identified in the Equality Impact Assessment.

Finally, given the scheme's proximity to Pool Meadow Bus Station, any closure would also have a significant impact on bus services. This is reflected in the letter of support for the scheme provided by TfWM's Bus Team (Appendix C).

- h) If applicable, explain how the scheme helps prevent the likelihood of community severance for all transport modes and the impact that this severance would have or already has. (Maximum 250 words)

Answers should explain the impact on connecting local people to facilities, services, employment, education and local communities. The response should also summarise the extent of diversions for communities, which modes are impacted and how. Applicants may wish to use the guidance in TAG A4-4 Social Impact Appraisal.

The Ring Road's city centre location means that alternative routes are available, the modelling report (Appendix I) identifies these. However, the very large number of vehicles affected means that diversions will have significant impacts on the surrounding area. These include increased congestion (as shown in the modelling report), leading to a worsening of the pedestrian environment and increased noise and air pollution. In particular, in the case of alternative routes that pass directly through the city centre, this would directly undermine the Council's vision for the area as a primarily pedestrian environment.

Therefore, while any closure would not directly sever any community's access to local facilities or amenities, it would have significant negative impacts on those living in the immediate vicinity, as well as increasing journey times for those passing through the area.

It is also important to note that some residents will be impacted disproportionately. This is considered in more detail in the Equality Impact Assessment (Appendix J). However, in summary, it is expected that there will be negative impacts on several Protected Characteristic groups, including children and young people, older people, people with disabilities, pregnant people, people from minority ethnic backgrounds and women.

- i) Summarise the volumes of traffic by mode that are impacted as a result of any community severance (Maximum 250 words).

Explain the impacts on non-motorised and motorised traffic flow. Describe how diversions may differ by mode.

From a combination of observed traffic counts (July 2026) and estimates published by the Department for Transport (2025), it is estimated that approximately 41,000 vehicles use the Swanswell Viaduct per day. These are comprised of 36,000 cars, 4,000 LGVs, 600 HGVs and 200 buses (see Appendix U)

The modelling report (Appendix I) identifies suitable alternative routes for vehicles to use if the Swanswell Viaduct had to be closed. However, journey times are on average approximately 1.5 minutes longer, due to a combination of increased congestion and longer distances (see Appendices I and T). Furthermore, many of the routes that drivers will divert onto are also likely to be unsuitable for high volumes of traffic, which would have a substantial negative impact on the local community.

Non-motorised traffic is not directly affected by this scheme as the Ring Road is not accessible to pedestrians or cyclists. However, in areas where there will be increased traffic volumes because of any closure, this will lead to a significant worsening in the pedestrian and cycling environment.

2.2 Economic Case

This section sets out the assessment for Value for Money of the project. Applications must use the provided economic toolkit, but if alternative methods have also been used to support the economic case, this section provides the opportunity for the results to be reported.

- a) Set out the key sources for the economic benefits (e.g. journey-time savings, carbon, etc.) of the scheme. (Maximum 250 words)

Describe the main benefits the scheme is expected to deliver.

The quantitative Value for Money assessment for the scheme has been carried out using the Structures Fund Economic Tool, provided by the DfT.

The tool suggests that in total, over a 60-year appraisal period, the scheme would deliver approximately £402.5m (2023 prices) worth of benefits. The majority of these are journey time savings (£241m) and decongestion benefits (£126m). However, the following further significant benefits are also anticipated:

- Reduced vehicle operating costs (£18.5m)
- Reduced accidents (£10m)
- Reduced greenhouse gas emissions (£4.7m)

A copy of the Economic Tool has been provided as Appendix A.

- b) Summarise the estimate of the present value of costs and benefits (in 2023 present values, market prices) and the benefit cost ratio of the scheme from the economic toolkit.

Present Value Costs (PVC)	£73,594,428
Present Value Benefits (PVB)	£402,455,233
Benefit to Cost Ratio (BCR)	5.5

- c) Explain assumptions used in the economic toolkit to estimate the present value scheme costs. (Maximum 250 words)

Describe the basis of the costs input to the economic toolkit and provide justification for the risk and optimism bias values that have been used.

A cost estimate was produced by AtkinsRealis and has been provided as Appendix N. From this the capital cost estimate was used to complete the Economic Toolkit, with construction costs being profiled across the next three financial years.

Although a 66% Optimism Bias is the recommended upper boundary for early-stage non-standard civil engineering projects, applying this rate would represent a disproportionate allocation of risk. Therefore, an Optimism Bias of 30% has been used for several reasons. A full justification for this has been provided in Appendix Q, however in summary this is because:

- The scheme is a refurbishment of an existing and well-documented structure, meaning the most significant drivers of cost overrun are significantly reduced
- Of the level maturity in the cost estimate
- Of the scheme's modular scalability
- The cost estimate also includes c.£17m of CapEx for essential repairs, which classify as standard civil engineering and attract a lower Optimism Bias.

The risk allowance for the scheme is 30% (£12m) due to the current stage of design, while the optimism bias for operation, maintenance and renewal costs has been identified as 10% for the baseline “without scheme” scenario, and 5% for the “with scheme” post-completion scenario to reflect the greater certainty for maintenance costs.

The OpEx figures in the Economic Toolkit are presented in Appendix R (2026 prices). These have been adjusted to 2023 prices and then the GDP deflator + 2.1% has been added to each year to adjust for inflation (spreadsheet included in Appendix S).

d) Explain the sources of data and assumptions used to complete the Scheme Details section of the economic toolkit. (Maximum 250 words)

Provide details of the source of all data and associated assumptions (e.g. provenance, data checks, etc).

Traffic volumes

A classified traffic count was carried out between Junctions 1 and 2 of the Ring Road in the first week of July 2026. Separately, DfT has also published estimated volumes for 2025 covering four locations between Junctions 2 and 4. When completing the Economic Toolkit, an average of these five counts/estimates was used to give a mid-range estimate for each classification of vehicle (Appendix U).

Distances and journey times

Distances and journey times were estimated using CSMT. CSMT is a strategic model covering Coventry and the surrounding area. It has a base year of 2023.

6 common routes using the Swanswell Viaduct, together with 6 alternative routes (used in the event of a closure) were identified. For each of these, CSMT estimated average journey times in both directions, in the AM and PM peak periods providing a total of 48 estimated journey times (24 for existing routes and 24 for diversions).

When completing the Economic Toolkit, these have again been averaged to provide a mid-range estimates for a typical journey (Appendix T). A complete set of modelling results has also been provided as Appendix I.

Year of closure

Although it is not possible to forecast the exact year in which a full closure might become necessary, 2030 has been used for the purposes of this assessment.

The Swanswell Viaduct is currently operating under a formal Substandard Structure Management Plan, with a regime of enhanced, monthly Special Inspections dictating its operational status. A full closure would be triggered immediately if these inspections identify an imminent, unmitigable risk to public safety.

Carbon emissions

The emissions associated with the infrastructure that is delivered as part of the scheme (excluding user emissions) have been initially calculated as 1,900 tCO₂e.

e) Describe significant non-monetised impacts of the scheme. (Maximum 250 words)

Consider any economic, environmental and social impacts that have not been monetised to fully describe the impacts of delivering the scheme.

A significant impact, not captured in the Economic Toolkit, is the impact of any diversion on the surrounding road network.

This was also considered as part of the CSMT modelling, which estimated the likely changes in traffic flows across the city, in the event of a closure being introduced. The results of this exercise, which are shown in Appendix I, show increases in traffic through the Eastern sections of the city centre itself, where increased traffic volumes would undermine the Council's vision of the city centre as a predominantly pedestrian zone, and through some neighbouring residential areas, particularly to the North of the city centre.

Some groups will be disproportionately affected by these traffic increases. This is considered in more detail in the Equality Impact Assessment (Appendix J). However, in summary, this includes children and young people, older people, people with disabilities, pregnant people, people from minority ethnic backgrounds and women.

Furthermore, any closure of the Swanswell Viaduct could also undermine the attractiveness of the city centre as a location for employment, potentially impacting future job creation and job retention.

Coventry city centre is currently undergoing significant regeneration. This includes delivery of several major development projects, including City Centre South, the Friargate Business District and the City Centre Cultural Gateway. While these regeneration projects are not directly dependent on this project, it is likely that there would be wider economic costs associated with significantly worsening the city centre's transport connectivity.

- f) Where an alternative economic assessment has been undertaken to support a case for investment, please summarise the data used, the assumptions made and the results obtained (in 2023 present values, market prices). (Maximum 250 words)

Some schemes may have been subject to economic assessment to support previous cases for investment. Summarise the key details of these here, including details of the data, assumptions and results (e.g. present value of costs and benefits and benefit cost ratio).

N/a

Present Value Costs (PVC) [Click or tap here to enter text.](#)

Present Value Benefits (PVB) [Click or tap here to enter text.](#)

Benefit to Cost Ratio (BCR) [Click or tap here to enter text.](#)

To enable the assessment of the economic case, please submit the supporting information listed below to StructuresFundTAB@dft.gov.uk

- Economic Toolkit
- Any supplementary reports which support the economic case

2.3 Commercial Case

This section captures information on the commercial viability and procurement strategy for the planning and delivery of the scheme being promoted.

a) Explain the LHA capacity and experience delivering comparable schemes. (Maximum 250 words)

Where capacity is challenging for local authorities, explain how any capacity gaps may be addressed to ensure delivery of the scheme.

The Council has considerable experience of delivering large scale transport schemes. Examples of recent schemes include:

- Coventry Station Masterplan: A £80m upgrade to Coventry Railway Station, including delivery of a new station building, multistorey car park and new bus interchange. The project was completed in 2022
- A45 Eastern Green junction: Delivery of a new junction on the A45 to provide access to the Eastern Green Sustainable Urban Extension. A £33m project, the new junction will facilitate the delivery of more than 2,000 homes, 15ha of new employment land, a new district centre and a new primary school
- Coventry South Sustainable Transport Package: A £20m package of highway improvements covering the A444 and Humber Road/London Road corridors to the South of Coventry City Centre. The package includes improvements to multiple junctions and construction of a new segregated cycleway. The Package is being delivered in phases and is expected to be fully completed by 2027

The Council also successfully delivered two previous phases of refurbishment work on the Swanswell Viaduct between 2015 and 2022. These works included deck edge beam replacement, parapet upgrades, waterproofing and resurfacing. The value of these works totalled £9.1m, comprised of £4.6m in Phase 1 and £4.5m in Phase 2.

An organogram has been produced with named personnel (Appendix K). The Delivery Manager named on the organogram was previously responsible for the delivery of the Coventry Station Masterplan Scheme and is currently delivering the Coventry South Sustainable Transport Package, while both the Delivery Manager and the Bridge Manager were also involved in the previous refurbishment work for the Swanswell Viaduct.

b) Explain the delivery plans and procurement strategy for the scheme. (Maximum 250 words).

This section should include explanation of the various stages of the scheme that are required for completion. This may include design, consents and construction processes.

The Council has already completed the structural capacity assessments and optioneering and is now proactively commencing detailed design work at risk, in advance of any funding award. This ensures the scheme will be ready for market exceptionally early within the funding window.

A high level programme (Appendix L) demonstrates full delivery by 31st March 2030. To provide confidence in meeting this deadline, the delivery plan is structured around the following key stages:

- Consents and approvals: Securing Traffic Regulation Orders (TROs), Environmental Health approvals, and third-party agreements will run concurrently with the detailed design phase to eliminate pre-construction delays.
- Procurement: Given the scale, complexity and risk profile, the procurement strategy would be to carry out a standalone competitive tendering exercise in compliance with the Council's internal Contract Procedure Rules and the Procurement Act 2023. Crucially,

procurement overlaps with the design phase to facilitate Early Contractor Involvement (ECI) and constructability reviews, targeting an early contract award. This approach is considered more favourable than utilising an existing framework, due to the specialist structural strengthening and complex traffic management required. This would maximise market interest and participation, which in turn would demonstrate value for money. This approach would also allow for the evaluation to be tailored to project specific technical competencies, deliverables and experience.

- Construction: To ensure robust programme control and manageable traffic impacts, the baseline programme structures the main works into four sequential phases. These target discrete geographical zones. However, while programmed as a waterfall delivery, the strategy retains the scope and flexibility to accommodate concurrent working across multiple zones, resources permitting. This adaptability builds significant contingency into the schedule, ensuring we can accelerate delivery if required.

c) Describe the delivery risks associated to the project delivery. This should include risks which may challenge the end date for the Structures Fund.

Explain what risks have been identified and how might these be mitigated.

A comprehensive Risk Register (Appendix M) is actively maintained for the scheme. While individual risks are not yet quantified on a line-by-line basis at this preliminary stage, their collective impact has been rigorously assessed to establish a robust financial and programme buffer.

Consequently, scheme estimates have applied a 30% risk allowance to the base cost estimate. This is deemed an appropriate and proportionate allocation to absorb the scheme's primary delivery risks, which have been identified and mitigated as follows:

- Funding and programme delay: The risk that delayed funding could challenge the 31st March 2030 deadline is mitigated by the Council proactively funding detailed design 'at risk', thereby preserving a robust 28-month construction window.
- Unforeseen structural conditions: The risk of concrete degradation (spalling/corrosion) exceeding visual estimates is mitigated by targeted intrusive investigations and Early Contractor Involvement (ECI) to accurately baseline repair volumes prior to contract award.
- Market volatility: Exposure to fluctuating material costs and specialist labour shortages is mitigated by an open-market competitive tendering process via a robust NEC4 framework
- Network disruption: The logistical risk of delivering works on a live MRN/KRN artery is mitigated by strict, sequential construction phasing and progressing statutory consents concurrently with the design.

Furthermore, a separate 30% Optimism Bias has been applied to the scheme costs (including risk and contingency but excluding inflation). This two-tiered approach to quantification provides absolute confidence that the scheme will be delivered within the requested funding envelope.

d) Explain whether liaison with any applicable third-party organisations present a particular risk to delivery and whether those organisations have agreed to support the scheme's delivery.
(Maximum 250 words)

In this section set out if the scheme requires support from other organisations, and the nature of any engagement undertaken to date.

Although in some places the structure passes over, or is immediately adjacent to, land that is owned by third-parties, this is not expected to pose a risk to delivery.

A Stakeholder Plan showing ownership of the land immediately surrounding the Swanswell Viaduct has been provided as Appendix B. Engagement with land owners has already begun and letters of support for the scheme have been provided by TfWM's Bus Team and by Coventry University. Copies of these have been provided as Appendices C and F, respectively.

The Council's experience delivering previous phases of refurbishment work on the Swanswell Viaduct also provides further confidence that it is highly unlikely that there will be any issues with gaining the necessary access to the structure.

2.4 Financial Case

a) Provide estimated outturn costs (£million) for the scheme in the table below. The table should be completed with total costs, requested DfT investment, LHA contribution and third-party contributions. Only capital funding costs should be included in the table.

To note, the prospectus sets out that:

- schemes should be delivered by end-2029/30.
- schemes with early delivery (i.e. in 2026/27) may be prioritised.
- schemes should not be affordable from existing LA budgets.
- local contributions are required for proposed schemes.
- preference will be given to schemes with higher local contributions and/or those where there is a high percentage of local contribution.
- preference will also be given where the local contribution is:
 - not from other central government funding sources.
 - partially funded from other third-party sources.

	2026/27	2027/28	2028/29	2029/30	Total
Requested DfT investment	£	£24.28m	£36.42m	£36.42m	£97.13m
LA contribution	£	£1m	£1m	£1m	£3m
Other contribution	£	£	£	£	£
Total costs	£	£25.28m	£37.42m	£37.42m	£100.13m

b) Outline how the LHA has sought to manage this scheme from existing budgets and why that has been unsuccessful.

Explain the local approach to managing the existing DfT contribution across its highway assets and what specific challenges have meant that this structure was not repaired earlier.

Coventry City Council's total annual capital highways maintenance budget is approximately £3.8m. Crucially, this allocation is not ring-fenced solely for bridges; it must cover the entirety of the city's highway network. This includes all carriageway resurfacing, drainage, street lighting, and the active maintenance of over 300 other highway structures.

With the Swanswell Viaduct strengthening scheme estimated at circa £100m, the project cost represents over 25 years of the Council's entire city-wide highways budget. It is fundamentally impossible to fund a scheme of this magnitude from existing local allocations, as doing so would

require completely halting all other essential maintenance and statutory safety repairs across the rest of the network.

Therefore, while CCC has funded interim assessments and design works, the capital delivery of this intervention simply cannot be met through existing annual budgets.

This situation, where significant amounts of funding are required to make repairs that cannot be completed as part of 'business as usual' maintenance, has already been reflected in other areas. For example, M42 Junction 6 had to be closed at short notice after problems were found following routine inspection.

c) Describe the whole life costs anticipated without the proposed scheme. Explain how the proposed scheme mitigates costs from a whole life perspective. (Maximum 250 words)

Explain maintenance considerations for maintaining the structure and compare these to the scheme cost to demonstrate the financial benefit of delivering this scheme.

The Swanswell Viaduct is a strategically critical asset with a Gross Replacement Cost (GRC) of £327.4m and a Depreciated Replacement Cost (DRC) of £223.8m.

However, the primary threat to the viaduct is not standard age-related deterioration, but inherent structural design risks within the substandard concrete trestles. Without the proposed scheme, these inherent flaws remain unaddressed, presenting a severe risk of structural failure. This would force the Council to impose weight restrictions or closures, ultimately triggering full asset replacement, alongside catastrophic economic disruption to the regional transport network.

While the primary objective is to address inherent structural risks in the trestles, the scheme also delivers significant ongoing whole-life cost benefits. By replacing the viaduct's perishable structural bearings concurrently with the concrete strengthening, this removes the impending liability of separate, highly disruptive, and costly works that would be required to close the Swanswell Viaduct and put the diversions into place. From a whole-life perspective, the mitigation removes the likelihood of catastrophic failure, thereby ensuring the long-term operational sustainability of the asset.

If the scheme is not delivered, it is assumed that closure of the Swanswell Viaduct will be required in 2030. This will require diversion routes to be put into place, and subsequent demolition of the structure c.2035. Appendix R comprehensively details the works and associated costs that will be required in each year of the appraisal period for both 'with' and 'without' the scheme.

The Economic Toolkit (Appendix A) shows the impact of the 'with' and 'without' schemes for operation and maintenance throughout the appraisal period (with inflation).

d) Summarise how the cost estimate for the scheme has been developed.

Set out the basis for the estimate. For example, is it based on an estimate from similar work, developed by a quantity surveyor or a contractor quotation. Describe the inflation assumptions used and the rationale for these.

The baseline cost estimate (Appendix N) was developed by our cost consultants and quantity surveyors, AtkinsRealis, based on the feasibility design drawings in their June 2026 Draft Optioneering Report (Appendix V). The methodology fully complies with Stage 1 Green Book requirements. The construction costs are built from the bottom up based on a specific scope: fixing the 61 substandard trestles identified in the Phase 3 structural assessment. The pricing

specifically accounts for the preferred, less-intrusive engineering methods. Details can be found in Appendix V – Draft Optioneering Report which details options such as Option 2 (post-tensioned Macalloy bars) and Option 5 (Additional Longitudinal Elements). These options minimise drilling and congestion around the old steel layout. High-risk and expensive alternatives like full ground-level wall props (Option 3a) were not considered due to major utility clashes and culvert constraints under the viaduct.

All unit rates are benchmarked against actual historic data from similar civil engineering schemes using AtkinsRealis rate libraries. Cost maturity is high, with a separate fixed 30% risk allowance of £12.2m handled independently before adding a 30% Optimism Bias. Inflation is fixed at 3.26%, using the industry-standard BCIS Tender Price Index to cover market changes over the construction period.

e) Explain the financial risks that have been considered and factored into the estimate and what contingency is allowed for.

Explain the key risks and their impact on the cost and programme, including how these link to the overall contingency allowed for in the estimate.

A risk allowance of 30% has been factored into the cost estimate, which aligns with the stage of design. This is robust because the base price has been aggressively de-risked. During the estimating process, the number of pricing exclusions was driven down from 17 to just 4. The base CapEx now fully absorbs major items such as night-time and weekend working, inflation, concrete and reinforcement condition, surveys, project management, and professional fees. The only remaining exclusions are VAT, changes in government policy, Early Contractor Involvement (ECI) and specific phasing allowances. Because the base cost is highly comprehensive, the 30% allowance is preserved entirely for genuine project risks.

The key risks from our project risk register (Appendix M) driving this contingency include:

- Latent defects and scope creep (TECH-01 and TECH-02): the risk of concrete degradation being worse than visual inspections suggest (over and above the allowance already within estimate). This is mitigated by the extensive Phase 3 structural assessments already completed, and by the Council funding the detailed design ‘at risk’ to lock in exact repair volumes before the main works contract is awarded.
- Programme compression (DEL-01): The risk that funding delays jeopardise the DfT’s strict 31st March 2030 completion deadline. This is mitigated by advancing the detailed design immediately to secure a full 28-month construction window.
- Network and Third Party Clashes (OP-01 and TP-01): Delivering works on a live city artery without causing severe severance to routes like Pool Meadow Bus Station, and working around the existing TfWM bus operator electrical substation beneath the viaduct. Mitigated by phased traffic management and active, early coordination with the operator.
- Night-time Working Restrictions (ENV-01): Noise and dust complaints from nearby residential areas and Coventry University restricting night shifts. This is mitigated by early Section 61 engagement with Environment Health and specifying low-vibration hydro-demolition in the tender.
- Cost escalation (FIN-01): The risk of inflation of scope increases exceeding the fixed DfT award. This is mitigated by competitive open-market tendering under an NEC4 target cost framework to maximise market appetite and share risk fairly

- f) Provide details of the local and other contributions, including the relevant funding sources and the certainty of whether these contributions are available. (Maximum 250 words)

Describe the various sources of funding and their availability.

The Council will provide a local contribution of £3,000,000 from its Highways Maintenance budget. This will be funded across three financial years, with £1m spent each year.

2.5 Management Case

Outlines how the project will be delivered and managed effectively.

- a) Select the option which best describes the current stage of the project:

- ☐ No design, benchmarked against other schemes only
- ☐ Design concept only, no supplier yet engaged
- ☒ QS estimate / early supplier engagement, stable design

- b) What is the anticipated start date for construction for the scheme?

Summer 2027, following a 12-month detailed design programme and subsequent procurement phase

- c) What is the anticipated end date for construction for the scheme?

On or before 31 March 2030

- d) Summarise the approach to the management of the delivery of the scheme. This should be from the current point of development to completion.

This should include the management of resources, including the supply chain, to ensure delivery and an explanation of any evidence that provides certainty of delivery within the timescale.

The scheme will be governed in accordance with PRINCE2 principles to ensure robust, auditable oversight.

A formal Project Board will be established to oversee gateway approvals, review routine Highlight Reports, actively manage the risk register, and monitor overall commercial progress. To ensure the scheme is delivered on time and within budget, day-to-day delivery will be led by a dedicated, internal Delivery Project Manager. They are a fully accredited NEC Project Manager with a proven track record of successfully delivering previous capital-funded structural works on the Swanswell Viaduct itself. During the construction phase, the project will be administered utilising NEC best practice to ensure rigorous commercial and programme control.

To support the NEC Project Manager and enforce strict project controls on the ground, the Council will deploy a comprehensive, multi-disciplinary site management team, comprising:

- A dedicated Site Supervisor to actively monitor construction quality, health and safety, and strict compliance with the works information
- A dedicated Quantity Surveyor to provide robust, ongoing cost management, early warning mitigation, and accurate assessment of compensation events

- On-site Design Representative, provided by the Principal Designer, this role ensures immediate technical assurance, rapid resolution of site queries, and continuous constructability alignment.

By combining formal PRINCE2 governance with an experienced, viaduct-familiar NEC management team, the Council possesses the rigorous project controls required to deliver this critical scheme on schedule and strictly within the funding envelope.

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- e) Explain the key delivery risks and challenges and how the local authority intends to address them. Answers should also explain any financial risks and how any cost overruns will be addressed by the local authority. (Maximum 250 words)

Explain how key financial risks are being managed and mitigated. Explain how other risks are being managed (e.g. are there any points of complexity or requirements regarding planning or land ownership?).

The primary delivery risks are meeting the 31 March 2030 deadline and managing cost overruns. These are actively mitigated by funding detailed design 'at risk' to preserve a robust 28-month construction window, and applying a 30% risk allowance alongside a 30% Optimism Bias to the base estimate.

Crucially, because the sub-standard elements span multiple discrete locations across the viaduct, the scheme is highly scalable. It is not an "all or nothing" intervention. If severe market inflation or unforeseen structural conditions challenge the programme or budget, the delivery scope can be safely truncated. This flexibility guarantees the funding will deliver significant, tangible progress in remediating the highest-priority elements, even if some residual works are deferred.

Any ultimate cost overruns beyond the defined scope are underwritten by a Section 151 Officer declaration.

Other key risks include:

- Unforeseen Structural Conditions: Concrete degradation exceeding visual estimates. Mitigation: Targeted intrusive investigations and ECI to accurately baseline repair volumes prior to contract award
- Market Volatility: Fluctuating material and specialist labour costs. Mitigation: Open-market competitive tendering via a robust NEC4 framework, with inflationary pressures absorbed by the overarching 30% risk allowance
- Network Disruption: Complex Traffic Management on a live MRN/KRN artery. Mitigation: Delivery is structured into sequential geographical phases to isolate disruption, with Traffic Regulation Orders (TROs) progressed concurrently with the design phase.

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- f) Describe the key project controls that will be employed by the local authority to ensure that schemes are delivered on time and in budget. (Maximum 250 words)

Provide details of the methods that the authority uses to ensure timely delivery within budget.

To ensure strict delivery on time and within budget, the Council will deploy a robust suite of project controls spanning overarching governance and site-level contract administration.

Governance Controls

The scheme will be governed using PRINCE2 practices. A formal Project Board will convene monthly to oversee gateway approvals, review standard Highlight Reports, and actively manage the quantified risk register. Any draw-downs from the risk allowance will require formal Board authorisation to ensure strict budget oversight.

Commercial & Programme Controls

The physical delivery phase will be managed by an internal, NEC-accredited Project Manager, utilising NEC best practice mechanisms:

- Early Warning Notices (EWNs): Proactively utilised to identify and collaboratively mitigate potential time or cost impacts before they escalate
- Programme Management: The contractor must submit a resource-loaded baseline programme for formal acceptance, with mandated monthly updates to tightly track critical path progress.
- Cost Management: A dedicated on-site Quantity Surveyor (QS) will conduct rigorous monthly valuations and strictly assess Compensation Events to contain costs within the overarching funding envelope.
- Quality & Technical Controls: A dedicated Site Supervisor will actively monitor construction quality and compliance to prevent defective work and rework delays. Furthermore, the Principal Designer will provide a design representative on site to ensure rapid resolution of technical queries.

Finally, the scheme's scalable scope acts as the ultimate budget control. If unforeseen issues threaten the financial ceiling, the Project Manager can formally instruct a reduction in scope to guarantee absolute financial containment.

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- g) Set out if the scheme requires permission from other bodies, and how this permission can be obtained to ensure delivery.

Provide details of the permission required, the likely timescale for obtaining permission and any potential barriers to obtaining that permission.

The proposed works are situated entirely within land owned by Coventry City Council. While some land beneath the viaduct is currently leased to third parties (such as the bus operator depot), existing lease agreements explicitly permit the Council access to undertake structural maintenance and repair works. Temporary works, such as scaffolding, may encroach upon adjacent private areas; however, the Council maintains strong, established working relationships with these key local stakeholders (e.g., Coventry University and TfWM) and historical works on the structure have been successfully accommodated without issue or delay.

- j) If applicable, explain how the scheme development has included consideration of climate adaptation and ensures the future resilience of the highway network (Maximum 250 words).

Describe how climate related risks (e.g., flooding, heat, extreme weather) have been assessed and incorporated into design measures to improve the long term resilience of the highway network. This may include evidence of risk assessments, adaptive design features, and how the scheme will maintain network performance under future climate conditions.

The scheme future-proofs a strategically important structural asset and transport link against climate-related deterioration, supporting local and regional connectivity and economic activity.

Key climate risks include increased intensity and frequency of rainfall, surface water ingress and rising temperatures. Existing asphaltic plug joints (APJs) are defective and no longer provide a fully waterproof seal, allowing water and de-icing salts to penetrate the bridge deck and supporting structure. Increased winter rainfall and extreme storm events are likely to accelerate deterioration through reinforcement corrosion, bearing degradation, concrete defects and increased maintenance requirements. Prolonged wet weather may also increase leakage onto the highway infrastructure below. Higher temperatures and greater temperature fluctuations will generate increased thermal movements within the structure, placing additional stress on ageing expansion joints and increasing the likelihood of joint failure and associated deterioration. In extreme weather, continued deterioration could have impacts on the wider city centre transport network.

The area beneath the viaduct is predominantly used as car parking and is heavily frequented by the public. Ongoing leakage, falling debris or emergency maintenance activities may require the closure of parking areas and access routes, reducing parking capacity and affecting local businesses and city centre accessibility.

The scheme replaces existing APJs with modern expansion joints designed to accommodate anticipated thermal movements and maintain a durable waterproof seal. Structural refurbishment works, with carriageway waterproofing under assessment, will mitigate water ingress and active corrosion, improving resilience to increased rainfall and extreme weather. Replacement of movement joints, bearings and associated components will support continued structural performance.

The intervention will extend the viaduct's operational life, reduce the risk of emergency closures and weight restrictions, and improve overall network and climate resilience.

[Click or tap here to enter text.](#)

h) Explain the considerations have been made or will be developed to account for the management of carbon for the development of the scheme.

This may include development of a carbon management plan dealing with whole life carbon (e.g. using low carbon construction measures to deliver the scheme or reducing emissions though reducing vehicle miles).

The scheme will deliver substantial carbon savings by extending the life of an existing asset rather than replacing it, while embedding carbon reduction measures throughout design and construction. The primary environmental benefit of this scheme lies in extending the life of the existing asset. This approach preserves the significant embodied carbon already invested in the structure, entirely avoiding the massive emissions associated with wholesale demolition and major reconstruction.

The project strategy focuses heavily on whole-life carbon reduction. During the detailed design phase, lower-carbon materials and material-efficient techniques will be assessed. Within the delivery phase, the appointed contractor will be required to demonstrate sustainable practices, including waste minimisation, the use of local supply chains, and recycled materials wherever feasible. Furthermore, construction sequencing and traffic management will be heavily optimised to minimise congestion-related tailpipe emissions on the live network.

All carbon impacts will be actively monitored throughout design and delivery to directly support Coventry City Council's wider net zero ambitions. The delivery of this scheme will also result in £558k of local air quality benefits and £4.7m of greenhouse gas benefits (Appendix A).

If this scheme is not delivered, then the associated closure and demolition of the structure would require people to use longer diversion routes and likely increase the carbon emissions from vehicles on these routes.

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- i) What statutory undertakers affect the proposed scheme? Has any engagement been undertaken and how has this been accounted for within the delivery approach?

Set out the relevant statutory undertakers, the impacts they may have on the programme – including planning – and how this part of the programme will be managed. If applicable, describe how deterioration of the structure has or may impact utilities services and the extent of this disruption.

The proposed scheme is not affected by any statutory undertakers. The Swanswell Viaduct does not carry any third-party utility apparatus; all equipment and infrastructure located directly on the structure is owned and maintained solely by Coventry City Council. Consequently, there will be no disruption to statutory utility services, nor any associated utility diversion risks to the delivery programme.

Part 3 – Governance and Declarations

3.1 Equality Analysis

a) Has analysis of the equality impacts of the scheme been undertaken by the LHA in line with the Public Sector Equality Duty? Select below:

☒ Yes

☐ No

b) Explain how the equality impacts of the scheme have been considered or will be considered. Identify the relevant affected groups with protected characteristics, and any planned measures to mitigate these impacts. (Maximum 250 words)

The Council has conducted an Equality Impact Assessment focused on the affects of a potential closure of the Swanswell Viaduct, in the event that the scheme is not carried out.

The assessment highlighted that a potential closure would have negative impacts on a number of specific groups, including:

- Children and young people, who are disproportionately vulnerable to road danger and particularly likely to travel by bus, and therefore disproportionately affected by delays
- Older people, who are more likely to be dependent on car travel to access essential services, and are therefore disproportionately affected by delays
- People with disabilities, who are also more likely dependent on cars, taxis, private hire vehicles and specialist transport services to access essential services
- Pregnant people and parents of young children, who face additional barriers to accessing public transport and may be more likely to be dependent on car travel. Research also shows that families with young children make higher numbers of trips
- People from minority ethnic groups, who are over represented in certain vehicle-dependent occupations, including taxi/private hire vehicle driving and delivery services. In addition, the area surrounding the Swanswell Viaduct is also a relatively deprived area, which is likely to have a higher-than-average proportion of ethnic minority residents.

A copy of the Equality Impact Assessment has been provided as Appendix J

Click or tap here to enter text.

3.2 Public Sector Transparency

When LHAs submit proposals for funding to DfT, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final proposal to DfT.

a) Please specify the weblink where this proposal will be published.

[Highways Infrastructure Asset Management](#)

3.3 Declarations

Senior Responsible Owner declaration

As Senior Responsible Owner for [Swanswell Viaduct Strengthening], I hereby submit this request for approval to DfT on behalf of [Coventry City Council] and confirm that I have the necessary authority to do so.

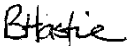
I confirm that [Coventry City Council] will have all the necessary statutory powers and other relevant consents in place to ensure the planned timescales in this proposal can be realised.

- a) Name: Mark OConnell
b) Signed: 
c) Date: 30/07/2026
d) Email: Mark.OConnell@coventry.gov.uk

Section 151 Officer declaration

As Section 151 Officer for [Coventry City Council], I declare that the scheme cost estimates quoted in this proposal are accurate to the best of my knowledge and that [Coventry City Council]:

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution.
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties.
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme.
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2029/30.
- confirms that the authority has the necessary governance and assurance arrangements in place and that all legal and other statutory obligations and consents will be adhered to.

- e) Name: Barry Hastie
f) Signed: 
g) Date: 30/07/2026
h) Email: Barry.Hastie@coventry.gov.uk