



Business, Economy and Enterprise Scrutiny Board (3)

Time and Date

10.00 am on Wednesday, 2nd November 2016

Place

Committee Rooms 2 and 3 - Council House

Public Business**1. Apologies and Substitutions****2. Declarations of Interest****3. Minutes** (Pages 5 - 12)

(a) To agree the Minutes of the meeting held on 12th October 2016

(b) Matters arising

4. Report Back on Conference/Event - Marche International Des Professionals De L'Immobilier (MIPIM) 15-18 March 2016 (Pages 13 - 16)

Report of the Executive Director of Place

5. Friargate Progress (Pages 17 - 20)

A briefing note of the Executive Director of Place, providing a detailed update of the development

6. Coventry Rail Story and Rail Investment Strategy (Pages 21 - 24)

A briefing note of the Executive Director of Place providing an update and the background to the Coventry Rail Story.

7. Bus Usage (Pages 25 - 28)

A briefing note of the Executive Director of Place providing an update on investment through National Express, the development of bus services, network changes and current changes.

8. Select Committee Recap and Identification of Key Lines of Enquiry
(Pages 29 - 40)

Briefing note of the Executive Director of Resources

9. **Outstanding Issues**

There are no outstanding issues

10. **Work Programme 2016/2017** (Pages 41 - 44)

Report of the Scrutiny Co-ordinator

11. **Any other items of public business which the Chair decides to take as matters of urgency because of the special circumstances involved**

Private Business

Nil

Chris West, Executive Director, Resources, Council House, Coventry

Tuesday, 25 October 2016

Note: The person to contact about the agenda and documents for this meeting is Michelle Salmon / Lara Knight, Governance Services Tel: 024 7683 3065 / 024 7683 3237, Email: michelle.salmon@coventry.gov.uk / lara.knight@coventry.gov.uk

Membership: Councillors R Auluck, J Birdi, R Brown, M Hammon, R Lancaster, A Lucas, T Mayer, J McNicholas (Chair) and H Sweet

By invitation:

Councillor K Caan (Cabinet Member for Public Health and Sport)

Councillor R Ali (Deputy Cabinet Member for Public Health and Sport)

Councillor J O'Boyle (Cabinet Member for Jobs and Regeneration)

Councillor D Welsh (Deputy Cabinet Member for Jobs and Regeneration)

Notes:

1) The person to contact about the agenda and documents for this meeting is Michelle Salmon / Lara Knight, Governance Services, Tel: 024 7683 3065 / 024 7683 3237, Email: michelle.salmon@coventry.gov.uk / lara.knight@coventry.gov.uk, alternatively information about this meeting can be obtained from the following web link: <http://moderngov.coventry.gov.uk>

2) Council Members who are not able to attend the meeting should notify Michelle Salmon / Lara Knight as soon as possible and no later than an hour before the start of the meeting giving their reasons for absence and the name of the Council Member (if any) who will be attending the meeting as their substitute.

3) Scrutiny Board Members who have an interest in any item on the agenda for this meeting, but who are not Members of this Scrutiny Board, have been invited to notify the Chair by 12 noon the day before the meeting that they wish to speak on a particular item. The Member must indicate to the Chair their reason for wishing to speak and the issue(s) they wish to raise.

Please note: a hearing loop is available in the committee rooms

If you require a British Sign Language interpreter for this meeting
OR if you would like this information in another format or
language please contact us.

Michelle Salmon / Lara Knight

Governance Services

Tel: 024 7683 3065 / 024 7683 3237

Email: michelle.salmon@coventry.gov.uk/lara.knight@coventry.gov.uk

This page is intentionally left blank

Coventry City Council
Minutes of the Meeting of Business, Economy and Enterprise Scrutiny Board (3)
held at 2.00 pm on Wednesday, 12 October 2016

Present:

Members: Councillor J McNicholas (Chair)
Councillor J Birdi
Councillor R Brown
Councillor M Hammon
Councillor R Lancaster
Councillor T Mayer

Other Members (by invitation): Councillor J O'Boyle (Cabinet Member for Jobs and Regeneration)
Councillor D Welsh (Deputy Cabinet Member for Jobs and Regeneration)

Employees (by Directorate):

Place P Boulton
Resources G Holmes, M Salmon
Apologies: Councillor A Lucas

Public Business

14. Declarations of Interest

There were no disclosable pecuniary interests made.

15. Minutes

The minutes of the meeting held on 21st September 2016 were agreed and signed as a true record.

Further to resolution 1) in Minute 10/16, the Board noted that a focus group was being established and would include members from Coventry Older Voices, to progress the service users' questionnaire.

16. Select Committee Process

The Business, Economy and Enterprise Scrutiny Board (3) received a Briefing Note of the Scrutiny Co-ordinator on the purpose and process for the Board's proposed Select Committee on Public Transport, scheduled in the New Year.

At an informal meeting of the Board on 8th June 2016 Members agreed they would hold a Select Committee Style meeting to address issues around public transport. The purpose of the Select Committee was to hear evidence on Public Transport with regard to a key line of enquiry. It was important that the key line of enquiry

was identified before the select committee met so that the correct background information could be provided and appropriate witnesses could be invited to give evidence.

The Board identified a group of four Members, Councillors Brown, Lancaster, Mayer and McNicholas (chair), to act as an Advisory Panel whose role it would be to clarify and finalise the key lines of enquiry and scope for the meeting. They would meet at the Agenda Briefing for the Select Committee meeting to agree key questions for witnesses. They would also meet after the Select Committee to analyse the findings and finalise any recommendations that may have arisen, for approval by the Board.

All Members would be provided with briefings and background documentation to provide information on the current position with earlier Scrutiny Board Meetings used as briefing sessions with officers to enable Members to fact check, clarify information and identify any other information and witnesses that may be useful. Members had already received briefings on public transport in general and providing transport for an aging population. Future briefings at Scrutiny Board meetings would include buses and the rail story.

Questions would be tailored to gain evidence from witnesses to answer the key line of enquiry for the Select Committee.

The main points to questioning for a Select Committee were:

- Questioning as a form of research
- The key line of enquiry as the starting point
- Witnesses were sources of evidence for the key line of enquiry
- Witnesses would be prepared in advance
- Proposed Programme of the Day

The key findings from the Select Committee would be discussed at a meeting of the advisory panel and collated into a report which would be submitted to the next meeting of the Scrutiny Board for approval by the full Board. Depending on the outcome and content of the recommendations, the report may also go to the appropriate Cabinet Member/s for consideration.

To ensure that the Select Committee had a focus, the Board agreed that an item be added to the agenda for the next meeting headed 'Select Committee Recap and Identification of Key Lines of Enquiry'.

RESOLVED that the Business, Economy and Enterprise Scrutiny Board (3) notes the process for the Board's Select Committee on Public Transport.

17. **Task and Finish Groups Progress Report**

The Business, Economy and Enterprise Scrutiny Board (3) received an update on progress of a series of task and finish groups of the Board which had been established at the informal meeting of the Board on 8th June 2016 to look at several issues in more detail and report back to the Board, as follows:

Refresh of the Green Space Strategy

The Task and Finish Group had met twice and comprised Councillors Auluck (Chair), Hammon, and McNicholas, with Lead Officer support from Graham Hood, Head of Streetpride and Green Spaces.

Members had agreed the scope for the task and finish group and met on 6th October 2016 to consider the draft specification for the appointment of a consultant to write the strategy. Members' would be involved in shaping the scope for the new strategy.

Digital for Coventry

The Task and Finish Group had met twice and had visited the Customer Services Centre. The Group had a cross-cutting theme with Finance and Corporate Services Scrutiny Board (1) and comprised Members from both Boards - Councillors Brown, Mayer, McNicholas, Kelly (Chair) and Ridley - with Lead Officer support from Lisa Commene, Assistant Director – ICT Transformation and Customer Services.

Members had received an introduction to the Digital Strategy and visited the new Contact Centre to look at how a more digital approach was being implemented. A further meeting on 4th October 2016 focussed on digital approaches in Adult Social Care and Homelessness.

European Funding

The Task and Finish Group had not yet met. An Officer Group was being established and would include the involvement of Scrutiny Members in its remit. The Task and Finish Group comprised Councillors Auluck, Lancaster, Lucas (Chair) and Ridley, with Lead Officer support from Rebecca Young, Economy and Jobs Manager.

The Scrutiny Co-ordination Committee had decided that due to the cross-cutting nature of this work, this Task and Finish Group should report to the Committee.

Members noted that the Cabinet Member for Strategic Finance and Resources had arranged for information on European Funding issues to be presented at a meeting being held on 1st November 2016. The Board agreed that it would be appropriate for the Members of the Task and Finish Group to attend this meeting, after which they would consider the direction and work of the Group.

Tourism and Marketing

The Task and Finish Group, which comprised Councillors Auluck, Hammon, and McNicholas, would look at starting in the New Year, once the Refresh of the Green Space Strategy Task and Finish Group had completed, considering the duplication of membership.

RESOLVED that the Business, Economy and Enterprise Scrutiny Board (3):

- 1) Notes the progress of the Board's Task and Finish Groups.**
- 2) The Cabinet Member for Strategic Finance and Resources be requested to invite Members of the European Funding Task and Finish Group to the meeting arranged for 1st November 2016 to receive information on European Funding issues.**

18. **Coventry Station Masterplan**

The Business, Economy and Enterprise Scrutiny Board (3) considered a Briefing Note of the Executive Director of Place that provided an update of progress on the Coventry Station Masterplan.

Coventry had the fastest growing railway station for passenger numbers outside London and was a key gateway to the city. It was one of the busiest stations on the West Coast Mainline after London and Birmingham New Street but since being built in 1962 had seen little investment or updating. The Coventry Station Masterplan had been developed to address this, aiming to deliver transformational improvements to the Station and support the wider regeneration and connectivity of the Friargate development.

The proposals linked to completion of the Friargate masterplan and had been developed in consultation with the rail industry and Friargate LLP. It also formed part of the City Centre Area Action Plan and the Coventry and Warwickshire LEP's Strategic Economic Plan, as part of an overarching economic regeneration strategy.

The City Council had been working with Network Rail, the wider rail industry and Coventry and Warwickshire Local Enterprise Partnership to identify proposals and a preferred option and secure funding to improve the station and increase capacity. The work remained ongoing and with final decisions subject to approval by the Cabinet.

Preliminary proposals sought to deliver new capacity and accessibility within the station through the provision of a new footbridge between platforms; a new station building which could be accessed from platform level and Warwick Road; replacement and additional car parking and passenger drop off facilities; and a new high quality public transport interchange. To support overall connectivity to Coventry Station and to Friargate, opportunities were also being explored for the integration of a potential future rapid transit system which would connect the city centre to the University of Warwick and eventually serve connections further afield. The works would be delivered in conjunction with NUCKLE 1.2, a 'sister' scheme, which provided a new bay platform; associated track and signalling works; and an enhanced train service between Coventry and Nuneaton, improving train service performance and providing reliability benefits.

To date the focus of the work has been on design optioneering and completion of concept designs. The emphasis was on high quality design which respected the heritage of the existing Grade 2 listed building in order to make Coventry an attractive station able to compete with neighbouring stations across the region.

Construction of the first phase of works had commenced on a pedestrian access under Warwick Road with progress being made on the delivery of NUCKLE 1.2. Extensive traffic modelling work had been undertaken to ensure the new station infrastructure was supported by an effective highway layout.

The Station Masterplan improvements were expected to be supported by funding from Network Rail to provide enhancements to the existing station buildings. This was complemented by the recent improvements to the station forecourt area and Station Square undertaken by the City Council and Friargate LLP. An external funding package was being sought to deliver the remaining aspects of the Station Masterplan which could include Growth Deal, Integrated Transport Block and Devolution Deal.

The Board questioned officers and discussed the following issues:

- Additional station building - Design options currently being assessed, with costs determined by the chosen design and the business deals acquired.
- Funding for the proposals - Various funding sources available, including from the Devolution Deal and the Regional Growth Fund. All funding sources would be investigated. There would be a revenue cost to the Authority, council funding support 'unlocks' other funding opportunities.
- Timescale for proposals – Delivery of the plan was dependent on key decision making, the design selection, and the acquisition of funding. The plan would be phased in as each stage progressed.
- New access points – Would provide a seamless experience from the bus interchange drops, to the under-pass and bridge and into the Station area.
- Taxi facilities – Important facility that would remain at the site.

Acknowledging the progression of the proposals, Members of the Board requested that they be provided with an updated copy of the Masterplan.

Resolved that the Business, Economy and Enterprise Scrutiny Board (3) notes the update on progress of the Coventry Station Masterplan and has no recommendations to make to the Cabinet Member for Jobs and Regeneration.

19. **Friargate Progress**

The Business, Economy and Enterprise Scrutiny Board (3) received a briefing note of the Executive Director of Place setting out key highlights on progress of the Friargate Business District. The Cabinet Member and Deputy Cabinet Member for Jobs and Regeneration attended the meeting for this item.

At its meeting on 25 June 2013 (their minute 30/13 referred), the City Council approved that the organisation support the development of the Friargate Business District to regenerate the City, transform the Council and deliver savings by the construction of a new Council owned office building at Friargate, the construction of a new bridge deck, the rationalisation of its operational property estate and the subsequent disposal of property assets vacated through such rationalisation.

Since that time the Friargate development has achieved the following milestones:

- Construction of CCC building 1 had commenced with an estimated completion date of mid-2017.
- Highway works to junction 6 complete.
- The boulevard linking the station to city centre completed.
- Heatline connection to Friargate underway.
- Demolition/clearance of site completed.
- Planning permission granted on building 2.
- Discussions with Royal Institute of Chartered Surveyors around pre-let of building 2 on-going.
- Further discussions with further office occupiers [and hotel operators] underway.
- Discussions on securing of £50m of commitment from Combined Authority to allow development of buildings 2/3 to expedite development.
- Sale of Civic Centre 1-4, Elm Bank and vacation of West Orchards House.
- Should this scheme be fully developed it was likely to produce a business rates income of circa £23 million per annum.

The Cabinet Member and Deputy Cabinet Member for Jobs and Regeneration confirmed the Council's commitment to the Friargate development and that discussions with potential developers and tenants were on-going. The Cabinet Member also indicated that a second building on the site had now received planning permission.

Members agreed that the Assistant Director –City Centre and Major Project Development be invited to attend the next meeting of the Board to provide them with a more detailed brief and to answer questions that they had. They requested that a briefing note be submitted to them for this agenda item that should include more information on proposed business rates income; progress on the second building; action being taken to market the other plots at the site; and a copy of the Masterplans.

RESOLVED that the Business, Economy and Enterprise Scrutiny Board (3):

1) Notes the update on the progress of the Friargate Business District:

2) An item be placed on the agenda of the next meeting of the Board on 2nd November 2016 to enable the Assistant Director - City Centre and Major Project Development to attend the meeting to provide Members with a more detailed briefing on the progress of the Friargate development.

3) Copies of the posters displayed on the Friargate entrance hoardings be made available to the Board at the 2nd November 2016 meeting.

20. Outstanding Issues

There were no outstanding issues.

21. Work Programme 2016/2017

The Business, Economy and Enterprise Scrutiny Board (3) considered the Work Programme for 2016/17 and discussed the scheduling of proposed issues for consideration at the next meeting of the Board.

RESOLVED that the Business, Economy and Enterprise Scrutiny Board (3):

- 1) Notes the Board's Work Programme for 2016/17.**
- 2) Agreed that the following items be added to the agenda for 2nd November 2016 meeting:**
 - i) Select Committee Recap and Identification of Key Lines of Enquiry.**
 - ii) Friargate Progress.**

22. Any other items of public business which the Chair decides to take as matters of urgency because of the special circumstances involved

There were no other items of urgent public business.

(Meeting closed at 3.10 pm)

This page is intentionally left blank



Coventry City Council

Public report

REPORT BACK ON CONFERENCE/SEMINAR

REPORT TO: Business, Economy and Enterprise Scrutiny Board (3)
REPORT OF: Executive Director of Place
TITLE OF EVENT: Marche International Des Professionnels De L'Immobilier (MIPIM) 2016 – 15 – 18 March 2016
DATE: Wednesday 2 November 2016
VENUE: Committee Rooms 2 & 3, Council House, Coventry

1 Purpose of the report

1.1 The purpose of this report is to provide feedback on attendance at MIPIM 2016, as approved by the Cabinet on Tuesday 5 January 2016 (their minute 91/15 refers).

2 Recommendations

2.1 The Business, Economy and Enterprise Scrutiny Board (3) is requested to:

- 1) Note the outcomes of attendance at MIPIM 2016.
- 2) Recommend to the Cabinet Member (Jobs and Regeneration) that Coventry City Council attends MIPIM 2017, with the continued aspiration of a private sector partnership meeting the entire project cost.

3 Background

What: MIPIM is the leading global forum for real estate professionals. MIPIM is an annual event that takes place in March and covers an exhibition, a conference programme, and sector awards. Industry and government leaders gather to launch development initiatives and to discuss the current themes and issues of the property sector.

Who: The exhibition attracts international industry decision makers: professionals and employers from the property and construction sector, including property developers, investors, funders, end user and intermediaries. With over 21,000 delegates, including some 4,500 investors from over 89 countries, MIPIM is the largest annual gathering of international property leaders.

Why: The primary objective of the Coventry and Warwickshire presence is to attract and encourage investment into the area, raise the area's profile and attract new investment.

- 3.1 **Coventry and Warwickshire @ MIPIM Partnership**
- 3.2 MIPIM 2016 partners included: Coventry and Warwickshire Local Enterprise Partnership (LEP), Friargate Coventry LLP, Jaguar Land Rover, Barberry, Study Inn, University of Warwick, Horiba MIRA, Coventry University, Coventry and Warwickshire Development Partnership, Wasp's, Cityfibre, London Taxi International and CEG, Associate partners included: Complex Development Projects, Deeley, and Downing.
- 3.3 **Coventry and Warwickshire's Presence**
- 3.4 The exhibition stand was designed and co-ordinated using the successful 'Fast Track' theme, introduced at MIPIM 2015 - elements included a meeting room, location maps, and an automotive and interactive "gaming area". The gaming area was sponsored by Lear Corporation and Playground Games, further promoting the area's excellence in automotive and digital technology.
- 3.5 Throughout the course of the four day exhibition and including the four stand events that took place Coventry and Warwickshire welcomed over 600 visitors to the stand.
- 3.6 The "Coventry and Warwickshire @ MIPIM partnership" rented an apartment directly opposite the main exhibition hall to promote 'The Coventry and Warwickshire Business Lounge'. Three events were held in the apartment, we welcomed 225 visitors and it provided accommodation for four members of the Council team.
- 3.7 The Coventry and Warwickshire event programme Included 11 events all aimed at profiling the city and region.
- 3.8 **Meetings programme**
- 3.9 A total of 205 contacts via meetings or events took place over the four days.
- 3.10 Meetings were held with senior representatives from key property companies, developers, intermediaries and end users within the property sector. All contacts made at MIPIM 2016 continue to be followed up. Dependent upon the nature of the enquiry, a number of follow-up actions have already taken place, including meetings with major property development companies, funders and intermediaries. Other clients have received specific/tailored business case data, attended specific site visits, received generic information, and/or have been added to relevant contact databases.
- 3.11 High level discussions included:
- A new potential purchaser for West Orchards Shopping Centre which would include configurations to the complex.
 - Exploring possible funding mechanism for Friargate.
 - Discussions about phase 2 for Cathedral Lanes
 - Potential anchor store for City Centre South
 - A new potential purchasers – Aviva interest, Upper Precinct.
 - A meeting with the landlord of BHS.
 - Discussions with CODE which secured their interest in the purchase of Fairfax Street car park to re-develop into student accommodation.
- 4 **Cost of attending**
- 4.1 The total costs against the Coventry and Warwickshire presence at MIPIM 2016 was £188,932. Third party funds secured (£208,556) were in excess of the total costs which resulted in a carry forward of £19,634.64 which will be used to support MIPIM 2017. There was no cost to the Council.

5 **Benefits**

The primary objective of Coventry and Warwickshire's involvement is to attract and encourage investment into the area as part of an overall strategy to create and sustain jobs in the region.

6 Recommendation to attend MIPIM 2017

- 6.1 MIPIM 2016 was considered to be the most positive and productive MIPIM to date.
- 6.2 It is proposed that Coventry City Council attends MIPIM 2017, with the continued aspiration of zero costs to Coventry City Council.

7 Coventry and Warwickshire Presence at MIPIM 2017

- 7.1 Following the negotiations with DIT (Department for International Trade), confirmation has been given to DIT's three year support of £125k per annum towards the facilitation of a "Midlands Pavilion at MIPIM". Coventry and Warwickshire will join other destination partners, LEP's, Local Authorities and commercial partners from across the region as part of the Midlands Engine team, with an ambition to generate growth through collaboration. This presence will take the form of a pavilion under the banner "Midlands UK".
- 7.2 Following initial discussions with previous and potential partners for MIPIM 2017, it has been agreed that Coventry and Warwickshire will also retain an 'independent' presence to support and compliment the Midlands Pavilion. A meeting and events programme will once again be co-ordinated.
- 7.3 We already have agreement in principle to support MIPIM 2017 from CWLEP, Study Inn, Barberry and Deeley Group.

List of background papers:

Proper Officer: Martin Yardley, Executive Director of Place

Report Author: Déirdre Fitzhugh, Business Relationship and Tourism Team Manager, Place Directorate

Tel Number: 024 7683 1228

Any enquiries should be directed to the above.

Other contributors:

David Cockroft, Assistant Director, City Centre and Development Services, Place Directorate (024 7683 3964)

Phil Helm, CSD Finance Manager (024 7683 1301)

Claire England, Destination Management Officer, Place Directorate (024 7683 1385)

Report cleared by - Councillor J O'Boyle, Cabinet member for Jobs and Regeneration

Papers open to public inspection

Description of paper: Report Back on Conference/Seminar

Location: Council House, Room 59

Approved by Cabinet/Cabinet Member - Cabinet on Tuesday 5 January 2016

This page is intentionally left blank



Briefing note

To: Business, Economy and Enterprise Scrutiny Board (3)

Date: 2nd November 2016

Subject: Friargate Progress

1 Purpose of the Note

- 1.1 To update members of the Business, Economy and Enterprise Scrutiny Board (3) on progress on the Friargate Development.

2 Recommendations

- 2.1 The Business, Economy and Enterprise Board (3) is recommended to:
- 1) Consider the content of the briefing note and note progress made to date.
 - 2) Identify any recommendations to the appropriate Cabinet Member.

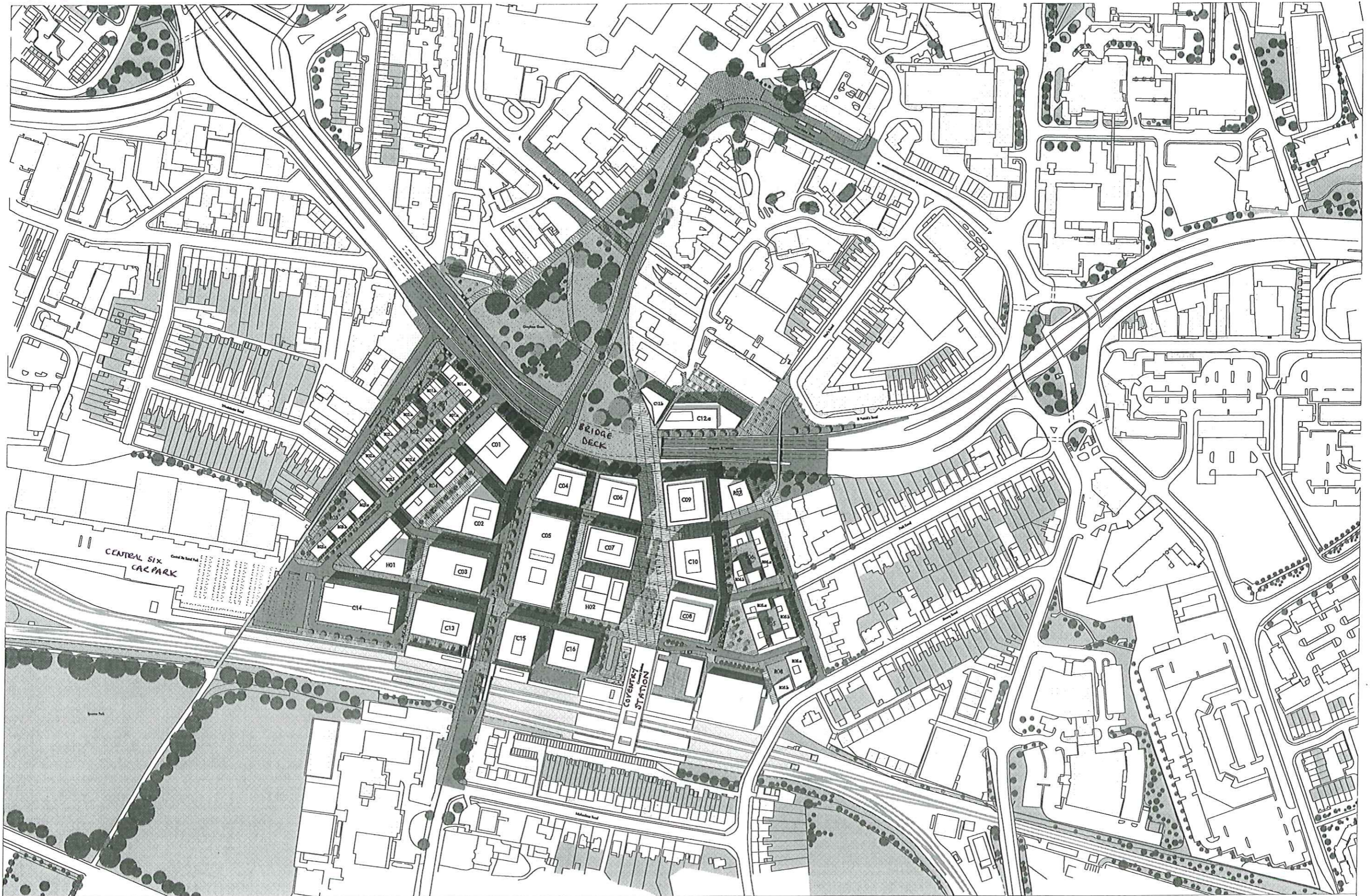
3 Information/Background

- 3.1 On 25 June 2013 Council approved that the organisation support the development of the Friargate Business District to regenerate the City, transform the Council and deliver savings by the construction of a new Council owned office building at Friargate, the construction of a new bridge deck, the rationalisation of its operational property estate and the subsequent disposal of property assets vacated through such rationalisation.
- 3.2 Since this time the Friargate development has achieved the following milestones:
- Construction of CCC building 1 has commenced with an estimated completion date of mid-2017.
 - Highway works to junction 6 complete
 - The boulevard linking the station to city centre is completed.
 - Heatline connection to Friargate underway
 - Demolition/clearance of site completed
 - Planning permission granted on building 2
 - Discussions with RICS around pre-let of building 2 on-going.
 - Further discussions with further office occupiers [and hotel operators] underway.
 - Discussions on securing of £50m of commitment from Combined Authority to allow development of buildings 2/3 to expedite development
 - Sale of Civic Centre 1-4, Elm Bank and vacation of West Orchards House.

- 3.3 In the early discussions on Friargate and based on the rates retention originally suggested by Government the scheme was estimated to produce circa £22.9m of rates payable of which half would be able to be retained by the Council. More recent discussions suggest the Council may be able to retain a bigger proportion up to 100% on this basis the scheme could produce an additional £22.9m of annual income to the Council if fully developed out.
- 3.4 At present discussions are ongoing with the RICS and potential other occupiers to build up the viability to commence on building no 2.
- 3.5 A business case for investment using the moneys earmarked from the Combined authority is also underway

Appendix 1 - Masterplan

David Cockroft
Assistant Director – City Centre and Major Project Development
Place Directorate
Email: david.cockroft@coventry.gov.uk
Tel: 024 7683 3964



Rev	Date	Description
P1	29.06.09	FOR INFORMATION
P2	08.11.09	FOR INFORMATION

Allie and Morrison
Architects
85 Southwark Street
London SE1 0HX
Tel: 020 7921 0100
Fax: 020 7921 0101

FRIARGATE, COVENTRY
MASTERPLAN 2
GENERAL ARRANGEMENT
MASTERPLAN 2
612_00_07_002
SCALE: 1:8000 B/A3 DATE: 09/04/09

This page is intentionally left blank



Coventry City Council

Briefing note

To: Business Economy and Enterprise Scrutiny Board (3)

Date: 2nd November 2016

Subject: Coventry Rail Story / Rail Investment Strategy

1 Purpose of the Note

- 1.1 To provide the Business, Economy and Enterprise Scrutiny Board (3) with a brief guide to the background and current context of the Coventry Rail Story (also referred to as Rail Investment Strategy) to inform the Board's Select Committee meeting on 15th February 2017.

2 Recommendations

- 2.1 Business, Economy and Enterprise Scrutiny Board are recommended to:
- i) Note the contents of the report.
 - ii) Identify focussed key lines of enquiry for the Board's Select Committee meeting on 15th February 2017.

3 Information/Background

- 3.1 Coventry has been historically overlooked by the rail industry in formal investment and planning strategies, despite record passenger growth in the city in recent years. Passenger numbers using Coventry station increased by 179% between 2001 and 2015 to 6.25 million annually – twice the national average growth of 90% and making Coventry the fastest growing railway station in the UK outside London. Passenger numbers are forecast to reach 10.8 million a year by 2043.
- 3.2 In 2013, the Council developed an evidence base that set out the rail interventions and investments that would support Coventry's economic growth. Initially called the Coventry Rail Story, it has evolved into a Rail Investment Strategy for the Council. It sets out the Council's ambitions to enhance local and long distance rail connectivity and identifies where capacity improvements are required to meet the increasing demand for rail services.

4 Current rail priorities and interventions

4.1 NUCKLE

- 4.1.1 Encouraging growth along the north-south economic corridor covering Nuneaton, Bedworth, Coventry, Kenilworth and Leamington Spa is a key part of the Coventry and Warwickshire LEP's economic plan. The Council, in partnership with Warwickshire County Council and Transport for West Midlands, has developed NUCKLE, a scheme to upgrade the rail link along the corridor. The project is being delivered in a number of distinct phases.

- 4.1.2 NUCKLE 1 involves upgrading the Coventry to Nuneaton line with the aspiration to upgrade service frequency from hourly to half hourly. As part of NUCKLE 1.1, new stations were built and opened at Coventry (Ricoh) Arena and Bermuda Park in Warwickshire and existing platforms at Bedworth station extended to accommodate longer three-car trains.
- 4.1.3 A new bay platform will be built at Coventry station as part of NUCKLE 1.2 to accommodate increased service frequencies from Nuneaton. Work on this is expected to commence in 2017, with preparatory works currently being undertaken as a standalone project, providing improved access around the west of the station.
- 4.1.4 NUCKLE 2 will deliver improvements to the Coventry to Leamington Spa line. Warwickshire County Council has already secured a £5 million funding contribution from Network Rail to construct a new station at Kenilworth.
- 4.1.5 Rail services along the upgraded Coventry to Nuneaton line are proposed to be operated by new rolling stock currently being developed by Vivarail Ltd in partnership with the City Council, Warwickshire County Council, WMCA, the Coventry and Warwickshire Local Enterprise Partnership and London Midland. A trial of the new three-car Class 230 'D-Trains' between Coventry and Nuneaton is currently being developed by the partners.

4.2 Coventry Station Masterplan

- 4.2.1 Coventry station is experiencing record growth in passenger numbers and is one of the busiest stations on the West Coast Main Line after London Euston and Birmingham New Street. And yet since the station was built in 1962, it has seen very little investment or updating.
- 4.2.2 To address this, the Coventry Station Masterplan was approved by Cabinet in March 2015. It aims to deliver transformational improvement to Coventry station and will support the wider regeneration and connectivity of the Friargate development. The Masterplan proposal seeks to deliver new capacity and accessibility within the station through the provision of a new footbridge between platforms; a new station building; replacement/additional car parking and passenger drop off facilities and a new high quality public transport interchange.
- 4.2.3 To date, the focus of implementation of the Masterplan has been on design optioneering and completion of concept designs. The emphasis has been on high quality design which respects the heritage of the existing Grade 2 listed building.
- 4.2.4 Construction of the first phase of works has commenced on a pedestrian access under Warwick Road and progress is being made on the delivery of NUCKLE 1.2 that will support the Masterplan scheme.
- 4.2.5 An external funding package is being sought to deliver the remaining aspects of the Station Masterplan which could include Growth Deal, Integrated Transport Block and Devolution Deal.

4.3 Long distance rail connectivity

- 4.3.1 London and Birmingham notwithstanding, Coventry's rail connectivity to other areas of the country is relatively poor for a city of its size. The Rail Story identifies that significant economic benefits could be realised through better connectivity between Coventry and the North East and the East Midlands.
- 4.3.2 There are currently 3 fast trains per hour to London Euston from Coventry. With the proposed opening of HS2, there will be a major reorganisation of services along the West Coast Main Line in 2026 which could significantly affect Coventry's rail connectivity.

- 4.3.3 Maintaining good connectivity with London is vital to Coventry's economic competitiveness. The Council would deem any material reduction in fast/express service provision to London as unacceptable. A reduction to 2 fast trains per hour to London would only be acceptable if both journey time reductions and connectivity to other new destinations were coherently planned and delivered.
- 4.3.4 The Council is supporting proposals to reroute an existing Cross Country train service through Coventry to improve connectivity to new and existing destinations in the north and on the south coast.

4.4 Connectivity to HS2

- 4.4.1 Coventry is actively seeking the provision of fast connectivity between the city and the proposed HS2 Interchange station adjacent to Birmingham Airport and the NEC. Proposals for future HS2 phases would see extensions from Birmingham to Manchester, Leeds, Sheffield and the East Midlands, affording the opportunity for Coventry to significantly improve its rail connectivity to the north through HS2. The Council is actively engaged in the development of the proposals at

4.5 Local and regional rail connectivity

- 4.6 Rail connectivity between Coventry and the rest of the West Midlands will be impacted by the introduction of HS2 and reorganisation of West Coast Mail Line services. Coventry is actively engaging the Department for Transport to ensure the city achieves the maximum benefit from changes to local rail connectivity post-HS2.
- 4.7 As part of the WMCA and Midlands Engine, a strategic transport strategy is being developed for the East and West Midlands area called Midlands Connect. The strategy is looking at ways of improving the strategic rail and road networks to support economic growth objectives. The City Council is fully engaged in the development of that strategy by ensuring that Coventry's rail strategy is embedded within it.
- 4.8 As part of the refranchising process, from October 2017 the Department for Transport is supporting the devolution of the West Midlands rail franchise, currently held by London Midland, to be operated as a separate limited company. This franchise operation will be governed through a new umbrella organisation called West Midlands Rail Limited (WMR) which is made up of a partnership of fourteen Metropolitan District, Shire and Unitary local transport authorities that cover the proposed map of the devolved rail services. WMR will give partner Authorities, including Coventry, greater control and influence over future franchises, such as timetabling and quality of services, with the aim of improving regional and local rail connections.

Peter Granlund
Transport Planner
Place
Ext 2016

This page is intentionally left blank



Coventry City Council

Briefing note

To: Business Economy and Enterprise Scrutiny Board (3)

Date: 2nd November 2016

Subject: Bus Usage

1 Purpose of the Note

- 1.1 To provide the Business, Economy and Enterprise Scrutiny Board (3) with the current position and background to bus usage in the city.

2 Recommendations

- 2.1 Business, Economy and Enterprise Scrutiny Board (3) are recommended to:
- (i) Note the contents of the report.
 - (ii) Identify focussed key lines of enquiry for the Board's Select Committee meeting on 15th February 2017.

3 Information/Background

- 3.1 Bus services in Coventry are coordinated by Transport for West Midlands (TfWM), the transport arm of the West Midlands Combined Authority (WMCA). Until recently this role was fulfilled by Centro and the West Midlands Integrated Transport Authority (WMITA). These organisations both transitioned into the WMCA on 17th June 2016.
- 3.2 TfWM is responsible for installing new and maintaining existing bus infrastructure in the West Midlands metropolitan area (excluding buses themselves) including bus shelters, bus flags, timetables and, in Coventry, the 20 stand Pool Meadow bus station.

4 Background to Bus Services in Coventry

- 4.1 Bus services in Coventry are provided by private operators who are free to set their own routes, timetables and fares.
- 4.2 National Express Coventry is by far the largest operator in Coventry, with around 160 buses operating on 39 routes. Other operators include Stagecoach, Mike DeCoursey Travel, Johnsons Coach and Bus and Central Buses.
- 4.3 Where these commercial operators do not provide a bus service link that is deemed to be socially necessary then it can be subsidised.
- 4.4 In the West Midlands the obligation to provide subsidy rests with TfWM. The decision on which bus services are eligible for subsidy is taken by TfWM using the policies set by the WMCA, which are in turn aligned with the constituent Authority policies of Coventry City Council.

- 4.5 While the vast majority of bus services in Coventry are provided without any public subsidy, TfWM's expenditure on supporting bus services in the city is £1.33 million in 2016-17. This compares with £1.08 million in 2015-16. The single biggest cause of this increase is the end of a £489,000 Section 106 agreement with the NHS.

5 Bus Infrastructure

- 5.1 TfWM owns and is responsible for all of the 13,000 bus stops across the West Midlands. Of these there are around 1,430 in Coventry with around 550 of them having a passenger waiting shelter. Of these 550, 31% have Real Time electronic passenger information, with all other stops having paper based timetable information.

6 Bus Usage

- 6.1 Overall bus usage within Coventry stands at around 30.4 million passenger journeys a year which has remained fairly constant over the last few years. TfWM's (formerly Centro) Transforming Bus Travel initiative,
- 6.2 Bus reliability in Coventry currently stands at 98.0%, which is above the West Midlands' average of 96.7%.
- 6.3 In Coventry, bus punctuality is 79.3% (the percentage of services operating no more than 1 minute early and 5 minutes late), which is slightly below the West Midlands average of 80.4%. The large amount of road works in place across the city may be affecting this statistic however.
- 6.4 Overall bus customer satisfaction in Coventry is 81% who are satisfied or very satisfied with the bus network.

7 Private Operator Investments

- 7.1 National Express Coventry has invested heavily in renewing its bus fleet over the last few years, with 45% of its 160 buses now being under 4 years old.
- 7.2 It has introduced a number of ultra-low emission buses in Coventry, including 18 new vehicles on its 900 service to Birmingham and representing a £4 million investment.
- 7.3 National Express has also launched a 'Platinum' service on the 900 service, offering passengers Wi-Fi, USB charging and leather seating.
- 7.4 The other bus operators in Coventry have also invested in recent years with both Johnsons Coach and Bus and Central Buses introducing brand new buses onto Coventry bus routes they have won under contract to TfWM in the last 12 months. Stagecoach are currently taking delivery of a number of brand new double decker buses for use on their bus routes to the University of Warwick.
- 7.5 In addition to new buses, National Express has launched a new 12X service between the city centre, Coventry railway station and the University of Warwick.

8 Bus Infrastructure Improvements

- 8.1 In recent years a number of improvements and investments have been made to improve bus infrastructure in Coventry, coordinated between the City Council, TfWM/Centro and partners across the city, including:
- The opening of a new bus interchange at University Hospital in March 2016, increasing the number of bus stands from 5 to 9 and providing new passenger shelters with Real Time information displays

- The opening of a new 7 stand bus interchange at the University of Warwick in 2015
- Installation of a Real Time bus departure board at Coventry railway station to provide passengers with onward bus service information
- Improvements to the Trinity Street bus interchange by renewing bus shelters, realigning stops to improve bus access and widening pavements to improve pedestrian access
- A comprehensive public realm improvement project coordinated by the City Council, introducing pedestrian only areas, shared spaces and a holistic 20mph speed limit. This has reduced private car use in the city centre and dramatically improved bus accessibility and service reliability.
- Digital information totems have been introduced across the city centre providing large touchscreen displays, helping users to locate shops, visitor attractions, restaurants and businesses. This has improved wayfinding across the city centre, including to bus services and public transport.

9 Future Infrastructure Improvements

- 9.1 As part of the Coventry Station Masterplan, a major new bus interchange is planned adjacent to the station, also complementing the Friargate project.

10 Bus Network Changes and Future Proposals

- 10.1 The City Council and TfWM are working together on a Bus Network Development Plan for the city which will map out the future bus network aspirations over the next 5 to 10 years to meet projected changes in land use and demands.

Peter Granlund
Transport Planner
Place
Ext 2016

This page is intentionally left blank



Coventry City Council

Briefing note

To: The Business, Economy and Enterprise Scrutiny Board (3)

Date: 2nd November 2016

Subject: Select Committee Recap and Identification of Key Lines of Enquiry

1 Purpose of the Note

- 1.1 The purpose of this briefing note is to provide a recap of the information Members have received this Municipal Year on the subject of public transport to enable Members of the Board to identify key lines of enquiry for the Select Committee to be held on 15th February 2017.

2 Recommendations

- 2.1 Members of the Business, Economy and Enterprise Scrutiny Board (3) are recommended to:
- 1) Note the content of the attached briefing notes already considered at the meetings of the Board on 6th July 2016, 21st September 2016 and 12th October 2016.
 - 2) Consider information provided at the meeting of the Board on 2nd November 2016.
 - 3) Identify focussed key lines of enquiry for the Board's Select Committee meeting on 15th February 2017.

3 Information/Background

- 3.1 At their informal meeting on 8th June it was agreed that the Business, Economy and Enterprise Scrutiny Board (3) would hold a Select Committee Style meeting to address issues around public transport.
- 3.2 The purpose of the Select Committee is to hear evidence on a specific issue, in this case, Public Transport with regard to a key line of enquiry. It is important that the key lines of enquiry are identified before the select committee meets so the correct background information can be provided and appropriate witnesses can be invited to give evidence.
- 3.3 Board Members have been provided with briefings and background documentation to provide information on the current position on various aspects of public transport
- 3.4 Members have already received briefings on public transport in general and providing transport for an aging population, which can be found at Appendix 1 and 2 to this briefing note. This information should be considered when identifying the key areas to focus on for the Select Committee.

Appendix 1: Public Transport in Coventry – Briefing Note 8th July 2016

Appendix 2: Transport for an Aging Population – Briefing Note 21st September 2016

Appendix 3: Coventry Station Masterplan – Briefing Note 12th October 2016

To: Business, Economy and Enterprise Scrutiny Board (3)

Date: 08 July 2016

Subject: Public Transport in Coventry

1 Purpose of the Note

To provide the Business, Economy and Enterprise Scrutiny Board (3) with background information on the governance, responsibilities and operation of public transport services in Coventry, to inform the select committee meeting on 21st September 2016.

2 Recommendations

The Business, Economy and Enterprise Scrutiny Board (3) are recommended:

- 1) To note the contents of the report;
- 2) To identify and agree topic areas which require further scrutiny at the select committee planned for 21st September 2016.

3 Information/Background

3.1 Nationally, public transport includes a range of different modes of travel, including heavy rail, tram and light rail, rapid transit systems, bus, taxi and cycle hire. In Coventry, public transport provision is currently primarily concentrated around bus, rail and taxi services, however the focus of this note is the mass passenger carrying modes of transport, namely rail and bus.

3.2 Bus and rail services are governed by various pieces of legislation and are planned and operated by a variety of organisations and companies. This note is structured to provide an overview of the major elements involved such as legislation, governance and the key services provided to the public. It also outlines any important legislative changes which may have an impact on the provision of public transport in the future.

4 Legislative Framework

4.1 The following summarises the most recent Transport Acts and Rail Act which set out changes to legislation related to transport including the governance of bus and rail services and infrastructure.

- Transport Act 1985 – This Act introduced changes to public transport through the privatisation and deregulation of bus services in Great Britain which came into force in Oct 1986. This meant that municipally-owned bus services (outside London) under the

control of Public Transport Executives (PTE's) were transferred, ultimately, to the control of private companies. This removed the ability for PTE's to regulate bus routes and fares. PTE's however retained a role of maintaining bus infrastructure and financing "socially necessary" bus services (see Bus Subsidy below). The Act also covered the role of Traffic Commissioners who are responsible for the licensing and regulation of companies who operate buses, coaches and heavy goods vehicles, and the registration of local bus services.

<http://www.legislation.gov.uk/ukpga/1985/67>

- Transport Act 2000 – This Act introduced the ability to introduce Bus Quality Partnerships, Bus Quality Contracts, changes to bus ticketing schemes and the provision of bus information. It also introduced a requirement for all Transport Authorities to produce a Local Transport Plan and a Bus Strategy. In the West Midlands area (including Coventry) the production of these plans was the responsibility of Centro and the PTA, however they were also adopted by each local authority. The Act made changes to the structure of the privatised railway system through the introduction of the Strategic Rail Authority (SRA), which was later abolished in 2005, and its functions replaced by Network Rail and the Department for Transport. <http://www.legislation.gov.uk/ukpga/2000/38/contents>
- Local Transport Act 2008 – This Act introduced changes to the role of Passenger Transport Authorities (PTAs) renaming them as Integrated Transport Authorities (ITAs), however Public Transport Executives (PTE's), the delivery bodies for PTA's, (e.g. Centro) retained their existing names. The bill also strengthened the powers of PTEs/ITAs to regulate bus services and retained the responsibility to produce Local Transport Plans. <http://www.legislation.gov.uk/ukpga/2008/26/contents>
- Railways Act 2005 – The main changes brought about through this Act include the abolishment of the Strategic Rail Authority (SRA), and changes which gave the Secretary of State for Transport more influence over the development of the railways through the High Level Output Specification (HLOS) process. It also established Passenger Focus as a single national consumer representation body.

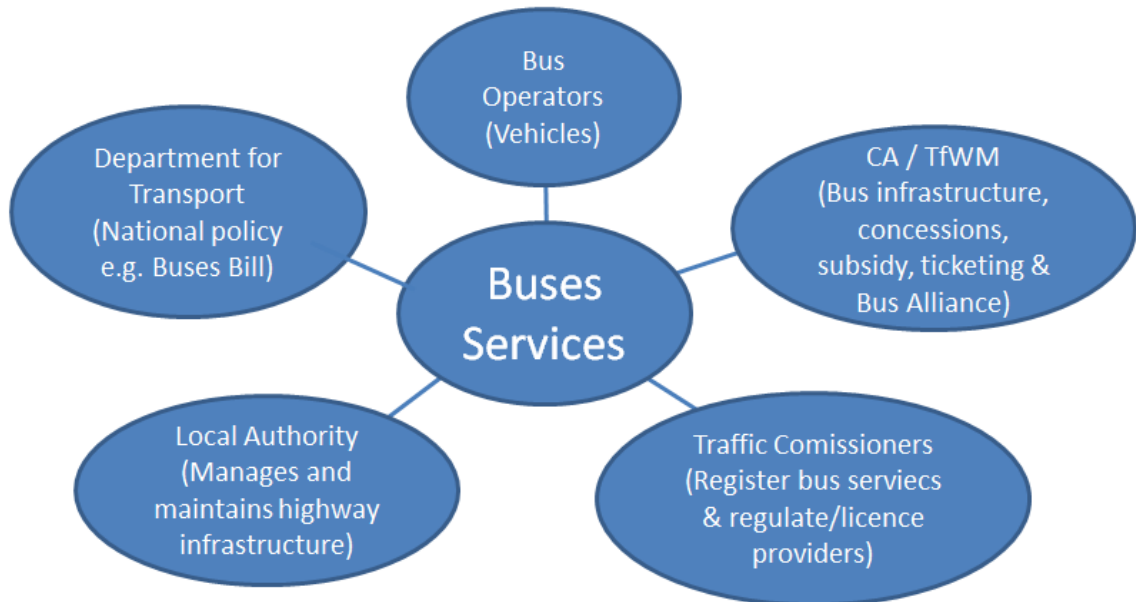
5 Bus Services – Key Issues

- 5.1 The Authority for public transport in Coventry is Transport for the West Midlands (TfWM), the transport arm of the new West Midlands Combined Authority (WMCA). Until recently this role was fulfilled by Centro and the West Midlands Integrated Transport Authority (WMITA). These organisations both transitioned into WMCA on 17th June 2016.
- 5.2 **Transport for the West Midlands (TfWM)** is responsible for installing new and maintaining existing bus infrastructure in the West Midlands metropolitan area (excluding buses) including bus shelters, bus flags, timetables and bus stations such as pool meadow. TfWM is also responsible for the Network West Midlands Brand, integrated ticketing including the new Swift card, bus passes, and the West Midlands Strategic Transport Plan. TfWM also develops strategic transport infrastructure such as Metro and rapid transit networks. As part of the CA, part of the local strategic highway will be designated as a Key Route Network with the objective of using highway capacity more effectively to cater for public transport services. The highway itself will remain the responsibility of the City Council as the Highway Authority.

Coventry City Council is responsible for the provision and maintenance of the public highway and associated infrastructure which supports public transport such as traffic signals,

signs and road markings. It is also responsible for the enforcement of bus lanes and illegal parking.

An indicative model outlining the roles of the organisations involved in bus service provision in Coventry is shown below:



5.3 **Bus Operators** - Since 1986 all bus services outside London have been delivered by private sector bus operators; under the current legislation the WMCA is not legally permitted to operate bus services. In Coventry there are three main bus operators:

- **National Express Coventry** which is a subsidiary of the UK bus division of National Express PLC*;
- **Stagecoach** which is part of Stagecoach Group PLC*, and;
- **Mike de Courcey Travel** who are a Coventry family run and owned business.

*Also a global bus, rail and metro operator.

5.4 **Bus Subsidy** - All Council organisations have the ability under the 1985 Transport Act to subsidise what are known as socially necessary bus services. These are bus services that the commercial bus operators do not provide, but there is considered to be a strong social need for them. Virtually all bus services in Coventry are operated by private bus operators without any subsidy from TfWM or local authorities. Along with Wolverhampton, Walsall, Sandwell, Dudley, Birmingham and Solihull Councils, Coventry funds the TfWM through a Levy to discharge the policy to provide subsidised bus services.

5.5 **West Midlands Bus Alliance** - The Bus Alliance is a new way of delivering partnership working, and unlike previous partnerships it directly involves the LEP's and local highway authorities through a Partnership Board. The board is made up of key representatives from the bus operators, WMCA (both officers and elected members), the Highway Authorities, LEPs, Transport Focus and the Police. The board has set a number of objectives to improve bus services between now and 2020 which are:

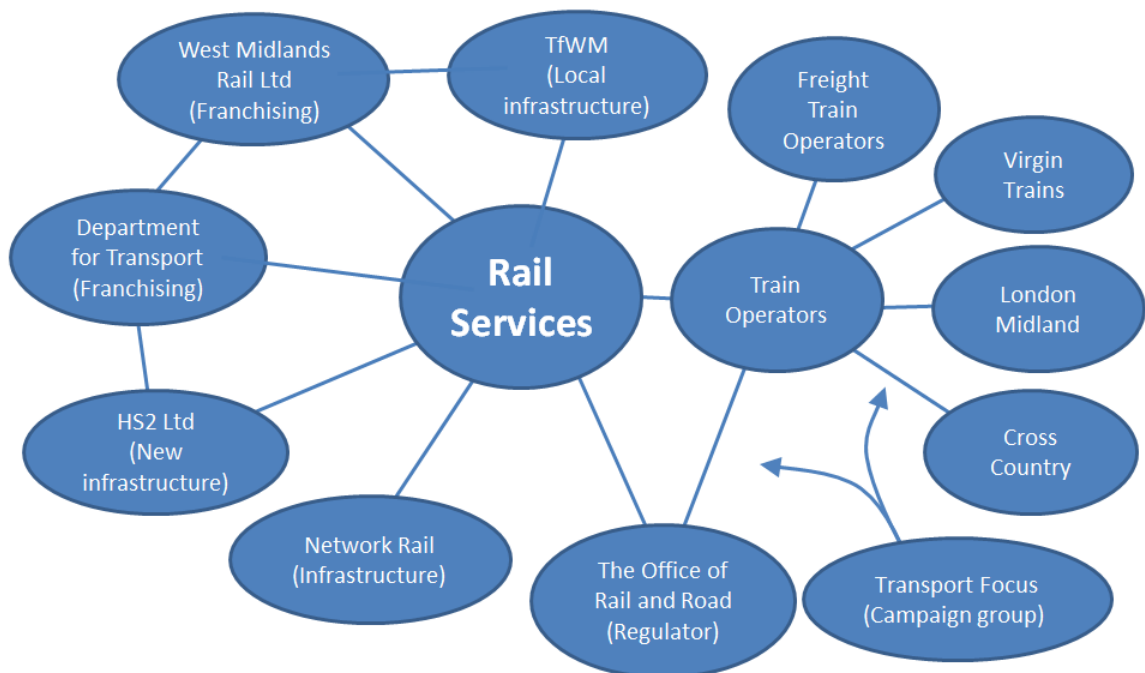
- Network Development Plans for all areas
- Creation of the Key Route network

- Maintain the funding for the Safer Travel Police
- The operators to provide open data for travel planning and disruption management
- Development of consistent brand for bus services
- Contactless smartcards
- Improving bus emissions with all buses being at least Euro V and Euro VI on key routes by 2020

- 5.6 **West Midlands Transport Strategy** - The Combined Authority has adopted all existing policies and strategies transferred from the ITA, however there is an opportunity to review them to ensure they remain fit for purpose. The main strategy relevant to public transport is The West Midlands Strategic Transport plan: Movement for Growth. This sets out policies for all modes of public transport including bus and rail.
- 5.7 **Bus Network Reviews** - TfWM is currently working with Coventry City Council and other stakeholders to create a Bus Network Development Plan for the City which will map out how we collectively would like the bus network to evolve to meet the changes in land use and demands over the next 5 to 10 years. As part of this process key milestone(s) will be identified as to when there will a need to undertake formal bus network reviews to revise the bus services to meet new or amended demands
- 5.8 **Bus Concessions** - The English National concessionary scheme is administered by TfWM in the West Midlands metropolitan area, and provides older and disabled people free travel by bus anywhere in England during 'off-peak' times. Residents in the West Midlands are also entitled to free train and Metro travel during off-peak times. Off peak travel is between 9.30am to 11.00pm Monday to Friday, all day at weekends and on public holidays. In the West Midlands this is extended to include the last service of the day which is those after 11pm.
- 5.9 **Bus Park and Ride** - There is currently one bus based park and ride service operating in Coventry called Park and Ride South which operates from the War Memorial Park. The service is currently operated by Stagecoach as part of the X16 and 17 services.
- 5.10 **Ring and Ride** - This service is mainly funded through the levy from the seven West Midlands local Authorities which make up the WMCA, and is provided by a charitable organisation called West Midlands Special Needs Transport. This demand responsive service provides transport for people who can't access mainstream bus services. Following a review of the service, all users have to pay a fare to use it (concessionary tickets are not valid) and the charity is now encouraged to look for opportunities to generate additional income to help fund the service. Ring and Ride are looking at contract opportunities, e.g. special needs school contracts and in recent years have started operating mainstream bus services under the LGO brand, mainly under contract to WMCA.
- 5.11 **Buses Bill** - Linked to the devolution deal for the West Midlands CA, an elected Metropolitan Mayor would have the ability to ask for bus franchising powers through the new Buses Bill (Bus Services Act 2016). Whilst this has potential advantages, such as creating a more comprehensive and connected bus network to meet social needs, the new powers will not come with any additional funding required to pay operators to run services which are not commercially viable. As well as franchising powers, the Buses Bill aims to strengthen partnership working and will include a partnership model similar to the new West Midlands Bus Alliance.

6 **Rail Services – Key Issues**

An indicative model outlining the roles of the organisations involved in rail services within Coventry and the wider West Midlands is shown below:



6.1 **Rail Operators** - Similar to buses, rail services are operated by private operators under a franchise agreement, in most cases, with the Department for Transport, however there are plans to devolve franchising powers (see Devolved Rail Franchising below). The main passenger rail operators in the West Midlands are:

- Virgin Trains operate express long distance services between the North, Birmingham, Coventry and London as part of the Intercity West Coast franchise which is due to be renewed in April 2018.
- London Midland operate local and intermediate services through Coventry, such as those between Birmingham and Coventry and Nuneaton to Coventry as part of the West Midlands franchise which is due for renewal in Oct 2017.
- Cross Country Trains operate services between the North and south Coast via Coventry and Leamington as part of the Cross Country franchise.

6.2 **Rail Infrastructure** - Railway tracks, signalling and stations are owned by Network Rail who is financed by the Department for Transport, and through income gained from track usage charges and property. Nationally strategic stations, such as Euston and New Street are also managed by Network whilst local stations are managed by the local rail operator, as outlined above. Coventry station is currently managed by Virgin Trains and Canley, Tile Hill and Arena are managed by London Midland.

6.3 **Rail Planning and Strategy**- The planning process for the upgrading of railway infrastructure is led by Network Rail through Route Utilisation Strategies, Route Plans the Long Term Planning Process, and investment Control Periods.

6.4 As part of the CA and Midlands Engine, a strategic transport strategy is being developed for the East and West Midlands area called Midlands Connect. The strategy is looking at ways of improving the strategic rail and road networks to support economic growth objectives. The City Council is fully engaged in the development of that strategy by ensuring that the Coventry's rail strategy is embedded within it (see below). The West Midlands Strategic

Transport Plan contains policies relating to the development of the local rail network including new stations.

- 6.5 The City Council has adopted its own rail strategy called the Coventry Rail Story. This sets out the Council's ambitions to enhance local and long distance rail connectivity and identifies where capacity enhancements are required to meet the increasing demand for rail services. The strategy includes the delivery of the Coventry Station Masterplan which aims to improve Coventry Railway Station and the surrounding area including improved integration with other modes of transport such as buses, walking and cycling routes.
- 6.6 **Rail Concessions** - The English National concessionary scheme (as outlined above) allows older people to travel free by bus during off-peak periods, however in the Metropolitan West Midlands area this is extended to include off-peak rail and Metro journeys such as those between Wolverhampton and Coventry. This is paid for by the TfWM levy which is funded by all local authorities in the metropolitan West Midlands area.
- 6.7 **Rail Park and Ride** - Canley and Tile Hill Stations currently operate as rail based park and rides sites. They offer free car parking to encourage people to use public transport as part of their journey. This is funded by TfWM through the levy.
- 6.8 **Devolved Rail Franchising** - As part of the franchising process, from Oct 2017 the Department for Transport is supporting the devolution of the West Midlands rail franchise (currently held by London Midland) to be operated as a separate limited company. This franchise operation will be governed through a new umbrella organisation called West Midlands Rail Limited (WMR) which is made up of a partnership of fourteen Metropolitan District, Shire and Unitary local transport authorities that cover the proposed map of the devolved rail services. WMR will give partner Authorities (including Coventry) greater control and influence over future franchises for example, the timetabling and quality of services.
- 6.9 Local authorities within the operating area, including Coventry, will now have the opportunity to work with and influence what happens to local rail services. The new areas of local influence include timetable specifications and the livery and brand of the trains that are operated in the West Midlands area. The new West Midlands franchise competition is now underway and is due to commence in October 2017. WMR are working with government to develop plans for a fully devolved rail franchise for the region in the future.
- 6.10 **High Speed Rail** - Subject to royal ascent of the HS2 Hybrid Bill, HS2 phase 1 is due to open in 2026. This would see high speed services operate between Birmingham and London Euston. The nearest stop to Coventry will be at the Interchange station close to Birmingham Airport. It is likely that local rail services on the classic rail networks will change after 2026 as the government anticipates that a high proportion of existing long distance rail passengers will transfer on to HS2 services. The Department for Transport is due to consult on what those changes might be in the future.

Nigel Mills
Senior Officer Transport Strategy
Place Directorate
Email: nigel.mills@coventry.gov.uk
Tel: 024 7683 1563



To Business, Economy and Enterprise Scrutiny Board (3)

Date 21st September 2016

Subject – Providing transport for an ageing population

1 Purpose of the Note

To provide Scrutiny Board 3 with a brief guide to the transport solutions to support the mobility and independence of an ageing population, to inform a future select committee meeting.

2 Recommendations

Business, Economy and Enterprise Scrutiny Board (3) are recommended:

- (i) To note the contents of the report;
- (ii) To identify and agree topic areas which require further scrutiny at a future select committee.

3 Information/Background

- 3.1 In 2015 Coventry's population was estimated to be 345,000 of which 14.3% were aged over 65. Whilst this percentage is lower than the regional and national averages, it still represents 49,000 citizens. It is projected that by 2039 the number of over 65's in Coventry will have increased by nearly 50% to number 73,000. On the one hand this is a positive indicator of improved health and rising life expectancies. On the other hand however it presents significant fiscal and policy challenges for local authorities in determining the most viable and cost effective transport solutions to support the mobility and quality of life of an ageing population.
- 3.2 In addition to the increasing number of older people, in 2015, 17.7% of all residents within Coventry were also living with a long term health problem or disability. Based on this figure the number of over 65's with a long term health problem or disability in 2015 was over 8,500 and by 2039 this is likely to increase to 13,000 without interventions. Given the link between increased age and health, the actual figures are likely to be higher.
- 3.3 To assist Scrutiny Board identify the topics for further scrutiny at a future Select Committee, the following is a list of transport solutions that are currently provided in Coventry for older people including those with mobility impairment:

3.3.1 Concessionary Travel Scheme – Provides elderly and disabled people with free travel by bus anywhere in England during off-peak times. Residents in Coventry along with the wider West Midlands are also entitled to free train and Metro travel during off-peak times, which is an additional non-statutory service. In 2015/16 the concessionary fares scheme for senior citizens and the disabled cost £55m across the whole West Midlands region and was administered by Transport for West Midlands (TfWM).

3.3.2 Accessible Public Transport – There is a comprehensive bus network available within Coventry which through TfWM policies encourage the use of low floor and wheelchair accessible buses designed for easy access by people with mobility issues including the elderly. Within the West Midlands about 90% of all buses are low floor and wheelchair accessible, more than any other metropolitan area outside London. All stops and shelters also have timetables and there are maps in key locations. At Pool Meadow bus station and adjacent to many stops along main routes, real-time passenger information is provided on electronic information displays, which provide details of the next buses to call at the stop including the service number, destination and the time that the bus will arrive. For passengers who are blind or partially sighted, RNIB key fobs are available which can be used to activate an audio voice message which provides the exact same information.

3.3.3 Community Transport (including Ring and Ride) – Consists of local passenger transport provision which is organised on a non-profit basis by voluntary organisations, community groups and other non-statutory bodies. Co-operation with local authorities is an important source of funding for many non-profit making transport providers and the Department for Transport encourages this model of working.

In line with this, TfWM provides a grant to Ring and Ride West Midlands Ltd for the provision of services in Coventry and the wider West Midlands for all people who find it physically difficult or impossible to use conventional public transport. Ring and Ride provides an on-call service to people meeting this criteria, transporting them to local amenities. The service is operated by Ring and Ride West Midlands Ltd, a charitable company limited by guarantee. Part of the grant is used to fund the purchase of the special purpose Ring and Ride Vehicles. In 2015/16 the special needs service grant administered by TfWM was £8.5m across the whole West Midlands region.

3.3.4 Passenger Transport Services – Delivered by the Council providing transport for over 500 passengers per day amounting to more than a quarter of a million trips each year. The service allows people to access education and learning, social care, health, employment and take an active part in everyday activities. The services include social care transport for adults with learning difficulties and older people to day care and other opportunities. Also “Routedirect” which provides flexible and personalised transport for people on mobility disability living allowance residing in the city.

The in-house transport provision is delivered via standard and accessible minibuses with 27 routes servicing four special schools, 7 college runs, and 14 routes supporting six centres for people with learning disabilities, and older people. The cost of providing this element of the service is in the region £3m per year. Further provision is provided by external providers on 36 routes costing a further £2m per year and a number of taxis are also deployed costing just under £1m per year. The majority of the in-house minibuses are utilised during the morning and in the afternoon which means that during the middle of the day they could potentially be utilised on other activities. A service review is currently underway.

3.3.5 Taxis and private hire vehicles – In Coventry there are over 850 taxis and nearly 200 private hire vehicles currently licensed helping to provide an important additional transport option for elderly and disabled people as they can be booked in advance to provide a “door to door” service. All taxis in Coventry are also wheelchair accessible helping to increase the mobility of disabled citizens.

3.3.6 Blue Badge Scheme – Aims to help residents with severe mobility problems to access goods, services and other local amenities by allowing them to park close to their destination. In Coventry City Centre alone there are over 400 on-street parking spaces which offer free parking for blue badge holders, including over 40 dedicated disabled bays.

3.3.7 Shop Mobility – Aims to provide independence for people with reduced mobility to access shopping centres and other local amenities. The scheme in Coventry is based in Barracks car park and provides for the hire of mobility scooters and other equipment for mobility impaired shoppers and visitors to the city centre. The service is provided by Mobility Pathways on behalf of the Council at a cost of around £85,000 per year.

3.4 In addition to the services that we currently provide, technological advances in the future will also offer a range of other potential transport solutions for older people and those with mobility impairment including within the emerging concept of “Mobility as a Service”:

3.4.1 Mobility as a Service (MaaS) – Supported by TfWM this new concept considers a traveller’s journey from end to end rather than between individual modes. It puts the traveler at the core of transport services, offering them tailor-made mobility solutions based on their individual needs. This means that, for the first time, easy access to the most appropriate transport mode or service will be included in a bundle of flexible travel service options for individual users. In short, MaaS will provide transport via a real-time personalised service that integrates all types of mobility choices and presents them to the customer in a completely integrated manner to get them from A to B as easily as possible.

In addition to conventional transport modes linked to MaaS, it may also encompass technological improvements that could assist older people when retiring from ‘conventional driving’, by providing mobility solutions that are consumed as a service. For example the use of assisted technology in cars and driverless vehicles will enable older people and those with mobility impairment to continue driving safely for longer. Other linked future services may include ride-sharing, e-hailing services, bike and car sharing programmes as well as on-demand “pop-up” bus services to assist in people’s mobility.

Paul Boulton
Place Directorate
Email: paul.boulton@coventry.gov.uk
Tel: 024 7683 2452



To: Business Economy and Enterprise Scrutiny Board (3)

Date: 12th October 2016

Subject: Coventry Station Masterplan Update

1 Purpose of the Note

- 1.1 To provide the Business, Economy and Enterprise Scrutiny Board (3) with an update on progress of the Coventry Station Masterplan.

2 Recommendations

Business, Economy and Enterprise Scrutiny Board are recommended:

- (i) To note the contents of the report;
- (ii) To make any recommendations for further consideration by the Cabinet Member (Jobs and Regeneration).

3 Information/Background

- 3.1 Coventry has the fastest growing railway station in terms of passenger numbers outside London and is a key gateway to the city. It is one of the busiest stations on the West Coast Mainline after London and Birmingham New Street and yet since the current station was built in 1962 it has seen very little investment or updating.
- 3.2 To address this challenge, the Coventry Station Masterplan was approved by Cabinet in March 2015. It aims to deliver transformational improvements to Coventry Station and will also support the wider regeneration and connectivity of the Friargate development.
- 3.3 The proposals are linked to completion of the Friargate masterplan and have been developed in consultation with the rail industry and Friargate LLP. They also form part of the City Centre Area Action Plan and the Coventry and Warwickshire LEP's Strategic Economic Plan as part of an overarching economic regeneration strategy.
- 3.4 Since March 2015 the scheme has been developed further. The City Council has been working with Network Rail, the wider rail industry and Coventry & Warwickshire LEP to identify proposals and a preferred option and secure funding to improve the station and increase capacity. This work remains ongoing and any final decisions will be subject to a further report to Cabinet at a later date.
- 3.5 In terms of the preliminary proposals they seek to deliver new capacity and accessibility within the station through the provision of a new footbridge between platforms; a new station building which can be accessed from platform level and Warwick Road;

replacement and additional car parking and passenger drop off facilities; and a new high quality public transport interchange. To support overall connectivity to Coventry Station and to Friargate, opportunities are also being explored for the integration of a potential future rapid transit system which will connect the city centre to the University of Warwick and eventually serve connections further afield.

- 3.6 The works will be delivered in conjunction with NUCKLE 1.2, a 'sister' scheme, which provides a new bay platform; associated track and signalling works; and an enhanced train service between Coventry and Nuneaton. This will also improve train service performance and provides reliability benefits.
- 3.7 To date the focus of the work has been on design optioneering and completion of concept designs. The emphasis has been on high quality design which respects the heritage of the existing Grade 2 listed building in order to make Coventry an attractive station able to compete with neighbouring stations across the region.
- 3.8 Construction of the first phase of works has commenced on a pedestrian access under Warwick Road and progress is being made on the delivery of NUCKLE 1.2. Extensive traffic modelling work has also been undertaken to ensure the new station infrastructure is supported by an effective highway layout.
- 3.9 The Station Masterplan improvements are expected to be supported by funding from Network Rail to provide enhancements to the existing station buildings. This is complemented by the recent improvements to the station forecourt area and Station Square undertaken by the City Council and Friargate LLP.
- 3.10 An external funding package is being sought to deliver the remaining aspects of the Station Masterplan which could include Growth Deal, Integrated Transport Block and Devolution Deal.
- 3.11 Any formal decisions in terms of design, scope and funding will be subject to further Cabinet approval.

Paul Boulton
Place Directorate
Email: paul.boulton@coventry.gov.uk
Tel: 024 7683 2452

Business, Economy and Enterprise (3)

Scrutiny Work Programme 2016/17

Select Panel Work
Public Transport Infrastructure
Task and Finish group subjects
Closing the Gap – Looking Beyond European Funding Digital for Business Refreshed Green Space Strategy Tourism and Marketing
Progress Reports
Selective Licensing – progress report. Referred to Scrucoc
6th July 16
Public Transport background and context Delivering the Jobs and Growth Strategy - Annual Progress 2015/16
21st Sept 16
Accessible Transport background and context
12th October 16
Friargate and the Station Masterplan Select Committee Process
2nd November 16
Rail Story background and context Bus Usage background and context
14th December 16
Delivering the Jobs and Growth Strategy – 6 month progress
15th February 17
Transport Select Committee
22nd March 17
Digital for Business T&F report back Tourism and Marketing T&F report back Select Committee – Public Transport report back
Date to be decided
Refreshed Green Space Strategy T&F Report

Date	Title	Detail	Cabinet Member/ Lead Officer
Select Panel Work	Public Transport Infrastructure	To look in more detail at the transport infrastructure of the city. Maybe link with the LEP single infrastructure plan for Coventry and Warwickshire and the devolved powers as part of the Combined Authority. Consider the relationship with the business sector. To include service providers, commissioners and users as witnesses.	Cllr O'Boyle Colin Knight Paul Boulton Rebecca Young
Task and Finish group subjects	Closing the Gap – Looking Beyond European Funding	To consider the European funding that supports projects in Coventry, to look at contingency plans and ways of closing the gap created. The findings and recommendations will be fed into Scruco	
	Digital for Business	To consider in more detail the work that the Council is doing to support high-speed connectivity, for both domestic and commercial users. This is a joint piece of work with SB1	Cllr O'Boyle Rebecca Young David Cockroft
	Refreshed Green Space Strategy	The Green Space Strategy will be refreshed. Members wanted to ensure that recommendations made as a result of the Parks task and finish group were included in the Strategy, as agreed by the Cabinet Member.	Graham Hood Cllr Caan
	Tourism and Marketing	To look in more detail at how the Council is promoting the City and the tourism offer	David Nuttal
Progress Reports	Selective Licensing – progress report. Referred to Scruco	Following the acceptance of the recommendations from the T&F group on selective licensing Members requested the outcome of the consultation is considered by scrutiny before a final decision is made. Scruco will consider this report in December 2016	Helen Caves/Marcus Fothergill Cllr O'Boyle
6th July 16	Public Transport background and context	A briefing note providing the current position and background to public transport in the city to prepare Members for the select panel in September	Nigel Mills Cllr O'Boyle
	Delivering the Jobs and Growth Strategy - Annual	For Members to consider the strategy and action plan for 2016/17	Rebecca Young Cllr O'Boyle

Date	Title	Detail	Cabinet Member/ Lead Officer
	Progress 2015/16		
21st Sept 16	Accessible Transport background and context	A briefing note providing the current position and background to accessible transport in the city to prepare Members for the select panel in the new year	Andrew Walster
12th October 16	Friargate and the Station Masterplan	Members requested updated information on the developments at Friargate, how the developments at the station will support the transport network to the development and also the impact the development will have on Business Rates in the city, especially in the context of 100% retention	David Cockroft Colin Knight Cllr O'Boyle
	Select Committee Process	A briefing note explaining the process for the Select Committee	Gennie Holmes
2nd November 16	Rail Story background and context	A briefing note providing the current position and background to Coventry rail story to prepare Members for the select panel in the new year	Colin Knight
	Bus Usage background and context	A briefing note providing the current position and background to bus usage in the city to prepare Members for the select panel in the new year	Colin Knight
14th December 16	Delivering the Jobs and Growth Strategy – 6 month progress	For Members to consider a 6 month progress report.	Rebeca Young Cllr O'Boyle
15th February 17	Transport Select Committee		
22nd March 17	Digital for Business T&F report back		
	Tourism and Marketing T&F report back		
	Select Committee – Public Transport report back	Report back on the evidence provided at the public transport select committee in September	Cllr O'Boyle Colin Knight

Date	Title	Detail	Cabinet Member/ Lead Officer
Date to be decided	Refreshed Green Space Strategy T&F Report	The Green Space Strategy will be refreshed. Members wanted to ensure that recommendations made as a result of the Parks task and finish group were included in the Strategy, as agreed by the Cabinet Member.	Graham Hood Cllr Caan