



Business, Economy and Enterprise Scrutiny Board (3)

Time and Date

10.00 am on Wednesday, 15th February, 2017

Place

Committee Room 3 - Council House

Public Business

1. **Apologies and Substitutions**

2. **Declarations of Interest**

3. **Introduction** (Pages 3 - 40)

Format of the day and aims and objectives.

4. **Session 1 - 9.30am** (Pages 41 - 94)

How can train connectivity support economic development and business growth in the city?

Presentations from witnesses

Questions from Members

11.00am - Break

5. **Session 2 - 11.15am** (Pages 95 - 106)

How can we improve the bus service in the city?

Presentations from witnesses

Questions from Members

12.45pm - Lunch

6. **Session 3 - 1.15pm** (Pages 107 - 114)

What are the key accessibility issues for public transport in the city, and how can they be addressed?

Presentations from witnesses

Questions from Members

7. **Plenary and Summing Up - 2.15pm**

8. **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

2.30pm - Close

Chris West, Executive Director, Resources, Council House Coventry

Tuesday, 7 February 2017

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 Ali (By Invitation), R Auluck, S Bains, J Birdi, R Brown, K Caan (By Invitation), M Hammon, R Lancaster, A Lucas, T Mayer, J McNicholas (Chair), J O'Boyle (By Invitation), H Sweet and D Welsh (By Invitation)

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.

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Coventry City Council

Briefing note

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

Date: 15th February 2017

Subject: Select Committee on Public Transport

1 Purpose of the Note

- 1.1 To provide Members with guidance and background for the Select Committee on Public Transport on the 15th February 2017

2 Recommendations

- 2.1 The Business, Economy and Enterprise Scrutiny Board are recommended to consider evidence from the witnesses at the meeting and identify any recommendations.

3 Information/Background

- 3.1 During the municipal year 2016-17 the Business, Economy and Enterprise Scrutiny Board have received briefing information on several areas related to public transport in the city.
- 3.2 At the meeting on 15th February a select committee style meeting will take place to consider the following key lines of enquiry:
- 1) How can train connectivity support economic development and business growth in the city?
 - 2) How can we improve the bus service in the city?
 - 3) What are the key accessibility issues for public transport in the city, and how can they be addressed?
- 3.3 Members should consider the information that have received throughout this municipal year. The following documents have been included in the papers:

Document Title	Type	Date
Select Committee Process	Briefing note	12 th Oct 16
Effective Questioning for Scrutiny	Background	
Public Transport in Coventry	Briefing note	8 th July 16
Connecting Coventry – Strategic Investment Programme	Cabinet Report	24 th Jan 17
Coventry Rail Story & Rail Investment Strategy	Briefing note	2 nd Nov 16
Coventry Rail Story	Background	
Coventry Station Masterplan Update	Cabinet Report	24 th Jan 17
HS2 Connectivity	Briefing note	14 th Dec 16
HS2 Connectivity	Presentation	14 th Dec 16
Bus Usage	Briefing note	2 nd Nov 16
West Midlands Bus Alliance	Background	
Transport for an Aging Population	Briefing note	21 st Sept 16
Coventry Older Voices	Written evidence	

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To: Business, Economy and Enterprise

Date: 12th October 2016

Subject: Select Committee Process Briefing

1 Purpose of the Note

- 1.1 To brief Members of the Business, Economy and Enterprise Scrutiny Board on the purpose and processes for the Select Committee on Public Transport

2 Recommendations

- 2.1 The Business, Economy and Enterprise Scrutiny Board are recommended to note the content of the briefing note.

3 Information/Background

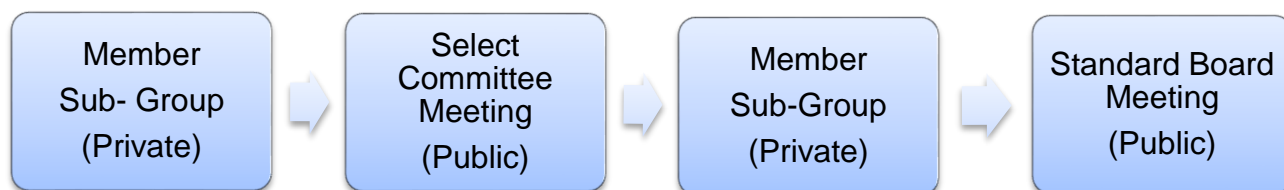
- 3.1 At their informal meeting on 8th June it was agreed that the Business, Economy and Enterprise Scrutiny Board would hold a Select Committee Style meeting to address issues around public transport.

4 Purpose of the Select Committee and Identifying Key Lines of Enquiry

- 4.1 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 line of enquiry is identified before the select committee meets so the correct background information can be provided and appropriate witnesses can be invited to give evidence.

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5 Suggested Select Committee Process



- use agenda conference date and time
 - identify questions for witnesses
 - scope the select committee meeting
 - agree background information required
- briefing note from Council officers with background and current position circulated before the meeting
 - evidence from key witnesses
 - partner organisations
 - service user reps
 - commissioned services
 - Cabinet Members
- discussion of key messages
 - Identification of potential recommendations
 - draft minutes available
- } →
- briefing note with recommendations from evidence
 - any other agenda items to be considered

6 Advisory Panel (Members Sub-Group)

- 6.1 This is a group of four Members (Brown, Lancaster, Mayer, McNicholas (chair) from the Board whose role it will be to clarify and finalise the key lines of enquiry and scope for the meeting. They will meet beforehand, using the date agreed for the agenda conference, and agree key questions for witnesses.
- 6.2 They will also meet at some point after the Select Committee the Advisory Panel to analyse the findings from the Committee and to finalise any recommendations that may arise from it for approval by the Board.

7 Background Briefings and Documentation

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

8 Questions at the Select Committee

- 8.1 Questions should be tailored to gain evidence from witnesses to answer the key line of enquiry for the select committee.
- 8.2 There are several guides² to questioning for scrutiny which apply to a select committee approach. The main points are:

² <http://www.swanseascrutiny.co.uk/2011/10/20/effective-questioning-for-scrutiny-a-checklist/>
<http://www.cfps.org.uk/wp-content/uploads/Questioning-Skills.pdf>
[http://democraticservices.hounslow.gov.uk/\(S\(0h3e5g55hovmepf0iljgeh55\)\)/documents/s75010/Question%20Skills%20for%20Scrutiny%20Members.pdf](http://democraticservices.hounslow.gov.uk/(S(0h3e5g55hovmepf0iljgeh55))/documents/s75010/Question%20Skills%20for%20Scrutiny%20Members.pdf)

8.3 Questioning is a form of research

Questions need to have the clear purpose of answering the key line of enquiry and should be open in order to elicit the information from witnesses. Good quality questions will result in good quality evidence. Questions should be agreed beforehand at the pre-meeting.

8.4 The key line of enquiry should be the starting point

Every questioning session should have a clear theme that can be expressed as a single question such as 'how can this service be improved?', 'what should be our policy in this area?' or 'how well are services performing for this group of people?' Witnesses are called to help to answer these lines of enquiry so questions should be designed for each witness and what they might know.

8.5 Witnesses are sources of evidence for the key line of enquiry

The purpose of calling witnesses to scrutiny is to gather evidence not to put them on trial. Think about who is the best person to provide the evidence that the Committee wants and make sure enough time has been allocated for questioning. At meetings the aim should be for the witnesses to be talking during 80-90% of questioning sessions. The select committee will have an opportunity to discuss their views at the plenary session.

8.6 Witnesses should be prepared in advance

To be able to provide the evidence that the committee needs witnesses need to know why they are there and what the committee wants to know. Witnesses should be provided with the broad questions that the committee will be asking in advance so they can make sure they have the information to hand. Also, knowing what the Committee wants will help to ensure the witness avoids taking up valuable time covering other matters unnecessarily.

9 Proposed Programme of the Day

9.1 To ensure the smooth running of the day and to make best use of peoples' time it important that there is a clear programme. It is proposed that the sessions is themed and each witness has a time slot. The agenda could look something like this:

- Pre-meeting with Members to clarify roles and identify questioning order.
- Theme One
 - Questions to Witnesses
 - Officers and Cabinet Members
 - External service providers
 - Representation from service users
 - Findings and Recommendations
- Theme Two
 - Questions to Witnesses
 - Officers and Cabinet Members
 - External service providers
 - Representation from service users
 - Findings and Recommendations
- Etc.
- Plenary Session – Members to discuss the evidence presented and to identify conclusions and recommendations.

10 Reporting Stage

- 10.1 The key findings from the select committee will then be discussed at a meeting of the advisory panel and collated into a report which will come to the next meeting of the Scrutiny Board for approval by the full Board.
- 10.2 Depending on the outcome and content of the recommendations, this report may also go to the appropriate Cabinet Member/s for consideration.

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Effective Questioning for Scrutiny: A Checklist

October 20, 2011 by [Dave Mckenna](#) [3 Comments](#)



Effective questioning is at the heart of effective scrutiny. For this reason it has been identified as one of the things that we want to develop and [improve over the next 12 months](#).

As a starting point we have tried to capture all of the things that the overview and scrutiny boards and committees in Swansea already do well, as well as best practice advice from elsewhere such as from the [Centre for Public Scrutiny](#). We have tried to pull everything together into a simple checklist that can be used to support effective questioning in a consistent way in future.

We would love to hear what you think about this list and any ideas you have for improving it.

– The Effective Questioning for Scrutiny Checklist –

1. Treat questioning as a form of research

Like any form of research it needs rigour, consistency and a clear purpose. Having a clear process that has been tried and tested matters – this is the way to ensure the best results.

2. Start with the ‘Big Question’ and work from there

Every questioning session should have a clear purpose that can be expressed as a single question such as ‘how can this service be improved?’, ‘what should be our policy in this area?’ or ‘how well are services performing for this group of people?’ Witnesses are called to help to answer these big questions so specific questions should be designed depending on who the witnesses are and what they might know.

3. Ensure the focus is on gathering evidence

The purpose of calling witnesses to scrutiny is to learn from people not to put them on trial. Always think explicitly about who is the best person to provide the evidence that the Committee wants and make sure enough time has been allocated to get that evidence. At meetings the aim should be for the witnesses to be talking during 80-90% of questioning sessions – the scrutiny committee can discuss their own views later. After all, calling witnesses to hear the views of committee members is not a good use of anyone's time!

4. Know your questions

The power of the investigation is in the quality of the questions and the best results will always come when questions are carefully designed to fit the particular situation. Questioners should have a good working knowledge of the different types of question they might use and when best to use them. Open, closed, probing, extending, summarising, reflective, hypothetical, historical and comparative questions should all be in the armoury of every scrutineer.

5. Always, always invest in proper preparation

There is a maxim in training that the time taken to prepare any course should be at least double the time of the course itself. Something similar should apply for questioning witnesses in scrutiny. Good preparation includes three distinct stages:

- First, the overall purpose and one or two general questions need to be set. This could be done at the end of the previous meeting, by email or at a separate meeting.
- Second, the whole committee should be involved in developing a full set of questions; again this could be done at a separate meeting or by email.
- Finally, a pre meeting should be held to decide who is going to ask what and in what order. This will be the broad plan that the chair will use to manage the questioning session.
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6. Prepare the witness as well as the committee

To be able to provide the evidence that the committee needs witnesses need to know why they are there and what the committee wants to know. Everyone attending scrutiny should have access to a clear and up to date witness guide that sets out exactly what they should be able to expect. At the same time witnesses should be provided with the broad questions that the committee will be asking in advance. In this way they can make sure that specific details are checked before they come – this reduces the need for people having to

provide information later that they did not have to hand at the meeting. Also, knowing what the Committee wants will help to ensure the witness avoids taking up valuable time covering other matters unnecessarily.

7. Be ready to listen and learn

The purpose of questioning for scrutiny is to learn from the witness and to gather information. It should go without saying that all witnesses have a right to expect a minimum level of respect and courtesy from the Committee. Hostility is both unprofessional and counterproductive. When witnesses feel confident that their evidence is being treated seriously and professionally they are more likely to offer more. Careful, interested questioning can work to build trust with the witness. Starting with a general open question, for example, gives people an opportunity to get warmed up and helps reduce any anxiety. Listening is an important part of this process and the Committee should work to ensure that they have the required listening skills.

8. Work as team

Questioning is a team sport. To get the most out of questioning and the limited time available with witnesses it is important to have an approach to questioning that involves everyone. Of course there needs to be room for individual concerns to be raised and for members to develop specific lines of questioning but this must be done in the context of an agreed plan that everyone has had the chance to contribute to. If members do not get involved in the development of a questioning strategy and then just turn up at a meeting and ask questions 'at a tangent', this might undermine what the committee wants to achieve – far better to register questions with colleagues before the meeting starts.

9. Be clear about the chair's responsibility for the whole process

The chair (and vice chair) has a critical role and needs to be confident they can lead questioning effectively at every stage. They must ensure that; a clear purpose for questioning has been established; all of the committee are able to contribute to developing questions; a clear plan is place before the questioning session; and the meeting itself is managed in line with this plan. This role is a skilled one – existing and prospective chairs should be confident that they have received the training and development that they need.

10. Question your questioning

Finally, as questioning will always be an art as much as a science it is important to evaluate and review the effectiveness of questioning. This can be done in post meetings, as part of annual reviews or through one off exercises.

Read more at <http://www.swanseascrutiny.co.uk/2011/10/20/effective-questioning-for-scrutiny-a-checklist/#0aAFoEo51kilZw45.99>

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 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 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>

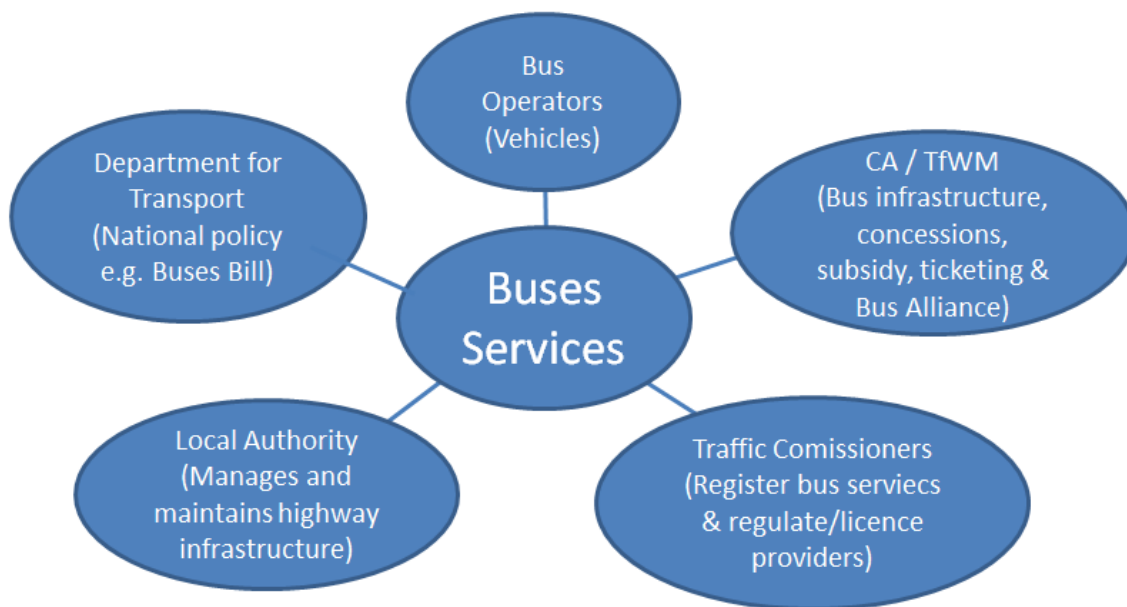
- Transport Act 2000 – This Act introduced the ability to introduce Bus Quality Partnerships, Bus Quality Contracts, changes to bus ticketing schemes and the provision of bus information. It also introduced a requirement for all Transport Authorities to produce a Local Transport Plan and a Bus Strategy. 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.

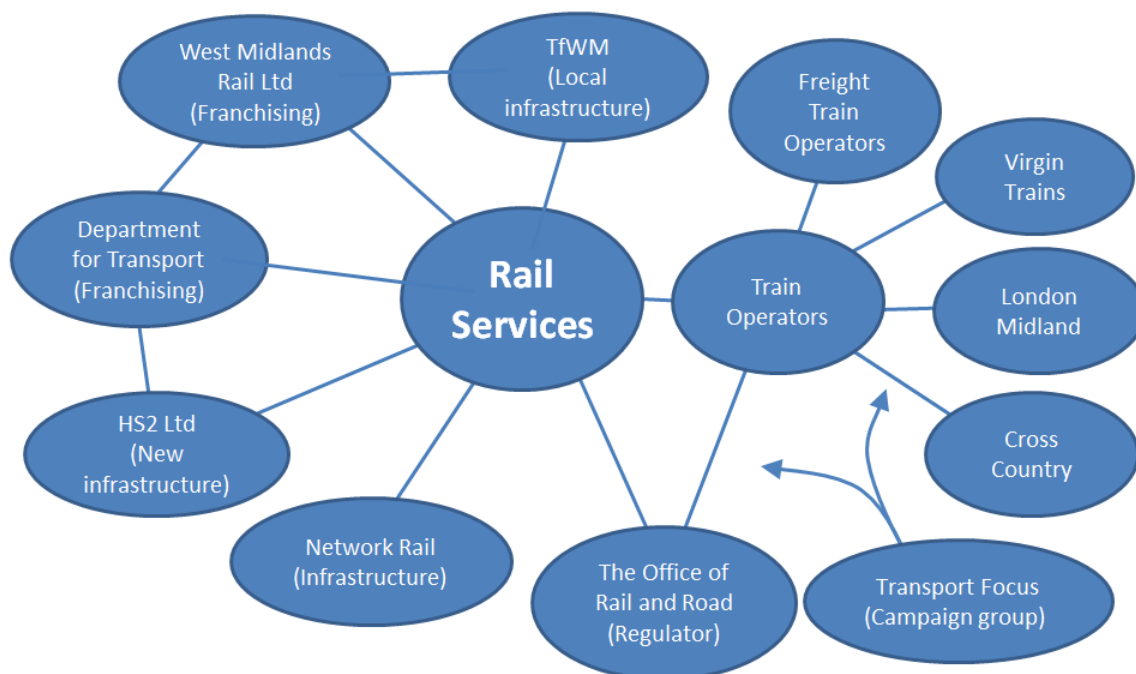
5.4 **Bus Subsidy** - All Council organisations have the ability under the 1985 Transport Act to subsidise what are known as socially necessary bus services. These are bus services that the commercial bus operators do not provide, but there is considered to be a strong social need for them. Virtually 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 be 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 refranchising 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
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**Cabinet
Council**

24 January 2017
24 January 2017

Name of Cabinet Member:

Cabinet Member for Jobs and Regeneration – Councillor O’Boyle

Ward(s) affected:

City-wide

Director Approving Submission of the report:

Executive Director of Place

Title: Connecting Coventry - Strategic Transport Investment Programme

Is this a key decision?

Yes – the proposals within the report have financial implications of over £1m per annum and will have an impact across the city.

Executive Summary:

Coventry is a dynamic and rapidly growing city where transport investment is essential to keep pace with continuing change. In 2004 the city’s population was under 300,000. It has grown steadily since to 345,000 and is forecast to reach over 415,000 in the next 20 years. In the proposed next Local Plan period up to 2031 it is forecast that investment and development in Coventry will create 50,000 jobs, with a consequential growth in housing to meet the needs of our growing city.

The Council has been very successful in obtaining funding and delivering schemes from a number of sources for investment in the city’s transport infrastructure, with £150m of improvements delivered over the last 5 years, this is an opportunity to continue to build on this success. However in order to maximize the economic potential of the city and to take full advantage of developments such as High Speed Rail (HS2), it is essential that we look to get investment both directly within the city and also in strategic cross boundary transport schemes that support Coventry’s growth aspirations.

This report sets out a strategic transport investment strategy ‘Connecting Coventry’ and the opportunities for achieving this including working with Midlands Connect, Coventry and Warwickshire Local Enterprise Partnership and the West Midlands Combined Authority (WMCA).

The principal objectives of this strategy include: improving the resilience of the road network (so the strategic road network does not come to a halt when a motorway has to be closed); ensuring connectivity to HS2 and job opportunities around the new station and linking key developments and employment sites to HS2 including Friargate and Jaguar Landrover; an expansion of railway capacity and reconnecting Coventry to the East Midlands by rail. The strategy is summarized in Appendix 1.

One major opportunity to help deliver this strategy is the £247m strategic transport package agreed as part of the WMCA Devolution Deal package approved by Council in May 2016. Although an outline package of schemes was included at the time, it is for the City Council to determine which schemes go forward for funding. The WMCA has an 'assurance framework process' which all schemes will have to go through, the main purpose of which is to ensure that all schemes across the region are aligned to the policies of the adopted West Midlands transport strategy entitled 'Movement for Growth'. The main aims of this strategy are to drive job creation and growth and is in line with the City Council's own priorities.

This report outlines the schemes that it is proposed to take forward as part of this package. They can be summarized as four programmes:

- Coventry South – major highway and rail proposals to facilitate growth, especially around Jaguar Land Rover and the University of Warwick and to provide connectivity to HS2 and UK Central;
- City Centre – a major increase in capacity at Coventry Railway Station (this is subject to a separate Cabinet Report on the 'Coventry Station Masterplan' and improvements to selected ring road junctions);
- Coventry North – road capacity improvements to the North West of the city and on the A444 and M6 junction 3;
- Rapid Transit – investment in the development of Very Light Rail and subsequent implementation.

Following the recent Autumn Statement, up to £12m Local Growth Deal 3 funding has been indicatively awarded to Coventry City Council to match fund some of the schemes within the programme. This is still subject to the formal CWLEP governance and contracting processes, but if successful will enable some of the schemes to be brought forward. The funding should be confirmed early in the year.

Approval is sought for the submission of Strategic Outline Businesses Cases to the WMCA for each of these schemes and delegated authority for submission of subsequent business cases in line with WMCA's Assurance Framework. It should be noted that this strategic transport package is in addition to the £150m City Centre funding package that was also negotiated as part of the Devolution Deal; this is the subject of a separate Cabinet Report.

There is also further potential funding identified as part of the Combined Authority HS2 connectivity package for improving transport connections between Coventry and HS2 which could also potentially fund some further Coventry projects. Subject to approval of the WMCA, £15m of the HS2 connectivity package has been agreed in principle to part fund Friargate West, which is part of the City Centre Package to be delivered as part of this programme. A further £15m has been identified to match fund Very Light Rail, along with £7m to provide additional parking capacity at Tile Hill Station. Securing the funding will be subject to the approval from the Combined Authority.

Recommendations:

Cabinet is asked to recommend to Council:

1. To approve the outline Strategic Transport Investment Programme 'Connecting Coventry' as indicated in this report and endorse that officers, following consultation with the Cabinet Member for Jobs and Regeneration, progress the development of the relevant work packages;

2. Authorise submission of the bids to the West Midlands Combined Authority to secure the devolution deal funding required to deliver the Connecting Coventry packages contained in this report;
3. Authorise procurement of resources to assist with submission of the bids through the Shared Professional Services Contract which are to be funded from this programme;
4. Delegate authority to the Executive Director Place and Executive Director Resources, following consultation with the Cabinet Member for Jobs and Regeneration, to:
 - Determine the final content of the relevant Business Cases required to submit the bids;
 - Submit the relevant Strategic Outline Business Cases to the West Midlands Combined Authority in relation to the work packages within the Connecting Coventry Programme;
 - Progress the Business Cases to the final stage in accordance with the Combined Authority's Assurance Framework;
 - Agree the bid for allocation of the HS2 connectivity package funding, subject to approval through the Combined Authority's Assurance Framework.
5. Should the bids be successful; that Coventry City Council enters into the necessary legal documentations to secure the funding required to deliver the Connecting Coventry Programme;
6. Delegate authority to the Executive Director for Place to become the accountable body, and authority to the S151 Officer to enter into the appropriate funding agreements with the Coventry & Warwickshire Local Enterprise Partnership, West Midlands Combined Authority and Department for Transport;

Council is recommended to:

1. Approve the outline Strategic Transport Investment Programme 'Connecting Coventry' as indicated in this report and endorse that officers, following consultation with the Cabinet Member for Jobs and Regeneration, progress the development of the relevant work packages;
2. Authorise submission of the bids to the West Midland Combined Authority to secure the devolution deal funding required to deliver the Connecting Coventry packages contained in this report;
3. Authorise procurement of resources to assist with submission of the bids through the Shared Professional Services Contract which are to be funded from this programme;
4. Delegate authority to the Executive Director Place and Executive Director Resources, following consultation with the Cabinet Member for Jobs and Regeneration, to:
 - Determine the final content of the relevant Business Cases required to submit the bids;
 - Submit the relevant Business Cases to the West Midlands Combined Authority in relation to the work packages within the Connecting Coventry Programme;
 - Progress the Business Cases to the final stage in accordance with the Combined Authority's Assurance Framework;

5. Should the bids be successful; that Coventry City Council enters into the necessary legal documentations to secure the funding required to deliver the Connecting Coventry Packages;
6. Delegate authority to the Executive Director for Place to become the accountable body, and authority to the S151 Officer to enter into the appropriate funding agreements with the Coventry & Warwickshire Local Enterprise Partnership, West Midlands Combined Authority and Department for Transport;

List of Appendices included:

Appendix 1 – Outline strategic transport strategy
Appendix 2 – Location plan for the Coventry Strategic Transport Package
Appendix 3 – Proposed Governance Structure
Appendix 4 – Resource Package

Background papers:

None

Other useful documents:

West Midlands Combined Authority Devolution Agreement

Consenting to the Combined Authority and Approving the Devolution Deal (PWC, February 2016)

Cabinet: City Centre South 24th January, 2017

Cabinet: Coventry Station Masterplan Update 24th January, 2017

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

Yes – 24th January 2017

Report title: Connecting Coventry - Strategic Transport Investment Programme

1. Context (or background)

1.1 Coventry is a dynamic and rapidly growing city where transport investment is needed to keep pace with expected change. In 2004 the city's population was under 300,000. It has grown steadily since to 345,000 and is forecast to reach over 415,000 in the next 20 years. Furthermore, in the proposed next Local Plan period up to 2031, an additional 42,000 houses in or around Coventry will be needed along with nearly 50,000 jobs to meet the needs of our growing city.

1.2 The City Council is investing in a number of schemes (road and rail) to improve capacity and connectivity to jobs which, along with Highways England's Toll Bar scheme will make a significant impact. However, in order to realise the city's true economic potential and to deliver the local plan aspirations, it is going to be necessary to invest in and lobby for investment in schemes beyond the city's boundaries as well as further schemes within the city.

1.3 The principal objectives of this investment are to:

- Protect and enhance Coventry's 'unique selling point' as an attractive place to invest because of its ease of access to all other parts of the country and major freight facilities;
- Provide connectivity to the jobs that will be created by the arrival of High Speed Rail and the new Birmingham Interchange station near the NEC and the planned major employment development (known as 'UK Central') along with the recently announced plans for Birmingham Airport;
- Improve connectivity to the East Midlands and the logistics 'golden' triangle that is essential for supporting supply chains to industry;
- Provide greater resilience to the motorway and trunk road network: when problems occur on the M6 the A45 and other routes around Coventry are frequently brought to a standstill and this undermines the attraction of the city as a place in which to invest;
- Provide benefits for local users of the network and businesses from increased resilience;
- Increase the number of destinations served directly from Coventry Railway Station: the economic case for this was set out in the 'Coventry Rail Story' which was reported to Cabinet on 3rd March, 2015.

1.4 A radical programme of interventions is therefore needed over the next few years to help facilitate the future jobs and growth. The wider transport strategy to achieve this is outlined in Appendix 1. In summary, the main elements are:

- Expansion of Coventry Station: additional platform and a doubling of the passenger capacity through a new entrance and footbridge – the Coventry Station Masterplan Report provides more detail;
- Reconnecting Coventry and Leicester (and from there Nottingham and the North East) by reinstating the connection at Nuneaton;
- Removal of bottlenecks on railways in and around Birmingham including doubling the track between Coventry and Leamington;
- A new road link to the south and west of Coventry to provide the connectivity to HS2/UK Central and also an alternative route for diverted M6 traffic;

- Upgrading the A46 (from the M40 to M69) to 'Expressway' standard (to include major upgrades to junctions at Stoneleigh, Binley Woods and Walsgrave);
 - Upgrading of other key routes (such as A5 Tamworth to Hinckley) to take pressure off M6;
 - Improvements to A444 and J3 M6 and implementation of the 'Keresley Link Road' to drive growth in the north of the city;
 - Improvements to Ring Road junctions to provide easier access to the City Centre;
 - A 'step change' in the quality of public transport – such as through the development and introduction of 'Very Light Rail'
 - Underpinning the above, the development and application of digital technology to maximize the capacity of existing networks through initiatives like autonomous vehicles, real time travel information, contactless payments and intelligent priority for public transport.
- 1.5 This report sets out the work underway through Coventry and Warwickshire Local Enterprise Partnership (CWLEP), the West Midlands Combined Authority (WMCA) and Midlands Connect to achieve this investment and how it might be achieved. It seeks approval for a programme of schemes to be funded through the devolution deal.
- 1.6 CWLEP has been very successful in drawing money down from the Local Growth Deal and Regional Growth Funds. Projects which have received funding include Friargate Bridgedeck, Whitley Interchange, city centre public realm, Coventry Station Masterplan and NUCKLE. Further funding is being sought through Growth Deal 3 for match funding for the Station Masterplan highways improvements, a further round of public realm improvements and ring road junction upgrades. The public realm and ring road junction upgrades were covered in the report to Cabinet on 4th October 2016. In addition to this funding is being sought through Department for Transport (DfT) for A46 Stoneleigh Junction improvements. This is further to the recent award of £1.25m DfT funding to develop proposals for a new road to provide capacity for future growth at the University of Warwick and Westwood Business Park, linking A46 Stoneleigh Road junction to the University of Warwick
- 1.7 Midlands Connect is a government funded partnership of local authorities and LEPs from across the East and West Midlands, the Department for Transport, Network Rail, Highways England and airport operators. Its purpose is to compile a prioritised list of strategic transport schemes with the aim of unlocking and promoting economic growth across the region. This list is to be based on a rigorous economic evidence base and a number of work packages are underway to achieve this. Coventry and Leicester have been identified as one of four principal growth hubs and consequently one of the work packages has been focussing on developing strategic road and rail schemes for this area; the focus is on connecting cities and connecting to international gateways such as airports. Once the new strategy has been agreed (Spring 2017), it will be used to help influence government spending programmes through Network Rail and Highways England.
- 1.8 The emerging Midlands Connect strategy aligns well with the City's strategy and includes improved East-West Midland rail connections (and specifically Coventry – Leicester), upgrading the Birmingham Rail Hub (which includes additional track between Coventry and Leamington), dualling the A5 between Tamworth and Hinckley, A46 Expressway (and possibly an extension to the M5 at Tewkesbury to improve our links to South Wales and the South West) and improvements to the Birmingham Motorway Box and also the M1.
- 1.9 The creation of the WMCA provides the city with the opportunity to work closely with colleagues in neighbouring authorities on developing essential cross boundary schemes.

This includes Warwickshire County Council which is a 'non-constituent' member of the Combined Authority.

- 1.10 As part of the Devolution Deal, the City Council negotiated funding of £247m to help deliver a package of schemes referred to as 'UK Central plus', which have now been incorporated into the wider Connecting Coventry Programme. This is an ambitious programme of transport interventions which seeks to take advantage of some significant economic opportunities on Coventry's door step to ensure that the citizens of Coventry have the transport connections needed in order to access the jobs and opportunities that will be on offer, including from UK Central, HS2, advanced manufacturing within the automotive sector and research and innovation led by Coventry's two universities. It also seeks to support the expected growth in housing, employment and training that is planned in Coventry over the next 10 to 20 years.
- 1.11 It is for the City Council to specify the schemes it wishes to promote; however, the WMCA has developed a 5 stage assurance process that any scheme across the region will have to satisfy in order to receive Devolution Deal funding. This is to ensure overall alignment with the 'Movement for Growth' strategy which is the adopted transport strategy for the West Midlands, along with the Strategic Economic Plan for the West Midlands. The principal objectives of this strategy are to drive economic growth, create jobs and to make sure everybody who lives in the West Midlands can access those jobs – hence there is very close alignment with the city's aspirations. The City Council also negotiated a separate package of £150m for the City Centre which is the subject of a separate report.
- 1.12 The rest of this report sets out the schemes the City Council wants to promote through the Devolution Deal and seeks approval to submit 'strategic outline business cases' (SOBC) to the WMCA for each of them and delegated authority to take them through the 5 stages of the assurance process. Officers are working closely with WMCA colleagues to ensure that the schemes going forward fully meet the city's needs whilst aligning with 'Movement for Growth' and Strategic Economic Plan.

2. Options considered and recommended proposal

- 2.1 The elements of the Connecting Coventry Programme, which are subject to this report, focusses on four key work packages that in turn are made up of a number of linked schemes which together will deliver outcomes greater than the sum of their individual parts. The four main work packages are indicated in Appendix 2 and are outlined in more detail below.
- 2.2 Coventry South Package
 - 2.2.1 The south of Coventry is rapidly developing as a major research and employment hub, with both Jaguar Land Rover and the University of Warwick having major investment and expansion plans. Developments at UK Central in Solihull as well as HS2 will provide further employment opportunities and major housing sites are likely to come forward during the next Local Plan period that will put additional pressure on the existing transport network.
 - 2.2.2 During peak times particularly when roads are congested, Coventry has only limited connectivity to UK Central via the A45 and although a number of interventions have been introduced over the last few years to improve traffic flow on the A45 corridor, these will only provide short to medium term relief. The connectivity problems are only magnified when an accident occurs on the motorway network which leads to major re-routing of traffic onto the A45 and other routes around Coventry often causing grid lock. A longer term solution is therefore necessary which can facilitate the expected growth, connect

Coventry citizens to future employment opportunities and enhance the resilience of the strategic road network.

2.2.3 As part of the Coventry South package proposed interventions include:

- Major capacity improvements to the A46 junctions with A428 (Binley) and B4082 (Walsgrave) to be delivered as part of Highways England's Road Investment Strategy;
- A major capacity improvement to the A46 junction with Stoneleigh Road south of Coventry to address current capacity problems in the area to improve access to the University of Warwick) and allow Stoneleigh Park to develop; this scheme is referred to as A46 Link Road Phase 1;
- A new road to provide capacity for future growth, including at the University of Warwick and Westwood Business Park, linking A46 Stoneleigh Road junction to the University of Warwick (referred to as A46 Link Road Phase 2);
- An extension of the above new road to link to UK Central at Solihull either via a route directly onto the A45 or A452 (referred to as A46 Link Road Phase 3);
- A new railway station in the south of Coventry with strategic park and ride facilities to cater for future growth.
- Additional car park provision at Tile Hill Station to meet the needs of growing passenger use.

2.3 City Centre First Package

2.3.1 The City Centre is currently the focus of significant re-development plans to create jobs, improve the retail and leisure offer and to meet the expansion plans of Coventry University. Developments such as Friargate, City Centre South (the subject of a separate Cabinet Report), the new water park and leisure centre together with the Council's ongoing public realm improvements, will help to make Coventry a more attractive city for residents, visitors and businesses alike.

2.3.2 Coventry Station is a hugely important gateway for the city as well as being a vital future link to HS2 and UK Central. Coventry's ring road is also a major asset by helping to keep traffic moving but it can also be a barrier to growth and connectivity.

2.3.3 To address these challenges the proposed interventions within the City Centre First package include:

- The completion of the Coventry Station Masterplan to increase the capacity of the station to meet future demand (especially for connectivity to HS2 and UK Central) and to complement the Friargate project to transform the area around the station and create an impressive gateway to the city (further details contained in separate report);
- To bring forward an effective highway layout on the western side of Friargate to complement the Coventry Station Masterplan and to help kick start further jobs and growth within Friargate, along with new highway to the east of Warwick Road connecting to the new multi-story car park;
- Junction improvements on the ring road to enhance connectivity and growth whilst also maintaining the integrity of the ring road as an important traffic corridor.

2.4 Coventry North Package

2.4.1 The north western side of the city suffers from significant congestion as a result of a road network that was never designed to accommodate current levels of demand. Potential future housing and employment growth in this part of the city will be hindered or create unacceptable impacts to local access without a long term solution to increase the capacity

of the road network between the A4114 Holyhead Road corridor in the west and the A444 Jimmy Hill Way corridor in the north.

2.4.2 In addition to the lack of capacity in the local road network the capacity of the nearby M6 Junction 3 also represents a significant barrier to movement between Coventry, the motorway network and Nuneaton and Bedworth, creating a further barrier to growth in the north of the city.

2.4.3 To address these barriers the proposed interventions within the Coventry North package include:

- A new link road supported by enhancements to the existing road network to provide an outer orbital linking A4114 with A444;
- Capacity improvements to M6 Junction 3.

2.5 Coventry Very Light Rapid Transit

2.5.1 Coventry is a rapidly growing city where transport investment is needed to keep pace with major change. In order to make the step change in transport provision that is needed, an integrated rapid transit network is required which enables residents to access employment, education and training opportunities across the city and which integrates with heavy rail and other public transport to open up additional opportunities outside Coventry such as at UK Central.

2.5.2 High quality light rapid transit such as a tram network has the best chance of attracting car users in order to maximize patronage, however the cost of a traditional tram system such as Metro is likely to be prohibitive. The feasibility of a bus based rapid transit system like "Sprint" has also been assessed and is considered not viable for Coventry. As a more viable alternative there is potential to use an innovative lower-cost technology, such as Very Light Rail, which could bring the costs significantly down to a more realistic level.

2.5.3 Developing this new form of transport in Coventry would mean that the city could become the research test bed for this new technology and would further support local job creation.

2.5.4 As part of this package the proposed interventions include:

- To work with development partners and key stakeholders to develop the concept and feasibility of Very Light Rail as an urban rapid transit system;
- Dependent on the outcome of the above to seek to develop a Very Light Rapid Transit network appropriate for Coventry, subject to full feasibility and business case development.

2.6 In order to secure the funding to deliver the Connecting Coventry Programme, it is necessary to submit both outline business cases and subsequent full business cases to the WMCA for all individual packages and schemes. A robust Assurance Framework has been established by the WMCA, as a condition of the Devolution Deal, and this will need to be closely adhered to as the development of the schemes progresses.

2.7 As part of the Assurance Framework a strong and effective governance structure is being put in place to ensure that the resources within the overall investment programme are allocated in an efficient and effective way that delivers both desired outcomes and value for money. At a regional level all key decisions on allocating funding will be made by the WMCA Board. At a more local and internal level the City Council is establishing its own governance structure through the establishment of a Strategic Transport Infrastructure Programme Board, chaired by the Assistant Director Transport and Highways, which will

report to and be directed by an Executive Steering Group. Detail of the governance structure are included in Appendix 3.

- 2.8 In summary, there are two main options to be considered; firstly to continue to develop the Connecting Coventry Programme and submit relevant business cases in line with the WMCA Assurance Framework; the second option being not to continue with the programme or submit any business cases.
- 2.9 The Connecting Coventry Programme presents a once in a generation opportunity for Coventry to provide a step change in its transport infrastructure, which will enable the city to grow to maximise potential for Coventry citizens to access employment and other opportunities. In order to access the potential £247m available for the programme through the WMCA Investment Programme business cases must be submitted in line with the Assurance Framework.
- 2.10 Therefore the recommended proposal is to progress the development of the relevant work packages within the Connecting Coventry Programme and submit formal business cases to the WMCA in line with the Assurance Framework. Any further key decisions over the recommendations will be reported back to Cabinet at the appropriate time.

3. Results of consultation undertaken

- 3.1 No consultation has been carried out to date as all packages within the Connecting Coventry Programme are either conceptual or at an early stage of feasibility or development. A thorough exercise of engagement and consultation will be carried out at the appropriate stage of each scheme's development.

4. Timetable for implementing this decision

- 4.1 Subject to approval, work will continue on development of the Connecting Coventry Programme and it is anticipated that the first outline business cases will be submitted to the WMCA in early 2017.

5. Comments from Executive Director of Resources

5.1 Financial implications

- 5.2 The WMCA is the accountable body for the Devolution Deal Investment Programme financing. The Coventry Strategic Transport Investment Programme indicative allocation of WMCA Devolution Deal funds is £247m, however this is subject to firstly business case development to produce more robust scheme costs followed by formal approval of businesses cases by the WMCA. There is also further potential funding available from the WMCA HS2 connectivity package for this programme, £37m has been allocated against this programme, subject to the WMCA assurance framework approval process.
- 5.3 All capital funding formally allocated to Coventry City Council from within the £247m indicative allocation will be financed by WMCA borrowing. The resulting debt servicing costs will be financed from a combination of the WMCA's annual government devolution deal grant of £36.5m, together with any future revenue resources generated by WMCA.
- 5.4 The initial 'UK Central Plus' programme (now incorporated within the wider Connecting Coventry Programme) was for £368m, which included the £247m WMCA allocation alongside unsecure match funding sources. Costs were based on high level estimates and schemes were indicative. Since the original programme was produced, development

work has been undertaken and further opportunities have arisen in order to produce a more ambitious programme that maximises the WMCA funding resources available with increased match funding for priority schemes. This has resulted in an increase in the total programme value to £620m. The WMCA contribution for the Connecting Coventry programme remains at £247m. Table 1 below summarises the headline costs within the programme and also takes into account an additional £37m from the WMCA HS2 connectivity package which includes £15m for the Station Masterplan Highways works, along with £15m for Very Light Rail and £7m for Tile Hill Station car park expansion.

Table 1 – Current Connecting Coventry Strategic Transport Investment Programme

Project	Component	Original Programme				Current Programme			
		Other £m	WMCA (UKC+) £m	WMCA (HS2) £m	Total £m	Other £m	WMCA (UKC+) £m	WMCA (HS2) £m	Total £m
Coventry South Package	A46 Stoneleigh Junction					20	2	0	22
	A46 Link Phase 2					37	33	0	70
	A46 Link Phase 3					33	47	0	80
	Binley and Walsgrave Junction					70	49	0	119
	Coventry South Park and Ride					2	18	0	20
	Tile Hill Station Car Park Expansion					1	0	7	8
	Subtotal	86	76	0	162	163	149	7	319
City Centre First	Coventry Station Masterplan					39	24	0	63
	Station Masterplan Highway Works					4	0	15	19
	Ring Road Junction 3 and 4					5	7	0	12
	City Centre Place Plus					2	5	0	7
	Subtotal	2	33	0	35	50	36	15	101
Coventry North Package	A45 to A444 Keresley Link					28	15	0	43
	M6 J3 Improvements					93	7	0	100
	Subtotal	5	20	0	25	121	22	0	143
Coventry Very Light Rapid Transit	Very Light Rail	15	40	0	55	2	40	15	57
Other Schemes*	Includes International Station remodelling and Whitley South	12	78	0	90	0	0	0	0
	Grand Total	121	247	0	368	336	247	37	620

*Schemes no longer being delivered under current programme

Table 2 – Breakdown of Match Funding

Match Funding Breakdown	£m
Secure Funding	
CWLEP Growth Deal 1&2	23
DFT	8
Highways England	65
Subtotal Secure Funding	96
Unsecure Funding	
Private Sector	61
DFT & Local Majors	157
Prudential Borrowing	11
CWLEP Growth Deal 3	11
Subtotal Unsecure Funding	240
Total Other Match Funding	336

5.5 Table 2 outlines the match funding resources required to deliver the full programme and current status. The majority of match funding is currently not secure, however work to secure the remaining funding will progress in parallel with the process to secure WMCA funds, no funding will be committed to any schemes unless funding for that particular project is fully secure. The programme has been phased in priority order to manage this process. The full breakdown of funding against the work packages can be found in Appendix 4.

5.6 There is robust governance in place to manage the programme finances. A further report will be tabled to Cabinet when detailed scheme costs are available.

5.7 Legal implications

There are no specific legal implications associated with this report. This is because at this stage the only decision being considered is whether or not to make the application for grant funding.

The Constitution makes it clear for the need to secure cabinet approval before making funding bids of more than £0.5m. Should bids be successful there will be contractual arrangements relating to funding agreements, and other arrangements required to deliver specific projects that must comply with the Council's approved procedures for procurement.

5.8 Procurement implications

Consultancy support to formalise the Strategic Outline Business Case will be procured via Warwickshire County Council's Shared Professional Services Framework. It is envisaged that consultancy support to develop the detailed business cases through Assurance Framework will be procured under a mini-competition process to ensure value for money,

through the successor to the current Shared Professional Services Framework, ensuring all UK and EU legislation is adhered to.

On approval of funding, procurement at appropriate stages of scheme development and construction will be subject to further Cabinet approval.

6. Other implications

6.1 How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?

The aim of setting up the West Midlands Combined Authority is to promote economic growth and improve the provision of transport. This is in line with the Council's aim to deliver prosperity and social justice by ensuring that local people, including those who are most disadvantaged, are able to benefit from that growth.

6.2 How is risk being managed?

A robust governance structure is in place to manage risk. A programme risk register is being established which will highlight key risks and put in place appropriate mitigation.

6.3 What is the impact on the organisation?

The combined authority and the development of the Connecting Coventry Programme as part of the Devolution Deal will use the time and resources of councillors and senior officers. A combined authority will not replace the Council and its responsibilities and services will remain the same.

6.4 Equalities / EIA

The Connecting Coventry Programme will improve economic outcomes and transport in the area. No adverse impact on any group protected under the Equalities Act is anticipated in this decision.

6.5 Implications for (or impact on) the environment

None identified at this stage but all packages within the Connecting Coventry Programme will undergo an appropriate environmental impact assessment as part of the scheme development phase.

6.6 Implications for partner organisations?

Some of the schemes cross authority boundaries, therefore CCC will be working with Warwickshire County Council, Warwick District Council and Solihull Borough Council on these schemes as appropriate within the governance structure.

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Place

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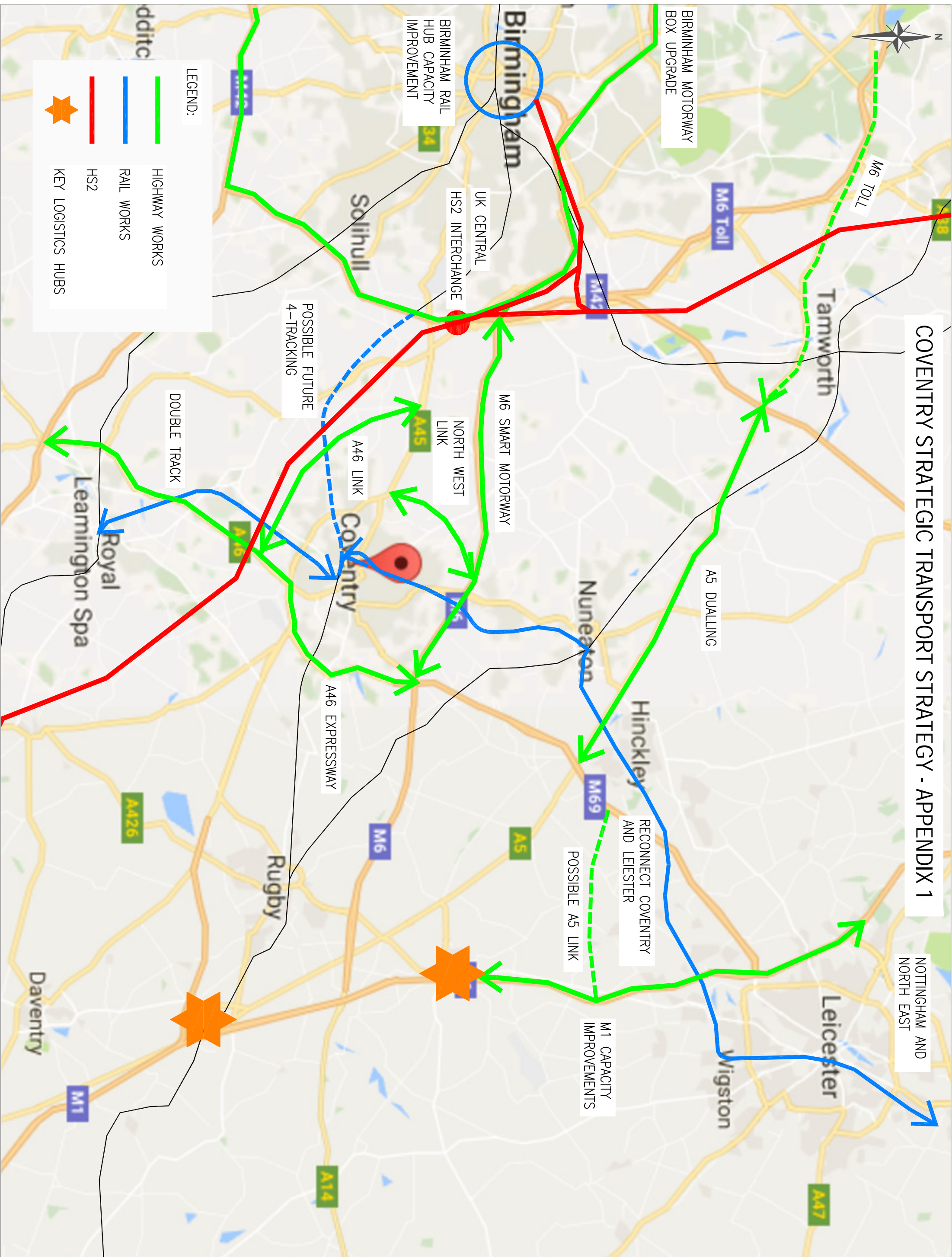
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Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Paul Boulton	Head of Transport and Infrastructure	Place	14/10/16	14/10/16
Rhian Palmer	Transport Infrastructure Delivery Manager	Place	14/10/16	26/10/16
Lara Knight	Governance Services Co-ordinator	Resources	09/1/17	10/1/17
Tim Metcalfe	Procurement	Resources	24/10/16	26/10/16
Names of approvers for submission: (officers and members)				
Finance: Helen Williamson	Lead Accountant Capital and Grants Team	Resources	26/10/16	26/10/16
Phil Helm	Finance Manager (Place)	Resources	26/10/16	26/10/16
Legal: Oluremi Aremu	Major Projects Lead Lawyer	Resources	20/10/16	25/10/16
Director: Martin Yardley	Executive Director Place	Place	26/10/16	06/12/16
Members: Name				
Councillor J O'Boyle	Cabinet Member, Jobs and Regeneration		07/12/16	12/12/16
Councillor D Welsh	Deputy Cabinet Member, Jobs and Regeneration		07/12/16	12/12/16

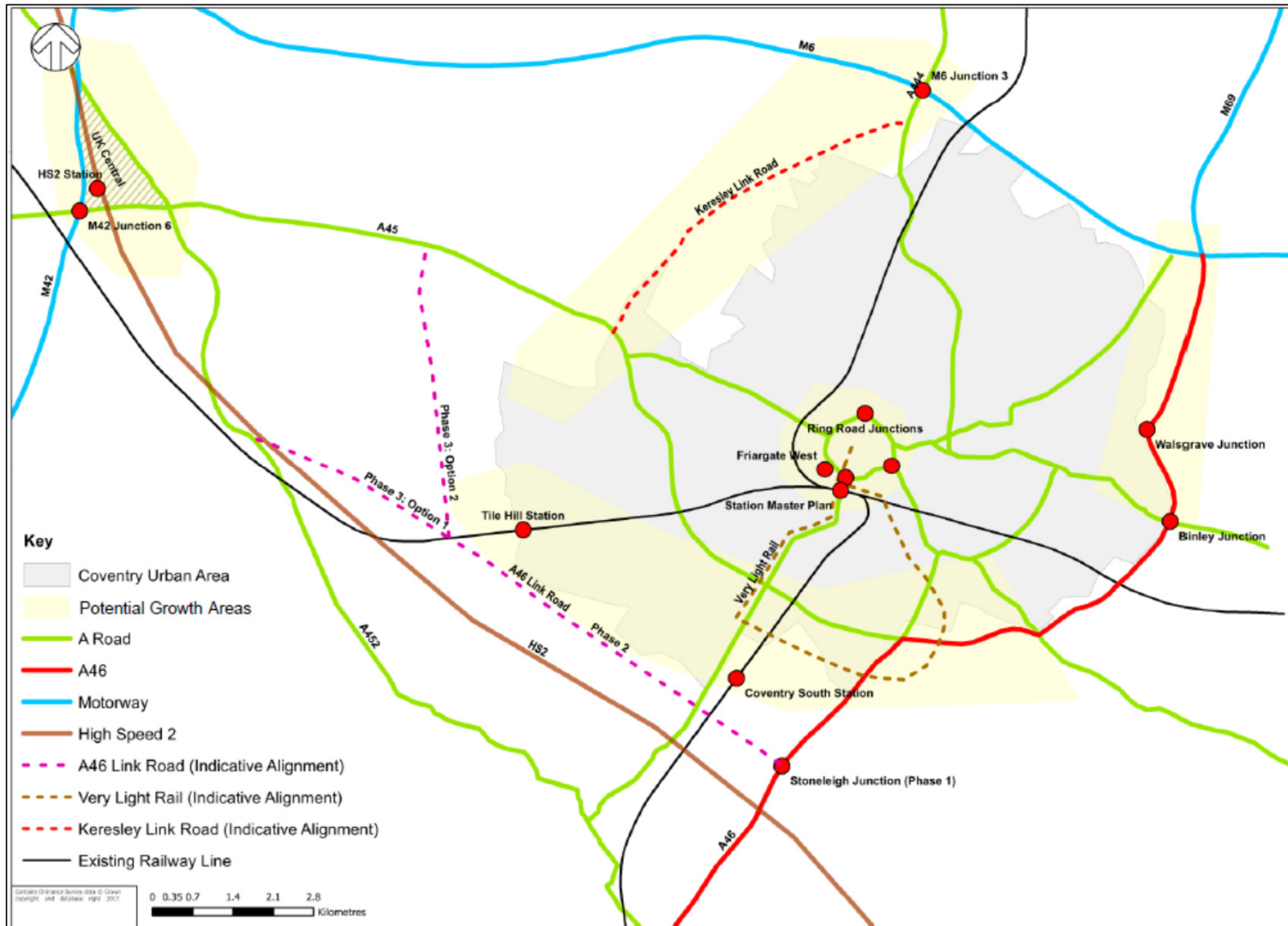
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COVENTRY STRATEGIC TRANSPORT STRATEGY - APPENDIX 1



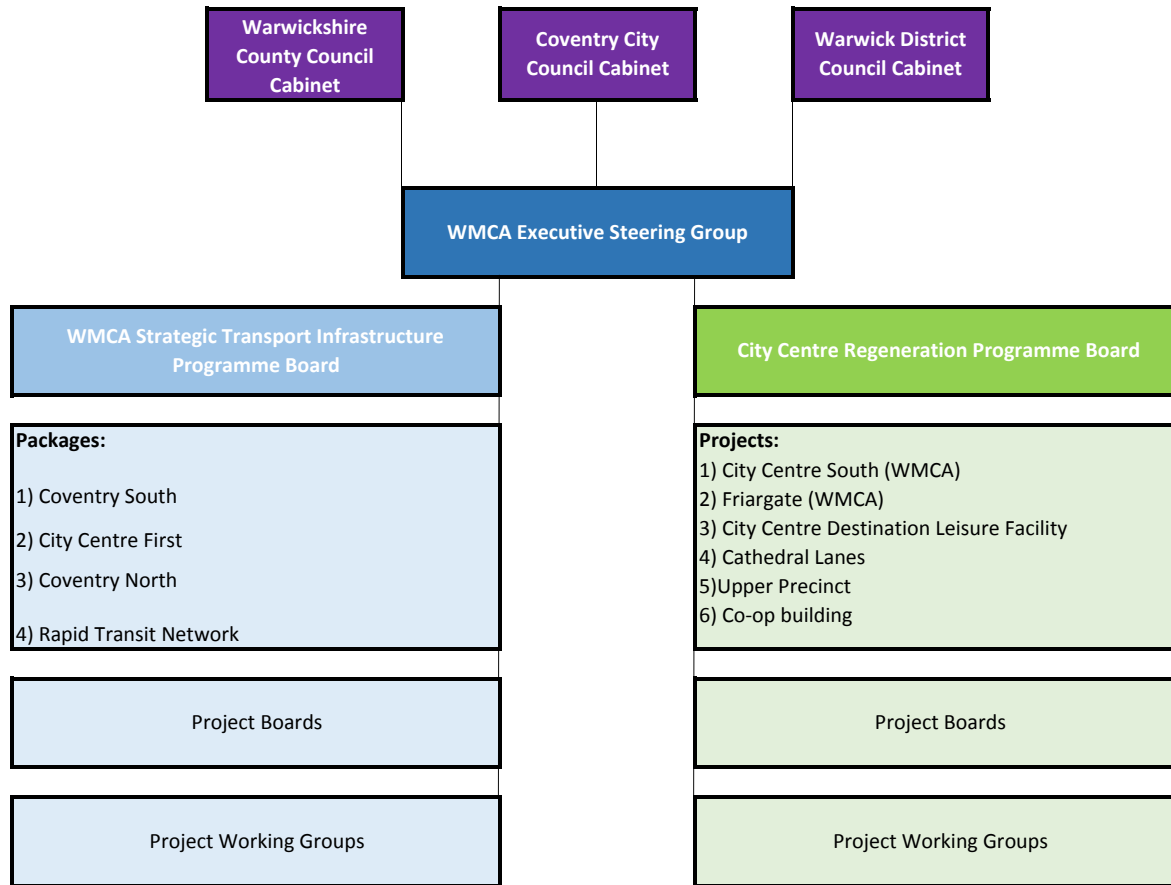
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Location Plan for the Coventry Strategic Transport Package – Appendix 2



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Appendix 3 Proposed Overarching WMCA Devo Deal Governance Structure



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Appendix 4: Resource Package

Priority Order	Sub-Programmes	Scheme(s)	Current Status Summary	Total Cost Estimate (£m)	WMCA Connecting Coventry Devo Deal Required (£m)	WMCA HS2 Devo Deal Required (£m)	Total Match Funding (£m)	Match Funding Source Breakdown (£m)							
								CWLEP LGD (secure)	DFT (secure)	Other Public Sector (secure)	Highways England (secure)	Private Developer (unsecure)	DfT & Local Majors (unsecure)	Prudential borrowing (unsecure)	CWLEP LGD3 (unsecure)
1	Coventry South to UKC (Midlands Connect)	A46 Phase 1 - Stoneleigh Junction improvement	Technical work being progressed and potential opportunity being explored to join up with works necessary to provide access to HS2 compound (by mid 2019).	21	2		20		1				19		
		A46 Phase 2 - New link to University of Warwick	New link from A46 to University of Warwick. A number of options currently being modelled. DfT Local Major Scheme award for scheme development.	70	33		38	1				7	30		
		A46 Phase 3 - New link to UKC	New link to either A45 or A452 (with onward connection to UKC) to potentially include High Quality Public Transport/autonomous vehicles. Link to Solihull Growth Zone.	80	47		33					3	30		
		Walsgrave & Binley grade separations	HE estimate significantly increased on original. HE clear that Binley is priority for RIS1 (to 2021). If no additional cash forthcoming, Walsgrave to follow in RIS2.	120	50		70				65	5			
		Coventry South Interchange Park & Ride	New station on NUCKLE (Phase 2) line to provide for growth, network resilience and strategic connections.	20	18		2					2			
		Tile Hill Station	Additional car park provision	8		7	1					1			
2	City Centre First	Coventry Station Masterplan	Scheme will deliver NUCKLE 1.2, second station building, new footbridge, MSCP and bus interchange. Currently secured £25M Growth Deal funding.	63	24		39	23	5	0				11	

		Station Masterplan Highways Works	Growth Deal business case has been submitted as part of GD3 to deliver western highway infrastructure and realign Warwick Road/Central 6 Junction to improve capacity and unlock development sites, along with installing new highway to the east of Warwick Road connecting to the multi-story car park	19		15	4							4
		City Centre Place Plus	Growth Deal business case has been submitted as part of GD3 to deliver a number of city centre public realm and infrastructure improvements.	7	5		2							2
		Ring Road Junction Improvements	Package of measures to improve access between the Ring Road and city centre.	12	7		5							5
3	Coventry North Access Package	A45 to A444 Keresley Link	New highway link around the west/north west of Coventry to tie in with a Sustainable Urban Extension (SUE) and to address the inadequacies of the highway network in that area (centres on Radford Road).	43	15		28				28			
		M6 Junction 3 Improvements	Additional highway capacity to address congestion issues or potential new junction further west (potentially linking into the scheme above). Link to Midlands Connect Study.	100	7		93				15	79		
4	Coventry Rapid Transit Network	Very Light Rail Rapid Transit Network	VLR concept to work with consortium to deliver system to link JLR/City Centre/Coventry University/University of Warwick eventually through to UKC. At very early stage, subject to review and approval to progress to feasibility stage.	57	40	15	2		2					
Total Cost Estimate (£m)				620	247	37	336	23	8	0	65	61	158	11



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

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Cabinet
Council

24 January 2017
24 January 2017

Name of Cabinet Member:

Cabinet Member for Jobs and Regeneration - Councillor O'Boyle

Director Approving Submission of the report:

Executive Director for Place

Ward(s) affected:

All

Title:

Coventry Station Masterplan Update

Is this a key decision?

Yes as it has the potential to affect all wards within the City and expenditure is in excess of £1m

Executive Summary:

The Coventry Station Masterplan programme is set to deliver transformational improvements to Coventry Railway Station. The Coventry Station Masterplan was developed in response to a 2014 study that looked at the city's future rail needs. It was initially approved at Cabinet in March 2015, funded by Local Growth Deal. Since then, the scheme has developed extensively in terms of design and scope to meet the needs of an aspirational and growing city. This report details the current proposals that have been developed over the last 18 months, in partnership with the rail industry and other stakeholders.

Coventry Station has experienced the highest growth in rail passengers in the last 5 years outside of London. It is one of the busiest stations on the West Coast Mainline, after London and Birmingham New Street, but since opening in 1962 it has seen little investment or updating. It was given Grade II listed status by English Heritage in 1995, due to its modern architecture. Apart from the generally tired nature of the existing buildings, there are genuine capacity issues. It is essential that we create a fitting gateway to the city to underpin the redevelopment at Friargate and wider city regeneration. It is also vital that we create a station that supports continued growth in patronage to underline our case for the retention and enhancement of rail services post HS2. The Station Masterplan is an integral part of the City Centre Area Action Plan and the Coventry and Warwickshire LEP's Strategic Economic Plan, and is central to the City Council's economic regeneration and improving connectivity to the wider region, including UK Central and HS2.

The City Council, working with Friargate LLP, has established a collaborative approach between Network Rail, the Department for Transport, the wider rail industry and Coventry & Warwickshire LEP to develop the proposals to meet these objectives. As a consequence of this work the scope of the scheme has extended and the total programme has increased to £82.4m, which includes £11.8m contingency which is good practice for rail schemes.

Coventry Station Masterplan will deliver extra capacity, accessibility and a better first impression of Coventry, within the station through the following new infrastructure

- A second footbridge connecting all four platforms and extended platform canopies;
- A second station entrance building, facing outwards onto Warwick Road and providing step free access to platforms;
- A 644 space multi-storey car park;
- A bus interchange connected directly to the station building via a new access tunnel under Warwick Road;
- Highway improvements;
- Bay platform (NUCKLE 1.2)

The highway improvements will provide the bulk of the infrastructure required to deliver the Friargate Masterplan and make provision for future Rapid Transit services via the railway station. A detailed summary of the scheme changes and enhanced programme from March 2015 to date can be found in Appendix 1.

The Coventry Station Masterplan works will be delivered in conjunction with NUCKLE 1.2, its 'sister' scheme, which provides a new bay platform to enable service between Coventry and Nuneaton of two trains per hour, and provides extra capacity for additional services to support major events at Coventry Arena. The relocation of the existing Coventry to Nuneaton service into the bay platform will also improve performance and provide reliability benefits to longer distance services through the main station platforms.

As previously agreed, £27.4m is available for the Coventry Station Masterplan. In addition a further £0.96m was approved for the Station Access scheme by Cabinet as part of the Friargate Bridge deck scheme. This funding is sufficient to deliver the station access tunnel under Warwick Road, the new footbridge and canopies, partly fund the NUCKLE 1.2 bay platform and develop the detailed designs for the other elements.

Additional funding options are being sought to fund the rest of the Masterplan programme, subject to Member approval including:

- A package of West Midlands Combined Authority (WMCA) Devolution Deal and CWLEP Local Growth Deal 3 funds; and
- Prudential borrowing will be used to finance the 644 space multi storey car park, repaid from car parking income received which will be used to repay capital in interest charges (the change in ownership of parking at the station is subject to Department for Transport approval which has been received 'in principle').

Construction of the bus interchange, car park, new station building and highway works will not commence until the above funding has been secured and ongoing commercial negotiations with Friargate LLP concluded, which is anticipated by autumn 2017, well before construction works are due to commence in 2019 for these elements. However, there are ongoing design and project management costs being incurred and these cost will be incurred at risk until this point.

A combination of further Growth Deal, Network Rail and partner funding (Warwickshire County Council and Coventry City Council) has already been committed to the NUCKLE 1.2 scheme, as part of the overall NUCKLE 1.2 scheme budget of £18M.

The Masterplan works at the station will be complemented by £2.4M of works funded by Network Rail and currently being delivered by Virgin Trains, which is providing enhancements to the existing station building. This is further complemented by the recent improvements to the station forecourt area and Station Square undertaken by Coventry City Council and Friargate LLP.

Subject to funding approval, it is expected that all works will be completed by 2021.

Much of the land required for the Masterplan proposals and NUCKLE 1.2 scheme is within the ownership of Network Rail. Some of the land required for the scheme are also subject to leases or other interests, or owned by various third parties. This report seeks approval at this stage to commence negotiations with all necessary landowners for the acquisition of their interests to enable delivery of the various aspects of the proposals. The Council may need to exercise Compulsory Purchase Order (CPO) powers if required to deliver the bus interchange and parts of the new highway infrastructure if land interests can't be secured by negotiation. Should this be required, a further cabinet report will be submitted to seek approval to agree land acquisition costs as a result of negotiations, or to authorise the use of and/or make the necessary order for the implementation of CPO powers if deemed necessary. The scheme design has aimed to minimise the extent of third party land required and there are clear benefits of introducing new road links and improving highway capacity for all stakeholders, however land assembly will remain a risk to the delivery project until this has been achieved.

The new footbridge, station building and multi-storey car park will be delivered under Network Rail Permitted Development Rights and require Listed Buildings Consent, while planning permission will be required to deliver the new bus interchange. Friargate LLP will submit a reserved matters application for changes to the highway.

Recommendations:

Subject to the outcome of ongoing commercial negotiations with Friargate LLP, Cabinet is requested to:-

- (1) Approve the revised cost plan as detailed in section 5.1, and authority to submit a funding bid through the WMCA Devolution Deal. Delegate authority to the Executive Director for Place to become the accountable body, and authority to the S151 Officer to enter into the appropriate funding agreements with the Coventry & Warwickshire Local Enterprise Partnership, West Midlands Combined Authority and Department for Transport;
- (2) Approve the preferred option designs for Phase 2 of the Coventry Station Masterplan shown in appendix 2, option B to take forward to detailed design for the remaining elements including the bus interchange, second station building and multi-storey car park at Coventry Station and the completion of technical, legal and regulatory industry approvals for these remaining scheme elements;
- (3) Approve the enhanced footbridge scheme and associated canopy extensions design as shown in appendix 4 option B as the City Council's preferred option;
- (4) Approve the addition of an enhanced highway scope that includes western and eastern highways works as shown in appendix 4;
- (5) Delegate to the Executive Director for Place [after consultation with Cabinet Member for Jobs and Regeneration] authority to survey land and to negotiate the acquisition of all land interests necessary to deliver all aspects of the Masterplan proposals;
- (6) Approve the submission of the necessary planning applications to deliver the bus interchange and highway infrastructure as shown in appendix 2 and 4 respectively;

- (7) Approve that NUCKLE 1.2 funding be packaged with the Coventry Station Masterplan and any funding shortfall can be made up with Devolution Deal funding, subject to approval via the WMCA Assurance Framework;
- (8) Approve to proceed the procurement for the design and construction of the footbridge and canopies, detailed design for the wider scheme and procurement of a Rail Advisors Framework to provide external rail expertise for this project and future requirements;
- (9) Note that a further cabinet report will be tabled before awarding construction contracts for the scheme for Member approval;
- (10) Delegate authority to the Executive Director for Place, to
 - a. Contract with suppliers for the delivery of the design at Coventry Station;
 - b. Negotiate and enter into on behalf of the Council all associated agreements that support construction and completion of design, including but not limited to Asset Protection Agreements with Network Rail and agreements with rail industry parties to facilitate investment in the station;
 - c. Negotiate and contract with Network Rail and other land owners for the necessary land access and rights in order to construct the Coventry Station Masterplan and NUCKLE 1.2 proposals;
 - d. Negotiate and enter into an agreement with the Department for Transport for the City Council to fund and enter into ownership of the multi-storey car park;
 - e. Agree award of contracts following competitive tender procedures for the detailed design for the wider scheme and procurement of a Rail Advisors Framework.
 - f. To become the accountable body for Local Growth Deal 3 if successful.

Cabinet is requested to recommend that Council:

- (11) Subject to the outcome of ongoing commercial negotiations with Friargate LLP:-
 - a. Approve the revised cost plan as detailed in section 5.1, give authority for prudential borrowing of £10.9m subject to final approval by the Department for Transport and authority to submit a funding bid through the WMCA Devolution Deal.
 - b. Delegate authority to the Executive Director for Place to become the accountable body if successful and authorise the Executive Director for Resources to enter into the appropriate funding agreements with the Coventry & Warwickshire Local Enterprise Partnership and West Midlands Combined Authority.
 - c. Delegate authority to the Executive Director for Place following consultation with the Cabinet Member for Jobs and Regeneration and Cabinet Member for Strategic Finance and Resources to effect any draw down resources from the programme contingency budget referred to in section 5.1, table 1.

Council are recommended:-

- (1) Subject to the outcome of ongoing commercial negotiations with Friargate LLP:-
 - a. Approve the revised cost plan as detailed in section 5.1, give authority for prudential borrowing of £10.9m subject to final approval by the Department for Transport and authority to submit a funding bid through the WMCA Devolution Deal.
 - b. Delegate authority to the Executive Director for Place to become the accountable body if successful and authorise the Executive Director for Resources to enter into the appropriate funding agreements with the Coventry & Warwickshire Local Enterprise Partnership and West Midlands Combined Authority.

- c. Delegate authority to the Executive Director for Place following consultation with the Cabinet Member for Jobs and Regeneration and Cabinet Member for Strategic Finance and Resources to effect any draw down resources from the programme contingency budget referred to in section 5.1, table 1.

List of Appendices included:

Appendix 1: Summary of Station Masterplan changes since March 2015
Appendix 2: Coventry Station Scheme Options Plans – Option A and Option B
Appendix 3: Indicative visualisations of Coventry Station Scheme
Appendix 4: Plans of footbridge options – Option A and Option B
Appendix 5: Proposed Highway Layout
Appendix 6: Land acquisition plan

Background papers:

None

Other useful documents:

Cabinet 16th August, 2011: NUCKLE (Phase 1) – Submission of Best and Final Bid to DfT

Cabinet 30th August 2011: NUCKLE (Phase 1) – s151 Officer Declaration for Best and Final Bid to DfT

Cabinet 3rd January 2012: NUCKLE (Phase 1) – Project Cost and Funding Update

Cabinet 4th March 2014: NUCKLE (Phase 1, Package 1)

Cabinet 3rd March, 2015: Coventry Station Regeneration and associated rail improvements

Cabinet 24th January 2017: Connecting Coventry

All of the above are available from the Council's website:

<http://moderngov.coventry.gov.uk/ieListMeetings.aspx?Committeeld=124>

Has it been or will it be considered by Scrutiny?

No – Although this report will not be referred to Scrutiny, the Business, Economy and Enterprise Scrutiny Board considered this subject matter at their meeting on 12th October, 2016.

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

Yes – 24th January 2017

1. Context (or background)

- 1.1 Coventry Station has experienced very high rail growth, becoming one of the busiest stations on the West Coast Mainline, and passenger demand is forecast to continue to increase significantly, particularly with the Friargate development around the station. Passenger activity at the station is forecast to increase from circa 6.9m trips per annum today to 7.5m pa in 2023 and nearly 11m pa in 2043, contrasting with just 2.25m pa in 2001. The station has suffered from a lack of investment and is experiencing capacity issues that will start to increasingly displace passenger activity to other stations and modes of transport. This will undermine the role of the station in supporting city centre regeneration and its ability to attract and retain inter-city rail services, which significantly benefit the city economy. Consequently, working with the Coventry & Warwickshire LEP, Friargate LLP and rail industry partners, a station Masterplan has been developed and funding sources identified.
- 1.2 The station is the focus of the City's flagship Friargate regeneration scheme; the Friargate Masterplan was approved in 2011. Over £20m has already been invested in improving the public realm and routes leading to the station and Network Rail are investing over £2m in upgrading the existing station buildings as part of the National Stations Improvement Programme (NSIP). The City Council is currently delivering a new access tunnel under Warwick Road in preparation for the delivery of the Masterplan, this will ultimately connect the new station building with the bus interchange and existing station car park to the west of Warwick Road. Furthermore, the station will provide the city's gateway to HS2, so it is essential the station is fit for purpose.
- 1.3 The NUCKLE project includes the provision of a bay platform at Coventry Station. This will allow 2 trains an hour to run between Coventry and Nuneaton, additional trains to run to the Coventry Arena supporting major events, as well as providing greater operating flexibility to the existing station. Originally the bay platform was going to be delivered at the same time as the new stations at Coventry Arena and Bermuda Park, but a lack of availability of signalling contractors and corresponding prohibitive price for the works meant the bay platform had to be delayed. It is now proposed to deliver the bay platform as part of the Coventry Station Masterplan programme and to combine funding sources and management effort.
- 1.4 To develop and deliver the Masterplan a comprehensive governance structure has been established and the partners, including Network Rail, Virgin Trains and Friargate LLP, continue to work collaboratively to develop the Masterplan options.
- 1.5 Since the March 2015 report more funding opportunities have become available, as detailed in section 5 of the report. The scope of the scheme has increased significantly, with principal factors including a far larger multi-storey car park facility, higher quality specifications and finishes including a glazed double height station building, glazed footbridge and extended canopies and a weatherproof bus interchange facility, along with the addition of new elements in the highway package. Consequently the scheme costs have increased to £82.4m which reflects the increased scope plus increased contingency costs which are detailed in Appendix 1.

2. Options considered and recommended proposal

Coventry Station Masterplan – Elements & Options

2.1 Overview

- 2.1.1 Development of the station Masterplan has identified a number of critical infrastructure elements that need to be provided at Coventry Station, including a new footbridge, station building, car parking and bus interchange.
- 2.1.2 The station improvements need to tackle capacity and create a high quality gateway to the city to provide a positive passenger experience, including potential investors. The station is the first and last experience of the city for many visitors and it is important to tackle these issues to ensure the impression is positive.
- 2.1.3 There are two station Masterplan layout options (see Appendix 2 plans A and B). These are based on the options developed from the March 2015 report in conjunction with Friargate LLP, and have been designed to meet the needs of the rail industry and accord with the Friargate Masterplan wherever possible. The existing outline planning consent for Friargate includes the creation of additional station entrances off Warwick Road, new car parking on existing station land and the creation of new station pick-up and drop-off facilities.
- 2.1.4 The primary difference between the two main layout options (shown in Appendix 2) is the location of the multi storey car park, which in Option A is on the existing surface level car park to the west of Warwick Road next to the proposed new bus interchange; and in Option B is accommodated to the east of Warwick Road above the new station entrance building.
- 2.1.5 While Option A is more in keeping with the Friargate Masterplan, Option B provides a more attractive and integrated passenger experience. The Station Masterplan needs to deliver an improved passenger experience, and create a high quality user friendly gateway to the city to ensure a sustainable level of future growth and demand to not only retain the excellent north-south train links Coventry has, but also increase cross country services and improve connections from east to west and across the Midlands. Extensive engagement has taken place with the rail industry who state a strong preference for Option B in operational terms. Both options would require amendment to the Friargate Masterplan where it covers land in Network Rail ownership. Network Rail are fully supportive of the Station Masterplan project and support the use of their land to enhance the railway.
- 2.1.6 In order to meet the overall programme it is necessary to approve an option to take the scheme design forward to GRIP 4 outline design approval in principle stage. Given the reasons outlined above, it is recommended that Option B is taken forward.
- 2.1.7 A Very Light Rail Rapid Transit network is proposed as part of the Coventry Strategic Transport Investment Programme and West Midlands Combined Authority funding is sought to develop and deliver such a rapid transit system for the city, which would be integrated with the railway station.

2.2 Station Building and Multi Storey Car Park

- 2.2.1 The new station building has been designed to complement the existing building (see visualisations in Appendix 3). The building will be accessible from platform level and also from Warwick Road. The new Station Access tunnel currently being constructed on Warwick Road will link into the new building, providing a seamless transition for passengers between the bus interchange and railway station.

- 2.2.2 The projected costs for the building have increased by £1.9m to reflect the high quality design specification which has changed significantly since the original concept design tabled in the last report (refer to Appendix 1 for breakdown). Since that time, the shape and form of the second entrance building has evolved considerably following a change in architects with a focus on pedestrian desire lines and user experience. The resultant design development has increased the overall footprint of the two storey station building and provides a superior quality gateway building with double height glazing facing the platforms, along with a new enhanced pedestrianised Station Square to enable connectivity with the existing Station building.
- 2.2.3 A retail strategy has been commissioned to look at the retail opportunities that will be presented by the new station building, whilst continuing to be consistent and complementary to the Friargate proposals. Up to 5 new retail units will be created to supplement the existing retail at the station and improve passenger experience. The income from the retail unit leases will be retained by the Station Operator to offset maintenance liability costs. Coventry City Council should not incur any costs for liability as this will be included in the new West Coast franchise arrangements in 2018.
- 2.2.4 As noted in paragraph 2.6, the preferred location of the MSCP is to the east of Warwick Road. The new car park in this location will provide a minimum of 644 spaces, which could increase to 687 if the Department for Transport approve a derogation to reduce the number of Disability Discrimination Act compliant spaces to be in line with existing demand at Coventry Station. The car park will provide 339 replacement spaces from existing rail parking lost through the scheme, 150 additional spaces for rail growth and up a further 187 for the Friargate development. The car park will be managed alongside the council's existing parking stock, and in accordance with the City wide car park management plan. The original de-scoped option for the car park only included a basic facility providing 339 rail replacement spaces. At the time of the March 2015 report the car park design and facilities was proposed to be very basic due to funding constraints. Since other funding opportunities have become available the car park has been designed to meet future needs, and the increase in spaces, building size and consequential additional fire and safety measures, along with high quality specification has resulted in a cost increase of £7.2m (please refer to Appendix 1 for further detail).
- 2.2.5 It is proposed to fund the car park through prudential borrowing. The Department for Transport (DfT) have been approached about allowing the City Council to retain the car parking income to recover the cost of prudential borrowing.
- 2.2.6 The rail industry will take on and operate the new station building and footbridge, with the associated retail income at the station (from the retail units noted in 2.10 above) being sufficient in the long run to cover operating costs for the enhanced facilities and the loss of car parking income (from the 339 car park spaces that move from West Coast franchise to the City Council as noted in 2.11 above). DfT has confirmed its 'in principle' support for this as a mechanism for attracting funding to the scheme, subject to putting the appropriate formal agreements into place with DfT and Network Rail.

2.3 **Footbridge & Canopies**

- 2.3.1 There are also two options for the new footbridge. The original Option A proposed (see Appendix 4 which formed part of costs in the March 2015 paper) is a very basic clad footbridge with a small glazed section at shoulder height, with 'caterpillar stairs' letting in limited light and shortened canopies. The alternative preferred Option B (also shown in Appendix 4) is a fully glazed option which was designed in response to revisiting the design principles and aspirations of the Station Masterplan to ensure the station provides an impressive gateway to Coventry and complements the existing listed buildings. This option offers a higher roof on the stairs to provide more natural light and better vision for passengers, and includes extended canopies to provide more coverage for passengers

and to tie in with the existing station. Both options are deliverable in terms of buildability and timescales but Option B costs £1.7m more.

- 2.3.2 A new substation is required to be constructed in parallel with the footbridge and canopies, in order to supply the new lifts. The substation is for rail supply only, and will replace the current substation which is at capacity.

2.4 **Bus Interchange**

- 2.4.1 The bus interchange will provide a high quality facility for bus passengers, which will all be under cover from the elements. The facility will provide up to 6 bus bays with provision for rail replacement coaches. This has changed since the March 2015 report, as detailed in Appendix 1, resulting in a £2.6m uplift to reflect the change from a very basic facility to the current proposals. We need to encourage more direct buses to Friargate to provide access to jobs from deprived areas of the city.
- 2.4.2 The land required for the proposed bus interchange is subject to a number of interests and covenants, these which will need to be acquired by the Council in order to allow the development of the bus interchange to continue. In order to achieve this the Council wishes to enter into negotiations with the land owner of Central Six. Should negotiation with the landowners by private treaty fail to be achieved, the Council may need to consider the potential use of CPO powers which would be the subject of a separate report to Cabinet with the justifications and reasons for taking that action clearly set out. For this element of the scheme, £0.6M design, project management and legal fees will be incurred until this stage on the scheme, however the risk of these costs being abortive is minimal as if negotiation is unsuccessful CPO powers can be used to acquire the land. This will be detailed in the further report to Cabinet requesting the use of Compulsory Purchase Order powers.
- 2.4.3 Bus passengers will be able to access the new interchange facility directly from Warwick Road via a new building, which will have lift facilities. The bus interchange will connect with the new building via a covered walkway, while the new pedestrian tunnel under Warwick Road will provide direct access to the new station building and platforms. Indicative visuals of the proposals can be seen in Appendix 3.
- 2.4.4 It is proposed, subject to agreement, that Transport for West Midlands (TfWM) will manage the new bus facility.

2.5 **Highways**

- 2.5.1 Since the last Cabinet report the scope of the Masterplan has extended and the programme now includes a large amount of new highways infrastructure, which has resulted in a significant increase in costs (£18.9M, which includes £4m contingency). Full details of the costs are set out in section 5.1 below. The highway works are necessary to support the operation of the Station. Where possible the design has followed the alignment of the Friargate Masterplan to avoid future abortive works. The proposals include a new link road to the west of Warwick Road, connecting the road into Central Six to the ring road (see Appendix 5). This will enable operation of the new bus interchange and provide resilience for current use and future growth.
- 2.5.2 The highway works will also deliver the infrastructure needed to deliver the bulk of the Friargate Masterplan. The plans also include a new highway link to the east of Warwick Road to the new multi-storey car park. The permanent road link will require the demolition of Central Flats, which is part of the Friargate Masterplan and will again unlock development land. There will be an interim highway arrangement in place until this time. Any final investment decisions are subject to the outcome of the ongoing commercial negotiations with Friargate LLP.

2.5.3 The land acquisition plan shown in Appendix 6 identifies the land required in order to deliver the temporary and permanent new highway layout. Further detail on the land acquisition strategy is set out in 2.26 onwards. There is currently a risk to the delivery of the new highway infrastructure until all the land interests shown in the plan are acquired for this element of the scheme, £0.7m for design, project management and legal costs are projected to be incurred up to this stage. The risk of these costs being abortive is minimal as if negotiations are unsuccessful the back stop option is to use CPO powers to acquire the land. This will be detailed further in the further report to Cabinet requesting the use of Compulsory Purchase Order powers.

2.6 ***Planning Strategy***

2.6.1 Planning permission will be required in order to deliver the new bus interchange, while the footbridge, station building and multi-storey car park will be delivered under Network Rail Permitted Development Rights.

2.6.2 A planning strategy has been developed in discussion with Friargate LLP, as a lot of the new infrastructure falls within their original outline permission for the Friargate Masterplan.

2.6.3 Network Rail will submit Requests for Prior Approval to Coventry City Council, along with applications for Listed Building Consent, given the new infrastructure's proximity to the existing Listed Building.

2.6.4 Friargate LLP will submit a reserved matters application for the new highway, due to the links to their development. The project team is working closely with Planning Officers to ensure that there is a robust business case in place and all due processes are followed to minimise the risk of challenge.

2.7 ***Land Strategy***

2.7.1 Appendix 6 highlights the third party land required by the project to deliver the new infrastructure. A Land Acquisition Strategy is in place, whereby the project team, in conjunction with CCC's Legal Team and external supporting lawyers have outlined an action plan and timetable for acquiring the necessary land.

2.7.2 The majority of land required to deliver the scheme is on Network Rail operational land. They are fully on board with supporting the property process required to enable construction and handover of facilities on this land, which will be undertaken as part of the statutory Minor Modification and LC7 disposal processes.

2.7.3 The bus interchange and some of the new highway require acquisition of third party land interests in order to be delivered. There is a covenant on the land proposed for the bus interchange that needs to be removed in order to change approved usage. The new link road connecting Central 6 to the ring road has been designed on a temporary alignment between existing units, but will require removal of some of the existing car park spaces in order to accommodate it. Negotiations will take place with all those whose interests will be required and CPO will only be used as a measure of the last resort. A further cabinet report will be tabled later in 2017 to seek approval for land acquisition following negotiations and potentially use of CPO powers if required.

2.7.4 The permanent eastern highway layout will be implemented following demolition of Central Flats, when the leases expire in 2020 following discussions and agreement with Friargate LLP on the release/acquisition of the freehold. An interim solution will be in place to enable access to the multi-storey car park until this point.

2.8 **NUCKLE Phase 1 Package 2**

- 2.8.1 Although NUCKLE 1.2 has historically been a separate scheme, with different governance arrangements and funding to Masterplan, it is integral to the Masterplan scheme and development of the station especially in capacity terms. It is therefore proposed to deliver the bay platform as an integral part of the Masterplan programme.
- 2.8.2 Cost increases on NUCKLE 1.1 have resulted in less funding being available for NUCKLE 1.2, creating a funding gap. The options are therefore not to deliver the bay platform or to seek alternative funding to cover the deficit.
- 2.8.3 If the bay platform is not delivered this will make it impossible to achieve 2 trains an hour between Coventry and Nuneaton and will rule out provision of a full package of events trains for the Arena. It will also limit further service enhancements to Coventry and therefore could impact on the success of Friargate and economic growth.
- 2.8.4 Alternative funding options include Devolution Deal funding and further Growth Deal bids. Further details are provided in the Finance section. It is recommended that this option is pursued and that development of the scheme through to the end of outline design is continued, alongside discussions with Network Rail on delivery of the works. At this stage a firm capital cost estimate will be provided, which will be the subject of a further report back to Cabinet. This will also include an estimate of any revenue costs for the additional train services; this will only be clear once the outcome of the bidding exercise for the new West Midlands Rail Franchise is known. It should be noted that Members previously approved a subsidy of £0.676m per annum to be shared 50/50 with Warwickshire County Council at the Cabinet meeting held 3rd March 2015.
- 2.8.5 Through lessons learnt from the delivery of NUCKLE 1.1 we have worked closely with Network Rail to progress the scheme through the design process. However some significant delays have occurred during this development stage and the NUCKLE Operational Board has agreed that the scheme development up to the end of outline design (GRIP 4) should be tendered. Despite these changes to the delivery mechanism it appears prudent for the Council and its partner, Warwickshire County Council, to progress the development of the outstanding NUCKLE 1.2 elements.
- 2.8.6 In order to give comfort to both Partners in approving further development of NUCKLE 1.2, a Pre-Financial Close and Delivery Agreement will be signed by both partners. It is anticipated that full financial close, and an associated further funding agreement, will be ready at the end of the outline design stage based on a fuller understanding of the costs and risks of delivering the scheme.

2.9 **Procurement**

- 2.9.1 It is envisaged the procurement for the construction of the Footbridge and Canopies will be delivered through a direct agreement with Network Rail, who are deemed best placed to manage the risk of working in direct vicinity around a live railway. CCC will ensure that Network Rail use a procurement route that is compliant with all UK and European legislation.
- 2.9.2 Ongoing feasibility and design of the footbridge and canopies, multi storey car park and station building will be procured through Warwickshire County Council's Shared Professional Services Framework and the successor of this agreement, from June 2017. The procurement strategy for the construction of the car park and station buildings currently being reviewed, however, it envisaged that an Open or Restricted OJEU procedure will be undertaken to drive competition and best value.

- 2.9.3 On-going project management support will be delivered through Warwickshire County Council's existing Rail Advisors framework and from early 2017, through CCC's replacement Rail Advisors Framework agreement.

3. Results of consultation undertaken

- 3.1 The proposals have been clearly set out in public papers, agenda's and reports of both the Coventry & Warwickshire Local Enterprise Partnership and former Coventry & Warwickshire Local Transport Body, the funding bodies which have allocated funding. Additionally Coventry City Council's Business, Economy and Enterprise Scrutiny Board (3) considered the principles of the proposed scheme during a public meeting in April 2014.
- 3.2 Additionally the NUCKLE scheme is well known and subject to regular press coverage and a number of previous public committee reports.
- 3.3 Any further elements of delivery requiring planning consent will also be subject to the normal planning consultations.

4. Timetable for implementing this decision

- 4.1 The pedestrian footbridge between Coventry Station platforms along with platform canopy extensions is to be constructed in 2018/19.
- 4.2 The construction of the pedestrian access under Warwick Road is to be carried out within the area of public highway during 2016/17 and 2017/18, with connecting elements (subject to the successful conclusion of negotiations regarding the acquisition of land interests) being completed along with the associated building components to be constructed on the existing station car parks. The timing of works will be designed to minimise construction traffic impacts as far as is practicable.
- 4.3 Design development, legal agreements and negotiations for the remaining elements of work are also to be undertaken in 2016/17, with all of these elements being constructed and made operational by the end of the financial year 2020/21. Securing the additional train service as part of NUCKLE 1.2 between Coventry and Nuneaton will be subject to rail industry processes for timetable change.

5. Comments from Executive Director, Resources

5.1 Financial implications

5.1.1 Capital Costs

Table 1 – Breakdown of Capital Costs from Original Cabinet Report March 2015

Phasing of Programme	Scheme Elements	Cabinet March 2015 £	Indicative Scheme Costs £	Variance from Original Budget £
	CCC INTERNAL COSTS	152,634	152,634	0
1	Rocket Pub	153,290	153,840	550
1	Substation	0	1,233,000	1,233,000
1	Footbridge and Canopies	5,952,823	7,647,608	1,694,785
1	NUCKLE 1.2	15,325,000	18,130,176	2,805,176
2	Multi-Storey Car Park	3,760,058	11,056,842	7,296,784
2	Secondary Entrance	6,547,555	8,443,478	1,895,923
2	Bus Interchange	1,110,176	3,743,356	2,633,180
2	Highway Works	0	17,030,000	17,030,000
	Total Contingency	3,628,464	11,750,611	8,122,147
		36,630,000	79,341,544	42,711,545
1	Access Tunnel	960,072*	£3,062,649	2,102,577
	Total Station Masterplan	37,590,072	82,404,193	44,814,122

*Warwick Road Station Access Tunnel costs £0.960m costs were for scheme development, the balance is the construction costs

- 5.1.1.1 The original programme approved in March 2015 was for £37.6m, as per Table 1. The costs were based on high level concept design. Since then, further funding opportunities have arisen and the scheme has developed extensively and subsequently costs have increased to reflect a much wider scope of works, as well as higher quality specification. Appendix 1 outlines the changes between the March 2015 and current report in terms of deliverables and costs. The current cost estimate of the full package of Coventry Station Masterplan works to the targeted standard is £82.4m (including the access tunnel). Costs are based on estimates, and will be more robust at the point of tendering construction of the scheme, which will be late 2017. Consequently the programme cost includes £11.8m contingency, which is in line industry standards.
- 5.1.1.2 Appendix 1 provides explanations for changes to the scheme costs. Of the £44.8m increase in costs since Cabinet in March 2015, key changes include enhancement of design quality outputs, including enhanced station building and the new glazed footbridge and significant changes in the size of the multi storey car park resulting in the change instead of replacing the existing 339 rail car park being used for the development, to a design to accommodate rail growth and Friargate development growth. The design and modelling of the car park will be subject to the final approval from DfT and the train franchise to secure all rail car park income. Other changes to the scheme include the additional works for highways which are new to the scheme since the report in March 15.
- 5.1.1.3 The costs for land acquisition have been calculated on the basis of high level evaluations, with contingency. These costs are captured within the budgets for the bus interchange and, Friargate west highway. These costs need to be further developed following surveys and negotiations with land owners. A further report will be taken to Cabinet with more robust costings following this process, and only at this point with Council be required to make a commitment.

- 5.1.1.4 The option to prudentially borrow finance to fund the multi-storey car park has been subject to extensive financial modelling, based on methods used for funding transport interchange works at Wolverhampton Station. This option allows Coventry City Council to retain the income from the car park, which is projected to generate sufficient income to result in a small surplus in c£0.055m in year one, with an average of c£0.2m per annum over a 10 years, 2% return on investment. The model assumes a prudent approach to full occupancy after 15 years of opening. The car park will however revert back to Network Rail at a specified time to be agreed between CCC and the Department for Transport. The lease negotiated would need to be for a period which ensures the City Council receives payback of its initial capital investment plus interest.
- 5.1.1.5 The cost to deliver the capital works of the NUCKLE 1.2 element (a six car bay platform at Coventry station and remodelling of Coventry North Yard and a crossover at Arena to support shuttle services for events) is estimated to be £18m. Funding secured for the project so far is £14m, it is proposed that the £4m gap will be funded through the Devolution Deal.

Table 2 – Breakdown of Resources

Programme Resourcing	£	£
Total Secure Funding		28,132,125
New Funding		
Prudential Borrowing	10,922,067	
Local Growth Deal 3	3,950,000	
Devo Deal - Connecting Coventry	24,400,000	
Devo Deal - HS2 Connectivity	15,000,000	
		54,272,067
Total		82,404,193

- 5.1.1.6 The gap in resources to fund the total programme is £54,272,067. The funding strategy in place to resource the gap as per Table 2 assumes a prudential borrowing requirement for the Multi Storey Car Park £10.9m, in addition grant from Local Growth Deal round 3 £3.9m and Devolution Deal as part of our WMCA Connecting Coventry bid £24.4m, with a further £15m from Devo Deal HS2 connectivity package, giving an overall programme of £82.4m.
- 5.1.1.7 The current secure funding package for Coventry Station is £28.1m. An assessment has been undertaken of what can be delivered for the available funding. This determines that the funding would be expended in April 2019, as a result the scheme would deliver the footbridge and canopies, new substation and a completed detailed design (GRIP 5) for the Phase 2 elements and highways, alongside the majority of the NUCKLE 1.2 scheme costs. Implementation of Phase 2 elements and highway infrastructure works would be postponed until such time funding can be delivered.
- 5.1.1.8 The capital financial contribution by Department for Transport through Network Rail to NUCKLE 1.2 will be a fixed sum of £5m, this will be drawn down from Network Rail as the project progresses.
- 5.1.1.9 While the costs are still indicative, the Programme Board will manage the funds within the approved budget in order to maximise value and seek to manage the programme within the indicative programme above. The scheme could be de-scoped if required to deliver some improvements around the station within the current secured budget, but the impact would not be in line with the aspirations outlined in this report. The scheme phases are

outlined in Table 1, Phase 1 to be delivered up to 2018/19, followed by Phase 2 between 2019/20-2021/22. The budget will be managed within each phase, if all proposed resources are not forthcoming within the project timescales the preferred option would be to delay delivery of the unfunded elements until such a time funding is available to ensure the high quality specification is achieved.

5.1.2 Revenue Costs (subsidy)

5.1.2.1 No revenue implications for the City Council have been identified for the Coventry Station Masterplan elements.

5.1.2.2 It is anticipated that the station facilities constructed (excluding the car parking) will generate additional revenue, and that this will be off-set against the increased management and maintenance liabilities arising from the new infrastructure, which will ultimately be operated and maintained by the Station Facility Operator.

5.1.2.3 The lease negotiated with the DfT will need to be for a period long enough to ensure that the income from car parking is more than sufficient to cover both the operating costs and capital and interest payments due on any borrowing.

5.1.2.4 CCC and WCC are currently seeking to secure the revenue financial contributions with the bidders for the new West Midlands Rail Franchise. When the franchise is awarded we will thus have a clear idea of subsidy requirements. Members previously approved CCC and WCC would subsidise the service up to £0.338m each. There is a risk that the new franchise does not fund any additional subsidy requirements for NUCKLE 1.2, however CCC are working the West Midlands Rail to try and get the best deal for Coventry from the new franchise to minimise this risk.

5.2 Legal implications

5.2.1 The Local Authority has wide powers to enter into arrangements such as those proposed in this report. Under Section 111 of the Local Government Act 1972 a local authority, such as Coventry City Council and its partner, Warwickshire County Council, has powers to do anything calculated to facilitate, or is conducive or incidental to the discharge of its functions. The Local Government (Contracts) Act 1997 also gives power to Local Authorities to enter into contracts with third parties.

5.2.2 Coventry City Council and Warwickshire County Council can use the general power of competence under the Localism Act 2011 to enable them to go ahead with the proposed scheme. This allows the authority to do anything which an individual may do which is only subject to any specific restrictions set out in any legislation, of which there are none in respect of the proposals set out in this report.

- 5.2.3 Coventry City Council will be required to submit a planning application in order to seek permission for the delivery of the bus interchange, while Friargate LLP will make a Reserved Matters Application under their 2011 Outline permission for the highway infrastructure changes.

6. Other implications

The City Council has taken advantage of recent changes in railway regulations to become a 'station investor' at Coventry station. Taking this role means changes to the station layout to implement the various elements of the Masterplan can be proposed; the scope of change can be managed directly with the relevant rail industry stakeholders; any compensation for disruption caused can be negotiated directly with the affected party; and for a five year period it will mean that Coventry City Council becomes a consultee on any other parties change proposals for the station.

6.1 How will this contribute to the Council Plan www.coventry.gov.uk/councilplan/?

A prosperous Coventry with a good choice of jobs and business opportunities for all the city's residents.

This scheme improves the links through the designated regional investment priority zone, bringing people, from the north of the zone, to the city centre and the heart of the Friargate development.

Making places and services easily accessible for Coventry people

The Coventry to Nuneaton corridor suffers from traffic congestion. The population density and level of activity in the corridor is growing and will create increasing demand for transport. There are large scale redevelopments planned in Coventry city centre and redevelopment around the Ricoh Arena continues. This scheme will provide a credible public transport option, now and in the future, for travel along the corridor and enable robust green travel plans to be implemented.

Improving Coventry's environment and tackling climate change

The scheme would provide a credible public transport service that would make modal shift to rail travel a reality; therefore reducing the number of people using the congested highway, and reducing the CO² emissions; therefore improving the impact on the environment.

6.2 How is risk being managed?

Arrangements are in place within the Place Directorate to deliver the accountable body role ensuring that procedures are in place to manage risk. There is a robust governance structure in place for the programme whereby risks are managed by programme and project team level and reported to board. Regular risk workshops are undertaken on all projects to ensure active monitoring and management. Standard rail industry procedures and appropriate contractors and contracts will be used throughout.

The primary areas of risk relate to cost uncertainty and land issues, which is why it is important to commence the negotiation process as soon as possible to mitigate potential programme delay and manage costs effectively.

Planning is also a risk. The Council will submit a planning application for the scheme, while Friargate LLP will submit a Reserved Matters application in relation to works on the highways that overlap with the Friargate Masterplan. The Council will work closely with Friargate LLP throughout this process.

Financial risk to the Council will be managed through the establishment of an appropriate legal commitment between the partners and contractors, specifying both capital and revenue contributions, and the establishment of a risk sharing basis.

6.3 What is the impact on the organisation?

6.3.1 HR Implications

Managing complex rail projects requires a significant level of expertise not normally held within Local Authority. Consequently a specialist client side rail project management company has been commissioned to provide a team of senior Officers from Place and People Directorates with appropriate support. The Officer team comprises representatives from finance, legal and transport and property teams.

6.4 Equalities / EIA

A significant part of the scheme appraisal process used to secure funding assesses the impact of equality. Equality impact assessments are in place and there is a stakeholder management plan in place to ensure mobility groups are consulted throughout the design and construction of the works. All aspects of the scheme will be Disability Discrimination Act (DDA) compliant.

6.5 Implications for (or impact on) the environment

A significant part of the scheme appraisal process used to secure funding assesses the impact of environment. This has been demonstrated through the submission to the funding bodies. The scheme has clear environmental benefits in terms of providing an enhanced public transport interchange to encourage modal shift.

6.6 Implications for partner organisations?

The schemes are jointly promoted by CCC, Warwickshire County Council and the Coventry and Warwickshire Local Enterprise Partnership.

Network Rail and Friargate LLP, as important stakeholders, are involved in the progression of the scheme.

If the scheme is not delivered the CWLEP area will lose one of its priority schemes.

The scheme is also important on a regional level in terms of connectivity to UK Central and HS2. The City Council is working closely with Transport for West Midlands on both of these regionally and nationally important schemes. Finally the station is also an important connection within Midlands Connect which is striving to better connect the East and West Midlands, and opportunities are being explored to improve cross country services at Coventry Station.

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Councillor D Welsh	Deputy Cabinet Member, Jobs and Regeneration		07/12/16	12/12/16

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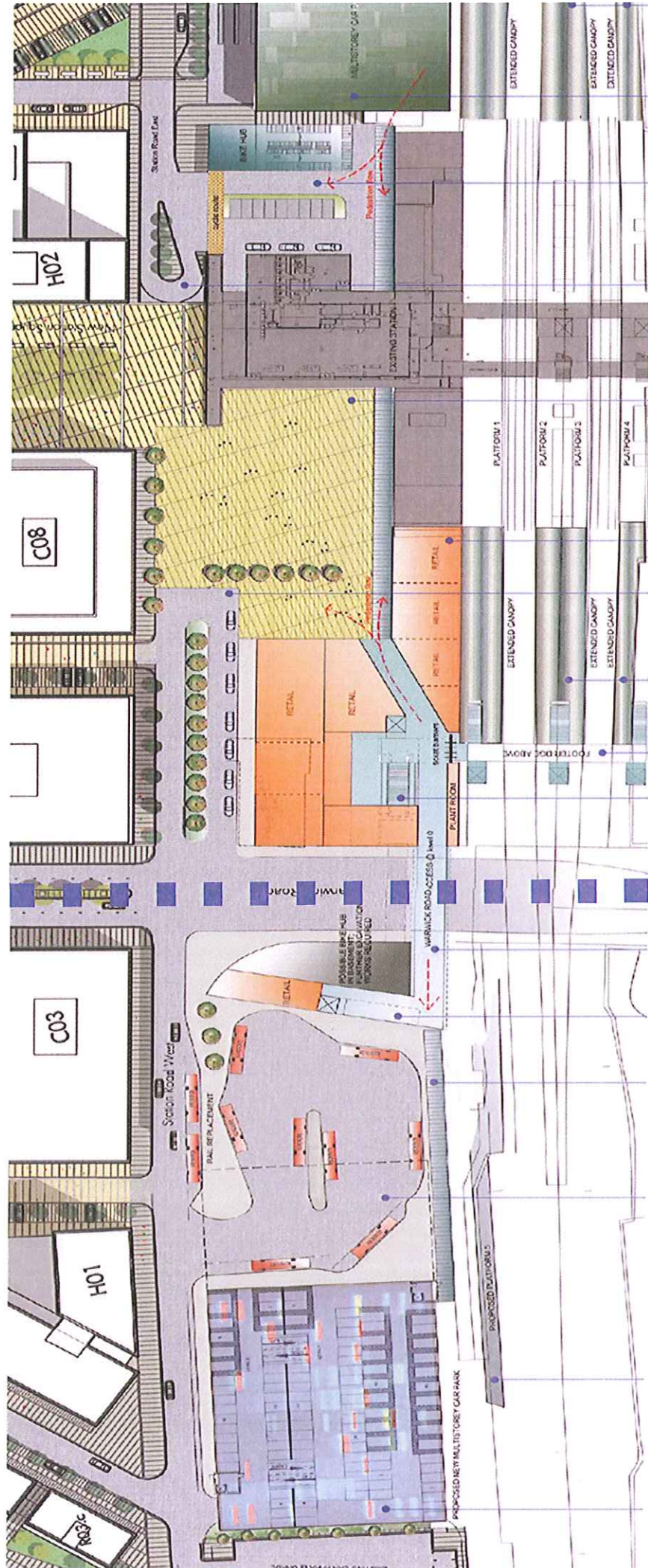
APPENDIX 1: Summary of Station Masterplan changes since March 2015

Phasing of Programme	Scheme Elements	Cabinet March 2015 Scheme Costs £	January 2017 Indicative Scheme Costs £	Variance from Original Budget £	Explanation of changes
1 & 2	CCC Staff Costs	152,634	152,634	0	No change
1	Rocket Pub Demolition	153,290	153,840	550	Slight increase in overall costs due to protecting historical assets
1	Substation	0	1,233,000	1,233,000	This is a new element introduced to address power capacity required for new infrastructure
1	Footbridge and Canopies	5,952,823	7,647,608	1,694,785	Enhanced design including high quality glazing and extended canopies has resulted in a cost increase
1	NUCKLE 1.2	15,325,000	18,130,176	2,805,176	NUCKLE 1.2 has increased in scope to include crossover at Arena. London Midland development costs weren't previously included and fees have increased due to change in project delivery method, but would have been over £1M higher if the scheme had continued with Network Rail delivery led option.
2	Multi-Storey Car Park	3,760,058	11,056,842	7,296,784	The multi storey car park has increased significantly in size from the original option which was to replace existing spaces only, the preferred current option is to create an additional 305 spaces for rail and development growth. £0.75m of the costs are attributed to additional fire and safety measures required due to the increase in building size. The March 2015 cabinet report recognised the total cost estimate for the scheme was higher (£8m) but was required to be de-scoped to meet available budget at the time of the report.
2	New Station Building	6,547,555	8,443,478	1,895,923	Since the last report the shape and form of the second entrance building has evolved considerably with a change in Architects focusing on pedestrian desire lines and user experience. The resultant design development has increased the overall footprint of the two storey station building and provides a superior quality gateway building with double height glazing facing the platforms and eastwards to Station Square to enable perceived connectivity with the existing Station building.
2	Bus Interchange	1,110,176	3,743,356	2,633,180	The bus interchange scope has changed from a basic facility open to the elements to a fully integrated facility connecting into the new station building, which is fully weatherproofed with capacity for 6 buses and 2 coaches, and includes a new building with lift and stairs to enable access to and from Warwick Road.
2	Highway Works	0	17,030,000	17,030,000	The earlier version of the station Masterplan assumed no highways works were required, however following more detailed design and extensive modelling it has been identified a new north-south link road to the west of Warwick Road as essential to operation of traffic around the station, along with new highway links on the eastern side of

					Warwick Road to access the new multi-storey car park and kiss and ride facilities.
	Total Contingency	3,628,464	11,750,611	8,122,147	Scheme contingency has increased as a percentage of overall scheme costs. Rail industry standard contingencies have been applied
	<i>SUB TOTAL</i>	36,630,000	79,341,544	42,711,544	
1	Warwick Road Access Tunnel	960,072	£3,062,649	2,102,577	Previously the Station Access came under the Friargate J6 improvements budget, however this was time constrained due to grant funding deadlines. Due to various design issues and services the works couldn't be delivered within the funding timescales, thus the whole scheme now requires funding through the station Masterplan budget and is an integral part of the project.
	TOTAL STATION MASTERPLAN	37,590,072	82,404,193	44,814,122	

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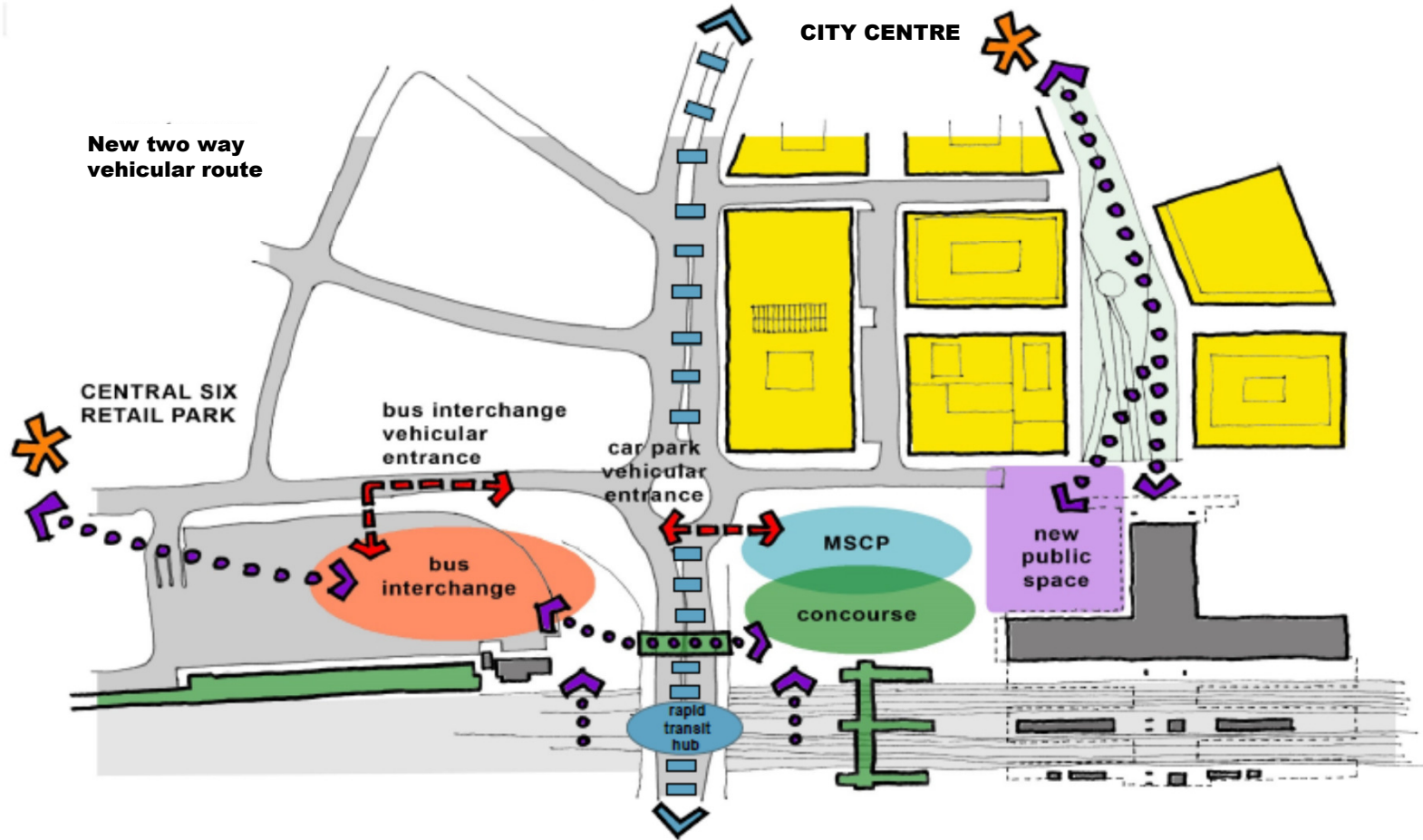
Proposed Coventry Station Masterplan – Option A



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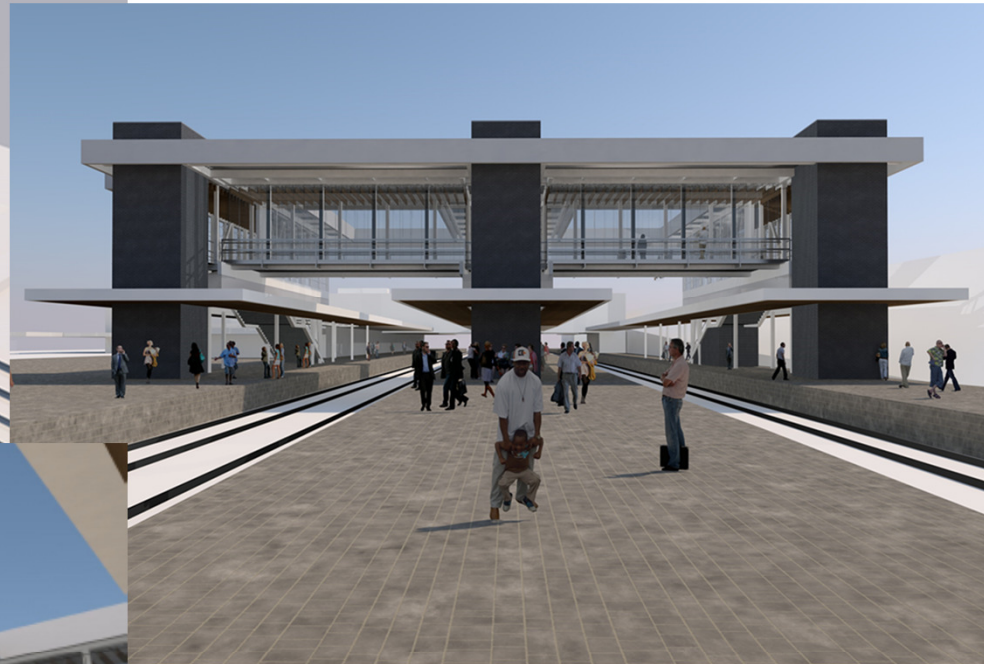
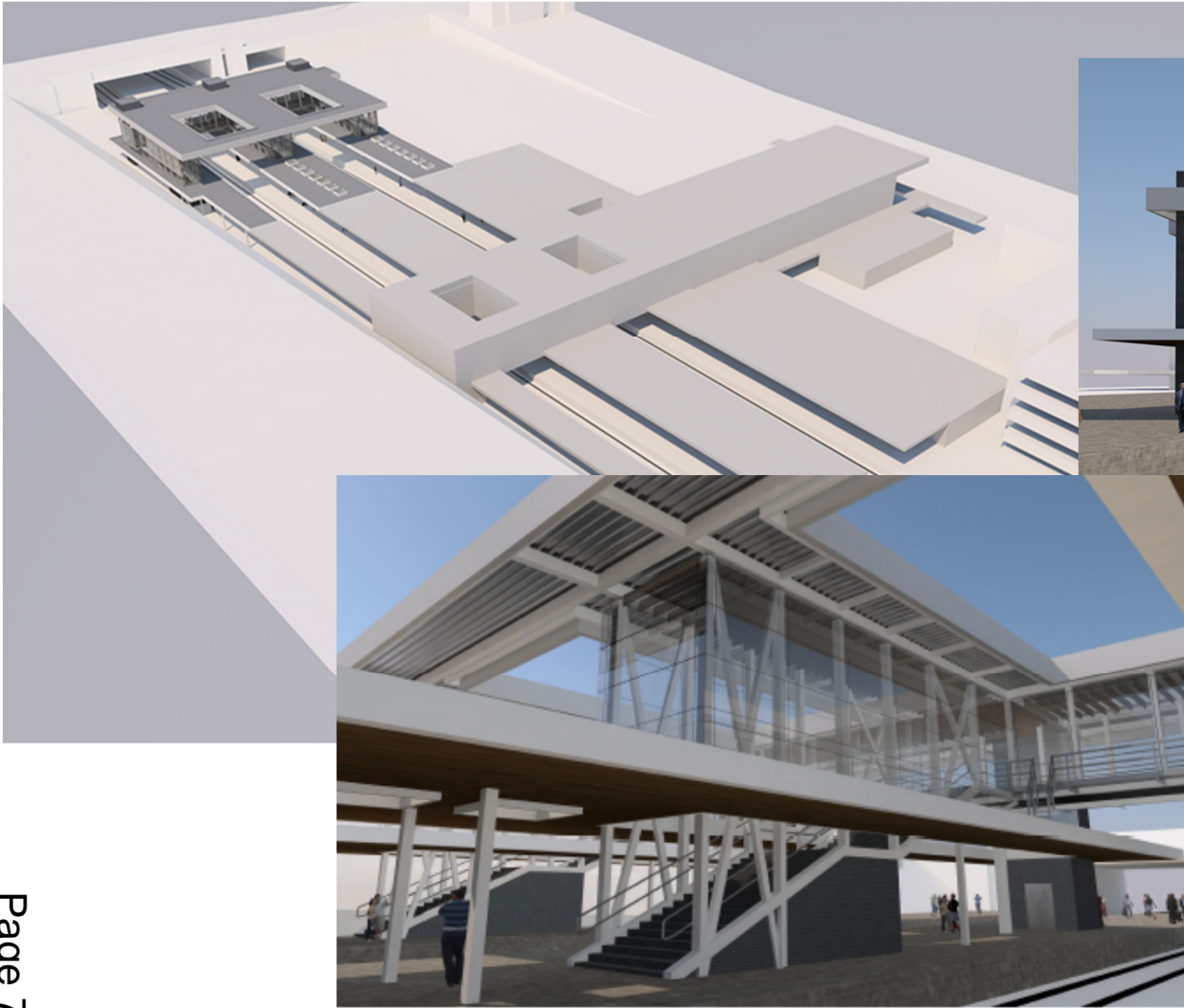
Appendix 2 – Preferred Option

Proposed Coventry Station Masterplan – Option B



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Phase 1 – Footbridge and Canopies



Phase 2 Works – MSCP / Station Building

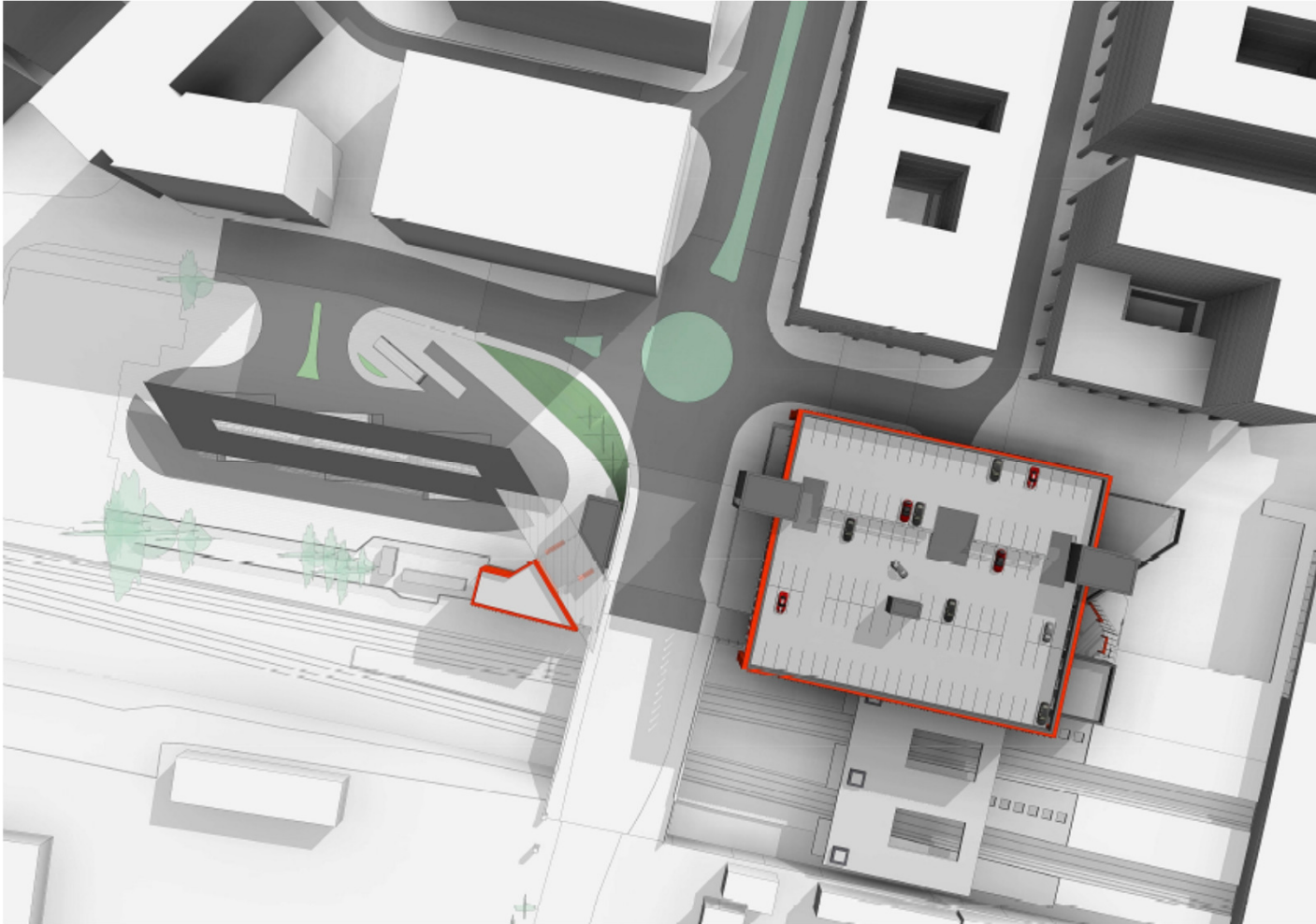


Phase 2 Works – MSCP / Station Building



Bus Interchange

Site Plan





Enclosed concourse

Bus interchange building
adjacent to access tunnel
linking to station building

Bus Interchange

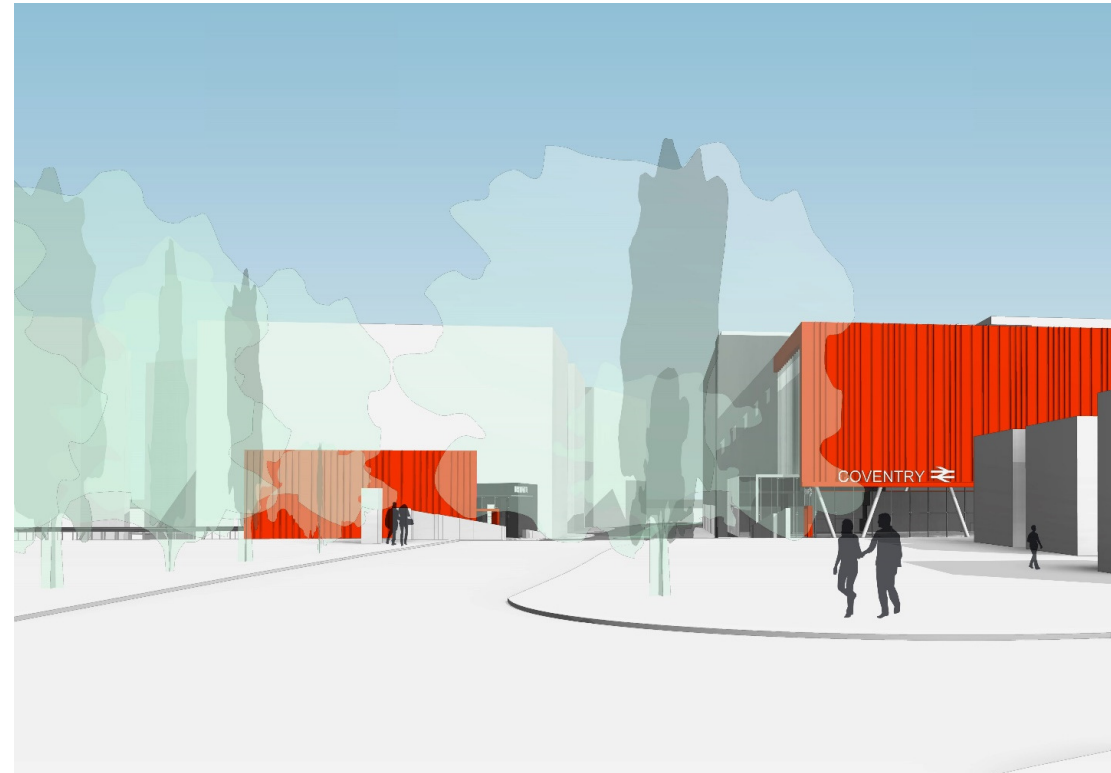
Bus Interchange Building





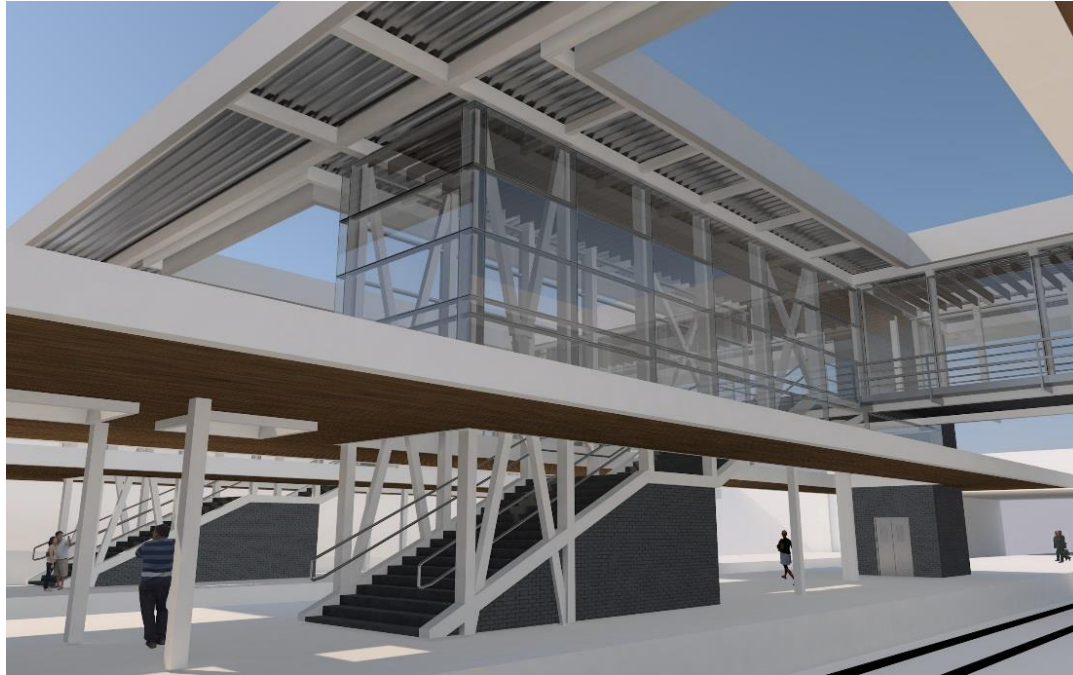
Bus Interchange

Bus Interchange Building

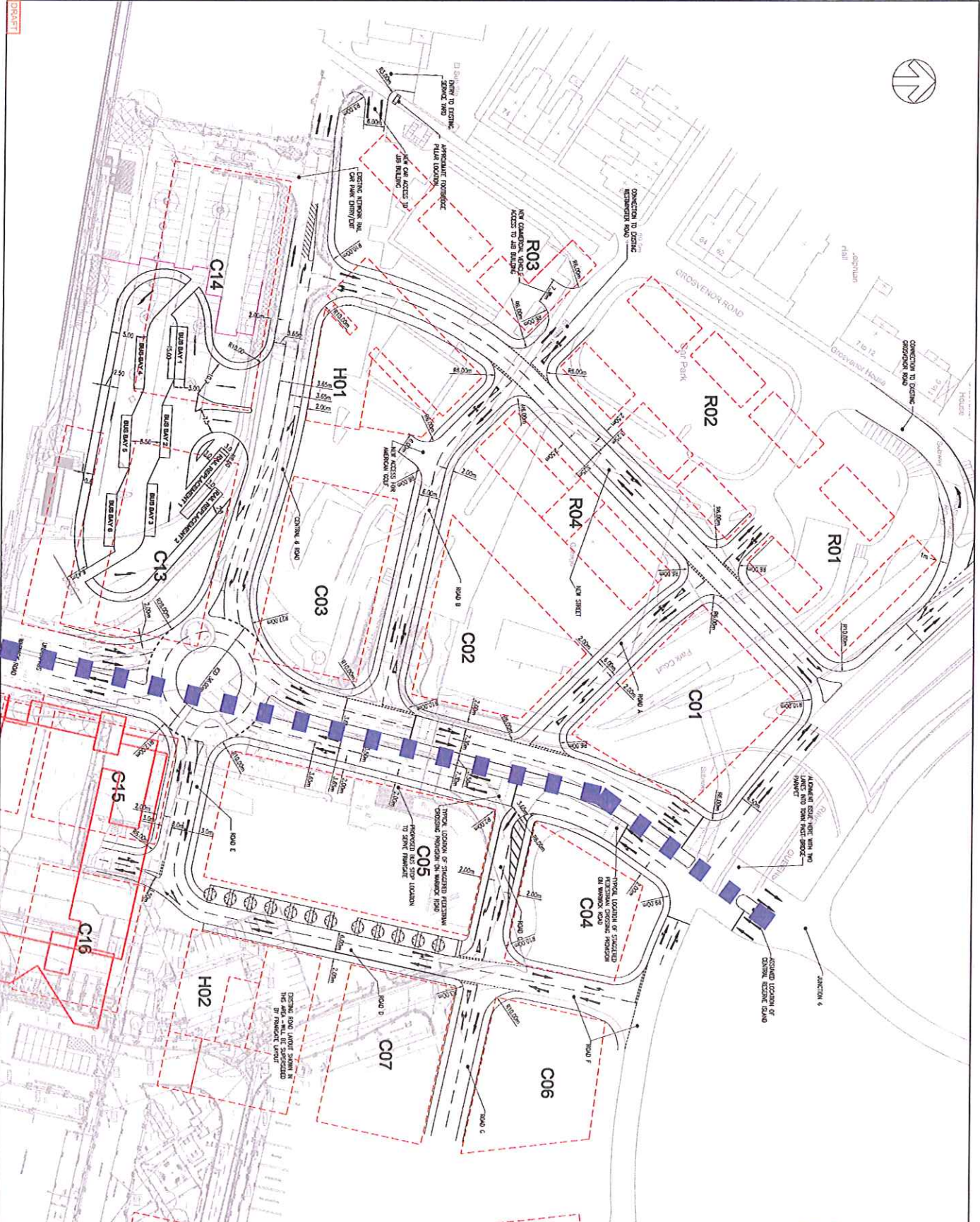




Option A Original Footbridge & Canopies Design



Option B Preferred Footbridge & Canopies Design



DO NOT SCALE

NOTE:
A NEW PROVISION IN THE DESIGN APPROVALS IS THE GRADING OF
LAND ON THE LONDON SIDE OF THE ROUNDABOUT.
1. ROAD NETWORK ROAD ON VISION IMPING ANALYSIS.

- KEY:
- BUILDING FOOT PRINT
 - UOZ BOUNDARY
 - PROPOSED LINE OF THE ROUNDABOUT
 - EXISTING ROAD

FOR REVIEW ONLY

NO.	DESCRIPTION	DATE	BY	CHECKED BY
1	ISSUED FOR DESIGN	26/08/2016	DASHA	KOPALSH
2	ISSUED FOR DESIGN	26/08/2016	DASHA	KOPALSH
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9	ISSUED FOR DESIGN	26/08/2016	DASHA	KOPALSH
10	ISSUED FOR DESIGN	26/08/2016	DASHA	KOPALSH

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CONVENTRY CITY COUNCIL

DS ARCHITECTS

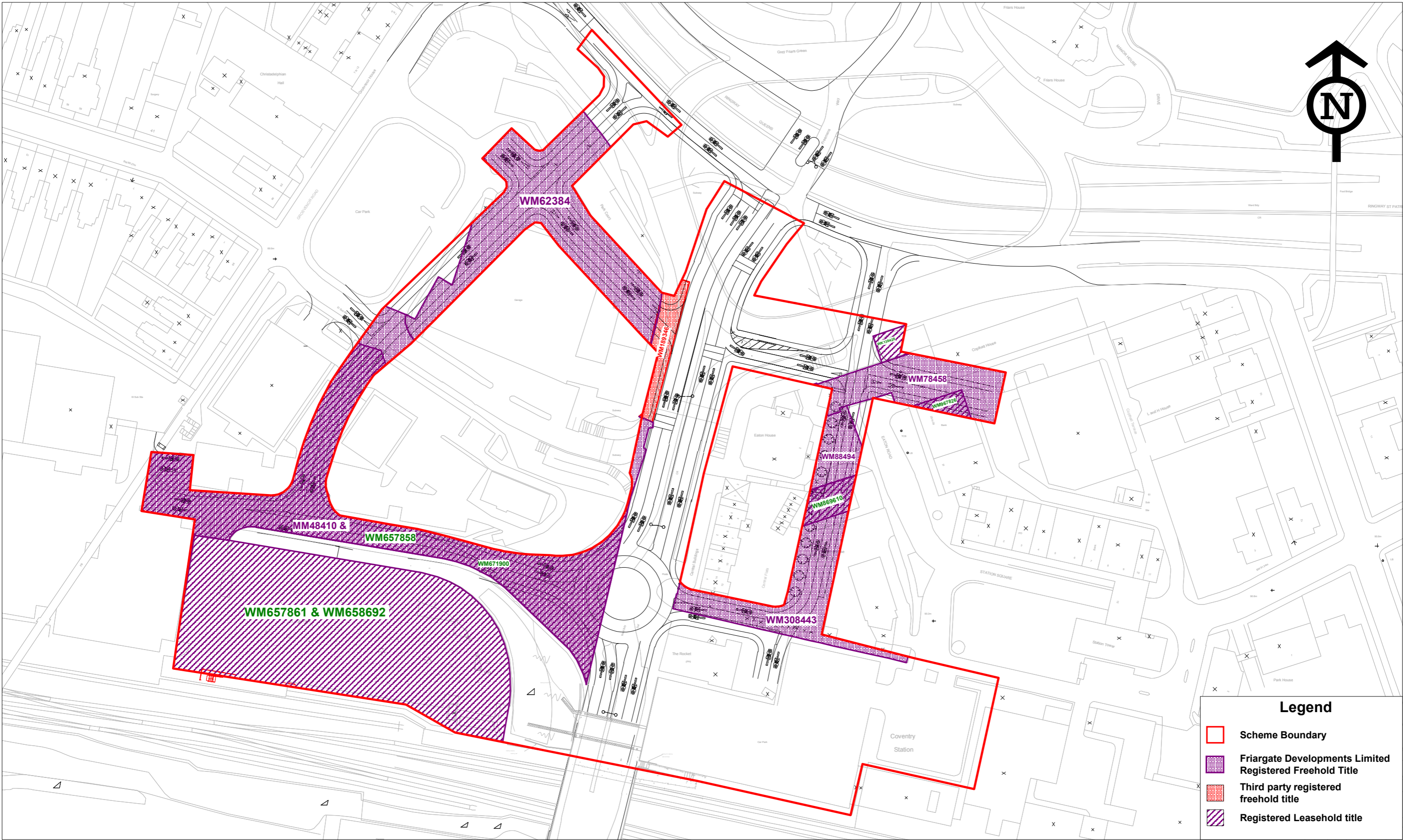
CONVENTRY STATION
GRIP 3

ROUNDABOUT - BASE CASE OPTION 0

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WSP GROUP LTD

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Legend	
	Scheme Boundary
	Friargate Developments Limited Registered Freehold Title
	Third party registered freehold title
	Registered Leasehold title

PLACE DIRECTORATE
 STRATEGY & PERFORMANCE TEAM
 FLOOR 9, CIVIC CENTRE 4
 MICH PARK STREET
 COVENTRY CV1 2PY
 024 7683 2755



Title: Coventry Station Masterplan Land Plan

Drawn By: NH
 Scale: 1:1250 at A3
 Date: 12/01/2017

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 © Bluesky

Martin Yardley - Executive Director, Place
 Richard Moon - Assistant Director, Project Management & Property Services

For Identification purposes only

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To: Business Economy and Enterprise Scrutiny Board (3)

Date: 14th December 2016

Subject: HS2 Connectivity

1 Purpose of the Note

- 1.1 To provide the Business, Economy and Enterprise Scrutiny Board (3) with information on the connectivity between HS2 and Coventry

2 Recommendations

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

3 Information/Background

- 3.1 At their meeting on 2nd November, member of the Business, Economy and Enterprise Scrutiny Board (3) requested information about HS2 and the benefits of connectivity with Coventry.
- 3.2 Please see the attached appendix for more information

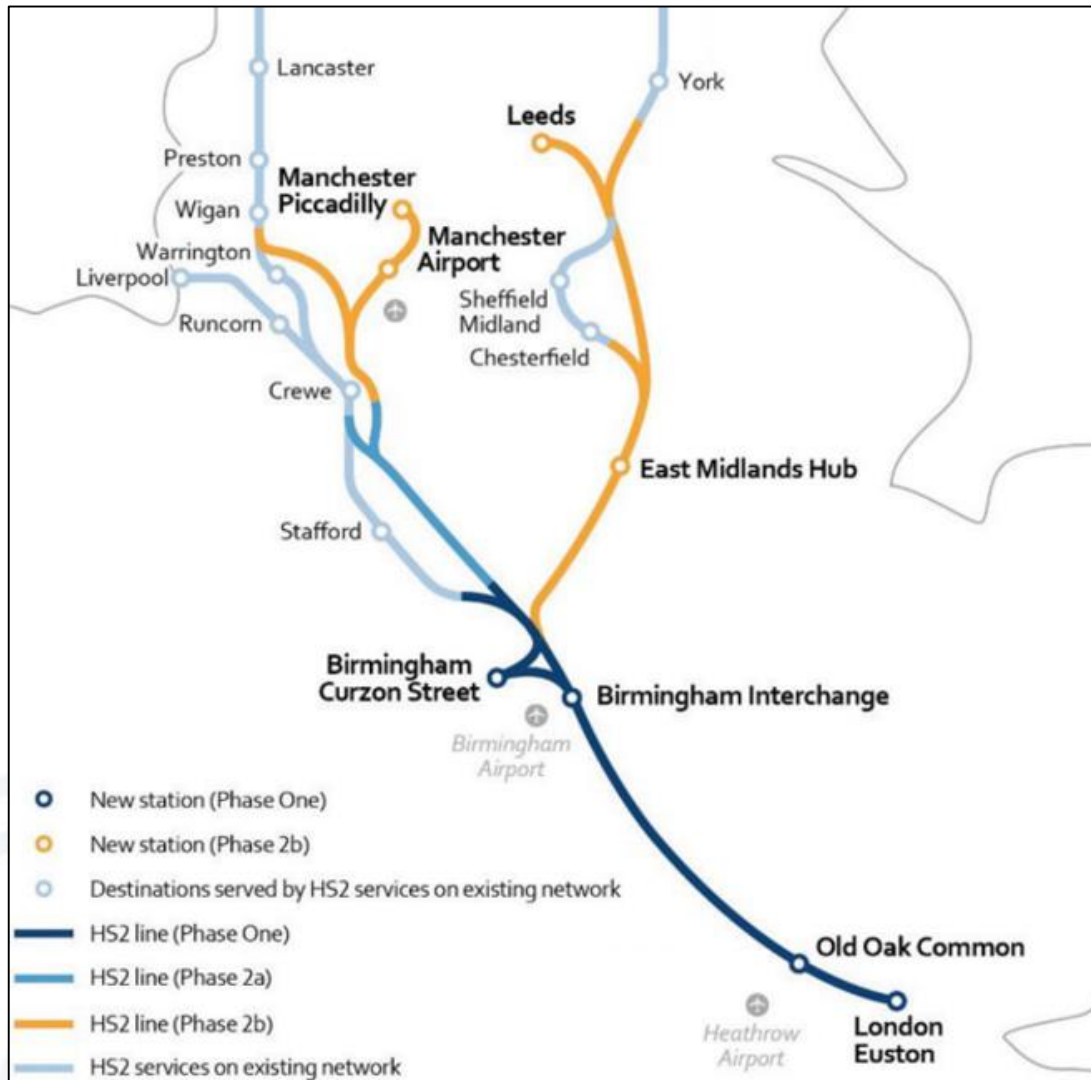
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HS2 Connectivity

Links to Europe and Impacts/Opportunities for Coventry



HS2 Route and Proposed Stations



HS2 Birmingham Interchange



Connectivity to Europe by HS2



HS2's Impact on Coventry

Challenges

- HS2 bypasses the City and provides no direct improvement in journey times to London
- HS2 could lead to a reduction in frequency of express services between Coventry and London
- HS2's Birmingham Interchange is a stimulus to Solihull's UK Central Project and its forecast 60,000 new jobs could draw development away from the city unless connectivity between Coventry and UK Central is enhanced

Opportunities for Coventry

Page 90

- HS2 frees capacity on the existing rail network providing opportunities for improved connectivity to both the local and wider UK rail network
- HS2 offers major journey time benefits to the North of England, via Birmingham Interchange, transforming the City's potential relationship with economies such as Manchester, Leeds and Sheffield.
 - HS2 places Coventry within a 'best connected' region providing opportunities to attract inward investment

Maximising opportunities

- Enhance improvements to transport connectivity between Coventry and HS2 / UKC, for example:
 - Coventry Station Master Plan
 - Improvements at other stations such as Tile Hill
 - Safeguarding future provision for “4-tracking” WCML
 - Potential improvements to road links
 - Development of “Very Light Rail”

Coventry's Rail Connectivity to the North

Key Routes	Current Journey Time	Future Journey Time (via HS2 Birmingham Interchange) (approx.)	Journey Time Savings (approx.)
Coventry - Manchester	1 hour 56 mins	1 hour 7 mins (approx)	49 mins
Coventry - Leeds	2 hours 38 mins	1 hour 16 mins (approx)	1 hour 22 mins
Coventry - Newcastle	3 hours 35 mins	2 hours 27 mins (approx)	1 hour 8 mins
Coventry - Edinburgh	4 hours 32 mins	3 hours 36 mins (approx)	56 mins



Thank You. Any Questions?

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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

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BUS ALLIANCE

Contents

- 2 What is the West Midlands Bus Alliance
- 3 Ticketing
- 4 Air Quality
- 5 Open data
- 5 Identity
- 6 Punctuality
- 6 Network Development Plans
- 7 Safety and Security





WHAT IS THE WEST MIDLANDS BUS ALLIANCE

In the West Midlands, we have a proud history of delivering better bus services through partnership. Every year over a quarter of a billion journeys are made by bus in the region and passenger satisfaction with services has increased by 7% since 2012.

Through the Transforming Bus Travel programme, over £100m of investment has been delivered in improving services for passengers through partnership initiatives with bus operators. This has resulted in a more modern fleet with lower emissions, the UK's most advanced smart card ticketing system outside London and the largest real-time passenger information system outside the

capital and much improved perceptions of personal security.

The formation of the West Midlands Combined Authority provides an exciting opportunity to advance this partnership to a new level, ensuring that bus companies not only provide a network that enables excellent connectivity and supports the development of the region's economy, but also that the region's highways authorities recognise their role in supporting this by providing a road network that enables fast, punctual bus journeys to operate.

To achieve this, a new Alliance Board has been established that consists of representatives from the region's bus

operators, the Combined Authority, council highways and transportation departments, Local Enterprise Partnerships, the Safer Travel Partnership, influential councillors and Transport Focus.

Alliance Board members are responsible for identifying what the region's buses need to deliver and then putting policies and funding streams in place for this to be achieved. The first meeting of the Board took place at the end of 2015 and in March 2016 the Board identified seven key actions which we will work together to deliver by 2020.

TICKETING

We will deliver fare capping and contactless payment on all of the region's bus services by 2020.

There is a wide array of tickets available for bus passengers in the region. Individual bus companies have their own ticket products, but there are various multi-operator, multi-modal ticketing options all covering different geographical areas and different time periods. Some may argue this provides good value and consumer choice, but in reality many passengers tell us they are confused about which is the best ticket to buy and the uncertainty about prices and how to pay can put people of travelling by bus.

This shouldn't be the case. Alliance partners want bus travel to be as easy and intuitive as possible -which is why we are committed to delivering fare capping and contactless payment on all of the region's bus services by 2020.

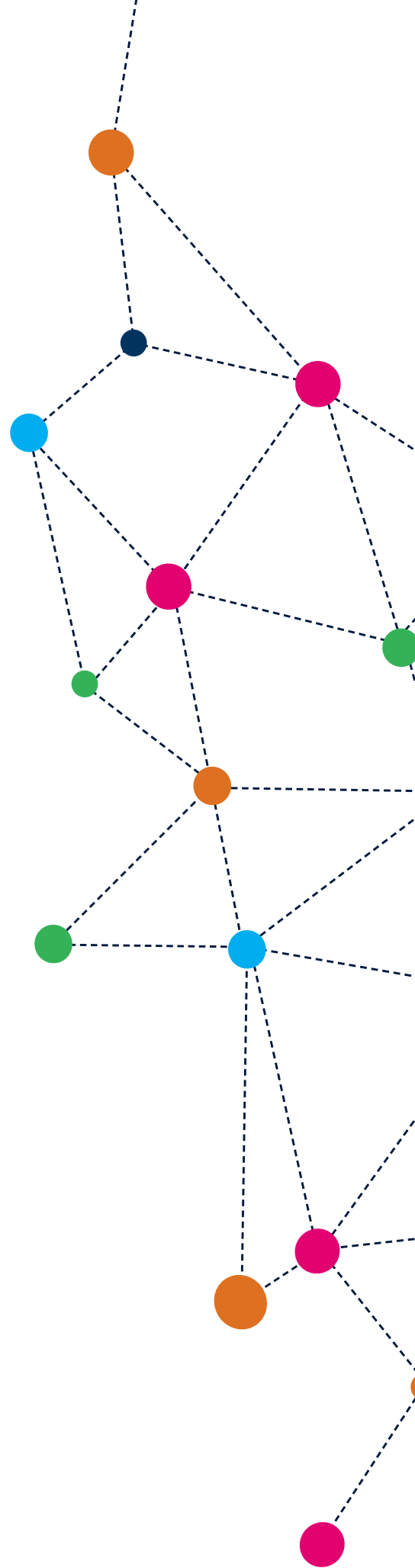
SWIFT

Over the last few years smart card ticketing in the region has expanded rapidly. In 2008 Centro purchased ticket machines so that all operators became smartcard ready. This enabled every concessionary pass holder to be issued with smart a card and provided the platform to develop

Swift; the region's smartcard bus ticketing solution. More and more ticketing products are being added to the Swift line, starting with bus season tickets, pay-as-you-go products and this has now been expanded to cover the regions train and tram services. But this is just the start. Customers still need to work out what the best ticket is for their journey and ensure that their card remains topped with valid products or credit. The commitment to fare capping means that a customer will not need to work out what the best product is for them, the system will instead calculate the best priced ticket for the journeys they have made and only charge that amount. Beyond this the commitment to contactless payment means that by 2020 customers can do away with their smart cards entirely and use contactless debit or credit cards instead.

CASHLESS TRAVEL?

Whilst fully embracing technology and progressing new and innovative payment methods, we also recognise that for many customers the ability to pay cash fares will remain important. There are no plans to abolish cash on the region's buses.



AIR QUALITY

All buses operating in the West Midlands will be Euro V, Euro VI or better by 2020

Poor air quality is a major issue in the West Midlands. Much of the region is designated an Air Quality Management Area and it is estimated that road transport emissions from exposure to fine particles account for around 1,460 premature deaths in the West Midlands ("Estimating Local Mortality Burdens Associated with Particulate Air Pollution", Public Health England, 2014).

Buses can play a key role in addressing this. By encouraging more people on to the bus we can reduce the number of vehicles on the road – a bus carrying 30 people will emit a lot less pollution than the same people all travelling individually in cars. However, to have the greatest impact we need our buses to be as clean as they can be. Alliance partners are committed to ensure that all buses operating in the West Midlands are a minimum of Euro V by 2020.

OPERATOR INVESTMENT

Through the Bus Alliance, operators are making significant commitments to clean up their fleets. National Express have committed to purchase over 300 new Euro VI micro hybrids before 2020 to replace many of their older buses; they have halved emissions from their fleet in the last five years and these will halve again between now and 2020. Stagecoach has committed to invest £7.5m so that all of their buses in the region will be Euro V by 2020 and a number of smaller operators, including Diamond, Johnsons, Claribels and Central Buses continue to invest in brand new vehicles for the West Midlands.

STATUTORY QUALITY PARTNERSHIP SCHEMES

The delivery of a Statutory Quality Partnership Scheme (SQPS) in Birmingham City Centre enabled standards to be set to limit emissions from buses entering the area. While this has been successful in raising standards, the Alliance will do more, including extending the area, increasing standards and developing new schemes covering other local centres. The Alliance is very much a partnership with all bus companies committed to support the objectives, although it is important that the Alliance uses tools such as SQPS to protect investment by operators and ensure that anyone wishing to run buses in environmentally sensitive areas is required to meet the same standards.

SUCCESSFUL BIDS

Centro and bus companies have already been working closely in partnership to bid for funds to support technology to reduce emissions:

- 2011/12: 49 diesel electric hybrids delivered by Diamond and NXWM through the Government's Green Bus Fund
- 2015: 21 Travel De Courcey buses converted from Euro II and III to Euro VI following installation of particle traps funded through the Clean Bus Technology Fund
- 2016: A further successful bid to the Clean Bus Technology Fund will see National Express convert 150 buses from Euro III to Euro VI.

ZERO EMISSIONS

The Alliance will also progress initiatives to deliver more zero emission buses to the region, building on the success of the electric buses operated by Travel De Courcey in Coventry. We have bid to OLEV for funding to deliver 50 electric buses to the region, which could be the start of much wider roll-out. Birmingham City Council is also co-ordinating a programme with Alliance partners exploring the feasibility of hydrogen powered buses.

LOW EMISSION BUS DELIVERY PLAN

As more and more low emission vehicles are delivered by bus operators, it is important that these are focussed on routes that have the poorest air quality and therefore where the vehicles have the biggest impact. The Alliance has developed a Low Emission Bus Delivery Plan which identifies where the key air quality hot spots are across the region, what opportunities and constraints there are for bus companies (e.g. depot locations) and these can be assessed to ensure the right solutions are applied to the right places.



OPEN DATA

An open data approach will be adopted for all non-commercially sensitive data

All data relating to timetables, fares, punctuality and reliability will be made freely available. This helps us to identify how networks can be developed and services improved, for example by making the case for road schemes that can

improve punctuality. This approach will also enable apps and other information systems to be developed either by Alliance partners or other parties to ensure tailored information is available for customers, regardless of who operates the service.

IDENTITY

A single public transport identity will be developed that provides a consistent, clear message for customers.

The Network West Midlands brand is widely recognised, but will evolve to greater prominence across all public transport modes, complementing the strong individual brands that will continue to exist. This commitment also encompasses the ongoing work to provide a more joined up approach

to delivering services across different organisations - a customer shouldn't be confused about who is responsible for different aspects of their journey experience - they should expect a clear, consistent response addressing their concerns through a single, understandable point of contact.



PUNCTUALITY

A reduction in delay minutes will be achieved across the Key Route Network

This aligns with highways authorities' commitments to reduce delays and is one of the most important factors for passengers. Rather than setting a global target for reducing delays there should be a focus on the areas that will have the biggest impact on meeting wider policy objectives. To achieve this we will seek external funding, such as from the Local Growth Fund.

NETWORK DEVELOPMENT PLANS

Network Development Plans will be in place across the whole region, and wider Combined Authority area as required.

The population of the West Midlands is set to grow by almost half a million people by 2035. Ensuring that there are plans in place to develop the bus network as populations grow, land use changes and new developments are built is crucial to ensure that bus services can support economic growth in the region, maintain excellent accessibility and prevent congestion. Bus companies, local councils and other stakeholders will work with the Combined Authority to prepare Network Development Plans which will ensure there is a structured, data-led approach in place to deal with these challenges.





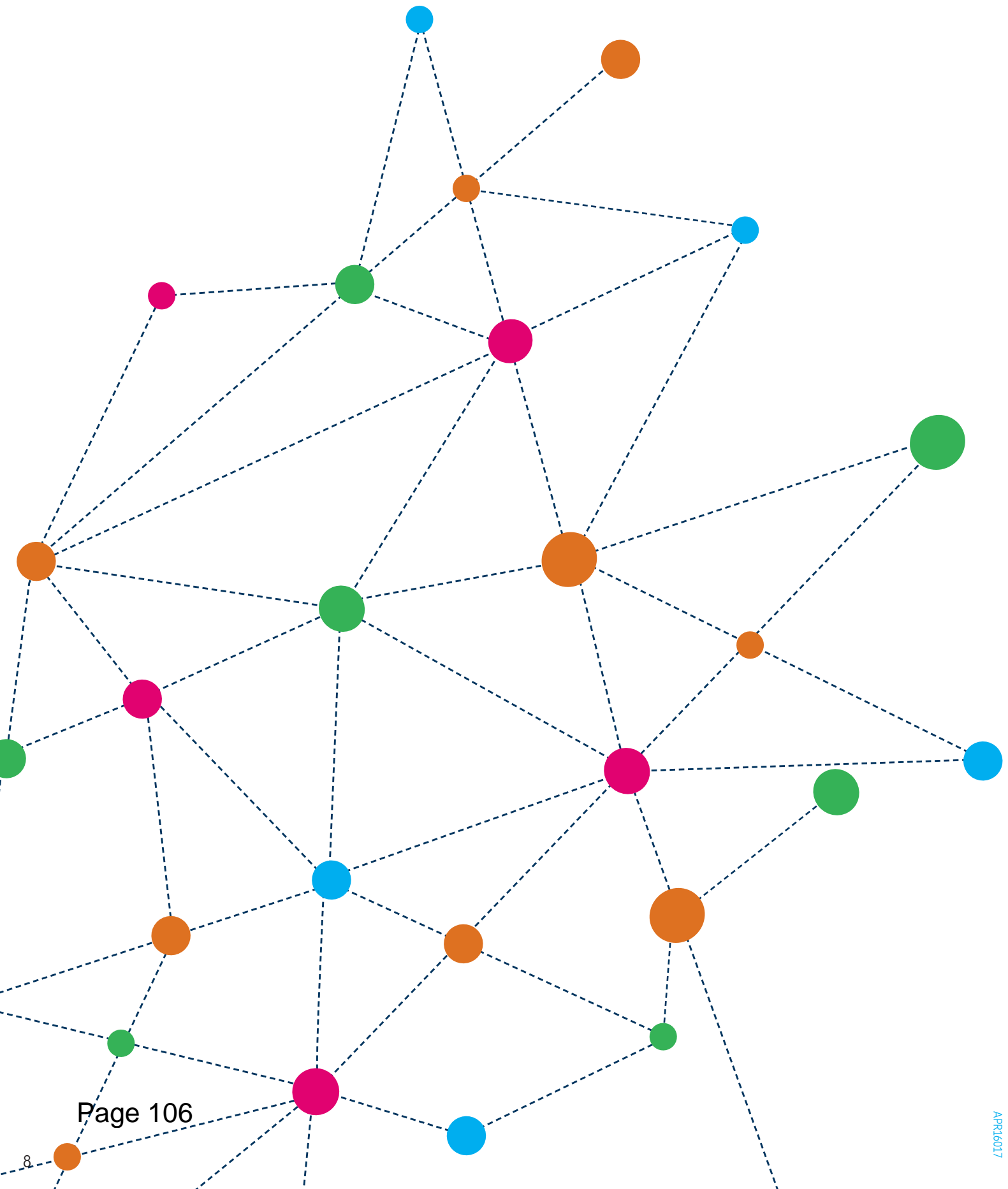
SAFETY AND SECURITY

Funding for the Safer Travel Partnership will be maintained with dedicated resources and clear governance structures developed.

The Safer Travel Partnership has been immensely successful in reducing anti-social behaviour, crime and the perception of crime on public transport services in the West Midlands. Passenger satisfaction with safety on board has improved by over 10% in the last five years (Transport Focus). The collaborative approach between bus operators, local authorities, West Midlands Police and British Transport Police is unique within the

industry and we are committed to maintain this and strengthen the partnership further.

The award winning CCTV control centre allows footage from bus stations, rail stations and on board buses to be viewed from a single place and this is expanding to include footage from some of the West Midlands district councils' own public realm systems.





Coventry City Council

Briefing note

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 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
Ext 2452

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Submission from Coventry Older Voices to the Select Committee on Public Transport Issues, 15th February 2017

Coventry Older Voices (COV) is an independent organization that aims to improve the lives of older people in the City by presenting their opinions and enabling them to participate in local affairs. In recent meetings held to identify the issues of most importance to older people, public transport was consistently at, or near the top, of the list. We think we are well-positioned to contribute to this discussion and greatly appreciate the opportunity to put forward the views of our members.

This submission is concerned with issues covered in Session 2 (“How can we improve the bus service in the city?”) on the agenda for the Select Committee Meeting. Inevitably this document will focus on areas where shortcomings have been identified and where we believe improvements can be made. It does not follow that COV’s attitude towards public transport provision in the City is totally negative, or that older people in Coventry do not appreciate the benefits of public transport. It is worth pointing out that free bus travel within the City (and train travel within the West Midlands) can transform the lives of a great many older people who would otherwise be unable to get out and about. Long may it continue.

We will concentrate on the two issues which our members mention most often:

1. Waiting for buses.

The least pleasant part of a journey can take place before getting on the bus, particularly if:

- The bus is late, missing, or early.

We appreciate that the late running of buses may be caused by factors beyond the control of bus companies, such as heavy traffic, accidents, etc. We simply point out that this is a cause of considerable dissatisfaction among older people.

Passengers are usually unaware of the reason for a missing bus. Some have complained that at times the same bus seems to be missing every day for a whole week. This leads them to believe that a driver is absent, and that no replacement has been organized. If the service is an infrequent one, a missing bus can cause extreme inconvenience, not to say discomfort, to older people. It is a common view that not enough is done to tackle this problem.

We can think of no valid reason for buses to depart from their stops *before* the advertised time. It is highly frustrating to approach a bus stop just before the scheduled departure time, only to see the bus pulling away. This does happen!

- There is no bus shelter, or the shelter is not fit for purpose.

Waiting for a bus in the rain is a thoroughly unpleasant experience. If there is no bus shelter, or only one that provides insufficient protection from the elements, one can get very wet very quickly. This is especially undesirable for those older people who are frail or in poor health.

There are many stops in the City with no shelter, and many that provide very little cover. Decisions on which stops to provide with shelters sometimes seems bizarre (as reported in COV's bi-monthly Newsletter and website).

The perfect storm occurs when you are waiting in the rain to travel by bus with little or no shelter, the bus you expected to catch leaves early, and the next is missing.

2. Communication

There are issues concerning the lack of communication in both directions – from the transport providers to the travelling public in the form of day-to-day information, and from the public to the transport providers in the form of feedback and consultation.

- Current information

There was considerable disruption to bus services last year because of road works. Our members have complained that they were not notified about the changes to routes etc. in advance, and that they caused a great deal of inconvenience. We are aware of the efforts that were made to inform the public of the changes - nevertheless many older people remained unaware of them. It is suggested that in the future, use could be made of leaflets delivered to all Coventry residents, and that notices could be posted inside buses and at bus stops to better inform the public.

The lack of approachable staff within Pool Meadow bus station is reported to be a problem. We understand that there are always two staff on duty throughout the day, but we are told by our members that they have difficulty in locating or identifying them. They do not appear to have an office that is available to the public, or to wear a recognizable uniform.

The pages of the Network West Midlands website relating to bus travel are comprehensive and easy to use. Nevertheless, fewer than 50% of COV members (and presumably of older people in general) have access to the Internet, and there is no office in the City where they can go to seek information and advice. We have been told that phone calls to the Birmingham office are answered by people with little or no knowledge of Coventry.

- Feedback and consultation

Passenger Area Engagement Groups have been discontinued, and there are no “Your Public Transport Matters” or “Exhibition Bus” events advertised on the Network West Midlands website. Older people feel they are not able to be involved in questions that affect them regarding bus services.

The Select Committee on Public Transport to which this document is addressed gives COV an opportunity to raise issues of concern, but this is a one-off event. We are told that our members do not know who to approach, and how to influence decisions such as those regarding changes to bus routes and the positioning of bus stops, etc.

Coventry Older Voices are grateful to Coventry City Council for this opportunity to put forward the views of our members, and look forward to continued involvement in matters that affect the older people of Coventry.

Anne Lakin (Chair)

on behalf of Coventry Older Voices

30th January 2017

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