

**Time and Date**

2.00 pm on Tuesday, 4th July, 2017

Place

Committee Room 3 - Council House

Public business

1. **Apologies**
2. **Declarations of Interest**
3. **Minutes** (Pages 5 - 10)
 - (a) To agree the minutes from the meeting of Cabinet on 13th June 2017
 - (b) Matters arising
4. **Exclusion of Press And Public**

To consider whether to exclude the press and public for the item(s) of private business for the reasons shown in the report.
5. **Car Park Pricing Review 2017/2018** (Pages 11 - 26)

Report of the Deputy Chief Executive (Place)
6. **Proposed City Wide Public Space Protection Order** (Pages 27 - 38)

Report of the Deputy Chief Executive (Place)
7. **The Future Provision of Woodlands Academy** (Pages 39 - 46)

Report of the Deputy Chief Executive (Place)
8. **Connected and Autonomous Vehicles Test Bed – Proposed Funding Bid** (Pages 47 - 56)

Report of the Deputy Chief Executive (Place)
9. **Outstanding Issues** (Pages 57 - 60)

Report of the Executive Director of Place
10. **Any other items of public business which the Chair decides to take as a matter of urgency because of the special circumstances involved.**

Private business

11. **Connected and Autonomous Vehicles Test Bed – Proposed Funding Bid**
(Pages 61 - 72)

Report of the Deputy Chief Executive (Place)

(Listing Officer: C Knight, tel: 024 7683 4001)
12. **Any other items of private business which the Chair decides to take as a matter of urgency because of the special circumstances involved.**

Martin Yardley, Deputy Chief Executive (Place), Council House, Coventry

Monday, 26 June 2017

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

Membership:

Cabinet Members:- Councillors F Abbott, L Bigham, P Akhtar (Deputy Cabinet Member), R Ali (Deputy Cabinet Member), F Abbott, K Caan, G Duggins (Chair), J Innes, A Khan (Deputy Chair), R Lakha (Deputy Cabinet Member), K Maton, J Mutton, J O'Boyle, E Ruane, C Thomas (Deputy Cabinet Member), D Welsh (Deputy Cabinet Member) and B Kaur (Deputy Cabinet Member)

Non-voting Deputy Cabinet Members:- Councillors P Akhtar, R Ali, B Kaur, R Lakha, C Thomas, and D Welsh

By invitation:- Non-voting Opposition representatives:- Councillors A Andrews and G Ridley

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language please contact us.

**Lara Knight / Michelle Salmon, Governance Services,
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Public Document Pack Agenda Item 3

Coventry City Council

Minutes of the Meeting of Cabinet held at 2.00 pm on Tuesday, 13 June 2017

Present:

Members: Councillor Duggins (Chair)
Councillor L Bigham
Councillor K Caan
Councillor J Innes
Councillor A Khan
Councillor J Mutton
Councillor J O'Boyle
Councillor Ruane

Deputy Cabinet Members Councillor P Akhtar
Councillor R Ali
Councillor B Kaur
Councillor R Lakha
Councillor C Thomas

Non-Voting Opposition Members: Councillor A Andrews
Councillor G Ridley

Employees (by Directorate):

Apologies: Councillor F Abbott

Public Business

1. Declarations of Interest

There were no disclosable pecuniary interests.

2. Minutes

The minutes of the meeting held on 11th April 2017 were agreed and signed as a true record.

There were no matters arising.

3. Exclusion of Press And Public

RESOLVED that the Cabinet agrees to exclude the press and public under Sections 100(A)(4) of the Local Government Act 1972 relating to the private report in minute 8 below headed "Unit 1 Dutton Road, Aldermans Green Industrial Estate, Coventry – Investment Acquisition" on the grounds that the report involves the likely disclosure of information defined in Paragraph 3 of Schedule 12A of the Act, as it contains information relating to the financial affairs of a particular person (including the authority holding that information) and in all circumstances of the case, the public interest in

maintaining the exemption outweighs the public interest in disclosing the information.

4. Revenue and Capital Outturn 2016/17

The Cabinet considered a report of the Director of Finance and Corporate Services, which set out the final revenue and capital outturn position for 2016/17 and reviewed treasury management activity and 2016/17 Prudential Indicators under the Prudential Code for Capital Finance.

The Cabinet noted that the Audit and Procurement Committee would also be considering the report at their meeting on 26th June 2017.

The report indicated that the overall financial position included a revenue overspend of £0.7m, which was required to be funded by a contribution from the Council reserves. At quarter 3 there had been a projected overspend of £4.8m and the report identified the underlying movements between quarter 3 and outturn which had resulted in an overall underlying net underspend of £4.1m in the final quarter and led to the overall overspend of £0.7m.

The Cabinet were advised that, consistent with the approval of the programme of staffing reductions approved by them in November 2015, £6.7m of costs had been incurred as a result of early retirement and voluntary redundancy decisions.

There had been a Capital Programme expenditure of £71m, which was £52m less than envisaged at the start of the year. The quarter 3 monitoring report to Cabinet on 21st February 2017 approved a revised capital budget of £81m for 2016/17. Since then, there had been a net programme increase of £1.3 giving a final budget for the year of £82.3m. Since February, a total of £12.5m net rescheduled spending had arisen on directorate capital programmes. The report provided a scheme by scheme analysis of the rescheduling and accelerated spend.

The report sought retrospective approval for a change to the Capital Programme, reflecting final scheme costs on the completed Whitley Infrastructure, Friargate Bridgedeck and South West Coventry Junction Improvement schemes delivered by Costain.

There was also a reduction in the level of Council revenue reserves from £57m to £51m and an increase in balances held relating to capital grants and capital receipts to fund future projects from £12m to £30m. Table 2 of the report provided a summary of reserve movements during the year.

In relation to Treasury Management Activity, the report indicated that political uncertainty had been the main driver of the economic landscape during 2016/17. Uncertainty over the outcome of the US Presidential election and the UK's future relationship with the EU resulted in significant market volatility during the year. UK Inflation continued to be subdued in the first half of 2016/17, however, a sharp fall in the Sterling exchange following the EU referendum had an impact on import prices which resulted in inflation rising from 0.3% in April 2016 to 2.3% in March 2017. Despite this uncertainty, the UK GDP grew steadily during the year and the unemployment rate dropped to 4.7% in February, its lowest level in 11 years. The fall out from the EU Referendum also caused the Bank of England Base rate to be

cut to 0.25% from 0.5%. Current forecasts expected the base rate to stay at 0.25% until at least June 2020, with a further reduction to close to zero more likely than a rate rise in the meantime.

Given the interest rates provided by the Public Works Loans Board, it continued to be cheaper for local authorities to use short rather than long term funds for financing. At outturn, the Capital Financing Requirement, which indicated the authority's underlying need to borrow for capital purposes, had reduced by £11m. No new long term borrowing was taken out during 2016/17, however, some borrowing would be required in the future to support current expenditure plans and the need for any such borrowing would be kept under review in 2017/18.

Appendix 3 of the report submitted set out the ratio of financing costs to Net Revenue Stream, highlighting the revenue impact of the capital programme. This showed the Council's revenue costs of financing its capital expenditure as a proportion of its income from Government grant and Council Tax. The actual was 13.09% against a forecast of 14.03% in the Treasury Management Strategy. This reflected a lower level of borrowing than anticipated to fund the Capital Programme and higher levels of investment balances. The Appendix also provided Capital and Treasury Management Related Prudential Indicators, including authorised limit for external debt; operational boundary for external debt; gross debt v "Year 3" capital financing requirement; and debt maturity structure, interest rate exposure and investments longer than 364 days.

RESOLVED that the Cabinet:

- 1. Approve the final revenue outturn position of a £0.7m overspend, balanced to nil by a £0.7m contribution from Corporate reserves.**
- 2. Approve the final capital expenditure and resourcing position, incorporating expenditure of £71m against a final budget of £82.3m; £12.5m expenditure rescheduled into 2017/18 and a net over-spend of £1.3m**
- 3. Give retrospective approval for a £1m4m virement reflecting final unfunded scheme costs on the completed Whitley Infrastructure, Friargate Bridgedeck and South West Coventry Junction Improvement schemes.**
- 4. Approve the outturn Prudential Indicators position as set out in section 2.4.4 and Appendix 3 of the report submitted.**
- 5. Unit 1 Dutton Road, Aldermans Green Industrial Estate, Coventry - Investment Acquisition**

The Cabinet considered a report of the Deputy Chief Executive (Place) which set out proposals for the acquisition of an income producing industrial property investment.

A corresponding private report detailing confidential aspects of the proposals was also submitted to the meeting for consideration.

The Council was currently looking at ways of increasing revenue to support the provision of services it seeks to deliver.

An opportunity had been presented to the Council to acquire an income producing investment within one of the City's established industrial estates.

The investment currently produced an income, the level of which was considered commercially sensitive and was therefore outlined in the corresponding private report.

Personal Hygiene Services Limited ("PHS"), who occupies the premises and pays the rent, was part of a national company with a turnover of £280M in 2015/16. They had approximately 7 years left on their current lease.

The Council already owned the land upon which the building was constructed but granted a lease dated 13th September 1989 for a term of 99 years with effect from 20th May 1989 in respect of the industrial site at Dutton Road, Aldermans Green Industrial Estate, Coventry. The long leasehold interest, which received the rent from PHS, was currently owned by Real Estate Investors PLC (REI). REI currently paid the Council an annual ground rent for the land.

Real Estate Investors had indicated a willingness to sell its leasehold interest to the Council, subject to the existing lease to PHS and therefore the right to receive the annual rent for a negotiated price. Stamp Duty Land Tax would be payable by the Council in addition to the purchase price.

The initial net return on the investment was assessed at circa 8.8% after assumed purchasing costs. This would be reduced to a return of 8.0% based on the net rental increase for the Council as it already received a ground rent from the property.

The level of return generated was based on the level of risk associated with the length of lease and the security of the income. The negotiated price had been validated by external property experts as providing 'best value' for the Council.

It was intended that the property would be held by the Council as an investment asset and managed by the Council's Commercial Property Management.

RESOLVED that the Cabinet:-

- 1. Approve the terms for the acquisition of the leasehold interest in 1 Dutton Road, subject to the current tenancy for the price outlined in the corresponding report plus Stamp Duty Land Tax.**
- 2. Delegate authority to the Deputy Chief Executive (Place) (Legal Services) to complete the necessary legal documentation.**
- 3. Delegate authority to the Deputy Chief Executive (Place) in consultation with the Cabinet Member for Jobs and Regeneration, for any subsequent variation in terms.**

4. **Recommends that the Council approve the adjustment of the Capital Programme to reflect the capital expenditure incurred in the acquisition of the long leasehold interest in Unit 1, Dutton Road.**

6. **Outstanding Issues**

The Cabinet considered a report of the Deputy Chief Executive (Place) that listed an outstanding issue and summarised the current position of the item.

RESOLVED that the Cabinet approves the date for future consideration of the outstanding issue item listed in the report.

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

There were no other items of public business.

8. **Unit 1 Dutton Road, Aldermans Green Industrial Estate, Coventry - Investment Acquisition**

Further to Minute 5 above, the Cabinet considered a private report of the Deputy Chief Executive (Place) that set out confidential aspects of proposals for the acquisition of an income producing industrial property investment.

RESOLVED that the Cabinet:

1. **Approve the terms for the acquisition of the leasehold interest in 1 Dutton Road subject to the current tenancy for the sum indicated within the report plus Stamp Duty Land Tax.**
2. **Delegate authority to the Deputy Chief Executive (Place) (Legal Services) to complete the necessary legal documentation.**
3. **Delegate authority to the Deputy Chief Executive (Place) in consultation with the Cabinet Member for Jobs and Regeneration, for any subsequent variation in terms.**
4. **Recommend that the Council approve the adjustment of the Capital Programme to reflect the capital expenditure incurred in the acquisition of the long leasehold interest in Unit 1 Dutton Road.**

9. **Any other items of private business which the Chair decides to take as a matter of urgency because of the special circumstances involved.**

There were no other items of private business.

(Meeting closed at 2.15 pm)

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Communities and Neighbourhoods Scrutiny Board (4)
Cabinet

28 June 2017
4 July 2017

Name of Cabinet Member:

Cabinet Member for City Services - Councillor J Innes

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

All

Title:

Car Parking Pricing Review 2017/18

Is this a key decision?

Yes – all wards in the City will be affected by the pricing review

Executive Summary:

Coventry City Council adopted the City Centre Parking Strategy in September 2016. The strategy recognised the need to manage off-street parking within a clearly defined hierarchy of uses, together with a parking tariff structure that is clear, coherent and flexible.

A comprehensive review of the car parking tariff structure was last undertaken in July 2010. A full review of on and off-street car park prices has recently been completed in line with the requirements of the City Centre Parking Strategy and this report sets out the findings of the review.

This document seeks approval for the implementation of a new car parking tariff structure and for a review of tariffs to be undertaken every year, starting in April 2019, in conjunction with the Council's annual review of fees and charges.

Recommendations:

The Communities and Neighbourhoods Scrutiny Board (4) is recommended to:

- 1) Support the recommendations to Cabinet.
- 2) Forward any further comments or recommendations to Cabinet for consideration.

Cabinet is recommended to:

- 1) Consider any recommendations made by the Communities and Neighbourhood Scrutiny Board (4) at the meeting on 28 June 2017.
- 2) Approve the revision to the car parking tariff structures in order to ensure that prices are coherent and consistent.

- 3) Subject to the approval of recommendations 1 and 2, instruct officers to commence the process of advertising the relevant Notice of Variations to come into effect during August 2017.
- 4) Approve a recommendation to make Wellington Street and Holmsdale Road car parks chargeable in accordance with the tariff structure for suburban car parks, subject to consideration of any objections in accordance with the applicable legislation.
- 5) Subject to the approval of recommendation 4, instruct officers to commence the process of advertising the Notice of Proposals in regard to Holmsdale Road car park and delegate authority to the Cabinet Member for City Services to consider any objections received in response and make a determination accordingly.
- 6) Subject to recommendation 5 and there being no objections received within the relevant statutory time period, delegate authority to officers to proceed with the Notice of Making and make the amendments to the Off Street Parking Places Order.

List of Appendices included:

Appendix 1 – Current and historic car park tariff structure

Background papers:

None

Other useful documents:

Off Street Parking Places Order 2005

Has it been or will it be considered by Scrutiny?

Yes – Communities and Neighbourhoods Scrutiny Board (4) on 28 June 2017

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?

No

Report title:

Car Parking Pricing Review 2017/18

1. Context (or background)

- 1.1 The City Centre Car Park Strategy 2016 sets out a number of the aims, issues, key objectives and policies and provides a comprehensive framework for parking within Coventry city centre for the next decade. The purpose of the strategy is to clearly define the vision for parking in support of the development and regeneration of the city centre.
- 1.2 The strategy includes objectives relating to the management of supply and demand for parking to encourage economic growth and works for current and future developments.
- 1.3 The car parking tariff structure is one way in which the Council can manage the demand for on and off-street parking and encourage a regular turnover of spaces.
- 1.4 A comprehensive review of all car park prices was last carried out during 2010. The majority of tariffs have remained unchanged since then and many haven't changed significantly since 2003. During that time the operational running costs of the Council's car parks have continued to increase as has the cost of using public transport.
- 1.5 On-street parking during the evening (from 6pm) within Coventry city centre is free.
- 1.6 Parking for Blue Badge holders is free at all times off street and for up to three hours on-street.
- 1.7 Off Street Parking
 - 1.7.1 Coventry City Council is currently responsible for 16 short or long stay car parks in and around the city centre and a further six that are located out of centre. The Council car parks can accommodate 3,376 cars in total. There are several other privately operated public car parks in the city centre which have capacity for a further 2,838 cars.
 - 1.7.2 The existing parking tariff structure was comprehensively reviewed and updated in July 2010. A copy of the historic parking tariff structures is included as Appendix 1. The information shows that there has been little change in the parking tariffs over the past 14 years.
 - 1.7.3 In 2011, the Council introduced several temporary parking offers in some car parks, including a weekly ticket and a Saturday shoppers' tariff, to incentivise use and to help manage the demand for parking. These offers have remained in place since 2011 albeit that the price of the weekly ticket increased in 2013.
 - 1.7.4 The Council's existing car parks are classified as either long or short stay. The classification is determined by the location of the car park and the target audience that it attracts e.g. shoppers, commuters, tourists, visitors to attractions etc.
 - 1.7.5 During recent years the city centre has undergone considerable transformation and this is expected to continue throughout the next decade with a number of major development schemes already underway or planned, including Friargate, the new Waterpark and Leisure Centre, City Centre South, the development of new student accommodation and the continued expansion of Coventry University.

These developments will ultimately result in a change in the way that some car parks are used and the audiences that they appeal to. As such, the 'long stay / short stay' car park classifications have been reviewed and changed where necessary.

1.7.6 The proposed classifications for the car parks are as follows:

- Premium short stay
- Short stay
- Long stay
- Out of town / suburban

Premium Short Stay

Salt Lane surface car park is a very well used short-stay car park where demand often out-strips the number of spaces available. This can result in queuing traffic and congestion. It is proposed that Salt Lane is classified as a 'Premium Short Stay' car park and that the tariff structure is higher than the standard rate for short-stay car parks to help regulate and manage demand for parking at this location.

Short-Stay

The proposed short stay car parks are, in the main, centrally located around the core retail offer in the city centre. These car parks afford easy access for shoppers, the elderly or parents with children. These car parks tend to attract customers (e.g. shoppers, tourists and visitors to the leisure facilities in the city centre) who intend to stay for a relatively short period of time, e.g. less than four hours. The proposed Council operated short-stay car parks are:

- West Orchards shopping centre
- City Arcade rooftop
- The Barracks multi-storey
- Cox Street
- Spon Street

[The Lower Precinct / Retail Market rooftop car park is also a short-stay car park in the city centre but this isn't operated by the Council].

Long-Stay

The proposed long stay car parks are located on the fringe of the city centre. In the main, these car parks appeal to commuters, workers, students and those customers who intend to stay for a relatively longer period of time, e.g. between four to 12 hours at a time.

- Bishop Street
- Cheylesmore
- Gosford Street
- Grove Street
- Grosvenor Road
- Lower Ford Street
- Manor House Road
- Moat Street
- New Union Street
- Whitefriars Street

[The Belgrade Plaza, Skydome, Ikea and Coventry University are long-stay car parks in the city centre that are not operated by the Council].

Out of town / suburban

These car parks are located outside of the city centre. It is proposed that the following car parks fall into this classification:

- Clay Lane (close to Walsgrave Rd / Ball Hill)
- Far Gosford Street (close to Fargo village)
- Holmsdale Road (close to Foleshill Rd)
- Leicester Row (close to Canal Basin)
- Warwick Street (Earlsdon)
- Wellington Street (Hillfields)

The existing pricing structures in these car parks are also irregular and it is proposed that these are streamlined to ensure consistency.

Currently, Wellington Street and Holmsdale Rd car parks are free to use all day, every day.

1.8 On-street parking

The Council introduced on-street parking charges across the city centre in October 2012 and there are circa 400 on-street parking spaces in and around the city centre which currently fall within the following three zones.

- Zone 1 – Maximum stay 2 hours
- Zone 2 – Maximum stay 4 hours
- Zone 3 – Maximum stay 4 hours (outside of the ring road)

The existing on-street parking tariff structure is shown in the table below. The tariff structure is linear, clear and easy to understand.

Table:1 Current on-street parking charges in Coventry city centre

	Up to ½ hr	Up to 1 hr	Up to 2 hrs	Up to 3 hrs	Up to 4 hrs	Evening (6pm-8am)	Sunday 10:00-16:00 (up to 4 hrs)
On-street Zone 1 (max' stay 2hrs)	£0.50	£1.00	£2.00	n/a	n/a	Free	£0.50
On-street Zone 2 (max' stay 4hrs)	£0.50	£1.00	£2.00	£3.00	£4.00	Free	£0.50
On-street Zone 3 (max' stay 4hrs)	-	£0.50	£1.00	£2.00	£3.00	Free	£0.50

1.9 Pricing Strategy

1.9.1 Customers who visit the city centre and use the parking facilities expect prices to represent value for money, be proportionate, easy to understand and be consistent depending on the location of the car park and the length of stay.

1.9.2 The usage of the Council's car parks has been analysed and a set of revised proposals has been developed. The proposed tariffs are intended to encourage drivers to use specific car parks that are suitable for their needs.

1.9.3 It is proposed that the new tariffs in the designated premium short stay and short stay car parks, together with the on-street provision, incentivise stays of up to 4 hours in order to encourage shoppers and visitors to stay and spend money to the benefit of the local economy, but discourage long stay / all day parking.

1.9.4 Conversely in long stay car parks, it is proposed that the pricing structure aims to encourage stays of more than 4 hours in order to attract commuters / workers.

1.9.5 It is anticipated that the proposed changes will ensure a more coherent, simple and uniform pricing structure whilst still providing competitively priced parking.

1.9.6 As part of the car park pricing review, officers have benchmarked the proposals against other local authorities in the region. The benchmark data is shown in the following table:

Table:2 Benchmark data - short stay parking tariffs

	Up to 1 hr	Up to 2 hrs	Up to 3 hrs	Up to 4 hrs	Up to 5 hrs	Up to 6 hrs	6 hrs+ Up to 12 hrs
Leicester	£1.00	£2.00	£3.00	£4.00	£5.00	£6.00	£8.00
Wolverhampton	n/a	£3.00	£4.00	£5.50	£6.50	£10.00	£12.50
Nottingham	n/a	£4.00		£6.40		£10.00	
Derby		£3.10		£4.50	£5.40	£9.10	
Birmingham	£1.40	£2.70	£3.90	£5.20	£8.00		£11.00
Average (excluding Coventry)	£1.20	£2.96	£3.63	£5.12	£6.23	£8.78	£10.50
Coventry (proposed)	£1.00	£2.00	£3.00	£4.00	£10.00	£10.00	£12.00

The table above shows that the proposed tariffs in Coventry for short stays of up to 4 hours are (i) cheaper than the average for the benchmark areas as the aims are to incentivise and encourage a regular turnover of spaces and, (ii) more expensive for longer stays of more than 4 hours in an attempt to discourage long stay parking in short stay car parks.

The table below shows that the proposed tariffs in Coventry for short durations of up to 4 hours in long stay car parks are more expensive than the average for the benchmark areas as the aims are (i) to discourage short stay parking and (ii) encourage long-stay parking by commuters / workers.

Table:3 Benchmark data – long stay parking tariffs

	Up to 1 hr	Up to 2 hrs	Up to 3 hrs	Up to 4 hrs	Up to 5 hrs	Up to 8 hrs	Up to 24 hrs
Leicester	£1.00	n/a	£3.00	£4.00	£5.00	£7.50	£9.00
Wolverhampton	£0.70	£1.20	£2.00	£4.00	£5.50		£8.00
Nottingham	n/a	£4.30		£6.50		£13.00	£15.00
Derby		£2.40		£3.80	£4.30		£7.10
Birmingham	£1.40	£2.60	£3.70	£4.50			£9.50
Average (exc' Coventry)	£1.03	£2.63	£2.90	£4.56	£4.93	£10.25	£9.72
Coventry (proposed)	£2.00	£3.00	£4.00	£5.00	£6.00	£8.00	£10.00

1.9.7 The review of on/off street parking tariffs also includes proposals in regard to the cost and availability of the following:

- Annual / Quarterly season tickets
- Weekly tickets

1.9.8 Blue Badge Parking

Parking for Blue Badge holders will continue to be free at all times in Council car parks and for up to 3 hours on-street assuming that the badge is correctly displayed with the card clock.

1.9.9 On-Street (Evening)

Parking within the city centre in designated on-street parking bays will continue to be free after 6pm until 8am the next day.

1.9.10 Annual / Quarterly Season Tickets

Annual / quarterly season tickets can be purchased for use in several of the Council's car parks. The cost of the season ticket offers a discount on the normal pro-rata day rate and acts as an incentive to some customers and businesses.

1.9.11 Weekly Tickets

The Weekly Ticket was introduced in November 2011 as a promotion aimed at encouraging visitors to the city centre during a period of major re-development. Initially, the weekly ticket was available for use in one of four 'pay on departure' car parks at a cost of £10.00. This was increased to £12.50 in 2013.

2. Options considered and recommended proposal

2.1 It is proposed that a schedule of off-street parking charges is agreed that reflects the Council's need to grow income.

2.2 It is anticipated that income growth can be achieved through an increase in car park usage coupled with a competitive, more coherent pricing structure that appeals to specific target audiences.

2.3 The proposed new tariffs in Coventry are shown in the following tables:

Table:4 Premium short stay (Proposed)

Car parks	Up to 1 hr	Up to 2 hrs	Up to 3 hrs	Up to 4 hrs	4 hrs+ Up to 12 hrs	Evening 6pm to 8am	Sunday For up to 4 hrs
Salt Lane	£2.00	£3.50	£5.00	£8.00	£12.00	£1.00	£2.00

Table:5 Short-stay (Proposed)

Car parks	Up to 1 hr	Up to 2 hrs	Up to 3 hrs	Up to 4 hrs	4 hrs+ Up to 12 hrs	Evening 6pm to 8am	Sunday Per visit
Barracks City Arcade Cox Street West Orchards Spon Street	£1.00	£2.00	£3.00	£4.00	£10.00	£1.00 closed £1.00 closed £1.00	£1.50

Table:6 Long-stay (Proposed)

Car parks	Up to 1 hr	Up to 2 hrs	Up to 3 hrs	Up to 4 hrs	Up to 5 hrs	Up to 8 hrs	Evening 6pm to 8am	Sunday Per visit
Bishop St Cheylesmore Gosford St Grove St Grosvenor Rd Lower Ford St Manor House Moat St New Union St Whitefriars St	£2.00	£3.00	£4.00	£5.00	£6.00	£8.00	£1.00	£1.00

Table:7 Out of town / suburban (Proposed)

Car Parks	Up to 1 hr	Up to 2 hrs	Up to 4 hrs	Over 4 hrs Up to 12 hrs	Over 12 hrs up to 24 hrs	Evening 6pm to 8am	Sunday Per visit
Clay Lane Far Gosford St Holmsdale Rd Leicester Row Warwick St Wellington St	£0.50	£1.00	£2.00	£5.00	n/a	Free	£0.50

Table:8 On-street

Zone	Up to ½ hr	Up to 1 hour	Up to 2 hrs	Up to 3 hrs	Up to 4 hrs	Evening 6pm to 8am	Sunday (10:00-16:00) Up to 4 hrs
Premium Zone (max' stay 2hrs)	£1.00	£2.00	£3.50	n/a	n/a	Free	£2.00
Zone 1 (max' stay 2hrs)	£0.50	£1.00	£2.00	n/a	n/a	Free	£1.00
Zone 2 (max' stay 4hrs)	£0.50	£1.00	£2.00	£3.00	£4.00	Free	£1.00
Zone 3 (max' stay 4hrs)	-	£0.50	£1.00	£2.00	£3.00	Free	£1.00

Table:9 Season Ticket Costs

Type	Annual Ticket	Quarterly Ticket
Premium short stay car park (Salt Lane)	£2,080	£580
Short Stay (available in Barracks, City Arcade, West Orchards, Cox St, & Spon St car parks)	£1,560	£430
Long stay (transferrable for use in all long stay car parks)	£1,040	£286

The following tables compare the proposed and existing off-street parking tariffs.

Table:10 Comparison of proposed and existing off-street tariffs

Premium Short & Short Stay	Type	1hr	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	6+ hrs	Sunday	
Salt Lane	Existing	Short	£2.50	£3.50	£4.50	£10.00			£3.00 > 1 hrs	
	Proposed	Prem Short	£2.00	£3.50	£5.00	£8.00	£12.00		£2.00 < 4 hrs	
West Orchards	Existing	Short	£1.00	£1.80	£2.30	£3.00	£6.00	£8.00	£10.00	£1.50
	Proposed	Short	£1.00	£2.00	£3.00	£4.00	£10.00			£1.50
Barracks	Existing	Short	£1.00	£1.80	£2.30	£3.00	£6.00	£8.00	£10.00	£1.50
	Proposed	Short	£1.00	£2.00	£3.00	£4.00	£10.00			£1.50
City Arcade	Existing	Short	£1.00	£1.80	£2.30	£3.00	£6.00	£8.00	£10.00	£1.50
	Proposed	Short	£1.00	£2.00	£3.00	£4.00	£10.00			£1.50
Cox St	Existing	Short	£1.00	£1.80	£2.30	£3.00	£6.00	£8.00	£10.00	£1.00
	Proposed	Short	£1.00	£2.00	£3.00	£4.00	£10.00			£1.50
Spon Street	Existing	Long	£1.00	£2.00	n/a				£0.50	
	Proposed	Short	£1.00	£2.00	£3.00	£4.00	£10.00		£1.50	

Long stay		Type	1hr	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	6+ hrs	Sunday	
Bishop St	Existing	Long	£1.00	£1.80	£2.30	£3.00	£6.00	£8.00	£10.00	£1.00	
	Proposed	Long	£2.00	£3.00	£4.00	£5.00	£6.00	£7.00	£8.00	£1.00	
Cheylesmore	Existing	Long	£3.00	£4.00	£4.50	£5.00	£8.00			£0.50	
	Proposed	Long	£2.00	£3.00	£4.00	£5.00	£6.00	£7.00	£8.00	£1.00	
Gosford St	Existing	Long	£3.00	£4.00	£4.50	£5.00	£8.00			£0.50	
	Proposed	Long	£2.00	£3.00	£4.00	£5.00	£6.00	£7.00	£8.00	£1.00	
Grove St	Existing	Long	£3.00	£4.00	£4.50	£5.00	£8.00			£0.50	
	Proposed	Long	£2.00	£3.00	£4.00	£5.00	£6.00	£7.00	£8.00	£1.00	
Grosvenor Rd	Existing	Long	£3.00	£4.00	£4.50	£5.00	£8.00			£0.50	
	Proposed	Long	£2.00	£3.00	£4.00	£5.00	£6.00	£7.00	£8.00	£1.00	
Lower Ford St	Existing	Long	£3.00	£4.00	£4.50	£5.00	£8.00			£0.50	
	Proposed	Long	£2.00	£3.00	£4.00	£5.00	£6.00	£7.00	£8.00	£1.00	
Manor House	Existing	Long	£3.00	£4.00	£4.50	£5.00	£8.00			£1.00	
	Proposed	Long	£2.00	£3.00	£4.00	£5.00	£6.00	£7.00	£8.00	£1.00	
Moat St	Existing	Long	£3.50 all day								£0.50
	Proposed	Long	£2.00	£3.00	£4.00	£5.00	£6.00	£7.00	£8.00	£1.00	
New Union St	Existing	Long	£3.00	£4.00	£4.50	£5.00	£8.00			£0.50	
	Proposed	Long	£2.00	£3.00	£4.00	£5.00	£6.00	£7.00	£8.00	£1.00	
Whitefriars St	Existing	Long	£3.00	£4.00	£4.50	£5.00	£8.00			£0.50	
	Proposed	Long	£2.00	£3.00	£4.00	£5.00	£6.00	£7.00	£8.00	£1.00	

Out of Town / Suburban Car Parks		Type	1hr	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	6+ hrs	Sunday	
Far Gosford St	Existing	Long	Free	£1.00	£2.00	£3.50	£5.00			£0.50	
	Proposed	Sub	£0.50	£1.00	£2.00	£5.00			£0.50		
Clay Lane	Existing	Sub	£0.30	£0.70	£1.00	£2.00			£0.50		
	Proposed	Sub	£0.50	£1.00	£2.00	£5.00			£0.50		
Warwick St	Existing	Sub	£0.30	£0.70	£1.00	£2.00			£0.50		
	Proposed	Sub	£0.50	£1.00	£2.00	£5.00			£0.50		
Leicester Row	Existing	Long	£3.50 all day								£0.50
	Proposed	Sub	£0.50	£1.00	£2.00	£5.00			£0.50		
Holmsdale Rd	Existing	Sub	Free								Free
	Proposed	Sub	£0.50	£1.00	£2.00	£5.00			£0.50		
Wellington St	Existing	Sub	Free								Free
	Proposed	Sub	£0.50	£1.00	£2.00	£5.00			£0.50		

2.4 The majority of short stay charges represent an increase on the existing tariffs.

2.5 The majority of long-stay charges have reduced or remain the same, with the exceptions being Bishop Street and Moat Street where the charges have been brought into line with all other long stay car parks.

- 2.6 The proposals include a recommendation to introduce charges in two 'out of town' / suburban car parks that historically have been free to use (i.e. Holmsdale Rd and Wellington Street).

It is expected that this will help to overcome the current practice whereby some vehicles park all day, free of charge which is to the detriment of other shoppers and visitors to the areas. This in turn will result in a regular turnover of parking spaces that will benefit local traders and businesses. It is estimated that this will also generate a small income to the Council which will be used to off-set the operational running costs of these sites.

In order to safeguard the best interests of local residents, it is proposed that parking charges in Wellington Street car park are introduced following the implementation of the next phase of the Hillfields Residents' Parking Scheme within the area, and not before.

- 2.7 It is proposed that a Weekly Pay and Display Ticket is introduced which can be bought and used in any of the Council's long-stay Pay and Display car parks.

It is proposed that the new weekly ticket is competitively priced at £17.50 in order to appeal to commuters / workers. The price equates to £3.50 per day based on a five day working week.

- 2.8 It is proposed that the parking tariffs apply every day of the year, including Bank Holidays, with the exception of Christmas Day and New Year's Day.

- 2.9 For the sake of consistency and continuity, it proposed that the charges remain fixed until April 2019 and thereafter, are reviewed every year in line with the Council's annual review of fees and charges.

3. Results of consultation undertaken

No public consultation has taken place around the development of the car park pricing strategy.

4. Timetable for implementing this decision

Subject to the approval of this report, the new parking tariffs will be implemented following the advertisement of the public notice and the expiry of the minimum statutory 21 day notice period.

5. Comments from Director of Finance and Corporate Services

- 5.1 Financial implications
Parking charges have remained unchanged since 2010.

All car park operators, including the Council, must run their car parks as a commercial operation in order for them to be financially viable.

The changes as outlined in this report will result in increases in some tariffs, some remaining the same, and others decreasing but overall the expectation is that they will generate additional income for the Council. Whilst it is difficult to predict the impact of tariff changes on parking behaviours and travel arrangements, the estimated impact on income is detailed in the following table:

Table:11 Summary of impacts on income

	Estimated Impact on Income per Annum £ 000 (Full Year Effect)
Off Street Parking – Short Stay & Long Stay	131
Off Street Parking – Out of Town / Suburban	76
On Street Parking	11
Season Tickets	3
Total	221

During 2016/17 the revenue generated from car park fees was circa £4million. Consequently, the estimated growth in income is expected to 5.5%.

There will be a one-off cost associated with the re-programming of the car park equipment, replacement or amendments to tariff boards, and advertising the public notices which is estimated to be circa £40k. These costs will be funded through the off-street parking revenue account.

5.2 Legal implications

In accordance with sections 32 to 35 and 46A of the Road Traffic Regulation Act (RTRA) 1984, the Council has statutory powers to provide on-street and off-street parking places and can by Order regulate and charge for the use of these parking places. Parking in Coventry is regulated by the Off Street Parking Places Order.

The proposed changes in car parking charges will need to be advertised in the press and on-site pursuant to the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. A variation to the existing Off Street Parking Places Order (currently 2005 (as amended)) requires a minimum 21 days' public notice before bringing the changes into effect. The specifics of the variation come into effect at the determination of the notice period set out in the Notice of Variation.

The changes proposed in recommendation 4 of this Report require an initial Notice of Proposals which provides the public with details of the proposals and invites objections. The objection period is 21 days.

Subject to no objections being received, the new charges will be inserted into the current Off Street Parking Order following expiry of the notice period, before being implemented.

In the event of objections being received these will be considered at a public meeting chaired by the Cabinet Member for City Services. The outcome of that meeting will determine whether the proposals are implemented as proposed, revised or abandoned.

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)?

- a. *A prosperous Coventry* – The car parking price review will help to ensure that the demand for parking within Coventry is managed effectively with a sustainable and

regular turnover of spaces to support and develop the local economy and regenerate the city centre.

- b. *Making Coventry an attractive and enjoyable place to be* – In line with the aims of the city centre car parking strategy, the review will ensure that parking within the city centre is easily accessible and caters for all users and activities.
- c. *Making places and services easily accessible to Coventry People* – The pricing review will help to ensure there is a sustainable provision of parking and that residents, commuters and visitors are able to easily access services and places within the city.

6.2 How is risk being managed?

The availability and cost of parking is important in supporting the economic vitality of the city centre. Achieving the correct and most appropriate level of charges is a difficult challenge to get right as there are many factors involved. Officers will carry out regular monthly monitoring and review of car park usage and occupancy data to identify the impact that the new tariffs are having.

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

Air pollution is a major environmental risk to health. The pollutant of most concern in Coventry, nitrogen dioxide, is only seen as a slight brown haze on the horizon on a sunny day. The people affected by this pollutant are the most vulnerable members of our society – the young and old, and those with heart and lung disease and especially those with asthma. There are a higher percentage of people with respiratory diseases in our more deprived areas. The majority of airborne pollutants are caused by exhaust fumes from vehicles, so a reduction in levels of pollutants in the air will help to reduce health inequalities in the city.

The last four decades has seen a huge increase in the number of adults and children across the UK becoming obese, leading to an increased risk of a whole range of health and social problems. The increase in obesity has been particularly severe among children and young people, for example over a third of 10 – 11 year olds are either overweight or obese. It is in Coventry's most deprived areas that obesity levels are at their highest and therefore reducing obesity levels will help reduce health inequalities in Coventry. Being physically active is one of the most important things people can do for their health. It can help people control their weight, strengthen bones and muscle, reduce risk of serious health problems and improve their mental health. Using active transport (cycling, walking or public transport) instead of the car is one way for people to increase their activity levels.

Potential positive impacts:

- Increasing the cost of a weekly car parking ticket to £17.50 might encourage more people to commute to work via active transport, hence increasing their activity levels and reducing air pollution, helping people with respiratory conditions.
- Lower parking charges on a Sunday might encourage more visitors to travel into the city centre on a Sunday, instead of a Saturday. This might lower congestion in the city centre on a Saturday which would contribute toward lowering air pollution.

- Introducing parking to charges to the out of town car parks that are currently free of charge to park at might encourage more people to do these (mainly) local journeys via active transport, hence increasing their activity levels and reducing air pollution.
- As the majority of short stay parking charges increase with this proposal, there might be an increase in the number of visitors and shoppers that use active transport (and a decrease in those using a car), increasing their activity levels and reducing air pollution.

Potential risks:

- A reduction in long stay parking charges could lead to an increase in the number of people commuting to work by car, potentially reducing their activity levels and increasing air pollution. This reduction in activity levels could lead to weight gain in some individuals, which would put more people at risk of obesity and an increase in air pollution could exacerbate existing respiratory conditions and create new ones. There are a higher percentage of people with respiratory conditions in deprived areas.
- The increase in short term parking charges might lead to an overall reduction in shoppers visiting Coventry City Centre (if they are discouraged by the extra cost) which could have a negative impact on city centre business. Coventry is a Marmot City and one of the Marmot key priorities is around economic growth.

Mitigation actions:

- Blue Badge holders are still able to park for free on street allowing them to continue with their chores and socialising as they currently do.
- Off street car parks still to provide designated, appropriate, disabled parking bays to ensure that if the off street car parks are used by Blue Badge holders, that they can still access the vehicles and car parks with the minimum of inconvenience.
- Monitor the number of people buying long stay parking tickets to see if the price reduction of long stay parking tickets, combined with other proposed changes, has the cumulative impact of increasing the number of people commuting to work by car, parking in Council owned car parks.
- Monitor and ensure that there is not a reduction in the number of people accessing city centre businesses.

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

No specific implications have been identified at this stage.

Report author(s):**Name and job title:**

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Place

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Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
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Graham Clark	Lead Accountant	Place	19/4/2017	17/5/2017
Karen Seager	Head of Traffic & Network Management	Place	19/4/2017	05/6/2017
Karen Lees	Programme Officer – Public Health	People	19/4/2017	20/4/2017
Names of approvers for submission: (officers and Members)				
Colin Knight	Assistant Director (Traffic and Transport)	Place	19/4/2017	5/6/2017
Sam McGinty	Place Team Leader, Legal Services	Place	19/4/2017	24/4/2017
Julie Fairbrother	Corporate Communications Officer	People	19/4/2017	7/6/2017
Phil Helm	Finance Manager	Place	19/4/2017	
Martin Yardley	Deputy Chief Executive	Place	9/6/2017	13/6/2017
Councillor J Innes	Cabinet Member for City Services	-	13/6/2017	13/6/2017

This report is published on the council's website: www.coventry.gov.uk/councilmeetings

Appendix 1 – Current and historic parking tariffs:

Car Park	Year	1hr	2hrs	3hrs	4hrs	5hrs	6hrs	6+hrs	Sun / BH Mon
West Orchards	2003	£0.90	£1.50	£1.90	£3.20	£5.00	£9.00	£9.00	£0.50
	2005	£1.00	£1.50	£2.00	£3.50	£5.00	£7.00	£9.00	£0.00
	2007	£1.00	£1.80	£2.30	£3.00	£5.00	£7.00	£9.00	1.00/0.50
	2010	£1.00	£1.80	£2.30	£3.00	£6.00	£8.00	£10.00	£1.50
Barracks	2003	£0.90	£1.50	£1.90	£3.20	£5.00	£9.00	£9.00	£0.50
	2005	£1.00	£1.50	£2.00	£3.50	£5.00	£7.00	£9.00	£0.50
	2007	£1.00	£1.80	£2.30	£3.00	£5.00	£7.00	£9.00	£1.00
	2010	£1.00	£1.80	£2.30	£3.00	£6.00	£8.00	£10.00	£1.50
City Arcade	2005	£1.00	£1.50	£2.00	£3.50	£5.00	£7.00	£9.00	£0.00
	2007	£1.00	£1.50	£2.00	£3.50	£5.00	£7.00	£9.00	1.00/Free
	2010	£1.00	£1.80	£2.30	£3.00	£6.00	£8.00	£10.00	£1.50
Salt Lane	2003	£0.90	£1.50	£1.90	£3.20	£5.00		£9.00	£0.50
	2005	£1.00	£1.50	£2.00	£3.50	£5.00	£7.00	£9.00	£0.50
	2007	£1.20	£2.20	£2.70	£4.40	£5.00	£7.00	£9.00	£0.50
	2010	£2.50	£3.50	£4.50	£10.00	£10.00	£10.00	£10.00	£2 for 1 hr /£3 over 1 hr
Grove St.	2003	£2.00	£2.50	£3.00	£3.50	£3.70			£0.50
	2005	£2.00	£2.50	£3.00	£3.50	£4.00			£0.50
	2007	£2.00	£3.00	£3.50	£4.00	£5.00			£0.50
	2010	£3.00	£4.00	£4.50	£5.00	£8.00	£8.00	£8.00	£0.50
Gosford St.	2003	£2.00	£2.50	£3.00	£3.50	£3.70			£0.50
	2005	£2.00	£2.50	£3.00	£3.50	£4.00			£0.50
	2007	£2.00	£3.00	£3.50	£4.00	£5.00			£0.50
	2010	£3.00	£4.00	£4.50	£5.00	£8.00	£8.00	£8.00	£0.50
Lower Ford St.	2003	£2.00	£2.50	£3.00	£3.50	£3.70			£0.50
	2005	£2.00	£2.50	£3.00	£3.50	£4.00			£0.50
	2007	£2.00	£3.00	£3.50	£4.00	£5.00			£0.50
	2010	£3.00	£4.00	£4.50	£5.00	£8.00	£8.00	£8.00	£0.50
Manor House	2003	£2.00	£2.50	£3.00	£3.50	£3.70			£0.50
	2005	£2.00	£2.50	£3.00	£3.50	£4.00			£0.50
	2007	£2.00	£3.00	£3.50	£4.00	£5.00			£0.50
	2010	£3.00	£4.00	£4.50	£5.00	£8.00	£8.00	£8.00	£1.00
New Union St.	2003	£2.00	£2.50	£3.00	£3.50	£3.70			£0.50
	2005	£2.00	£2.50	£3.00	£3.50	£4.00			£0.50
	2007	£2.00	£3.00	£3.50	£4.00	£5.00			Closed
	2010	£3.00	£4.00	£4.50	£5.00	£8.00	£8.00	£8.00	Closed
Cheylesmore	2003	£2.00	£2.50	£3.00	£3.50	£3.70			£0.50
	2005	£2.00	£2.50	£3.00	£3.50	£4.00			£0.50
	2007	£2.00	£3.00	£3.50	£4.00	£5.00			£0.50
	2010	£3.00	£4.00	£4.50	£5.00	£8.00	£8.00	£8.00	£1.00
Grosvenor Rd	2003	£2.00	£2.50	£3.00	£3.50	£3.70			£0.50
	2005	£2.00	£2.50	£3.00	£3.50	£4.00			£0.50

	2007	£2.00	£3.00	£3.50	£4.00	£5.00			£0.50
	2010	£3.00	£4.00	£4.50	£5.00	£8.00	£8.00	£8.00	£0.50
Whitefriars	2003	£1.00	£2.00	£2.50	£3.00	£3.50			£0.50
	2005	£2.00	£2.50	£3.00	£3.50	£4.00			£0.50
	2007	£2.00	£3.00	£3.50	£4.00	£5.00			£0.50
	2010	£3.00	£4.00	£4.50	£5.00	£8.00	£8.00	£8.00	£0.50
Moat St.	2003	1.50 - all day							
	2005	1.50 - all day							
	2007	2.00 - all day							£0.50
	2010	3.50 - all day							£0.50
Cox St.	2003	£0.90	£1.50	£1.90	£3.20	£5.00	£9.00	£9.00	£0.50
	2005	£1.00	£1.50	£2.00	£3.50	£5.00	£7.00	£9.00	£0.50
	2007	£1.00	£1.80	£2.30	£3.00	£5.00	£7.00	£9.00	£0.50
	2010	£1.00	£1.80	£2.30	£3.00	£6.00	£8.00	£10.00	£1.00
Bishop St.	2003	£0.70	£1.60	£2.30	£2.90			£5.50	
	2005	£0.70	£1.60	£2.30	£2.90	£5.00	£7.00	£9.00	£0.50
	2007	£0.70	£1.60	£2.30	£2.90	£5.50			£0.50
	2010	£1.00	£1.80	£2.30	£3.00	£6.00	£8.00	£10.00	£1.00
Leicester Row	2005	1.00 - all day							
	2007	1.50 - all day							£0.50
	2010	3.50 - all day							£0.50
Clay Lane	2003	N/a							
	2005	N/a							
	2007	N/a							
	2010	£0.30	£0.70	£1.00	£2.00				£0.50
Far Gosford St	2003	N/a							
	2005	N/a							
	2007	N/a							
	2010	Free	£1.00	£2.00	£3.50	£5.00			£0.50
Warwick Street	2003								
	2005								
	2007								
	2010	£0.30	£0.70	£1.00	£2.00				£0.50
Holmsdale Road	2003	Free							
	2005	Free							
	2007	Free							
	2010	Free							
Wellington Street	2003	Free							
	2005	Free							
	2007	Free							
	2010	Free							
Spon Street	2010	N/a							



Cabinet

4th July 2017

Name of Cabinet Member:

Cabinet Member for Policing and Equalities - Councillor A Khan

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

All

Title: Proposed City Wide Public Space Protection Order

Is this a key decision?

No

Executive Summary:

This report seeks permission to publically consult on the creation of a Public Space Protection Order (PSPO) that will replace the current Designated Public Spaces Protection Order (DPPO) in relation to public drinking of alcohol which expires in October 2017.

In addition, it is also proposed that the PSPO will have conditions within it to address the unauthorised use of 'off-road' motorbikes and other specific mechanically propelled vehicles in the city. It will also seek to control the use of Nitrous Oxide (laughing gas) in public spaces.

Recommendations:

The Cabinet is recommended to:-

- (1) Approve the public consultation on a new City-wide Public Space Protection Order to address the drinking of alcohol in public places and the use of 'off-road' motor bikes and other specific mechanically propelled vehicles in the city. We are also requesting that officers are granted powers to seize canisters of nitrous oxide from individuals where it is felt their use will contribute towards anti social behaviour.
- (2) Request that a further report is brought back to the Cabinet with the findings of the public consultation.

List of Appendices included:

Appendix 1 - Proposed Draft Order.

Appendix 2 – Impact Statements

Appendix 3 – Proposed Consultation Questions

Background papers:

None

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?

No

Report title: Proposed City Wide Public Space Protection Order

1. Context (or background)

- 1.1 The creation of a new City Wide Public Space Protection Order (PSPO), provides the opportunity to address three separate issues in Coventry: Public drinking, the use of 'off-road' motorbikes and the inhalation of Nitrous Oxide (laughing gas).
- 1.2 The consumption of alcohol in public places is currently and successfully controlled by the Designated Public Place Order (DPPO).
- 1.3 Legislative changes mean that this DPPO will expire in October this year and if the city wishes to maintain these powers, then they will need to be incorporated into a Public Space Protection Order.
- 1.4 Specific mechanically propelled vehicles (MPV) usage, which include 'off road motorbikes' is a common problem across the City, as demonstrated in the attached Police data (Appendix 2). Pursuing individuals, whilst on the vehicles, is also dangerous for all parties concerned.
- 1.5 Identification of riders of vehicles whilst in motion is also problematic. Often their faces will be obscured by helmets and the vehicles don't always have identifying characteristics. The Police currently have powers to deal with these issues, but they have not proved to be totally effective.
- 1.6 This order will allow people to be challenged for just being in possession of their bikes in public areas, as the assumption is if there's no indication they're being used lawfully they are likely to be causing nuisance. The bike may be on the ground alongside them in a park, or being wheeled home after using them in a nuisance manner, as many bikers do not want to annoy their immediate neighbours for fear of being reported.
- 1.7 Nitrous Oxide (Laughing Gas) is recognised as a public health risk, this is outlined in appendix two from Public Health. Its use is particularly prevalent amongst young people. Its use is also connected with Anti Social Behaviour and the empty canisters left both litter areas and pose a risk to Council employees when they get entangled in grass cutting machinery.

2 Options considered and recommended proposal

- 2.1 **Replacement for the DPPO.** The Council could decide to let the order lapse, and then address any issues that may then occur in a reactive manner and in a localised fashion. This isn't recommended, we believe to do this would be resource intensive in monitoring and addressing different parts of the City.
- 2.2 The Council could potentially introduce a Public Space Protection Order (PSPO) under the Anti-Social Behaviour, Crime and Policing Act 2014 to control the public consumption of alcohol (away from licensed premises). As there have been controls on public drinking in the City for nearly 30 years we do not have a strong evidential basis demonstrating problems with public drinking. However, the legislation only requires us to be satisfied that without controls it is "likely" that issues would occur without controls in place. We would therefore, recommend that these powers are renewed in the proposed new order.
- 2.3 The current perceived weakness in the existing DPPO, is that whilst officers can seize opened alcoholic drinks, they cannot take unopened drinks. It is therefore proposed to extend the current powers so that officers can use their discretion to seize all alcoholic

drinks possessed by that person. For this aspect of the order, officers that will have the authority to enforce will include Police Officers and Council Enforcement Officers, including BID officers.

- 2.4 **Nitrous Oxide Canisters (Laughing Gas).** We propose classifying Nitrous Oxide canisters in a similar fashion to alcohol, and that officers are given powers to seize and dispose any canisters found in a person's possession. For this aspect of the order, Officers that will have the authority to enforce will include Police Officers and Council Enforcement Officers
- 2.5 **Addressing Off Road Bikes.** We propose to make it an offence to be in possession of a "mechanically propelled vehicle" We would propose to make it an offence if the following criteria applies;
- 2.5.1 The person doesn't have, appropriate insurance to use the vehicle on public roads, or they do not have the expressed permission of the landowner. If a landowner permits use for off road biking they would be subject planning and noise nuisance legislation where applicable.
- 2.6 The only exception will be if someone is transporting the bike to a clearly identified van or trailer for onwards transportation. There are currently no official, commercial sites for off road biking in the City, therefore if someone is simply wheeling an off road bike around streets, or sitting alongside it in a park, it is reasonable to assume it has been used, or will be used in a nuisance manner and will therefore be subject to this proposed Order. For this aspect of the order whilst Council enforcement officers will have powers it is thought the Police are most likely to be enforcing.

The proposed order to be implemented following consultation can be found in Appendix one attached to this report.

The Cabinet is therefore recommended to:

(1) Approve the public consultation on a new City-wide Public Space Protection Order to address the drinking of alcohol in public places and the use of 'off-road' motor bikes and other specific mechanically propelled vehicles in the city. We are also requesting that officers are granted powers to seize canisters of nitrous oxide from individuals where it is felt their use will contribute towards anti-social behaviour.

(2) Request that a further report is brought back to the Cabinet with the findings of the public consultation.

3 Proposed Consultation

- 3.1 It is intended that the main method of consultation in relation to this order will take the form of an online city wide consultation, provision will be made for those who are not online, or have difficulty attending a library or similar resource where they can access online material. In addition direct consultation with identified key partners and agencies concerned will also happen.
- 3.2 Groups and agencies that will be consulted will include the following (this is indicative, not definitive and if groups are identified they will be included as part of the process).

Public Health
The Recovery Partnership
West Midlands Police (Licensing and Neighbourhood Policing)
West Midlands Fire Service
Parks and Leisure Services

Whitefriars Housing and other Housing Providers
Coventry Older Voices
Coventry Business Improvement District (BID)
Motorbike User groups
Licensed Victuallers Association (or industry equivalent)

- 3.3 Impact statements were also obtained in advance to support the initial consultation from key partners. Statements were received from Public Health and West Midlands Police in relation to alcohol and off road bike issues respectively. These can be found in Appendix 2

4 Timetable for implementing this decision

Once approved there will need to be a draft order publicised at the site for up to 30 days and notification published on appropriate Council websites. Following that process the order can be implemented and operational.

5 Comments from Director of Finance and Corporate Services

5.1 Financial implications

The costs of enforcing this legislation will be met from within existing resources.

5.2 Legal implications

Breach of such an order could result in a person being issued with a fixed penalty notice up to the value of £100. Should someone continually breach or if the breach is felt to be serious enough then the matter could be referred to court where an increased fine or custodial sentence could be passed

6 Other implications

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

Crime and Disorder

Tackling crime and anti-social behaviour through partnership working is central to the delivery of the Community Safety Plan and Strategic Assessment 2016/17.

6.2 How is risk being managed?

Officers from several agencies continue to monitor the area.

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

N/A

6.5 Implications for (or impact on) the environment

The purpose of taking action to address behaviours in the city should increase usage of public spaces for legitimate purposes, in an attempt to improve the environment and wellbeing of the community.

6.6 Implications for partner organisations?

The multi-agency action plan outlines the individual and collective commitments from agencies to respond to the issues raised.

Report author(s):

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Martin Yardley	Deputy Chief Executive (Place)	Place	13/06/17	14/06/17
Councillor A. Khan	Cabinet Member for Policing and Equalities	-	13/06/17	13/06/17

This report is published on the Council's website: www.coventry.gov.uk/councilmeetings

Coventry City Council
Anti-Social Behaviour, Crime and Policing Act 2014, Section 59
Public Spaces Protection Order (Citywide) 2017

This Order is made by Coventry City Council ("the Council") under the Anti-Social Behaviour, Crime and Policing Act 2014, Section 59 ("the Act").

1. This Order relates to all areas within the City of Coventry (as shown on attached map), including public space in the Council's area and privately owned land made available to the public, to which the Act applies ("the Restricted Area").
2. The Council is satisfied that the two conditions below have been met, in that:-
 - a. activities carried on in the restricted area as described below have had a detrimental effect on the quality of life of those in the locality, or it is likely that these activities will be carried on in the public place and they will have such an effect;
 - b. the effect, or likely effect, of the activities is, or is likely to be, of a persistent or continuing nature, is, or is likely to be, such as to make the activities unreasonable, and justifies the restrictions imposed by the Order.

By this Order

3. The effect of the Order is to impose the following prohibitions and/or requirements in the Restricted Area at all times, unless specifically stated:-
 - a. Consumption of alcohol in public areas, away from licensed premises

It will constitute an offence should any person, when requested by an authorised officer, not cease from drinking alcohol in a public place away from licensed premises and not surrender any opened vessels of alcohol. Any unopened alcoholic drinks may be subject to confiscation or disposal.

- b. Consumption/Possession of Nitrous Oxide Canisters

It will constitute an offence for any person, when requested by an authorised officer, not to surrender any nitrous oxide canisters.

- c. Mechanically Propelled Vehicles

Mechanically propelled vehicles (hereafter referred to as "MPV") are prohibited from being used on any publically owned land in the City,

A person is prohibited from having a MPV in their possession but not being ridden when in a public space or on a highway or pavement, unless they can produce appropriate insurance for use of the MPV on a public highway.

The only exception will be granted for persons wheeling a MPV to a clearly identified van or trailer for onwards transportation.

The following list is of mechanically propelled vehicles are included in this order, but this list is intended to be indicative, not exhaustive ;

Motorbikes (road going and off road) Including mini “pee-wee” bikes

Scooters

Quad Bikes and mini quad bikes

Motor Cars

The following MPV's are exempt from the Order:

Vehicles for use by a person with a mobility impairment

Offences under this Public Space Protection Order:

- a. A person who is guilty of an offence shall on summary conviction be liable to a fine not exceeding level 3 on the standard scale.
- b. A Fixed Penalty Notice of £100.00 will be issued to offenders (reduced to £60.00 if paid within 14 days) which would discharge any liability to conviction for an offence under Section 67(1) of the Act.
- c. This order may be cited as 'The Public Space Protection Order (Citywide 2017)' and shall come into force on (date of commencement) and remain in force for a period of three years.

Appendix Two – Impact Statements

West Midlands Police

A search period of 01/02/17 to 30/04/17 was reviewed for all off road bike related ASB.

The actual results are shown below so individual neighbourhood teams can review the data on their own individual areas.

The results can be summarised as follows:

- In the time period selected Coventry Police recorded 107 calls for service regarding off road motor bikes
- The total number of ASB calls for service in this time frame was 1508
- Calls regarding off road motor bike ASB represented 7% of all ASB calls for service
- GA (St Michaels area) Neighbourhood recorded 8 calls
- H (North East area) Neighbourhoods recorded 36 calls
- J (South and North West area) Neighbourhoods recorded 63 calls

From previous years' experience this is not the peak time for motor bike related ASB and the numbers are forecast to increase through to the peak period of July and August. The current figures clearly demonstrate the increase with the following breakdown by month:

- February 2017 there were 27 motor bike related ASB calls for service within Coventry
- March 2017 there were 29 motor bike related ASB calls for service within Coventry
- April 2017 there were 51 motor bike related ASB calls for service within Coventry
- In April 2017 the ratio of motor bike related ASB to all ASB calls for service within Coventry totalled 9.4%

Public Health

This Briefing Note is supporting the restriction of the drinking of alcohol in public areas as this will support the aims of Coventry's Drug and Alcohol Strategy to transform Coventry's culture in relation to drugs and alcohol, to promote safe drinking and prevent the use of drugs, and maximise the health and wellbeing of those that live in, work in and visit Coventry. Drinking alcohol in public places can have a negative effect on those affected and on those who witness it, including children, older people and vulnerable people.

However, those involved in public drinking often experience a range of other problems, such as dependence on alcohol or other substances, homelessness, sexual and domestic violence, mental or physical health problems. Restricting alcohol in public areas may have a negative impact on those groups, aggravating their social marginalisation if they are displaced, or their economic marginalisation if they are fined. This may also make it more difficult to find and access the services they need, leading to a range of other potential health issues and increasing health inequalities. If those involved are supported and encouraged to access services, this could help to tackle a range of issues including substance misuse.

This Briefing Note is also supporting proposals to confiscate canisters of nitrous oxide if they are found on people. Nitrous oxide is commonly known as 'laughing gas'. While it has several legitimate uses, nitrous oxide is a depressant and there are a number of health risks associated with its use, from causing someone to act carelessly (and therefore putting themselves and others at risk) through to unconsciousness or death from a lack of oxygen.

The Psychoactive Substances Act (which came into effect in May 2016) has made it illegal to supply or import nitrous oxide for human consumption, helping to reduce misuse of the gas. These proposals to confiscate canisters of nitrous oxide would contribute further to preventing those that intended to misuse nitrous oxide from having access to it

Appendix 3 – Proposed Consultation Questions

The questions below will form the basis of the public consultation in relation to the proposed PSPO. In addition to all members of the public being invited to answer the questions specific agencies and groups will be approached to give impact statements and similar to support any request for the order to be granted following the end of the consultation period. These statements will be included in the report to be produced following the end of the consultation period.

All questions below will be answered in a Yes/No format with a free speech box for people to comment further if they answer “No”

Q1 - Coventry has had measures in place to control the drinking of alcohol in public for approximately 30 years. Do you agree that the Council is right to continue to control the drinking of alcohol in public, away from licensed premises?

Q2 - Do you think the Council is right to allow officers to seize unopened vessels of alcohol if the person is under 18, or clearly intoxicated, or it's believed they will continue to drink in public if left with the alcohol?

Q3 – Nitrous Oxide (also known as “Laughing Gas”) is a substance that can pose a health risk to people using it. The supply of it is currently illegal, but possession is not. It is linked to incidents of Anti Social Behaviour. Do you think the Council is right to introduce powers to allow officers to seize canisters of Nitrous Oxide in the possession of people in a public space?

Q4 - Do you think the Council is right to introduce powers to stop the use of off road bikes or similar mechanically propelled vehicles on public open spaces ?

Groups and agencies that will be consulted will include the following (this is indicative, not definitive and if groups are identified they will be included as part of the process) ;

Public Health

The Recovery Partnership

West Midlands Police (Licensing and Neighbourhood Policing)

West Midlands Fire Service

Parks and Leisure Services

Whitefriars Housing and other Housing Providers

Coventry Older Voices

Coventry Business Improvement District (BID)

Motorbike User groups

Licensed Victuallers Association (or industry equivalent)

Cabinet

4th July 2017

Name of Cabinet Member:

Cabinet Member for Jobs and Regeneration – Councillor O’Boyle
Cabinet Member for Education and Skills – Councillor Maton

Director Approving Submission of the report:

–Deputy Chief Executive (Place)

Ward(s) affected:

Woodlands

Title:

The future provision of Woodlands Academy

Is this a key decision?

No

Executive Summary:

Woodlands School occupies a site of approximately 42 acres (17hectares) with the main school buildings situated on roughly 13 acres, with the school playing fields surrounding to the east, south and west. The Council is the freehold owner of the school site. The buildings comprised of eleven blocks, which have been classified as Grade II Listed by English Heritage/Heritage England.

Pursuant to the Academies Act 2010 the Woodlands School converted to academy status and became Woodlands Academy in 2011 and a 125 year lease was granted by the Council dated 29th July 2011 in accordance with the 2010 Act. In April 2016 a decision was taken by Woodlands Academy Trust to amalgamate Woodlands Academy with Tile Hill Wood Academy due to the unsustainability of the school. The pupils from Woodlands Academy transferred to be educated at Tile Hill Wood Academy from September 2016. These pupils will officially join the roll of the school from September 2017 and the school will be renamed West Coventry Academy. Subsequently, the Woodlands Academy will officially close from 31st August 2017 as its funding agreement will cease and it is expected that a notice will be served on the Council to terminate the long-lease.

It is anticipated by officers that the lease dated 29th July 2011 will automatically determine on the termination of the funding agreement on the 31 August 2017.

If the termination clause is triggered as per the lease, the Woodlands Academy site will revert and become the responsibility of the Council as freehold owner. There are a number of community groups using the facilities on the site and there is an expectation within the local community that this arrangement will continue despite the Academy ceasing to exist.

The long term future of the site is to be determined but in the short term, a budget will be required to continue to maintain the site once the Council assumes responsibility. It is proposed to make budgetary provision until the 31st March 2018 to allow the continuity of the on-going community arrangements whilst a longer-term plan is determined.

The Education Department will hold the site within their portfolio whilst formulating a plan for the long term use of the site.

Recommendations:

Cabinet is recommended to

- (1) Approve the allocation of a budget towards the on-going running costs of the Woodlands Academy site until 31st March 2018 subject to the presentation and approval of a long term plan for the reutilisation of the site to the Cabinet Members for Finance, Education & Skills and Jobs & Regeneration.
- (2) Approve that the Education Department fulfil the role of managing the site in the interim whilst formulating a long term strategy for the former Woodlands Academy site. A further report will be presented to Cabinet outlining the strategy at a later date.
- (3) Approve that officers will approach the Education Funding Agency seeking funding to assist with the carrying out any necessary repairs to the School buildings.

List of Appendices included:

Site plan

Other useful background papers:

None

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?

No

Report title: The future provision of Woodlands Academy

1. Context (or background)

- 1.1 Woodlands School, formerly a boy's secondary school, was opened in 1954 and was a collaboration between the Development Group of the Ministry of Education and Coventry's City Architects Department during rapid post war reconstructive work.
- 1.2 The school was one of the first purpose-built comprehensive schools in the country and was constructed using prefabricated components which was deemed innovative at that time. The campus style layout of the school buildings separated by interconnecting landscaped courtyards was also seen as pioneering. The buildings were listed in 1993 by English Heritage/ Heritage England with a Grade II designation principally due to the construction methods used and design. There are 11 buildings on the site that are protected by the listing.
- 1.3 The site is approximately 42 acres with the main footprint of the school buildings and associated parking on roughly 13 acres. The remaining land is principally playing fields situated to the east, south and west, which is within the designated Green Belt.
- 1.4 Pursuant to the Academies Act 2010 the Woodlands School converted to academy status and became Woodlands Academy with effect from 1st August 2011. In turn, the Council granted the Academy a 125 year lease dated 29th July 2011 based upon the Department for Education (DFE) model form of lease. The Academy under the terms of the lease entered into a full repairing and insuring lease and is therefore responsible for the site and buildings.
- 1.5 Prior to the conversion of the school to academy status, a lease was granted to Powerleague Fives Limited for part of the site for the use as a sports pavilion comprising a sports and leisure facility primarily aimed at the provision of ten five a side football pitches. The lease was granted for 30 years from the 7th June 2006 between the Council & Powerleague Fives Limited. When the school converted to academy status, Woodlands Academy became the immediate landlord of Powerleague Fives Limited.
- 1.6 In April 2016, the Woodlands Academy pupils were transferred to be educated at Tile Hill Wood school site. The former pupils of the Academy will enter onto the pupil roll of the Tile Hill Wood School from September 2017, thereby officially closing the Woodlands Academy.
- 1.7 As Woodlands Academy will cease to exist from September 2017, the termination clause will have to be triggered. The lease dated 29th July 2011 automatically determines on the termination of the funding agreement between the Secretary of State for Education and Woodlands Academy. The tenant (i.e. Woodlands Academy) on becoming aware that the funding agreement is to be terminated is required to notify the Council by written notice specifying the date (or likely date) of termination of the funding agreement. The Council has yet to be served a written notice specifying the date of termination despite having full knowledge that the Education Funding Agency (EFA) have agreed to the decision to close the Academy and thereby terminate the funding agreement on the 31st August 2017.
- 1.8 Despite the pupils relocating to Tile Hill Wood School, the site is still operational with Powerleague Fives Limited operating the football provision, fitness suite, exercise studio and bar area and Woodlands Academy managing the variety of community uses accessing the facilities on the wider site.

- 1.9 It is anticipated that the lease will end on the 31st August 2017 and the Woodlands Academy site will revert to Council control. There will be an expectation that the current arrangements regarding facility usage will continue, therefore the Council will be obliged to manage the site in the short term. Finance colleagues have made an assessment of the budget required for the maintenance of the site up to 31st March 2018. On the basis that the school remains open to the community and the existing uses continue an indicative initial net budget of £215k (i.e after £91k income received) is required until the end of March 2018, this includes one-off costs of complying with necessary statutory obligations. If the site were to be “mothballed” with no on-going community use the costs to the 31st March 2018 are estimated to be £73k
- 1.10 In the period up to 31 March 2018, the Education Department will explore whether there is a long term educational use for the site as indicated by initial date for growth in Specialist Educational provision required for the future and what the long term aspirations for the site are. A report back to Cabinet with a sustainable plan for the future will be submitted later this calendar year.

2. Options considered and recommended proposal

2.1 Prepare a contingency plan for the surrender of the site

- 2.1.1 The lease will automatically terminate on the termination of the funding agreement and in turn the site will be surrendered by Woodlands Academy to the Council by September 2017. The site will return to Council control so there will be a requirement to manage the site in the interim. To ensure continuity and a smooth transition there will be a requirement for a budget to be established to ensure the on-going management of the site in the short term, only up until the 31st March 2018, whilst the Council’s Education department determine if there is a long term sustainable educational use for the site.
- 2.1.2 The formal legal notice has not yet been served on the Council so there may be a possibility that that funding agreement could be terminated prior to September. The lease will cease to exist from the date of termination so the Council may have the site returned sooner than expected. The provision and continuity of community facilities would still be expected.
- 2.1.3 Eleven of the buildings are Grade II listed, the Council will therefore have a liability. As we are unsure of their current condition, a condition survey will be required to establish the current position. It was recorded in the lease agreement that the block known as the “Gibraltar Block” was in need of repair and the Academy was required to undertake the necessary repairs and maintenance during the term. If the Academy have not undertaken any repairs/maintenance to the Gibraltar Block or the existing buildings, on handover the Council may have to fund a substantial repairs/maintenance programme in the short term. The condition survey will establish the liability of the repairs/maintenance required.
- 2.1.4 Early data projections indicate a significant growth in the need for specialist educational provision across both primary and secondary age ranges. This data determines an increase in specialist provision requirements for ASD is required and it is unlikely that the current net capacity within current special schools will be able to accommodate demand. The Local Authority is statutorily responsible for commissioning specialist school places in accordance with a child’s Education Health Plan. To purchase these places outside of the City would be at a significantly increased cost and Coventry City Council are committed to educating its children in-house. The Woodlands site would be a possible option to consider should the net capacity analysis determine that we cannot accommodate the increased demand current and projected within the current system. This site would be an

attractive opportunity with the range of sports, drama and dance facilities on site, but would require capital investment to secure appropriate educational accommodation.

- 2.1.5 The sports facilities at the Woodlands Academy site present a number of potential (sport/activity) development opportunities. Currently there is a wide range of sports activities on site with a variety of teams that use the sports hall, gymnastics and football facilities, but in addition a number of the outside buildings (Former school buildings converted or utilised for activities) including table tennis, cheerleading and fitness based activities.
- 2.1.6 Regaining the site provides the opportunity to explore the development of the sports facilities in line with the Coventry Sports Strategy, Coventry Sports Facility Strategy and Playing Pitch Strategy. The Council's sports service has engaged with a number of partners (local / national) around the potential usage for the site and see a site master plan / operating model as a priority to establish the way forwards for sports/leisure provision linked to educational requirements. There is significant interest in the site's development but details need to be explored further to ensure business sustainability as part of the feasibility to be undertaken.
- 2.1.7 The site could be used to house a number of key sports for the city focussing on sports from grassroots development through to talented athletes (i.e. creating a sports hub linking within other facilities within the city).

2.2 **Close Site**

- 2.2.1 The site could be "mothballed" and closed. If the option was pursued there would be an impact on groups and the local community who access this site and its facilities. This would be contrary to the Coventry Sports Strategy, Coventry Indoor Facilities Strategy 2014-2024 and the major implications on Stakeholders, if facilities were closed without alternative provision being secured. There would still be an obligation to provide access to Powerleague Fives Limited as they have rights under their lease and currently operate the football provision, fitness suite and exercise studio on site.

2.3 **Do nothing**

- 2.3.1 This is not an option as the funding agreement will be terminated by September 2017 at the very latest. Once the funding agreement is terminated the lease automatically ceases to exist so the site will return to the Council unless the DFES has another educational body prepared to use the facility but this remains a slim possibility.

2.4 **Recommendation**

- 2.4.1 It is expected the site will be in Council control with effect from September 2017. An indicative net budget of £215k will be required up until the 31st March 2018 to ensure in the short term that existing community facilities on site remain in operation. To ensure the continuity of the wide range of community uses located at Woodlands Academy, the Education Department will be responsible (directly or via an operator) for the day to day management of the site including the sports facilities. In parallel, a feasibility study and strategy will be prepared by the Council's Education Department and Sports and Culture services for the long term future of the site which will be presented to Cabinet at a later date.

3. **Results of consultation undertaken**

- 3.1 No consultation has been undertaken

4. Timetable for implementing this decision

- 4.1 Officers anticipate that the lease to Woodlands Academy will cease from September 2017 and thereafter the Council will be responsible for the site from the date of termination. If the EFA decides to terminate the funding agreement prior to September, the lease will cease to exist from the date of termination so the Council may have the site returned sooner than expected.

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

Based on information supplied by Woodlands Academy Trust and Council officers, the part year costs (net of £91K assumed of income received) requiring funding for the site from the 1st September 2017 – 31st March 2018 total £215k. This is an estimated cost based on the best available information at the time and will need to be kept under review. If approved, it is proposed that this one off budget is funded from un-earmarked reserves.

5.2 Legal implications

Pursuant to the Academies Act 2010 the School converted to academy status and became Woodlands Academy in 2011 and in turn a 125 year lease was granted by the Council dated 29th July 2011, in accordance with the said 2010 Act.

It is expected that the funding agreement for the operation of the Academy (made pursuant to Section 1 of the Academies Act 2010 made between the Secretary of State for Education (1) and Woodlands Academy (2) will be terminated

In accordance with the terms of the lease dated 29th July 2011 the lease will automatically determine on the termination of the said funding agreement. The site will revert back to the Council subject to any occupational tenancies that exist as at the date of the lease (including the lease to Powerleague Fives Limited)

In accordance with the terms of the lease the Academy is responsible for the keeping the school site to 1) keep the property clean and tidy and 2) making good any damage caused to the property and deterioration to the property and 3) repair maintenance and safety measures to the "Gibraltar Block" In accordance with clause 3.4 of the lease dated 29th July 2011 the Council acting as landlord has the right to enter the property at reasonable times to review the state of repair of the property. If the Council believes there has been a breach of the repairing obligations then it may serve a "repair notice" on the Academy Trust.

In accordance with the lease if the required repairs amount to a safety breach then the repair works are to be carried out within 56 days of the Council's "repair notice", if the repairs do not constitute a safety breach then in the event that the Academy Trust has no immediate funds to undertake the works then it is required to make a funding application to the Secretary of State for funding to carry out the works under the funding agreement.

Officers should consider the state of repair and condition whilst the Academy Trust still exists and prior to the anticipated termination of the lease.

6. Other implications

6.1 How will this contribute to achievement of the Council's Plan?

The Coventry Sports Strategy, Coventry Indoor Facilities Strategy 2014-2024 and Coventry Aquatics Strategy 2014-2024 are partnership documents developed through consultation with a range of stakeholders.

The report recommendations present and support opportunities to contribute to strategy objectives for sport and active recreation.

6.2 How is risk being managed?

The risks have been outlined earlier in the report

6.3 What is the impact on the organisation?

The impact on the organisation will be the additional pressures on the budget and on the need for additional management resources if the site should be transferred back into Council control.

6.4 Equalities / EIA

The proposal does not require an EIA because the position will remain unchanged in the short term however any longer term proposals may require an EIA as they may impact upon the groups using the local facilities and the local community.

6.5 Implications for (or impact on) the environment

There are no impacts on the environment

6.6 Implications for partner organisations?

The position will remain unchanged in the short term so there will be no implications for any partner organisations.

Report author(s):

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Directorate: Place

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Enquiries should be directed to the above person.

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Jonathan Hunt	Development Manager Sport & Active Recreation	Place	26.05.2017	05.06.2017
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Legal: Julie Sprayson	Legal Services	Place	25.05.2017	26.05.2017
Director: Martin Yardley	Executive Director	Place		
Members: Name				

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A separate report is submitted in the private part of the agenda in respect of this item, as it contains details of financial information required to be kept private in accordance with Schedule 12A of the Local Government Act 1972. The grounds for privacy are that it refers to the identity, financial and business affairs of an organisation and the amount of expenditure proposed to be incurred by the Council under a particular contract for the supply of goods or services. The public interest in maintaining the exemption under Schedule 12A outweighs the public interest in disclosing the information.

Cabinet

4th July 2017

Name of Cabinet Member:

Cabinet Member for Jobs and Regeneration - Councillor O'Boyle
Cabinet Member for City Services – Councillor Innes

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

All

Title:

Connected and Autonomous Vehicles Test Bed – Proposed Funding Bid

Is this a key decision?

No, however it is considered appropriate that the recommendations contained in this report are taken by Cabinet as in the event of a successful bid subsequent decisions may be key decisions and will need to be taken as such.

Executive Summary:

Coventry has a growing reputation for advanced automotive research and engineering led by the city's two universities and major local businesses, including Jaguar Land Rover and MIRA. This reputation has been enhanced by the City Council's success over recent years in helping to secure new funding for innovative transport solutions which use emerging technology to find new ways to cut congestion, reduce the impact of cars and other forms of transport on air quality and support people of all ages and mobility levels to travel more freely. A summary of the key transport innovation projects the Council is currently involved in is outlined in Appendix 1.

An opportunity has arisen to bid for additional funding as part of a £55m government funded initiative being run by Innovate UK, which aims to make the UK one of the world's most attractive centres for connected and autonomous vehicle (CAV) development and testing. Connected vehicles are capable of 'talking' to each other and to roadside equipment like traffic lights using the wireless network to help inform the choice of routes to minimise congestion and pollution and

to avoid accidents. An autonomous vehicle takes this concept a step further by taking over aspects of the driving tasks, ultimately to the point of full automation, meaning a vehicle that is capable of driving itself without human intervention.

If a bid is successful it would place Coventry and the wider region at the centre of a national research and development programme into connected and self-driving vehicles of all types, making the city and region a global leader in this field. This would also further enhance Coventry's growing reputation for advanced automotive research and engineering led by the city's two universities and major local businesses such as Jaguar Land Rover.

The funding bid requires 100% industry match funding but research organisations and local authorities can be funded at 100%, meaning there would be no match funding required by the City Council. In addition, any maintenance and other costs throughout the expected 10 year life of the test facilities would be funded through the project, resulting in the proposal having a zero Net financial impact on the City Council. The scope of a potential bid, which must be submitted by the 19th July 2017, is being developed with potential partners by a joint Coventry City Council and Transport for West Midlands team.

A requirement of the bid is that organisations must work together as part of a consortium which should be led by a business or research organisation rather than a local authority and bids are encouraged to limit the number of partners. Non-Disclosure Agreements and a collaboration agreement will be required between the partners; as well as contracts with the funders and the formation of an entity to construct and operate the testing infrastructure. The bid will be for an element of the £55m, which due to the competition rules is limited to a maximum £17.5m grant to be shared between the collaborators and match-funded by industry over the build and operational life of the project. The final value of the bid will be dependent on the amount of match funding secured from industry. If the full £17.5m match funding can be secured the total funding package available could be up to £35m. A number of other bids from the West Midlands for laboratory and off-road elements of the testing eco-system are anticipated and will be coordinated with this bid to maximise the West Midlands impact, with only this bid addressing testing infrastructure for the operation on the public highway.

This bid presents an excellent opportunity to help cement Coventry's reputation as a global leader in this field and comes at a time when the automotive industry is moving rapidly towards CAV and is an opportunity therefore for Coventry to be at the heart of the development and possible production of the next generation of motor vehicles. Subject to Cabinet approval, it is proposed to submit a joint bid with the other consortium members as outlined in the private report.

Given the timescales involved in submitting the bid it is also proposed that approval of the final submission document, non-disclosure and collaboration agreement is delegated to the Deputy Chief Executive (Place) in consultation with the Cabinet Member for Jobs and Regeneration and Cabinet Member for City Services.

In the event of a successful bid whereupon the exact value of the grant secured and the conditions attached are finalised, a separate report will be brought back to either Cabinet and/or Full Council seeking authority to enter into any grant agreement in accordance with Paragraph 2.3 of Part 3F (Financial Procedure Rules) of the Constitution.

Recommendations:

Cabinet is requested to have regard to the contents of this report when considering the recommendations contained within the private report on this matter and to:

- (1) Authorise that the City Council take part in a joint funding bid as part of a consortium for the Connected and Autonomous Vehicles Test Bed competition;
- (2) Authorise the City Council to enter into a Non-Disclosure Agreement, Collaboration Agreement and associated contracts with the other submission partners as part of the bid process; and
- (3) Delegate approval of the final submission document and completion of the legal agreements to the Deputy Chief Executive (Place) in consultation with the Cabinet Member for Jobs and Regeneration and Cabinet Member for City Services.

List of Appendices included:

- (1) Overview of Coventry-based transport innovation projects

Background papers:

Movement for Growth Ten Year Delivery Plan, Transport for West Midlands, April 2017

Other useful documents:

Competition guidance: connected and autonomous vehicles test bed, Innovate UK, April 2017 (<https://www.gov.uk/government/publications/funding-competition-connected-and-autonomous-vehicles-test-bed>).

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?

No

Report title: Connected and Autonomous Vehicles Test Bed – Proposed Funding Bid

1. Context (or background)

- 1.1 Coventry has a growing reputation for advanced automotive research and engineering led by the city's two universities and major local businesses including Jaguar Land Rover (JLR) and MIRA. Building on this reputation the city has become one of the UK's major hubs for research and development into connected and autonomous vehicles (CAV) or self-driving cars. Over the next two years working with major industry partners, the consortium UK Autodrive, which includes the City Council, will carry out trials of self-driving cars on urban roads within Coventry; and UK CITE, another consortium involving the City Council, is expected to carry out similar trials extending to the motorway and trunk road network surrounding the city.
- 1.2 A connected vehicle is a vehicle with on-board technology that enables it to communicate and exchange information wirelessly with other vehicles, road side infrastructure like traffic lights and other devices and networks outside the vehicle such as the "Cloud" to increase convenience and comfort for drivers and passengers and contribute towards improving road safety, reducing fuel consumption and vehicle emissions, facilitating parking, and improving traffic management and network efficiency. An autonomous vehicle takes this concept a step further resulting in automation of some of the driving tasks, and ultimately full automation to the point that a vehicle is capable of driving itself without human intervention.
- 1.3 Coventry and the wider West Midlands is now in an excellent position to capitalise on the potential growth within this sector to create a global centre of excellence for autonomous and connected vehicle technology and comes at a time when the automotive industry is moving rapidly towards CAV and is an opportunity for Coventry to be at the heart of the development and possible production of the next generation of motor vehicles. To illustrate this, by 2030 it is expected that the CAV industry will create of up to 320,000 new jobs in the UK, 25,000 of them in automotive manufacturing. It has the potential therefore to boost the city's economy in terms of jobs and investment into local businesses and research centres including Coventry's two universities. The automotive sector forms a significant part of the Advanced Manufacturing and Engineering economy which is strong but also critical to the area's overall economy. By the mid 2020's approximately 40% of the cost of a vehicle is forecast to comprise the electronics, which is indicative of a wider sea change in the automotive industry as it transitions itself from vehicle maker to global mobility provider (with numerous public strategy statements to this effect from Ford, BMW, JLR, Volvo and others).
- 1.4 The automotive industry is global and conducts significant activity at this level. Much of the global research activity occurs in the United States and within Europe in Germany and the UK. In order to foster continued activity in the UK and in particular in the West Midlands (with a jobs multiplier in excess of 2.5 jobs in the supply chain for every vehicle manufacturer research job) it is important that a high standard of test and development facilities are available close to research bases. In the UK this focuses on a broad corridor from London to the West Midlands.
- 1.5 A major factor in supporting the city's growing reputation in this field has been the Council's success over recent years in helping to secure new funding for innovative transport solutions, which use emerging technology to enable traffic to move more efficiently on the highway network. These projects have significant future benefits for reducing congestion, improving the impact of cars and other forms of transport on air quality and supporting people of all ages and mobility levels to travel more freely. An overview of the transport innovation projects the City Council is presently involved in is outlined in Appendix 1.

- 1.6 In April of this year, the government agency Innovate UK announced that up to £55m of funding would be available as part of a competitive bidding process for projects to develop CAV testing infrastructure. The aim of the funding is to create the world's most effective CAV testing environment here in the UK which would be a test bed where global vehicle manufacturers could test their connected and autonomous vehicles in both off road and on road environments.
- 1.7 For any bid to be successful organisations must work together as part of a consortium and enter into a collaboration agreement. The deadline for applications is 19th July 2017.

2. Options considered and recommended proposal

- 2.1 Option 1 – The City Council collaborates on a joint bid for funding
Coventry lies at the heart of the UK's current research and development plans for self-driving car technology. An opportunity now exists to bid for external funding, which if successful, would have the potential to elevate Coventry and the West Midlands region into being the world's most effective connected and autonomous vehicle test bed. This would have considerable economic benefits in the form of encouraging jobs and growth in the many local companies involved in automotive innovation and would also support Coventry's goal to be a 'living lab', which will help create the right environment for attracting jobs and inward investment into the city.
- 2.2 The total value of the funding available within the competition is £55m split between three different competition streams and requires 100% industry match funding, but university's and local authorities can be funded at 100% meaning there would be no match funding required by the City Council. The competition stream subject to this bid is to test CAVs on public roads within an urban area and/or highly dense city location. Due to the competition rules for this stream, the bid is limited to a maximum £17.5m grant to be shared between the collaborators and match-funded by industry over the build and operational life of the project. The final value of any bid will be dependent on the amount of match funding secured from industry. If the full £17.5m match funding is secured the total funding package available could be up to £35m.
- 2.3 In order to submit a bid and be successful, partner organisations must work together as part of a consortium, which should be led by a business or research organisation. In addition to the City Council, the consortium for the bid would also include Transport for West Midlands (TfWM) which would be the accountable body for local authority partners. This minimises any risks for the City Council and also with the weight of the transport arm of the WMCA behind the bid it will ensure a greater chance of success. Coventry City Council would however still remain at the heart of the project including through the secondment to TfWM of the Council's Transport Innovation Manager to work as part of a joint team. This strengthens the bid by enabling the consortium to build on the existing infrastructure and projects as outlined in Appendix 1. The joint approach with TfWM will also strengthen and provide greater resilience in terms of staff resources and expertise to support the ongoing transport innovation agenda in Coventry.
- 2.4 The bid will be for an element of the £55m which due to the competition rules is limited to £17.5m grant to be shared between the partners and matched by industry over the build and operational life of the project. A number of other bids from the West Midlands for laboratory and off-road elements of the testing eco-system are anticipated and will be coordinated with this bid to maximise the West Midlands impact, with only this bid addressing testing infrastructure for the operation on the public highway. If successful the funding would enable some existing traffic control equipment on selected routes within Coventry to be upgraded and replaced as part of the project. This would enhance Coventry's existing traffic control infrastructure and provide added value to the city. The

equipment would also be maintained and further upgraded as necessary throughout the life of the project, expected to be up to 10 years, at zero Net cost to the Council.

- 2.5 If the bid is successful programme governance arrangements would be established, which would include a leading role for the City Council including Elected Members. This would include amongst other things, developing protocols to govern how vehicle manufacturers would be able to use the test bed and also managing any potential risks, liabilities or concerns. One area of public concern might be over any potential safety issues involving self-driving cars using public roads. Before any testing took place, as a minimum, only CAVs that have been proven first to work successfully and safely off-road, which comply with all UK law and guidance and are covered by full public liability insurance would be permitted to be tested in Coventry.
- 2.6 A requirement of the bid is that a collaboration agreement is submitted with the application detailing how the consortium partners will work together to deliver the project. A Non-disclosure Agreement will also be required between the partners as well as contracts with the funders and the formation of an entity to construct and operate the testing infrastructure. If this option is supported it is proposed that the City Council enters into a collaboration agreement with consortium partners, which is submitted with the bid application. It would be proposed to delegate final approval of the legal agreements to the Deputy Chief Executive (Place) in consultation with the Cabinet Member for Jobs and Regeneration and Cabinet Member for City Services.
- 2.7 Option 2 – The City Council does not collaborate on a joint bid for funding
The only other viable option available is for the City Council not to take part in the bid. If this occurred it is highly likely that a bid would still be submitted by the other consortium members, but without Coventry City Council as a consortium member, the bid would have less chance of succeeding meaning potentially a lost opportunity for attracting the jobs and inward investment into the city as a result. Alternatively, if the bid was successful without the City Council being involved this would mean that the Council would be unable to influence the scope and direction of the project and have less influence over its delivery, thereby resulting in Coventry potentially losing out on some of the economic benefits that could result from the funding as the focus of the research and development could be centred elsewhere in the region.
- 2.8 In light of the above, it is recommended that option 1 is supported and the City Council becomes a member of the consortium and submits a joint bid along with other consortium members. It is also recommended that approval of the final submission document and legal agreements is delegated to the Deputy Chief Executive (Place) in consultation with the Cabinet Member for Jobs and Regeneration and Cabinet Member for City Services.

3. Results of consultation undertaken

- 3.1 Given the timescale involved in submitting the bid and commercial and competitively sensitive nature of the bid, consultation on the specific details of the bid would not be appropriate.
- 3.2 In terms of the wider CAV agenda, Transport for West Midlands have recently undertaken a public consultation exercise on their Movement for Growth Ten Year Delivery Plan, which was endorsed by the WMCA Board on 7th April 2017 and includes details of plans in the region for research and development on connected and autonomous vehicles, including in Coventry.

4. Timetable for implementing this decision

- 4.1 Subject to Cabinet approval of the recommendations, the bid application documents will be submitted to government by midday on 19th July 2017 at the latest.
- 4.2 Should the bid be successful it is anticipated that any grant award to TfWM would be made towards the end of 2017. The design and construction of the test facilities are then likely to take approximately two years from award and the operational period would last for around 5-8 years after that meaning a project duration of up to 10 years.

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

Transport for West Midlands will act as the accountable body which minimises the financial liabilities for the City Council.

The bid will be for an element of the £55m which due to the competition rules is limited to £17.5m grant to be shared between the partners and matched by industry over the build and operational life of the project. Local authorities are funded at 100% meaning there would be no match funding required by the City Council.

The final value of the bid will be dependent on the amount of match funding secured from industry. If the full £17.5m match funding is secured the total funding package available could be up to £35m.

The cost of maintaining, upgrading or removing any equipment installed as part of the project would be funded by the grant or through the generation of fees charged to any vehicle manufacturer using the test facilities. As such there should be a zero Net financial impact on the City Council as a result of these proposals.

The potential grant will come with grant conditions and these will not be known until after any in-principle award is made, probably in the autumn of 2017. At this stage a separate report will be brought back to Cabinet and/or Council seeking approval to enter into any grant agreement.

5.2 Legal implications

If the bid is successful it is likely that grant conditions will be imposed by the government as to the use of the funding and the outputs to be derived from it. Once these grant conditions are known, the Council as part of the wider consortium governance, will seek to mitigate any risks through a robust risk management process. Ultimately, the Council does not have to accept any grant award unless it is satisfied with the conditions and any other liabilities that may apply.

Non-Disclosure Agreements and a collaboration agreement will be required between the partners; as well as contracts with the funders and the formation of an entity to construct and operate the testing infrastructure.

From a state aid perspective, any support given for the construction or upgrade of research infrastructure that performs economic activities will be considered state aid. However there are exemptions granted under the General Block Exemption Regulation which declares that specific categories of aid to be compatible with the Treaty if they fulfil certain conditions, thereby exempting them from the requirement of prior notification and Commission approval. It is our view at this stage that the grant can be made to be compatible with investment aid for research infrastructure, however Legal Services will

continually assist the officers involved in the project and will monitor the state aid position such that any risks identified are adequately mitigated.

6. Other implications

6.1 How will this contribute to achievement of the Council Plan?

The bid will help to make Coventry one of the most important global hubs for self-driving car research and development. This will help to support the Council's key objective to promote the growth of a sustainable Coventry economy, in particular by supporting businesses to grow, creating the infrastructure and raising the profile of the city.

6.2 How is risk being managed?

Transport for West Midlands will be the accountable body on behalf of the local authorities for the bid and any subsequent grant money awarded. This significantly reduces the Council's financial risks and liabilities.

Should the bid be successful robust governance arrangements will be established to ensure that all project risks are identified and mitigated.

6.3 What is the impact on the organisation?

Grant funding will cover all staffing and delivery costs as may be required including the secondment of one member of staff to work jointly with TfWM on this and other joint transport innovation projects. The joint approach with TfWM will also strengthen and provide greater resilience in terms of staff resources and expertise to support the ongoing transport innovation agenda in Coventry.

6.4 Equalities / EIA

This proposal has no immediate impacts on protected groups. In the longer term, development of autonomous and connected vehicles could have a positive benefit to people with mobility impairments, including the disabled and elderly by providing a safe and personalised transport service facilitating greater mobility and access.

6.5 Implications for (or impact on) the environment

The proposals could have a positive impact on the environment through the development of a more eco-friendly mode of travelling by car and other forms of motor vehicle which have the potential to reduce congestion, cut the number of road accidents and improve air quality.

6.6 Implications for partner organisations?

If the bid is successful there will be a positive impact on partner organisations, not only those within the consortium but also other local businesses and research centres through the potential to attract jobs and inward investment into Coventry.

Report author(s):

Name and job title:

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Place

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Lee-Rose Jordan		Place	01.06.17	06.06.17
Lara Knight	Governance Services Team Leader	People	07.06.17	09.06.17
Mike Waters	Head of Policy and Strategy	Transport for West Midlands	01.06.17	08.06.17
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Director: Martin Yardley	Deputy Chief Executive (Place)	Place	09.06.17	12.06.17
Members:				
Cllr J O'Boyle	Cabinet Member Jobs & Regeneration		12.06.17	15.06.17
Cllr J Innes	Cabinet member City Services		12.06.17	13.06.17

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Appendix 1 - Overview of Coventry-based transport innovation projects

Name	Timescale	Project Overview
UK Autodrive	Nov 2015 – Oct 2018	<p>The testing of connected and autonomous cars and small last mile ‘pods’ in Milton Keynes and Coventry to help develop specific technical use cases and assess public engagement.</p> <p>The proposed test routes in Coventry include A4114 Holyhead Road, the Ring Road and A4114 London Road.</p>
UK CITE	Jun 2016 – Dec 2018	The construction and use of a 42 mile connected vehicle test circuit on public roads through Coventry and along the A45, M42, M40 and A46. This provides a globally unique combination of connected infrastructure to support vehicle-to-vehicle and vehicle-to-infrastructure communication.
HoPE	Apr 2014 – Sept 2017	The development of a travel and payment mobile phone App with various European partners to allow lowest carbon footprint journey planning.
iVMS	Dec 2015 – Mar 2018	The development of connected infrastructure linked to in-vehicle user and mobile phone base interface to support intelligent route choice, time of journey and travel speed (coordinated dynamically with traffic signals).
SUITS	Dec 2016 – Nov 2020	A European project led by Coventry University examining the organisational and societal change in cities associated with intelligent mobility and transport technology.
CATCH!	Jan 2016 – Dec 2018	The development and market testing of a background technology for mobile phones which harvests and aggregates travel data in a personalised way to help evidence and improve the management of the transport system.
AppyParking	Apr 2017 – Mar 2018	The development and deployment of a mobile phone App to enable booking and payment of on-street parking spaces throughout the city centre.

Cabinet

4th July 2017

Name of Cabinet Member:

Cabinet Member for Policy and Leadership – Councillor G Duggins

Director approving submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

N/A

Title:

Outstanding Issues

Is this a key decision?

No

Executive summary:

This report is to identify those issues on which further reports have been requested or are outstanding so that Members are aware of them and can monitor their progress.

Recommendations:

The Cabinet are recommended to consider the list of outstanding items as set out below, and to ask the Member of the Management Board concerned to explain the current position on those which should have been discharged at this meeting or an earlier meeting.

List of Appendices included:

Table of outstanding issues

Other useful background papers:

None

Has it or will it be considered by scrutiny?

N/A

Has it, or will it be considered by any other council committee, advisory panel or other body?

No

Will this report go to Council?

No

**Report title:
Outstanding Issues**

1. Context (or background)

- 1.1 In May 2004, the City Council adopted an Outstanding Minutes system, linked to the Forward Plan, to ensure that follow-up reports can be monitored and reported to Members.
- 1.2 The Table appended to the report outlines items where a report back has been requested to a future Cabinet meeting, along with the anticipated date for further consideration of the issue.
- 1.3 Where a request has been made to delay the consideration of the report back, the proposed revised date is identified, along with the reason for the request.

2. Options considered and recommended proposal

- 2.1 N/A

3. Results of consultation undertaken

- 3.1 N/A

4. Timetable for implementing this decision

- 4.1 N/A

5. Comments from Executive Director of Resources

- 5.1 Financial implications

N/A

- 5.2 Legal implications

N/A

6. Other implications

- 6.1 **How will this contribute to achievement of the council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Coventry Sustainable Communities Strategy?**

N/A

- 6.2 **How is risk being managed?**

This report will be considered and monitored at each meeting of the Cabinet

- 6.3 **What is the impact on the organisation?**

N/A

6.4 Equalities / EIA

N/A

6.5 Implications for (or impact on) the environment

N/A

6.6 Implications for partner organisations?

N/A

Report author(s):

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Contributors:				
Names of approvers: (officers and Members)				

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	Subject	Minute Reference and Date Originally Considered	Date For Further Consideration	Responsible Officer	Proposed Amendment to Date For Consideration	Reason for Request To Delay Submission Of Report
1.	Coventry Station Masterplan Update Report on proposed constructor contract appointments	Minute 101/16 24 th January 2017	To be confirmed	Deputy Chief Executive (Place) Colin Knight		
2.	Friargate Update Report Further report on Council buildings to be retained, investment to maintain them in use for operational purposes, and any other mitigation measures.	Minute 105/16 24 th January 2017	To be confirmed	Deputy Chief Executive (Place) David Cockroft		

* identifies items where a report is on the agenda for your meeting.

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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