



Time and Date

2.00 pm on Tuesday, 25th August 2020

Place

This meeting will be held remotely. The meeting can be viewed live by pasting this link into your browser: <https://youtu.be/FOySYQWVZns>

Public business

1. **Apologies**
2. **Declarations of Interest**
3. **Minutes** (Pages 5 - 12)
 - (a) To agree the minutes from the meeting of Cabinet on 21st July 2020
 - (b) Matters arising
4. **Exclusion of Press and Public**

To consider whether to exclude the press and public for the item of private business for the reasons shown in the report.
5. **2020/21 First Quarter Financial Monitoring Report (to June 2020)**
(Pages 13 - 38)

Report of the Director of Finance
6. **Proposed Renewal of the City-Wide Public Space Protection Order**
(Pages 39 - 52)

Report of the Director of Streetscene and Regulatory Services
7. **Provision of ICT Hardware, Software and Peripherals** (Pages 53 - 58)

Report of the Director of Housing and Transformation
8. **2020/21 Transportation and Highway Maintenance Capital Programme - Additional Funding** (Pages 59 - 66)

Report of the Director of Transportation and Highways

9. **Ring Road - Swanswell Viaduct Refurbishment, Phase 2** (Pages 67 - 74)
Report of the Director of Transportation and Highways
10. **Funding and Delivery of Two Friargate** (Pages 75 - 88)
Report of the Chief Executive
11. **Outstanding Issues**
There are no outstanding issues
12. **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

13. **Funding and Delivery of Two Friargate** (Pages 89 - 104)
Report of the Chief Executive

(Listing Officer: Adam Hunt, Tel: 024 7697 6853)
14. **Any other items of private business which the Chair decides to take as a matter of urgency because of the special circumstances involved.**

Julie Newman, Director of Law and Governance, Council House, Coventry

Monday, 17 August 2020

Note: The person to contact about the agenda and documents for this meeting is Lara Knight / Michelle Salmon, Governance Services, Tel: 024 7697 2642 / 2643, Email: lara.knight@coventry.gov.uk / michelle.salmon@coventry.gov.uk

Membership

Cabinet Members:

Councillors K Caan, G Duggins (Chair), P Hetheron, A S Khan (Deputy Chair), T Khan, K Maton, J Mutton, M Mutton, J O'Boyle and P Seaman

Non-voting Deputy Cabinet Members:

Councillors P Akhtar, R Ali, B Gittins, G Lloyd and D Welsh

By invitation:

Councillors A Andrews and G Ridley (Non-voting Opposition representatives)

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

Lara Knight / Michelle Salmon

Governance Services

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Agenda Item 3

Coventry City Council
Minutes of the Meeting of Cabinet held at 2.00 pm on Tuesday, 21 July 2020
(This meeting was held remotely)

Present:

Cabinet Members: Councillor G Duggins (Chair)
Councillor AS Khan (Deputy Chair)
Councillor K Caan
Councillor K Maton
Councillor J Mutton
Councillor J O'Boyle
Councillor P Hetherton
Councillor T Khan
Councillor M Mutton

Non-Voting Deputy
Cabinet Members: Councillor P Akhtar
Councillor G Lloyd
Councillor D Welsh

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

Other Non-Voting
Members: Councillor R Brown
Councillor R Lakha
Councillor C Miks
Councillor R Singh

Employees (by service):

Chief Executive M Reeves (Chief Executive)

Deputy Chief Executive G Quinton (Deputy Chief Executive)

Communications D O'Shaughnessy

Law and Governance J Newman (Director of Law and Governance), S Bennett,
G Holmes, M Salmon

Finance B Hastie (Director of Finance), P Jennings

Transportation and
Highways C Knight, J Seddon

Apologies: Councillor R Ali
Councillor B Gittins
Councillor K Sandhu
Councillor P Seaman
Councillor C Thomas

Public Business

13. Declarations of Interest

There were no disclosable pecuniary interests.

14. Minutes

The minutes of the meeting on 23rd June 2020 were agreed. There were no matters arising.

15. Revenue and Capital Outturn 2019/2020

The Cabinet considered a report of the Director of Finance, that would also be considered by Council at their meeting on 8th September 2020 and the Audit and Procurement Committee at their meeting on 19th October 2020, that outlined the final revenue and capital outturn position for 2019/2020 and reviewed treasury management activity and 2019/2020 Prudential Indicators reported under the Prudential Code for Capital Finance.

The overall financial position included the following headline items:

- A balanced revenue position after a recommended £5.5m is set aside in reserves for the Council's reset and recovery following the Covid-19 outbreak.
- Capital Programme expenditure of £216m which represents the largest programme in the modern era.
- An increase in the level of Council revenue reserves from £82m to £90m including the Covid funding and the net underspend contribution.

Further detail included:

- A revenue over-spend of £3.4m relating to housing and homelessness as a result of demand for temporary accommodation and the associated costs not recoverable from Housing Benefit.
- A revenue over-spend of £2.5m across services for children and young people driven principally by the number and cost of children's placements.
- A net underspend across the rest of the Council and in particular a £12m position within central budgets resulting overwhelmingly from one-off circumstances.
- Identified expenditure and income loss related to the Covid-19 situation in March 2020 of £2.85m funded by Government emergency funding provided for this purpose.
- Receipt of overall Covid-19 funding of £10.4m of which £7.55m is proposed be set aside to deal with Covid costs in 2020/21.

The underlying revenue position had improved by £3.6m since Quarter 3 when an underspend of £1.9 was forecast. In particular, the overall underspend and the improved position related to improvements within Contingency and Central budgets which were set out in the report. In overall terms the favourable outturn position shown must be put in the context of the Covid-19 crisis. The human and public health impacts of this have been widely reported and some of these could be expected to continue for the foreseeable future. Councils had been assessing

the estimated additional costs and lost income that had already been incurred or were expected and this task was essential to inform the Government's pledge to ensure that such costs were fully funded.

Given the huge uncertainties, it was difficult to provide robust estimates of the forward looking financial impact on the Council although even with optimistic forecasts of the lifting of restrictions, the overall cost could exceed £30m. Notwithstanding early Government commitments, there had been subsequent indications that councils may be expected to 'share the burden' of these costs. On this basis it was important that the Council continued to maintain a strong financial position to protect itself from what could be a very challenging financial environment which would certainly be felt well beyond financial year 2020/21. The recommended proposals put forward through the Director of Finance, the Council's Section 151 officer, were reflected in the report recommendations and explained in section 5.1 of the report. Appendices to the report provided: a detailed breakdown of Directorate Revenue Variations; Capital Programme Changes and Analysis of Rescheduling; and Prudential Indicators.

The Cabinet thanked the Cabinet Member for Strategic Finance and Resources and the Director of Finance, the Finance Manager Corporate Finance, and Finance officers, for the work undertaken on the Council's financial management and welcomed the Council's financial position for 2019/2020.

RESOLVED that the Cabinet:

- 1) Approves the setting aside of £5.5m (section 2.1 and Appendix 1 of the report) into a Reset and Recovery reserve available from the year-end revenue bottom line.**
- 2) Approves the final capital expenditure and resourcing position (section 2.3 and Appendix 2 of the report), incorporating expenditure of £215.9m against a final budget of £235.1m; £19.0m expenditure rescheduled into 2020/21 and a net underspend £0.2m.**
- 3) Approves the outturn Prudential Indicators position in section 2.4.4 and Appendix 3 to the report.**
- 4) Recommends to the Council the approval of reserve contributions of £5.5m to a Reset and Recovery reserve and £7.55m to fund costs resulting directly from Covid-19.**

16. Coventry Local Air Quality Action Plan

The Cabinet considered a report of the Director of Transportation and Highways on the Coventry Local Air Quality Action Plan to comply with the Environment Act 1995 (Coventry City Council) Air Quality Direction 2020 issued by the Parliamentary Secretary of State for the Environment.

On 12th February 2020, the Parliamentary Secretary of State for the Environment issued the Environment Act 1995 (Coventry City Council) Air Quality Direction 2020. This Direction applied to Coventry City Council and directed the Council to:

- Implement the local plan for NO₂ (Nitrogen Dioxide) compliance for the city;

- Prepare and submit a full business case for the local plan scheme, summarising responses made to the public consultation, outlining any subsequent changes made to the local plan scheme, and confirming that the local plan scheme facilitates the achievement of local transport policies within the city.

The report outlined the steps being taken by the Council to comply with the Direction, including a summary of the local plan scheme, an update on the responses received to the consultation undertaken during March, April and May 2020, and also sought the Cabinet's approval to proceed with the making of the statutory Traffic Regulation Orders and compulsory purchase powers required to implement the local plan scheme in compliance with the Direction. Appendices to the report provided: The Local Air Quality Action Plan Consultation Report (June 2020); and plans showing the area to be subject to the Compulsory Purchase Order.

The local plan scheme comprised a package of measures that, in combination, achieved compliance with the legal limits for roadside NO₂ levels across the city (it was noted that for the purposes of the consultation the term Local Air Quality Action Plan had been adopted rather than local plan scheme, to avoid any local confusion with the Local Plan which was the Council's core land use planning document).

The three main elements of the package were measures aimed at:

- Reducing the level of car traffic by encouraging modal shift to sustainable and active modes of travel such as walking, cycling and public transport through infrastructure improvements (a new, fully segregated, cycle route linking the city centre with Coundon), and through engagement with schools, businesses and local communities to promote sustainable and active travel, especially for shorter, local, journeys.
- Reducing the number of older, more polluting, vehicles on the transport network by encouraging people and businesses to invest in low emission vehicles through a range of incentive schemes and initiatives. This included the promotion of electric cars, buses, taxis and commercial vehicles.
- Enabling dynamic traffic management on the key routes into the city, notably Holyhead Road and Foleshill Road, by implementing highway improvements on these and parallel corridors to reduce traffic congestion (and therefore vehicle emissions). The specific improvements were focussed on the B4106 at Spon End and Junction 7 on the ring road, the Holyhead Road / Barras Lane / Upper Hill Street area, and on Foleshill Road.

Government had awarded the Council £24.5 million in grant funding from the Air Quality Implementation Fund to implement the local plan scheme which had been accepted using the Chief Executive's emergency powers due to the inability to bring the decision through the normal governance route, as a consequence of the Covid-19 pandemic. The Direction required the Council to have delivered the local plan scheme by the end of 2021.

With this deadline in mind, it was important that work on delivering the local plan scheme commenced as soon as possible. Therefore, it was planned that work on the engagement programme with schools, businesses and local communities would commence from September 2020, whilst the construction of the infrastructure schemes would start in October 2020 with Coundon Cycle Route being the first scheme coming forward for delivery.

It was noted that the measures within the local plan scheme formed only part of the work underway within Coventry to reduce transport emissions, and that other separately funded initiatives were being delivered by the City Council and its partners, such as the continued expansion of electric vehicle charge point network, the introduction of electric buses onto the cities' bus service network, the electric fleet programme, and future transport zone work such as the mobility credits scheme, as well as infrastructure projects such as the Binley cycle route and the Very Light Rail project.

The Cabinet thanked the Cabinet Member for Jobs and regeneration, the Cabinet Member for City Services, the Cabinet Member for Public Health and Sport, and the political support, for the work undertaken to develop the local plan scheme to meet Government requirements for the reduction of CO2 levels in the City, as the preferred option to a Clean Air Zone which was judged to have wider social and economic disbenefits that outweighed any air quality benefits.

RESOLVED that the Cabinet:

- 1) Notes that the Council is under a legal Direction to deliver the local plan scheme, as set out in section 2.8 of the report, and to authorise the Director of Transportation and Highways, in consultation with the Cabinet Member for Jobs and Regeneration, the Cabinet Member for City Services, and the Cabinet Member for Public Health and Sport, to take the necessary actions to implement and deliver the individual measures comprising the scheme in compliance with the Direction.**
- 2) Delegates to the Director of Transportation and Highways and the Director of Finance authority to allocate the £24.5 million grant funding received from the Air Quality Implementation Fund to the individual measures comprising the scheme, with £20 million capital funding to be added to the five-year capital programme and £4.5 million revenue funding to the Air Quality revenue budget, and to thereafter manage such allocation in a manner as is deemed necessary to ensure delivery and compliance.**
- 3) Approves in principle, the use of compulsory purchase powers for the acquisition of land to deliver the measures comprising the scheme (indicatively shown in red on the attached plan at Appendix 2 to the report) and note that the making of any compulsory purchase order will be subject to the Council being satisfied in all respects that the criteria in paragraph 2.16 of the report have been met. Cabinet are also asked to note that the redline area shown on the plan is currently widely drawn around the entire scheme application site area. It is not anticipated that all land/interests shown will need to be acquired to**

deliver the scheme however, a degree of flexibility prior to detailed technical approval of the scheme and its mitigation, is required at this stage. Officers will take all reasonable measures to minimise the need to acquire third party interests in accordance with Compulsory Purchase Order Guidance and the existing design approach to the scheme.

- 4) **Delegates to the Director of Transportation and Highways the authority to, notwithstanding the recommendations above, continue to negotiate terms to acquire all interests in land by agreement alongside progressing of a Compulsory Purchase Order.**
- 5) **Authorises the Director of Transportation and Highways and the Director of Finance, following consultation with the Director of Law and Governance, to finalise the Order Map (within the red line boundary of the Appendix 2 Plan to the report), the Statement of Reasons and the Compulsory Purchase Order and advertise the Order and submit it to the Secretary of State and to take all necessary steps to secure the making, confirmation and implementation of the Compulsory Purchase Order, including High Court Enforcement Officer notices and (if granted power to do so) to confirm the Compulsory Purchase Order.**
- 6) **Delegates authority to the Director of Transportation and Highways and the Director of Finance to approve the costs of land acquisition within the funding envelope.**
- 7) **Delegates authority to the Director of Transport and Highways (where necessary) to make an application under s.247 of the Town and Country Planning Act 1990 to stop up areas of highway necessary to implement the proposals.**
- 8) **Approves the commencement of a competitive procurement process in accordance with adopted Council procurement policies to appoint the necessary consultants and contractors in relation to the designing and construction of the individual schemes that comprise the Local Air Quality Action Plan.**
- 9) **Delegates authority to the Director of Transportation and Highways, following consultation with the Director of Law and Governance, to award the contracts to the successful suppliers. This authority shall also include the power to approve the entry into of all necessary contracts with the successful suppliers.**
- 10) **Authorises the Director of Transportation and Highways and the Director of Law and Governance, in consultation with the Cabinet Member for Jobs and Regeneration and the Cabinet Member for City Services, to undertake the necessary actions to secure the statutory Traffic Regulation Orders, as listed in section 2.18 of the report, required to ensure that the individual measures comprising the local plan scheme can be delivered.**

17. **Outstanding Issues**

There were no outstanding issues.

18. **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.

(Meeting closed at 2.40 pm)

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Cabinet
Audit and Procurement Committee

25th August 2020
19th October 2020

Name of Cabinet Member:

Cabinet Member for Strategic Finance and Resources - Councillor J Mutton

Director Approving Submission of the report:

Director of Finance

Ward(s) affected:

City wide

Title:

2020/21 First Quarter Financial Monitoring Report (to June 2020)

Is this a key decision?

No

Executive Summary:

The purpose of this report is to advise Cabinet of the forecast outturn position for revenue and capital expenditure and the Council's treasury management activity as at the end of June 2020. The headline revenue forecast for 2020/21 is for net expenditure to be £28.2m over budget before the application of COVID-19 emergency funding for local government. After the use of this grant, the net over-spend is **£6.7m**. The Government has indicated that further funding will be available to compensate councils for the loss of income as a result of Covid which will improve this overall position. At the same point in 2019/20 there was a projected underspend of £0.6m.

Excluding the effects of Covid there are overspends in excess of £1m in each of Children's and Young People, Streetscene and Regulatory, and Highways and Transportation.

Early forecasts indicate that the Council's capital spending is projected to be £271.8m and includes major scheme expenditure which ranges from investment in to the A46 Link Road, Coventry Station Masterplan, Whitley South infrastructure, Public Realm, Secondary Schools expansion and the National Battery Plant. This level of expenditure, if achieved, would exceed that reported in 2019/20.

Recommendations:

The Cabinet is requested to:

- 1) Approve the Council's revenue monitoring position incorporating the application of Covid emergency funding.

- 2) Approve the revised forecast estimated outturn position for the year of £271.8m incorporating: £10.5m net increase in spending relating to approved/technical changes, £9.3m net rescheduling of expenditure from 2021/22 and £0.1m overspend.
- 3) Consider any recommendations from Audit and Procurement Committee in due course.

The Audit and Procurement Committee is requested to:

- 1) Consider the proposals in the report and forward any recommendations to the Cabinet.

List of Appendices included:

Appendix 1	Revenue Position: Detailed Directorate breakdown of forecast outturn position
Appendix 2	Capital Programme: Analysis of Budget/Technical Changes
Appendix 3	Capital Programme: Estimated Outturn 2020/21
Appendix 4	Capital Programme: Analysis of Rescheduling
Appendix 5	Prudential Indicators

Background papers:

None

Other useful documents

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?

Audit and Procurement Committee, 19th October 2020

Will this report go to Council?

No

Report title:

2020/21 First Quarter Financial Monitoring Report (to June 2020)

1. Context (or background)

- 1.1 Cabinet approved the City Council's revenue budget of £238.8m on the 25th February 2020 and a Directorate Capital Programme of £232.7m. This is the first quarterly monitoring report for 2020/21 to the end of June 2020. The purpose is to advise Cabinet of the forecast outturn position for revenue and capital expenditure and to report on the Council's treasury management activity.
- 1.2 The current 2020/21 revenue forecast is for expenditure to be £6.7m above budget. This is after applying £21.5m of emergency received or due from Government for the purpose of managing the estimated cost of COVID-19 to the Council. The reported forecast at the same point in 2019/20 was an underspend of £0.6m. Capital spend is projected to be £271.8m, an increase of £39m on the approved Capital Programme for the year.

2. Options considered and recommended proposal

- 2.1 This is a budget monitoring report and as such there are no options.

Revenue Position - The revenue forecast position is analysed by service area below. The position shown for each service area assumes that all Covid costs are met. However, the current position is that there is a shortfall of £4.6m within 2020/21 and this has been included as pressure at a whole-Council level towards the bottom of the table.

Table 1 - Forecast Variations

Service Area	Revised Net Budget £m	Forecast Spend £m	Less Covid Impact £m	Net Forecast Spend £m	Forecast Variation £m
Adult Social Care	78.4	82.7	(4.3)	78.4	0.0
Business Investment & Culture	5.2	5.8	(0.3)	5.5	0.3
Children & Young People's Services	72.2	75.5	(1.5)	74.0	1.8
Contingency & Central Budgets	15.5	12.0	(1.9)	10.1	(5.4)
Education and Inclusion	14.2	14.8	(0.2)	14.6	0.4
Finance	3.1	3.6	(0.3)	3.3	0.2
Housing Transformation	14.0	18.3	(3.6)	14.7	0.7
Human Resources	1.1	1.5	(0.2)	1.3	0.2
Legal and Governance Services	3.6	4.3	(0.2)	4.1	0.5
Directorate Management	1.4	1.5	0.0	1.5	0.1
Project Management & Property	(3.2)	3.4	(6.5)	(3.1)	0.1
Public Health	0.6	0.7	0.0	0.7	0.1
Streetscene and Regulatory	28.0	34.0	(4.2)	29.8	1.8
Transportation & Highways	4.6	8.7	(2.9)	5.8	1.2
Covid Grant Shortfall				4.6	4.6

Total	238.8	267.0	(26.1)	245.5	6.7
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- 2.2 An explanation of the major forecast variances is provided below. Further details are provided in Appendix 1 to the report.

Directorate - Covid-Related

Most of the variations reported at quarter 1 are as a direct result of the COVID-19 impacts across the City Council totalling c£26m. Of these a significant proportion relate to income which has not been achievable under lockdown or which may not be achievable in subsequent months whilst recovery takes place. The largest of these expected pressures relates to c£6m potential rent losses and associated pressures in respect of the Council's commercial property portfolio and £2.2m in respect of significantly reduced car parking, bus gate and parking enforcement activity. Other lower but still significant Covid related income shortfalls are expected in other service areas including land charges, highways, revenues, planning, commercial waste, parks, Adult Education, the Outdoor Education Service and other school traded services which collectively are forecast to result in a c£3.7m pressure.

Covid has also resulted in expenditure pressures across all services. The largest of these is expected in Adult Social Care at £4.3m as a result of supporting providers with the additional costs of PPE, staffing and other related costs as well as the emergency provision of food to those shielding and in need. Others include the impact on looked after children and leaving care placements amounting to £1.5m; the cost of housing rough sleepers during lockdown, and expected activity increase in housing of £1.3m; purchase of emergency mortuary equipment at £1.2m; and PPE, social distancing/safe working costs of c£3m.

Directorate - Non-Covid

An underlying pressure exists in relation to car parking and bus gate enforcement where pre-Covid activity levels were already lower than budgeted income levels by some £1.2m. St Marys Guildhall income is also under achieving by £0.2m whilst the capital improvement works take place and pest control by £0.1m whilst it works towards growth aspirations. There is also a £0.2m pressure in ICT due to a worsened trading position with schools.

Significant spend pressures include the costs of looked after children placements (£1.6m) as a result of delays in the delivery of Children's placement transformation and a higher unit cost of placements partly attributable to the youth violence in the city. There is a £0.8m pressure in waste disposal caused by higher gate fees and tonnages, and the £0.4m annual cost of managing and securing the Fairfax Street site whilst an alternative use is sought following its closure. Other pressures include: accelerated demand for ICT kit and a price increase (£0.2m); agency staff and external advocacy fees in legal in order to manage higher children's services casework activity levels (£0.4m); the expected cost of maintaining Christmas refuse collections (£0.2m), and agency staff in the revenues team to reflect a higher council tax base (£0.2m). Continuing increased demand and cost within Mental Health and Learning Disability services are applying further pressure to the Adult Social Care position, with this being managed within year from a mixture of grants and reserve movements.

The council overall is forecasting an underspend against its salary budgets and turnover target which is mainly due to continuing vacancies across Children's Social Care. This is partially offset by a non-salary overspend (e.g. agency, overtime). Significant work continues to be undertaken to reduce the use of agency staff, but despite continuing recruitment the turnover rate remains high.

Contingency and Central Budgets

An £1.9m estimated under-achievement of dividends resulting from the impact of Covid has been assumed at this stage. Other than this, central budgets are forecast to underspend by

£5.4m including £2.3m on the Asset Management Revenue Account (AMRA) and £3.1m within other central budgets. The AMRA underspend is the result of lower than budgeted capital financing costs and higher than budgeted income from the Council's pooled investment funds. Within central budgets there is an expected c£2m underspend on the Council's superannuation budgets and an assumed over-achievement of Business Rates Pool income this year.

Covid-Related Grants

A range of grant funding allocations have been announced to manage the financial impact of COVID-19 and deliver services to mitigate or address the effects of the pandemic. This includes £24.4m in three allocations of overall emergency funding plus grants to address specific priority areas. It is assumed that the large majority of this funding will be utilised to deliver the specific purposes highlighted by grant determinations, subject to local requirements. Most of the funding has already been received and the current list of grants is shown below.

Table 2: Covid Funding Allocations

	£000
Emergency Funding 1st Allocation	10,407
Emergency Funding 2nd Allocation	10,377
Emergency Funding 3rd Allocation	3,606
Adult Social Care Infection Control Fund	2,687
Test and Trace Support Grant	2,041
Hardship Fund	3,732
Emergency Assistance Grant for Food & Essential Supplies	479
Re-Opening High Streets Safely Fund	334
Covid Rough Sleeper contingency fund	17
Total	33,680

- 2.3 **Capital Position** - The 2020/21 capital outturn forecast for quarter one is a revised outturn position of £271.8 compared with the original programme reported to Cabinet in February 2019 of £232.7m. Table 3 below updates the budget to take account of a £10.6m increase in the programme from approved/technical changes, £19m of expenditure has been brought forward from 2019/20 and £9.3m now planned to be accelerated from future years, a small overspend of £0.1m. This rescheduling £9.3m and a small under/overspend are discussed further in section 5.1. This will not result in the Council losing any funding. In total, the revised projected level of expenditure for 2020/21 is £271.8m. Appendix 3 provides an analysis by directorate of the movement since budget setting.

The Resources Available section of Table 3 explains how the Capital Programme will be funded in 2020/21. It shows 76% of the programme is funded by external grant monies, whilst

17% is funded from borrowing. The programme also includes funding from capital receipts of £13.8m.

Table 3 – Movement in the Capital Budget

CAPITAL BUDGET 2020-21 MOVEMENT	Qtr 1 Reporting £m
February 2020 Approved Directorate Programme	232.7
Net rescheduling of expenditure from 2019/20 to 2020/21	19.0
Revised Quarter One Base	251.8
Approved / Technical Changes (see Appendix 2)	10.6
"Net" Overspend (see Appendix 3)	0.1
"Net" Rescheduling into future years (see Appendix 4)	9.3
Revised Estimated Outturn 2019-20	271.8

RESOURCES AVAILABLE:	Qtr 1 Reporting £m
Prudential Borrowing (Specific & Gap Funding)	45.0
Grants and Contributions	206.3
Capital Receipts	13.8
Revenue Contributions and Capital Reserve	6.7
Total Resources Available	271.8

2.4 Treasury Management

Interest Rates

The current Bank of England Base Rate has been at 0.10% since March 2020. The medium-term outlook is increasingly weak. While measures to counteract the impact of COVID-19 are being eased, it is likely to be some time before demand returns to previous levels. As a result current forecasts predict the base rate will remain at 0.10% for the medium term. There is a significant chance that the rate could fall lower, with negative interest rates a possibility.

Long Term (Capital) Borrowing

The net long term borrowing requirement for the 2020/21 Capital Programme is £34.2m, taking into account borrowing set out in Section 2.4 above (total £45.0m), less amounts to be set aside to repay debt, including non PFI related Minimum Revenue Provision (£10.8m). Although the Council's recent Capital Programmes have incorporated prudential borrowing as part of the overall resourcing package, no long-term borrowing has been undertaken for several years, due in part to the level of investment balances available to the authority. However, the anticipated future high level of capital spend combined with the new lower level of investment balances available mean that the Council will need to keep this under review over the next few years. The actual pattern of these factors and the level and expected movement in interest rates will dictate when the Council next seeks to borrow.

During 2020/21 interest rates for local authority borrowing from the Public Works Loans Board (PWLB) have varied within the following ranges:

PWLB Loan Duration (maturity loan)	Minimum 2020/21 to Q1	Maximum 2019/20 to Q1	As at the End of Q1

5 year	1.94%	2.19%	1.94%
50 year	2.33%	2.65%	2.48%

The PWLB now allows qualifying authorities, including the City Council, to borrow at 0.2% below the standard rates set out above. This “certainty rate” initiative provides a small reduction in the cost of future borrowing.

Regular monitoring continues to ensure identification of any opportunities to reschedule debt by early repayment of more expensive existing loans replaced with less expensive new loans. The premiums payable on early redemption usually outweigh any potential savings.

Short Term (Temporary) Borrowing and Investments

In managing the day to day cash-flow of the authority, short-term borrowing or investments are undertaken with financial institutions and other public bodies. As at 30/06/2020 The City Council held £94m of short term borrowing from other public bodies at an average interest rate of 0.95%.

Returns provided by the Council’s short-term investments yield an average interest rate of 0.83%. This rate of return reflects low risk investments for short to medium durations with UK banks, Money Market Funds, Certificates of Deposits, other Local Authorities, Registered Providers and companies in the form of corporate bonds.

Although the level of investments varies from day to day with movements in the Council’s cash-flow, investments held by the City Council identified as a snap-shot at each of the reporting stages were: -

	As at 30th June 2019	As at 31st March 2020	As at 30th June 2020
	£m	£m	£m
Banks and Building Societies	6.0	0.0	0.0
Money Market Funds	4.2	5.4	37.0
Local Authorities	0.0	0.0	0.0
Corporate Bonds	9.0	0.0	0.0
Registered Providers	10.0	10.0	10.0
Total	29.2	15.4	47.0

External Investments

In addition to the above investments, a mix of Collective Investment Schemes or “pooled funds” is used, where investment is in the form of sterling fund units and non-specific individual investments with financial institutions or organisations. These funds are generally AAA rated, are highly liquid as cash, can be withdrawn within two to four days, and short average duration. The Sterling investments include Certificates of Deposits, Commercial Paper, Corporate Bonds, Floating Rate Notes, Call Account Deposits and Equities. These pooled funds are designed to be held for longer durations, allowing any short-term fluctuations in return to be smoothed out. In order to manage risk these investments are spread across a number of funds.

As at 30th June 2019 the pooled funds were valued at £30m, spread across the following funds: CCLA, Schrodgers, Investec, Columbia Threadneedle and M&G Investments.

Prudential Indicators and the Prudential Code

Under the CIPFA Prudential Code for Capital Finance authorities are free to borrow, subject to them being able to afford the revenue costs. The framework requires that authorities set and monitor against a number of Prudential Indicators relating to capital, treasury management and revenue issues. These indicators are designed to ensure that borrowing entered into for capital purposes was affordable, sustainable and prudent. The purpose of the indicators is to support decision making and financial management, rather than illustrate comparative performance.

The indicators, together with the relevant figures as at 30th June 2020 are included in Appendix 5. This highlights that the City Council's activities are within the amounts set as Performance Indicators for 2020/21. Specific points to note on the ratios are:

- The Upper Limit on Variable Interest Rate Exposures (indicator 9) sets a maximum amount of net borrowing (borrowing less investments) that can be at variable interest rates. At 30th June the value is -£60.3m (minus) compared to +£87.9m within the Treasury Management Strategy, reflecting the fact that the Council has more variable rate investments than variable rate borrowings at the current time.
- The Upper Limit on Fixed Interest Rate Exposures (indicator 9) sets a maximum amount of net borrowing (borrowing less investments) that can be at fixed interest rates. At 30th June the value is £324.5m compared to £439.5m within the Treasury Management Strategy, reflecting that a significant proportion of the Council's investment balance is at a fixed interest rate.

3. Results of consultation undertaken

3.1 None

4. Timetable for implementing this decision

4.1 There is no implementation timetable as this is a financial monitoring report.

5. Comments from the Director of Finance and the Director of Law and Governance

5.1 Financial implications

Revenue

The impact of COVID-19 has been dramatic and far-reaching across the whole economy and all elements of the public sector. Numerous councils have given stark warnings about the vulnerability of their financial positions and the shortfall of Government funding compared to the costs that they have incurred or the income that they have lost.

In this context, the Council is in a relatively strong position compared to that reported by some councils and on current estimates is moving towards achieving a relatively secure financial position for 2020/21. The table below shows the current position indicating an unfunded Covid pressure of £4.6m.

	£m
Confirmed Covid Emergency Funding	(24.4)
Amount Committed for 2019/20 Outturn Pressures	2.9

Remaining to Fund 2020/21 Pressures	(21.5)
2020/21 Pressures	26.1
Unfunded Balance	4.6

The Government has indicated that the sector will be able to claim further grant to recompense it for part of its income pressures and guidance on the process to be followed is awaited. Although it is not possible to give a precise estimate on the amount that the Council will be able to claim, it is a reasonable assumption that it will be at least half of the unfunded balance (somewhere between £2m and £3m).

This picture needs to be balanced by the degree of risk and uncertainty that remains. The threats of a second spike of cases or a prolonged period of continuing partial lockdown conditions remain. These would signal a continued need to incur additional expenditure, such as support to external Adult Social Care providers, or suffer continued income losses such as from Council owned car parks. Even if the public health position improves this is likely to be marked by other areas of increased cost such as SEND Home to School Transport (provided on a social distancing basis) or the emergence of additional costs of looked after children for example. This combination of possibilities threatens a heightened level of volatility in the Council's financial planning even over the very short term, meaning that financial forecasting to the end of the year will continue to be challenging.

Putting aside the impacts of Covid, the Council's overall financial position includes an overspend of £2.1m at quarter 1. Although trends in previous years provide an expectation for this position to improve as the year progresses, the interaction with Covid makes it more difficult to have confidence that same will happen for 2020/21 outturn. The position includes some issues that will be difficult to remedy, such as across car parking, enforcement and waste management and it will be important for the Council to undertake strong budget management across all areas to enable it to move the budgetary position towards balance. Cabinet is reminded that at 2019/20 outturn it earmarked £5.5m for Covid Reset and Recovery and this remains a currently uncommitted resource that could be applied to help manage the overall budgetary position if necessary.

In overall terms the financial position outlined, although not without risk, provides sufficient evidence to enable the Director of Finance to provide a clear statement that it will not be necessary to issue a Section 114 notice (which would restrict the Council's ability to make any discretionary spending decisions).

At this early stage it is important to flag that next financial year is also at a heightened position of risk. The Budget Report approved in February 2020 included an indicative gap for 2021/22 of £19m. The combination of uncertainty facing local government finance beyond the current year and the continued (and potentially permanent) impacts of Covid mean that many of the fundamental elements of the financial plan are fluid at present. One example of this is the Council Tax and Business Rates 'Collection Fund'. In accounting and financial planning terms, the impact of Covid on collection of these tax-revenues within the current year will not be felt until 2021/22. An initial planning estimate of this impact is £6m although this is likely to be revised through this year. The other elements of the Budget that could similarly be subject to significant change means that the Council will enter its most challenging budget setting process for some years.

Capital

The Council's capital programme plans continued to be progressed despite the lockdown conditions in place during the first quarter. Although there was an impact on some areas of

the programme (in particular some city centre public realm works) most schemes worked at or approaching full capacity. The programme continues to reflect major schemes that are being delivered over several years such as the UK Battery Industrialisation Centre, Whitley South Infrastructure, Public Realm and the Coventry Station Masterplan, all of which now have a very visible physical presence in the city. Other areas of the programme which have been in an earlier planning stage such as the City of Culture Capital Programme and the second Friargate building should see significant project progress during 2020/21. The current forecast programme, if achieved, will surpass the very large programme achieved in 2019/20.

The largest areas of rescheduling in the first quarter involve some of the strategic projects which will help to change the face of the city. Some key projects are accelerating their programmes; including the Coventry Station Masterplan and the school's secondary schools' expansion programme funded through Basic Need Grant. None of the rescheduled programme will result in any funding being lost to the Council.

A small overspend of £0.1m is being predicted against the Salt Lane Car Park. In addition, external contractor delays in revisiting incorrectly installed ductwork has put time and costs into the program of works. The Council is seeking where possible to recover these fees. These costs are currently under review by the Project Team and will endeavour to reduce the financial risk.

5.2 Legal implications

None

6. Other implications

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

The Council monitors the quality and level of service provided to the citizens of Coventry and the key objectives of the Council Plan. As far as possible it will try to deliver better value for money and maintain services in line with its corporate priorities balanced against the need to manage with fewer resources.

6.2 How is risk being managed?

The need to deliver a stable and balanced financial position in the short and medium term is a key corporate risk for the local authority and is reflected in the corporate risk register. Budgetary control and monitoring processes are paramount in managing this risk and this report is a key part of the process. The impact of Covid has represented a heightened level of financial risk over this period. The Council has sought to take a proportionate approach to supporting key sectors, partners and vulnerable groups ensuring that a fundamental safety net is provided but doing so in a financially sustainable way, ensuring that the Council can maintain legacy support within the broad financial envelope indicated by Government emergency funding announcements.

6.3 What is the impact on the organisation?

It remains important for the Council to ensure that strict budget management continues to the year-end. The Council continues to monitor any systemic changes to the financial position represented by Covid and these will be reflected in the forthcoming Budget process.

6.4 Equalities / EIA

No impact.

6.5 Implications for (or impact on) climate change and the environment

No impact at this stage although climate change and the environmental impact of the Council's decisions are likely to feature more strongly in the future.

6.6 Implications for partner organisations?

No impact.

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Councillor J Mutton	Cabinet Member Strategic Finance and Resources	-	22/7/20	22/7/20

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

Appendix 1 Revenue Position: Detailed Directorate Breakdown of Forecasted Outturn Position

Budget variations have been analysed between those that are subject to a centralised forecast and those that are managed at service level (termed “Budget Holder Forecasts” for the purposes of this report). The Centralised budget areas relate to salary costs – the Council applies strict control over recruitment such that managers are not able to recruit to vacant posts without first going through rigorous processes. In this sense managers have to work within the existing establishment structure and salary budgets are not controlled at this local level. The Centralised salaries and Overheads under-spend shown below is principally the effect of unfilled vacancies.

Directorate	Revised Budget	Forecast Spend After Action/ Use of Reserves	Centralised Forecast Variance	Budget Holder Forecast Variance	Net Forecast Variation	Less Covid Impact	Other Variance
	£m	£m	£m	£m	£m	£m	£m
Adult Social Care	78.4	82.7	0.1	4.2	4.3	4.3	0.0
Business Investment & Culture	5.2	5.9	0.2	0.4	0.6	0.3	0.3
Children and Young People's Services	72.2	75.5	(2.2)	5.5	3.4	1.5	1.8
Contingency & Central Budgets	14.1	10.6	0.0	(3.5)	(3.5)	1.9	(5.4)
Education and Inclusion	14.2	14.7	(0.5)	1.1	0.6	0.2	0.4
Finance	3.1	3.6	(0.1)	0.6	0.5	0.3	0.2
Housing & Transformation	14.0	18.3	0.1	4.3	4.3	3.6	0.7
Human Resources	1.1	1.5	0.2	0.2	0.4	0.2	0.2
Law and Governance	3.6	4.4	(0.0)	0.8	0.7	0.2	0.5
People Directorate Management	1.4	1.5	0.0	0.0	0.1	0.0	0.1
Project Management & Property Services	(3.2)	3.4	0.0	6.6	6.6	6.5	0.1
Public Health	0.6	0.7	(0.0)	0.1	0.1	0.0	0.1
Streetscene & Regulatory Services	28.0	34.0	0.1	6.0	6.0	4.2	1.8
Transportation & Highways	4.6	8.8	(0.0)	4.2	4.1	2.9	1.2
Total Spend	237.3	265.6	(2.1)	30.3	28.2	26.1	2.1
Ringfenced_Funding	1.4	1.4	0.0	0.0	0.0	0.0	0.0
Net Budget Resources	(238.8)	(238.8)	0.0	0.0	0.0	0.0	0.0
Covid Grant Shortfall					4.6		4.6
Total	0.0	28.2	(2.1)	30.3	32.8	26.1	6.7

	Explanation	£m
Total Non-Controllable Variances	The council overall is forecasting an underspend against its salary budgets and turnover target which is mainly due to continuing vacancies across Children's Social Care.	(2.1)

Service Area	Reporting Area	Explanation	£M
People Directorate			
Education and Inclusion	SEND & Specialist Services	The Qtr. 1 forecast for SEN Home to School Transport is projecting a £959k under spend for 2020/21. The forecast includes reduced spending during the spring/summer term due to Covid-19. It includes a contingency for any supplier relief claims from private providers holding contracts with the Council and assumes a return to normal numbers from September 2020. The forecast also assumes a return to our standard operating model for delivering transport from September, i.e. the ratio of journeys provided via in house routes, taxis and personal transport budgets returns to normal. A percentage has been built into the forecast to account for a slight increase in special school places from September 2020. SEND Support Services are forecasting an over spend of £221k which is offset in part by a centralised under spend of £129k. Due to social distancing measures resulting from Covid-19, the SEND Support Service has not been able to deliver in full on its traded offer to schools during the Summer Term. The Council is working with schools to recover the full cost of the Service Level Agreement, but there is a risk that this will not be possible and income for Q1 will therefore be reduced. A 20% reduction in traded income has therefore been included in the budget position to reflect this possibility.	(0.7)
Education and Inclusion	Education Entitlement	Plas Doly Moch is forecasting an over spend of £620k as a result of Covid-19. The centre is currently closed and is therefore not able to generate income via fees & charges. Government support has been accessed where possible and all expenditure has been reviewed to reduce spending. Avenues are currently being explored in relation to other forms of income generation. The budget for Bus Passes which are provided as part of the LA's home to school transport responsibilities is forecasting an over spend of £115k. This is due to an increase in the number of pupils who are eligible. The Education Welfare service is forecasting an over spend of £65k. This is due to a reduction in income from Fixed Penalty Notices relating to non-attendance as a result of Covid-19. The budget for the Woodlands site is reporting an over spend of £40k because of reduced income from leisure activities due to Covid-19. Other traded services within Education Entitlement are forecasting	1.0

		over spends as a result of an expected reduction in school and / or parental income due to Covid-19. Work is ongoing to explore options to mitigate this.	
Education and Inclusion	Employment & Adult Education	To date it has not been possible to deliver the outstanding £189k financial savings target set as part of previous budget setting processes to ensure we maximise ESFA grant funding against internal training programmes. Due to the impact of Covid-19 and the resulting switch to virtual learning Adult Education are forecasting a £130k reduction in income generated via fees and charges. The Employment Service are forecasting an over spend of £441k but this is fully offset by a corresponding under spend against centralised salaries.	0.8
Education and Inclusion			1.1
Children and Young People's Services	LAC & Care Leavers	The largest element of this variance is as a result of the placement pressures (£2.7M net overspend). Children in external children's homes are above projected numbers and there have been some high cost placements and remand costs as a consequence of youth violence. £1.1M of this variance has been attributed to COVID as a result delays in delivery of the placement transformation programme. Supported accommodation is forecasting an overspend of £0.3M, which is all attributable to COVID, and is linked to delays in being able to move care leavers on to their own tenancies during the lockdown period. There are a number of other variances across the service as a result of activity pressure (including Children's Disability Service, care leavers, permanence allowances and agency costs totalling £1.2M). These are partially offset by a centralised salary underspend. Work is underway looking into these pressures to understand how they can be managed over the medium term.	4.2
Children and Young People's Services	Help & Protection	The budget holder variance largely relates to an overspend in the costs of agency staff covering vacancies across the service, which is more than offset by underspends across centralised salary budgets. We continue to recruit permanent social workers, but the turnover rate continues to mean we have a need for agency workers. The Workforce Board continues to focus on this issue to ensure we can reduce agency staffing levels as part of workforce transformation.	1.2
Children and Young People's Services			5.5
Adult Social Care	Strategic Commissioning (Adults)	£0.2m underspend relates to Carers budgets. Work is underway to enhance the support offer to carers for the next 12 months. £0.3m underspend relates to transport following the suspension of day opportunities as result of COVID-19.	(0.4)
Adult Social Care	All Age Disability and Mental Health Operational	There remains significant pressures in Deprivation of Liberty Assessment demand leading to additional assessment costs. The All Age Disability Team has also seen increasing demand and a high turnover of staff leading to increased Agency costs, recruitment to posts is ongoing.	0.3

Adult Social Care	Internally Provided Services	Additional costs of other pay and overtime have been offset by savings in centralised costs due to vacancies. During the period affected by COVID-19, some staff recruitment has been put on hold due to staff from services which have been suspended being redeployed to cover vacancies.	0.1
Adult Social Care	All Age Disability and Mental Health Community Purchasing	Demand for Mental Health services, specifically residential and nursing placements, continues to apply pressure to the budget. Work is underway to identify alternative commissioning options that will help redress the trend. In Learning Disability, work continues to seek ways to reduce expenditure across commissioned services, particularly residential and nursing provision. Reviews of high cost transition packages are reducing long term costs.	4.7
Adult Social Care	Adult Social Care Director	There are 2 significant variations which make up the budget holder variance. A £4.1m overspend due to specific COVID-19 related spend which will be resourced alongside other corporate covid related expenditure as well as a £3.5m underspend representing the use of iBCF and other resources to manage the underlying Adult Social Care financial position. Whilst ibcf grant has been provided to assist with managing the position, it is unlikely to be sufficient to manage the longer-term cost impact of the pandemic. The contributory factors that make up the overspend are reflected in the explanations below.	0.6
Adult Social Care	Older People Community Purchasing	Although numbers of new starts in residential/nursing provision have been impacted by the Covid 19 outbreak it is expected numbers will begin to increase, which will lead to further cost pressures. Therefore strategies to reduce admissions will continue to be a focus for the rest of the year.	(1.2)
Adult Social Care			4.2
Customer Services & Transformation	Customer and Business Services	The Budget Holder forecast overspend relates to the following: a net loss of income for Post & Fastprint £56K as a result of lockdown and £45K agency cover needed re delayed recruitment during a staffing review (£10K of this was due to delays resulting from Covid). There have also been some costs for the Contact Centre relating to home-working equipment, planned additional security for re-opening and staffing costs for additional community support provided. The net impact of these is relatively low (£4K) as they have been offset against all possible cost reductions.	0.2
Customer Services & Transformation	Housing and Homelessness	A combination of additional budget resource and a number of strategies that we are putting in place to reduce the unit cost of temporary accommodation (e.g. caradoc, acquisitions, market negotiations) means that we are forecasting a balanced position for 20/21 despite significant activity increase over the last year. The overspend relates to forecast COVID-related expenditure including the additional costs of housing rough sleepers from April to July and additional activity that the service expects to see as a result of restrictions on evictions being removed and increased financial hardship.	1.4
Customer Services & Transformation	Procurement	The Budget Holder forecast overspend mainly relates to cross-Council PPE expenditure of £2m - all relating to Covid 19 and under-achievement on both streams	2.0

		of rebate income of £90K - £80K of which is Covid related.	
Customer Services & Transformation	ICT & Digital	The current forecast position is largely a result of the following factors: some COVID-19 related pressures (circa £140k), a general increase in demand for ICT kit and services and price increase (circa £225k) and a worsening income position from traded services (circa £200k). Management action is being taken to look to address these pressures although it is recognised that the COVID-19 situation has accelerated an already growing demand for ICT kit and services such as laptops, mobile phone and user accounts. The increase in unit price for equipment such as laptops is due to the global demand and some supply chain issues. Work is being done to re-baseline the organisations core requirement for ICT kit aligning closely with organisational design activity as a result of COVID-19. The worsening position on income from traded services may be impacted further by the COVID-19 situation. This hasn't been reflected in the Quarter 1 position as work to manage the impact is underway.	0.5
Customer Services & Transformation	Other Variances Less than 100K		0.1
Customer Services & Transformation			4.3
Legal & Governance Services	Legal Services	"COVID-19 lockdown has had a negative impact on income streams within the Register Office and the Records & Land Charges services with income reductions estimated at c£200k. Other variations reflect a £200k cost of agency staff to cover vacancies within the Legal Services team, a £220k cost of external legal fees for care proceedings, and an underlying pressure of £100k in the Coroner's Service as a result of increased costs and volumes. It is too early to assess the impact of lockdown on the cost and volume of legal care proceedings, so no pressure is being reported. However, this needs to be closely monitored."	0.8
Legal & Governance Services			0.8
Business Investment and Culture	Sports, Culture, Destination & Bus Relationships	"Covid 19 has resulted in the closure of the Wave water leisure facility which in turn has an impact on the profit share arrangements causing the majority of this pressure. Other variations are as a result of the closure of St Marys Hall catering facility whilst the capital improvement works are carried out.	0.4
Business Investment and Culture			0.4

Finance & Corporate Services	Revenue & Benefits	COVID-19 impact has resulted in an estimated 25% reduction in court cost income of around £250k due to the suspension of liability order applications, and an increase in off-site processing required to cope with extra demand of £40k.	0.6
Finance & Corporate Services			0.6
City Centre & Major Projects Development			
Transportation & Highways	Traffic	The majority of pressures are largely due to a significant reduction in parking and enforcement income during the Covid 19 lockdown period, based on an assumed phased return to normal levels of activity over the coming months. Other variations reflect a combination of the delayed implementation of a new fee structure for residents' parking permits, an underlying pressure in bus gate enforcement as a result of a downturn in the number of PCNs being issued, and the temporary closure of a bus gate for railway station works.	3.6
Transportation & Highways	Highways	This is primarily the impact of DLO being stood down in April, May and early June due to Covid 19 as during this time the service was unable to recover its direct costs and overheads totalling £650k. This is expected to be offset slightly during the remainder of the year from fees earned on external works	0.5
Transportation & Highways	TH Management & Support	"Other Temporary management arrangements"	0.1
Transportation & Highways			4.2
Streetscene & Regulatory Services	Streetpride & Parks	The majority of pressures are income related due to COVID. Coombe car parking and shop income is c£86k down, various parks events and activities were cancelled (£244k), and memorialisation income of £42k was lost. Additional costs of £164k have also been incurred to enable safe working. Other pressures relate to the delayed implementation of the WMP car park charging of £120k, streetpride fleet costs due to ageing fleet of £124k, traveller Incursion costs of £40k and agency staff costs (offset by vacancies) of £167k.	1.0
Streetscene & Regulatory Services	Planning & Regulatory Services	The main pressures in this area are a reduction in planning income estimated at £400k due to Covid, plus some agency, consultancy and other one-off resourcing costs totalling £127k	0.5
Streetscene & Regulatory Services	Waste & Fleet Services	The main pressures are COVID related including loss of Commercial Waste contract income of £364k, reduced passenger transport activity charges of £1,171k and taxi Licensing income of £110k. In addition, COVID related costs in Domestic Waste of £272k were incurred to ensure continuity of service, largely staffing related and some loss of income in Fleet Services £152k.	2.8

		Other forecast pressures relate to the expected cost of service continuity over the Christmas period of £225k and delayed achievement of sales growth in commercial waste of £90k. Waste Disposal costs are also forecast as higher than budget by c£800k due to a combination of increased tonnages and gate fees, but both are offset by lower Fleet capital financing costs.	
Streetscene & Regulatory Services	SSGS Management & Support	This relates to the cost of providing temporary regional mortuary facilities for the COVID-19 response.	1.2
Streetscene & Regulatory Services	Environmental Services	Covid related income losses are forecast at £130k, primarily pest control related. Other variations relate to unbudgeted staffing costs of covering maternity leave and some project work, and the under achievement of pest control and MRS income targets (non Covid related) whilst growth aspirations are being worked towards.	0.4
Streetscene & Regulatory Services			6.0
Project Management and Property Services	Commercial Property and Development	Expected rental income loss and cost of vacant property due to COVID, less a small surplus from recovery of fees relating to asset disposals	5.7
Project Management and Property Services	Facilities & Property Services	£450k is PPE and other similar costs to make buildings COVID compliant. £427k pressure is also expected relating to Fairfax street (leisure centre) holding costs following closure	0.8
Project Management and Property Services			6.6
Ringfenced Funding	SEND & Specialist Services	DSG - An over spend of £1.4M is currently being forecast against SEN Placements, which is partially offset by under spends against other services. There has been an increase in the number of children and young people with EHC plans and in the complexity of need. This has resulted in more pupils with EHC plans being supported in both mainstream and special schools. The LA have commissioned additional numbers in special schools this year to meet the demand in placements across primary and secondary schools. In addition, more pupils are requiring a higher level of financial support to meet their complexity of need. Due to the complexity of need for an increasing number of children and young people and the capacity issues in meeting some of the more complex needs within our maintained schools, there has been an increase in both the commissioned number of independent specialist placements and the costs of those placements due to the bespoke provision that is required to be in place. There has also been a rising cost in supporting the educational provision for LAC with special educational needs placed in various residential settings out of Local Authority. An increase of circa £700k in forecast spend for post 16 educational placements is predicted for 2020/21. This is largely attributable to increased provider costs and a group of complex young people leaving school this year requiring high cost placements. All reasonable measures are in place to monitor and challenge this	1.0

		element of provision whilst ensuring the Council continues to meet its statutory duty.	
Ringfenced Funding	Schools	DSG - £1.9M High Needs Unallocated Resource, £0.3M Growth Fund & £0.1M Early Years Provision	(2.3)
Ringfenced Funding	Education Entitlement	DSG: The budget for the Early Years team is forecasting an under spend of £227k. This is due to vacancies within the team and a delay in the implementation of a proposed restructure. The New Arrivals fund is forecasting an under spend of £75k due to a reduction in the number of pupils being admitted to schools due to Covid-19. Coventry ELC is forecasting an under spend of £71k, however it should be noted that £51k of their 2020/21 budget is a one-off contribution from reserves. There are other small under spends across a number of different budgets within Education Entitlement.	(0.5)
Ringfenced Funding	Education Improvement & Standards	DSG: Planned use of Education Standards De-Del and Primary Steering Group reserves	0.1
Ringfenced Funding	Financial Strategy	Technical adjustment to remove total of ringfenced variance from corporate position	1.6
Ringfenced Funding			0.0
Total Non-Controllable Variances - Contingency & Central Budgets			30.3

Appendix 2

Approved / Technical Changes

SCHEME	EXPLANATION	£m
PEOPLE DIRECTORATE		
Woodlands Feasibility	Additional funding for the feasibility phase.	0.1
Disabled Facilities Grants	Reconciling estimated budgets to the real allocation in 20/21.	0.3
Condition Programme	S106 funding identified to support identified improvements to previously expanded schools. Also the grant from the DFE was £102,000 less than anticipated when budgets were set.	0.8
Integrated Transport Programme	An estimated funding value in the amount of £1.4m to be secured from the WMCA was included in the Transportation & Highway Maintenance Capital report on the 10th March 2020, which has been approved by cabinet .The £1.4m included in the cabinet report was based on initial estimates, however, more accurate costs have since been obtained and the new total of the grant funding which has been secured now stands at £1,628k	1.6
Coventry Station Masterplan	Funding set aside from CSMP for Friargate Bridge liability.	(3.8)
Whitley South Infrastructure	Agreed variation to Buckingham's contract for additional works funded by the CWLLP.	2.9
MRF	Funding from other Local Authorities for the development phase, not previously budgeted for.	(0.5)
Purchase of Welfare Unit Lower Ford Street	New purchase of Welfare Unit.	0.1
Oak House Binley Business Park - Long Lease Purchase	Cabinet on 10th March 20, for the purchase of Oak House long lease.	1.8
Homelessness - Phase 2	Cabinet on 10th March 2020 to improve the provision of temporary accommodation for single homeless people - this forms part of a wider £6m approval.	3.6
Cathedral Lanes Loan	Loan agreement with Shearer Property Ltd amended from August 2016 - drawn down funds.	1.0

Heritage Assets - City Walls & Gates	New funding for City Walls and Gates covering Swanswell, Cook and Lady Herbert's Garden, remedial works 80% funded by Historic England.	0.1
City Centre South	Additional funding, where costs are not eligible for WMCA grant to cover project support.	0.4
Highways Investment	Department for Transport confirmed additional funding allocations on the 15th May 2020 for the Highways Maintenance Challenge Fund to the WMCA area. This has resulted in £2.1m additional funding. £0.5m is being utilised to support the revenue reactive programme.	1.6
OLEV Connected Kerbs	Office for Low Emission Vehicles (OLEV) has awarded Coventry City Council, a grant with a maximum value of £74,550 for On-street Residential Chargepoint Scheme	0.1
Alan Higgs	The saving on the Alan Higgs Centre 50m Swimming Pool project reflects the contract settlement figure and targeted project saving for the project.	(0.3)
City Centre Destination Leisure	The increase on the City Centre Destination Facility reflects the contract settlement figure and associated costs to reach that position. There are also some additional post construction works that were required that are included within that increase.	0.6
Misc	Programme changes less than £0.1m	0.1
TOTAL APPROVED / TECHNICAL CHANGES		10.5

Appendix 3

DIRECTORATE	BASE BUDGET plus 18/19 RESCHEDULING £m	APPROVED / TECHNICAL CHANGES £m	OVER / UNDER SPEND NOW REPORTED £m	RESCHEDULED EXPENDITURE NOW REPORTED £m	REVISED ESTIMATED OUTTURN 20-21 £m
PEOPLE	29.2	1.1	0.0	(0.5)	29.8
PLACE	222.6	9.4	0.1	9.8	242.0
TOTAL	251.8	10.5	0.1	9.3	271.8

Rescheduling and Accelerated Spend

SCHEME	EXPLANATION	£m
Basic Need	COVID contingency of £1.25m and additional projects identified (Whitmore Park refurbishment and additional associated works for Phase 1 secondary expansions).	1.6
Condition	Due to COVID-19 some Primary School works have been rescheduled to 21/22	(0.4)
SEND	Programmes of work further ahead than anticipated.	0.2
Disabled Facilities Grants (Better Care Fund)	Additional OT in housing (12 month). Work underway to attract new contractors (leaflet around city) and commencement of DPS framework should increase pool of contractors and allow more jobs to be completed. However, we still have to consider we our three months behind due to Covid. Increased spend will likely be realised next year.	(1.9)
Growing Places	Remaining allocated funds within Growing Places are a contribution to the Duplex Investment Fund, totalling £2.6m. The anticipated drawdown of these funds is uncertain as take up for the Duplex Fund has been impacted by COVID-19. There is also £1.1m of unallocated funds within Growing Places Fund and CWLEP have not yet indicated to the accountable body as to when these will be awarded to a recipient.	(3.7)
Vehicle & Plant Replacement	The variant is due to rescheduling 16 passenger transport buses and 3 refuse collection vehicles into next year. The condition of the existing vehicles has meant we have been able to prolong their life a bit longer and save purchasing new vehicles this year. The condition of these will be reviewed again next year	(1.1)
ESIF - Business Support Phase 2	We have had more demand for Capital grants than was forecast, hence we have increased the budget by £157k to reflect the amount of grant that has been paid to businesses. We have also had a further approval for more ERDF grant from MHCLG	0.2
Superfast Broadband	The rescheduling of £239k to next year is as a result of finalising the payment profile for the network lease extension with City Fibre. There has been some cross over with work regarding the secondary data centre project which is also being negotiated with City Fibre hence why this rescheduling is taking place in year and not at budget setting.	(0.2)
Whitley Depot Redevelopment	The project has been delayed due to a value engineering exercise that was carried out with the tenderers to reduce costs and approval to proceed is being sought.	(0.2)

Purchase of Containers - Commercial Waste	Less spend anticipated due to servicing less customers due to COVID impact and expected revenues dropping. Essentially less customers, so less bins needed.	(0.2)
Coventry Station Masterplan	The Station Masterplan expenditure profile has been revised to reflect the current programme, whereby construction will be substantially complete by Q4. The profile reflects the latest contractual activity schedules and milestone payments accordingly. Impact of Covid 19 on works has been limited and while there has been some in year reprofiling to reflect delayed activities it hasn't impacted on the overarching programme target of completion in Spring 2021.	14.9
City Centre South	Opportunity to purchase Victoria Buildings has come forward this is accelerated form 21/22 and switch from CPO purchase to Market Price	2.0
Friargate	Stage 4 costs paid in one lump sum instead of spreading over two quarter	0.5
City of Culture	Due to the current pandemic within the Country, following guidance and advise from the UK government, capital programmes were unable to continue to work following the 2 metre guidance. The City of Culture programmes, all with the exception of Daimler were tools down and therefore had an impact on their spend and claim within the quarter. We are pleased to confirm all projects have returned on site and works are being carried out. We are hopeful this will now bring the spend back on profile	(1.2)
Coombe Park new Play Facilities	Delays in tendering due to COVID-19	(0.5)
Coombe Loan Facility	Loan facility not expected to be required in 20/21	(0.8)
TOTAL RESCHEDULING		9.3

Prudential Indicators

Indicator	per Treasury Management Strategy	As at 30th June 2020
Ratio of Financing Costs to Net Revenue Stream (Indicator 1) , illustrating the affordability of costs such as interest charges to the overall City Council bottom line resource (the amount to be met from government grant and local taxpayers).	14.16%	14.16%
Gross Borrowing should not, except in the short term, exceed the estimated Capital Financing Requirement (CFR) at the end of 3 years (Indicator 2) , illustrating that, over the medium term, net borrowing (borrowing less investments) will only be for capital purposes. The CFR is defined as the Council's underlying need to borrow, after taking account of other resources available to fund the capital programme.	Year 3 estimate / limit of £531.4m	£411.3m Gross borrowing within the limit.
Authorised Limit for External Debt (Indicator 5) , representing the "outer" boundary of the local authority's borrowing. Borrowing at the level of the authorised limit might be affordable in the short term but would not be in the longer term. It is the forecast maximum borrowing need with some headroom for unexpected movements. This is a statutory limit.	£502.3m	£411.3m is less than the authorised limit.
Operational Boundary for External Debt (Indicator 6) , representing an "early" warning system that the Authorised Limit is being approached. It is not in itself a limit, and actual borrowing could vary around this boundary for short times during the year. It should act as an indicator to ensure the authorised limit is not breached.	£482.3m	£411.3m is less than the operational boundary.
Upper Limit on Fixed Rate Interest Rate Exposures (Indicator 9) , highlighting interest rate exposure risk. The purpose of this indicator is to contain the activity of the treasury function within certain limits, thereby reducing the risk or likelihood of an adverse movement in interest rates or borrowing decisions impacting negatively on the Council's overall financial position.	£439.5m	£324.5m
Upper Limit on Variable Rate Interest Rate Exposures (Indicator 9) , as above highlighting interest rate exposure risk.	£87.9m	-£60.3m
Maturity Structure Limits (Indicator 10) , highlighting the risk arising from the requirement to refinance debt as loans mature: < 12 months 12 months – 24 months 24 months – 5 years 5 years – 10 years 10 years +	0% to 50% 0% to 20% 0% to 30% 0% to 30% 40% to 100%	30% 0% 2% 15% 52%
Investments Longer than 364 Days (Indicator 11) , highlighting the risk that the authority faces from having investments tied up for this duration.	£30m	£0.0m



Cabinet

25th August 2020

Name of Cabinet Member:

Cabinet Member for Policing and Equalities - Councillor AS Khan

Director Approving Submission of the report:

Director of Streetscene and Regulatory Services

Ward(s) affected:

All

Title: Proposed Renewal of the City-Wide Public Space Protection Order

Is this a key decision?

No

Executive Summary:

This report seeks permission to renew the City-wide Public Space Protection Order (PSPO) that was created in October 2017.

The PSPO has 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 drinking of alcohol and use of Nitrous Oxide (laughing gas) in public spaces.

Recommendations:

The Cabinet Member is recommended to:

- (1) Approve the renewal of the Citywide Public Space Protection Order, and to make this Order effective on the day before the existing Order is due to expire, this will be 3rd October 2020.

List of Appendices included:

Appendix 1 - Proposed Draft Order
Appendix 2 – Impact Statements

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 Renewal of the City-Wide Public Space Protection Order

1. Context (or background)

- 1.1 The renewal of the City-Wide Public Space Protection Order (PSPO), provides for the continued use of powers 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 It is recognised that the consumption of both alcohol and nitrous oxide in public spaces is closely linked with Anti-Social Behaviour (ASB)
- 1.3 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 to the report). Pursuing individuals, whilst on the vehicles, is also dangerous for all parties concerned.
- 1.4 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.
- 1.5 This Order will allow people to be challenged for just being in possession of their bikes in public areas, as the assumption is that if there's no indication that 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.
- 1.6 Nitrous Oxide (Laughing Gas) is recognised as a public health risk, this is outlined in Appendix 2 to the report, 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 Allow the current PSPO to expire. 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 Renew the existing Order. The Council could renew the existing 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 Nitrous Oxide Canisters (Laughing Gas). The Order classifies 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.

- 2.4 Addressing Off Road Bikes. The Order makes it an offence to be in possession of a “mechanically propelled vehicle”. The PSPO states that it an offence if the following criteria applies;
- 2.4.1 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 to planning and noise nuisance legislation where applicable.
- 2.5 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 unamended Order can be found in Appendix 1 attached to the report.

Cabinet is therefore recommended to:

- (1) Approve the renewal of the Citywide Public Space Protection Order, and to make this Order effective on the day before the existing Order is due to expire, this will be 3rd October 2020

3 Proposed Consultation

- 3.1 The original Order in 2017 was widely consulted, including seeking the views of the public via a full consultation, which was strongly in favour of the creation of the Order.
- 3.2 The legislation covering PSPO’s states that where an Order is being reviewed, and there are no changes to the original Order it is only necessary to seek the views of key partners.

The key partners consulted with were:

West Midlands Police
Public Health
Parks and Greenspaces

These can be found in Appendix 2 attached to the report

4 Timetable for implementing this decision

- 4.1 Once approved the Order will be implemented one day prior to the expiry of the existing order. The Order can be implemented and operational immediately.

5 Comments from the Director of Finance and the Director of Law and Governance

- 5.1 **Financial implications**
The costs of enforcing this legislation will be met from within existing resources.

5.2 Legal implications

Under sections 59-75 of the Anti-social Behaviour, Crime and Policing Act 2014, local authorities have powers to make PSPOs.

The Council can only make a PSPO when it is satisfied on reasonable grounds that the activities carried out or likely to be carried out in a public place have a detrimental effect on the quality of life of those in the area and are persistent, continuing and unreasonable. The Council would also need to be satisfied that the restrictions imposed were justified.

Should anyone object to the granting of a PSPO they would have to make a High Court application within 6 weeks of the order being granted.

For that appeal to be successful they would have to show that the Council did not have the power to make the order, as the issue covered has not been demonstrated, usually by empirical evidence, to be a significant enough issue to justify the restriction. The other grounds for the appeal would be to demonstrate that the consultation process was inadequate.

PSPOs can only apply to public places. This means any place to which the public, or and sections of the public, on payment or otherwise, have access to as of right or by virtue of express or implied permission.

The Council must comply with the Anti-Social Behaviour, Crime and Policing Act 2014 (Publication of Public Spaces Protection Orders) Regulations 2014 by publishing the extended order on its website and by erecting notices on or near the affected land sufficient to draw the attention of the public to the fact that the order has been extended and the effect of this.

The Council will decide whether it is appropriate to issue a fixed penalty notice for any breach of the PSPO witnessed by an enforcing officer. In line with other PSPOs in Coventry, any Fixed Penalty Notice for non-compliance with a PSPO will be set at £100 reduced to £60 if paid within 14 days. If the Fixed Penalty Notice is not paid, court proceedings can be initiated to prosecute for the offence of failing to comply with the PSPO where the maximum fine is currently £1000 (level 3 on the standard scale). Following conviction, the Council could apply for a Criminal Behaviour Order which can contain both prohibitions and positive requirements.

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) climate change and 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):**Name and job title:**

Liam Nagle
Community Safety Officer

Service:

Streetscene and Regulatory Services

Tel and email contact:

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Enquiries should be directed to the above person

Contributor/approver name	Title	Service	Date doc sent out	Date response received or approved
Contributors:				
Craig Hickin	Head of Environmental Services	Streetscene and Regulatory Services	07/07/20	07/07/20
Graham Hood	Head of Streetpride, Greenspaces	Streetscene and Regulatory Services	07/07/20	09/07/20
Michelle Salmon	Governance Services Officer	Law and Governance	07/07/20	07/07/20
Liz Gaulton	Director of Public Health	-	07/07/20	08/07/20
Davina Blackburn	Regulatory Services Manager	Streetscene and Regulatory Services	07/07/20	21/07/20
Names of approvers for submission: (Officers and Members)				
Cath Crosby	Lead Accountant	Finance	07/07/20	09/07/20
Gill Carter	Senior Solicitor, Legal Services	Law and Governance	07/07/20	09/07/20
Karen Mihajlovic	Senior Human Resources Advisor	Human Resources	07/07/20	07/07/20
Andrew Walster	Director of Streetscene and Regulatory Services	-	07/07/20	07/07/20
Gail Quinton	Deputy Chief Executive	-	07/07/20	07/07/20
Councillor AS Khan	Cabinet Member Policing and Equalities	-	07/07/20	07/07/20

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

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Coventry City Council
Anti-Social Behaviour, Crime and Policing Act 2014, Section 59
Public Spaces Protection Order (Citywide) 2020

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, 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 should the officer believe the person is either;

- i) Under 18 years of age
- ii) Intoxicated
- iii) Likely to consume the alcohol in public and cause nuisance if left with them

- 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, or on any other land without express or implied permission.

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, and being used by someone 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

I am PC Nicholas Mansell and I am the ASB Coordinator for Coventry.

Coventry Police experience continuous demand in relation to anti-social behaviour and off-road motor bikes. There is not any area of the city that is not affected, but clearly there are areas where we experience greater demand.

There are currently a number of open investigations in Coventry where anti-social behaviour and off-road bikes are the main concern. These are in the areas of Keresley, Coundon, Wyken, Wood End, Canley and Willenhall. All involve relatively young people riding motor bikes on the public highway, in parks and using public footpaths. This is both dangerous for the general public and to the riders themselves.

There are a number of police tactics that can be used to tackle off-road motor bikes but education is clearly the most preferred. There are very few areas locally where an off-road motor bike can be ridden legally, which does mean that the majority of riders are committing one or more offences. Through the city wide PSPO the message that off-road motor bikes cannot be ridden within Coventry is very much beneficial.

Below are figures that demonstrate the monthly demand that motor bike related activity creates across the city. Seasonal trends show us that this sort of behaviour steadily increases throughout the summer to a peak in August/September time.

Police calls in relation to motor bikes:

March 2020 – 22 calls

April 2020 – 29 calls

May 2020 – 38 calls

June 2020 – 21 calls

It is well known now that police officers in Coventry will not pursue individuals on off road bikes due to safety concerns. In order to launch an operation in order do this, Coventry Police need to bid for central resources and specialist officers.

These officers are able to undertake pursuit work and also have additional equipment such as DNA spray. Coventry has bid for these central resources and the results have been excellent with off road motor bikes seized and then later destroyed and prosecutions of offenders undertaken. However, these officers are in high demand across the West Midlands Police area, so cannot be relied upon a regular basis.

West Midlands Police support the renewal of the PSPO and the benefits it brings.

Impact Statement – Parks and Greenspace

My name is Andrew Beechey and I am employed by Coventry City Council as a Parks Development Officer. Within the city we have a considerable number (over 350), parks and greenspaces that we are responsible for developing and maintaining, the intention being to give an attractive, pleasant environment for visitors and citizens to enjoy. Within our portfolio we have occasional issues with Anti-Social Behaviour (ASB) and this can take several forms.

Since April 2020 we have had 138 incidents of Anti-social behaviour reported by CCC staff, this does not include any which are reported directly to the Police by members of the public.

Off road motorcycles and other vehicles cause considerable disruption and damage to land and property by their use and can also pose considerable safety risks to members of the public and parks staff. It isn't safe for parks staff to address off road bike use and as such any powers that can be used by others are appreciated and supported.

Alcohol use in parks can cause problems, often those drinking the alcohol can cause ASB themselves, they intimidate and discourage park users and can make areas in some of our Parks no-go areas at certain times of the day or night. They also cause a lot of litter and damage that is costly to address and takes up limited resources that could be better used elsewhere to improve areas.

As many people drinking alcohol are intoxicated and often confrontational it isn't appropriate for parks staff to approach them, and our staff will only visit some sites very early in the morning to avoid confrontation, so powers given to others is appreciated and necessary.

Recently we have seen a massive increase in the use of Nitrous Oxide (NOX) canisters, often in car parks but throughout parks and other spaces. The use of NOX is closely linked with ASB and alcohol use. We have spent a lot of resources recently dealing with increased littering of NOX canisters in Parks and Open Spaces across the City

As well as the litter the NOX canisters also pose a considerable risk to the safety of parks users and staff as well as to the machinery itself when we are cutting grass. We try to be as effective as possible when litter picking but it is inevitable that some NOX canisters will remain on greenspaces.

When they pass through lawn mowers, they have the potential to cause significant damage to anyone should they be struck as the canister takes on bullet like qualities as it is propelled by the mower or causes damage to the mower itself.

Drug dealing is another issue in some Parks, this can also cause problems, as the dealers often intimidate staff as well as members of the public.

Hopefully the information above clearly shows why, as a service we are supportive of the Citywide PSPO being renewed.

Impact Statement – Public Health

Coventry is a Marmot City, this means we are working to reduce health inequalities innovatively and looking to influence policy and strategy to help achieve this.

Alcohol is recognised as an issue for some within the City and we recognise the damaging effect it has on the health and wellbeing of those that drink at dangerous levels, as well as their family members and the excessive strain it can place on services, including on health services.

Coventry was estimated to have just under 5,000 alcohol dependent adults in 2017/18 ('Estimates of the number of alcohol dependent adults in each local authority in England' 2017/18). Public Health England estimate that Coventry has an alcohol-related mortality rate (the number of deaths from alcohol-related conditions for all ages, per 100,000 population) of 48.2, which is slightly higher than the national average of 46.5. In 2018/19 hospital admissions and deaths where alcohol consumption is a contributing factor, Coventry had 3,215 cases per 100,000 population, compared to a national average of 2,367 per 100,000.

In April 2020, there were 19 young people (under 18) in treatment for alcohol dependency in Coventry, down from 32 a year earlier and 36 in April 2017. The most common age for people in treatment for alcohol dependency in Coventry is 40-54, and in 2018/19, of those in treatment, the largest group, 35%, were in regular employment (34% were long term sick/disabled and 28% were unemployed).

We have seen an increase in the usage of Nitrous Oxide (NOX) in the city, particularly amongst the younger age groups. Our providers are working to increase messaging to ensure people are aware that NOX is not something that should be normalised and that taking it does have a negative effect on people's health and wellbeing and it is not a "safe" drug. There are a number of risks associated with use and it is known that death from suffocation or lack of oxygen can occur. Nitrous oxide can displace the air in the lungs and can temporarily prevent oxygen from entering the bloodstream

According to the 2018/19 Crime Survey for England and Wales, nitrous oxide use was the third most prevalent drug used by adults aged 16 to 59 (2.3%) in the last year after cannabis (7.6%) and cocaine (2.9%), with around two in three users aged 16 to 24. Among 16 to 24-year olds, nitrous oxide was the second most prevalent drug (8.7%) after cannabis (17.3%).

Legislation means that possessing it and consuming it is not an offence, so the powers that allow officers to seize and dispose NOX canisters are ones that we welcome.

For the reasons given above, Public Health support the renewal of the Citywide PSPO and would like to see those enforcing it to also provide signposting to support services for individuals as appropriate.

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Cabinet

25 August 2020

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Heatherton

Director Approving Submission of the report:

Director of Housing and Transformation

Ward(s) affected: All

Title:

Provision of ICT Hardware, Software and Peripherals

Is this a key decision?

Yes - its expenditure is in excess of £1m

Executive Summary:

Within a corporate ICT environment, it is normal practice to have an agreed refresh cycle for equipment, based on the effective life of the equipment, warranty period and budgetary constraints. The refresh cycle normally ranges between 3 and 5 years in most organisations. Once devices go past a warranty period, the total cost of ownership raises rapidly, especially with laptops and tablets. Best practice advice from organisations such as Gartner, suggest that a 3 to 4-year refresh cycle is more appropriate, as once past the 4-year mark, staff can waste up to 3 days per year waiting for their computer to start up.

ICT & Digital work to restrict the equipment provided to staff to a single manufacturer, as this simplifies the overall support process moving forward and reduces the Total Cost of Ownership (TCO). ICT & Digital issue a range of models from Lenovo, to suit the workload of the user, but the costs of the different types are very similar. Some do need high specification kit (eg the PAs who are accessing multiple calendars and mailboxes and need bigger processing capability) and others less so. Due to the Council's size and nature of the market the Council cannot transact directly with manufacturers and must contract with a distributor instead.

The existing hardware contract is supplied by CDW Limited and was procured via a further competition under a Crown Commercial Services (CCS) public sector procurement framework. The contract commenced on the 27/04/2017 for a 3-year term with the option to extend for a further 1-year period, which has been taken. The contract is due to expire on the 26/04/2021 and so to ensure compliance with the Public Contract Regulations 2015, the Council is required to procure a new contract for its future ICT hardware expenditure.

Procurement Services have identified the Crown Commercial Services (CCS) RM6068 Framework as the most suitable procurement route for a new contract. The framework's Lot 1 covers Hardware & Software & Associated Services framework, allowing the purchase of

hardware such as end user devices, infrastructure hardware, consumables and peripheral equipment. 'Close to the box' services are also included such as image load, asset tagging, delivery, installation, user handover, removal of packaging and disposal of old equipment which are services CDW currently provide as part of 'zero touch' allowing minimal to no work from ICT on devices arriving before they can be used by staff. The Lot also allows for the purchase of software which will be an extension of the scope of our current hardware contract, but we feel will be advantageous to include. This will support the compliant procurement of ad-hoc and off the shelf software where it is identified as being value for money to do so.

It is proposed that we undertake a further competition via the suppliers on Lot 1 of the RM6068 Framework for a new ICT Hardware contract. The contract will be awarded for a period of 3 years with the option to extend for 2 further years for the value of up to £12.5m over the maximum 5-year contract term. It is envisaged that spend on ICT hardware will increase. This is due to increased demand for the organisation to be working agile but also increases in supply chain costs due to the global economic position and the uncertainty surrounding Brexit.

Subject to approval of this report, the further competition process will be commenced to ensure that a new contract is in place for April 2021.

Recommendations:

Cabinet is requested to:

- 1) Authorise a procurement process to establish a new 3-year contract with the option to extend for two further years for the supply of ICT Hardware, software and associated services to the Council.
- 2) Delegate authority to the Director of Housing and Transformation to agree the award of contract following a further competition process using the Crown Commercial Services (CCS) RM6068 Framework Lot 1: Hardware & Software & Associated Services.
- 3) Authorise the City Council to enter into a Contract with the successful supplier for a potential maximum 5-year period.

List of Appendices included:

None

Background papers:

None

Other useful documents:

Proc 2 (Gate 2 – Approval to Procure) – Provision of ICT Desktop and Laptop Hardware and Peripherals

Available by contacting Procurement and Commissioning Team on 024 7683 3537

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 there body?

No

Will this report go to Council?

No

Report title: Provision of ICT Hardware, Software and Peripherals

1. Context (or background)

- 1.1 The Council currently has a contract for the supply of ICT Hardware which commenced in 2017. The contract is a sole supplier contract with CDW Limited
- 1.2 The contract is due to expire on the 26/04/2021 and so to ensure compliance with the Public Contract Regulations 2015, the Council is required to procure a new contract for its future ICT hardware expenditure.
- 1.3 The new contract shall replicate the goods and services currently provided through the existing contract including 'Close to the box' services are also included such as image load, asset tagging, delivery, installation, user handover, removal of packaging and disposal of old equipment. These services have previously been delivered in-house, but that resource no longer exists within IT Services.
- 1.4 The new contract will include the scope for procuring software. This will allow a compliant procurement route for low value off the shelf software to be transacted. All software purchases will be benchmarked by IT Services before being procuring through the contract to ensure ongoing value for money. There is no intention to use the contract for business-critical strategic software or high value licencing / software and these will continue to be procured following existing procurement mechanisms.
- 1.5 As the contract will work as a call off agreement, no guarantee of value or volume is offered. If our budget and spend through the contract was to diminish during the period of the agreement, there would be no negative impact as a result of the Council. It is envisaged that spend on ICT hardware will increase. This is due to increased demand for the organisation to be working agile but also increases in supply chain costs due to the global economic position and the uncertainty surrounding Brexit.
- 1.6 IT Services will remain the first point of order and delivery for the contract. No area of the Council will be able to place an order through the contract without transacting through IT Services.
- 1.7 For reference the Council has an estate of circa 5,000 laptops and 3,000 mobile devices which have been procured through the existing contract. Alongside this the existing contract is used to provide peripheral devices such as Monitors, Keyboards, Mice and Dynadocks for all our office environments.

2. Options considered and recommended proposal

- 2.1 A contract is required with an IT hardware distributor (supplier) as hardware manufacturers will not transact directly with Coventry City Council.
- 2.2 By contracting with a distributor, it will enable the Council to obtain value added services such as those listed in paragraph 1.3 above that reduces resource pressures on IT Services.
- 2.3 A further competition will be completed through Lot 1 - Hardware & Software & Associated Services of the Crown Commercial Services (CCS) RM6068 Framework to award the new contract.

3. Results of consultation undertaken

- 3.1 As this report proposes a tender process for the IT Hardware, no consultation has been undertaken.

4 Timetable for implementing this decision

- 4.1 The current contract expires on the 26th April 2021. It is anticipated the procurement will commence in September 2020 with the new contract awarded before the end of 2020. This will allow over 3 months to implement the new contract.

Comments from the Director of Finance and the Director of Law and Governance

5.1 Financial implications

The new contract will be based on an annual value of £2.5m. This will help ensure the contract allows for any growth to existing contract value, either driven by increasing supply chain costs or increased activity driven by the move to more agile working. As this is a call off agreement, there is no commitment to spend to this level and as such the value outlined within this document is only indicative of potential spend. Contract spend will be funded from existing IT budgets or future resources to be identified to manage any changes to working practices.

5.2 Legal implications

The CCS Framework has been undertaken as a framework under a full OJEU compliant procurement process in accordance with the Public Contract Regulations 2015. Therefore, the Contract award is compliant with the Public Contract Regulations 2015 and the Council's Rules for Contracts.

The Council is complying with EU State aid law as the transaction is being undertaken following an established procurement process, meaning that no benefit is conferred on the vendor and there is no distortion to competition.

6 Other implications

6.1 How will this contribute to the Council's priorities?

<http://www.coventry.gov.uk/councilplan>

The Contract shall support the Council on delivering its priorities and making the most of our assets. The Contract will aim to provide as much value as possible for our ICT spend with its added value services that are currently in place supporting the internal resources we have within IT Services. By having an efficient hardware contract, IT Services can ensure that Council staff have the ICT hardware they require to enable them to deliver their roles particularly in line with the Kickstart initiatives.

6.2 How is risk being managed?

The contract will be managed from within IT Services, overseen by the Head of ICT and Digital. The management will include contract monitoring through a service level agreement included within the contract based on the supplier's contractual performance. Regular contract management meetings will take place with the supplier and manufacturer of our key hardware to not only cover supplier performance but to also exchange information on

updates in the market, decommissioning on particular manufacturers models and upcoming orders and demand. Escalation of issues will be via the Councils Procurement and Commissioning Team.

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

None

6.5 Implications for (or impact on) climate change and the environment

The City Council works with Supplier to ensure that efficient processes for delivery are used and practice is in line with latest industry practice and that Environmental Standards are adhered to.

6.6 Implications for partner organisations?

None

Report author(s):

Name and job title:

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Councillor P Heatherton	Cabinet Member for City Services	-	15/07/2020	22/07/2020

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Cabinet

25th August 2020

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director approving the report:

Director for Transportation and Highways

Ward(s) affected:

All

Title:

2020/21 Transportation and Highway Maintenance Capital Programme – Additional Funding

Is this a key decision?

Yes – Affects all wards across the city

Executive summary:

This report is supplementary to the 2020/21 Transportation and Highway Maintenance Capital Programme report of 10th March 2020 and is the result of an additional funding block from Central Government's Challenge Fund for the maintenance and enhancement of the City's Highway infrastructure.

The basic principles for the spend of the additional funding are:

1. Focus on improving pavements, predominantly used by vulnerable residents, from place of residence to destination point.
2. Continue the programme of rectifying damage and maintaining the City's pavements, through a prioritised programme based on the Council's Highways Asset Management plan.

Recommendations:

The Cabinet is requested to:

1. Approve £2.06m be added to the 5-year Capital Programme.
2. Approve the 2020/21 additional programme of schemes detailed in paragraph 2.6, Table 1 of the report.
3. Delegate authority to the Cabinet Member for City Services, to approve any changes to the additional 2020/21 programme.

List of Appendices included:

None

Background papers:

None

Other Useful Documents:

Report to Cabinet dated 10th March 2020 – ‘2020/21 Transportation and Highway Maintenance Capital Programme’ - www.coventry.gov.uk/councilmeetings

Has it or will it be considered by scrutiny?

No

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

No - The City Council's five-year Capital Programme was approved by Council on 19th February 2019.

Will this report go to Council?

No

Report title: 2020/21 Transportation and Highway Maintenance Capital Programme – Additional Funding

1. Context (or background)

- 1.1 This report sets out schemes to be added to the capital programme following additional Highways Maintenance funding from Government in May 2020.
- 1.2 As part of the West Midlands Devolution Deal, highways maintenance funding is distributed as part of a consolidated local transport budget under the control of the West Midlands Combined Authority (WMCA) Elected Mayor.
- 1.3 In October 2019 the WMCA constituent authorities submitted an Expression of Interest (EOI) to the Department of Transport (DfT) seeking a proportion of a £100m Challenge Fund pot. The EOI was based on improving roads and pavements on the unclassified road network.
- 1.4 The Challenge Fund is a mechanism used by DfT for Highway Authorities to compete for additional funding of their assets, through submission of detailed business cases.
- 1.5 In May 2020 the Government decided not to continue with the Challenge Fund bidding process and instead allocated by formula distribution, with the WMCA area receiving £16.488m.
- 1.6 This funding is intended to be used by Local Authorities as a way of preventing potholes forming through proactive maintenance. A key priority of the EOI was a focus on unclassified roads, where the effects of under investment is most evident across the West Midland Authority.

2. Options considered and recommended proposal

- 2.1 DfT confirmed additional funding allocations on the 15th May 2020 for the Highways Maintenance Challenge Fund to the WMCA area. This funding is for critical highway maintenance activity.
- 2.2 Based on the EOI submission the allocation made available to Coventry as Highway Maintenance Block is £2.060m.
- 2.3 Following a meeting of the West Midlands Highway Infrastructure Managers Group (HIMG) in May, the WMCA decided that the funding should be spent in line with the business case of the EOI. This is predicated on improving roads and pavements on bus routes which use the unclassified roads across the West Midlands.
- 2.4 Within Coventry the study showed that Coventry's pavements are in greater need of maintenance than roads on the lengths of the routes submitted. Where there is a need for road repairs these will be attended to as part of the work.
- 2.5 A previous study identified locations where there are likely to be a higher proportion of vulnerable residents based on areas of sheltered housing and proximity to GP surgeries, health centres, shops, churches and meeting halls. This data has been mapped against the data collected for the EOI to target the additional funding on those pavements more likely to be used by vulnerable people.

2.6 Improvements to these routes will help to meet the following objectives:

- 2.6.1 Having a positive impact on local communities.
- 2.6.2 Encouraging walking on safe pavements.
- 2.6.3 Improving pavements in the locality of bus stops.
- 2.6.4 Reducing further maintenance liability on the Council.
- 2.6.5 Increasing mileage of renewed pavements in the City.

2.7 Approval is sought for those schemes in Table 1 which shows the sites where the objectives above are best met. Exact scope of the works at each site is in development with the Highways team. All schemes are pavement works and are for discrete lengths of the sites listed.

Table 1 Transportation & Maintenance Additional Capital Programme 2020/21

Road Name	Ward
Attoxhall Road	Wyken
Avon Street	Upper Stoke
Belgrave Road	Wyken
Bredon Avenue	Binley & Willenhall
Deerdale Way	Binley & Willenhall
Exminster Road	Cheylesmore
Fenside Avenue	Cheylesmore
Harry Rose Road	Wyken
Langbank Avenue	Binley & Willenhall
Longfellow Road	Lower Stoke
Mantilla Drive	Wainbody
Princethorpe Way	Binley & Willenhall
Quorn Way	Binley & Willenhall
St James Lane	Binley & Willenhall
Wallace Road	Bablake
Whitaker Road	Whoberley
Willenhall Lane	Binley & Willenhall
William Bristow Road	Cheylesmore
Winsford Avenue	Whoberley

3. Results of consultation undertaken

3.1 In all cases, no scheme will be implemented without appropriate consultation being undertaken to ensure that all interested parties are involved in the process and that anticipated funding is secure.

4. Timetable for implementing this decision

4.1 The programme of schemes will be implemented throughout the 2020/21 financial year. The exact timing of individual schemes will depend on how well developed they are, and feedback from consultation. It is anticipated that all budgets described in the programme will be spent by the end of March 2021.

5. Comments from the Director of Finance and the Director of Law and Governance

5.1 Financial implications

The core funding for the Transportation and Maintenance Capital Programme totalling £7.071m was approved by Council on 10th March 2020. This programme is supplemented by additional capital grant funding from Central Government's Challenge Fund to the tune of £2.06m, which will be added to the 5-year capital programme with full delivery by 31st March 2021

5.2 Legal implications

The Council is under various statutory duties relevant to this report which include:

- (a) Maintaining the City's adopted highway network and associated structures;
- (b) Managing the City's road network to secure the expeditious movement of traffic;
- (c) Promoting/encouraging safe, integrated, efficient and economic transport facilities and services in conjunction with the ITA;

The Council also has various statutory powers which allow it to improve or add to the existing highway/traffic management infrastructure.

Any contracts required for completion of the works will be procured and awarded pursuant to EU/UK procurement rules and the Council's own Rules for Contracts.

6. Other implications

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

The programme will help to address Council Plan objectives such as poor air quality and climate change by encouraging more sustainable forms of transport such as walking, cycling and public transport, promoting the City Councils 'Age Friendly' aspirations

Schemes such as maintenance programme will help to address the Plan priority of making streets and open spaces more attractive and safe places to walk.

6.2 How is risk being managed?

For each programme/scheme, there are nominated project sponsors and managers who will be held accountable for delivery. The governance arrangement will be for the capital programme to be overseen by a board comprising the Director (Transportation and Highways), service manager (project sponsor) and financial officers. The project managers collectively form the capital programme team which will ensure that the programme is delivered on time, to budget and to an appropriate standard. The findings and recommendations of the board will be reported to the responsible cabinet member/s via established briefing and reporting mechanisms as appropriate. In addition, summary updates are provided to Cabinet as part of the quarterly budgetary control process.

To manage physical risks, the Construction and Design Management (CDM) process is also used for all appropriate schemes (larger schemes which meet certain criteria) to ensure that risks are designed out and that construction takes place by an approved contractor in a safe way.

6.3 What is the impact on the organisation?

The programme will be delivered using existing resources where possible.

6.4 Equalities / EIA

An equality impact assessment was carried out during the formulation of the West Midlands Strategic Transport Plan.

6.5 Implications for (or impact on) climate change and the environment

The programme will have a beneficial impact on the environment as many schemes are designed to encourage sustainable forms of travel such as walking, cycling and public transport, as well as schemes to reduce congestion and improve the public realm.

6.6 Implications for partner organisations?

The implementation of the programme will have a positive impact on businesses and the general population of the City through improvements to road maintenance and the wider transport network. The Coventry and Warwickshire Local Enterprise Partnership (LEP) has identified transport as a high priority to support economic growth.

Report Author

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Councillor P Hetherton	Cabinet Member for City Services	-	16/7/20	22/7/20

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Public report Cabinet Report

Cabinet
Council

25th August 2020
8th September 2020

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherington

Director Approving Submission of the report:

Director of Transportation and Highways

Ward(s) affected:

All Wards

Title:

Ring Road - Swanswell Viaduct Refurbishment, Phase 2

Is this a key decision?

Yes – The proposal in this report is a key decision because expenditure is above the £1m threshold and although geographically the site is located within St Michael's Ward, it will have an impact on Ring Road traffic affecting the whole of the City.

Executive Summary:

The Swanswell Viaduct Refurbishment scheme involves the structural refurbishment of substandard elements on the Swanswell Viaduct Junction 1 – 4 of the Coventry Ring Road. Following award of funding from Tranche 1 of the Department for Transport (DfT), Local Highways Maintenance Challenge Funding, Phase 1 of the refurbishment was completed in 2018.

The Council has been successful in securing a further £5.0million through the same fund for Phase 2 of the scheme with a requirement for 2.5% (£250k) contribution from the Council. In total £5.25 million is available to spend on the refurbishment of the structure. DfT conditions require for all funds to be spent by the end of financial year 2020/21.

Recommendations:

Cabinet is asked to recommend that Council:

1. Authorise the Council to accept and add DfT, Local Highways Maintenance Challenge Fund of £5.0million grant for the purposes of refurbishing the Swanswell Viaduct to the Council's 5 Year Capital Programme.

2. Delegate authority to the Director of Transportation and Highways, following consultation with the Cabinet Member for City Services, to agree detailed terms of the transaction and to enter into the relevant legal agreements and associated documents necessary to complete the transaction and appoint the contractor to deliver the works.

Council is requested to:

1. Authorise the Council to accept and add DfT, Local Highways Maintenance Challenge Fund of £5.0million grant for the purposes of refurbishing the Swanswell Viaduct to the Council's 5 Year Capital Programme
2. Delegate authority to the Director of Transportation and Highways, following consultation with the Cabinet Member for City Services, to agree detailed terms of the transaction and to enter into the relevant legal agreements and associated documents necessary to complete the transaction and appoint the contractor to deliver the works.

List of Appendices included:

Appendix A – Location Plan

Appendix B – Project Delivery Structure

Background papers:

None

Other useful documents:

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?

Yes

Report title: Swanswell Viaduct Refurbishment

1. Context (or background)

- 1.1 Coventry's Ring Road is the hub of the city's road network, carrying large volumes of traffic. This connectivity is key to the City's economy.
- 1.2 In order to maintain its capacity, the structure has had cyclic inspections and maintenance carried out since its construction in the 1960s and 70s
- 1.3 Phase 1 of the viaduct refurbishment, which was completed in 2018, upgraded a third of the structure. The upgrade included strengthening edge beams, parapets and waterproofing the bridge deck. These works are still required to the remainder of the viaduct.
- 1.4 In June 2020 Central Government announced that the Council's bid for further funding through the Highway Maintenance Challenge Fund had been successful with an award of £5m to be spent in this financial year.
- 1.5 Phase 1 of the scheme delivered upgrading of the main carriageway sections of the Viaduct between Junctions 2 and 3. It is proposed that Phase 2 will include upgrading works between Junction 3 and 4 (including the elevated slip roads to and from Sky Blue Way). (as shown in Appendix A.)
- 1.6 The bridge decks including slip roads need to be waterproofed to prevent deterioration from the use of de-icing salts. Following waterproofing, the road surface will need to be replaced. This will have the benefit of reducing on-going maintenance costs.
- 1.7 The objectives of the scheme are to continue to improve the structure by:
 - Maintaining and upgrading the viaduct structure and carriageway
 - Minimise short and long-term maintenance costs
 - Reduce accident risk

Combining all of these works into one scheme will ensure procurement and implementation is as efficient as possible and traffic disruption is minimised.

2. Options considered and recommended proposal

- 2.1 In order to meet the tight delivery timescales imposed by the DfT funding conditions, the design completed within Phase 1 of the scheme will be used.
- 2.2 The design consultant previously appointed for Phase 1 will be commissioned to produce a scope of works in line with the available funding.
- 2.3 It is proposed to procure the works through the Scape Group Public Sector Construction Framework.

3. Results of consultation undertaken

- 3.1 Coventry City Council's Procurement Team has been consulted to determine the most appropriate procurement strategy for delivery of the scheme. Existing framework routes have been identified for all phases to drive efficiency and value for money through well-established supply chains.

4. Timetable for implementing this decision

- 4.1 Due to the very challenging DfT deadlines the delivery dates below need to be met.

Key Milestones	Delivery Dates
Commission Design Consultant for scoping exercise.	August 2020
Contractor Appointment	September 2020
Construction Start	November 2020

5. Comments from the Director of Finance and the Director of Law and Governance

5.1 Financial implications

- 5.1.1 Funds for the scheme have been secured via the DfT, Local Highways Maintenance Challenge Fund with a 5% contribution of £250,000 from the Council's approved Capital Highways Maintenance budget.
- 5.1.2 DfT funding conditions require all funds to be spent by end of financial year 2020/21. There is the potential for claw-back should this condition not be met.
- 5.1.3 The overall project costs of £5.25m are based on financial modelling using the following assumptions: -
- Design support and Technical Approval costs including onsite support and project management throughout the life of the scheme costing circa £0.4million.
 - Construction costs undertaken by the Principal Contractor costing circa £4.85million, including contingency of £485k (10%).
- 5.1.4 Revenue costs are not expected on the scheme.

5.2 Legal implications

- 5.2.1 Any works carried out as part of the scheme which exceed EU procurement thresholds will be compliant with the Public Contract Regulations 2015 and the Council's Rules for Contracts.
- 5.2.2 As the works are a refurbishment of an existing highway structure, it is expected no planning consents will be required. Aesthetic alterations to the viaduct fascia panels were carried out as part of the Phase 1 works and it is proposed that this feature is continued with the Phase 2 works.

6. Other implications

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

The delivery of the scheme will prolong the life of the Swanswell Viaduct as an integral part of the city's highway network. Non-delivery of the scheme may result in future maintenance costs being borne by the Council's Highway Maintenance budget causing a burden in future years.

Further deterioration of the structure could result in a closure or having lane closures or weight restrictions applied between Junctions 1- and 4, causing significant congestion across the city.

Highway maintenance is of fundamental importance to achieving the integrated transport agenda.

6.2 How is risk being managed?

To mitigate the risks associated with this project, a comprehensive governance structure has been put in place to ensure correct procedures are followed and that the programme is maintained. (shown in appendix B).

6.3 What is the impact on the organisation?

Though the majority of the scheme is funded with external funds, a small contribution is required from existing highway maintenance budgets, therefore there will be a small impact on the maintenance funds for other structures in the city. This is being managed by the highway team and does not present any significant concern.

6.4 Equalities / EIA

Delivery of these works will assist the Council in its role as the Highway Authority to maintain the public highways on behalf of all Coventry residents and visitors.

The City Council will work with all suppliers and their supply chains to ensure that all works are carried out in line with industry best practise and that all environmental standards and legislation is adhered to.

6.5 Implications for (or impact on) climate change and the environment

Undertaking this scheme will contribute to the Council's responsibility for maintaining Coventry's road network which will in turn contribute to achieving environmental targets as well-maintained roads improve the efficiency of traffic flow and therefore reduce environmental impact through reduction of emissions.

6.6 Implications for partner organisations?

Improvements to the highway network will benefit all users and promote the city to partner organisations and further development.

Report author:**Name and job title:**

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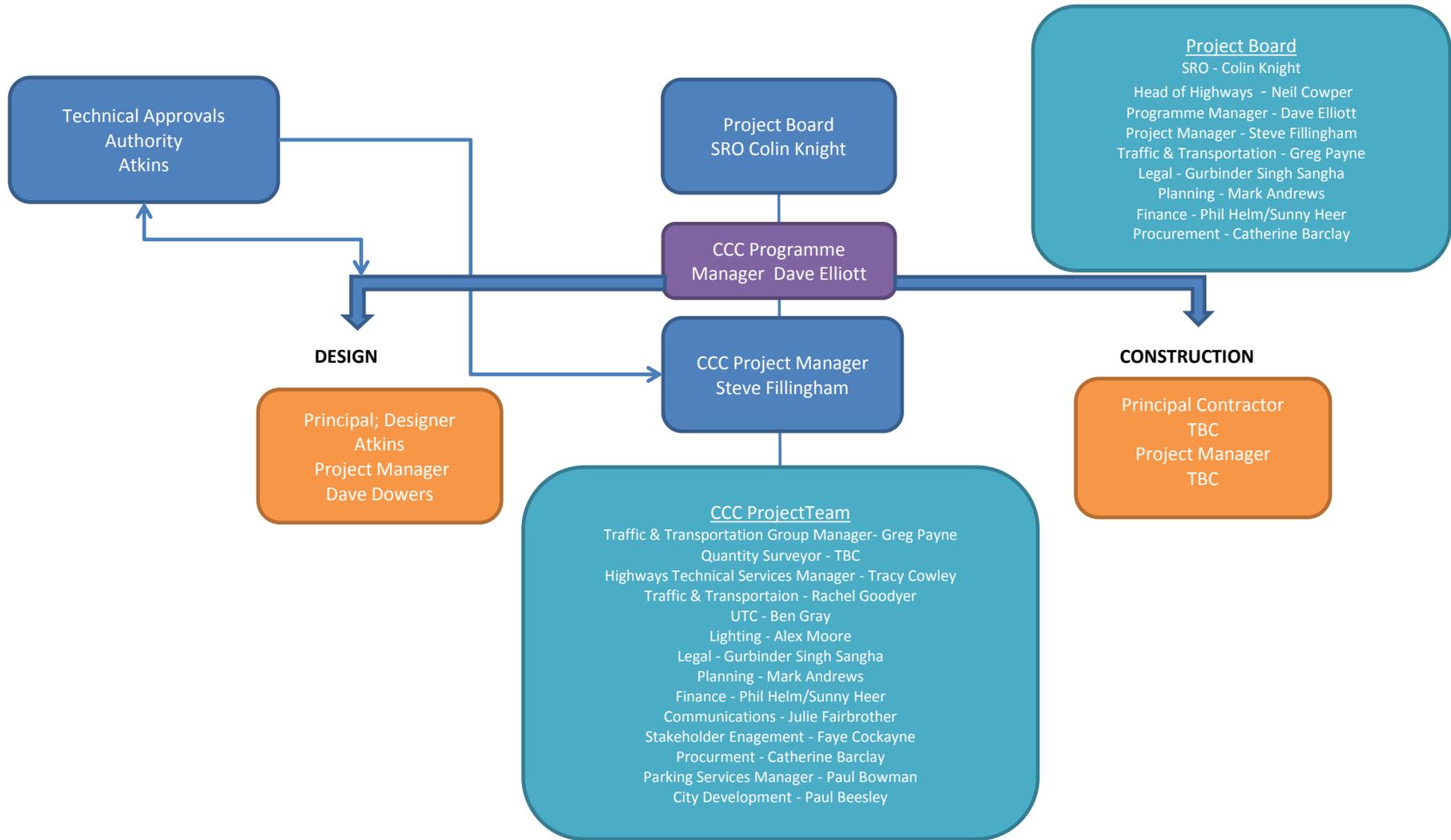
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Councillor P Hetherton	Cabinet Member for City Services	-	16/7/20	22/7/20

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Appendix B – Project Delivery Structure





Public report Cabinet

Paragraph 3
Schedule 12A of the Local Government Act 1972

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 contains information relating to the financial and business affairs of any particular person (including the authority holding that information). The public interest in maintaining the exemption under Schedule 12A outweighs the public interest in disclosing the information.

Cabinet
Council

25th August 2020
8th September 2020

Name of Cabinet Member:

Cabinet Member for Jobs and Regeneration - Councillor J O'Boyle

Director Approving Submission of the report:

Chief Executive

Ward(s) affected:

St Michael's

Title:

Funding and Delivery of Two Friargate

Is this a key decision?

Yes – the expenditure to be approved pursuant to this report will be in excess of £1 million pounds

Executive Summary:

The delivery of the Friargate business district is a key corporate priority for the Council. The Council secured £51.2m of grant funding from the West Midlands Combined Authority in 2018 to support the delivery of the next commercial office building – Two Friargate. A condition of this funding was the establishment of the Friargate Joint Venture between the Council and Cannon Cannon Kirk to deliver the wider Friargate development scheme. Following the establishment of the joint venture in January 2019, work on design and development stages for the building and a tender process to appoint a contractor to deliver the building has been on-going. Two Friargate is due to start on site during Autumn 2020.

The total capital cost of the Two Friargate scheme is anticipated to be £68.2m. This report seeks approval for the £17m of funding (in excess of the WMCA grant) to acquire the land and building to be constructed necessary to deliver the Two Friargate scheme.

Friargate is located next to Coventry Railway Station, one of the fastest growing stations outside of London, which is currently benefiting from an £78m masterplan to create a new transport hub, second station building and new car park.

Recommendations:

Cabinet is recommended to:

- 1) Authorise officers to arrange for the completion of the Agreement for Lease and all associated legal agreements between the Council and Friargate JV Project Limited necessary to allow the Council to purchase the 250 years long leasehold interest in the land and building to be constructed on Two Friargate (as shown edged red on the plan in Appendix 1 attached to the report).
- 2) Authorise the completion of the Project Development Management Agreement and all associated legal agreements between the Council and Friargate Coventry Developments Limited necessary for the delivery of Two Friargate.
- 3) Authorise the completion of all necessary documentations with statutory undertakers and service providers required for the provision of service to facilitate the delivery of Friargate Two.
- 4) Delegate authority to the Strategic Lead – Property and Development, following consultation with the Finance Manager, the Director of Law and Governance and the Cabinet Member for Jobs and Regeneration, to undertake the necessary due diligence and approve the final terms of the purchase.
- 5) Cabinet is requested to recommend that Council:
 - I. Approve capital expenditure up to a capped amount of £17m from prudential borrowing to fund the grant of the 250 years long leasehold interest in the land to the Council and the delivery of the building to be constructed on Two Friargate
 - II. Make available additional working capital in the sum as highlighted in the private version of this report, to match the other Friargate JV Project Limited shareholder's contribution and ensure that the JV Company is adequately funded to promote schemes to investors and secure development in accordance with their business plan
 - III. Approve the necessary adjustment to the Capital programme to reflect the capital expenditure incurred in the delivery of Two Friargate.

Council is recommended to:

- 1) Approve capital expenditure up to a capped amount of £17m from prudential borrowing to fund the grant of the 250 years long leasehold interest in the land to the Council and the delivery of the building to be constructed on Two Friargate
- 2) Make available additional working capital in the sum as highlighted in the private version of this report, to match the other Friargate JV Project Limited shareholder's contribution and ensure that the JV Company is adequately funded to promote schemes to investor and secure development in accordance with the business plan
- 3) Approve the necessary adjustment to the Capital programme to reflect the capital expenditure incurred in the delivery of Two Friargate.

List of Appendices included:

Appendix 1 - Site Plan

Appendix 2 – General Masterplan Layout

Background papers:

None

Other useful documents:

Report to Cabinet 9 January 2018 and Council 16 January 2018; Friargate Joint Venture
<https://edemocracy.coventry.gov.uk/documents/s36714/Friargate%20Joint%20Venture.pdf>

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

Yes – 8th September 2020

Title: Funding and Delivery of Two Friargate

1. Context (or background)

- 1.1. In January 2018, Cabinet and the Council approved the creation of a joint venture (JV) company between the City Council and Cannon Cannon Kirk to accelerate the delivery of buildings within the Friargate masterplan area. The JV was legally established in January 2019 as “Friargate JV Project Limited” which is now the freeholder of the majority of the land within the masterplan area.
- 1.2. The January 2018 Cabinet and Council reports also approved the receipt of £51.2m of grant funding from the West Midlands Combined Authority (WMCA) to support the delivery of the next commercial office building within Friargate (as well as the wider first phase of the new business district).
- 1.3. The Council, its project managers IDP Group and commercial advisors Cushman and Wakefield (CW), have been kept regularly updated by the Friargate JV and its development managers, Friargate Coventry Development Limited (FCDL), on the necessary scheme design development to allow the construction contract for the building to be let. The Friargate JV has taken this proactive approach in order to ensure that the Council (acting in its capacity as purchaser) is satisfied that the building it will be purchasing will be fit for purpose. The tender process for the building contractors began on the 17th July and is due to conclude on the 11th September. This will enable an anticipated start on site in October which is in line with the milestones included with the WMCA grant agreement.
- 1.4. Two Friargate will be located on the site identified in appendix 1 (referred to as “Plot C10” within the wider Friargate Masterplan – please see appendix 2 for the general masterplan layout) and also benefits from a detailed planning consent granted in June 2016 (planning reference RMM/2016/0870). The site is adjacent to the Council’s offices at One Friargate, 50 metres from Coventry rail station (which is currently in the process of an £78m upgrade) and five-minutes walk from Coventry city centre.
- 1.5. Two Friargate will deliver 134,000 sqft of lettable Grade A office space (as well as a high-quality café or restaurant offer on the ground floor) which will be able to compete with the best the wider region has to offer. As the city moves to post-COVID economic recovery, investment in the Two Friargate scheme provides a fantastic opportunity to secure significant jobs growth and be a visible symbol of confidence in Friargate and the city.

2. Options and recommended proposal

2.1. Option 1. To not agree the funding required to deliver Two Friargate

- 2.1.1. If the Council were to not proceed with the proposal that is the subject of this report, then there would be a significant delay (18-24 months) to the delivery of Two Friargate whilst the scheme is redesigned and reduced in scale in order to fit within the existing £51.2m grant. Furthermore, there would be a risk to the £51.2m grant funding from the WMCA as it is predicated on the delivery of the outputs associated with the consented building.
- 2.1.2. The advice received from the Council’s advisors is that the current building is the right size to suit market requirements, therefore, a significant reduction in floor area (as a result of reducing the scheme to fit within the existing grant funding envelope) would have a detrimental impact on the Council’s ability to market and let the building.

2.1.3. Given the Council's ambitions for Friargate, its economic development ambitions for the city and its residents together with the need to support the post-COVID recovery of the city, not delivering the consented Two Friargate scheme would run contrary to the Council's objectives for the city centre. For these reasons, this option is not recommended.

2.2. Option 2. Agree to the funding required to deliver Two Friargate (preferred option)

2.2.1. To facilitate the delivery of the Friargate business district and meet our ambitions regarding growth and economic development it is recommended that the Council agrees to the funding required to acquire the land interest and fund the delivery of the building of Two Friargate.

2.2.2. The Two Friargate scheme will provide:

- 134,000 sqft of lettable commercial office space across 12 floors
- 4,500 sqft of space on the ground floor for a new restaurant (or similar) offer
- Very high technological and IT resilience that is increasingly being seen as a 'must' for the occupier market, as evidenced through aiming for a Wired Score Platinum Standard
- Excellent environmental credentials, as evidenced through the developer targeting a BREEAM Excellent standard
- A second office building on the Friargate development that will continue to put Coventry 'on the map' as a business district with the benefit of close proximity to one of the UK's busiest train stations
- A real alternative to neighbouring towns/cities for businesses to occupy Grade A office space
- A flexible mix of future-proofed space to suit current and future occupier needs which is particularly relevant given the changes in office layouts as a result of COVID-secure workspaces

2.2.3. Key benefits for the city

2.2.3.1. **Enhancing the city's reputation:** delivering the scheme will support the changing perception of Coventry as it will demonstrate that the city is open for business and able to get on and deliver growth and major schemes, despite the challenging global economic context. The commercial space itself, along with a vibrant and buzzing ground floor food and drink offer, will set a benchmark standard for the city.

2.2.3.2. **Job creation, investment and financial benefits:** the likely tenant mix occupying Two Friargate offers the potential to create new, high quality jobs. Crucially, the scheme will contribute towards improved economic regeneration which will be increasingly important as the market recovers from COVID-19.

2.2.3.3. Furthermore, it is anticipated that business rates of at least £1.4m per annum will be created once the building is fully let. The capital investment itself in the scheme will also mean that an estimated further 700 jobs¹ will be created during the construction of the scheme and tens of millions of spend in the local economy generated. The successful contractor will also be expected to engage with local schools and colleges to ensure that work experience and apprenticeship opportunities are maximised.

2.2.3.4. **Unlocking the delivery of the Friargate business district:** alongside the current works to transform the railway station and the new hotel scheme being brought forward, the

¹ Based on HCA Best Practice Guide 2015

delivery of Two Friargate will be a clear signal to the market that Friargate should be a destination of choice for business investment. The delivery of the scheme will increase the critical mass of development around Friargate and will give the Council the long-term control of a key strategic site adjacent to the railway station. Alongside this, Two Friargate will have an active ground floor use that will help intensify footfall in the area as the city recovers from the impacts of COVID-19.

2.2.3.5. **Supporting the regeneration of the city and wider region:** Friargate is the key gateway from the railway station to the City Centre and the delivery of Friargate will play an important role in supporting the regeneration of the city and the delivery of the City Centre South (CCS) scheme as it will bring with it high quality, professional workers who will benefit from the offer the CCS scheme is aiming to deliver.

2.2.4. Delivery and costs

2.2.5. The Two Friargate scheme is anticipated to require £68.2m (excluding VAT) to fund its delivery. This includes the cost of the land, the building contract, Stamp Duty Land Tax (SDLT), supporting physical and utilities infrastructure, the cost of fitting out the building to the required standard, initial management and maintenance allowances and contractual payments relevant to the JV. Further information about costs is contained within the Financial Comments in section 5.

2.2.6. As the tender process being undertaken by FCDL for the building contract is currently underway, the final cost for the building is not yet finalised. This report, therefore, seeks approval for a capped, additional funding amount which is based on the final pre-tender cost estimate received from FCDL (and which has been reviewed by the Council team). The report is seeking approval for the funding at this stage as to delay the decision until the tender process is complete may compromise the ability to start on site within timescales aligned with the WMCA grant funding agreement

2.2.7. It should be noted that once FCDL have reviewed the final tender returns and the JV approve the preferred contractor, the Council will then enter into the long lease for the site with the JV and the Project Development Management Agreement with FCDL, which includes a fixed price contract for the building. Section 6.2 below provides more information regarding managing risk in relation to delivery and timescales.

2.2.8. As important as putting in place a robust approach to managing the delivery of the building is, ensuring that the building is successfully let as soon as reasonably possible post practical completion is also key. The Council has appointed Cushman and Wakefield to act as its lettings agents for the building and this has informed the carefully considered and prudent approach that the Council wishes to take forward in relation to the fit out of the building. Three of the twelve floors will be completed to “category A” standard (where a tenant is then able to come in and undertake their bespoke fitout works to suit their business requirements) with nine floors being fitted out to a reduced “shell and core” standard. This approach is prudent as it will allow the Council to invest in the fit out of these floors once tenants have been secured and contracts signed. It also provides maximum flexibility to tenants which is particularly important as we emerge from the impacts of the COVID pandemic.

2.2.9. It is also important to note the delivery of Two Friargate is made possible by the £51.2m grant funding secured from the WMCA which, in turn, covers the majority of the costs of the building. This fundamentally derisks the scheme from the Council’s perspective and helps ensure that the Council significantly benefits from the income produced from the building as only a small amount of the income generated will be required to service the debt associated with the additional Council funding for the scheme.

2.3 Friargate JV Company working capital

- 2.3.1 The January 2018 Cabinet report approved funding from the Council (to be matched by the other JV shareholder partner) to provide working capital for the JV to enable it to promote sites to investors and take forward the necessary works to enable development sites to come forward (including physical infrastructure). This working capital has been spent or allocated in the delivery of these enabling works and, to continue the delivery of the wider Friargate scheme and its agreed business plan, additional working capital in the sum as highlighted in the private version of this report, is required from the Council as shareholder. This will again be matched by the JV partner. This will fund infrastructure (including public realm) works that the JV is required to bring forward to deliver Two Friargate as well as future development plots. This investment is expected to be recouped as development activity and future site sales are realised, as is the case with historic investment costs which are now being recovered as part of Two Friargate.

3. **Results of consultation undertaken**

- 3.1. Formal public consultation on the proposals for Two Friargate was undertaken as part of the formal planning application process during 2016.

4. **Timetable for implementing this decision**

- 4.1. Subject to Cabinet and Council approval, and the conclusion of the building contract tender process by the JV Company, officers will work with the Friargate JV and FCDL to enter into the necessary arrangements and legal agreements to enable a start on site in October 2020 and to secure the acquisition of the land and delivery of the building. Two Friargate is anticipated to be complete in Summer 2022.

5. **Comments from the Director of Finance and the Director of Law and Governance**

5.1. **Financial implications**

5.1.1. Two Friargate

- 5.1.2. Details of the financial implications of this transaction are contained within the private element of this report.

5.1.3. Friargate JV Company working capital

Details of the financial implications of this transaction are contained within the private element of this report.

5.2. **Legal implications**

- 5.2.1 Section 1 of the Localism Act 2011 provides a “general power of competence” for local authorities, defined as “the power to do anything that individuals generally may do” and which expressly includes the power to do something for the benefit of the authority, its area or persons resident or present in its area.
- 5.2.2 Section 111 of the Local Government Act 1972 enables the Council to do anything which is calculated to facilitate, or is conducive to or incidental to, the discharge of any other of its functions, whether involving expenditure, borrowing or lending money, or the acquisition or disposal of any rights or property.

- 5.2.3 Section 120 of the Local Government Act 1972 provides authority for the Council to acquire land by agreement for the purpose of exercising any of its functions. This Act therefore enables the Council to acquire the long lease from the superior landlord with the purpose of promoting the regeneration of its area.
- 5.2.4 Section 227 of the Town and Country Planning Act 1990. This permits the Council to acquire land for any purpose for which a local authority may be authorised to compulsorily acquire land under s. 226 of that Act. the Council therefore has the power to acquire land where (i) the Council thinks that the acquisition will facilitate the carrying out of development, re-development or improvement or (ii) the land is required for a purpose which it is necessary to achieve in the interests of the proper planning of an area.
- 5.2.5 Legal Services will support officers to ensure that any legal agreements entered into pursuant to the recommendations contained in this report protect the Council's position as well as ensuring that any funding made to the JV Company by way of working capital is undertaken in such manner as to avoid any potential State Aid challenges.

6. Other implications

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

- 6.1.1. The delivery of the scheme outlined in this report will deliver a range of economic development (including hundreds of new permanent jobs) and inward investment objectives that will help to realise the Council's ambitions for a more vibrant and economically prosperous and city.

6.2. How is risk being managed?

- 6.2.1. **Delivery:** The Council's key requirements for this project are to ensure that Two Friargate is delivered within a timely manner and that any financial risk to the Council relating to project delivery is minimised. These risks will be managed through the legal obligations within the Agreement for Lease and the PDMA which sets out performance milestones for the scheme and a fixed price arrangement between the Council and FCDL where financial risk sits with the JV, its development manager and the scheme contractor. If the final contract price for the building comes in lower than that estimated in this report then the amount the Council will need to spend will be reduced accordingly.
- 6.2.2. **Scheme quality:** a thorough due diligence process has been undertaken by the Council and its advisors IDP and CW. Both advisors have been working alongside the Development Managers and the appointed design / construction teams to ensure the designs, layout, construction methodology and general approach to delivery represents industry best-practice and the feedback (via regular reports) confirms that the building conforms with the Council's objectives for a market-leading office facility in the heart of the West Midlands.
- 6.2.3. **Securing future lettings:** to maximise the profile of Two Friargate, the Council's lettings advisors will position the building as the preferred choice for inward investors into the West Midlands through a comprehensive marketing campaign. Marketing material will be prepared that outlines the genuine benefits that Coventry has to offer and the lettings strategy will focus on web presence; direct engagement with occupiers; newsletters; marketing suites; liaison with local influencers and the hosting of presentations / seminars to raise the building's profile. It should be noted that occupiers are not generally interested in moving to negotiation phase until the building can be visibly seen, i.e. construction activity on site. October's target commencement date will provide an ideal opportunity to 'launch' the marketing campaign and fast-track an active marketing strategy. Regular updates will

be provided to the project team and the level of interest will be carefully monitored throughout.

6.3. What is the impact on the organisation?

6.3.1. The main impact to the organisation will be that Two Friargate becomes part of the Council's commercial property portfolio and will, therefore, require suitable management arrangements to be put in place. These will need to be finalised but will include the option of outsourcing to a managing agent with the necessary experience in managing a building, and tenants, of this scale. The financial implications of this are included within the financial ask that is the subject of this report and once the building has sufficient tenants will be covered by the service charges payable by tenants.

6.4. Equalities/EIA

6.4.1. An Equalities Analysis has not been undertaken as the proposal concerns the development of a new commercial office building and no Council service or group will be impacted.

6.5. Implications for (or impact on) climate change and the environment

6.5.1. The overall development will be in accordance with the Council's planning policies for sustainable development.

6.6. Implications for partner organisations?

6.6.1. There are no implications for any partner organisations.

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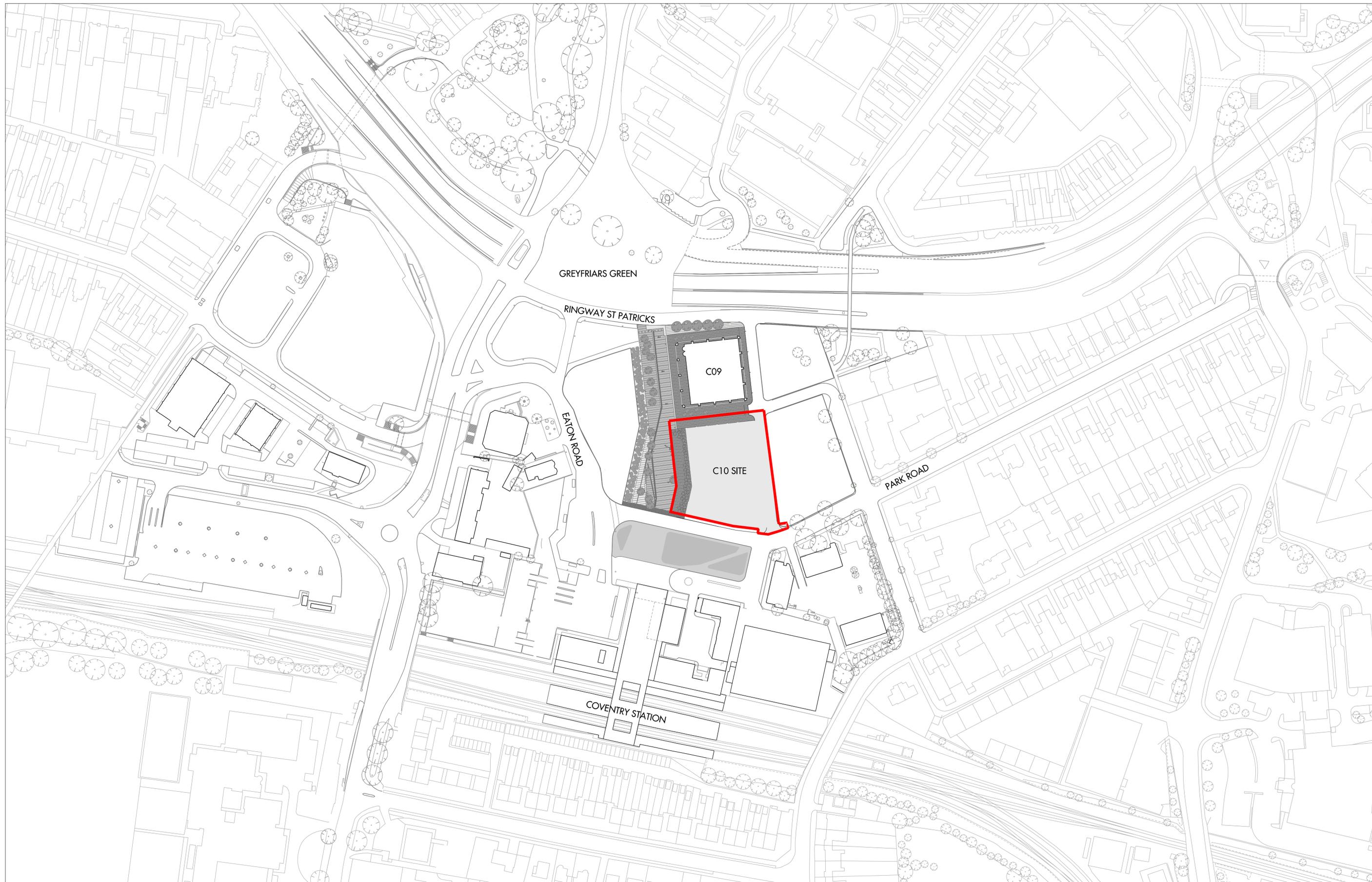
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Councillor J O'Boyle	Cabinet Member for Jobs and Regeneration	-	31/07/20	03/08/20

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— Building C10 planning application boundary

Do not scale from this drawing. Use figured dimensions only. Figured dimensions are in millimetres. All levels are in metres. All dimensions and levels shall be verified on site before proceeding with works. Detailed site survey to be carried out to verify positions and level relationships with site features and ordnance survey. The architect must be notified of any discrepancy. Where building components are described in the specification as contractor designed, "construction" information relating to those components on this drawing represents design intent only.

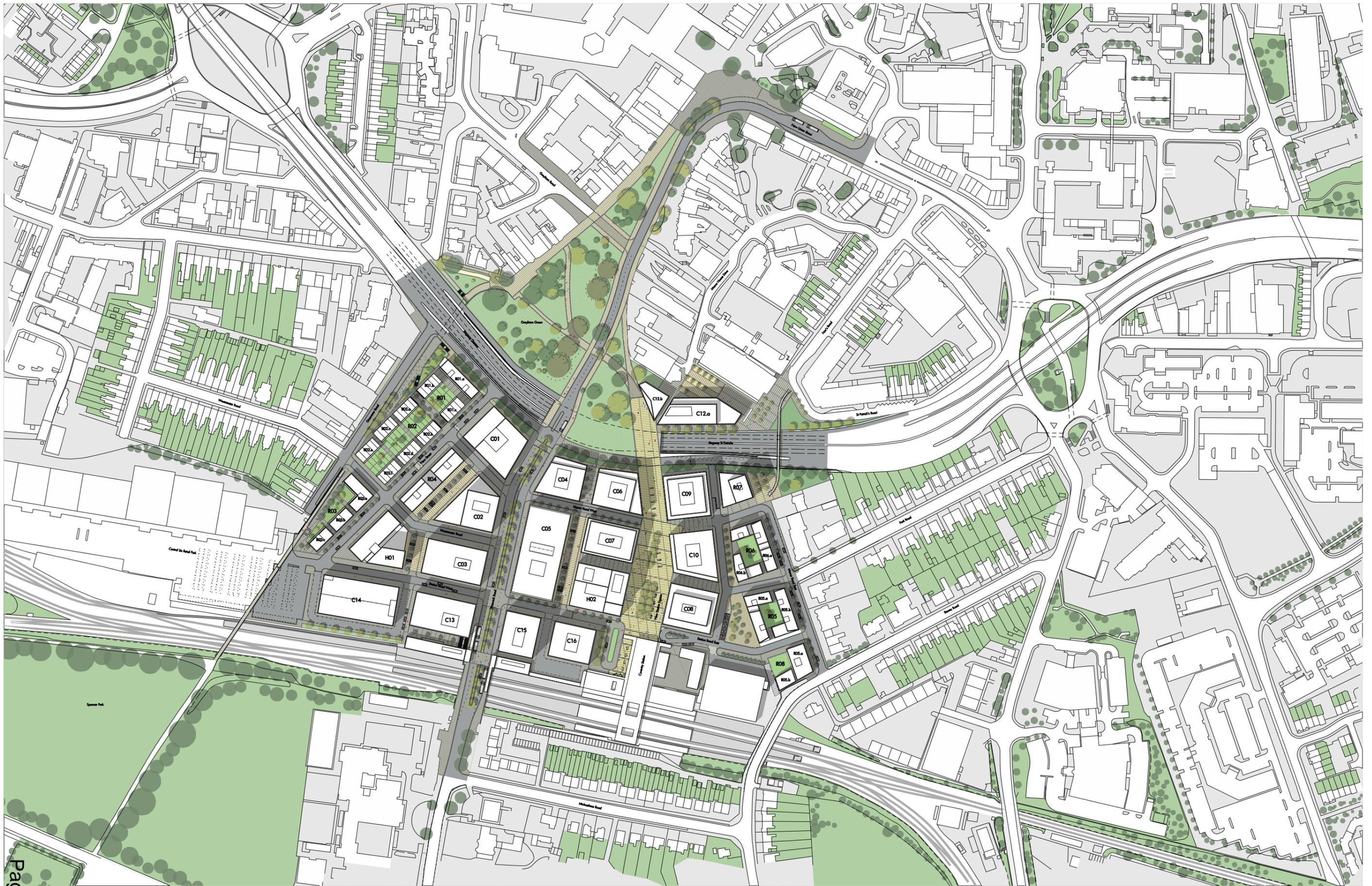
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BUILDING C10
RED LINE BOUNDARY PLAN
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 Revision

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Date	Description
28.08.09	FOR INFORMATION
08.11.10	FOR INFORMATION

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FRIARGATE, COVENTRY
 MASTERPLAN 2
 GENERAL ARRANGEMENT
 MASTERPLAN 2
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