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### **Business, Economy and Enterprise Scrutiny Board (3)**

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**Time and Date**

10.00 am on Wednesday, 30th November, 2022

**Place**

Diamond Rooms 1 and 2 - Council House

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**Public Business**

1. **Apologies and Substitutions**
2. **Declarations of Interest**
3. **Minutes** (Pages 3 - 8)
  - (a) To agree the Minutes of the meeting held on 12 October 2022
  - (b) Matters arising
4. **Coventry Local Air Quality Action Plan** (Pages 9 - 14)

Briefing note
5. **Work Programme 2021/2022 and Outstanding Issues** (Pages 15 - 18)

Report of the Scrutiny Co-ordinator
6. **Any other items of public business which the Chair decides to take as matters of urgency because of the special circumstances involved**

**Private Business**

**Nil**

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Julie Newman, Chief Legal Officer, Council House, Coventry

Tuesday, 22 November 2022

Note: The person to contact about the agenda and documents for this meeting is Carolyn Sinclair, Governance Services. Email: [carolyn.sinclair@coventry.gov.uk](mailto:carolyn.sinclair@coventry.gov.uk)

Membership: Councillors P Akhtar (By Invitation), K Caan (By Invitation), G Hayre (By Invitation), P Hetheron (By Invitation), A Hopkins, T Jandu, A Jobbar, AS Khan (By

Invitation), R Lancaster, G Lloyd (By Invitation), A Masih, J O'Boyle (By Invitation), R Simpson, B Singh, R Singh (Chair) and A Tucker

**Public Access**

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**Carolyn Sinclair, Governance Services.**  
**Email: [carolyn.sinclair@coventry.gov.uk](mailto:carolyn.sinclair@coventry.gov.uk)**



## 8. **Bus Update**

Councillor P Akhtar, Lead Member for the Council on the West Midlands Combined Authority Transport Delivery Committee, introduced the item on Bus Update, saying residents wanted reliable, affordable, accessible buses and that they were key to tackling pollution and congestion.

The Business, Economy and Enterprise Scrutiny Board (3) received a Bus Update Briefing Note of the Director of Transportation and Highways and a presentation from the Head of Bus, Transport for West Midlands (TfWM), providing the Board with information on current issues and projects affecting bus services within Coventry and the West Midlands.

The Board were advised:-

- The West Midlands Transport Authority (WMCA) had been awarded £50 million for the Coventry All Electric Bus City; a programme which will see all buses in Coventry fully electric by the end of 2025.
- Charging infrastructure would be procured by National Express for installation at the Coventry Bus Depot.
- An Enhanced Partnership Plan was in place between WMCA and bus companies which set out the framework for bus services within the West Midlands.
- The Bus Service Improvement Plan would support a package of measures to enhance bus services in the West Midlands and attract more people to use them.
- Midlands On-Demand service would be rolled out to serve the full Coventry area and incorporate the Ring and Ride service.
- Bus Network Review:
  - There had been a reduction of 20% in bus patronage post pandemic which was impacting on the commercial viability of the bus service network.
  - Government grant support had been extended through to March 2023.
  - TfWM was working with local authorities and bus companies to identify priorities for future bus services. The impact of any service changes upon travel to schools and colleges would be a factor for consideration during this process.

The presentation highlighted the following:

- Local context:
  - Patronage numbers were back to 85% post pandemic equating to 465,000 passengers each week.
  - ENCTS passengers had recovered less than Commercial.
  - Current network was 93.7% of pre-covid mileage.
  - Buses had slowed down by 3% due to traffic problems.
  - Driver shortages were affecting services.
- Bus Network Funding
  - Government funding had supported operators since April 2020 however this was due to come to an end in October 2020. TfWM had secured additional funding to enable network stability up until March 2023.

- Bus Network Review
  - Operators had confirmed a 90% network from January 2023.
- School services – National Express would be withdrawing 12 school bus routes
- Partnership opportunities
- Tendered Contract Renewals and Service Budget Pressure
- Wider Considerations and Implications
  - Driver shortages
  - Loss of bus operators
  - Poorer customer experience
- Bus Service Implementation Plan
  - Removal of Nbus premium
  - Ticketing incentive programme
  - Improving network management and bus service performance.

The Board questioned officers, received responses and discussed the following issues:

- During the pandemic most subsidies had gone direct to operators.
- TfWM had directed £16.3m of subsidies into bus services.
- There were currently 29 electric buses operating in Coventry.
- Bus covid safety measures and driver training during the pandemic.
- Bus exhaust emissions.
- Unreliable bus services, particularly to the hospital.
- One operator, which had stopped in August 2020 due to the pandemic, had previously provided 12 dedicated school services. Coventry City Council along with TfWM had secured a grant to keep the operator going however, this was only short-term and no further funding was available.
- Council was directly funding 5 of the highest priority routes for schools with commitment until July 2023 at an unbudgeted cost of £200,000.
- TfWM had engaged the police as part of the process of children transferring through the city centre on the way to and from school.
- A full quality impact assessment was being undertaken for a number of vulnerable users transferring through the city centre.
- Removal of services was down to value for money.
- All buses in Coventry would be electric by the end of 2025.
- Ticketing options for children and contactless cards being capped off at best value.
- TfWM work with new housing developments to understand future levels of patronage.
- Encouraging people to use the buses was being rolled out via the Incentive Programme.
- Research had been undertaken around perception and barriers to using buses. Improved ticketing, simplification, better information and nervousness of using the buses for the first time had arisen from the research.
- The service from Coventry to Birmingham airport had direct competition with the train service however, if the service was quick and direct it could be used more.
- It was important to find a balance between fast, direct services and not leaving out rural areas which could be looked at through the Service Review.

- If a service which is operated under contract to TfWM runs late, deductions were added for non-operation.
- For commercial services which were not operated under contract, sanctions included making representation to the Traffic Commissioner, receiving a fine, a penalty, and the licence being taken away.
- Since the pandemic the types of passengers had changed. A stronger weekend recovery had been seen and a slower recovery in the more vulnerable. The cost of living was having an effect and buses were being used more than cars.
- Discussions were ongoing between Council officers and TfWM regarding the impact of the loss of service on school bus routes.
- Ticketing models from other countries were looked at to source concepts and ideas.
- Value for money ticket options for families were available ie. £1 family pass at weekends.
- There had been no recent action taken against local operators by the Traffic Commissioner however, there had been safety and security issues with an operator in Coventry and action had been taken.
- An increase in concessionary passes was being seen however, it was unsure if this was related to the cost-of-living crisis.
- Transport on Demand currently operated on a pilot scheme across half of the city and was hoping to expand and roll out citywide. Instead of using cars, a small fleet of buses amalgamated the rides. Booking was via mobile phone or call centre and expansion would include integrating the Ring n Ride service.
- Ring n Ride was primarily for passengers with mobility constraints, Transport on Demand was for all passengers.
- Transport on Demand could be booked up to 7 days in advance and average wait time for passengers was 13 minutes.
- TfWM was monitored by the Department for Transport. The BSIP contained indicators that TfWM was monitored against.

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

- 1. Note the content of the presentation.**
- 2. Request the following to be circulated to the Board:**
  - a. The total amount of subsidies received for the Bus Service Improvement Plan.**
  - b. The impact of the reduction in bus services.**
  - c. The number of penalties given out by the Transport Commissioner**
  - d. The plans for Coventry to Birmingham airport bus service improvements via the Bus Service Review**
  - e. The profile of vulnerable bus users to monitor the impact of the cost-of living crisis (circulate Spring 2023)**
- 3. Provide a Briefing Note to all Councillors detailing the West Midlands on Demand service.**
- 4. Ensure changes to bus services are communicated in advance.**
- 5. Include the following for consideration on the Work Programme:**

- **Proposed school bus route withdrawal**
- **City Centre South update (November 2022)**

## 9. **City Regional Sustainable Transport Settlement**

The Board received a Briefing Note of the Director of Transport and Highways on the City Regional Sustainable Transport Settlement. The West Midlands Combined Authority (WMCA) had submitted a bid to Government's City Regional Sustainable Transport Settlement (CRSTS) for a £1.05 billion package of transport schemes for the period 2022-2027. The Department for Transport (DfT) had confirmed the CRSTS funding awards for the WMCA.

For Coventry, the CRSTS programme included the following schemes:

- Coventry Very Light Rail (CVLR) - £54 million
- Coventry South Sustainable Transport Package - £17 million
- Foleshill Transport Package - £4.5 million
- Regional Park and Ride including Tile Hill Station - £4.5 million (as part of a TfWM Strategic Park and Ride programme)

The £80 million CRSTS capital investment would be supplemented by up to £23 million match funding, taking the total programme value to £103 million for the 4 schemes.

In addition, £30.6 million funding was allocated to Coventry within the 5-year CRSTS programme for Highway Maintenance and our Local Network Improvement Plan.

The Board questioned officers, received responses and discussed the following issues:

- Some of the Public Realm schemes that had not received funding were not transport related and did not fit the funding criteria.
- Some local schemes were on the reserve list, funding for which may or may not be made available.
- Other routes of funding were being actively explored.
- The DfT retained the right to have a final say on projects over £50 million. TfWM worked closely with a nominated DfT officer on these projects.
- The transport schemes identified and funded had arisen from issues raised by Members and residents.
- The Transport Strategy was a process whereby TfWM could report to Members on an annual basis regarding delivery of programmes.

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

- 1. Note the content of the Briefing Note.**
- 2. Include the following for consideration on the Work Programme:**
  - **Monitor progress through the annual update on the Transport Strategy.**

10. **Work Programme and Outstanding Issues 2022/23**

The Business, Economy and Enterprise Scrutiny Board (3) noted the work programme 2022-2023 and asked for the inclusion of the following items:

- Proposed school bus route withdrawal
- City Centre South update (November 2022)
- Progress on the City Regional Sustainable Transport Settlement to be monitored through the annual update on the Transport Strategy.

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

There were no other items of public business.

(Meeting closed at 12.30 pm)

**To: Business, Economy and Enterprise Scrutiny Board**

**Date: 30<sup>th</sup> November 2022**

**Subject: Coventry Local Air Quality Action Plan**

### 1 Purpose of the Note

- 1.1 To update the Business, Economy and Enterprise Scrutiny Board (3) on the Coventry Local Air Quality Action Plan (CLAQAP).

### 2 Recommendations

- 2.1 That the Business, Economy and Enterprise Scrutiny Board (3) considers the content of this report and makes any recommendations that it would wish the Council's Cabinet to consider.

### 3 Information/Background

- 3.1 The Board has previously been briefed on the CLAQAP, most recently in March 2020. This report provides an update on progress with the implementation of the CLAQAP approved by the Council's Cabinet in December 2020, and as subsequently included by Government in the Environment Act 1995 (Coventry City Council) Air Quality Direction 2021, issued in May 2021. The Direction makes it clear that the Council's preferred package of measures, as approved by Cabinet, is to be implemented.
- 3.2 Government has also approved grant funding of £24.5 million for the implementation of the Action Plan. This has been complemented by grant funding secured from the West Midlands Combined Authority towards the Spon End scheme, the Foleshill Transport Package, and towards Liveable Neighbourhoods. The following table summarises the funding sources that have been secured for the CLAQAP package.

Funding Source	Amount	Notes
Air Quality Implementation Grant	£24.5 million	Core funding for the CLAQAP – central Government [JAQU]
Transforming Cities Fund	£5.8 million	For Spon End scheme – WMCA
Active Travel Fund	£0.75 million	For Foleshill Cycle Scheme [J9] and Lower Coundon Liveable Neighbourhood – WMCA
City Region Sustainable Transport Settlement	£4.5 million	For Foleshill Transport Package – WMCA
Key Route Network	£0.25 million	For A444 Blue Ribbon Roundabout crossings – WMCA
Developer funding	£0.5 million	For A444 Blue Ribbon Roundabout improvements – S106

- 3.3 The preferred option comprises an engagement programme aimed at reducing the number of local journeys made by car, and encouraging alternative, sustainable, modes of travel such as walking, cycling and public transport to be used for these journeys. This programme is complemented by significant investment in a segregated cycle route between Coundon and the city centre providing a high-quality route that will provide an attractive alternative to driving along the Holyhead Road corridor. This cycle route has been completed from Norman Place Drive in Coundon as far as Coundon Street, with a connecting route then available via the new path linking Naul's Mill Park with the city centre at ring road junction 9.
- 3.4 There are also a series of highway improvements aimed at reducing the volume of traffic on Holyhead Road, where NO<sub>2</sub> levels are at their greatest. These include the improvements on the B4106 at Spon End and at Junction 7 on the ring road, which will remove capacity constraints on this alternative route into the city centre from the west and which are currently under construction. Improving capacity on this route will provide the flexibility to divert traffic onto this route from Holyhead Road when air quality conditions on Holyhead Road are identified as being poor. Traffic and air quality modelling has been undertaken for the LAQAP strategy, and this indicates that NO<sub>2</sub> levels remain below legal limits in this scenario, demonstrating that this approach does not simply shift the air quality problems onto the parallel routes.
- 3.5 The package approved by Government in 2021 also included the opening-up of Upper Hill Street onto the ring road at Junction 8. This scheme was intended to allow the closure of Barras Lane, and the removal of the Holyhead Road / Barras Lane traffic signals, which are a major factor in the high level of NO<sub>2</sub> on Holyhead Road due to the resulting queuing traffic on Holyhead Road. By removing the signals, traffic flows on Holyhead Road will be smoother and emissions lower as a result. Discussions were held with key stakeholders, including St Osburg's School regarding the impact on their access arrangements with a view to improving these.
- 3.6 Following extensive detailed design work, it has been concluded that the opening-up of Upper Hill Street to the ring road is no longer a viable option, due to the programme and budget risks resulting from the utility diversions required for the scheme to be built. These utilities include water, sewage, gas, electricity and communications, and would add a minimum of two years to the delivery programme, which is incompatible with the Government requirement that the NO<sub>2</sub> levels be brought below the legal limit in the shortest possible time.
- 3.7 An alternative option for opening up Upper Hill Street without impacting upon the utilities was also investigated, but that requires land from the St Osburg's School site, and following discussions with the School Governors and officials from the Department for Education it has been concluded that this process would also be too great a risk to the delivery programme for the CLAQAP.
- 3.8 Therefore, it has been concluded that it is not feasible to continue with the proposed Upper Hill Street scheme as part of the CLAQAP package. An alternative option has been identified that achieves the NO<sub>2</sub> reduction required and avoids the need to open up Upper Hill Street. Further consultation will take place with the local community within the next two months on this alternative option, whilst a change control request is being prepared for submission to Government's Joint Air Quality Unit. JAQU will need to approve any amendment to the package of measures set out in the Air Quality Direction issued in May 2021.

- 3.9 A further package of traffic management measures are proposed for Foleshill Road, with the aim of removing extraneous through traffic and reducing traffic flows, congestion, and NO<sub>2</sub> emissions on this route into the city centre from the north. Through traffic will be encouraged to use the A444 instead, which is the designated route for through traffic accessing the city centre from M6 Junction 3. Funding for this package has been secured from a variety of sources, as set out in the funding table in 3.2. The Foleshill Transport Package is being consulted upon during 2023, with scheme delivery planned for 2023/24, although one element, the improvement of the cycle route across the ring road at Junction 9, is under construction using Active Travel Fund grant already secured.
- 3.10 The change control request process is underway, with officers in regular dialogue with JAQU officials. A decision on the change control request is expected in early 2023.
- 3.11 The following table provides a summary of the measures contained in the Council's preferred package, and the progress being made with implementation.

Measure	Description
Capacity improvements on the B4106 through Spon End	<p>Scheme part funded through the £5.8 million Transforming Cities Fund grant awarded by the WMCA.</p> <p>Includes improvement of the B4106 / Hearsall Lane junction, and widening the road at the railway viaduct.</p> <p>Incorporates improved pedestrian and cycle routes and green infrastructure.</p> <p>By removing a capacity constraint and reducing congestion on this alternative route into the city centre from the West, the scheme will make it possible to divert traffic away from the Holyhead Road route when air quality conditions are poor on that route.</p> <p><b>This scheme is under construction.</b></p>
Capacity improvements at Junction 7 on the Ring Road (A4053 / B4106)	<p>This scheme re-models the existing junction to reduce congestion and provide improved pedestrian and cycle routes across the ring road linking the Spon End area with the city centre.</p> <p>Linked to the Spon End scheme, this will provide an attractive alternative route into the city centre from the West, allowing the diversion of traffic from Holyhead Road.</p> <p><b>This scheme is under construction.</b></p>
Opening of Upper Hill Street onto the A4053 Ring Road giving left-in, left-out access onto the ring road via the clockwise slip road at Junction 8.	<p>This scheme was intended to facilitate the closure of Barras Lane to through traffic, thereby allowing the removal of the Holyhead Road / Barras Lane traffic signals that are a primary cause of queuing, and therefore high emissions levels, on Holyhead Road.</p> <p>During the detailed design process, however, significant technical issues have been identified that mean that this scheme is no longer a viable option on programme and cost grounds. These issues include the need for significant utility diversions, with lead-in times of around two years being quoted for the works.</p> <p>Alternative options have been investigated for Upper Hill Street, but these have been discounted due to the need to take land from St Osburg's School.</p>

	<b>This scheme is no longer being implemented, subject to Government approval of the Change Control request.</b>
Closure of Barras Lane between the A4114 Holyhead Road and Coundon Road / Upper Hill Street.	This would have allowed the removal of the traffic signals at the Holyhead Road / Barras Lane junction, thereby allowing Holyhead Road to move more freely. These signals are considered to be a major contributor to the high NO <sub>2</sub> levels on Holyhead Road. As part of the alternative scheme options being explored, it remains important that the signals are removed from the Barras Lane / Holyhead Road junction. <b>A revised junction layout is still being proposed, with signals removed, and Barras Lane remaining open. Holyhead Road will be re-modelled to reflect the reduced traffic flows.</b>
Peak time traffic restrictions and additional interpeak time traffic restrictions on the eastern section of the A4114 Holyhead Road on the approach to Junction 8.	Dynamic traffic management techniques will be implemented that will ration road space and limit the number of vehicles passing along this section of Holyhead Road through the use of traffic signals (similar to the use of ramp-metering on busy motorways to control the flow of traffic entering the motorway from slip roads).
Engagement initiative (travel planning) with schools, businesses and communities along the Holyhead Road corridor to encourage mode shift.	This measure seeks to remove car trips from the network by working with residents, commuters and schools to encourage local trips to be made by other modes of travel than the car. This will build upon the success of a similar programme undertaken in the Walsgrave corridor as part of the Early Measures programme. <b>This programme is underway, with an initial focus upon the schools located within the Holyhead Road and Coundon corridors.</b>
Construction of a segregated cycle route linking Coundon with the city centre along Coundon Road / Upper Hill Street.	This scheme will support the engagement programme (see above) by providing a step change in cycle route provision on a parallel corridor to Holyhead Road, serving the schools at Bablake and St Osburg's as well as linking residential areas with the city centre. This is one of the key cycle routes identified as a priority through the Local Cycling and Walking Investment Plan, and will complement investment in a similarly segregated cycle route between the City Centre and the Hospital. Collectively, these schemes will provide a spine route linking the city from east to west. <b>This route has been completed from Coundon to the city centre, linking via Coundon Street and the linear park path. The final section through Upper Hill Street will be completed as part of the final phase of works in the Holyhead Road area.</b>
Removal of through traffic from Foleshill Road.	This measure is aimed at reducing congestion on Foleshill Road, with the aim of improving the flow of traffic, and thereby reduce emissions, on Foleshill Road. The main aim is to reduce

	<p>the amount of through traffic using Foleshill Road, and to divert this onto the higher standard, parallel, A444. A range of approaches to achieve this, whilst maintaining access for residents and businesses, will be considered during the consultation process.</p> <p><b>This scheme is being developed as part of the CRSTS programme, with engagement planned for early 2023. The cycle route across the ring road at J9 is being built at present.</b></p>
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**John Seddon**  
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# Agenda Item 5

Business, Economy and Enterprise (3) Work Programme 2022-23

Last updated 18<sup>th</sup> November 2022

**Please see page 2 onwards for background to items**

<b>7<sup>th</sup> September 2022</b>
Portfolio overview and work programme
<b>12<sup>th</sup> October 2022 (moved from 19<sup>th</sup>)</b>
Bus Update City Region Sustainable Transport Settlement
<b>30<sup>th</sup> November 2022</b>
Local Air Quality Action Plan
<b>11<sup>th</sup> January 2023</b>
Tourism Strategy and Destination Coventry – progress report Electric Vehicle network
<b>8<sup>th</sup> March 2023</b>
City Centre South update Local Cycling and Walking Plans
<b>Suggested items for 2022-23</b>
Friargate/Station progress (potential visit) Transport Innovation Local Transport Plan – Area Plan for Coventry Levelling Up Fund Growth City Centre South School Bus Services Culture based jobs and businesses
<b>2023-24</b>
Economic Development Strategy Shared Prosperity Fund Transport Strategy delivery update Bus Service Improvement Plan (early item)

<b>Date</b>	<b>Title</b>	<b>Detail</b>	<b>Cabinet Member/ Lead Officer</b>
<b>7<sup>th</sup> September 2022</b>	Portfolio overview and work programme	An opportunity to consider the areas covered by the Board's portfolio and identify items for the work programme 2022-23	Adam Hunt, John Seddon, Steve Weir Cllr O'Boyle, Cllr Hetherton
<b>12<sup>th</sup> October 2022 (moved from 19<sup>th</sup>)</b>	Bus Update	To monitor progress on the all-electric bus city to also include ring and ride, circular bus routes	Cllr O'Boyle John Seddon
	City Region Sustainable Transport Settlement	To look in more detail at the projects funded through the grant agreement	Cllr O'Boyle John Seddon
<b>30<sup>th</sup> November 2022</b>	Local Air Quality Action Plan	Progress on implementing the Local Air Quality Action Plan	Cllr O'Boyle Cllr Hetherton Cllr Caan John Seddon
<b>11<sup>th</sup> January 2023</b>	Tourism Strategy and Destination Coventry – progress report	At their meeting on 8 <sup>th</sup> December the Board considered an item on the Tourism Strategy. Members requested that consideration be given to future representation on the Board, and promotional materials, to ensure that the cultural diversity of the city is reflected and represented	David Nuttall Cllr O'Boyle
	Electric Vehicle network	To update on charging network, all-electric bus city	John Seddon Shamala Evans Cllr O'Boyle
<b>8<sup>th</sup> March 2023</b>	City Centre South update	To receive a progress report including provision of social housing, equalities impact and how the CPO enquiry will link to Planning Committee.	Adam Hunt/David Butler Cllr O'Boyle
	Local Cycling and Walking Plans		
<b>Suggested items for 2022-23</b>	Friargate/Station progress (potential visit)	To include, new station, and new buildings at Friargate site. Potential joint meeting with SB1	

Business, Economy and Enterprise (3) Work Programme 2022-23

<b>Date</b>	<b>Title</b>	<b>Detail</b>	<b>Cabinet Member/ Lead Officer</b>
	Transport Innovation	To include VRL, EV, and Bus Service Improvement Plan. Hydrogen fuel. – visit to Dudley at some point to see the VLR in action	
	Local Transport Plan – Area Plan for Coventry	Following their meeting on the 9 <sup>th</sup> March the Board agreed to consider further the details proposed as part of the area plan for Coventry	TfWM John Seddon Cllr O'Boyle
	Levelling Up Fund	To consider how the Council is maximising economic opportunities provided by the capital funding opportunities available. Decisions on funding by Jan 2023	Steve Weir Cllr O'Boyle
	Growth	To consider what the Council is doing to support jobs and local economy, including Gigafactory, UKBIC	Cllr O'Boyle Steve Weir
	City Centre South	To consider progress on the development of City Centre South including the 1300 residential properties	
	School Bus Services		
	Culture based jobs and businesses	To look in more detail at what the legacy of the City of Culture	
<b>2023-24</b>	Economic Development Strategy	Progress on implementing the Economic Development Strategy	Steve Weir, Cllr O'Boyle
	Shared Prosperity Fund	Distributed via through CA funding - communities & place, people & skills, local business scheme	Steve Weir, Kim Mawby
	Transport Strategy delivery update		John Seddon Cllr O'Boyle
	Bus Service Improvement Plan (early item)	To consider the impact of the Bus Service Improvement Plan	John Seddon Cllr O'Boyle TfWM Bus Operators

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