



Business, Economy and Enterprise Scrutiny Board (3)

Time and Date

10.00 am on Wednesday, 8th March 2023

Place

Diamond Rooms 1 and 2 - Council House

Public Business

1. **Apologies and Substitutions**
2. **Declarations of Interest**
3. **Minutes** (Pages 3 - 10)
 - (a) To agree the Minutes of the meeting held on 11th January 2023
 - (b) Matters arising
4. **Cycling and Walking Update** (Pages 11 - 16)

Briefing Note of the Director of Transportation and Highways
5. **Work Programme 2022/23** (Pages 17 - 20)

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

Julie Newman, Chief Legal Officer, Council House, Coventry

Tuesday, 28 February 2023

Note: The person to contact about the agenda and documents for this meeting is Michelle Salmon, Governance Services, Email: michelle.salmon@coventry.gov.uk

Membership of the Board:

Councillors A Hopkins, T Jandu, A Jobbar, R Lancaster, A Masih, R Simpson, B Singh, R Singh (Chair), A Tucker

Invited Members:

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

Councillor P Hetherton - Cabinet Member for City Services

Councillor G Lloyd - Deputy Cabinet Member for City Services

Public Access

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Michelle Salmon

Governance Services

Email: michelle.salmon@coventry.gov.uk

Coventry City Council
Minutes of the Meeting of Business, Economy and Enterprise Scrutiny Board (3)
held at 10.00 am on Wednesday, 11 January 2023

Present:

Members: Councillor R Singh (Chair)
Councillor A Hopkins
Councillor T Jandu
Councillor A Jobbar
Councillor R Lancaster
Councillor B Singh (Deputy Chair)
Councillor A Tucker

Other Members: Councillor L Bigham (City Council Representative on West Midlands Combined Authority Transport Delivery Committee)
Councillor J Innes (Chair of Education and Children's Services Scrutiny Board (2))
Councillor J O'Boyle (Cabinet Member for Jobs, Regeneration and Climate Change)

Employees (by Service):

Business, Investment and Culture D Nuttall

Law and Governance G Holmes, L Knight

Transportation and Highways S Evans-Gadgil, D Pipe, J Seddon

Others Present: C Crane (Coventry and Warwickshire Chamber of Commerce)
P Jones (Destination Coventry)

Apologies: Councillor P Akhtar
Councillor P Hetherton
Councillor G Lloyd
Councillor A Masih
Councillor K Sandhu
Councillor R Simpson

Public Business

17. Declarations of Interest

There were no disclosable pecuniary interests.

18. Minutes

The minutes of the meeting held on 30th November 2022 were agreed and signed as a true record. There were no matters arising.

19. **Tourism Strategy and Destination Coventry - Progress Report**

The Business, Economy, and Enterprise Scrutiny Board (3) received a briefing note and presentation setting out the progress on the Tourism Strategy and Destination Coventry.

The Cabinet Member for Jobs, Regeneration and Climate Change introduced the item, highlighting that work on the Strategy and Destination Coventry had commenced prior to the outbreak of the Covid-19 pandemic, but that good progress had been made through difficult conditions. There had been a move away from the Local Authority being responsible for promoting the city to a collaborative approach between the Council and Coventry and Warwickshire Chamber of Commerce, to deliver a new, pilot Destination Management Organisation (DMO).

The Board noted that the DMO was formally established in August 2021 as a public / private collaboration, to deliver a proof-of-concept model to establish that Destination Coventry would:

- Lead in the management, development and promotion of Coventry's leisure and business tourism
- Continue to operate the Coventry and Warwickshire Convention Bureau
- Assume responsibility for the provision of visitor information in the city
- Provide opportunities for the private sector to engage in a regular tourism dialogue
- Co-ordinate the delivery of the 2019-2023 Tourism Strategy, with stakeholders contributing to Strategy reviews and future iterations
- Not rely solely on Council funding, but will enable the private sector to contribute financially to the DMO's destination marketing activities, with the aim of amplifying growth of the city's visitor economy, and
- Deliver activities to include the development of income streams to ensure sustained financial viability.

The management and operations of Destination Coventry were overseen by an Oversight Board, chaired by the Commercial Director of Coventry Building Society Arena. The Board further included representatives from the Coventry & Warwickshire Chamber of Commerce, Coventry BID, Coventry City of Culture Trust, Coventry City Council, Visit Britain and representatives of several tourism, leisure and hospitality sector businesses.

In December 2021, Destination Coventry launched its membership scheme which included categories of Full Membership; Patron Membership; Food, Drink and Nightlife Membership; Supplier Membership; Joint Destination Coventry / Chamber of Commerce Membership; and Basic Membership. This had resulted in 105 memberships being established across these categories.

The Briefing Note outlined the work undertaken by Destination Coventry during the 17 operational months of the pilot period to date. There had been a number of campaigns supported through 2022 under themes of food and drink; nightlife; Halloween; and business Tourism, in addition to seasonal

campaigns Explore Coventry and Coventry's Winter Wonderland. These campaigns had achieved a significant reach across television, radio, YouTube, social media accounts, website views, plus others.

The Scrutiny Board noted that there were a number of next steps and key priorities for the DMO, which included:

- Sustainable DMO Model beyond 2023/24
- DMO Review (du Bois Report)
- 2024 Tourism Strategy / Destination Management Plan
- Collaborative sustainable tourism journey
- Further specialist sector support opportunities
- Addressing recruitment and skills challenges
- Thematic campaigns – culture and heritage / sport
- Business events grown, and
- Major events.

The delivery of the Coventry Tourism Strategy 2019-2023 continued to be a core principle and ongoing key priority for the Destination Coventry model. Progress was measured against planned priorities and actions outlined within the Coventry Tourism Strategy, across the four key themes of Partnership, Product, Place and Positioning. It was acknowledged that the Covid-19 pandemic had impacted significantly on the UK hospitality and tourism industry during 2020 and 2021. However, a recently published report using the STEAM tourism economic impact model, had identified accelerated levels of recovery across all metrics in Coventry, in comparison to the West Midlands Combined Authority area and the Coventry and Warwickshire sub-region, including visitor numbers, economic impact and total employment.

It was noted that the STEAM report also identified a growth in accommodation had also been strong in Coventry across this period, which showed that Coventry has 72 serviced and no-serviced establishments offering 11,880 beds. This was 6 establishment and 1,722 beds up on the previous year. This did not include the Indigo Hotel at Friargate or 8 other developments at various stages of planning consent.

In considering the briefing note and presentation, the Board asked questions and received responses on the matters summarised below:

- Whether the city's universities were involved in the DMO and its work.
- When the 2022 figures would be available and whether there would be any comparison between the figures for 2018 and 2019 to identify whether recovery from the Covid-19 pandemic is in line with where the city was prior to the outbreak.
- Given the success of tv advertising, had any consideration been given to advertising on an international market.
- How much funding is provided from public sources.
- Where the statistics from social media were being gathered from.
- Whether the minutes of the DMO were shared.
- The business case and governance structures for the DMO.
- The impact of fuel cost increases and recruitment on businesses.

RESOLVED that:

- 1. That the contents of the presentation and briefing note be noted.**
- 2. Additional information be provided to members of the Board on:**
 - (a) Key performance figures for 2022 as soon as they are available.**
 - (b) The business case and governance structures for the DMO.**
- 3. The following matters be included on the Work Programme for 2023/24:**
 - (a) Considering support to businesses with fuel costs and recruitment.**
 - (b) Scrutiny Board involvement in the process for renewing the Coventry Tourism Strategy and the review of the end of the DMO pilot.**

20. School Bus Services

The Business, Economy, and Enterprise Scrutiny Board (3) considered a briefing note which provided an update on the future of several dedicated school bus services following a discussion at its meeting on 12th October 2022.

The Board had noted during its meeting in October 2022 that there were a number of dedicated school bus services operating across the city, with 8 specific routes identified at risk of being withdrawn in the future. These routes were divided into two groups:

- (a) Routes 53, 54 and 55 serving West Coventry Academy – these routes being operated by National Express on a commercial basis. National Express had indicated that they were considering withdrawing these services as part of a wider review of the bus network.**
- (b) Routes S40, S46, S48, S49 and S50 serving Bishop Ullathorne School. These routes were being funded by the Council but, at the time of the October meeting, no funding had been allocated beyond the 2022/23 academic year for the continuation of these services.**

It was noted that, as part of the budget setting process for 2023/24, a request had been made to fund the S40, S46, S48, S49 and S50 services over the next financial year.

It was acknowledged that the majority of the bus network within Coventry, including most dedicated bus services, operated on a commercial basis. Transport for West Midlands (TfWM) has overall statutory responsibility for the city's bus network and works closely with bus operators. In addition, TfWM directly funded some services where these were socially important but would not be commercially viable.

Bus travel had fallen significantly following the Covid-19 pandemic, with passenger numbers at around 87% of pre-Covid levels. In addition to the lower passenger numbers, bus operators were also experiencing rising costs, particularly with fuel, and driver shortages. The driver shortage was an industry wide issue which had caused a significantly worse reliability of service. TfWM have been working with operators to carry out a review of the bus network.

As part of the bus network review, National Express had initially indicated that they intended to withdraw a total of 15 dedicated school bus services across the West Midlands. These were previously operated on a commercial basis, without any funding from either TfWM or any individual local authorities. This included the 3 routes identified in (a) above. Both TfWM and the Council expressed concern about the potential withdrawal of these services on the grounds set out in the briefing note. Following further discussions with TfWM and National Express, these routes are to be retained and therefore the network review would not now directly affect any dedicated school routes in Coventry.

The briefing note indicated that during the 2020/21 academic year, the Council had stepped in to support a number of services, including those identified in (b) above, when the previous operator, Travel De Courcey, entered administration. Initially, 14 routes, serving 6 schools were affected. In the first year, the Council was able to access a grant from the Department for Transport to fund the continuation of all 14 services. However, this funding was no longer available and over subsequent years, the Council was directly funding the highest priority routes, while providing advice on alternative travel options to students where services have had to be withdrawn.

During the current academic year, the Council has continued to fund a total of 5 dedicated school bus routes, all serving Bishop Ullathorne school. In addition, the Council also pays a small fee to National Express to extend service 14, which is in general use, to cover Blue Coat Church of England School. The total costs for these services during the full academic year is £327,375. However, this would be partly offset by the income received from parents who are required to buy a specific pass to use any of the dedicated services, forecast to be £101,196.

As part of the Council's budget setting process for 2023/24, £220,000 had been allocated for the support of school bus services. Subject to final approval of the budget, the risk to these 5 services would be mitigated. Council Officers were continuing to work with colleagues at TfWM and staff at Bishop Ullathorne school to make plans and to secure operators to continue to provide current or similar services for the 2023/24 academic year.

In considering the briefing note, the Board raised comments, asked questions and received responses on the matters summarised below:

- As a result of the adjustments made by National Express, the bus route to West Coventry Academy no longer served Mount Nod and Eastern Green.
- Whether the Council has any influence with National Express in relation to routes.
- Whether long term assessments were being made in order to keep the routes.

- Recommendation that when issues relating to buses are considered by the Board, that representatives of National Express be invited to attend the meeting.
- Concern of the impact of year-on-year budget proposals and the need for a longer-term budget setting.
- Whether there are opportunities for funding assistance and / or alternative options through partnership working with schools, faith organisations, transport providers and other key partners.

RESOLVED that:

- 1. The content of the briefing note and the expected continuation of the 8 services previously considered at risk of withdrawal be noted.**
- 2. A briefing note to be submitted to the relevant Cabinet Member recommending a longer-term sustainable solution to continuing the school bus service in partnership with schools, faith organisations, transport providers and other key partners to deliver school bus provision.**

21. Electric Vehicle Charging Network

The Business, Economy, and Enterprise Scrutiny Board (3) considered a briefing note which provided an update on the electric vehicle charging network in Coventry.

The Cabinet Member for Jobs, Regeneration and Climate Change introduced the item, highlighting that Coventry has the highest number of charge points in any city outside of London. It was recognised that this feeds into the battery facility, the electric bus fleets, and a number of other projects. It was acknowledged that electric vehicles are still expensive when compared to alternatives, but once the second-hand market picks up, they would become cheaper. It was further recognised that whilst the roll-out of charge point installations would be important, that it was necessary for careful assessments to be undertaken before decisions are made whether parking in charging bays should be restricted to electric cars only, particularly in communities where there were existing parking difficulties.

The briefing note indicated that, since 2017, the Council had secured £4.6m in grant funding from the Office for Zero Emissions Vehicles (OZEV) under the Electric Vehicle Charging Infrastructure (EVCI) programme. This has resulted in a city-wide network of 603 electric vehicle charge points (EVCPs) being installed, with a further 157 becoming operational by January 2023. This would take the total to 760 WVCPs capable of charging 1,030 vehicles at any one time as some EVCPs are capable of charging two vehicles at the same time. The Board were advised that currently there were 528 on street residential charge points for public use, aimed at residents without off-street parking, and a further 39 on street rapid charge points for public use within city centre and district centre locations, aimed at commercial users, notably taxis and delivery vans. In addition, there were 36 off street charge points for public use, sited at Salt Lane and the Railway Station car parks. 44 workplace charging points were available for private use by Council staff and visitors, funded through the Plug-in Coventry initiative. 10 charge points had been installed through the Ultra-Low Emissions Bus Scheme, for private use

by the bus operator at the Bus Depot. This was to be increased as part of the All-Electric Bus City programme.

It is anticipated that, as the number of electrical vehicles registered in the city increases, there will be a demand to restrict the on-street parking bays with charge points available for electric vehicle use only. Currently, such restrictions apply to a small number of charge points across the city, with a number of time limitations for their use, dependent upon their location and the type of charge point installed. The restrictions are managed via sensors installed in the majority of the electric vehicle parking and charging bays. The remaining bays are predominantly in residential streets and the restrictions are advisory only, to avoid too much pressure being placed upon on-street parking. This means that non-electric vehicles can use the bays without penalty. This approach would be kept under review.

In addition to the expansion of the on-street EVCP network, further projects were underway to support the future development of the electric vehicle charging infrastructure within the city. Funding had been secured for a feasibility study into the potential development of a multi-fuel charging hub, called the CLEAN hub, which could meet both strategic and local fuelling needs. The outcome of the study is expected during late 2023. A feasibility study has also been completed into a wireless charging project, whereby equipment installed within the road surface charges electric vehicles as they pass over it. This charging on the move concept is being trialled in other countries and funding opportunities are being sought that would enable Coventry to undertake a similar trial.

It was noted that the recently adopted Coventry Transport Strategy fully supports the further expansion of the charge point network as a critical element of the decarbonisation of the transport system in the city.

In considering the briefing note, the Board raised comments, asked questions and received responses on the matters summarised below:

- Whether petrol stations would be installing charging banks.
- How Traffic Regulation Orders would work for charging points.
- How the areas where charge points are installed are identified
- The need to consider the demographic of local areas and being realistic about using sites that would be beneficial.

RESOLVED that, the briefing note on the update of the electric vehicle charging network be noted. There were no recommendations to the Cabinet Member.

22. **Work Programme 2022/23**

The Business, Economy, and Enterprise Scrutiny Board (3) noted the Work Programme for 2022/23 and also noted that the Local Cycling and Walking Plan would include information on the usage of the cycle hire scheme, as well as actions to encourage cycling, as requested at a previous meeting.

Other items raised during the course of the meeting would be added to the Work Programme.

23. **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 12.30pm)

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

Report of: Director of Transportation and Highways

Date: 8th March 2023

Subject: Cycling and Walking Update

1 Purpose of the Note

- 1.1 The Business, Economy and Enterprise Scrutiny Board (3) have requested an update on the Council's plans to encourage walking and cycling, including how the Council is engaging with the public to promote the benefits of cycling.

2 Recommendation

- 2.1 The Business, Economy and Enterprise Scrutiny Board (3) are recommended to note the update provided and make any recommendations to the Cabinet Member for Jobs, Regeneration and Climate Change on any issues to be considered as part of the Local Cycling and Walking Infrastructure Plan.

3 Background and Information

- 3.1 Coventry's Transport Strategy (CTS) was adopted in December 2022 setting out how the Council's aims to deliver a safe, sustainable and reliable transport network for the city of Coventry. The Strategy specifically sets the four following objectives, and the promotion of walking and cycling for local journeys within the city is fundamental to achieving these:
1. Supporting the city's economic recovery and enabling long-term growth
 2. Delivering a sustainable, low carbon transport system
 3. Ensuring equality of opportunity
 4. Maximising health and wellbeing.
- 3.2 Coventry's draft Climate Change Strategy is currently out for consultation and recognises that walking and cycling networks are part of the infrastructure that needs to be developed to manage the transition from fossil fuel-based transport to transport powered by renewable energy.
- 3.3 The CTS will be supported by a series of more detailed policy documents that focus on specific elements of the transport network. One of these is the Local Cycling and Walking Infrastructure Plan (LCWIP), which will set out the detailed policies and infrastructure requirements necessary to support walking and cycling in the city.

- 3.4 Currently a West Midlands LCWIP is in place that identifies a strategic regional cycle network, including routes such as the Binley Cycleway which is currently under construction. The regional LCWIP was developed in 2019 and forms the basis for investment planning in new cycle routes at a regional level.
- 3.5 Work is continuing, following the adoption of the CTS, on a local LCWIP for Coventry. This will drill down into more local detail and enable the identification of the local cycling network necessary to complement the regional network that has already been identified. There will be engagement with the public, local communities and the business community on the development of the LCWIP, and the aim is that the LCWIP will be adopted by the end of 2023.
- 3.6 The LCWIP will identify improvements to existing cycling facilities, as in the case of Binley Cycleway where new segregated cycle tracks have replaced cycle lanes in line with LTN 1/20 guidance, or the provision of new facilities as on Coundon Cycleway. As well as dedicated cycle facilities on key routes, the LCWIP will also identify areas where wider traffic management is appropriate due to lower traffic speeds and flows, such as the Liveable Neighbourhood approach, which can create a safe walking and cycling environment.
- 3.7 The LCWIP will also consider walking, recognising the vast majority of journeys made by anyone will involve an element of walking or wheeling. There is a need to ensure that we invest properly in our walking network, and to make sure that our local and district centres provided high quality public realm for residents and visitors.

4 Update on current infrastructure programme

- 4.1 Significant improvements to infrastructure are already taking place and more are in development. The most significant length of new active travel infrastructure that has been provided are found along the Coundon and Binley Cycleways. These consist of 2-way cycle tracks which are segregated from motor vehicle traffic by kerbs and have adjacent footways. Both routes directly serve local centres with shops and community facilities, but they are also within a 15 minute ride of the city centre. These routes can also widen travel horizons for active commuting. For example Upper Coundon to Binley Business Park is a distance of around 5 miles, which will become a 30 minute ride predominantly on segregated facilities separate from motor vehicles. People walking and wheeling have also benefitted from new crossings at side roads along these routes.
- 4.2 Busy junctions can be a barrier to active travel. In this regard improvements are already being made to crossings on the Ring Road including Junction 7 and Junction 9. The Junction 9 crossing improvements form part of a segregated cycle route from Upper Well Street to the Canal Basin. This then connects with the walking and cycling route towards Radford and the leisure route National Cycle Network 52 along the canal towpath.
- 4.3 This section provides an overview of schemes that are in different stages of development. These are presented on an area basis to complement recent improvements and existing facilities.
- 4.4 University of Warwick – A network of routes is being developed in partnership with the University's Masterplan. This is recognising the areas which generate the most trips to the campus, namely Canley and Cannon Park, Earlsdon and City Centre. Improvements in development include:

- Cannon Park Connections – to Cannon Park, Canley and City Centre
- Westwood – to Westwood business park
- Canley to Tile Hill – to Tile Hill Station
- Kenilworth Corridor – including improvement of the 1930s cycleway
- National Cycle Network Route 52 – quiet way through Earlsdon via Liveable Neighbourhood towards the city centre.
- A45 – potential to enhance existing provision also to serve Whitley South

4.5 City Centre

- Cross city route – joining up existing routes through the city centre.

Foleshill

- Foleshill – connecting City Centre to Foleshill

4.6 Sustainable Urban Extensions – A network of routes is proposed to enable access to new developments, which will also benefit existing residents and access to employment including:

- Eastern Green to City Centre
- Eastern Green to Tile Hill
- Keresley to Allesley
- Keresley to Coundon

4.7 Beyond Binley – Connections to the Binley Cycleway are under consideration, including towards:

- Whitley – connecting to New Century Park, London Road and Tollbar
- Wyken – connecting to Allard Way junction
- Coombe Abbey and Binley Woods – potential related to A46 schemes

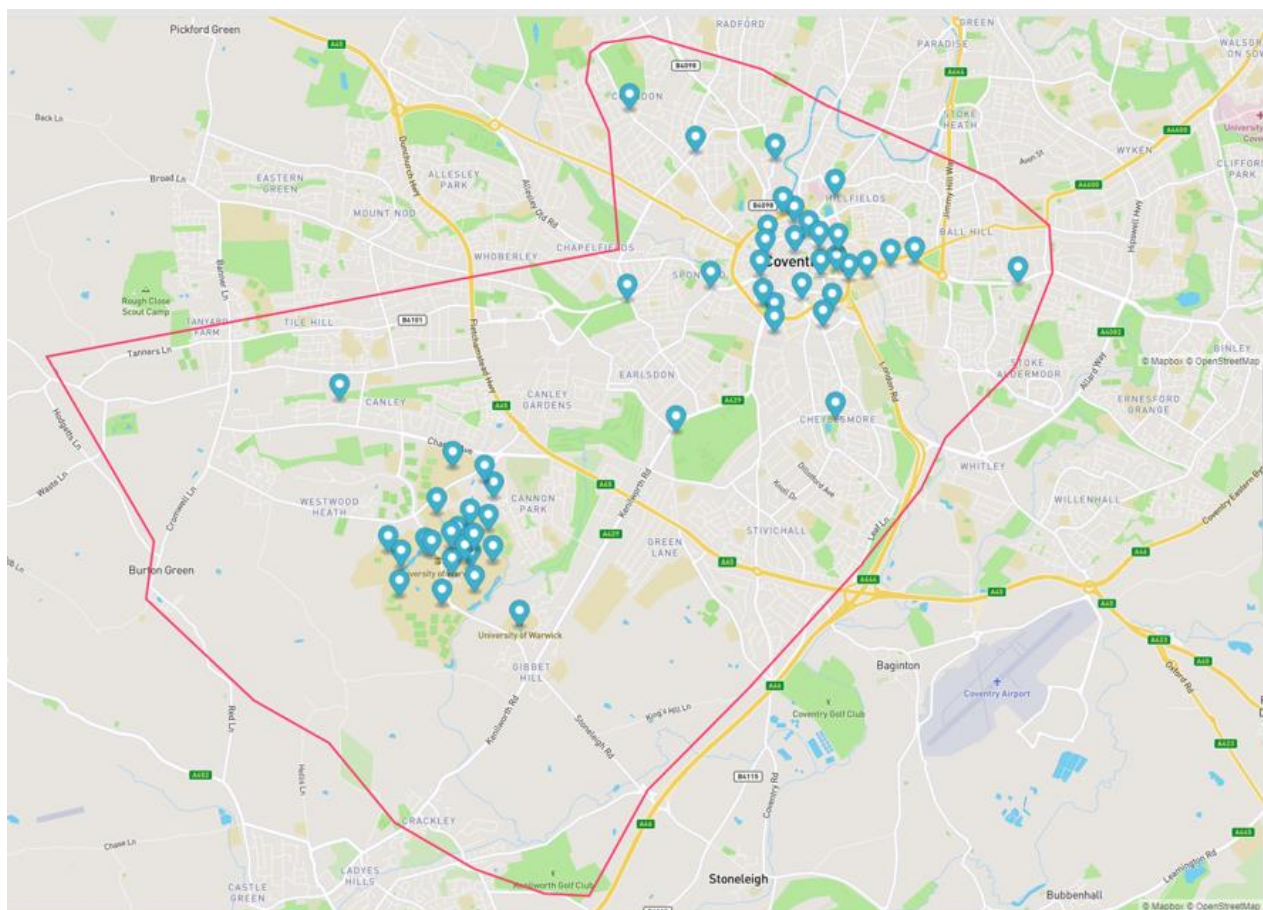
4.8 This list provides an update of the schemes identified at this stage, but the aim of the LCWIP process will be to further develop this into a comprehensive city-wide network that can then be brought forward for delivery as and when funding is secured.

5 West Midlands Cycle Hire Update (data provided by TfWM)

5.1 The West Midlands Cycle Hire scheme has been operational since March 2021. There are a total of 1,350 pedal and 150 e-bikes in 8 locations across the 7 West Midlands Metropolitan Authorities.

5.2 Scheme usage within Coventry to-date has been positive, with Coventry's usage outperforming other locations:

- Number of docking stations in Coventry – 47
- Number of available bikes in Coventry – 282 pedal bikes, 50 e-bikes
- Total pedal rides in Coventry since launch – 173,643
- Total e-bike rides in Coventry since launch – 41,959
- Average hire duration in Coventry – 14 minutes
- Average distance travelled in Coventry – 1.95km



Map of West Midlands Cycle Hire Docking Stations in Coventry
(www.wmcyclehire.co.uk/stations/)

- 5.3 87% of Coventry scheme usage comprises an A-B journey, whereby the customer returns the bike to a different location from where they hired. This indicates that the scheme is well used for utility / commuting trips, and again this is higher than the scheme-wide average.
- 5.4 Cannon Park Centre, Warwick Sports Hub and Coventry Rail Station docking stations have been particularly well used.
- 5.5 95% of bikes within Coventry are returned to docking stations, representing positive customer behaviours, which compares favourably to other regions.
- 5.6 Both the average hire duration and average distance travelled figures have reduced in Coventry this year. However, the increase in the overall scheme usage within the city indicates that a loyal customer base is building with more, slightly shorter distances being covered by regular scheme users.
- 5.7 Sponsorship is currently being sought to support the scheme financially.

6 Health Inequalities Impact

- 6.1 Access to bicycles in the city has improved since the introduction of the West Midlands Cycle Hire Scheme. Residents of wards with the greatest health need have been able to apply for free minutes to use on the scheme through separate grant funding. As the bike docks are not in every ward the grant funding also supported a public bike giveaway initiative through the Cycling for Everyone project, which was similarly targeted at areas of greatest health need.

- 6.2 Residents who have surplus bikes have the option to donate them for recycling through local organisations and via the Recycling and Disposal Centre. Recent feedback indicates that the volume of bikes donated has reduced, which may be because people are keeping bikes for longer or they are selling them on the second-hand market to recoup some of the cost. Nevertheless, local residents in need are still benefitting from donated bikes. Support has also been provided to organisations to upskill volunteers in cycle maintenance with a view to increasing the capacity to recycle bikes.
- 6.3 Local people have also benefitted from public cycle maintenance courses to help them keep their bikes roadworthy in Spon End and Dr Bike maintenance sessions have also been provided at events.
- 6.4 Free cycle skills training has also been provided to residents, with a focus on delivering activity in areas of health need. For example, half term cycling venues have included Stoke Aldermoor, Alan Higgs, Sidney Stringer and Centre AT7.
- 6.5 Walking maps and guides are available which cover various areas of the city, but a number of these are in areas of greater health need. The public health team developed a series of Walk more, feel good! local walking maps covering the city centre, Foleshill, Tile Hill and Canley, Willenhall and Longford.
<https://www.coventry.gov.uk/health-wellbeing/coventry-move/2>
- 6.6 More recently a series of self-guided audio walks have been developed by Talking Birds based on their guided walks of Spon End, Stoke, and Naul's Mill Park and Coventry Canal. <https://talkingbirds.co.uk/walk/#2>
- 6.7 Canal and River Trust have also refreshed their Coventry Canal Guide and Map <https://canalrivertrust.org.uk/refresh/media/thumbnail/43497-guide-to-coventry-canal-basin.pdf>

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Agenda Item 5

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

Last updated 27th February 2023

Please see page 2 onwards for background to items

7th September 2022
Portfolio overview and work programme
12th October 2022 (moved from 19th)
Bus Update City Region Sustainable Transport Settlement
30th November 2022
Local Air Quality Action Plan
11th January 2023
Tourism Strategy and Destination Coventry – progress report Electric Vehicle network School Bus Services
8th March 2023
Local Cycling and Walking Plans
Suggested items for 2022-23
Levelling Up Fund
2023-24
Economic Development Strategy Shared Prosperity Fund Transport Strategy delivery update Bus Service Improvement Plan (early item) Very Light Rail For information only - New NO2 Limits Upper Hill Street/Holyhead Rd consultation Culture based jobs and businesses 2024 Tourism Strategy and DMO model Support to Businesses

Date	Title	Detail	Cabinet Member/ Lead Officer
7th September 2022	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
12th October 2022 (moved from 19th)	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
30th November 2022	Local Air Quality Action Plan	Progress on implementing the Local Air Quality Action Plan	Cllr O'Boyle Cllr Hetherton Cllr Caan John Seddon
11th January 2023	Tourism Strategy and Destination Coventry – progress report	At their meeting on 8 th 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
	School Bus Services	To look at longer terms plans to maintain school bus provision	David Pipe, Rachael Sugars Cllr Sandhu
8th March 2023	Local Cycling and Walking Plans	To cover plans to encourage walking and cycling, engagement with the public on the benefits of cycling as well as ways to make cycling more accessible. Include figures on cycle hire scheme	John Seddon Cllr O'Boyle

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

Date	Title	Detail	Cabinet Member/ Lead Officer
Suggested items for 2022-23	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
2023-24	Economic Development Strategy	Progress on implementing the Economic Development Strategy including Levelling Up Fund update and plans for economic growth	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	To include the TfWM Local Area plan for Coventry	John Seddon, TfWM Cllr O'Boyle
	Bus Service Improvement Plan (early item)	To consider the impact of the Bus Service Improvement Plan, as well as an update on school bus provision.	John Seddon Cllr O'Boyle TfWM Bus Operators
	Very Light Rail	Progress and plans for implementing VLR in Coventry	Colin Knight Cllr O'Boyle
	For information only - New NO2 Limits	A request for a briefing note on the governments new NO2 limits as soon as they are available	John Seddon
	Upper Hill Street/Holyhead Rd consultation	Changes required as part of the LAQAP to address NO2 levels on the Holyhead Rd have been requested by the Board at the public consultation stage	John Seddon
	Culture based jobs and businesses	To look in more detail at what the legacy of the City of Culture has provided in terms of jobs and businesses. Scrucro will consider the overall legacy in June 2023	
	2024 Tourism Strategy and DMO model	To look at the new Tourism Strategy beyond 2023 in more detail, including an update on the proof of concept model for the DMO.	David Nuttall Cllr O'Boyle Cllr Hetheron

Date	Title	Detail	Cabinet Member/ Lead Officer
	Support to Businesses	Looking particularly at the hospitality sector in terms of fuel costs as well as training and recruitment. To include support offered via The Chamber	Steve Weir/David Nuttall Cllr O'Boyle