



Business, Economy and Enterprise Scrutiny Board (3)

Time and Date

2.00 pm on Thursday, 26th September 2024

Place

Diamond Rooms 1 and 2 - Council House, Coventry

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 21st August 2024
 - (b) Matters arising
4. **Transport Strategy Delivery Plan** (Pages 9 - 50)

Report of the Director of City Services and Commercial
5. **Local Air Quality Action Plan Update** (Pages 51 - 52)

Briefing of the Strategic Lead for Policy and Innovation
6. **Work Programme 2024/25** (Pages 53 - 56)

Report of the Scrutiny Co-ordinator
7. **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, Director of Law and Governance, Council House, Coventry

Wednesday, 18 September 2024

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:

Councillors F Abbott, P Akhtar, J Blundell, T Jandu, A Kaur, T Khan, B Singh, R Singh (Chair) and D Toulson

By invitation:

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

Public Access

Any member of the public who would like to attend the meeting in person is encouraged to contact the officer below in advance of the meeting regarding arrangements for public attendance. A guide to attending public meeting can be found here: <https://www.coventry.gov.uk/publicAttendanceMeetings>

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 2.30 pm on Wednesday, 21 August 2024

Present:

Members: Councillor R Singh (Chair)
 Councillor P Akhtar
 Councillor J Blundell
 Councillor T Jandu
 Councillor A Kaur
 Councillor K Maton (substitute for Councillor F Abbott)
 Councillor B Singh
 Councillor D Toulson

Employees (by service area):

Law and Governance E Jones, M Salmon

Transport and Innovation C Knight (Director of Innovation), N Small

Apologies: Councillor F Abbott

Public Business

28. Declarations of Interest

There were no disclosable pecuniary interests.

29. Minutes

The minutes of the meeting held on 17th April 2024 were agreed and signed as a true record.

Further to minute 26/23 headed 'Work Programme', Members noted that in respect of the 'Bus Franchising Options' item, this had been delayed coming to the Board pending a West Midlands Combined Authority Mayoral decision which it was anticipated would take place in early 2025. The item would remain on the Work Programme for an update later in the Municipal Year.

30. Cabinet Member Key Priorities 2024/25

The Business, Economy and Enterprise Scrutiny Board (3) received a briefing from the Cabinet Member for Jobs, Regeneration and Climate Change outlining the priorities for his portfolio for 2024/25. The following areas were highlighted:

- **Economic Development** – inward investment work and continuing business support

- **Greenpower Park** – part of the wider West Midlands Investment Zone that included the Giga Factory, the Airport and other pieces of land that would offer investment and employment opportunities.
- **VLR** – progression of the Programme through tasks and stage posts for the ongoing release of the allocated funds. An innovative and revolutionary design concept, developed in Coventry with the aspiration for future marketing nationally and internationally.
- **Electric Bus City** – 140 electric buses in the city to date with a target of a complete electric bus city by the end of 2025.
- **Cycle Schemes** – successful cycle lane bids and installation of segregated cycle lane schemes across the city, with further planned, particularly in the North of the City.
- **Public Realm Work** – ongoing work including the opening up of the River Sherbourne in Palmer Lane.
- **Climate Change Strategy** – group of factors and themes being brought together. Report being submitted to Cabinet in October 2024.
- **Strategic Energy Partnership** – a Team, including EON, based at Friargate working on an Energy Masterplan and Retrofit Programme.
- **City Centre South** – progression of the scheme following work to establish single ownership of the site. Hoardings expected to go up later this year.
- **Friargate** – working with Homes England to obtain funding to help support the progress of Friargate, which was now different to the original scheme.

31. **Work Programme 2024/25**

The Business, Economy, and Enterprise Scrutiny Board (3) received a report of the Scrutiny Co-ordinator that detailed the issues carried over from the Board's Work Programme 2023/24 and suggested for meetings of the Board in 2024/25.

Members had attended a Scrutiny Work Programme Planning Session on 12th June 2023 following which the Board's Work Programme had been updated to capture items suggested at the Session.

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

- 1) **Notes the issues carried over from the Work Programme 2023/24 and suggested for meetings of the Board in 2024/25 and also the suggested items raised at the Scrutiny Work Programme Planning Session.**
- 2) **Agrees that the Work Programme be updated to include the following items that arose from the Cabinet Member for Jobs, Regeneration and Climate Change key priorities briefing:**

Updates on:

- 1) **The West Midlands Investment Zone**
- 2) **Electric Buses 2025**
- 3) **The development of drone technology in the City**

32. **Very Light Rail Update**

The Business, Economy and Enterprise Scrutiny Board (3) received a presentation and briefing note of the Innovation that provided an overview of the governance agreed with the Department for Transport (DfT) and West Midlands Combined Authority (WMCA) for the Very Light Rail Regional Programme, including Coventry Very Light Rail (CVLR). It also provided an update on the current status of the CVLR Programme.

The presentation and briefing note highlighted the following:

- New system could deliver affordable urban mass transit across the UK and beyond
- The cost cutting game-changer trackform
- Coventry Very Light Rail Scheme promoted by Coventry City Council (£40.5m)
- Dudley Very Light Rail National Innovation Centre (VLRNIC) had been promoted by the Black Country Innovative Manufacturing Organisation (BCIMO) and Dudley Council (£12m)
- A mass Transit Options Appraisal Study which would include an assessment of urban VLR promoted by Transport for West Midlands (TfWM) (£5m)
- VLR Dependencies - three schemes within the business case: CVLR was the pilot scheme; VLRNIC supported the CVLR Research and Development Programme; TfWM exploration of the using CVLR technology.
- CVLR governance – Coventry VLR approval process proposals
- Secured and unsecured funding
- The completion of Stage Gate 1 – December 2023
- Track test sites at Warwick University, Coventry City Council's Whitley Depot and VLRNIC, and lessons learned
- City Centre Demonstrator 2024/25 – railway Station to City Centre
- City Centre Traffic Management Plan
- Cost benefits of CVLR vs Light Rail
- Very Light Rail Opportunities – Autonomy, development of trackform, decarbonisation, global and national exploitation

The next steps for the Scheme were:

- Prove the new track form could be installed with minimal disruption to the city and utilities at circa £10m/km
- Operate the CVLR vehicle as a working showcase of the technology for both national and global customers and investors
- Continue to engage with Stakeholders to build the market for the vehicle, track and integrated system at regional and national events
- Develop and implement a commercialisation strategy
- Use the evidence from City Centre Demonstrator to support future business case submissions
- Seek to secure funding to support the installation of a first commercial route in Coventry

In considering the presentation and briefing note, the Board questioned officers, received responses and discussed matters as summarised below:

- £40m Government funding allocation – funding released following a stage-by-stage process. Each stage needed to be achieved and evidenced before further funding applications could be made.
- £40m was for the 1st round, issued for 2022-2027, and the 2nd round, currently being worked on, would be for 2027-2032.
- Scheme first began in 2016 – delayed due to COVID pandemic. The Authority was now on target with the Programme.
- Commerciality – track and vehicle patented. Propose to market in the future, nationally and internationally. Would generate revenue for the Authority.
- Stake in intellectual properties – the Local Authority had the majority stake of 85% and TfWM had 15% stake. The Authority had a good working relationship with TfWM.
- Light rail compared to very light rail – VLR was half the vehicle weight of LR Vehicle per linear metre.
- Passenger no.s - 56 people carried on VLR vehicle with passenger stops expected to be similar to West Midlands Travel bus stops.
- Track – would be double track, running with other traffic in places and would work with conventional systems – compatible with other tracks.
- Autonomy – technology developed; however, legislation was slow but progressing.
- Prototype vehicle won't be 'kitted out' to be autonomous. Next Generation Vehicle would be autonomous.
- Track test site at Warwick University – redundant car park used to test the laying of the track.
- The Council's Whitley Depot - 40 metres of track laid at Depot – 44 HGVs had been over that track at the Depot to ensure it could take the weight without being adversely impacted. 1m tonnes had now been over the track and the slabbing performed beyond expectations.
- VLRNIC at Dudley - loop track used to test vehicle on track. A milestone test that proved the Authority could deliver.
- Fast track installation – estimated 2–3-week installation that would limit disturbance whilst the highway was taken up and the track laid which was an important factor in a busy City Centre.
- City Centre Demonstrator – The track would be installed from the Coventry Railway Station to the former Ikea building, Croft Road – Part 1 anticipated to begin in December 2024 and be completed by March 2025 and Part 2 anticipated to be installed by end of 2025.
- The evidence from City Centre Demonstrator would support future business case submissions.
- Track Installation – Risk Based approach taken. No track installation over a major water supply to minimise risk however, modern piping needed far less work.
- Would work with utilities to ensure the programme for installation didn't impact adversely on any programmed work they may have.
- Fuel source – work undertaken around batteries. Electrification was big for Coventry. Hydrogen could be considered in the future. Options open.

- VLR line to the Hospital from the City Centre – a favoured route option that would be considered in the future along with ensuring that areas that were growing and needed serving on the outskirts of the city, were also included.

Members requested that in respect of the commerciality of the system, a summary of the anticipated revenue for the track and the VLR vehicle, be circulated to them.

The Board thanked officers for their informative presentation and briefing and indicated their full support for this exciting Programme.

RESOLVED that the Business, Economy and Enterprise Scrutiny Board (3) notes the content of the briefing note and presentation and the progress with the delivery of the Coventry Very Light Rail Programme and the next steps on the Project.

33. **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 4.30 pm)

This page is intentionally left blank



Public report
Cabinet

Business, Economy and Enterprise Scrutiny Board (3)
Cabinet
Council

26 September 2024
1 October 2024
15 October 2024

Name of Cabinet Member:

Cabinet Member for Jobs, Regeneration and Climate Change – Councillor J O’Boyle

Director approving submission of the report:

Director of City Services and Commercial

Ward(s) affected:

All wards

Title:

Coventry Transport Strategy Update

Is this a key decision?

No - although the proposals affect more than two electoral wards, the impact is not expected to be significant.

Executive summary:

The Coventry Transport Strategy was approved by Council in December 2022. It is a 15-year strategy which sets out plans to fundamentally change the city’s transport system, including by investing in significant improvements to public transport, walking and cycling and by accelerating the transition to zero emission vehicles.

This report provides an update on progress achieved since the Coventry Transport Strategy was adopted, including the latest available performance information, and **seeks approval to update the Implementation Plan which accompanies the Strategy** to reflect the Council’s latest plans.

The Implementation Plan sets out the ‘pipeline’ of specific improvements that the Council intends to deliver over the lifetime of the Strategy. The proposed changes to this include updating the expected timescales for the delivery of various schemes and the addition of a small number of new actions. These additions include reform of the region’s bus services and several additional walking and cycling schemes, for which funding has now been secured. The specific changes which Council is being asked to approve are detailed in Appendix 2 to this report.

Recommendations:

Business, Economy and Enterprise Scrutiny Board (3) is recommended to:

- 1) Review the report and make any recommendations to Cabinet that it deems appropriate.

Cabinet is requested to recommend that Council:

- 1) Approve the updated and amended Implementation Plan (set out in Appendix 2 to the report) which was previously approved by Council on 6th December 2022, and which accompanies the Coventry Transport Strategy; and
- 2) Delegates authority to the Director of City Services and the Director of Finance and Resources, following consultation with the Cabinet Member for Jobs, Regeneration and Climate Change, and the Cabinet Member for City Services, to make variations from time to time to the Coventry Transport Strategy and Implementation Plan.

Council is requested to:

- 1) Approve the updated and amended Implementation Plan (set out in Appendix 2 to the report) which was previously approved by Council on 6th December 2022, and which accompanies the Coventry Transport Strategy; and
- 2) Delegates authority to the Director of City Services and Director of Finance and Resources, following consultation with the Cabinet Member for Jobs, Regeneration and Climate Change, and the Cabinet Member for City Services, to make variations from time to time to the Coventry Transport Strategy and Implementation Plan.

List of Appendices included:

The following appendices are attached to the report:

- Appendix 1 - Coventry Transport Strategy Key Performance Indicators Progress Report
- Appendix 2 - Coventry Transport Strategy Implementation Plan Update

Background papers:

None

Other useful documents:

The Coventry Transport Strategy and accompanying Implementation Plan, as approved in December 2022, are published on the Council's website at <https://www.coventry.gov.uk/transport-strategy-2>

Has it or will it be considered by Scrutiny?

Yes - Business, Economy and Enterprise Scrutiny Board (3) on 26 September 2024

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

Yes. At an officer level, updates on the Coventry Transport Strategy have been/will be given to the Future Cities Board on 9 July 2024 and Leadership Board on 24 September 2024.

Will this report go to Council?

Yes, it will be considered by Council on 15 October 2024

Report title: Coventry Transport Strategy Update

1. Context (or background)

- 1.1. The Coventry Transport Strategy was approved by Council in December 2022. It is a 15-year strategy which sets out plans to fundamentally change the city's transport system, including by investing in significant improvements to public transport, walking and cycling and by accelerating the transition to zero emission vehicles. It aims to significantly reduce current levels of car travel, and to ensure that in the future those journeys which do still need to be made by car are made using zero emission vehicles.
- 1.2. The Strategy includes a series of Key Performance Indicators, which the Council committed to monitoring over the lifetime of the Strategy.
- 1.3. It is also accompanied by a more detailed Implementation Plan, which was approved by Members at the same time. This sets out the 'pipeline' of specific improvements that the Council intends to deliver over the lifetime of the Strategy, with a particular emphasis on years 1-5.

2. Options considered and recommended proposal

Progress update

- 2.1. Information on the latest progress is provided to Members for information and discussion and does not require a specific decision. In summary, the following milestones have been achieved since the adoption of the Coventry Transport Strategy in 2022:
 - Significant progress in the rollout of electric buses, with approximately 140 now in operation
 - The introduction of a citywide 'demand responsive' bus service (West Midlands on Demand), which now incorporates the former 'Ring and Ride' service
 - Construction of most sections of the Binley Cycleway
 - Implementation of the city's first 'Liveable Neighbourhood' in Earlsdon and the first trials of 'School Streets'
 - Delivery of highway improvements at Spon End and the new Ring Road Junction 7, as part of the Council's Local Air Quality Action Plan
 - Construction of a new junction on the A45 to serve the planned Eastern Green Sustainable Urban Extension.
- 2.2. As noted above, the Strategy also sets out a series of Key Performance Indicators which will be used to monitor progress against the Strategy's objectives. It should be noted that these are long-term objectives, which are intended to be achieved over the lifetime of a 15-year strategy. Some data is also not collected every year, or in some cases there is lag before data becomes available. However, the latest performance information that is currently available is set out in Appendix 1 to the report.

- 2.3. In summary, at this stage that document primarily sets out the baseline and the desired direction of travel for each KPI, with baseline data being collected in 2022 in most cases. 2023 data has also been included, where this is already available, however it is likely that several years' worth of data will need to be collected before the strategy's impact can be properly evaluated.
- 2.4. For those indicators where both 2022 and 2023 data is available, a summary of the key changes is provided below:
- There was an increase in the number electric vehicles registered to addresses in the city, with an additional 539 of these being registered in the last year, and an increase in the use of public electric vehicle charge points (rapid and residential), with more than 10,000 additional kWhs of charge being dispensed in September 2023, compared to September 2022. This continues a long-term trend which is seeing electric vehicle take-up increase rapidly
 - There was a significant increase in city centre footfall, with the average number of daily visitors to the city centre increasing by 28% to approximately 64,000 people in 2023
 - There was also an increase in the proportion of all trips into central Coventry which are made by bus, rail and bike. This rose from 18% in 2021 to 20.5% in 2023. However, this remains largely in line with the longer-term historical trend with the increase appearing to be driven largely by the recovery in levels of public transport use, which reduced substantially in the immediate aftermath of the pandemic
 - There was a reduction in the number of locations where the annual average concentration of NO₂ (a form of air pollution associated with car traffic) exceeds 30 µg/m³, from 13 to 9, although there is still one location where this marginally exceeds the current legal limit of 40 µg/m³
 - There was also a small reduction in the total number of injuries from road traffic accidents, from 533 to 491. Although the number of fatalities and serious injuries increased slightly from 90 to 96.

Implementation Plan updates

- 2.5. Appendix 2 to the report is an updated version of the Implementation Plan which was previously approved in December 2022. This has been reviewed and updated to ensure that it accurately reflects the Council's latest plans, and **approval is being sought to make these changes to the published document.**
- 2.6. In summary, most of the proposed changes relate to the expected timescales for individual schemes to be delivered, with these having been updated to reflect each scheme's current status.
- 2.7. However, a small number of actions have been updated more substantially and a small number of additional actions have also been added to the Implementation Plan. These changes include:
- Reform of regional bus services – the West Midlands Combined Authority (WMCA) is now exploring the options to reform bus provision across the region, including

the option to introduce Bus Franchising. WMCA is expected to make a formal decision on their preferred option early in 2025, with implementation of that option to follow shortly afterwards. An additional action has therefore been added to the Implementation Plan reflecting these plans

- City Centre Cycleway, an extension of the existing Coundon Cycleway towards Keresley and initial trials of 'School Streets' – funding has been secured for these additional walking and cycling schemes since the Coventry Transport Strategy was approved. They have therefore been added to the Implementation Plan
- Coventry South Sustainable Transport Package – previously focused specifically on London Road, this scheme is now expected to be expanded to include a wider package of planned improvements to London Road, Humber Road and the A444. This change reflects additional funding which has now been made available for the scheme through the City Region Sustainable Transport Settlement (CRSTS)
- Solihull & Coventry Automated Links Evolution (SCALE) project – funding has now been secured from the Department for Transport for this project which see the use of autonomous vehicles to provide shuttle services being piloted in Solihull and Coventry. These pilots have therefore also been added to the Implementation Plan.

3. Results of consultation undertaken

- 3.1. A public consultation was carried out prior to the Coventry Transport Strategy being adopted in 2022. While approval is being sought to update the accompanying Implementation Plan, no changes are proposed to the Strategy itself. Therefore, a further consultation has not been carried out.
- 3.2. Separate consultations have also been/will also be carried out on the individual schemes contained in the Implementation Plan, prior to their implementation.

4. Timetable for implementing this decision

- 4.1. The Coventry Transport Strategy covers a 15-year period. The latest expected timescales for implementing the various individual schemes that contribute to the Strategy are set out in the updated Implementation Plan (Appendix 2 to the report).
- 4.2. If the proposed updates to the Implementation Plan are approved the published document, which is available on the Council's website, will be updated immediately.

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

5.1. Financial Implications

Updating the Coventry Transport Strategy does not, in itself, have any direct financial implications for the City Council.

However, it should be noted that the Strategy provides the strategic framework used when bidding for funding to deliver the various transport schemes that the Council intends to bring forward. The Implementation Plan which accompanies the Strategy lists these schemes and provides an indication of both the approximate scale of the funding required and, where possible, the confirmed or likely source of this funding.

Infrastructure improvements in particular are funded via grants secured from various sources, such as the City Region Sustainable Transport Settlement (CRSTS), the Active Travel Fund (ATF) and the Air Quality Implementation Fund, and/or Section 106 contributions secured from developers. All the infrastructure schemes delivered in the first few years of the Strategy have been funded in this way and successful delivery of the remaining schemes will be dependent on the necessary funding being secured.

Individual schemes will not be delivered until both the necessary funding and the necessary political approvals have been secured, in accordance with the Council's normal governance arrangements.

5.2. **Legal Implications**

The Coventry Transport Strategy is not a statutory document, as the statutory responsibility for producing a Local Transport Plan (LTP) for the region sits with the West Midlands Combined Authority. The Strategy is however closely aligned with the LTP for the West Midlands and is intended to support successful delivery of it as well as other key Council strategies, such as the One Coventry Plan.

While the pipeline of schemes set out in the Implementation Plan represents the Council's current intentions, this is subject to change and each individual scheme will still be subject to public consultation and political approval, in accordance with the Council's normal governance arrangements.

The Equality Act 2010 requires public authorities to have regard to the need to eliminate discrimination and advance equality of opportunity. An Equality Impact Assessment (EIA) was carried out prior to the Strategy being approved in December 2022, while separate EIAs have also been/will also been produced for individual schemes prior to delivery.

6. **Other implications**

6.1. **How will this contribute to the One Coventry Plan?**

<https://www.coventry.gov.uk/strategies-plans-policies/one-coventry-plan>

The Coventry Transport Strategy is closely aligned with the One Coventry Plan. In particular, the four objectives which the Strategy is built around are very closely aligned with those that are described in the One Coventry Plan.

Achieving all these objectives requires a change in the way in which people travel to, from and around Coventry. The successful implementation of the Coventry Transport Strategy is intended to bring about this change.

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

Individual schemes are subject to the Council's usual governance and risk management arrangements. This is proportionate to the stage of scheme development/delivery which they are at and the level of spend associated with them.

For example, at an officer level, the Transport Capital Programme Board maintains oversight of all capital schemes that are delivered directly by the Council.

Regular progress reports and updates to the Implementation Plan, such as this one, also provide Members with oversight of the Strategy.

6.3. What is the impact on the organisation?

None

6.4. Equalities / EIA?

An Equalities Impact Assessment (EIA) was carried out prior to the Coventry Transport Strategy being adopted in 2022. While approval is being sought to update accompanying Implementation Plan, no changes are proposed to the Strategy itself. Therefore, this EIA remains accurate.

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

The decarbonisation of the transport system is at the heart of the Coventry Transport Strategy, with delivering a sustainable, low carbon transport system being one of its four core objectives. This approach is critical to enable Coventry City Council to achieve its carbon emissions reduction targets and the objectives of the emerging Climate Change Strategy and One Coventry Plan.

6.6. Implications for partner organisations?

Many of the schemes listed in the Implementation Plan are being delivered by, or in partnership with, partner organisations including other public bodies, such as WMCA, Transport for West Midlands, National Highways, Active Travel England and neighbouring local authorities, and private sector partners, such as public transport and charge point operators.

These partnerships are highlighted in the updated Implementation Plan, which is provided as Appendix 2 to this report.

Report author:

David Pipe
Senior Officer, Transport Strategy

Service Area:

City Services and Commercial

Tel and email contact:

Tel: 024 7697 8517

Email: David.pipe@Coventry.gov.uk

Enquiries should be directed to the above person

Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
Michelle Salmon	Governance Services Officer	Law and Governance	02/09/24	02/09/24
Sunny Heer	Lead Accountant	Finance and Resources	03/09/24	04/09/24
Names of approvers for submission: (officers and members)				
Tina Pinks	Finance Manager	Finance and Resources	05/09/24	06/09/24
Gurbinder Singh Sangha	Corporate and Commercial Lead Lawyer, Legal Services	Law and Governance	03/09/24	05/09/24
Andrew Walster	Director of City Services and Commercial	-	03/09/24	05/09/24
Councillor J O'Boyle	Cabinet Member for Jobs, Regeneration and Climate Change	-	06/09/24	06/09/24

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

This page is intentionally left blank

Appendix 1

Transport Strategy – Key Performance Indicators (KPI) Progress Report

Coventry City Council
September 2024

Introduction

Coventry City Council's [Transport strategy](#) sets out plans to create a safe, sustainable, equitable and resilient transport system for residents. It was formally adopted by the Council in December 2022.

The strategy identifies some of the key challenges the city is facing and sets out 4 key objectives to address the challenges. These are:

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 and reducing health inequalities.

For each objective, the strategy includes a set of KPIs, which will be used to assess whether the objective is on track to being achieved. These are a mixture of indicators that:

- directly relate to the way that people and goods travel (for example, over time we expect to see increasing numbers of people walking, cycling and taking public transport and fewer people driving), and
- are influenced by many things, including transport (for example, we expect improvements to the city's transport system to lead to longer life expectancies and better employment rates among residents. However, there will be many other factors that will also affect these indicators).

Progress against these KPIs will be reported annually, with this being the first report. However, it should be noted that these are long-term objectives, which are intended to be achieved over the lifetime of a 15-year strategy. Some data is also not collected every year, or in some cases there is lag before data becomes available.

At this stage therefore, this report primarily sets out the baseline and the desired direction of travel for each KPI (specific targets have not been set for most KPIs but these have been included they already exist), with baseline data being collected in 2022, unless otherwise stated. 2023 data has also been included, where this is already available, however it is likely that several years' worth of data will need to be collected before the strategy's impact can be properly evaluated.

Each objective is set out below in more detail.

Objective 1: Supporting the city’s economic recovery and enabling long-term growth

Baseline data has been collected for all the indicators relating to this objective, however 2023 data is not yet available for many of these and in some cases, there is a 3-year time lag before the next set of data will become available.

There has however been a significant increase in city centre footfall, with the average number of daily visitors to the city centre increasing by 28% to approximately 64,000 people in 2023, while the percentage of residents who are in employment has remained largely consistent, falling very slightly from 72.1% to 71.9%.

Therefore, the progress towards this objective will be assessed once more data becomes available.

Objective	Indicator	Data source	What is the desired outcome?	Baseline (2022 unless stated otherwise)	2023
Supporting the city’s economic recovery and enabling long-term growth	Employment:				
	• Total Gross Value Added (GVA)	• Office for National Statistics	• Increase from baseline	• £10,095m (2021)	• There is a 3-year time lag before this data becomes available.
	• GVA per employee	• Nomis (total employee jobs applied to above GVA total)	• Increase from baseline	• £66,901.84 (2021)	• There is a 3-year time lag before this data becomes available.
	• Total number of jobs	• Nomis (total employee jobs)	• Increase from baseline	• 163,000	• Data not available yet
	• % of residents in employment	• Nomis (all people in employment %)	• Increase from baseline	• 72.1%	• 71.9%
• Cumulative net gain in employment land	• Annual monitoring report	• A minimum of 128 ha of	• 94.4 ha, versus 70.4	• 2023/24 data to be	

	in the current Local Plan period		employment land by 2031	ha required at this stage (2022/23)	published in December 2024
	Housing: <ul style="list-style-type: none"> Cumulative number of new homes delivered in the current Local Plan period 	<ul style="list-style-type: none"> Annual monitoring report 	<ul style="list-style-type: none"> A minimum of 24,600 additional dwellings between 2011 and 2031 	<ul style="list-style-type: none"> 17,689 homes, versus 14,200 required at this stage (2022/23) 	<ul style="list-style-type: none"> 2023/24 data to be published in December 2024
	City centre business: <ul style="list-style-type: none"> Total daily trips into central Coventry (am peak) 	<ul style="list-style-type: none"> TfWM Cordon Count 	<ul style="list-style-type: none"> Increase from baseline 	<ul style="list-style-type: none"> 36,083 (Oct '21) 	<ul style="list-style-type: none"> 35,885
	<ul style="list-style-type: none"> Average daily city centre footfall 	<ul style="list-style-type: none"> Purchased mobile phone data 	<ul style="list-style-type: none"> Increase from baseline 	<ul style="list-style-type: none"> 49,919 	<ul style="list-style-type: none"> 63,809

Objective 2: Delivering a sustainable, low carbon transport system

Baseline data has been collected for most of the indicators relating to this objective, however 2023 data is also not yet available for many of these. Of the indicators where 2023 data is already available, there has been an increase in the number electric vehicles registered to addresses in the city, with an additional 539 of these being registered in the last year, and an increase in the use of public electric vehicle charge points (rapid and residential), with more than 10,000 additional kWhs of charge being dispensed in September 2023, compared to September 2022. This continues a long-term trend which is seeing electric vehicle take-up increase rapidly.

There was also an increase in the proportion of all trips into central Coventry which are made by bus, rail and cycling. This rose from 18% in 2021 to 20.5% in 2023. However, this remains largely in line with the longer-term historical trend with the increase appearing to be driven largely by the recovery in levels of public transport use, which reduced substantially in the immediate aftermath of the pandemic.

Progress towards this objective will also be assessed more thoroughly once more data becomes available.

Objective	Indicator	Data source	What is the desired outcome?	Baseline (2022 unless stated otherwise)	2023
Delivering a sustainable, low carbon transport system	CO2 emissions:				
	<ul style="list-style-type: none"> Total estimated annual greenhouse gas emissions (CO2 equivalent) 	<ul style="list-style-type: none"> DESNZ 	<ul style="list-style-type: none"> Decrease, ultimately to zero 	<ul style="list-style-type: none"> 1,344 kt (2021) 	<ul style="list-style-type: none"> 2023 data expected to be available in mid-2025
	<ul style="list-style-type: none"> Estimated annual greenhouse gas emissions from transport (CO2 equivalent) 	<ul style="list-style-type: none"> DESNZ 	<ul style="list-style-type: none"> Decrease, ultimately to zero 	<ul style="list-style-type: none"> 368.8 kt (2021) 	<ul style="list-style-type: none"> 2023 data expected to be available in mid-2025
	Mode split:				
	<ul style="list-style-type: none"> % of daily trips into central Coventry made by bus, rail and cycling (am peak) 	<ul style="list-style-type: none"> TfWM cordon count 	<ul style="list-style-type: none"> Increase from baseline 	<ul style="list-style-type: none"> 18% (Oct '21) 	<ul style="list-style-type: none"> 20.5%

	<ul style="list-style-type: none"> • % of residents who usually travel by bus, rail, walking and cycling for journeys to: <ul style="list-style-type: none"> ○ work ○ education ○ escorting children school 	<ul style="list-style-type: none"> • Coventry Household survey 	<ul style="list-style-type: none"> • Increase from baseline 	<ul style="list-style-type: none"> • Work – 33% • Education – 55% • Escorting children – 44% 	<ul style="list-style-type: none"> • This data is next due to be collected in 2024
	<p>Car ownership:</p> <ul style="list-style-type: none"> • % of households with: <ul style="list-style-type: none"> ○ No car ○ 1 car ○ 2 or more cars • Total number of cars registered in Coventry 	<ul style="list-style-type: none"> • Census • DfT registration statistics 	<ul style="list-style-type: none"> • Decrease the number of households with 2+ cars • No increase/ Minimal Increase 	<ul style="list-style-type: none"> • No car - 32% • 1 car - 42% • 2+ cars - 26.1% (2011) • 143,100 	<ul style="list-style-type: none"> • This data is next due to be collected in 2031 • 145,800
	<p>EV take-up:</p> <ul style="list-style-type: none"> • Total number of battery electric vehicles registered in Coventry • kWh of charge dispensed via rapid and residential charge points 	<ul style="list-style-type: none"> • DfT registration statistics • Data provided by charge point operators 	<ul style="list-style-type: none"> • Increase from baseline • Increase from baseline 	<ul style="list-style-type: none"> • 1,653 • 77,238 kWh (Sep '22) 	<ul style="list-style-type: none"> • 2,192 • 87,702 kWh (Sep '23)
	<p>Take up of car clubs/car sharing services</p>	<ul style="list-style-type: none"> • Data held by private sector partners. Some further discussion is required before this can be reported 	<ul style="list-style-type: none"> • Increase from baseline 		

Objective 3: Ensuring equality of opportunity

Baseline data has been collected for all the indicators relating to this objective, however at this stage 2023 data is only available for the percentage of residents who are unemployed. This has increased slightly from 4.9% to 5.8%, although looking at the longer-term trend for this, this appears to be a fluctuation which is within typical levels.

Progress towards this objective will therefore also be assessed once more data becomes available.

Objective	Indicator	Data source	What is the desired outcome?	Baseline (2022 unless stated otherwise)	2023
Ensuring equality of opportunity	Deprivation: <ul style="list-style-type: none"> Proportion of neighbourhoods in the most deprived: <ul style="list-style-type: none"> 10% nationally 20% nationally 	<ul style="list-style-type: none"> Index of Multiple Deprivation 	<ul style="list-style-type: none"> Decrease from baseline 	<ul style="list-style-type: none"> 10% most deprived - 14% 20% most deprived – 26% 	<ul style="list-style-type: none"> This data was not collected in 2023 and the date of the next update has not yet been confirmed
	Unemployment: <ul style="list-style-type: none"> % of residents who are unemployed 	<ul style="list-style-type: none"> Nomis (unemployed – model based %) 	<ul style="list-style-type: none"> Decrease from baseline 	<ul style="list-style-type: none"> 4.9% 	<ul style="list-style-type: none"> 5.8%
	Take-up of the most affordable transport options: <ul style="list-style-type: none"> % of residents who usually travel by bus, walking and cycling for journeys to: <ul style="list-style-type: none"> work education escorting children school 	<ul style="list-style-type: none"> Coventry Household survey 	<ul style="list-style-type: none"> Increase from baseline 	<ul style="list-style-type: none"> Work – 29% Education – 52% Escorting children – 44% 	<ul style="list-style-type: none"> This data is next due to be collected in 2024

Objective 4: Maximising health and wellbeing and reducing health inequalities

Baseline data has also been collected for most of the indicators related to this objective. Of those where data is already available for 2023, there has been a reduction in the number of locations where the annual average concentration of NO₂ (a form of air pollution associated with car traffic) exceeds 30 µg/m³ from 13 to 9, although there is still one location where this exceeds the current legal limit of 40 µg/m³. There was also a small reduction in the total number of injuries from road traffic accidents, from 533 to 491. Although the number of fatalities and serious injuries increased slightly from 90 to 96.

The percentage of roads where maintenance should be considered also saw minimal change. Progress towards this objective will therefore also be assessed once more data is available.

Objective	Indicator	Data source	What is the desired outcome?	Baseline (2022)	2023
Maximising health and wellbeing and reducing health inequalities	Life expectancy				
	<ul style="list-style-type: none"> Average life expectancy (years) 	<ul style="list-style-type: none"> ONS 	<ul style="list-style-type: none"> Increase from baseline 	<ul style="list-style-type: none"> Female – 81.6, Male – 76.8 (2020-2022) 	<ul style="list-style-type: none"> This data is usually published once every 3 years
	<ul style="list-style-type: none"> Average healthy life expectancy (years) 	<ul style="list-style-type: none"> ONS 	<ul style="list-style-type: none"> Increase from baseline 	<ul style="list-style-type: none"> Female – 64, Male – 61.1 (2018-2020) 	<ul style="list-style-type: none"> This data is usually published once every 3 years
	<ul style="list-style-type: none"> The gap in life expectancy and healthy life expectancy between the most and least deprived parts of the city (years) 	<ul style="list-style-type: none"> ONS 	<ul style="list-style-type: none"> Decrease from baseline 	<ul style="list-style-type: none"> Female – 7.8, Male – 10.7 (2018-2022) 	<ul style="list-style-type: none"> This data is usually published once every 3 years
	Active travel:				
	<ul style="list-style-type: none"> % of daily trips into central Coventry made by cycling (am peak) 	<ul style="list-style-type: none"> TfWM cordon count 	<ul style="list-style-type: none"> Increase from baseline 	<ul style="list-style-type: none"> 1% (Oct '21) 	<ul style="list-style-type: none"> 1%
	<ul style="list-style-type: none"> % of residents who usually travel by walking and cycling for journeys to: <ul style="list-style-type: none"> o work 	<ul style="list-style-type: none"> Household survey 	<ul style="list-style-type: none"> Increase from baseline 	<ul style="list-style-type: none"> Work – 13% Education – 29% Escorting children – 40% 	<ul style="list-style-type: none"> This data is next due to be collected in 2024

	<ul style="list-style-type: none"> ○ education ○ escorting children school <ul style="list-style-type: none"> • % of residents who agree it is easy to travel around the city: <ul style="list-style-type: none"> ○ on foot ○ by bike 	<ul style="list-style-type: none"> • Household survey 	<ul style="list-style-type: none"> • Increase from baseline 	<p>All Jun – Sep '22</p> <ul style="list-style-type: none"> • On foot – 82% • Bike – 52% (Feb – Mar '21) 	<ul style="list-style-type: none"> • This data is next due to be collected in 2024
	<p>Air quality:</p> <ul style="list-style-type: none"> • Number of locations with average annual concentrations of NO2: <ul style="list-style-type: none"> ○ >40 µg/m³ ○ >30 µg/m³ 	<ul style="list-style-type: none"> • Diffusion tubes 	<ul style="list-style-type: none"> • Reduce the number of locations where concentrations exceed 40 µg/m³ to zero • Decrease the number of locations where concentrations exceed 30 µg/m³ from baseline 	<ul style="list-style-type: none"> • >40 µg/m³ - 1 • >30 µg/m³ - 13 (2022) 	<ul style="list-style-type: none"> • >40 µg/m³ - 1 • >30 µg/m³ - 9
	<p>Road safety</p> <ul style="list-style-type: none"> • Numbers of injuries from road traffic collisions: <ul style="list-style-type: none"> ○ overall ○ serious injuries ○ fatalities • Average vehicle speeds • % of roads where maintenance should be considered: <ul style="list-style-type: none"> ○ Motorways & A roads ○ B & C roads 	<ul style="list-style-type: none"> • Police • A suitable data source has not yet been identified for this indicator • DfT road conditions statistics 	<ul style="list-style-type: none"> • Decrease the number of fatal injuries to zero • Decrease other categories from baseline • Decrease from baseline • Decrease from baseline 	<ul style="list-style-type: none"> • Overall – 533 • Serious – 84 • Fatal - 6 • Motorways & A roads – 2% • B & C roads – 2%+ 	<ul style="list-style-type: none"> • Overall – 491 • Serious – 93 • Fatal - 3 • Motorways & A roads – 1% • B & C roads – 2%

	○ Unclassified roads			• Unclassified roads – 19%	• Unclassified roads – 19%
--	----------------------	--	--	----------------------------	----------------------------

APPENDIX 2 – Coventry Transport Strategy Implementation Plan updates

PUBLIC TRANSPORT

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28 +	Summary of changes (None if blank)
Future public transport network plan	Development of an integrated public transport network plan for Coventry, responding to factors such as the outcome of bus service network reviews, the outcome of the WM On Demand pilot scheme, network development work for the CVLR, and business cases for new railway stations and services		N/a								Timescales updated to reflect latest plans. This will be informed by TfWM's Bus review of the options to reform regional bus services
CVLR											
CVLR 'demonstration project'	Development of a short section of track between Coventry Railway Station and Pool Meadow Bus Station to allow CVLR vehicles to be tested in a live environment. This section will eventually form part of Route 1		£25-£50m	City Region Sustainable Transport Settlement (CRSTS)							Timescales updated to reflect latest plans. Scheme development currently ongoing
CVLR Route 1	A first CVLR route, connecting Coventry Railway Station to University Hospital		£100m+	CRSTS/ Other sources TBC							Timescales updated to reflect latest plans. Further funding required

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28 +	Summary of changes (None if blank)
Further CVLR routes	Development of a further network of VLR Routes serving various key locations across the city		£100m+	TBC							
Rail											
Tile Hill Station improvements	Station improvements aimed at establishing Tile Hill as a transport interchange/Park & Ride site, serving the West side of the city	Partnership with Transport for West Midlands (TfWM)	<£10m	CRSTS							Timescales updated to reflect latest plans. Scheme development currently ongoing
New direct connections to the East Midlands	Establishing a direct rail connection between Coventry, Leicester and Nottingham. It is likely that enabling this require delivery of a new bay platform at Coventry Station	Midlands Connect	£100m+	Midlands Connect / Rail Network Enhancement Pipeline (RNEP)							
More frequent service to Leamington, Kenilworth and Nuneaton	Improvements, including at Coventry Station and some double tracking of the line between Coventry and Leamington, to enable an increased service of two trains per hour	Midlands Connect	£100m+	Midlands Connect / RNEP							
Potential further new railway stations	Potential further new railway stations. Initial work will focus on Coventry East (Binley & Willenhall), with potential for Coventry	Partnership with TfWM / West Midlands Rail Executive (WMRE)	TBC depending on how many of the 4 potential	RNEP							List of specific potential stations updated to reflect the findings from an initial study

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28 +	Summary of changes (None if blank)
	South and/or Foleshill to also be explored		sites are considered viable								carried out by WMRE, which identified work on Coventry East as the initial priority
Bus											
Expanded trial of WM On Demand	A wider rollout of the existing WM On Demand bus services, initially on a trial basis. This would see the service area expand to cover the whole city and the service's operating hours also extended, with potential for merging operations with other similar services such as Ring and Ride	TfWM	<£10m	TfWM/ Developer contributions							Rollout of a citywide service complete. Ongoing operation is now likely to be integrated into TfWM's day-to-day operations going forward
Bus Service Improvement Plan (BSIP)	Delivery of plans set out in TfWM's BSIP, including freezing fares, expanding the use of contactless payments, ensuring tickets can be used across different operators and expanding the use of real time information at bus stops	TfWM	£50-100m (WMCA full area)	BSIP							BSIP Review currently underway and expected to complete Summer 2024. Implementation extended into 2025/26
Reform of regional bus services	Formal review of options for delivery of bus services across the region, including franchising, and	TfWM									New action. Formal decision expected from the Combined

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28 +	Summary of changes (None if blank)
	implementation of the preferred option										Authority before the end of 2024/25, with implementation to follow after that
All Electric Bus City	All buses operating in the city to be replaced with electric buses	Partnership with TfWM	> 100m	DfT - All Electric Bus City grant (£50m)/ Bus operator contributions							
Ansty Park & Ride	Establishing an, initially bus-based, park and ride service at Ansty as part of the Coventry and Warwickshire CLEAN Hub project (with the potential to add a CVLR service at a later date)	Partnership with Warwickshire County Council (WCC) / Rugby Borough Council (RBC)	£50-100m	Partnership with private sector							To be developed alongside the CLEAN Hub project. Timescales updated to reflect latest plans

KEY:

Scheme in development:	
Construction/ scheme delivery:	

WALKING, CYCLING AND MICROMOBILITY

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28 +	Summary of changes (None if blank)
Local Cycling and Walking Infrastructure Plan (LCWIP)	Development of a more detailed plan of walking and cycling improvements		N/a								Timescales updated to reflect latest plans. Work to develop this is currently ongoing
City (and local) centre pedestrianisation											
City Centre Traffic Management Plan	Introduction of further restrictions on car travel within the Ring Road, with the aim of ensuring that the whole city centre is designed primarily as a pedestrian friendly environment		<£10m	CRSTS							Now being implemented in several phases, with the first of these having already been introduced. Delivery period extended to include 2024/25 to reflect new phasing
Further city centre public realm improvements	Ongoing programme of further public realm improvements in the city centre		Ongoing programme	TBC – potential for developer contributions							
Local centre improvements	Ongoing programme of improvements to various local centres around the city, including public realm improvements and better walking, cycling		Ongoing programme	TBC – potential for CRSTS and developer contributions							Timescales updated to reflect latest plans. Will be informed by ongoing work to

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28 +	Summary of changes (None if blank)
	and public transport connectivity										develop a Place Based Strategy
Ring Road junction remodelling	Remodelling of various further Ring Road junctions (following work already completed at J6 and planned works at J7 and J8) to remove congestion and improve pedestrian and cycle access in and out of the city centre		£25-£50m	Major Road Network and Large Local Majors Programme/ Developer contributions							Timescales updated to reflect latest plans. Requires funding
Dedicated cycleways											
Coundon and Binley cycleways	Completion of two fully segregated cycleways, connecting the city centre to Coundon and Binley		<£10m each	Coundon – Local Air Quality Action Plan (LAQAP) Binley - Transforming Cities Fund (TCF)/ Active Travel Fund (ATF)							Delivery period extended to include 2024/25 as, although significant progress has been made on both schemes, work to complete them is still ongoing
City Centre Cycleway	New segregated cycleway between Queen Victoria Road and Pool Meadow Bus Stations		<£10m	ATF							New scheme
University of Warwick cycle routes	Improved cycle connections between the University of Warwick and neighbouring residential		<£10m	ATF/ Developer contributions/ Sustrans							Delivery period extended to include 2024/25, following construction

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28 +	Summary of changes (None if blank)
	areas, railways stations and the city centre										start in late in 2023/24
Foleshill Transport Package	Package of improvements to reduce the level of through traffic on Foleshill Road and encourage greater levels of active travel. The package includes segregated cycle facilities on Foleshill Road, as well as junction improvements on the A444 (to accommodate traffic displaced from Foleshill Road)		<£10m	CRSTS							<p>Now being implemented in several phases, with the improvements to Ring Road J9 having been delivered, while those to Blue Ribbon Roundabout are also currently underway.</p> <p>Delivery period extended to include 2025/26 for the remaining elements of the package</p>
Coventry South/ London Road Transport Package	Various improvements on the A444 and London Road corridors, including improvements to signage to reroute through traffic, remodelling of key junctions and the installation of segregated facilities for cyclists		£10-£25m	CRSTS/ Developer contributions							<p>The scope of this scheme has been expanded due to extra funding being made available.</p> <p>It is now being implemented in</p>

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	2022/ 23	2023/ 24	2024/ 25	2025/ 26	2026/ 27	2027/ 28 +	Summary of changes (None if blank)
											<p>several phases, with improvements to the London Road/Abbey Road Junction having already been delivered.</p> <p>Delivery period extended to 2026/27 to allow for the phased delivery of the rest of the expanded package</p>
Eastern Green cycleways	Two new cycleways connecting the planned Sustainable Urban Extension (SUE) at Eastern Green to the city centre and to Tile Hill Railway Station		<£10m	Developer contributions							Timescales updated to reflect the latest timescales for the SUE and when developer contributions are likely to be received
Keresley Connects cycleways	New cycleways connecting the planned SUE in Keresley to the city centre, Allesley/ Lyons Park and the existing Coundon Cycleway		<£10m	Developer contributions/ ATF							<p>Timescales updated to reflect latest plans.</p> <p>An additional route,</p>

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	2022/ 23	2023/ 24	2024/ 25	2025/ 26	2026/ 27	2027/ 28 +	Summary of changes (None if blank)
											connecting the SUE to the existing Coundon Cycleway has also been added to this action
Further cycle network improvements	Ongoing programme to develop and deliver further cycleways, informed by the LCWIP. This will be aimed at establishing a complete network serving key locations across the city and connecting it to neighbouring districts		Ongoing programme	ATF/ Developer contributions							Timescales updated to reflect the changed timescale for the LCWIP
Liveable Neighbourhoods/School Streets											
Two initial Liveable Neighbourhoods	Development of two initial Liveable Neighbourhoods, in collaboration with local residents		<£10m	ATF							Timescales updated to reflect latest plans, with work on the first Liveable Neighbourhood, in Earlsdon, now underway Delivery period extended to include 2025/26 for delivery of a second scheme

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	2022/ 23	2023/ 24	2024/ 25	2025/ 26	2026/ 27	2027/ 28 +	Summary of changes (None if blank)
School Streets trials	Initial trials of temporary road closures around 5 schools		<£10m	ATF							New action, delivery already underway
Further programme of Liveable Neighbourhoods and School Streets	Ongoing, community-led programme to establish further Liveable Neighbourhoods and School Streets		Ongoing programme	TBC							Timescales updated to follow the initial trial schemes
Cycle and micromobility hire schemes											
WM Cycle Hire	Ongoing expansion of the existing WM Cycle Hire scheme, with the aim of covering the whole city	TfWM	Ongoing programme	TfWM/ Developer contributions							No change made at this time, although a review of the service is due in 2025
E-scooter rental scheme*	Expansion and roll-out of the existing pilot scheme	TfWM	TBC	Private operator							A pilot scheme is currently underway in Birmingham only. A review is ongoing and no decisions have been made on a potential reintroduction in Coventry

* Further actions dependent on the outcome of the Birmingham trial and national changes to legislation

Key:

Scheme in development:	
Construction/ scheme delivery:	

ROAD NETWORK

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	2022/ 23	2023/ 24	2024/ 25	2025/ 26	2026/ 27	2027/ 28 +	Summary of changes (None if blank)
Updated Parking Strategy	Review of the Council's existing Parking Strategy		N/a								Timescales updated to reflect latest plans. Work to develop this is currently ongoing
Transport Design Guide	Design guide for new transport infrastructure associated with development but also applying to Council schemes		N/a								Timescales updated to reflect latest plans. Work to develop this is still ongoing
Future highway network plan	Development of a more detailed planned of the city's future public transport network		N/a								Timescales updated to reflect latest plans
<i>New and improved roads</i>											
A46 Binley Junction improvements	Complete installation of a flyover at the A46 Binley Junction (currently underway)	National Highways	£50-100m	National Highways							Complete
Eastern Green A45 junction	New junction on the A45 providing access to the Eastern Green Sustainable Urban Extension		£10m-£25m	Homes England							Complete (omitted from original Implementation Plan in error)
A46 Stoneleigh Junction improvements	Complete upgrades to the A46 Stoneleigh Junction (currently underway)	WCC	£25-50m	National Highways							Delivery period extended. Construction of this scheme is

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28 +	Summary of changes (None if blank)
											currently ongoing
LAQAP highways schemes	Complete various highway improvement schemes aimed at reducing air pollution at several pinch points, including Spon End, Ring Road Junction 7 and the Holyhead Road area		£25-50m	Air Quality Implementation Grant							Work at Spon End/J7 is now complete. However, the delivery period for this has been extended to include 2024/25 for the works in the Holyhead Road area
Keresley Link Road	A new connection through the planned Keresley SUE, linking Long Lane in the West of Coventry and Winding House Lane in the North. This will also remove through traffic from existing residential areas in NW Coventry		£10-£25m	Developer contributions/ West Midlands Combined Authority forward funding							No changes made at this time. However, delivery of the full scheme by the end of 2025/26 is dependent on further funding being secured. Delivery may be extended if this is not achieved.
A46 Walsgrave Junction improvements	Planned junction upgrade to improve journey times on a key strategic route	National Highways	£50-£100m	National Highways							Timescales updated based on latest published information

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	2022/ 23	2023/ 24	2024/ 25	2025/ 26	2026/ 27	2027/ 28 +	Summary of changes (None if blank)
											from National Highways
A46 Strategic Link Road	A new strategic link between the A46 South of Coventry (at Stoneleigh Junction) and either Solihull or the West of Coventry. This would create a new travel corridor linking the North Warwickshire/South Coventry with UK Central Plus (including the new HS2 station) in Solihull	Partnership with WCC and Solihull Metropolitan Borough Council (SMBC)	£100m+	TBC							No changes at this stage but this scheme is subject to the outcome of ongoing work with partners on the University of Warwick Masterplan and on the emerging South Warwickshire Local Plan
M6 Junction 3 improvements	Improvements to reduce congestion at a key junction	National Highways	£25-£50m	National Highways							
Highway maintenance, traffic management and road safety											
Highway maintenance programmes	Ongoing programme of work to maintain our highways, cycleways and footways according to identified prioritisation based on condition and other factors		Ongoing programme	CRSTS							No change made but note that £10m of additional CRSTS funding has now been allocated to this
Road safety programmes	Annual programme of road safety improvement schemes based on casualty reduction priorities		Ongoing programme	CRSTS							

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	2022/ 23	2023/ 24	2024/ 25	2025/ 26	2026/ 27	2027/ 28 +	Summary of changes (None if blank)
Average speed cameras	Ongoing programme to reduce vehicle speeds within the city by rolling out average speed camera enforcement, with the aim of installing these on all major radial routes into and out of the city according to a prioritised programme		Ongoing programme	CRSTS							
5G monitoring/ Connected Autonomous Vehicles (CAV) Testbed	Various projects aimed at preparing our highway network for the future, including testing of CAVs and the rollout of 5G monitoring and other projects involving trialling and rollout of new transport technology	TfWM	Ongoing programme	TfWM/ Commercial/ Government research funding e.g. Innovate UK							
Solihull & Coventry Automated Links Evolution (SCALE) project	Pilot of the use of autonomous vehicles to provide shuttle services in Solihull and Coventry	Partnership with Solihull, TfWM and private sector	<£10m	DfT							New action

Key

Scheme in development:	
Construction/ scheme delivery:	

ZERO EMISSION AND SHARED VEHICLES

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28 +	Summary of changes (None if blank)
Electric Vehicle Charging Infrastructure Strategy	Development of a more detailed plan to expand the city's electric vehicle charging infrastructure		N/a								
Local neighbourhood EV charging hubs	Programme of EV charging/ multi-modal transport hubs in various locations around the city		Ongoing programme	Office of Zero Emission Vehicles (OZEV)							Timescales updated to reflect latest plans. Work to develop this is currently ongoing
Decarbonisation of the taxi fleet	Transition the taxi fleet operating in the city to zero emission vehicles in line with the Council's taxi licensing policy		N/a								
Coventry and Warwickshire CLEAN Hub	Creation of a multi-modal transport interchange initially with electric vehicle charging facilities and park and ride services, with further features to be added later	Partnership with WCC	£50-100m	Partnership with the private sector							Timescales updated to reflect latest plans
Trial of dynamic charging of electric vehicles	Development of "wireless" charging allowing EVs to be charged on the move.		<£10m	Partnership with the private sector							Previous phase of scheme development completed in 2023/24. Further

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	2022/ 23	2023/ 24	2024/ 25	2025/ 26	2026/ 27	2027/ 28 +	Summary of changes (None if blank)
											funding required for implementation
Green Innovation Park	Creation of a 'super charging hub' for electric vehicles		£10-£25m	Partnership with the private sector							Timescales updated to reflect latest plans. Currently on hold as work on the CLEAN Hub and LEVI projects are being prioritised
E-Fleet - Try Before You Buy electric vehicle scheme	Try Before You Buy electric vehicle scheme for local businesses utilising electric vehicles purchased for the Council's own fleet		Ongoing programme	National Highways / CCC							Complete. These vehicles have now been absorbed into the Council's own fleet, following the end of the scheme
Public electric vehicle charge points network expansion	Ongoing programme to expand the city's network of public electric vehicle charge points		Ongoing programme	OZEV							
Expansion of car clubs/ car sharing services	Ongoing work with commercial partners to expand the provision of car clubs/ car sharing in the city, and encourage		Ongoing programme	Private sector							

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	2022/ 23	2023/ 24	2024/ 25	2025/ 26	2026/ 27	2027/ 28 +	Summary of changes (None if blank)
	the provision of more shared electric vehicles										

Key:

Scheme in development:	
Construction/ scheme delivery:	

FREIGHT

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28 +	Summary of changes (None if blank)
City centre freight consolidation centre review	Consider options to establish freight consolidation centre(s) as part of the wider redevelopment of Coventry city centre. Further actions will depend on the outcome of the review										Currently on hold due to other priorities but remains an aspiration
Project Skyway	Investigation of the potential for drones to undertake longer distance deliveries along pre-determined corridors	Partnership with public, private and academic sectors	<£10m	DfT Future Flights							
Ansty freight consolidation centre	Establishing a freight consolidation centre in Ansty as part of the Coventry and Warwickshire CLEAN Hub project	Partnership with WCC	£50-100m	Partnership with private sector							Timescales updated to reflect latest plans
Drone Ready Cities project	Development of a non-aviation regulatory framework relating to the use of drones, for use by local authorities	Partnership with the Department for Science, Innovation and Technology (DSIT) and the Midlands Aerospace Alliance	<£10m	DSIT							New action. Replaces the more general 'last mile freight' activity, with details TBC, in the original Implementation Plan Further projects to develop the use of drones

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	2022/ 23	2023/ 24	2024/ 25	2025/ 26	2026/ 27	2027/ 28 +	Summary of changes (None if blank)
											are likely to be added following the completion of this action

Key:

Scheme in development:	
Construction/ scheme delivery:	

ENCOURAGING BEHAVIOUR CHANGE

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28 +	Summary of changes (None if blank)
Mobility Credits vehicle scrappage scheme trial	Completion of an initial pilot (currently underway) of a vehicle scrappage scheme, where participants receive credits in exchange for scrapping an older, heavily polluting vehicle	TfWM	<£10m	TfWM							Complete
Mobility Credits incentive scheme trial	Further pilot scheme where residents moving in to newly completed homes in Keresley and Eastern Green will receive Mobility Credits to encourage them to travel by sustainable means		<£10m	Developer contributions							Timescales updated to reflect latest plans. Work to roll this scheme out is currently underway
Travel Demand Management	Ongoing programme of activity to promote and encourage sustainable travel choices	TfWM	Ongoing programme	TfWM							
Engagement with schools and businesses	Ongoing programme of engagement with local schools and businesses to help them to encourage and support residents to travel to school/work via sustainable modes, including the development of an Employer / Business Network to share and implement best practice on sustainable travel initiatives		Ongoing programme								

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	2022/ 23	2023/ 24	2024/ 25	2025/ 26	2026/ 27	2027/ 28 +	Summary of changes (None if blank)
Regular community events	Ongoing programme including, for example, cycle training and community cycling events		Ongoing programme								

Key:

Scheme in development:	
Construction/ scheme delivery:	



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

Date: 26th September 2024

Subject: Local Air Quality Action Plan Update

1 Purpose of the Note

- 1.1 To provide Members of the Board with an update on progress in delivering the actions agreed as part of the Local Air Quality Action Plan (LAQAP)

2 Recommendations

- 2.1 The Business, Economy and Enterprise Scrutiny Board (3) are recommended to:
- 1) To consider the content of the presentation provided at the meeting.
 - 2) Identify any further recommendations for the Cabinet Member.

3 Background and Information

- 3.1 At their meeting on 30th November 2022, the Business, Economy and Enterprise Scrutiny Board (3) considered an item on the Coventry Local Air Quality Action Plan. The Board made recommendations to officers and requested a further update on progress.
- 3.2 A further progress report was provided on 6th March 2024. This covered the following:
- Spon End / J7 scheme completed 2023
 - JAQU report received Dec 23 – identified Holyhead Rd as sole non-compliant site
 - JAQU review of Holyhead Road data
 - Foleshill Road had achieved compliance
 - Coundon Cycleway substantially complete – remedial works and extension to UHS to be done
- 3.3 A further progress update will be provided at the meeting on 26th September 2024

4 Health Inequalities Impact

- 4.1 The Council recognises the impact of air pollution on health and wellbeing and is committed to taking action to improve air quality in the city. It is recognised that air pollution has effects on health across the life course, contributing to the development or exacerbation of a range of health conditions, as well as to mortality at a population level. The LAQAP package of measures will support the improvement of public health by tackling air quality problems within the city as well as by promoting sustainable and active travel.

Gennie Holmes
Scrutiny Co-ordinator
Law and Governance
gennie.holmes@coventry.gov.uk

This page is intentionally left blank

Agenda Item 6

Business, Economy and Enterprise (3) Work Programme 2024-25

Last updated on 17th September 24

Please see page 2 onwards for background to items

10th July 24
Meeting moved to 21 st August 24
21st Aug 24 – moved to consider Cabinet Reports
Cabinet Member Priorities for the year Very Light Rail Update
26th September (Moved from 11 th September 24)
Local Air Quality Action Plan including Upper Hill Street/Holyhead Rd consultation Transport Strategy Delivery Update – Cabinet Report
16th October 24 (moved to 18 th December)
27th November 24
Economic Development Strategy/Skills Strategy Coventry Job Shop
18th December 24 (moved from 16 th October)
Drone Technology WMCA Bus Franchising Consultation
15th January 25
Heatline Cycling and Walking Plan City Centre South Development
12th March 25
Rail Update Green Power Park / GigaFactory
Items TBC
EV charging point infrastructure Strategy roll-out Commonwealth Games Legacy Fund Domestic Retrofit - Update Bus Franchising Options

Date	Title	Detail	Cabinet Member/ Lead Officer
10th July 24	Meeting moved to 21 st August 24		
21st Aug 24 – moved to consider Cabinet Reports	Cabinet Member Priorities for the year	Item to discuss the priorities for the year ahead where Scrutiny Board members can pick up on any areas that they'd like to take forward.	Cllr O'Boyle
	Very Light Rail Update	Update on progress and plans for implementing VLR in Coventry	Colin Knight/ John Seddon/Nicola Small Cllr O'Boyle
26th September (Moved from 11 th September 24)	Local Air Quality Action Plan including 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	Cllrs Caan/ Hetherton/ O'Boyle John Seddon David Pipe
	Transport Strategy Delivery Update – Cabinet Report	To consider the Cabinet Report on delivery of the Transport Strategy	Cllr O'Boyle John Seddon, TfWM
16th October 24 (moved to 18 th December)			
27th November 24	Economic Development Strategy/Skills Strategy	Progress report - To update on implementation of the strategies	Cllr O'Boyle/Cllr Sandhu Kim Mawby/Steve Weir

Business, Economy and Enterprise (3) Work Programme 2024-25

Date	Title	Detail	Cabinet Member/ Lead Officer
	Coventry Job Shop	A visit to the new site of the Job Shop. To cover the work of the Employer Hub and what support is offered to employers in the city to encourage new entrants to work to ensure young people from Coventry get access to good jobs.	Cllr O'Boyle/Cllr Sandhu Kim Mawby/Steve Weir
18th December 24 (moved from 16 th October)	Drone Technology	Overview of the future of drone technology in Coventry- to invite commercial partners including the hospital and Skyfarer	Sunil Budhdeo, Colin Knight
	WMCA Bus Franchising Consultation		
15th January 25	Heatline	Update on the use of Heatline, income generated, efficiency and best use of the resource, how it is contributing to net zero	Colin Knight
	Cycling and Walking Plan	Progress on implementation of the Plan (same agenda as LAQAP)	John Seddon / Andrew Saffrey Cllr O'Boyle
	City Centre South Development	Update on progress – Requested at the last meeting of the Municipal year 2024	Adam Hunt
12th March 25	Rail Update	To update on proposals within Network Rail's 5-year plan that affect the city	John Seddon Cllr O'Boyle
	Green Power Park / GigaFactory	Update on progress – Requested at the last meeting of the Municipal year 2024 – Part of the The West Midlands Investment Zone	Steve Weir

Date	Title	Detail	Cabinet Member/ Lead Officer
Items TBC	EV charging point infrastructure Strategy roll-out	An update following the item had 8 th November – to include employer facilities for charging agreed by Cabinet on 11 th October 2022. Strategy is due to be agreed by Cabinet on 5 th November – this item will consider how the strategy will be delivered, as well as steps being taken to encourage EV vehicles by large commercial fleets. To invite external fleet operators.	Cllr O’Boyle John Seddon Shamala Evans-Gadgil
	Commonwealth Games Legacy Fund	– update due 2024/25	David Nuttall Cllr O’Boyle
	Domestic Retrofit - Update	updates regarding the overall progress of the domestic retrofit programmes across the city.	Rhian Palmer Cllr O’Boyle
	Bus Franchising Options	To consider the final report for the WMCA on Bus Franchising options. (to invite WMCA transport scrutiny reps) Electric Buses 2025	John Seddon Cllr O’Boyle Cllr Duggins