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

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**Time and Date**

2.00 pm on Wednesday, 12th March 2025

**Place**

Diamond Rooms 1 and 2 - Council House, Coventry

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**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 19<sup>th</sup> February 2025
  - (b) Matters arising
4. **Rail Update** (Pages 11 - 38)

Briefing Note of the Director of City Services and Commercial
5. **Green Power Park and West Midlands Investment Zone** (Pages 39 - 44)

Briefing Note of the Director of Regeneration and Economy
6. **Work Programme 2024/25** (Pages 45 - 48)

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

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

Tuesday, 4 March 2025

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

**Membership:**

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

**By invitation:**

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

**Public Access**

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**Michelle Salmon, Governance Services**

**Email: [michelle.salmon@coventry.gov.uk](mailto:michelle.salmon@coventry.gov.uk)**

# Agenda Item 3

**Coventry City Council**  
**Minutes of the Meeting of Business, Economy and Enterprise Scrutiny Board (3)**  
**held at 2.00 pm on Wednesday, 19 February 2025**

Present:

Members: Councillor R Singh (Chair)  
Councillor P Akhtar  
Councillor J Blundell  
Councillor T Jandhu  
Councillor S Jobbar  
Councillor A Kaur  
Councillor C E Thomas (Substitute for Councillor T Khan)

Other Member Present: Councillor J O'Boyle (Cabinet Member for Jobs, Regeneration and Climate Change)

Others Present: Pete Bond, Director of Integrated Transport Services, TfWM  
Steve Hayes, Head of Network Transformation, TfWM  
James Hughes, Member Relationship Manager, TfWM  
Umutcan Erdogan, Contractor  
Clive Lewis, Technology Manager from Midland Airspace  
Elliot Parnham, CEO, Skyfarer

Employees  
(by Service Area):

Law and Governance E Jones, M Salmon

City Services and Commercial S Budhdeo, D Pipe, J Seddon

Apologies: Councillor T Khan (Substitute Councillor C E Thomas)

## **Public Business**

### **18. Declarations of Interest**

There were no disclosable pecuniary interests.

### **19. Minutes**

The minutes of the meeting held on 5<sup>th</sup> February 2025 were agreed and signed as a true record. There were no matters arising.

### **20. Consultation on Bus Franchising Options**

The Business, Economy and Enterprise Scrutiny Board (3) received a briefing note and presentation of the Director of City Services and Commercial that provided background information on Transport for West Midlands' (TfWM) proposal to

introduce a Franchising system for bus services across the region. It followed a briefing session held on 3<sup>rd</sup> February 2025 for all Members of the Council with TfWM. Appendices to the briefing note detailed General Franchising FAQ's and Stakeholder FAQ's. The Director of Integrated Transport Services, the Head of Network Transformation and Member Relationship Manager, from TfWM attended the meeting for this item.

TfWM was the Local Transport Authority for the West Midlands, with overall responsibility for the bus network across the region. However, the services themselves were run by commercial operators from the private sector, with National Express being by far the largest operator in the region. At present, the West Midlands had a 'deregulated' bus network. This meant that where services were run on a commercial basis, it was the operators themselves (rather than TfWM) who were responsible for determining routes, timetables and quality standards.

TfWM was currently carrying out a public consultation on proposals to introduce Bus Franchising across the region. Under a Franchising system, it would be TfWM who planned the network and then awarded contracts to bus operators, paying them to run services. The public consultation opened on 6 January 2025 and runs until 30 March 2025. Coventry City Council was a statutory consultee and Council officers would be preparing a corporate response to the consultation. TfWM were also seeking responses from residents. The Councils' Communications Team was engaged and was sharing the consultation materials with residents. Details of the consultation were available via TfWM's website at <https://www.tfwm.org.uk/consultations/bus-reform/>. The consultation materials included more detailed explanations of what franchising would entail, how much it would cost, what TfWM expected the benefits to be, and how and when it would be implemented, as well as how to respond to the consultation. A seminar for all Members was held on these elements of the consultation on 3 February 2025.

The West Midlands Combined Authority expected to make a final decision on whether or not to implement Franchising in May 2025, following completion of the consultation. If approved, bus services in Coventry would be franchised in 2027.

TfWM had carried out a Health and Equity Assessment of the proposal to proceed with Franchising. The assessment had been published as part of the consultation materials and was available at: <https://www.tfwm.org.uk/media/sajdpzou/health-and-equity-impact-assessment-west-midlands-bus-franchising-assessment.pdf>

In considering the briefing note and a presentation by officers, the Board asked questions and received responses on matters in the following areas:

- Funding – TfWM received Levi funding that supported regional transport, along with Government funding to support revenue, and Bus Service Improvement Plan funding via some repurposed funding
- Check and balances on contract delivery – financial diligence tried and tested processes in place, and appropriate mitigations would be put in place for risk issues
- Standards would be applied (national agency standards) to meet local requirements

- One point of contact to report issues – appropriate standards will be put in place to support members of the public
- Consultation responses - compared/benchmarked against other Local Authorities for percentage of participants expected
- Single point of payment and a single suite of tickets across all bus operators/transport modes was proposed – it was hoped that these would be operable between buses, trains, and trams in the long-term
- Cheap, clean reliable services would encourage bus use
- Further consultation required at the relevant time, for passenger requirements on frequency or service, fares, security, especially for evening and early morning buses/bus shelters, provision for schools, provision for places of public interest, provision for rural areas, cleanliness, ticketing options, and options for disability.
- Bus pass validity of passengers who used mobility scooters, for use outside of the West Midlands Region – discretionary passes should be recognised nationally
- Consultation would be undertaken for the designs for new buses
- Case for change – part of the strategic case - franchising would afford the opportunity to look at what modes of transport was best for each circumstance/what core bus service were to be maintained
- Franchising was a very regulated system/process – the network assessment and review would be undertaken separately
- Options for communicating the consultation – Included peer to peer communication, a 9 Question online survey, a 43 Question online survey, Tik Tok, Instagram, Facebook, Local Radio and TV. There has also been engagement with schools
- Contract lengths were 5-7 years and could be developed, changed, and services altered during contracts
- Appropriate performance standards would be applied for operation – would engage with the market to ensure appropriate recognition and rewards
- On-demand services – consider expanding services to more rural locations
- Consider raising awareness of bus options through a stand at the Godiva Festival
- Other modes of transport should be assessed, through the Bus Reform Panel, that could help improve the whole transport system for users, these were, but not limited to, TukTuk, small electrical vehicles for up to six people, and small road-based trains
- There would be no shortage of operators interested in the bus operation contracts
- Depots and buses need to be migrated into ownership of the Authority. Electric buses were leased but would be transferred across to the Authority if the move to a franchise model was implemented
- Costs associated with asset value completed although not part of franchising - £22.5m was new costs associated to moving to a franchising model

The Board sought and received assurance from TfWM officers on the following matters and asked that these be included in the feedback on the proposals, to be considered as part of the consultation process:

- 1) The best value and best service design be sought with an assessment of other methods of transport and citizens' requirements, before the designing and signing of the Franchise Contract.
- 2) Further consultation be launched at the appropriate time on citizen requirements such as frequency, cost, security, provision of security late at night and very early morning (buses and bus shelters), coverage of schools and other places of public interest, coverage of rural areas, cleanliness, and ticketing options, and options for disability.
- 3) An assessment of other modes of transport that could help improve the whole transport system for users be undertaken before the franchise contract's final design and signing. These were, but not limited to, TukTuk, small electrical vehicles for up to six people, small road-based trains as used in Eastbourne called Dotto, and much more.
- 4) Further consultation be undertaken with the Local Authority on the operational assessment of the Network, subject to the WMCA Mayor's consideration of the franchising of the buses.
- 5) Investigations be undertaken into the bus pass validity of passengers who use mobility scooters, for use outside of the West Midlands Region
- 6) Consideration be given to raising awareness of bus options through a) a stand at the Godiva Festival, and b) local radio and tv stations

Members felt that it was important to acknowledge that public finance would be tight for the foreseeable future. In order to obtain the best value and a more sustainable transport system for the future, it was important all these matters were assessed to deliver a meaningful and worthy change for West Midlands citizens.

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

- 1) **Supports the proposals to introduce Franchising for bus services in the West Midlands.**
- 2) **Requests that the feedback outlined be submitted to TfWM officers on the franchising for bus services proposals, to be considered as part of the consultation process.**

21. **Drone Technology**

The Business, Economy and Enterprise Scrutiny Board (3) received a briefing note and presentation of the Director of City Services and Commercial on the projects that the City Council was currently involved with that related to the use of drone technology. A representative of the Contractor, the Technology Manager from Midland Airspace, and the CEO from Skyfarer, attended the meeting for this item.

Drones were unmanned aerial vehicles (UAV) that were increasingly being used for a range of activities within both military and civilian environments, with use regulated by Government through the Civil Aviation Authority.

Coventry City Council had been a partner in a range of projects relating to the use of drone technology, including the first-of-a-kind demonstration of the Urban Air Port (UAP) on the Westminster Road Car Park in Coventry City Centre in May 2022. This showcased the construction and operation of a facility from which passenger and freight carrying drones could potentially operate and attracted international attention to Coventry. The UAP demonstration highlighted some of the current limitations on drone use, as traffic management measures were required during drone operations to ensure that drones were not operating over live traffic. This, combined with the restrictions over operating drones beyond the visual line of sight, restricted the capability for using drones for more mainstream activities such as undertaking parcel deliveries, moving light freight around cities, and moving essential items such as medical supplies.

Since the UAP demonstration, the Council had been a partner in other projects relating to drone technology:

- Project Skyway - to examine the regulatory framework that controls the operation of drones in the UK to identify how this needs to be adapted to support the safe operation of drones for mainstream activities.
- The Drone Ready City project - led by Midlands Air Alliance with grant funding of £285,000 from the Department for Science, Innovation and Technology, it focussed upon leading the development of processes aimed at supporting local authorities in the integration of drones into their everyday activities.

Examples of the uses that the City Council was making of drone technology, in partnership with Skyfarer (a spin off company from Coventry University), included:

- Traffic surveys
- Bridge and Building inspections
- Building surveys
- A project for the transportation of medical supplies between the Hospital sites at Rugby and Walsgrave, Coventry.

Other potential uses included the ability to send a drone to investigate causes of congestion, delivering goods between Council buildings, supporting security patrols by covering larger areas more quickly than a ground patrol, and undertaking surveys of highway condition.

The outputs from the Drone Ready City project had been shared with other local authorities through a series of demonstrations and events, including attendance at the Local Government Association annual meeting. Involvement with the project had further enhanced Coventry's reputation as a City Council that was at the cutting edge of transport technology, embracing projects such as Coventry Very Light Rail as well as the testing of autonomous vehicles on the Council's highway network.

The involvement of the City Council in these projects had also demonstrated the potential value that drone technology could have in reducing costs, reducing emissions, and increasing efficiency associated with a range of Council activities, and as these initial projects drew to a close, there would be a review on how these technologies could be integrated with the Council's "business as usual" to maximise these benefits.

There were potential direct and indirect health benefits from the integration of drone technology into the transport system, including the improved efficiency of delivery systems for general goods, medical supplies and Council services, reduced emissions through reduced reliance on road transport, and by reducing the exposure of Council staff to risks associated with activities such as bridge and building inspections where working at height or within confined spaces might otherwise be required.

In considering the briefing note and a presentation by officers, the Board asked questions and received responses on matters in the following areas:

- Security and privacy – mechanisms in place to ensure flight height, tracking drones, blanking out facial recognition, and ensuring the use did not impede data protection rules
- Two flight operating uses - 'beyond the line-of-sight operation' and 'flying closer to infrastructure' - Maximum flight height 400ft
- The deployment of drones to assist in delivering and/or improving City Council services
- Provision for the disabled in the way things were delivered/accessed - would always start at addressing vulnerable people, then move forward from there.
- The security of delivering medical supplies and medication
- Drone in a box – secure boxes currently being developed
- Provision for the Police to bring down drones in an emergency situation
- Hacking into drone tech - standard security measures applied
- Airports – rules for flying drones in segregated air space
- Power outages – mitigation measures in place. Plans in place that would allow time to take appropriate action, to ensure continuation of Drone use without interruption
- Through risk assessments undertaken - part of submission requesting use of drones was that assurance was provided that risk had been assessed, before a flight was approved
- Future use of drones could be considered for fly tipping, monitoring driverless vehicles, areas identified as having anti-social behaviour issues, and modelling for construction projects
- Fly Tipping Drone Project in Burnley – an update be sent to Members of the Board in due course
- Current use of drones for traffic and highways issues
- Future proofing was essential during development of drone use
- Drone funding still to be quantified. Current funding exhausted. New funding streams being investigated
- Footage – anything from 15 minutes up to 3 hours footage could be captured on varying drones depending on the technology being applied
- Web links to drone open data – to be shared with Members of the Board
- Partnership development – being considered, further work with Legal Services required
- Data reliability – piece of equipment would need to be acquired to enable reliable thermal imaging

Members requested that Web links to drone open data be circulated to them and that they be provided with an update on the Fly Tipping Drone Project being undertaken in Burnley, in due course.



**RESOLVED that the Business, Economy and Enterprise Scrutiny Board (3) notes and supports the use of drone technology for Local Authority projects for the delivery of Council services.**

**22. Work Programme 2024/25**

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

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

- 1) Notes the issues on the Board's Work Programme for 2024/25 and that an item headed 'Hotline Update' had been added to the Work Programme, for consideration in 12 months' time.**
- 2) Agrees that in respect of the Local Cycling and Walking Innovation Plan, a Task and Finish Group be established.**

**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 5.50 pm)

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Coventry City Council

## Briefing note

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

**Date: 12<sup>th</sup> March 2025**

**Subject: Rail Update**

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### **1 Purpose of the Note**

- 1.1 This note provides an update for members of Business, Economy and Enterprise Scrutiny Board (3) on various rail items, namely: Network Rail's 5-year plan, the Coventry – Leicester – Nottingham direct rail link project and the Heart of England Community Rail Partnership's work on engaging young people and families with the rail network.

### **2 Recommendations**

- 2.1 The Business, Economy and Enterprise Scrutiny Board (3) is recommended to:
- 1) Note the contents of this report and accompanying papers.
  - 2) Include the formation of Great British Railways and proposals for once the current rail contract expire on a future agenda for Business, Economy and Enterprise Scrutiny Board (3).

### **Information and Background**

#### **3 Network Rail's 5-year plan**

- 3.1 This plan covers the delivery plan for Control Period 7 (CP7), which is from 1<sup>st</sup> April 2024 to 31<sup>st</sup> March 2029, but it only sets out the high-level headings in terms of planned maintenance programmes on the rail network. The only named scheme that we are aware of for the Coventry area is for the railway bridge on Holyhead Road, and details of the nature of those works have been requested from Network Rail. Network Rail have been invited to attend the Business, Economy and Enterprise Scrutiny Board (3) to provide a briefing on the programme.

#### **4 The Coventry – Leicester – Nottingham direct rail link project**

- 4.1 Midlands Connect is making the case for a direct train service to link Coventry with Leicester and Nottingham.
- 4.2 Currently, only 3% of journeys between Coventry and Leicester are made by rail, which is far lower than what would be expected for travel between two cities of this size and distance apart. Implementing a direct rail service between these cities and

Nottingham will improve regional connectivity, passenger experience and promote growth in these areas.

- 4.3 Midlands Connect have been refreshing the Strategic Outline Business Case for improvements to the Coventry to Leicester and Nottingham rail provision. This project and Strategic Outline Business Case will go through the Rail Network Enhancement Pipeline (RNEP) process, which will include Outline Business Case development and Network Rail Engineering Stage 2-3.
- 4.4 Midlands Connect have prepared a briefing note on the project which is contained in Appendix 1 to the briefing note. This contains information on the options that have been identified as part of the Strategic Outline Business Case and the additional infrastructure required, including a new bay platform at Coventry Rail Station.
- 4.5 There was an event on Friday 28<sup>th</sup> February 2025 at Coventry Transport Museum, attended by the City Council Leader, which celebrated the launch of the refreshed Strategic Outline Business Case

## **5 Heart of England Community Rail Partnership**

- 5.1 The Heart of England Community Rail Partnership (CRP) is hosted by Warwickshire County Council and covers rail stations in Coventry, Warwickshire and Solihull. Coventry City Council, alongside other Councils and Train Operating Companies, sit on the steering group for this partnership.
- 5.2 The purpose of Community Rail is to integrate rail stations into their communities and finding out how the railways can best socially and economically support the areas they serve. Projects delivered by the CRP can be anything from improving station environment through finding station adopters and commissioning art at stations, to school engagement, and to finding creative ways to help overcome barriers that people may have to travelling on the train.
- 5.3 All CRPs follow the four pillars of Community Rail:
  1. Providing a voice for the community
  2. Promoting sustainable healthy and accessible travel
  3. Bringing communities together and supporting diversity and inclusion
  4. Support social and economic development
- 5.4 The Heart of England CRP has delivered many great projects in Coventry, including, but not limited to:
- 5.5 Life Path Trust forming a station adoption group at Coventry Station, with several projects ongoing. The Life Path Trust are a charity supporting people with learning disabilities and autistic people in the Coventry and Warwickshire.
  - 2 large planters and 6 smaller planters have been planted on the platforms.
  - 4 'try the train' trips have been carried out from Coventry Station to encourage confidence when using the railways. So far, the group have travelled by train to visit Leamington Spa, Kenilworth and Nuneaton stations.
  - 10 unique pieces of art produced by an artist in conjunction with the group, which was displayed in the tunnel at Coventry Station

- 5.6 White Ribbon – an artist was commissioned to work with two groups of men to produce artwork to reflect the message of White Ribbon, that men can be positive changemakers to promote a culture of equality and prevent violence against women and girls. This artwork will be on display at 8 stations across the network, including Canley and Tile Hill Stations in Coventry.
- 5.7 STEM 5 project provides Year 9 – 11 students with STEM days including visits to rail locations and rail careers events. Now in its 3rd year, Stoke Park school in Coventry is one of the 5 schools in the CRP area taking part in the project
- 5.8 Feel Good Field Trips – schools in Coventry have had the opportunity to participate in this campaign funded by Avanti West Coast. This project aims to provide 5000 school children across the country with free, enriching and educational days out across the West Coast Mainline. To date, 364 students in Coventry have taken part in these field trips. More information in Appendix 2 to the briefing note.
- 5.9 A Day Like This – the CRP worked in partnership with Coventry Refugee and Migrant Centre and Highly Sprung to create a programme of workshops at Coventry Station and plan a day trip for participants. This included producing a ‘how to buy a train ticket’ guide in Arabic, rail safety sessions, a tour of Coventry Rail Station and a day trip to Mary Ardens Farm in Stratford-upon-Avon. More information on the ‘A Day Like This’ project is contained in Appendix 3 to the briefing note.
- 5.10 Careers Day at West Coventry Academy – The CRP delivered a Careers Day to 30 Year 10 students in June 2024. A range of different careers were presented and Train Driver Managers from CrossCountry came to speak to the students and show them some aptitude tests that potential drivers go through. This was followed up by a trip using the railways to get to Birmingham Botanical Gardens.

## **6 Health Inequalities Impact**

- 6.1 The Council produced an Equality Impact Assessment (EIA) for the Transport Strategy in 2022. The purpose of the Transport Strategy is to offer a safe, sustainable, equitable and resilient transport systems, which enables our residents, visitors and businesses to thrive. This covers rail among other transport modes. Improvements and increase in rail travel will result in improved air quality, increased rates of physical activity as a part of the journey and fewer casualties from incidents on the road network.
- 6.2 Individual schemes will be subject to EIAs as appropriate by the delivery organisation.

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 Coventry City Council  
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List of appendices:  
 Appendix 1 - Midlands Connect briefing note  
 Appendix 2 - A Day Like This report  
 Appendix 3 - Feel Good Field Trips

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## Appendix 1

### **Coventry to Leicester and Nottingham: Resubmission of Strategic Outline Business Case**

#### **1. Background**

- 1.1. Midlands Connect (MC) is making the case for a direct train service to link Coventry with Leicester and Nottingham. The strategic case for doing so is compelling, helping to address the “fairer, greener, stronger” challenges identified in the 2022 Strategic Transport Plan (STP). A direct rail service used to exist between these stations, but that link was severed in the early 2000s when the West Coast Main Line was upgraded through Nuneaton. Since that time, a journey between these cities by rail has been indirect, requiring a change of train at Nuneaton, and less than 3% of journeys between Coventry and Leicester are currently made by rail, with many trips likely suppressed.
- 1.2. MC submitted a Strategic Outline Business Case (SOBC) to Government in 2021, via the Railway Network Enhancements Pipeline (RNEP), seeking funding for the next stage – an Outline Business Case (OBC). That funding has not been forthcoming, however, through a combination of factors, including the ongoing impact of the Covid pandemic and a level of uncertainty around the plans for HS2 services to the Nottingham area, and hence development work beyond refreshing the SOBC has not been possible.
- 1.3. MC is now resubmitting a refreshed SOBC to RNEP, again seeking funding for an OBC to allow development of the scheme to continue. This is in the context of the new Government taking a fresh perspective on a pipeline of schemes, noting there has been strong support for this intervention along the corridor.

#### **2. Strategic Case for Intervention**

- 2.1. The current rail journey time between Coventry and Leicester is 55 minutes (towards Leicester) or 68 minutes (towards Coventry), which is uncompetitive with a journey by highway, which is typically between 40 and 45 minutes depending on time of day.
- 2.2. The need for an improvement on the rail corridor between Coventry and Leicester was first recognised by MC as part of the 2017 Strategy. That document identified conditional outputs for the railway network, which for the Coventry to Leicester corridor translated into a two train per hour direct service with an end-to-end journey time below 40 minutes, representing an improvement over what is currently possible via highway.
- 2.3. MC’s “fairer, greener, stronger” challenges are manifested in this corridor, with the SOBC providing specific evidence on these, including productivity in the West

and East Midlands that is 10-15% below the England average; a rail mode share of 3%; and the presence of several social mobility coldspots, representing the worst 20% of local authorities nationally. An improved rail link aims to enhance connectivity between the three cities, increasing their attractiveness and potential for growth in knowledge-based sectors. Each city centre has small but expanding economic specialism(s) which require support to grow in forthcoming decades, with investment in rail identified as a clear means to facilitate this growth.

2.4. MC has explored two options<sup>1</sup> to provide a direct service between Coventry and Leicester / Nottingham. These are broadly as per the 2021 submission:

- **Direct / Faster:** The first of these (option A: see figure 1) provides a new fast service from Coventry to Leicester and Nottingham, avoiding Nuneaton. In addition, an extra local service from Coventry to Nuneaton is added, as per the longstanding NUCKLE<sup>2</sup> aspiration, which continues to be a priority for our partners. This option gives a Coventry to Leicester journey time of 30-35 minutes; or
- **Combined / Slower:** The second of these (option B: see figure 2) provides a stopping service between Coventry and Leicester / Nottingham, achieved by providing an extra local service from Coventry to Nuneaton, then extending both that and the existing Leamington Spa to Nuneaton service onto Leicester and Nottingham. This option gives a Coventry to Leicester journey time of ~47 minutes.

2.5. In order to facilitate the options outlined above, new infrastructure is required on the corridor.

2.6. For option A (direct / faster), new bay platform capacity is required at Coventry Station (expected to be a 'twin' bay – an enlargement of the single bay platform previously envisaged by the NUCKLE scheme), together with an increase in the line speed to 60mph (from 45mph) from Coventry to Nuneaton. A new grade separated crossing (diveunder) is then required at Nuneaton to allow trains to pass beneath the West Coast Main Line. Further infrastructure is then required at Leicester (see description below), as well as a modest intervention at Nottingham to increase capacity in the station throat.

2.7. For option B (combined / slower), the infrastructure requirement is similar, again requiring a new bay platform at Coventry (but only a single bay rather than the twin-bay described for option A). No increase to line speed is assumed to be required between Coventry and Nuneaton, although there may be some benefit to investigate, while a diveunder is again required at Nuneaton, albeit on a

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<sup>1</sup> Midlands Connect has also tested variants of options A and B whereby trains run to Leicester only rather than onto Nottingham.

<sup>2</sup> NUCKLE - Nuneaton, Coventry, Kenilworth, Leamington Spa.



different alignment, to allow trains to reverse at Nuneaton and then pass under the West Coast Main Line. The same interventions are required at Leicester and Nottingham.

2.8. A material change since the 2021 submission is the treatment of the Leicester area in respect to the SOBC. The Leicester area is a known constraint in the railway network for both passenger and freight services. Network Rail's 2020 Continuous Modular Strategic Planning Study confirmed that the layout at Leicester and on its approaches can accommodate two further services from the Birmingham direction. To move above this increment, however, triggers the need for 4-tracking of the railway between Wigston and Leicester. MC has made the assumption that this existing capacity is used by Midlands Rail Hub and the planned additional Birmingham to Leicester services. The introduction of Coventry to Nottingham services therefore triggers the need for the 4-tracking works in the Leicester area. Network Rail has undertaken early development on a 4-tracking scheme at Leicester, but the scheme has not yet received any funding to enable an SOBC to commence, hence attaching it to the Coventry to Leicester and Nottingham SOBC provides a means to kickstart its development.

### **3. Summary of Economic Case**

3.1. MC has tested two options, A and B, principally using the Midlands Rail Network Demand Assignment (MiRANDA) multi-modal model. In summary, the work shows a credible economic case for both, even with the inclusion of the Leicester 4-tracking scheme in the capital costing.

3.2. For Option A (direct / faster), a benefit cost ratio, inclusive of the impacts of Covid and Wider Economic Benefits, is around two, falling into the 'high' value for money category. It should be noted that the Nuneaton diveunder required for this provides useful new capability for railfreight. This could allow existing railfreight services to be diverted onto a more efficient routing, while also helping to facilitate new rail freight paths. Drawing on the business case recently developed by Network Rail at Ely, MC has tested the addition of railfreight benefits to this option. This had the impact of increasing the benefit cost ratio from ~2 to ~3.5 and therefore provides a material boost in the value for money case. As part of the SOBC submission, MC has received letters of support from both the Railfreight Group and Chartered Institute of Logistics and Transport, regarding the benefits that a new 'avoiding' diveunder at Nuneaton would bring.

3.3. For Option B (combined / slower), a benefit cost ratio, inclusive of the impacts of Covid and Wider Economic Benefits, is just under two, falling into the 'medium' value for money category. The railfreight benefit is not applicable to this option.

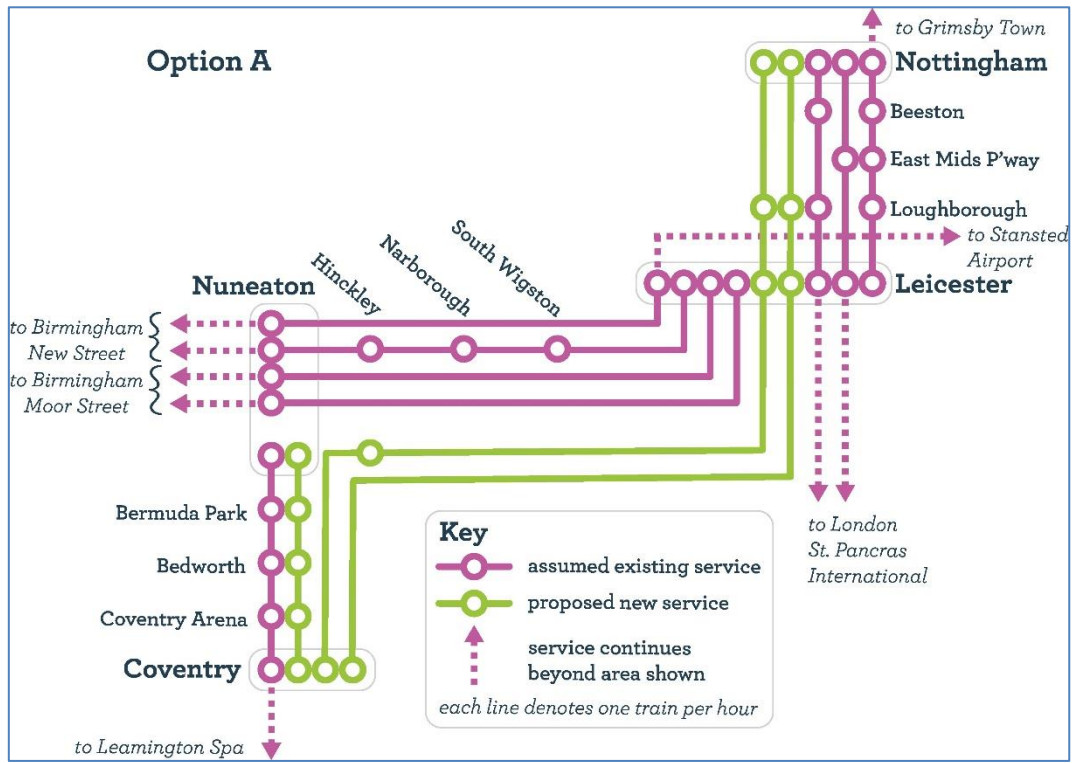
3.4. On the basis of the additional railfreight capability provided, together with the more transformative impact on journey times for passengers, Option A 'avoiding'

Nuneaton appears preferable, although it will for the OBC to ultimately settle on a single option for more detailed development.

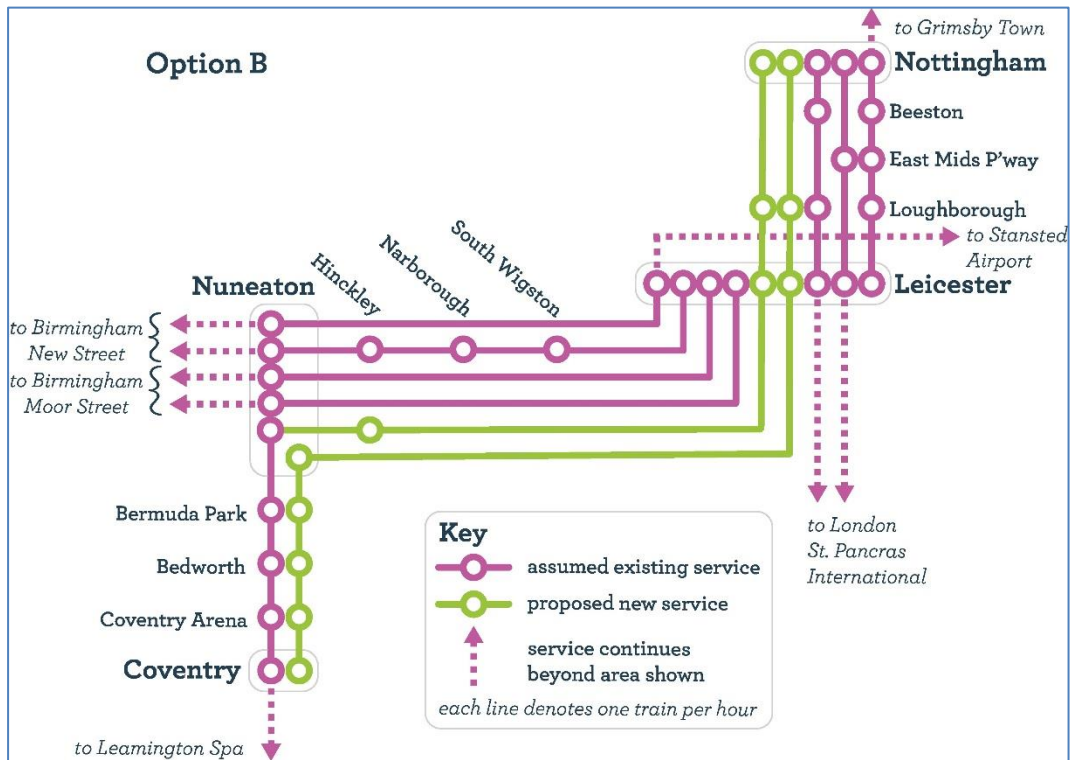
#### **4. RNEP Submission**

- 4.1. MC has received the necessary authority through its governance process (including Steering Group and Strategic Board) for the SOBC to be submitted to RNEP.
- 4.2. MC has engaged Network Rail to provide a proposal to develop the OBC, which will form the basis of the request through the RNEP process. Based on similar business cases elsewhere, Network Rail has provided a ballpark estimate which is forming the initial RNEP submission. Network Rail is now working with MC to develop a detailed OBC proposal.
- 4.3. In terms of the specific timeline for the RNEP submission, MC is working with colleagues at DfT to agree the timeline for the SOBC to be presented to the West Coast South & Central Programme Board, which forms the first part of the process, before later meetings identify whether there is headroom in the Government's budget to develop and ultimately deliver the scheme.

**Figure 1: Option A**



**Figure 2: Option B**



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OCTOBER 2022

# A Day Like This

*In partnership with Highly Sprung  
Funded by CrossCountry and Community Rail  
Network*

CRP Officer: Julia Singleton-Tasker



## Key Pillars:

- A. Providing a voice for the community
- B. Promoting sustainable and healthy travel
- C. Bringing communities together and supporting diversity and inclusion
- D. Support social and economic development

## CRP Aims:

1, 2, 5, 8, 9



# Concept and Aims

This project was designed to promote the safe and accessible use of travel by rail for underserved audiences. We wanted to document, celebrate and share the experience of communities experiencing their first day trip by train and to highlight the places and opportunities that can be accessed via the railways.

There are already schemes to help young people coming into Coventry to negotiate buses through organisations like Positive Youth foundation, but there is nothing comparable on the railways so, working with Highly Sprung, we created a programme of workshops based at Coventry Station in the new community Hub to increase rail confidence and familiarisation. A key part of this was to include a day trip out for the participants to an area of the Midlands that they may not know about.

We approached Coventry Refugee and Migrant Centre who were very keen to help us recruit participants for the project. As they work with many newly arrived families, they were able to signpost and support not only the registration process but also the day trip and workshops themselves.

We had hoped to complete the project within the year that Coventry was the City of Culture so the final outcome could be a part of the year of celebrations, but due to some unavoidable delays with the project that wasn't possible.





# The Project

Based in the new Community Hub at Coventry Station, and assisted by Lingo Link, who provided translation as many of the participants spoke little to no English, our project started with games, physical warm-ups and plenty of opportunities to get to know about each other. Highly Sprung explored how the families felt about rail travel here and in Syria and the types of places they may like to discover on the railways and all the sessions were designed to empower participants to use the trains independently after the project and to also bring them together with others in similar situations. The CRP Officer produced a 'How to buy a train ticket' guide in Arabic for families to take away and we went through how to book tickets using the Trainline app and website. We also had a session on rail safety and did a tour of the station showing where people could go to continue their journeys by bus, bike or taxi. It was lovely to see the station staff interacting with our group and helping them to feel more at ease in the station.



Sarah Worth, Executive Director of Highly Sprung, explains the next phase of the project, *'The most exciting point of the project happened once we had learned the basics about train travel when we worked with the families to plan a very special day out. Having got to know more about each other during the sessions we were able to plan a day which really celebrated the interests, hobbies, and passions of the families we were working with. There was plenty of interest in wanting to experience the opportunities that being in nature provides, especially the chance to see different animals that the families perhaps hadn't ever seen in their home countries. So, after much discussion it was decided that a trip to Mary Arden's Farm in Stratford-upon-Avon would be the most exciting day out.'*

*On a very sunny day in October, we began our journey at Coventry Railway Station where the families all gathered in excitement, they were almost as excited about the trip as we were. Even more excitingly the families had arranged a picnic full of homemade treats and dishes from their different cultures.*



# The Project

*Boarding the train at the train station was easily done thanks to the support from platform staff who demonstrated just how accessible train travel from Coventry can be. Only two out of the 25 family members on the trip had ever travelled by train before, so we enjoyed the opportunity to talk about what that first experience felt like as we hurtled through the Warwickshire countryside. My favourite comment was from one participant who couldn't believe how smooth the train felt on the tracks and explained that at home the trains were so bumpy that you almost fell off your seat. Another highlight was seeing our youngest participant, only three years old, seeing sheep and cows for the first time and learning how to make the animals' different sounds, the train carriage was soon full of moo-ing and baa-ing.' (read the full blogpost [here](#).)*



Mary Arden's Farm was a perfect location for our trip. With animals, space to run around, activities including pot painting and lots of games, we spent several hours exploring the farm and all it had to offer. One of the participants commented, 'This trip came at a time when we really needed it. There are so many pressures building on our own country. The trip allowed us to relax and just enjoy ourselves.' and all the families have expressed an interest in doing more group trips on the railways. Seeing the families experience, what was for quite a few of them their first ever train trip, was a real privilege and the photos and videos capture the joy they felt on the day.

Two weeks later, we held a mini exhibition at Coventry Station, showcasing their photos, talking about the project and showing the video of the day. We were delighted to be joined by representatives from CrossCountry, Community Rail Network, the National Railway Museum and Coventry Refugee and Migrant Centre, who were instrumental in making this project happen.





# Outcomes

[Click to watch our video](#)



All the participants enjoyed the rail trip and have expressed an interest in doing more group trips on the railways. Seeing the families experience, what was for quite a few of them their first ever train trip, was a real privilege and the photos and videos capture the joy they felt on the day. The Coventry Refugee and Migrant Centre are very keen to repeat the project or to work with us in another way, so we can continue to make an impact on the families and individuals who are newly arrived in the city.

A Day Like This has created many opportunities for legacy work. From finding places to display the photos taken by the participants, to using the video to inspire future performance pieces by professionals, communities and schools, the experience and the resources created by the project can be used in numerous ways.

The specific outcomes were:

1) 25 participants came on the rail trip and each workshop had between 15–20 attendees. For the workshops, we produced a ‘How to buy a ticket’ guide that we had translated into Arabic.



2) A video was produced with the day out documented and with participants providing a voice over of their experiences in the project. The video is available from our website and we’ve already it as part of our rail week at a local secondary school, to inspire students to create a short drama piece around the railways connecting people and places.

3) We have delivered more rail confidence sessions with CRMC.

4) The National Railway Museum are looking at acquiring our video and photos for their collection.

5) Presented the project at the Hub for European Refugee Education’s - Refugee Education: Continuing Conversations Networking Event in March 2023.





# Feedback and Legacy

All the participants enjoyed the rail trip and have expressed an interest in doing more group trips on the railways. Seeing the families experience, what was for quite a few of them their first ever train trip, was a real privilege and the photos and videos capture the joy they felt on the day. The Coventry Refugee and Migrant Centre are very keen to repeat the project or to work with us in another way, so we can continue to make an impact on the families and individuals who are newly arrived in the city.

A Day Like This has created many opportunities for legacy work. From finding places to display the photos taken by the participants, to using the video to inspire future performance pieces by professionals, communities and schools, the experience and the resources created by the project can be used in numerous ways.

This trip came at a time when we really needed it. There are so many pressures building on our own country. The trip allowed us to relax and just enjoy ourselves.

“The group was very joyful, and I really thank them for the efforts they made to make this joyful and comforting.”

The trains were very accessible. There were ramps which meant we could easily get my dad on and off the trains, he is in a wheelchair.

It was amazing.

We feel like a family.

We feel like we used to in our country when we can go out together.

This trip made us feel like that again.

The children were all so excited.

They dream of going on another trip like this again.





# Costs

ITEM	COST
Workshop Delivery, Project Management, Film Production	£5,000
Room Hire	£150
Refreshments	£406.49
Photographer	£300
Translators	£1,011.11
Resources	£152.56
Travel cost for participants	£260.14
<b>TOTAL COST</b>	<b>£7,280.30</b>

Our initial budget was £6,000; however, we had not factored in the need for the translators. None of the participants spoke a great deal of English, so translators were essential to the project. Participants were also struggling to get to the station due to the cost of the bus, so we offered to cover those costs too, which we hadn't factored into our original budget.





# With thanks to...

Our project partner:

# HIGHLYSPRUNG

THEATRE THAT MOVES

Our funders, without whom the project would not have been possible:

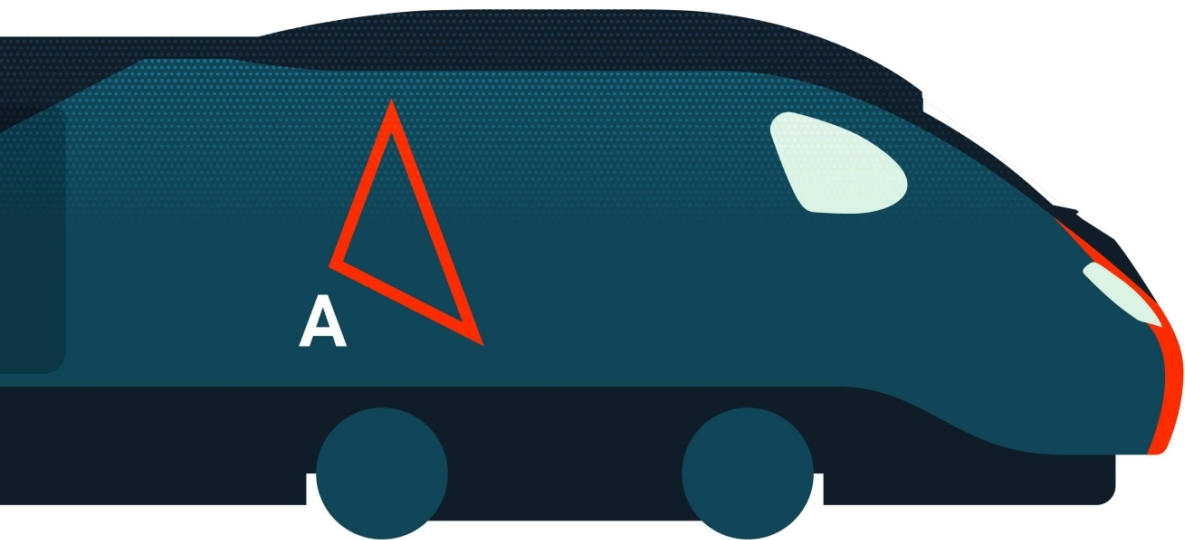


And to Coventry Refugee and Migrant Centre for supporting and participating the in the project.



Our thanks go to Chiltern Railways and West Midlands Railways for providing us with the train tickets for the day trip and to all the staff at Coventry and Leamington Stations for assisting us and making the day go so smoothly.





# Feel Good Field Trips

How did Coventry Benefit?





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"The concept of the "Feel good trips" is exceptional. It has provided our children with a truly unique experience that I know they will remember for a long time to come. The vast majority of our children will never get the opportunity to ride on a train and particularly with their peers. I can't praise Avanti enough for this innovative project. Well done Avanti!"

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# OUTCOMES

Community Rail Lancashire were delighted we were able to deliver over 200 trips for 5289 students surpassing the target of 5000 set at the beginning of the project. 105 different schools benefited from trips during this project. Dave Savage attended 120 of these trips with other community rail officers of Avanti West Coast staff attending a further 40 trips.

Feel Good Field Trip facts January 2023 – January 2025

**5289** students been on a Feel Good Field Trip

**877** staff to support the students

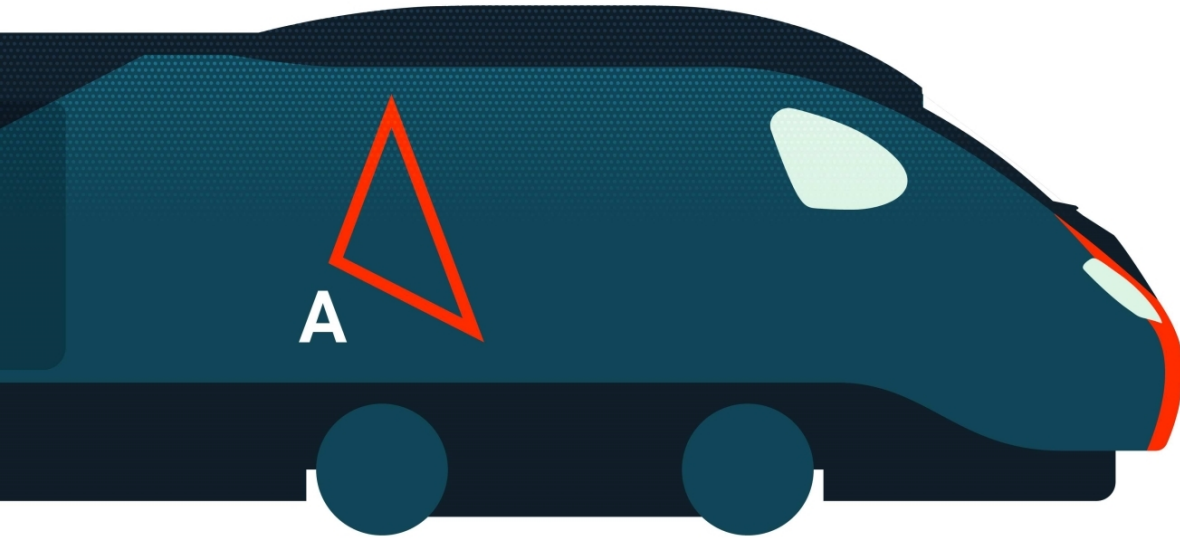
**215** trips at **45** different venues

**455** Avanti West Coast train journeys

**50,000+** miles covered on the WCML



# How many Coventry Students Benefited from FGFT's?



**364 is 6.88% of the total number of students, so for a small city Coventry really punched well above its weight when receiving benefits from this project.**

School	Dpt Station	Arr Station	Number of students
Finham Park 2	Coventry	London Euston	30
Finham Park 2	Coventry	London	24
Finham Park 2	Coventry	London	24
Finham Park 2	Coventry	London Euston	36
Finham Park 2	Coventry	London Euston	20
Moat House Primary School	Coventry	London Euston	20
Finham Park 2	Coventry	London Euston	30
Barrs Hill	Coventry	London Euston	24
Finham Park 2	Coventry	London Euston	11
Finham Park 2	Coventry	London Euston	30
Meadow Park	Coventry	Wolverhampton	15
Finham Park	Coventry	London Euston	30
West Coventry Academy	Coventry	London Euston	30
West Coventry Academy	Coventry	London Euston	30
West Coventry Academy	Coventry	London Euston	10
			<b>364</b>





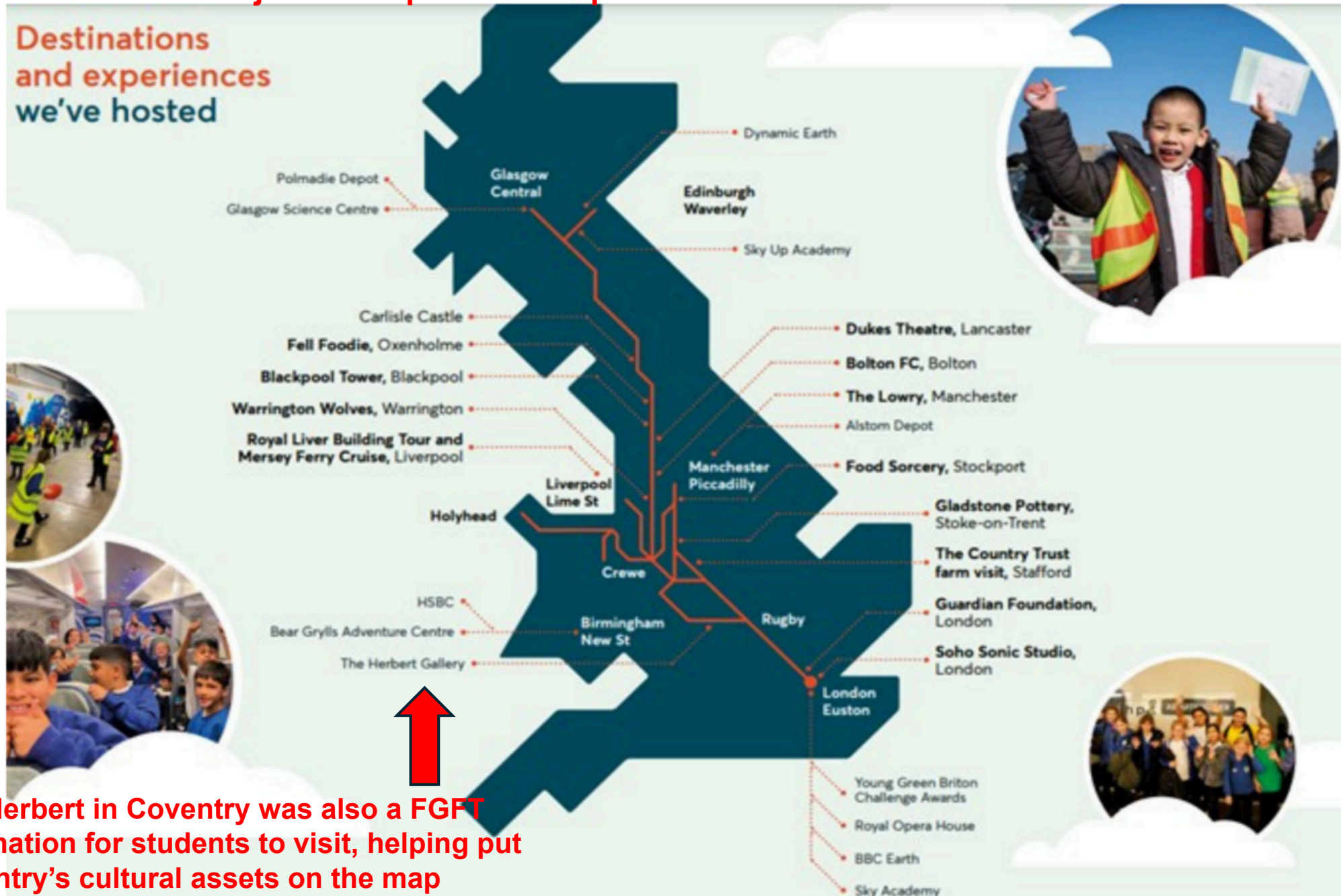
In June 2024 Meadow Park School in Coventry got to experience a day at Oxley Depot, interacting with engineers, apprenticeships and undertaking a huge range of STEM activities.

This video shows how they got on

<https://www.youtube.com/watch?v=2L914cLE0iU>

These are just a couple of the trips that were available to students!

### Destinations and experiences we've hosted



The Herbert in Coventry was also a FGFT destination for students to visit, helping put Coventry's cultural assets on the map

One of the many trips from Coventry (and the wider West Midlands) that were supported by Heart of England Community Rail Partnership! We were proud to work on a project that made such a big impression on local students, giving them opportunities to join activity and travel the country.

I really enjoyed today  
My favourite thing was  
going on the train. It was  
my first time going to  
Manchester.



Starlight  
EXPRESS  
MISS CARTWRIGHT  
AVANTI WESTCAST  
STARLIGHT EXPRESS  
CAST

It was so fun thank you so much I can't  
SO GRATEFUL  
from Harvey





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"I think is a really good initiative for schools, especially for those in deprived areas as it gives young people an opportunity to not only visit places that may be too far for them normally, but also experience using a train which may encourage them to use this mode of greener transport in the future."

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The Heart of England CRP were honoured to be invited to the celebration reception of the Feel Good Field Trips project, at the House of Parliament in January 2025. As shown in the video above.

We hope we can continue to bring similar benefits to Coventry, Solihull and Warwickshire on future projects.

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Coventry City Council

## Briefing note

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

**Date: 12<sup>th</sup> March 2025**

**Subject: Greenpower Park and West Midlands Investment Zone**

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### **1 Purpose of the Note**

- 1.1 To provide Business, Economy and Enterprise Scrutiny Board (3) with the background on the Greenpower Park development and the West Midlands Investment Zone.

### **2 Recommendations**

- 2.1 The Business, Economy and Enterprise Scrutiny Board (3) is recommended to:
- 1) Consider the content of the briefing note.
  - 2) Identify any recommendations for the Cabinet Member Jobs, Regeneration and Climate Change.

### **3 Information and Background**

- 3.1 Coventry City Council (CCC) owns the freehold of Coventry Airport, a 125Ha site in Warwick District. In 2021, the Council formed a joint venture with Coventry Airport limited, which has a long leasehold over the site in order to promote the site as the location for a battery gigafactory.
- 3.2 The costs of preparing the planning applications have been funded on a 50:50 basis, with each party committing £2m. In addition, CCC has provided a further £0.25m for preparation of the economic case for battery manufacturing on the site and for marketing the site to international investors bringing the Council's total commitment to £2.25m
- 3.3 In January 2022, Warwick District Council gave outline planning approval for a total of 530,000m<sup>2</sup> of development on the site for battery manufacturing and associated uses such as battery recycling, R&D, supply chain and HQ functions. Economic modelling suggests that if the site is fully developed, up to 6,000 jobs could be supported in the local economy.
- 3.4 Realising full delivery of the Investment Zone site is vital to achieving the objectives of both the One Coventry Plan (particularly "Enhancing the Economic Prosperity of the City and Region") and the Coventry Economic development Strategy 2022-2027.

The site has huge potential to secure inward investment into the city and also position Coventry as a leader in the green industrial revolution, given the site's target focus of electric vehicle and battery production, recycling and Research & Development (R&D) and associated Advanced Manufacturing Supply Chain activities. Through the delivery of supply chain support programmes, and skills support programmes, there will be major opportunities to facilitate the successful growth and diversification of local businesses operating with Advanced Manufacturing supply chains, and to tackle inequalities by supporting local residents to upskill and secure new job opportunities.

- 3.5 The site has attracted interest from a variety of potential investor occupiers. This ranges from a large-scale battery manufacturer with significant output requirements through to smaller cell manufacturers looking to develop technology and scale up production over time. In addition, there is also interest from the wider supply chain with battery component suppliers, battery R&D and testing companies, battery recyclers and some vehicle manufacturers all engaged.
- 3.6 In the UK government budget in March 2023, it was announced that eight areas including the West Midlands would be invited to develop proposals for Investment Zones. The aim of Investment Zones is to use tax reliefs, planning mechanisms and innovation, skills and business support to create private sector growth and quality jobs. Each Investment Zone must have a sector focus, and the West Midlands has selected Advanced Manufacturing, which is an excellent fit with Coventry's economic ambitions, and specifically our plans for battery manufacturing at Greenpower Park.
- 3.7 The West Midlands Investment Zone (WMIZ) focuses on three sites:
  - **Coventry-Warwick Gigapark**, which includes Greenpower Park (more detail below in section 4)
  - **Birmingham Knowledge Quarter**. This 55Ha site runs North-East from Aston University through Duddeston and Nechells to Aston, the proposals will be for universities, other public bodies and the private sectors to work together to stimulate R&D and innovation in digital applications that will service sectors including advanced manufacturing.
  - **Wolverhampton Green Innovation Corridor**. This 3.74Ha site will connect the University of Wolverhampton Springfield Campus to the East of the city centre with University of Wolverhampton Science Park and will stimulate the growth of new green industries and skills, many of which will feed into Advanced Manufacturing supply chains and processes.

#### 4 Coventry-Warwick Gigapark

- 4.1 Coventry-Warwick Gigapark consists of four sites including Greenpower Park, totalling 241Ha, making it by far the largest part of WMIZ. A plan of the sites is included at Appendix 1. The other sites are:
  - **Whitley South**, 21Ha in Warwick District. This site is in Warwick District and is allocated as an employment site. Planning approval has previously been granted on the site for a total of 830,000m<sup>2</sup> of industrial and R&D space.



- **Segro Park, Coventry**, 72Ha in Warwick District with planning permission for 340,000m<sup>2</sup> of industrial and warehousing space. Several buildings on the site are already complete, including two which have already been let to Syncreon and DHL creating over 1,000 jobs. Further space is available for over 200,000m<sup>2</sup> of new buildings on the site.
- **Whitley East**, 20Ha in Coventry. This is allocated as employment land in the Coventry Local Plan, and part of the site is currently in use as school playing fields. Should the site come forward for development, suitable re-provision of playing fields will need to be made elsewhere. It should be noted that the Bagington Fields Nature Reserve is not included in the Investment Zone.

4.2 The following tax incentives are available for Coventry-Warwick Gigapark Sites:

- **Full Business Rate Relief:** (5 years) for newly occupied business premises, and certain existing businesses where they expand in tax sites
- **Full Stamp Duty Land Tax (SDLT) Relief:** for land and buildings bought for commercial use or development for commercial purposes
- **Employer National Insurance Contributions (NIC):** Zero rated threshold raised from £5,000 to £25,000 in respect of new eligible employees for first 36 months of their employment
- **Enhanced Structure and Buildings Allowances (SBAS):** 10% straight line deduction per annum
- **100% First Year Capital Allowances (FYAs):** a 100% first year allowance for expenditure on plant and machinery

4.3 For illustration, a company investing in 20,000m<sup>2</sup> building could expect to save an estimated £4.78m in the first five years of operation.

4.4 In addition to the tax incentives outlined above, WMIZ allows business rates collected from the three sets of sites in the region to be collected and reinvested into the Advanced Manufacturing sector in the West Midlands for 25 years. It is estimated that during this period £1.5bn in business rate growth will be generated to then reinvest in helping to grow the sector. The WMCA will develop an investment plan for this funding, and Coventry (and its partners in Warwickshire) will be working to ensure that funding is reinvested into the Coventry and Warwickshire advanced manufacturing eco-system which is critical to the local economy.

4.5 WMIZ also provides funding for capital improvements to sites. CCC has secured a total of £23m which will be used principally to upgrade the power supply to the Greenpower Park site. Battery manufacturing is more power intensive than other commercial uses, so it is critical that this funding is used to increase the capacity of the power connection to the site in order to create the conditions to attract the investment from global battery manufacturers and the supply chain. This activity will initially deliver an additional 30MVA of power to the site. Initial works are now underway to inform the design of the necessary power upgrade works. Installation works will commence in April this year with full connection taking place in 2028.

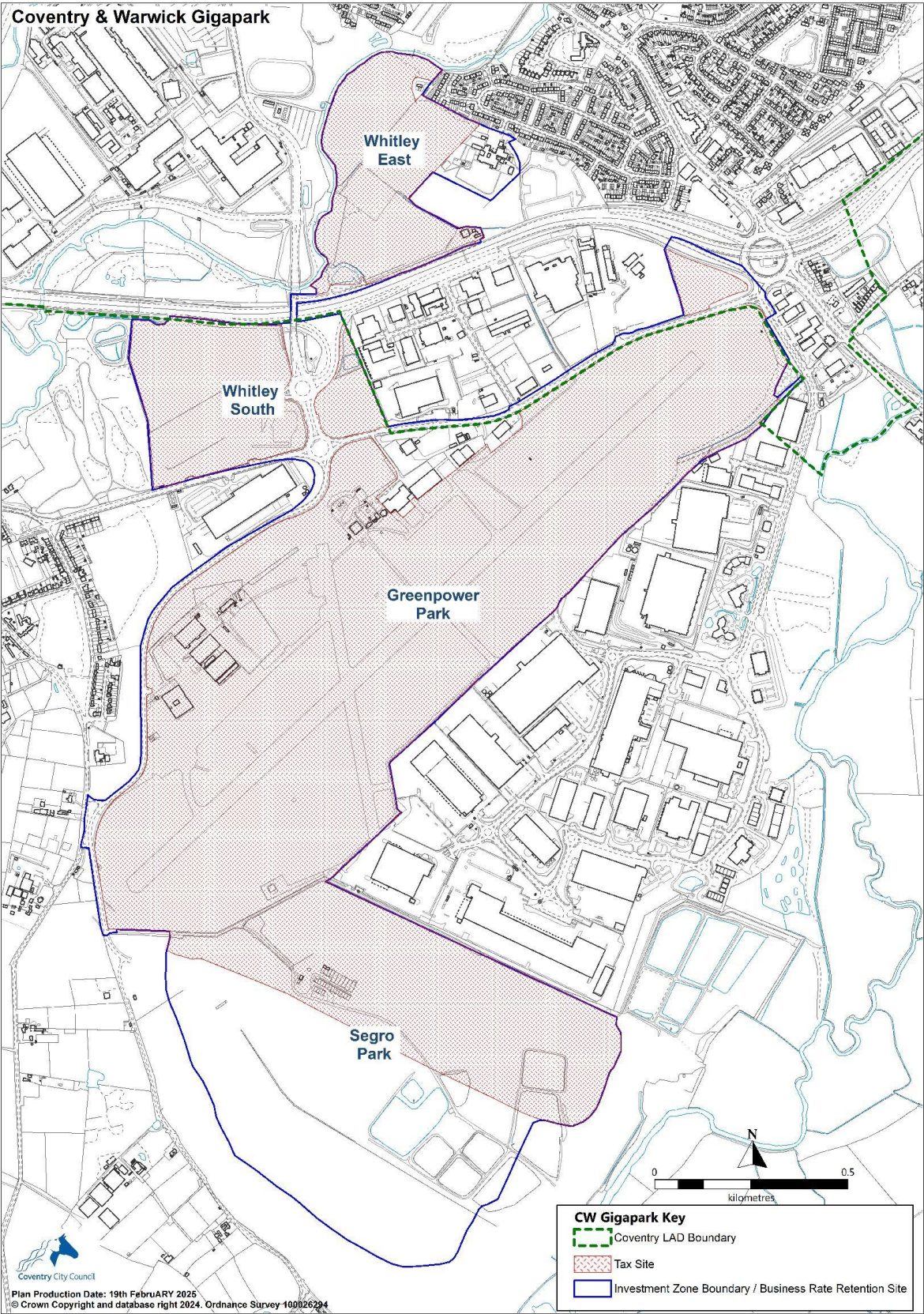
## **5 Health Inequalities Impact**

- 5.1 An equalities impact assessment has been prepared for the proposed Investment Zone and gigafactory development at Greenpower Park / Coventry Airport which was published alongside the Cabinet report approving CCC's involvement in WMIZ was approved in March 2024. Creating good quality new employment has the potential to address health inequalities through the well document link between good quality employment and better health.

### **Appendix 1 – Coventry-Warwick Gigapark Investment Zone - Site Plan**

Name of Author: **Steve Weir**  
Job Title: **Strategic Lead for Economic Development.**  
Organisation: **Coventry City Council**  
Contact details: [stephen.weir@coventry.gov.uk](mailto:stephen.weir@coventry.gov.uk)

# Appendix 1 – Coventry-Warwick Gigapark Investment Zone - Site Plan



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# Agenda Item 6

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

Last updated on 28<sup>th</sup> February 2025

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

<b>10<sup>th</sup> July 24</b>
Meeting moved to 21 <sup>st</sup> August 24
<b>21<sup>st</sup> Aug 24</b> (moved to consider Cabinet Reports)
Cabinet Member Priorities for the year Very Light Rail Update
<b>26<sup>th</sup> September</b> (Moved from 11 <sup>th</sup> September 24)
Local Air Quality Action Plan including Upper Hill Street/Holyhead Rd consultation Transport Strategy Delivery Update – Cabinet Report
<b>16<sup>th</sup> October 24</b>
Meeting moved to 18 <sup>th</sup> December
<b>27<sup>th</sup> November 24</b> (to take place at Job Shop)
Economic Development Strategy/Skills Strategy Coventry Job Shop
<b>18<sup>th</sup> December 24</b>
Meeting moved to 5 <sup>th</sup> February
<b>5<sup>th</sup> February 25</b>
Heatline Cycling and Walking Plan
<b>19<sup>th</sup> February 25</b>
Drone Technology WMCA Bus Franchising Consultation
<b>12<sup>th</sup> March 25</b>
Rail Update Green Power Park and the West Midlands Investment Zone
<b>Items TBC</b>
EV charging point infrastructure Strategy roll-out Commonwealth Games Legacy Fund Domestic Retrofit - Update
<b>25/26</b>
Economic Development Strategy/Skills Strategy 25/26 Heatline Cycling and Walking Plan City Centre South Development Very Light Rail – route identification

<b>Date</b>	<b>Title</b>	<b>Detail</b>	<b>Cabinet Member/ Lead Officer</b>
<b>10<sup>th</sup> July 24</b>	Meeting moved to 21 <sup>st</sup> August 24		
<b>21<sup>st</sup> August 24</b> (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
<b>26<sup>th</sup> September 24</b> (Moved from 11 <sup>th</sup> 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
<b>16<sup>th</sup> October 24</b>	Meeting moved to 18 <sup>th</sup> December		
<b>27<sup>th</sup> November 24</b> (to take place at Job Shop)	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

<b>Date</b>	<b>Title</b>	<b>Detail</b>	<b>Cabinet Member/ Lead Officer</b>
	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
<b>18<sup>th</sup> December 24</b>	Meeting moved to 5 <sup>th</sup> February		
<b>5<sup>th</sup> February 25</b>	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
<b>19<sup>th</sup> February 25</b>	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	To consider the final report and respond as part of the consultation for the WMCA on Bus Franchising options. (to invite WMCA transport scrutiny reps) Electric Buses 2025	John Seddon Cllr O'Boyle Cllr Duggins
<b>12<sup>th</sup> March 25</b>	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 and the West Midlands Investment Zone	Update on progress – Requested at the last meeting of the Municipal year 2024 – Part of the the West Midlands Investment Zone	Steve Weir
<b>Items TBC</b>	EV charging point infrastructure Strategy roll-out	An update following the item had 8 <sup>th</sup> November – to include employer facilities for charging agreed by Cabinet on 11 <sup>th</sup> October 2022. Strategy is due	Cllr O'Boyle John Seddon

Date	Title	Detail	Cabinet Member/ Lead Officer
		to be agreed by Cabinet on 5 <sup>th</sup> 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.	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
<b>25/26</b>	Economic Development Strategy/Skills Strategy 25/26	A further progress report in 25/26 which includes <ul style="list-style-type: none"> <li>• Progress against benchmark data</li> <li>• Work to retain graduates in the city</li> </ul>	K Mawby / S Weir
	Heatline	Update on the use of Heatline, income generated, efficiency and best use of the resource, how it is contributing to net zero – Update in Feb 2026 – To include a private item to be arranged by officers including Bring Energy to update Members of the board with the financial side of Heatline to include value of assets etc.	Colin Knight / Lowell Lewis / Mark Anderson (Bring Energy) / Cllr O’Boyle
	Cycling and Walking Plan	Progress on implementation of the Plan – Member contribution pre-consultation during summer 25.	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
	Very Light Rail – route identification	An item to include information about the feasibility of routes and how members of the public will be engaged in the process.	Cllr O’Boyle John Seddon
	CW Economic Development Strategy	Following Cabinet March 18th	