
**Cabinet
Council**

24 January 2017
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Name of Cabinet Member:

Cabinet Member for Jobs and Regeneration – Councillor O’Boyle

Ward(s) affected:

City-wide

Director Approving Submission of the report:

Executive Director of Place

Title: Connecting Coventry - Strategic Transport Investment Programme

Is this a key decision?

Yes – the proposals within the report have financial implications of over £1m per annum and will have an impact across the city.

Executive Summary:

Coventry is a dynamic and rapidly growing city where transport investment is essential to keep pace with continuing change. In 2004 the city’s population was under 300,000. It has grown steadily since to 345,000 and is forecast to reach over 415,000 in the next 20 years. In the proposed next Local Plan period up to 2031 it is forecast that investment and development in Coventry will create 50,000 jobs, with a consequential growth in housing to meet the needs of our growing city.

The Council has been very successful in obtaining funding and delivering schemes from a number of sources for investment in the city’s transport infrastructure, with £150m of improvements delivered over the last 5 years, this is an opportunity to continue to build on this success. However in order to maximize the economic potential of the city and to take full advantage of developments such as High Speed Rail (HS2), it is essential that we look to get investment both directly within the city and also in strategic cross boundary transport schemes that support Coventry’s growth aspirations.

This report sets out a strategic transport investment strategy ‘Connecting Coventry’ and the opportunities for achieving this including working with Midlands Connect, Coventry and Warwickshire Local Enterprise Partnership and the West Midlands Combined Authority (WMCA).

The principal objectives of this strategy include: improving the resilience of the road network (so the strategic road network does not come to a halt when a motorway has to be closed); ensuring connectivity to HS2 and job opportunities around the new station and linking key developments and employment sites to HS2 including Friargate and Jaguar Landrover; an expansion of railway capacity and reconnecting Coventry to the East Midlands by rail. The strategy is summarized in Appendix 1.

One major opportunity to help deliver this strategy is the £247m strategic transport package agreed as part of the WMCA Devolution Deal package approved by Council in May 2016. Although an outline package of schemes was included at the time, it is for the City Council to determine which schemes go forward for funding. The WMCA has an 'assurance framework process' which all schemes will have to go through, the main purpose of which is to ensure that all schemes across the region are aligned to the policies of the adopted West Midlands transport strategy entitled 'Movement for Growth'. The main aims of this strategy are to drive job creation and growth and is in line with the City Council's own priorities.

This report outlines the schemes that it is proposed to take forward as part of this package. They can be summarized as four programmes:

- Coventry South – major highway and rail proposals to facilitate growth, especially around Jaguar Land Rover and the University of Warwick and to provide connectivity to HS2 and UK Central;
- City Centre – a major increase in capacity at Coventry Railway Station (this is subject to a separate Cabinet Report on the 'Coventry Station Masterplan' and improvements to selected ring road junctions);
- Coventry North – road capacity improvements to the North West of the city and on the A444 and M6 junction 3;
- Rapid Transit – investment in the development of Very Light Rail and subsequent implementation.

Following the recent Autumn Statement, up to £12m Local Growth Deal 3 funding has been indicatively awarded to Coventry City Council to match fund some of the schemes within the programme. This is still subject to the formal CWLEP governance and contracting processes, but if successful will enable some of the schemes to be brought forward. The funding should be confirmed early in the year.

Approval is sought for the submission of Strategic Outline Businesses Cases to the WMCA for each of these schemes and delegated authority for submission of subsequent business cases in line with WMCA's Assurance Framework. It should be noted that this strategic transport package is in addition to the £150m City Centre funding package that was also negotiated as part of the Devolution Deal; this is the subject of a separate Cabinet Report.

There is also further potential funding identified as part of the Combined Authority HS2 connectivity package for improving transport connections between Coventry and HS2 which could also potentially fund some further Coventry projects. Subject to approval of the WMCA, £15m of the HS2 connectivity package has been agreed in principle to part fund Friargate West, which is part of the City Centre Package to be delivered as part of this programme. A further £15m has been identified to match fund Very Light Rail, along with £7m to provide additional parking capacity at Tile Hill Station. Securing the funding will be subject to the approval from the Combined Authority.

Recommendations:

Cabinet is asked to recommend to Council:

1. To approve the outline Strategic Transport Investment Programme 'Connecting Coventry' as indicated in this report and endorse that officers, following consultation with the Cabinet Member for Jobs and Regeneration, progress the development of the relevant work packages;

2. Authorise submission of the bids to the West Midlands Combined Authority to secure the devolution deal funding required to deliver the Connecting Coventry packages contained in this report;
3. Authorise procurement of resources to assist with submission of the bids through the Shared Professional Services Contract which are to be funded from this programme;
4. Delegate authority to the Executive Director Place and Executive Director Resources, following consultation with the Cabinet Member for Jobs and Regeneration, to:
 - Determine the final content of the relevant Business Cases required to submit the bids;
 - Submit the relevant Strategic Outline Business Cases to the West Midlands Combined Authority in relation to the work packages within the Connecting Coventry Programme;
 - Progress the Business Cases to the final stage in accordance with the Combined Authority's Assurance Framework;
 - Agree the bid for allocation of the HS2 connectivity package funding, subject to approval through the Combined Authority's Assurance Framework.
5. Should the bids be successful; that Coventry City Council enters into the necessary legal documentations to secure the funding required to deliver the Connecting Coventry Programme;
6. Delegate authority to the Executive Director for Place to become the accountable body, and authority to the S151 Officer to enter into the appropriate funding agreements with the Coventry & Warwickshire Local Enterprise Partnership, West Midlands Combined Authority and Department for Transport;

Council is recommended to:

1. Approve the outline Strategic Transport Investment Programme 'Connecting Coventry' as indicated in this report and endorse that officers, following consultation with the Cabinet Member for Jobs and Regeneration, progress the development of the relevant work packages;
2. Authorise submission of the bids to the West Midland Combined Authority to secure the devolution deal funding required to deliver the Connecting Coventry packages contained in this report;
3. Authorise procurement of resources to assist with submission of the bids through the Shared Professional Services Contract which are to be funded from this programme;
4. Delegate authority to the Executive Director Place and Executive Director Resources, following consultation with the Cabinet Member for Jobs and Regeneration, to:
 - Determine the final content of the relevant Business Cases required to submit the bids;
 - Submit the relevant Business Cases to the West Midlands Combined Authority in relation to the work packages within the Connecting Coventry Programme;
 - Progress the Business Cases to the final stage in accordance with the Combined Authority's Assurance Framework;

5. Should the bids be successful; that Coventry City Council enters into the necessary legal documentations to secure the funding required to deliver the Connecting Coventry Packages;
6. Delegate authority to the Executive Director for Place to become the accountable body, and authority to the S151 Officer to enter into the appropriate funding agreements with the Coventry & Warwickshire Local Enterprise Partnership, West Midlands Combined Authority and Department for Transport;

List of Appendices included:

Appendix 1 – Outline strategic transport strategy
Appendix 2 – Location plan for the Coventry Strategic Transport Package
Appendix 3 – Proposed Governance Structure
Appendix 4 – Resource Package

Background papers:

None

Other useful documents:

West Midlands Combined Authority Devolution Agreement

Consenting to the Combined Authority and Approving the Devolution Deal (PWC, February 2016)

Cabinet: City Centre South 24th January, 2017

Cabinet: Coventry Station Masterplan Update 24th January, 2017

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

Yes – 24th January 2017

Report title: Connecting Coventry - Strategic Transport Investment Programme

1. Context (or background)

1.1 Coventry is a dynamic and rapidly growing city where transport investment is needed to keep pace with expected change. In 2004 the city's population was under 300,000. It has grown steadily since to 345,000 and is forecast to reach over 415,000 in the next 20 years. Furthermore, in the proposed next Local Plan period up to 2031, an additional 42,000 houses in or around Coventry will be needed along with nearly 50,000 jobs to meet the needs of our growing city.

1.2 The City Council is investing in a number of schemes (road and rail) to improve capacity and connectivity to jobs which, along with Highways England's Toll Bar scheme will make a significant impact. However, in order to realise the city's true economic potential and to deliver the local plan aspirations, it is going to be necessary to invest in and lobby for investment in schemes beyond the city's boundaries as well as further schemes within the city.

1.3 The principal objectives of this investment are to:

- Protect and enhance Coventry's 'unique selling point' as an attractive place to invest because of its ease of access to all other parts of the country and major freight facilities;
- Provide connectivity to the jobs that will be created by the arrival of High Speed Rail and the new Birmingham Interchange station near the NEC and the planned major employment development (known as 'UK Central') along with the recently announced plans for Birmingham Airport;
- Improve connectivity to the East Midlands and the logistics 'golden' triangle that is essential for supporting supply chains to industry;
- Provide greater resilience to the motorway and trunk road network: when problems occur on the M6 the A45 and other routes around Coventry are frequently brought to a standstill and this undermines the attraction of the city as a place in which to invest;
- Provide benefits for local users of the network and businesses from increased resilience;
- Increase the number of destinations served directly from Coventry Railway Station: the economic case for this was set out in the 'Coventry Rail Story' which was reported to Cabinet on 3rd March, 2015.

1.4 A radical programme of interventions is therefore needed over the next few years to help facilitate the future jobs and growth. The wider transport strategy to achieve this is outlined in Appendix 1. In summary, the main elements are:

- Expansion of Coventry Station: additional platform and a doubling of the passenger capacity through a new entrance and footbridge – the Coventry Station Masterplan Report provides more detail;
- Reconnecting Coventry and Leicester (and from there Nottingham and the North East) by reinstating the connection at Nuneaton;
- Removal of bottlenecks on railways in and around Birmingham including doubling the track between Coventry and Leamington;
- A new road link to the south and west of Coventry to provide the connectivity to HS2/UK Central and also an alternative route for diverted M6 traffic;

- Upgrading the A46 (from the M40 to M69) to 'Expressway' standard (to include major upgrades to junctions at Stoneleigh, Binley Woods and Walsgrave);
- Upgrading of other key routes (such as A5 Tamworth to Hinckley) to take pressure off M6;
- Improvements to A444 and J3 M6 and implementation of the 'Keresley Link Road' to drive growth in the north of the city;
- Improvements to Ring Road junctions to provide easier access to the City Centre;
- A 'step change' in the quality of public transport – such as through the development and introduction of 'Very Light Rail'
- Underpinning the above, the development and application of digital technology to maximize the capacity of existing networks through initiatives like autonomous vehicles, real time travel information, contactless payments and intelligent priority for public transport.

- 1.5 This report sets out the work underway through Coventry and Warwickshire Local Enterprise Partnership (CWLEP), the West Midlands Combined Authority (WMCA) and Midlands Connect to achieve this investment and how it might be achieved. It seeks approval for a programme of schemes to be funded through the devolution deal.
- 1.6 CWLEP has been very successful in drawing money down from the Local Growth Deal and Regional Growth Funds. Projects which have received funding include Friargate Bridgedeck, Whitley Interchange, city centre public realm, Coventry Station Masterplan and NUCKLE. Further funding is being sought through Growth Deal 3 for match funding for the Station Masterplan highways improvements, a further round of public realm improvements and ring road junction upgrades. The public realm and ring road junction upgrades were covered in the report to Cabinet on 4th October 2016. In addition to this funding is being sought through Department for Transport (DfT) for A46 Stoneleigh Junction improvements. This is further to the recent award of £1.25m DfT funding to develop proposals for a new road to provide capacity for future growth at the University of Warwick and Westwood Business Park, linking A46 Stoneleigh Road junction to the University of Warwick
- 1.7 Midlands Connect is a government funded partnership of local authorities and LEPs from across the East and West Midlands, the Department for Transport, Network Rail, Highways England and airport operators. Its purpose is to compile a prioritised list of strategic transport schemes with the aim of unlocking and promoting economic growth across the region. This list is to be based on a rigorous economic evidence base and a number of work packages are underway to achieve this. Coventry and Leicester have been identified as one of four principal growth hubs and consequently one of the work packages has been focussing on developing strategic road and rail schemes for this area; the focus is on connecting cities and connecting to international gateways such as airports. Once the new strategy has been agreed (Spring 2017), it will be used to help influence government spending programmes through Network Rail and Highways England.
- 1.8 The emerging Midlands Connect strategy aligns well with the City's strategy and includes improved East-West Midland rail connections (and specifically Coventry – Leicester), upgrading the Birmingham Rail Hub (which includes additional track between Coventry and Leamington), dualling the A5 between Tamworth and Hinckley, A46 Expressway (and possibly an extension to the M5 at Tewkesbury to improve our links to South Wales and the South West) and improvements to the Birmingham Motorway Box and also the M1.
- 1.9 The creation of the WMCA provides the city with the opportunity to work closely with colleagues in neighbouring authorities on developing essential cross boundary schemes.

This includes Warwickshire County Council which is a 'non-constituent' member of the Combined Authority.

- 1.10 As part of the Devolution Deal, the City Council negotiated funding of £247m to help deliver a package of schemes referred to as 'UK Central plus', which have now been incorporated into the wider Connecting Coventry Programme. This is an ambitious programme of transport interventions which seeks to take advantage of some significant economic opportunities on Coventry's door step to ensure that the citizens of Coventry have the transport connections needed in order to access the jobs and opportunities that will be on offer, including from UK Central, HS2, advanced manufacturing within the automotive sector and research and innovation led by Coventry's two universities. It also seeks to support the expected growth in housing, employment and training that is planned in Coventry over the next 10 to 20 years.
- 1.11 It is for the City Council to specify the schemes it wishes to promote; however, the WMCA has developed a 5 stage assurance process that any scheme across the region will have to satisfy in order to receive Devolution Deal funding. This is to ensure overall alignment with the 'Movement for Growth' strategy which is the adopted transport strategy for the West Midlands, along with the Strategic Economic Plan for the West Midlands. The principal objectives of this strategy are to drive economic growth, create jobs and to make sure everybody who lives in the West Midlands can access those jobs – hence there is very close alignment with the city's aspirations. The City Council also negotiated a separate package of £150m for the City Centre which is the subject of a separate report.
- 1.12 The rest of this report sets out the schemes the City Council wants to promote through the Devolution Deal and seeks approval to submit 'strategic outline business cases' (SOBC) to the WMCA for each of them and delegated authority to take them through the 5 stages of the assurance process. Officers are working closely with WMCA colleagues to ensure that the schemes going forward fully meet the city's needs whilst aligning with 'Movement for Growth' and Strategic Economic Plan.

2. Options considered and recommended proposal

- 2.1 The elements of the Connecting Coventry Programme, which are subject to this report, focusses on four key work packages that in turn are made up of a number of linked schemes which together will deliver outcomes greater than the sum of their individual parts. The four main work packages are indicated in Appendix 2 and are outlined in more detail below.
- 2.2 Coventry South Package
 - 2.2.1 The south of Coventry is rapidly developing as a major research and employment hub, with both Jaguar Land Rover and the University of Warwick having major investment and expansion plans. Developments at UK Central in Solihull as well as HS2 will provide further employment opportunities and major housing sites are likely to come forward during the next Local Plan period that will put additional pressure on the existing transport network.
 - 2.2.2 During peak times particularly when roads are congested, Coventry has only limited connectivity to UK Central via the A45 and although a number of interventions have been introduced over the last few years to improve traffic flow on the A45 corridor, these will only provide short to medium term relief. The connectivity problems are only magnified when an accident occurs on the motorway network which leads to major re-routing of traffic onto the A45 and other routes around Coventry often causing grid lock. A longer term solution is therefore necessary which can facilitate the expected growth, connect

Coventry citizens to future employment opportunities and enhance the resilience of the strategic road network.

2.2.3 As part of the Coventry South package proposed interventions include:

- Major capacity improvements to the A46 junctions with A428 (Binley) and B4082 (Walsgrave) to be delivered as part of Highways England's Road Investment Strategy;
- A major capacity improvement to the A46 junction with Stoneleigh Road south of Coventry to address current capacity problems in the area to improve access to the University of Warwick) and allow Stoneleigh Park to develop; this scheme is referred to as A46 Link Road Phase 1;
- A new road to provide capacity for future growth, including at the University of Warwick and Westwood Business Park, linking A46 Stoneleigh Road junction to the University of Warwick (referred to as A46 Link Road Phase 2);
- An extension of the above new road to link to UK Central at Solihull either via a route directly onto the A45 or A452 (referred to as A46 Link Road Phase 3);
- A new railway station in the south of Coventry with strategic park and ride facilities to cater for future growth.
- Additional car park provision at Tile Hill Station to meet the needs of growing passenger use.

2.3 City Centre First Package

2.3.1 The City Centre is currently the focus of significant re-development plans to create jobs, improve the retail and leisure offer and to meet the expansion plans of Coventry University. Developments such as Friargate, City Centre South (the subject of a separate Cabinet Report), the new water park and leisure centre together with the Council's ongoing public realm improvements, will help to make Coventry a more attractive city for residents, visitors and businesses alike.

2.3.2 Coventry Station is a hugely important gateway for the city as well as being a vital future link to HS2 and UK Central. Coventry's ring road is also a major asset by helping to keep traffic moving but it can also be a barrier to growth and connectivity.

2.3.3 To address these challenges the proposed interventions within the City Centre First package include:

- The completion of the Coventry Station Masterplan to increase the capacity of the station to meet future demand (especially for connectivity to HS2 and UK Central) and to complement the Friargate project to transform the area around the station and create an impressive gateway to the city (further details contained in separate report);
- To bring forward an effective highway layout on the western side of Friargate to complement the Coventry Station Masterplan and to help kick start further jobs and growth within Friargate, along with new highway to the east of Warwick Road connecting to the new multi-story car park;
- Junction improvements on the ring road to enhance connectivity and growth whilst also maintaining the integrity of the ring road as an important traffic corridor.

2.4 Coventry North Package

2.4.1 The north western side of the city suffers from significant congestion as a result of a road network that was never designed to accommodate current levels of demand. Potential future housing and employment growth in this part of the city will be hindered or create unacceptable impacts to local access without a long term solution to increase the capacity

of the road network between the A4114 Holyhead Road corridor in the west and the A444 Jimmy Hill Way corridor in the north.

2.4.2 In addition to the lack of capacity in the local road network the capacity of the nearby M6 Junction 3 also represents a significant barrier to movement between Coventry, the motorway network and Nuneaton and Bedworth, creating a further barrier to growth in the north of the city.

2.4.3 To address these barriers the proposed interventions within the Coventry North package include:

- A new link road supported by enhancements to the existing road network to provide an outer orbital linking A4114 with A444;
- Capacity improvements to M6 Junction 3.

2.5 Coventry Very Light Rapid Transit

2.5.1 Coventry is a rapidly growing city where transport investment is needed to keep pace with major change. In order to make the step change in transport provision that is needed, an integrated rapid transit network is required which enables residents to access employment, education and training opportunities across the city and which integrates with heavy rail and other public transport to open up additional opportunities outside Coventry such as at UK Central.

2.5.2 High quality light rapid transit such as a tram network has the best chance of attracting car users in order to maximize patronage, however the cost of a traditional tram system such as Metro is likely to be prohibitive. The feasibility of a bus based rapid transit system like "Sprint" has also been assessed and is considered not viable for Coventry. As a more viable alternative there is potential to use an innovative lower-cost technology, such as Very Light Rail, which could bring the costs significantly down to a more realistic level.

2.5.3 Developing this new form of transport in Coventry would mean that the city could become the research test bed for this new technology and would further support local job creation.

2.5.4 As part of this package the proposed interventions include:

- To work with development partners and key stakeholders to develop the concept and feasibility of Very Light Rail as an urban rapid transit system;
- Dependent on the outcome of the above to seek to develop a Very Light Rapid Transit network appropriate for Coventry, subject to full feasibility and business case development.

2.6 In order to secure the funding to deliver the Connecting Coventry Programme, it is necessary to submit both outline business cases and subsequent full business cases to the WMCA for all individual packages and schemes. A robust Assurance Framework has been established by the WMCA, as a condition of the Devolution Deal, and this will need to be closely adhered to as the development of the schemes progresses.

2.7 As part of the Assurance Framework a strong and effective governance structure is being put in place to ensure that the resources within the overall investment programme are allocated in an efficient and effective way that delivers both desired outcomes and value for money. At a regional level all key decisions on allocating funding will be made by the WMCA Board. At a more local and internal level the City Council is establishing its own governance structure through the establishment of a Strategic Transport Infrastructure Programme Board, chaired by the Assistant Director Transport and Highways, which will

report to and be directed by an Executive Steering Group. Detail of the governance structure are included in Appendix 3.

- 2.8 In summary, there are two main options to be considered; firstly to continue to develop the Connecting Coventry Programme and submit relevant business cases in line with the WMCA Assurance Framework; the second option being not to continue with the programme or submit any business cases.
- 2.9 The Connecting Coventry Programme presents a once in a generation opportunity for Coventry to provide a step change in its transport infrastructure, which will enable the city to grow to maximise potential for Coventry citizens to access employment and other opportunities. In order to access the potential £247m available for the programme through the WMCA Investment Programme business cases must be submitted in line with the Assurance Framework.
- 2.10 Therefore the recommended proposal is to progress the development of the relevant work packages within the Connecting Coventry Programme and submit formal business cases to the WMCA in line with the Assurance Framework. Any further key decisions over the recommendations will be reported back to Cabinet at the appropriate time.

3. Results of consultation undertaken

- 3.1 No consultation has been carried out to date as all packages within the Connecting Coventry Programme are either conceptual or at an early stage of feasibility or development. A thorough exercise of engagement and consultation will be carried out at the appropriate stage of each scheme's development.

4. Timetable for implementing this decision

- 4.1 Subject to approval, work will continue on development of the Connecting Coventry Programme and it is anticipated that the first outline business cases will be submitted to the WMCA in early 2017.

5. Comments from Executive Director of Resources

5.1 Financial implications

- 5.2 The WMCA is the accountable body for the Devolution Deal Investment Programme financing. The Coventry Strategic Transport Investment Programme indicative allocation of WMCA Devolution Deal funds is £247m, however this is subject to firstly business case development to produce more robust scheme costs followed by formal approval of businesses cases by the WMCA. There is also further potential funding available from the WMCA HS2 connectivity package for this programme, £37m has been allocated against this programme, subject to the WMCA assurance framework approval process.
- 5.3 All capital funding formally allocated to Coventry City Council from within the £247m indicative allocation will be financed by WMCA borrowing. The resulting debt servicing costs will be financed from a combination of the WMCA's annual government devolution deal grant of £36.5m, together with any future revenue resources generated by WMCA.
- 5.4 The initial 'UK Central Plus' programme (now incorporated within the wider Connecting Coventry Programme) was for £368m, which included the £247m WMCA allocation alongside unsecure match funding sources. Costs were based on high level estimates and schemes were indicative. Since the original programme was produced, development

work has been undertaken and further opportunities have arisen in order to produce a more ambitious programme that maximises the WMCA funding resources available with increased match funding for priority schemes. This has resulted in an increase in the total programme value to £620m. The WMCA contribution for the Connecting Coventry programme remains at £247m. Table 1 below summarises the headline costs within the programme and also takes into account an additional £37m from the WMCA HS2 connectivity package which includes £15m for the Station Masterplan Highways works, along with £15m for Very Light Rail and £7m for Tile Hill Station car park expansion.

Table 1 – Current Connecting Coventry Strategic Transport Investment Programme

Project	Component	Original Programme				Current Programme			
		Other £m	WMCA (UKC+) £m	WMCA (HS2) £m	Total £m	Other £m	WMCA (UKC+) £m	WMCA (HS2) £m	Total £m
Coventry South Package	A46 Stoneleigh Junction					20	2	0	22
	A46 Link Phase 2					37	33	0	70
	A46 Link Phase 3					33	47	0	80
	Binley and Walsgrave Junction					70	49	0	119
	Coventry South Park and Ride					2	18	0	20
	Tile Hill Station Car Park Expansion					1	0	7	8
	Subtotal	86	76	0	162	163	149	7	319
City Centre First	Coventry Station Masterplan					39	24	0	63
	Station Masterplan Highway Works					4	0	15	19
	Ring Road Junction 3 and 4					5	7	0	12
	City Centre Place Plus					2	5	0	7
	Subtotal	2	33	0	35	50	36	15	101
Coventry North Package	A45 to A444 Keresley Link					28	15	0	43
	M6 J3 Improvements					93	7	0	100
	Subtotal	5	20	0	25	121	22	0	143
Coventry Very Light Rapid Transit	Very Light Rail	15	40	0	55	2	40	15	57
Other Schemes*	Includes International Station remodelling and Whitley South	12	78	0	90	0	0	0	0
	Grand Total	121	247	0	368	336	247	37	620

*Schemes no longer being delivered under current programme

Table 2 – Breakdown of Match Funding

Match Funding Breakdown	£m
Secure Funding	
CWLEP Growth Deal 1&2	23
DFT	8
Highways England	65
Subtotal Secure Funding	96
Unsecure Funding	
Private Sector	61
DFT & Local Majors	157
Prudential Borrowing	11
CWLEP Growth Deal 3	11
Subtotal Unsecure Funding	240
Total Other Match Funding	336

5.5 Table 2 outlines the match funding resources required to deliver the full programme and current status. The majority of match funding is currently not secure, however work to secure the remaining funding will progress in parallel with the process to secure WMCA funds, no funding will be committed to any schemes unless funding for that particular project is fully secure. The programme has been phased in priority order to manage this process. The full breakdown of funding against the work packages can be found in Appendix 4.

5.6 There is robust governance in place to manage the programme finances. A further report will be tabled to Cabinet when detailed scheme costs are available.

5.7 Legal implications

There are no specific legal implications associated with this report. This is because at this stage the only decision being considered is whether or not to make the application for grant funding.

The Constitution makes it clear for the need to secure cabinet approval before making funding bids of more than £0.5m. Should bids be successful there will be contractual arrangements relating to funding agreements, and other arrangements required to deliver specific projects that must comply with the Council's approved procedures for procurement.

5.8 Procurement implications

Consultancy support to formalise the Strategic Outline Business Case will be procured via Warwickshire County Council's Shared Professional Services Framework. It is envisaged that consultancy support to develop the detailed business cases through Assurance Framework will be procured under a mini-competition process to ensure value for money,

through the successor to the current Shared Professional Services Framework, ensuring all UK and EU legislation is adhered to.

On approval of funding, procurement at appropriate stages of scheme development and construction will be subject to further Cabinet approval.

6. Other implications

6.1 How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?

The aim of setting up the West Midlands Combined Authority is to promote economic growth and improve the provision of transport. This is in line with the Council's aim to deliver prosperity and social justice by ensuring that local people, including those who are most disadvantaged, are able to benefit from that growth.

6.2 How is risk being managed?

A robust governance structure is in place to manage risk. A programme risk register is being established which will highlight key risks and put in place appropriate mitigation.

6.3 What is the impact on the organisation?

The combined authority and the development of the Connecting Coventry Programme as part of the Devolution Deal will use the time and resources of councillors and senior officers. A combined authority will not replace the Council and its responsibilities and services will remain the same.

6.4 Equalities / EIA

The Connecting Coventry Programme will improve economic outcomes and transport in the area. No adverse impact on any group protected under the Equalities Act is anticipated in this decision.

6.5 Implications for (or impact on) the environment

None identified at this stage but all packages within the Connecting Coventry Programme will undergo an appropriate environmental impact assessment as part of the scheme development phase.

6.6 Implications for partner organisations?

Some of the schemes cross authority boundaries, therefore CCC will be working with Warwickshire County Council, Warwick District Council and Solihull Borough Council on these schemes as appropriate within the governance structure.

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Lara Knight	Governance Services Co-ordinator	Resources	09/1/17	10/1/17
Tim Metcalfe	Procurement	Resources	24/10/16	26/10/16
Names of approvers for submission: (officers and members)				
Finance: Helen Williamson	Lead Accountant Capital and Grants Team	Resources	26/10/16	26/10/16
Phil Helm	Finance Manager (Place)	Resources	26/10/16	26/10/16
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Director: Martin Yardley	Executive Director Place	Place	26/10/16	06/12/16
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Councillor J O'Boyle	Cabinet Member, Jobs and Regeneration		07/12/16	12/12/16
Councillor D Welsh	Deputy Cabinet Member, Jobs and Regeneration		07/12/16	12/12/16

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