
A separate report is submitted in the private part of the agenda in respect of this item, as it contains details of financial information required to be kept private in accordance with Schedule 12A of the Local Government Act 1972. The grounds for privacy are that it refers to the identity, financial and business affairs of an organisation and the amount of expenditure proposed to be incurred by the Council under a particular contract for the supply of goods or services.

Cabinet

13 February 2018

Name of Cabinet Member:

Cabinet Member for Jobs and Regeneration - Councillor O'Boyle

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

All

Title:

Coventry Station Masterplan Land Acquisition

Is this a key decision?

Yes as it has the potential to affect all wards within the City and expenditure is in excess of £1m

Executive Summary:

The Coventry Station Masterplan programme is set to deliver transformational improvements to Coventry Railway Station. The £82m scheme was approved by Cabinet and Full Council in January 2017 and the procurement strategy for the scheme was approved by Cabinet in November 2017.

The scheme has been designed to minimise the extent of third party land required. Much of the land required for the Masterplan proposals is within the ownership of Network Rail however, some of the land required for the scheme is also subject to leases or other interests, or owned by various third parties (see appendices 1 and 2 for plans). The scheme will benefit the land owners affected, through introducing new road links and improving highway capacity alongside the wider improvements at the railway station.

Such land assembly will remain a risk to the project delivery until this has been achieved. In particular it is necessary to acquire the interests and land owned by third parties in order to deliver the bus interchange, NUCKLE bay platform and western highways elements of the project, which is all critical infrastructure to support the Coventry Station Masterplan. If the land is not acquired parts of the project can still be delivered including the new station building, car park and footbridge, alongside improvements to Warwick Road, and a separate agreement would be required between the land owner and Network Rail to support the delivery of the bay platform, for which a minor part

is affected by third party land. An alternative arrangement for buses and highways arrangement would need to be sought. This is considered to be low risk, given positive negotiations to date with land owners alongside Counsel advice provided regarding the case for Compulsory Purchase Order (CPO).

The land required to deliver the bus interchange, new link road and the area at the back of the bay platform is currently used for car parking. Negotiations have been ongoing with the owners regarding the acquisition of necessary interests. This report seeks approval to the making of a CPO in respect of the acquisition of all interests (Appendix 1) to assist in the delivery of the Coventry Station Masterplan.

The funding package is in place for the CPO, within the £82m programme budget. The approved scheme funding includes:

- £39.4m WMCA Devo Deal funding (subject to Full Business Case approval due March 2018)
- £10.9m prudential borrowing to finance the multi storey car park, repaid from car parking income received which will be used to repay capital and interest charges (the change in ownership of parking at the station is subject to Department for Transport approval via a Memorandum of Understanding due to be agreed by early 2018)
- £31.7m of funding is secure from Coventry and Warwickshire Local Enterprise Partnership Local Growth Deal, Network Rail and partners.

Planning applications in relation to the area affected by CPO are due to be submitted in early 2018 in respect to the elements of the scheme the CPO relates to. Subject to a confirmed CPO and implementation, it is expected that all works will be completed by 2021. If an agreement can be reached to avoid a CPO the works to create a new link road between Central Six and the ring road will commence in 2018 to realise the benefits of the scheme sooner, as opposed to works commencing following the implementation of CPO in 2019.

It should be noted that the Council's preference is to acquire the land by negotiation rather than CPO as this will assist with bringing forward the highways element of the scheme, and avoid a costly and lengthy legal process. Negotiations with landowners will therefore continue in parallel with the CPO process. The report seeks approval for delegated authority for Deputy Chief Executive (Place) to negotiate and agree to purchase the land and enter into all agreements with landowners as required.

Note that the costs for land acquisition are currently budgeted for within the Coventry Station Masterplan funding envelope. If costs were to escalate, approval will be sought from the Deputy Chief Executive (Place) and Cabinet Member for Jobs and Regeneration to draw down additional funds from the allocated scheme contingency budget within the £82m funding envelope. A further report will be taken to Cabinet if the full implications of CPO exceed the project funding envelope.

Recommendations:

Cabinet is recommended to:-

- (1) Authorise the making of a Compulsory Purchase Order (CPO) under Section 226(1) (a) Town and Country Planning Act 1990 (as amended) in order to acquire the interests in the land edged black on the plan at Appendix 1, including where necessary, the acquisition of new rights under Section 13 Local Government (Miscellaneous Provisions) Act 1976, in order to facilitate the delivery of the Coventry Station Masterplan.
- (2) Delegate to the Deputy Chief Executive (Place) the authority to, notwithstanding the recommendations above, continue to negotiate terms to acquire all interests in land by agreement alongside progressing of a CPO.

- (3) Authorise the Director of Finance and Corporate Services following consultation with the Legal Services Manager to finalise the Order Map (within the black line boundary of the Appendix 1 Plan), the Statement of Reasons and the CPO Order and advertise the order and submit it to the Secretary of State and to take all necessary steps to secure the making, confirmation and implementation of the CPO, including High Court Enforcement Officer notices and (if granted power to do so) to confirm the CPO.
- (4) Delegate authority to the Deputy Chief Executive (Place) following consultation with the Cabinet Member for Jobs and Regeneration to approve the costs of land acquisition within the Coventry Station Masterplan funding envelope.
- (5) Delegate authority to the Director of Transport and Highways to make an application under s.247 of the Town and Country Planning Act 1990 to stop up areas of highway necessary to implement the proposals.

List of Appendices included:

- Appendix 1: Plan showing land to be acquired
- Appendix 2: Plan showing CSMP (particularly layout of bus interchange and highway changes/Nuckle Bay platform)
- Appendix 3: Justification of CPO
- Appendix 4: Equality Analysis
- Appendix 5: Human Rights considerations

Background papers:

None

Other useful documents:

Cabinet 16th August, 2011: NUCKLE (Phase 1) – Submission of Best and Final Bid to DfT

Cabinet 30th August 2011: NUCKLE (Phase 1) – s151 Officer Declaration for Best and Final Bid to DfT

Cabinet 3rd January 2012: NUCKLE (Phase 1) – Project Cost and Funding Update

Cabinet 4th March 2014: NUCKLE (Phase 1, Package 1)

Cabinet 3rd March, 2015: Coventry Station Regeneration and associated rail improvements

Cabinet 24th January 2017: Connecting Coventry

Cabinet 28th November 2017: Coventry Station Masterplan Procurement Strategy Update

All of the above are available from the Council's website:

<http://moderngov.coventry.gov.uk/ieListMeetings.aspx?Committeeld=124>

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?

No

Report title: Coventry Station Masterplan Land Acquisition

1. Context (or background)

- 1.1. Coventry Station has experienced very high rail passenger growth, becoming one of the busiest stations on the West Coast Mainline, and demand is forecast to continue to increase significantly, particularly with the Friargate development around the station. Passenger activity at the station is forecast to increase from circa 6.9m trips per annum today to 7.5m pa in 2023 and nearly 11m pa in 2043, contrasting with just 2.25m pa in 2001. The station has suffered from a lack of investment and is experiencing capacity issues that will start to increasingly displace passenger activity to other stations and modes of transport. This will undermine the role of the station in supporting city centre regeneration and its ability to attract and retain inter-city rail services, which significantly benefit the city's economy. Consequently, working with the Coventry & Warwickshire LEP, Friargate LLP and rail industry partners, a Station Masterplan has been developed and funding sources identified.
- 1.2. Coventry Station Masterplan will deliver extra capacity, improved accessibility and a better first impression of Coventry, through new infrastructure including footbridge and canopy extension, NUCKLE 1.2 bay platform, track and signal work, a second station building, 633 space multi-storey car park and bus interchange, complemented by new highway infrastructure. The works will start on site next spring and be completed by summer 2021.
- 1.3. A full Department for Transport (DfT) WebTAG compliant business case has been developed for the scheme, which identifies that there is already a need for additional capacity to be created at Coventry Railway Station as a result of significant passenger growth.
- 1.4. The majority of the funding for the scheme is already secure, with the remaining element of funding anticipated to be approved by West Midlands Combined Authority by early 2018.
- 1.5. Planning applications were made in early 2018 for the scheme. There will be two applications, one for the bus interchange and highways, and another for the new station building and multi-storey car park. The planning applications will be submitted by Coventry City Council. The rest of the scheme will be delivered via permitted development powers.

2. Options considered and recommended proposal

Coventry Station Masterplan

2.1. Overview

- 2.1.1. Development of the Station Masterplan has identified a number of critical infrastructure elements that need to be provided at Coventry Station, including a new footbridge, station building, car parking and bus interchange, supported by new highway infrastructure.
- 2.1.2. The station improvements need to tackle capacity and create a high quality gateway to the city to provide a positive passenger experience, including potential investors. The station is the first and last experience of the city for many visitors and it is important to tackle these issues to ensure the impression is positive.
- 2.1.3. The Station Masterplan has been developed to minimise impact on non-rail third party land as far as possible. Scheme layout options have been explored, however the land that falls within Coventry City Council and Network Rail ownership adjacent to the railway station is constrained and there is insufficient land available to deliver the proposed new infrastructure.

- 2.1.4. The preferred option provides a more attractive and integrated passenger experience. The Station Masterplan needs to deliver an improved passenger experience, and create a high quality user friendly gateway to the city to ensure a sustainable level of future growth and demand to not only retain the excellent north-south train links Coventry has, but also increase cross country services and improve connections from east to west and across the Midlands. The preferred option requires amendment to the Friargate Masterplan. Network Rail are fully supportive of the Station Masterplan project and support the use of their land to enhance the railway. Friargate Coventry LLP are also supportive of the scheme and will be seeking to submit a planning application during 2018 for a revised Outline Masterplan which accommodates the new station masterplan infrastructure.
- 2.1.5. The land outside of Coventry City Council's ownership, pertinent to this CPO, comprises of land to the west of Warwick Road which lies between Westminster Road and the Coventry to Birmingham railway line. This land includes the access road to the Central Six Retail Park which runs across the site east to west. The land south of the access road currently forms part of a station surface level car park. The land to the north of the access road is currently used for car parking for three freestanding retail units. There is no direct impact on the retail units and these buildings are excluded from the Order Lands.
- 2.1.6. The land required also comprises a strip of land to the north of Westminster Road leading up to the Ringway Queens (A4053). This land overlaps part of Grosvenor Road and the remaining area is part public car parking, within Coventry City Council's ownership, and part unused land in the ownership of Friargate Coventry Development Limited.
- 2.1.7. The land acquisition plan shown in Appendix 1 identifies the land required in order to deliver the scheme including the bus interchange, permanent new highway layout and a new bay platform (NUCKLE 1.2).

2.2. **Bus Interchange**

- 2.2.1. The bus interchange will provide a high quality facility for bus passengers, which will all be under cover from the elements. The facility will provide 6 bus bays with additional provision for rail replacement coaches.
- 2.2.2. Options have been explored for the new bus interchange location. A key objective for all of the new station infrastructure is to provide a seamless transport interchange and minimise walking distance for passengers between modes. There is insufficient land available to accommodate a bus interchange facility on the east side of Warwick Road. Options that were looked at included installing a facility under the MSCP, but this conflicted with the new station building and there was not sufficient space to accommodate both. Options have been explored on the west of Warwick Road that included an island facility but the preferred layout delivers an optimal solution whereby passengers could access the buses from the rail station via a traffic free route directly from the access tunnel.
- 2.2.3. The land required for the proposed bus interchange lies to the west of Warwick Road between Coventry to Birmingham railway line and Central Six access road. The land is subject to a number of different ownership interests and covenants, which will need to be acquired by the Council in order to allow the construction and operation of the bus interchange. In order to achieve this the Council has entered into negotiations with the land owners and should these negotiations with the landowners to acquire by private treaty fail, the Council needs to secure the same by the use of CPO powers.
- 2.2.4. It is proposed, that once constructed and subject to agreement on terms, that the West Midlands Combined Authority will take a lease from the Council and manage the new bus facility, which would be operated by Transport for West Midlands (TfWM).

2.3. Highways

- 2.3.1. The highway works are necessary to support the operation of the Station. Where possible the design has followed the alignment of the Friargate Masterplan to avoid future abortive works. The proposals include a new link road to the west of Warwick Road, connecting the access road into Central Six to the ring road (see Appendix 2). This will enable operation of the new bus interchange and provide resilience for current use and future growth.
- 2.3.2. Several highway layout options have been explored through a traffic modelling exercise, and the preferred route which includes the western link road has emerged as delivering the best solution in terms of traffic management, congestion and network diversity. The preferred highways option includes a new link road that falls between two units on the Central Six retail park (as per Appendix 2). This option is supported by the Central Six traders. The road does not affect the footprint of the retail units, but will result in the loss of 33% car parking spaces in this area of the retail park equating to 42 spaces. However, the overall loss of car parking spaces in the Central Six retail park is 7% of the advertised 635 total spaces. This option will also create new accesses off the link road into the car parks adjacent to the units, along with a new access/egress on Grosvenor Road to the north of the existing car park. It is proposed that as part of the scheme the Council will re-line the car parks to deliver the maximum number of spaces in the revised layout.
- 2.3.3. The land acquisition plan shown in Appendix 1 identifies the land required in order to deliver the permanent new highway layout. In order to achieve this the Council has entered into negotiations with the long leaseholder of Central Six. Should negotiation with the long leaseholder by private treaty fail, the Council needs to be able to use its CPO powers.

2.4. NUCKLE Phase 1 Package 2

- 2.4.1. The NUCKLE 1.2 scheme will deliver a new bay platform at Coventry Station, along with associated track and signalling work that will enable 2 trains per hour between Coventry and Nuneaton. The location of the bay platform, otherwise known as platform 5 is on the west side of Warwick Road next to the bus interchange (see Appendix 2). Part of the platform access ramps, waiting shelter and drainage falls into land included in a lease demise to a third party and therefore failing an agreement to acquire by private treaty will need to be acquired using CPO powers.
- 2.4.2. If the bay platform is not delivered this will make it impossible to achieve 2 trains an hour between Coventry and Nuneaton and will rule out provision of a full package of events trains for the Arena. It will also limit further service enhancements to Coventry and therefore could impact on the economic growth of the City.
- 2.4.3. In order to deliver the bay platform the Council has entered into negotiations with the freeholder and long leaseholder owner of the land but intends to use CPO powers if negotiations are not successful.

2.5. Planning Policy

- 2.5.1. The Station Masterplan is supported by national, regional and local policy and guidance.
- 2.5.2. The National Planning Policy Framework (NPPF) includes a number of policies which support developments of this nature. Paragraph 19 of the NPPF states that significant weight should be given to the need to support economic growth through the planning system, and highlights criteria on how growth can be promoted which includes infrastructure provision. In terms of sustainable transport, paragraph 31 states that local authorities should work with transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, which is clearly demonstrated as part of this project whereby the Council are working with Network Rail, TfWM and train, freight and bus operators to deliver this scheme. There are also policies which refer to good

design within the built environment and supporting local area regeneration to help create jobs.

- 2.5.3. In September 2014 the City Council published for consultation a 1st draft of the new Coventry Local Development Plan 2011-2031. This document outlined different growth strategies and the City Council's preferred option. This Plan will eventually replace the 2001 Coventry Development Plan. Following consultation on the September 2014 version of the document, a revised version of the Plan was prepared and submitted to Full Council in December 2015. The Plan was then submitted to the Secretary of State for Communities & Local Government in January 2016. An examination in public into the Plan took place in 2016 with final adoption of the Plan on 5th December 2017. This Coventry City Council Local Plan specifically refers to the delivery of Coventry Station Masterplan (ref: Policy AC5)
- 2.5.4. With regard to transportation matters the Plan states that existing rail infrastructure will be upgraded and enhanced to support intensification of employment activity in the city centre through developments such as Friargate and the Southern Precinct retail redevelopment. Upgrades proposed include capacity enhancement of Coventry's central station. In terms of urban design matters the Plan identifies key design criteria. These include ease of movement (good permeability and connectivity) and in terms of the historic environment the need to incorporate key views.
- 2.5.5. In February 2015 the City Council published for consultation a 1st draft of its City Centre Area Action Plan. This document will eventually sit alongside the New Coventry Local Development Plan providing further detailed policy covering the City Centre. Formal adoption of this Plan was confirmed on 5th December 2017. The City Centre Area Action Plan specifically refers to the delivery of Coventry Station Masterplan throughout the document, including Policy ref CC11 Accessibility and CC12.
- 2.5.6. The proposals within the Masterplan for a bus interchange and highway and access improvements are consistent with national and local planning policy. The scheme requires planning permission. A planning application will be submitted in early 2018. The scheme has been the subject of extensive discussions between the local authority and other stakeholders. Given the substantial benefits of the scheme, and that it accords with national and local policy, there are no obvious reasons why permission for the scheme might be withheld.
- 2.5.7. Given the information provided above, Cabinet are recommended to authorise CPO's where necessary to enable the scheme to progress. The alternative option would be to do nothing but this is not recommended because this would mean that the bus interchange and new highways works cannot be delivered, which would impact on future growth of the station and not deliver a multi-modal transport interchange which is a key objective. The parcel of land required to deliver the NUCKLE bay platform would need to be dealt with via a separate agreement between the land owners.

3. Results of Consultation undertaken

- 3.1. Public consultation has recently been undertaken prior to submission of planning applications. There has been a number of public drop in events, along with targeted stakeholder meetings. Refer to the Equality Analysis in Appendix 4 for further detail.
- 3.2. Numerous periods of public consultation have taken place since 2004 that have related to the development of the Local Plan (or the Core Strategy as it was previously known). The results of this consultation have been reported to Council and Scrutiny panels at various times in the last ten years. Likewise, the City Centre Area Action Plan has been subject to previous rounds of consultation dating back to 2010 with results of such consultation reported accordingly.

3.3. This process culminated in the statutory period of public consultation between January and February 2016 which focused on the proposed Local Plan and the City Centre Area Action Plan. A full Equalities and Consultation Assessment was undertaken at this time to support this consultation. With regards to the draft Local Plan approximately 740 responses were received from local communities, local business, professional organisations and key stakeholders, with additional views and opinions expressed and recorded at Ward Forums and drop in sessions. This showed that the greatest area of objection was around potential development within the city's Green Belt, most notably at Keresley, Eastern Green, Cromwell Lane and Baginton Fields. With regards the City Centre AAP approximately 400 responses were received from local communities, local business, professional organisations and key stakeholders, with additional views and opinions expressed and recorded at Ward Forums and drop in sessions. This showed that the greatest area of concern was around the growth of Coventry University, however there was also significant levels of support for regenerating the city centre.

4. Timetable for implementing this decision

4.1. Works commence on site in 2018 and will be completed by summer 2021. Works are currently scheduled to construct the new link road in 2019, but if the land interests can be acquired via negotiation these works would be brought forward to be delivered during 2018 to provide more network resilience and flexibility during construction of the rest of the scheme.

5. Comments from Director of Finance and Corporate Services

5.1. Financial implications

Capital Costs

5.1.1. The total approved scheme budget is £82m, which includes contingency. The funding package is in place for the CPO, within the £82m programme budget. The approved scheme funding includes:

- £39.4m WMCA Devo Deal funding (subject to Full Business Case approval due early 2018)
- £10.9m prudential borrowing to finance the multi storey car park, repaid from car parking income received which will be used to repay capital and interest charges (the change in ownership of parking at the station is subject to Department for Transport approval via a Memorandum of Understanding due to be agreed by early 2018)
- £31.7m of funding secured from Coventry and Warwickshire Local Enterprise Partnership Local Growth Deal, Network Rail and partners.

5.1.2. Table 1 below provides a full breakdown of project costs. The costs include for project management, design, land acquisition/CPO compensation and construction and includes contingency which is included within each programme item, totalling £12.4m across the programme.

PROGRAMME ITEM	Total (£000)
CCC Internal Costs	1,054
Rocket Pub	154
Access Tunnel	3,047
Footbridge & Canopies	9,447
Multi-Storey Car Park	13,499
Secondary Entrance	10,985
Bus Interchange	4,761
Substation	1,547
Highways	19,389
Nuckle 1.2	18,131
TOTAL PROGRAMME	82,014

Table 1: Breakdown of scheme costs

5.2. Legal implications

- 5.2.1. The making of a CPO follows the statutory process set down in the Acquisition of Land Act 1981 (as amended)
- 5.2.2. Local Authorities have powers under section 226(1)(a) of the Town and Country Planning Act 1990 (as amended) to acquire compulsorily land in their area to facilitate the carrying out development, re-development or improvement on or in relation to the land, provided that the authority think that the development, redevelopment or improvement is likely to contribute to the achievement of any one or more of the following objectives: the promotion or improvement of the economic well-being of their area; the promotion or improvement of the environmental well-being of their area; the promotion or improvement of the social well-being of their area.
- 5.2.3. The enabling power in Section 226(1) (a) of the Town and Country Planning Act 1990, and in respect of new rights, Section 13 of the Local Government (Miscellaneous Provisions) Act 1976 is being used as in resolving to make a CPO, the City Council as Acquiring Authority believes the scheme will improve the economic, social and environmental well-being of the area. (See Report and Appendix 3 for details.) Accordingly, the Acquiring Authority believes that there is a compelling case in the public interest to make a compulsory purchase order which outweighs the loss of the third party landholdings and does not breach the Human Rights Act and will comply with the Public Sector Equality Duty.
- 5.2.4. In considering whether to make a CPO, the rights of the property owners affected have been considered and the impact on third party land required minimised as far as possible.
- 5.2.5. Compensation will be payable in accordance with the Compulsory Purchase Compensation Code.

6. Other implications

The City Council has taken advantage of recent changes in railway regulations to become a 'station investor' at Coventry station. Taking this role means changes to the station layout to implement the various elements of the Masterplan can be proposed; the scope of change can be managed directly with the relevant rail industry stakeholders; any compensation for disruption caused can be negotiated directly with the affected party; and for a five year period it will mean that Coventry City Council becomes a consultee on any other parties change proposals for the station.

6.1. How will this contribute to the Council Plan www.coventry.gov.uk/councilplan/?

6.1.1. *A prosperous Coventry with a good choice of jobs and business opportunities for all the city's residents.*

This scheme improves the links through the designated regional investment priority zone, bringing people, from the north of the zone, to the city centre and the heart of the Friargate development.

6.1.2. *Making places and services easily accessible for Coventry people*

The Coventry to Nuneaton corridor suffers from traffic congestion. The population density and level of activity in the corridor is growing and will create increasing demand for transport. There are large scale redevelopments planned in Coventry city centre and redevelopment around the Ricoh Arena continues. This scheme will provide a credible public transport option, now and in the future, for travel along the corridor and enable robust green travel plans to be implemented.

6.1.3. *Improving Coventry's environment and tackling climate change*

The scheme would provide a credible public transport service that would make modal shift to rail travel a reality; therefore reducing the number of people using the congested highway, and reducing the CO² emissions; therefore improving the impact on the environment.

6.2. How is risk being managed?

Arrangements are in place within the Place Directorate to deliver the accountable body role ensuring that procedures are in place to manage risk. There is a robust governance structure in place for the programme whereby risks are managed by programme and project team level and reported to board. Regular risk workshops are undertaken on all projects to ensure active monitoring and management. Standard rail industry procedures and appropriate contractors and contracts will be used throughout.

Financial risk to the Council will be managed through the project governance structure.

The programme allows 15 months from making the CPO to completion of the CPO process, so if voluntary negotiations have not been successful there will be no detrimental impact on achieving completion of the scheme by Summer 2021.

6.3. What is the impact on the organisation?

HR Implications

Managing complex rail projects requires a significant level of expertise not normally held within Local Authority. Consequently a specialist client side rail project management company has been commissioned to provide a team of senior Officers from Place and People Directorates with appropriate support. The Officer team comprises representatives from finance, legal and transport and property teams. Specialist legal support has been sought from Birmingham City Council specifically in relation to the CPO. An external company has been appointed to undertake land referencing in preparation of the CPO. An

external specialist surveying company has been appointed to act on behalf of Coventry City Council with regards to valuing the interests that need to be acquired and to assist with negotiations to acquire those interests by private treaty or in relation to the CPO.

6.4. Equalities / EIA

A significant part of the scheme appraisal process used to secure funding assesses the impact of equality. Equality impact assessments are in place and there is a stakeholder management plan in place to ensure mobility groups are consulted throughout the design and construction of the works. All aspects of the scheme will be Equality Act 2010 compliant.

An Equality Analysis has been undertaken (see Appendix 4).

6.5. Implications for (or impact on) the environment

A significant part of the scheme appraisal process used to secure funding assesses the impact on the environment. This has been demonstrated through the submission to the funding bodies. The scheme has clear environmental benefits in terms of providing an enhanced public transport interchange to encourage modal shift.

6.6. Implications for partner organisations?

The schemes are jointly promoted by Coventry City Council, Warwickshire County Council and the Coventry and Warwickshire Local Enterprise Partnership.

Network Rail and Friargate Coventry Development Limited, as important stakeholders and persons with significant land interest within the scheme boundary are involved in the progression of the scheme.

If the scheme is not delivered the CWLEP area will lose one of its priority schemes.

The scheme is also important on a regional level in terms of connectivity to UK Central and HS2. The City Council is working closely with Transport for West Midlands on both of these regionally and nationally important schemes. Finally the station is also an important connection within Midlands Connect which is striving to better connect the East and West Midlands, and opportunities are being explored to improve cross country services at Coventry Station.

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