

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 contains information relating to the financial and business affairs of any particular person (including the authority holding that information) and the amount of expenditure proposed to be incurred by the Council under a particular contract for the supply of goods or services. The public interest in maintaining the exemption under Schedule 12A outweighs the public interest in disclosing the information.

Cabinet

17th July 2018

Name of Cabinet Member:

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

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

All

Title:

Coventry Station Masterplan Programme Update

Is this a key decision?

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

Executive Summary:

The Coventry Station Masterplan was approved by Cabinet in March 2015. It aims to meet the needs of a fast growing City and to create a fitting gateway to the City. An updated masterplan was approved by Cabinet on 24th January, 2017, with further approvals granted by Cabinet for the proposed procurement strategy on 28th November, 2017 and land acquisition on 13th February, 2018.

The Coventry Station Masterplan will deliver a new footbridge, extended canopies, bay platform, a new station entrance onto Warwick Road with shops, a multi-storey car park, bus interchange and new highway infrastructure. Following the award of City of Culture 2021, the project programme has been reviewed with a view to accelerate completion from summer 2021 to autumn 2020 to ensure the new station is ready to welcome visitors during 2021.

The recent tendering exercise for the footbridge and canopies has demonstrated significant inflation in the rail sector. In response to this an exercise has been undertaken to review the cost estimates for the rest of the programme, with a focus on scrutinising construction costs to benchmark against current market rates in order to provide an updated and robust cost overview. This report includes the proposed measures to manage cost and de-risk the programme to ensure the masterplan can be delivered within the approved £82m funding envelope.

The change in programme will result in 385 rail parking spaces being taken out of use during construction of the car park and bus interchange. To reduce the compensation claim from the car park operator, Virgin Trains, for loss of revenue, a temporary car park with 196 spaces is proposed south of Westminster Road. Cabinet approval is sought to add this car park to the Council's off street car parking order and to approve the proposal for reimbursing Virgin Trains for loss of revenue. The car park can be delivered within the £82m funding envelope and will provide an opportunity to generate income to reduce cost risk.

In order to further de-risk the project, the southern section of the proposed western link road connecting Central Six Retail Park to the Ring Road has been omitted from the scheme. This removes the risk of potential objections to the planning application from key stakeholders, a lengthy Compulsory Purchase Order process and a potentially significant compensation claim, which would be outside of the available project budget. The link road will be completed in a future phase of the Friargate Masterplan.

Cabinet approval is sought approve the addition to the masterplan programme of the extension of the pedestrian boulevard up to the front of the existing station entrance, which could potentially be funded from the contingency budget if funds allow, or alternatively additional funds will be sought.

Other value engineering options are being explored: the Bus Interchange could be value engineered by reducing the building size and internal fit out, to be delivered within the funding envelope. The revised scope would still be required to support the same capacity of buses serving the interchange and could also reduce the overhead for operational costs.

The Station Masterplan scheme also includes changes to the layout of the Station taxi rank, which is being relocated to create a traffic free route in front of the rail station. In order for the station franchise operator to continue to issue permits to taxi drivers to pick up passengers from the Station, Cabinet approval is required for freehold transfer of the piece of land edged red on the plan (Appendix 1) to Network Rail which is to be included in the new proposed taxi rank and within the operational station lease area.

Recommendations:

Cabinet is requested to:-

- (1) Note the award of a contract to Buckingham Contracting Ltd for the delivery of the new footbridge at a contract value of £9.3m with an appropriate level of contingency being set aside, the sum of which is stated in the private section of this report, allocated within the overall £82m funding envelope already approved.
- (2) Approve that the delivery of a section of the link road into Central Six Retail Park (as shown in Appendix 2 to the report) has been removed from the Coventry Station Masterplan programme of works for the purposes of de-risking the project.
- (3) Delegate authority to the Deputy Chief Executive (Place), following consultation with the Cabinet Member for Jobs and Regeneration, to finalise a revised scope within the Coventry Station Masterplan Programme scheme which delivers a revised Highway layout (illustrated in Appendix 2 to the report), an extension to the pedestrian boulevard (illustrated in Appendix 3 to the report), and potentially a reduction in scope of the bus interchange to keep the overall programme within the £82m funding envelope.

- (4) Delegate authority to the Deputy Chief Executive (Place), in consultation with Cabinet Member for Jobs and Regeneration and the Director of Finance and Corporate Resources, to manage the scheme and funding element as a whole programme, reallocating funds, including contingency between each work package to assist in programme delivery timescales.
- (5) Approve the undertaking of the necessary procedure to allow Westminster Road temporary car park (as shown in Appendix 4 to the report) to be added to the Council's Off-street Parking Places Order.
- (6) Approve that Westminster Road temporary car park is managed and operated by the Council as a pay and display car park and that the tariff structure introduced at Westminster Road car park is consistent with the charging structure at the nearby Grosvenor Road public car park and other long stay Council car parks in the city centre.
- (7) Approve within existing budgets the proposal to reimburse Virgin Trains for loss of revenue from rail car parking provisions during the construction phase and delegate authority to the Deputy Chief Executive (Place), in consultation with the Director of Finance and Corporate Resources, to agree the appropriate mechanism for paying Virgin Trains compensation due via the statutory Station Change process.
- (8) Approve freehold transfer of the piece of land edged red on the plan (Appendix 1 to the report) to Network Rail which is to be included in the new proposed taxi rank and within the operational station lease area to enable taxi permits to be issued
- (9) Approve in principle (following the construction of the bus interchange) the completion of a legally binding agreement between the City Council and West Midlands Combined Authority (Transport for West Midlands) or such other third party on a revenue cost neutral basis to the City Council for the operational management of the bus interchange. Any management arrangement for the bus interchange which does not result in a revenue cost neutral position for the City Council shall be brought back to the Cabinet for approval.
- (10) Delegate authority to the Deputy Chief Executive (Place), in consultation with the Cabinet Member for Jobs and Regeneration and the Director for Finance and Corporate Resources, to undertake all necessary due diligence and to finalise the terms of the management arrangement for the bus interchange on a revenue cost neutral position.

Appendices

Appendix 1: NR Plan

Appendix 2: Highway layout

Appendix 3: Boulevard Extension

Appendix 4: Westminster Road Car Park Boulevard Extension

Background papers:

None

Other useful documents:

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

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

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

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

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

Cabinet 24th January 2017: Report - Connecting Coventry

Cabinet 24th January 2017: Report - Coventry Station Masterplan Update

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

Cabinet 13th February 2018: Report - Coventry Station Masterplan Land Acquisition

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

<http://moderngov.coventry.gov.uk/ieListMeetings.aspx?Committeed=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 Update

1. Context (or background)

- 1.1 Coventry Railway Station has experienced very high rail growth, becoming one of the busiest stations on the West Coast Mainline, and passenger 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 economy. Consequently, working with the Coventry and Warwickshire LEP, WMCA, Friargate LLP and rail industry partners, the £82m Station Masterplan has been developed and is fully funded.
- 1.2 Coventry Station Masterplan will deliver extra capacity, improved interchange facilities and a better gateway to the city. The masterplan includes a new footbridge and canopy extension, NUCKLE 1.2 bay platform and associated track and signal work, a second station building, 644 space multi-storey car park and bus interchange, complemented by new highway infrastructure. The works will start in summer 2018 and will be completed by December 2020.
- 1.3 It should be noted that while Coventry Very Light Rail (VLR) is a separate project to the Station Masterplan the schemes are linked, as its intended the future VLR service will serve the railway station. The highway and new roundabout on Warwick Road will make passive provision to ensure VLR can be accommodated in the future.
- 1.4 The programme is currently at procurement stage, following approval of the Procurement Strategy Update report tabled at Cabinet on 28th November 2017. The first elements of the works to be undertaken are the substation alongside the footbridge and canopies, which will both start on site in summer 2018.
- 1.5 In order to successfully procure and deliver these improvements, the packages of work for the Station Masterplan have been grouped into five work packages as follows:
 - a) Footbridge and Canopies
 - b) Substation and Services
 - c) NUCKLE 1.2 (Bay Platform)
 - d) 2nd Entrance, Multi-Storey Car Park and Bus Interchange (referred to as Phase 2)
 - e) Highways
- 1.6 Following approval to procure from Cabinet on 28th November 2017, a procurement exercise was undertaken for the footbridge and canopies package. Buckingham Contracting Ltd have been awarded the contract at a value of £9.3m, with an appropriate level of contingency being set aside, the sum of which is stated in the private section of this report. While the contract value is over the original budget, it can still be delivered within the Masterplan funding envelope.
- 1.7 As a consequence of the tender exercise for the footbridge and canopies, it has become apparent that construction costs under this programme are at risk of significant inflation driven by pressures in the rail sector. In response to this a robust exercise has been undertaken to review and scrutinise costs for all work packages that form the masterplan programme and to identify measures to ensure delivery within the £82m approved programme.

Measures to de-risk programme and manage costs

- 1.8 The cost review has identified an increase in costs for some of the construction elements of the projects. This report includes the proposed measures to manage cost and de-risk the programme to ensure the masterplan can be delivered within the £82m funding envelope as outlined in the cost table set out in the private element of this report.
- 1.9 The revised cost plan also reflects contingency provision for additional risks that could be incurred in order to achieve the 2020 deadline. In order to achieve this target, additional project management resource is required increasing resource costs. In addition, contract values are anticipated to be slightly higher due to the restricted timescales for delivery. Note that by bringing forward the programme, some savings have also been factored into the latest cost estimates which reflect reduced contractor overheads as the construction timescales have been shortened. Importantly the changes to programme can be accommodated within the £82m funding envelope and no further funds are sought.

Temporary Car Park and Virgin Trains Compensation

- 1.10 During the construction of the Coventry Station Masterplan, a significant amount of the existing parking provision at the station that is used primarily by train passengers, rail station staff, and the occupants of Eaton House, will be taken out of use.
- 1.11 Virgin Trains expect to be compensated by the Council for loss of revenue as a result of the reduction in capacity. The compensation figure varies depending on 1) the presumed value of each space lost and 2) the quantity of lost spaces.
- 1.12 The current phasing of the works requires a maximum of 385 car park spaces to be taken out of use. Without mitigation this would have a massive impact on use of the station (an economic dis-benefit for the City), such that Virgin could refuse to accept the loss of 385 spaces as it would undermine the viability of the station. This would cause programme problems as it would mean that the station works would not be completed before City of Culture 2021.
- 1.13 In order to allow all of the works to proceed without delay, and to minimise the amount of compensation payable by the Council, it is envisaged that an alternative temporary replacement car park is required from September 2018 until the Station Masterplan is completed at the end of 2020.
- 1.14 A site to the west of Warwick Road in Westminster Road has been identified (see Appendix 4 to the report) and will be designed and redeveloped to operate as a pay and display car park. The land is owned by Friargate Coventry LLP, who have agreed to lease the land to the City Council in exchange for 38 spaces to be provided for Eaton House use at nil cost.
- 1.15 The Westminster Road temporary car park will accommodate up to 234 cars with 38 car spaces reserved for Eaton House, which means that there will be available for use by rail passengers and the general public a total number of 196 car spaces.
- 1.16 Cabinet authority is therefore required to add Westminster Road car park to the Council's Off-street Parking Places Order to enable the Council's Parking Services to manage and operate the new temporary car park in line with other car parks operated by CCC as well as generate revenue to be used to mitigate the compensation amount payable to Virgin Rail.
- 1.17 It is proposed that instead of paying a lump sum compensation (which could be up to the value of £2.9m if no replacement parking was provided) the Council will pay Virgin Trains the net income generated by the Council from the Westminster Road car park (less operating costs) and also pay any shortfall associated with the loss of income, which should amount to no more than £393,000 and can be funded from within the funding envelope.

- 1.18 The resultant total value of the compensation amount payable will be determined by a comparison of each period's car park revenue to the equivalent period of the previous year, inflated by 4%, and the amount of any shortfall will be paid as compensation to Virgin from the City Council.
- 1.19 Cabinet is requested to approve the proposal and delegate authority to the Deputy Chief Executive (Place), in consultation with the Director of Finance and Corporate Resources, to agree the mechanism for paying Virgin Trains compensation as set out above for the loss of car parking during construction.
- 1.20 Officers will continue to negotiate with Friargate LLP about the possibility of the car park being retained after 2020 to provide an overspill car park for City of Culture 2021 (subject to the site not being required at this time for new development by Friargate Coventry LLP). Should this be achieved, once the new multi storey car park for the rail station is opened the Council will be able to retain all of the revenue generated from the temporary car park onwards.

Highways

- 1.21 A two way link road connecting Central Six retail park to the ring road off slip was intended to be delivered as part of the Station Masterplan scheme. This was subject to land acquisition as part of the proposed link road which falls on private land and specifically impacting on Central Six car parking which is subject to a long lease. Cabinet approved the use of a Compulsory Purchase Order (CPO) in February 2018 to acquire the land required if this couldn't be achieved by negotiation. Negotiation has been ongoing with the long lease holder, the managing agent for Central Six Retail Park, along with Friargate Coventry LLP, who own the freehold. Due to the detrimental impact on car parking capacity and service access, the long leaseholder has advised they are unable to support this section of the link road as this could ultimately make the units affected unlettable.
- 1.22 If the Council used Compulsory Purchase Order powers to retain the link road as part of the scheme, there is a high risk of an objection from the long lease holder, which would prolong programme delivery and put the Council at risk of significant compensation payable to those land owners for their loss of parking and potential resultant inability to let three of their units.
- 1.23 Alternative options have been explored to de-risk the project, and it has been concluded the northern extent of the link road can still be delivered. This will deliver a two way road linking Westminster Road to the ring road, which will include a left turn from Warwick Road onto Westminster Road and an exit only from Central Six onto Westminster Road as shown on Appendix 2 to the report. Traffic operations in the area will be monitored and measures will be implemented if necessary to ensure the revised layout doesn't lead to rat running. This will still achieve the objective of unlocking the development site to the north of Central Six which is identified to deliver over 400 new homes within the Friargate Masterplan, and provide additional network resilience without putting the Council at risk of a CPO and high compensation claims. Cabinet are requested to note that a Traffic Regulation Order will be required to remove the one way order from the eastern end of Westminster Rd.
- 1.24 The removal of the southern section of link road releases funding which can be reinvested in the other areas of the project where costs have increased or potentially to fund the extension of the pedestrian boulevard in front of the existing station entrance, as indicated on Appendix 3 to the report. This will create a traffic free route in front of the station.
- 1.25 Cabinet's authority is therefore required to approve the revised highway layout of the scheme.

Bus Interchange

- 1.26 The Bus Interchange could be value engineered by reducing the building size and internal fit out, to be delivered within the funding envelope. The revised scope would still be required to support the same capacity of buses serving the interchange and could also reduce the overhead for operational costs.
- 1.1 It is envisaged that once the bus interchange is constructed, the completion of a legally binding agreement, if required, between the City Council and West Midland Combined Authority (Transport for West Midlands) will be established on a revenue cost neutral basis for the operational management of the bus interchange. TfWM already operate Pool Meadow bus station, therefore there will be synergies and cost efficiencies if they operate both facilities, in addition they are very experienced in managing bus stations across the West Midlands. Any management arrangement for the bus interchange which does not result in a revenue cost neutral position for the City Council shall be brought back to Cabinet for approval.

Pedestrian Boulevard

- 1.2 It's always been an aspiration of the Friargate Masterplan to extend the pedestrian boulevard up to the front door of the existing railway station. It is proposed to deliver this extension as part of the Station Masterplan project. The extension will create a traffic free route in front of the railway station, which will be made possible by changes to the location of the taxi rank and bus interchange, alongside re-routing of traffic around the railway station.
- 1.3 The projected cost of delivering the boulevard extension is £0.9m. It is proposed to potentially use programme contingency if available to fund this, alternative funding sources are also being explored.

Taxi Rank

- 1.4 The Station Masterplan scheme also delivers changes to the layout of the Station taxi rank, which is being relocated to improve the pedestrian experience.
- 1.5 In order for the station franchise operator to continue to issue permits to taxi drivers to pick up passengers from the Station, Cabinet approval is required for freehold transfer of the piece of land edged red on the plan (Appendix 1 to the report) to Network Rail, which is to be included in the new proposed taxi rank and within the operational station lease area.

2. Options considered and recommended proposal

In order to progress the delivery of the Station Masterplan within the £82m funding envelope given the increase in construction costs and programme risk the following options have been considered.

Option 1: Omit an element of the scheme

This option could include omission of one of the packages of works such as the highways or bus interchange to deliver cost and programme savings. However, a key objective of the Station Masterplan is to deliver a multi-modal transport interchange, therefore omission of any of the key elements such as the bus interchange or highways improvements will mean this is not achieved and will reduce the overall passenger benefits and capacity for modal shift that the scheme is striving to deliver. Additionally, the Station Masterplan programme is grant funded and based on delivering key outputs. If an element was omitted, there is a risk that the grant funding available for this could be withdrawn, rather than reallocated to the wider programme.

Option 2: Reduce quality specification of scheme

This option could involve reduced quality specification of elements of the Station Masterplan, such as cladding and materials. This option is not considered feasible as another key objective of the project is to create a high quality gateway to the city and any reduction in the quality of materials used will risk this objective not being achieved and undermine the impact of £82m investment in the station infrastructure.

Option 3: Seek additional funding

If the original scope of works is to be delivered, additional funding will need to be sought. One option could be to increase prudential borrowing, however this presents more risk to the Council and the preference would be to maintain delivery of the scheme within the existing £82m funding envelope, managing costs and risks accordingly.

Option 4: Preferred Option

This option strives to achieve a balance in terms of ensuring all of the elements of the scheme are delivered to a high quality standard, but omitting some elements within specific packages in order to maintain delivery costs within the existing funding envelope and de-risk programme. This option will still deliver all programme outputs in terms of increasing capacity at the rail station through the new station building, footbridge and car park, maintaining the proposed service capacity for the bus interchange while making some changes to the building to reduce costs but maintaining a high quality finish to complement the rail infrastructure, and delivering new highways in order to improve operation of traffic around the railway station alongside a new link road to improve network resilience and unlock development land. This option de-risks any loss of grant funding. The omission of the section of link road in Central 6 will significantly de-risk programme as it reduces the likelihood of a CPO being required to deliver the works.

3. Results of consultation undertaken

- 3.1** The proposals have been clearly set out in public papers, agenda's and reports of both the Coventry and Warwickshire Local Enterprise Partnership and the West Midlands Combined Authority Movement for Growth Strategy, the funding bodies which have allocated funding. Additionally Coventry City Council's Business, Economy and Enterprise Scrutiny Board (3) considered the principles of the proposed scheme during a public meeting in April 2014 (their minute 59/14 refers).
- 3.2** Additionally the NUCKLE scheme is well known and subject to regular press coverage and a number of previous public committee reports.
- 3.3** Pre-planning public engagement will take place ahead of submission of planning applications for the scheme.

4. Timetable for implementing decisions

- 4.1** In order to deliver the programme ahead of City of Culture, the decisions will be implemented with immediate effect.
- 4.2** The temporary Westminster Road car park will be constructed in August 2018 and will be operational from September 2018, subject to the approval of the requests in this report and the expiry of the call-in period, the statutory notice / objection process, and there being no objections to the proposal.

5. Comments from the Director of Finance and Corporate Resources

5.1 Financial Implications

The report is seeking approval to deliver a revised programme based against revised programme cost estimates, which includes for the reallocation of contingency to fund an acceleration of programme. At this stage therefore, there is an expectation that the existing £82m approved budget is sufficient to accelerate the programme and deliver the works to meet the City of Culture deadline within the project governance, as demonstrated by the table shown in the private element of this report. Any changes which increase the tender prices above the £82m approved budget would be brought back to the Cabinet/Cabinet Member for approval as required by the constitution.

With regard to Westminster Road temporary car park, an initial capital expenditure estimated to be an amount set out in the private element of this report, including resurfacing and line marking of the car park, the procurement of car park machinery and signage etc., will be funded within the approved Coventry Station Masterplan Budget.

The recommendations in this report are revenue cost neutral to the Council. Any revenue costs associated with the management of the car park will initially be incurred as a day-to-day operational running cost to Parking Services. However, these costs will be funded from car park revenue generated from the additional 196 proposed spaces, the net income after costs being passed to Virgin Trains.

Compensation to Virgin Trains will be calculated by assessing the resultant total value (Virgin car park income plus net amounts received from the Council) compared to the equivalent period of the previous year car park revenue, inflated by 4%, with the difference (if any) being paid as compensation to Virgin from the Coventry Station Masterplan budget.

A table showing the estimated annual operating costs and income is provided in the private element of this report.

The arrangement with Virgin Trains noted above also has the benefit that it does not require the Council to compensate Virgin for lost fares revenue as a result of the disruption, minimising capital project costs.

Any income resulting from Parking Contravention Notices will be managed in accordance with S.55 Road Traffic Regulation Act 1984.

Any income generated by the temporary car park once the new Rail Station Multi Storey Car Park is open, can be retained by Coventry City Council (subject to the site not being required for development)

5.2 Legal Implications

The Local Authority has wide powers to enter into arrangements such as those proposed in this report. Under Section 111 of the Local Government Act 1972 a local authority, such as Coventry City Council and its partner, Warwickshire County Council, has powers to do anything calculated to facilitate, or is conducive or incidental to the discharge of its functions. The Local Government (Contracts) Act 1997 also gives power to Local Authorities to enter into contracts with third parties.

Coventry City Council and Warwickshire County Council can use the general power of competence under the Localism Act 2011 to enable them to go ahead with the proposed scheme. This allows the authority to do anything which an individual may do which is only subject to any specific restrictions set out in any legislation, of which there are none in respect of the proposals set out in this report.

Coventry City Council will be required to submit a planning application in order to seek permission for the delivery of the temporary car park, bus interchange and the highway infrastructure changes.

Under Sections 32 and 33 of The Road Traffic Regulation Act 1984 the Council has powers to enable it to provide off-street parking places on land it leases to others and to share income in return.

Regulating the use of Westminster Road car park through an Off Street Parking Order gives the Council charging and enforcement powers.

Prior to undertaking the management of the car park and in accordance with the Road Traffic Act Regulations 1984 (as amended), the Council is required to advertise a Notice of Proposals setting out its intention to add Westminster Road car park to the City of Coventry (Off-Street Parking Places) Order 2005 (as amended).

The variation of such an order is subject to a statutory notice/objection process and the due consideration of any objections received. The charges for using the car park can be varied from time to time by the Council subject to giving public notice.

Procurement Implications

The Council will be undertaking all procurement of the works packages proposed above in line with the Council's Rules for Contracts and all applicable United Kingdom and European procurement legislation which apply to the procurement of works, supplies or services.

Invitations to tender (ITT) will be issued in Summer 2018 to procure a contractor for the delivery of phase 2 (which comprises the new station building, multi-storey car park, bus interchange) and for the NUCKLE bay platform.

The Highways aspect of the scheme is anticipated to be procured in 2019 on a build only basis.

State Aid Implications

In the railway sector the responsibility to operate and manage the main national railway network is typically the responsibility of the State, either through an administrative body or by a public undertaking, in most cases under a legal monopoly, which within the UK is Network Rail. As the management and operation of the main rail infrastructure networks within the EU are generally carried out in national, geographically closed and separated markets that are not subject to competition, public financial support made available to infrastructure managers is generally not liable to affect trade between Member States. Therefore the Council considers that state aid is not applicable to Coventry Station Masterplan as it is of the view it does not affect competition and trade between Member States in relation to the investment into the construction, maintenance and management of general railway infrastructure.

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/?

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.

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.

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 establishment of an appropriate legal commitment between the partners and contractors, specifying both capital and revenue contributions, and the establishment of a risk sharing basis.

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.

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. Safe pedestrian accessibility between the existing station and the temporary car park will be provided and provision is made within the new station building for Changing Places and disabled toilets.

6.5 Implications for (or impact on) the environment

A significant part of the scheme appraisal process used to secure funding assesses the impact of 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 CCC, Warwickshire County Council and the Coventry and Warwickshire Local Enterprise Partnership.

Network Rail and Friargate LLP, as important stakeholders, 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. A full business case has recently been approved by West Midlands Combined Authority for the remaining funding for the scheme. 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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Martin Yardley	Deputy Chief Executive	Place	20/06/18	22/06/18
Councillor J O'Boyle	Cabinet Member, Jobs and Regeneration	-	22/06/18	22/06/18

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