Coventry City Council

Public report
Cabinet

Cabinet 16 December 2025
Council 13 January 2026

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

Director approving submission of the report:
Director of Innovation

Ward(s) affected:
All

Title: Coventry Very Light Rail

Is this a key decision?

Yes - the proposals involve financial implications in excess of £1m per annum.

Executive summary:

The Coventry Very Light Rail (CVLR) demonstration in the city centre during Summer 2025 was a major success. Our mission is to create a tram system that can be installed quickly and at less than half the cost of conventional tram systems: our ground-breaking track was installed in just over eight weeks and proved that we are on target to achieve our target installation cost of circa £10m/km.

The purpose of this report is to seek approval for the construction of an 800m twin track City Centre Demonstrator (CCD) that will operate in a live traffic environment from Coventry railway station to Coventry University Technology Park (see Appendix 1 to the report for the route plan). This demonstration phase builds on everything learned in the summer and will help to lay the foundations for the first commercial route by:

1. Operating the CVLR vehicle with live traffic – including the installation of an autonomous ready vehicle control system integrated with the city's traffic signal control system.
2. Providing rides for the public and stakeholders to demonstrate how the vehicle has evolved since the On Road Test (ORT) in June 2025 and to take feedback on the system
3. Demonstrating at scale, using the learnings from the ORT, the speed of installation and affordability of the CVLR track
4. Expediting the design and delivery process

5. Utilising learning to inform the business case and design of Coventry's first commercial route and, more widely, to continue to stimulate national and global commercial interest

The 800m route is intended to form part of the proposed first commercial route (subject to business case approval) running from the railway station to the West Midlands Investment Zone (Greenpower Park), with potential to extend northwards from the railway station through the city centre to connect to Pool Meadow, University Hospital Coventry & Warwickshire (UHCW) and to a Park and Ride at Ansty Park. The 800 m demonstrator section will be delivered using allocated grant funding from the City Region Sustainable Transport Funding (CRSTS) and is scheduled to be constructed by March 2027. Further funding will be sought from the Transport for City Region (TCR) fund, which replaces CRSTS from 1 April 2027.

As an added benefit in October 2027 the Intelligent Transport Systems (ITS) World Congress is being staged at the NEC. This provides an excellent opportunity to showcase, to a global audience the benefits of CVLR using it to carry delegates to the National Transport Design Centre (on the Technology Park) to showcase Coventry's ground-breaking transport innovations.

Recommendations:

Cabinet is requested to recommend that the Council approve:

1) The installation of the CVLR slab track and a short period of operation, of the City Centre Demonstrator (CCD) from Coventry Railway Station to Coventry University Technology Park in a live traffic environment will follow the release of the next phase of approved funding by the DfT.

2) Delegated authority to the Director of Innovation, following consultation with the Director of Law and Governance, the Director of Finance and Resources, the Director of Regeneration and Economy, and Cabinet Member for Jobs, Regeneration and Climate Change, to operate CVLR in a live traffic environment subject to risks being appropriately mitigated.

3) Delegated authority to the Director of Innovation to secure the necessary Statutory approvals to construct CCD.

4) Delegated authority to the Director of Innovation, following consultation with the Director of Law and Governance, the Director of Finance and Resources, the Director of Regeneration and Economy, and Cabinet Member for Jobs, Regeneration and Climate Change, to enter into all necessary legal agreements for the CCD.

5) Delegated authority to the Director of Innovation, following consultation with the Director of Law and Governance, the Director of Finance and Resources, Director of Regeneration and Economy and Cabinet Member for Jobs, Regeneration and Climate Change, to agree the award of contract(s) and for the Council to enter into all necessary contracts, including but not limited to constructing and operating the CCD.

6) Delegated authority to the Director of Innovation, following consultation with the Director of Law and Governance, the Director of Finance and Resources, the Director of Regeneration and Economy, and Cabinet Member for Jobs, Regeneration and Climate Change, to enter into the appropriate lease agreements for associated infrastructure required to deliver a modified, enhanced CVLR system and its potential to facilitate the construction of conventional tramways to prove out the advanced slab track capabilities.

7) Delegated authority to the Director of Innovation, following consultation with the Director of Law and Governance, the Director of Finance and Resources, the Director of Regeneration and Economy, and Cabinet Member for Jobs, Regeneration and Climate Change, to, subject to the necessary funding being secured, initiate the business case work for a commercial route in Coventry.

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List of Appendices included:

The following appendices are attached to the report:

Appendix 1 – City Centre Demonstrator (CCD) Route
Appendix 2 - Equalities Impact Assessment

Background papers:

None

Other useful documents

Council: Implementing the Devolution Agreement – Provision for Mayoral West Midlands Combined Authority 31 May 2016
Cabinet: City Centre South 24th January 2017
Cabinet: Connecting Coventry Strategic Transport Investment Programme 24th January 2017
Cabinet: 2018/19 Transportation and Highway Maintenance Capital Report, 6th March 2018
Cabinet: Coventry Very Light Rail, 12th October 2021
Cabinet: Transportation and Highway Maintenance Capital Programme, 15th March 2022
Cabinet: City Region Sustainable Transport Settlement, 6th September 2022
Cabinet: Coventry Very Light Rail, 7th January 2025
All previous reports are available via the Council's website:
http://democraticservices.coventry.gov.uk/mgListCommittees.aspx?bcr=1

Has it or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

Yes - 13th January 2026

Report title: Coventry Very Light Rail

1. Context (or background)

1.1 Coventry Very Light Rail (CVLR) is a pioneering research and development project, supported by the West Midlands Combined Authority (WMCA) and the Department for Transport (DfT) with a £40.5m funding allocation as part of the City Region Sustainable Transport Settlement (CRSTS). Previous Cabinet reports document the context and reasons for delivering the programme.

1.2 The project is now gaining widespread attention due to its innovative and cost effective unique trackform and prototype vehicle, which has successfully completed an on-road test in a live, controlled, city centre environment. Around 3,000 people travelled on the vehicle on a short section of track built over a two-month period on Queen Victoria Road and Greyfriars Road, with the vehicle operating on this track over a four-week period.

1.3 Prior to the on road test, the vehicle had accumulated over 1000km under test at the Very Light Rail National Innovation Centre (VLRNIC) in Dudley and the track had also been robustly tested at the Council's own depot in Whitley, where a section of track had been laid on an access road used by the Council's refuse vehicles on a daily basis with over two million tonnes passing over it to date. With the data from both test sites, and now from the ORT, we have more certainty about the track and vehicle capabilities. The test tracks have outperformed expectations, and this success has led to the development of an advanced CVLR slab track, known as 'universal track,' which could have applications for conventional Light Rail schemes as well as CVLR.

1.4 We are now at the point where the next step for Coventry will be to construct a twin-track, longer demonstration section using the CVLR track and operate a modified new CVLR vehicle. The key aim will be to demonstrate that the track can be installed in a more complex environment at speed and within the cost envelope anticipated and that the vehicle can operate in live traffic.

1.5 The specific purpose of the City Centre Demonstrator is to:

1. Operate the CVLR vehicle in live traffic – including the installation of an autonomous ready vehicle control system integrated with the city's traffic signal control system.
2. Provide rides for the public, key stakeholders and visitors to the ITS World Congress to obtain further feedback on the system
3. Demonstrate at scale, using the learnings from the ORT, the speed of installation and affordability of the CVLR track.
4. Expedite the design and delivery process.
5. Use the resulting evidence and data to inform the business case and design of Coventry's first commercial route and, more widely, to stimulate national and global commercial interest.

1.6 The CVLR vehicle is currently undergoing performance analysis following ORT. In order for the vehicle to achieve the required Case for Safety to permit running in live traffic a new vehicle will be built. This follows an analysis of the costs of modifying the existing vehicle, which showed it is more cost effective to build a new vehicle. There

is sufficient funding within the allocation to do this. This will enable feedback and learning to be incorporated in the new vehicle whilst the original vehicle can continue to be used to trial further innovations. Discussions with local manufacturers have confirmed that delivery of the new vehicle can be achieved in time for the demonstration runs in Autumn 2027.

1.7 Stabling, with basic maintenance facilities for the vehicle, will be provided on Coventry University land (as indicated in Appendix 1 to the report) to maintain vehicle performance and protect the vehicle from damage overnight. This will be the subject of a planning application.

1.8 During delivery, opportunities will be taken to improve pedestrian and cycle routes, especially in the vicinity of Junction 5 on the ring road, as the CCD route will pass through the southern side of the junction.

1.9 In the process of delivering CCD, we will be working closely with utilities companies with a view to leaving the majority of their equipment in situ and providing ducting where appropriate. The successful utility trials that were undertaken as part of the ORT demonstrated that access to equipment under the track can be gained in most cases without having to lift the track.

1.10 The CCD route will also potentially form the first section of the wider CVLR network that is in development, with a planned mass transit route connecting the city centre to Greenpower Park and the wider Investment Zone already under investigation as part of the regional VLR programme funded through CRSTS.

1.11 As well as offering a solution for Coventry, CVLR could benefit many towns and cities world-wide in the drive to combat climate change. Evidence suggests that rail based public transport systems stimulate modal shift, more than other forms of public transport, thanks to their permanence and quality of service. An integrated transport network, providing appropriate sustainable alternatives for individual journeys, is necessary to drive modal shift. Furthermore, this Coventry innovation offers the potential to create a new manufacturing sector, creating new jobs and skills in the city and wider region.

1.12 In parallel to delivering the 800m city centre demonstrator , the CVLR team will collaborate with TfWM and industry experts to further develop Universal Track (as mentioned in paragraph 1.3 of the report). The universal track could be game changing for the industry, as it will mean that standard trams could operate on it, due to the shallow depth and high weight bearing qualities of the slab. This will potentially offer enhanced performance and will benefit other cities as it will be cheaper and quicker to install than traditional light rail track, meaning less disruption to residents, visitors and businesses. To test this development, the team is working with Midland Metro and other tram operators to identify opportunities to trial universal track.

1.13 The project is generating world-wide interest, with approaches from interested parties who are keen to see the CVLR system demonstrated to prove the concept. Universal track will open more markets looking to capitalise on the cost savings from not having to re-locate utilities due to the shallow depth and high weight bearing qualities of the slab. The time savings from CVLR track installation are also appealing to other cities

that are keen to minimise disruption to the public and businesses during construction. CCC hold the patents for the technology and are therefore in prime position to exploit the commercial opportunities.

1.14 To increase the commercial opportunity, the next step will build upon ORT to now demonstrate how the whole system technology can integrate into a live City transport network.

1.15 As CVLR continues to be considered a research and development project, there is independent scrutiny of the test results, and an independent review panel (IRP) is in place. The IRP, comprising a number of industry experts, is assessing the outputs/ technical compliance of the ORT and the recommendations from the IRP will be known prior to DfT releasing the funding for construction.

2. Options considered and recommended proposal

Option 1 - Recommended – Approve the installation and operation of 800m of twin-track CCD.

2.1. The purpose of CCD is tabled in paragraph 1.5 of the report, but in addition CCD will enable us to:

- Develop the whole system, particularly the vehicle, to integrate into live traffic.
- Showcase the CVLR technology and system to a global audience during the ITS Congress in October 2027, and with accessibility groups, politicians, funders, stakeholders and future investors.
- Further collect technical data to enable the CVLR system to be commercialised.
- Provide greater certainty over capital costs for future business case submissions to secure funding for commercial routes in Coventry and beyond.
- To demonstrate the potential for CVLR to operate autonomously and thereby reducing costs.

2.2. It is intended that the vehicle will be operational for a limited period, at set times during the day. It will offer opportunities for residents and visitors to the ITS congress, as well as partners and possible future investors the chance to experience the system via escorted rides.

2.3. CCC will procure a competent operator who will hold the relevant licences to operate the system. The intention is to procure an operator that will be responsible for the operation of the CVLR system under contract to Coventry City Council and will be the duty holder undertaking both the Infrastructure Manager and Transport Undertaking roles under ROGS 2006. As such they will be responsible for ensuring the safe operation of CVLR during the period of operation and provide the necessary contractual protections for the Council.

2.4. The cost of the CCD will be funded from the current approved CRSTS budget. A change control for the initial section (Stage Gate 3A) to cover the ‘prepare to construct’ element was approved by DfT on 19 May 2025.

2.5. As with any new and innovative project, there are a number of associated risks. The programme risk register is regularly monitored and updated with oversight from Finance, Legal and Procurement.

2.6. To mitigate these risks, and to ensure the system operates safely, we are working closely with the Independent Review Panel (IRP) and the Office of Road and Rail (ORR) through our appointed Independent Competent Person (ICP). Stage gate 3B funding cannot be released without agreement from the IRP, who will assess all technical evidence, the case for safety, project costs and risk, with recommendations being presented to the DfT's Roads Investment Committee for approval. We cannot operate without the above and a letter of 'no objection' from the ICP. (Risk is also covered in Section 5 of this report). In addition, CVLR will also be subject to road safety audits (RSA) as is the case for all highway schemes.

Option 2 – Not Recommended – not to proceed with CCD.

2.7. This is discounted due to the positive outcomes from the ORT, the need to develop the commercial potential of the CVLR system, the support from WMCA and DfT for continuing with the CVLR programme, and the long-term benefits for Coventry's transport network, along with the potential to create local jobs and economic growth that will be realised through progressing with the development of the CVLR system.

2.8. As this is a research and development project, we must collect accurate data and provide the necessary evidence to utility companies, to give them confidence that their apparatus can be left in situ in most cases. Making sure the utility companies are on board is an essential part of the business case for CVLR and its wider adoption. Utilities companies are fully engaged with the project and attended sessions during the On Road Test in June and in August 2025 to provide further confidence in the ability to leave utilities equipment in situ wherever possible.

2.9. Installation of CCD also means that we are preparing the city for a first commercial route that would ultimately connect the Investment Zone to the Railway Station and onwards to Pool Meadow and UHCW.

2.10. Not proceeding will compromise the benefits of the grant funded investment already made to get the project to this stage. To date the CVLR programme has reaped positive results from the monitoring of both track and vehicle from the test sites, positive reactions from both public and industry sources to the ORT and has received continued support from both DfT and the WMCA to proceed with the second CCD.

2.11. CCD is essential to provide further data to feed into the business case work related to a future CVLR network for the city, building on existing mass transit studies (funded through TfWM) that are underway.

3. Results of consultation undertaken

3.1. Engagement with the Friargate Resident Liaison Group was held at the Council House 10 July 2025 with delegations from the Council and Stoney Road Area Residents (STAR) to review CVLR to date and discuss the future for the CCD. Several questions

regarding the reasons for the route were asked and responses provided from the Director of Innovation.

3.2. A letter and leaflet, explaining the City Centre Demonstrator plans were delivered to all nearby residents and businesses during week commencing 28 July 2025.

3.3. During ORT qualitative surveys were undertaken with visitors. The ORT was well-received by the public, with 85% of people surveyed agreeing they would like to use CVLR regularly.

3.4. During November 2025 drop-ins were offered to Park Road businesses and residents and the feedback gathered will be taken into consideration as we design and install the 800m of track.

3.5. Further engagement on CCD will take place over the coming months.

4. Timetable for implementing this decision

4.1. The CRSTS funding is a 5-year programme from 1 April 2022 – 31 March 2027. Funding has been released to enable CCD design and the procurement of long lead items. Colas Rail Ltd are engaged through their existing contract with CCC. Once funding approval is obtained, the contract for construction can be let, an operator will be procured, and delivery will begin as soon as is practically possible. Construction of the route will take place in 2026/2027 with the CCD operational for public rides in Autumn 2027.

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

5.1. Financial Implications

5.2. The WMCA is the accountable body for the CRSTS funding and grant agreements are put in place between the WMCA and the Council to agree outputs for each stage, the stage gates have been agreed with DfT and WMCA. The CRSTS allocation for CVLR is £40.5m, the Grant Aid agreement for which requires a local (match) contribution of £3.2m. This has previously been approved by Cabinet on 12 October 2021. The Table below illustrates the Stage Gate funding released to date and the expected outcomes for each stage. The team have now finalised Stage Gate 2 outcomes and have initiated Stage Gate 3A deliverables.

Stage Gate	Key Outcomes	Status
1 – R&D Vehicle & Track	Performance tested vehicle with an appropriate safety case that demonstrates how the vehicle can be operated 3 Track Test Sites with data that demonstrates that the track is performing as, or better than, expected	Spent

2 – On Road Test (ORT) Construction and Demonstration Rides	CVLR Track installed for an On Road Test (ORT) of 220m section in Coventry City Centre with vehicle operation in a controlled environment. Approved Case for Safety Partial implementation of City Centre Traffic Management.	Spent 90% and remaining 10% committed
3A – Preparation for Construction of City Centre Demonstrator (CCD)	Vehicle performance and component analysis to develop the Gen 2 specification. Commercial strategy analysis and development. Statutory occupier engagement and process development. Slab track development for standard light rail applications and engineering complexities. Route design for CCD route. Systems integration and lessons learnt.	Released by DfT 19th May Spend initiated
3B – Construction of CCD	Construction of the ITS route – which is 800m between Coventry Rail Station and Coventry University Technology Park. Modified new Gen1 vehicle. Lessons learnt documentation	To be released (subject to Independent Review Panel of Stage Gate 2 and DfT approval – targeting Jan 26 for release)
CRSTS CVLR Funding		**40,500,000**
CCC Match Contribution[1]		**3,200,000**
Total		**43,700,000**

5.3. To date, CVLR research and development has been delivered within the budgets set aside, with contingency included in cost estimates for any potential cost overruns.

5.4. The IRP assessed the financial forecasts for scheme implementation before Stage Gate 2 funding was released to construct the showcase. The ORT provided reassurance that the forecast costs are realistic and therefore there is confidence that the CCD can be delivered within the construction budget available.

5.5. The construction budget will be released subject to DfT approval following IRP analysis of the technical, commercial and case for safety evidence from Stage Gate 2 and partial evidence from Stage Gate 3A.

5.6. Within the CRSTS Grant Agreements there is a 10% tolerance on cost and programme. Any spend or programme slippage more than the 10% tolerance will be dealt with through Change Control.

5.7. Funding release for each stage gate is dependent on fulfilment of the agreed deliverables (or key objectives) of the preceding stage gates, therefore grant clawback is not a risk for this project.

5.8. At present there is a low financial risk that agreements with utility companies will result in the Council being required to give an unlimited indemnity in the event of any damage to their utilities. It should be noted that the risk of damaging a utility asset is low as utilities equipment should be located a minimum of 450mm beneath the road surface (CVLR dig depth is 300m). Furthermore, the CVLR track offers greater protection to underground assets as evidenced by the Council's data collection from trials undertaken to date.

5.9. There is provision within the allocated CVLR budget (with no impact on Highways budgets) in the unlikely event such incidents materialise, but it should be noted that the CVLR system is covered by appropriate insurance obtained and held by the Council as was the case during the ORT.

5.10. It is envisaged that the tracks would be retained in situ for data collection and as part of the first commercial corridor and funding from the above allocation has been committed to maintain and monitor the tracks.

5.11. An allocation of £1m has been agreed as a commuted sum for track and highway maintenance. The amount was calculated using robust specialist market data and ensures future proofing of the route.

5.12. **Legal Implications**

5.13. Certain legal implications associated with installing and operating the CCD have been considered. The key points from the legal analysis are summarised below.

Consenting

5.14. The Council as promoter of the City Centre Demonstrator should not assume that it can use its powers as highway authority, street authority, etc, as of right but instead should act as a third party would and apply for the relevant consents from itself as highway authority / street authority (i.e. using ethical walls, etc). This will provide greater transparency / resistance to legal challenge.

5.15. Planning permission is not required for the installation of CCD in adopted highway as it is permitted development but planning permission will be required for the vehicle stabling, platforms and any track which is not in adopted highway. The area subject to planning permission is shown in Appendix 1 to the report.

5.16. A Transport and Works Act Order (**"TWAO"**) would provide the most certain form of authorisation for the CCD but is not deliverable in the necessary timeframe. A careful use of powers under the Highways Act 1980, street works licences and traffic regulation orders provides sufficient authority and consents to place the necessary works for the road test in the highway, mainly because there are no land requirements to deliver the CCD. However, it should be noted that a TWAO would be required to operate a fare paying passenger service and CCC intends to apply for a TWAO once a commercial route has been funded/ agreed.

5.17. As with conventional construction works, the Health and Safety Executive (**"HSE"**) would largely be the health and safety enforcing authority in respect of the construction of new tramways and extensions to existing systems. The Office of Road and Rail (**"ORR"**) has delegated powers from HSE to look at the implications for operational safety at the time of design and construction of such projects.

5.18. The safety verification process required for safety management systems under the Railways and Other Guided Transport Systems (Safety) Regulations 2006 must be followed in relation to the introduction of new or altered rolling stock or infrastructure.

Key Risks

The top five risks and mitigations are highlighted below:

Technical issues arise with the vehicle, track or infrastructure systems	All aspects of vehicle, track and infrastructure systems are scrutinised and documented at each phase with input from external companies with expertise in track and rolling stock, as well as the IRP (1.15). This process feeds to an appointed Independent Competent Person who signs off each element of the process, implementing the safety verification scheme for the project and ensuring that relevant industry standards are met.
Delays to vehicle build programme for live traffic operation	The vehicle will require some modifications during the new vehicle build to enable operation in live traffic. The team are working with industry experts to achieve Case for Safety sign off ahead of operation in Autumn 2027.
Statutory Occupiers (Utility companies) may not consent to leaving assets in existing positions on the route.	Considerable consultation and collaboration have been undertaken and will continue between CCC and the Statutory Occupiers following the On-Road Test (ORT). Methods of access to assets have been trialled with positive results.
CCC may be liable for personal injury or Third-Party property damage	All road schemes undergo a Stage 1 and 2 Road Safety Audit (RSA) and it will be the same for CVLR. A Stage 3 RSA will be completed prior to operation. Any RSA recommendations made will be assessed, considered and responded to.
Delays to the procurement of an operator	CCC is currently engaging with the market to ensure an operator is procured.

5.19. The Independent Review Panel which provides independent technical and financial challenge was procured via the Council's existing Framework Agreement for the provision of Research and Development Services.

5.20. There is a detailed live programme risk register which is updated regularly, with the key implementation and operational risks and mitigations relating to the scheme.

5.21. All aspects of vehicle, track and infrastructure system safety are scrutinised and documented at each phase by a safety specialist, who provides advice and produces detailed cases for safety. This process then feeds to an appointed Independent Competent Person (ICP) as required under ROGS 2006 (Railways and Other Guided Transport Systems Safety Regulations 2006).

5.22. The ICP meets regularly with the CVLR teams alongside the safety specialist, and signs off each element of the process, implementing the safety verification scheme for

the project and ensuring that relevant industry standards are met where appropriate. The system only runs with a letter of no objection from the ICP.

5.23. Any risks associated with appointing an operator for the CDD have been mitigated by soft market testing, and confirmation that the operator appointed for the ORT would be prepared to operate the CVLR vehicle in live traffic subject to a letter of no objection from the ICP.

6. Other implications

6.1. **How will this contribute to the One Coventry Plan?** (**https://www.coventry.gov.uk/strategies-plans-policies/one-coventry-plan**)

The CVLR programme will contribute to Council Plan objectives such as improving air quality and reducing the impacts of climate change by providing more sustainable forms of public transport, promoting the Council's 'Age Friendly' aspirations and helping to improve the health and wellbeing of the city's residents.

CVLR will ultimately help to address the plan priority of making streets and open spaces more attractive and enjoyable places to be, as well as improving the transport network and connectivity, encouraging investment in the city to promote jobs and growth, which in turn helps to tackle inequalities. CVLR will also enable access to jobs, leisure and study for local people.

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

As with all Capital Schemes, CVLR is overseen by the Council's Transport Infrastructure Capital Programme Board, chaired by the Director of City Services, as well as a monthly CVLR Programme Board, chaired by the Director for Innovation, which provides robust governance, monitor progress, risk, and finance. Feeding into the Boards are three steering groups – Vehicle, Track and City Centre Demonstrator Delivery and Operation, each monitor in detail the individual workstreams, with additional monthly cashflow and risk meetings.

CVLR has an established project team in place with a core management team made up of Coventry City Council officers to oversee development and delivery. As part of the key project activities, a programme risk register is established and is regularly monitored, with input from individual project teams and oversight from Finance, Legal and Procurement colleagues to ensure risks are actively managed and mitigations put in place. There is contingency in the budget for each workstream at the appropriate level for stage of development.

To manage physical risks, the Construction and Design Management (CDM) process will be followed to ensure that risks are designed out and that construction takes place by an approved contractor in a safe way.

As mentioned earlier in this report, risk is also scrutinised by the Independent Review Panel and the Independent Competent Person.

6.3. **What is the impact on the organisation?**

The CVLR programme will be delivered using existing resources where possible, utilising professional services where necessary via the appropriate frameworks Works will be tendered to external contractors as appropriate.

6.4. **Equalities / EIA?**

An Equalities Impact Assessment (EIA) has been developed to consider any impacts on protected characteristic groups of the city centre demonstration route and any mitigation required. The EIA will be regularly reviewed and updated where necessary. It is acknowledged that by introducing the track onto the existing carriageway that there may be implications for people with disabilities, older people and those using bikes and pushchairs. We will be working with representatives of these groups to understand the best way to mitigate any issues. This may include audio and visual warnings, signage, lighting and anti-slip materials.
We will also investigate similar schemes in other towns and cities to make sure that we can understand and use any examples of best practice.

CCD will provide us with an opportunity to engage with representative groups in the city and to invite them to try the demonstrator and provide feedback ahead of any first route in the city.

There are many positives for passengers from protected characteristic groups of CVLR and the feedback from ORT was invaluable in helping the team plan for the next generation of CVLR vehicle. Other positives in future will include accessible vehicles and stops, access to employment, healthcare and social activities, improved air quality and links to active travel.

The CVLR programme as part of the Connecting Coventry Programme will ultimately improve economic outcomes and transport in the area. No adverse impact on any group protected under the Equalities Act is anticipated.

Accessibility groups will be invited to experience the CCD as part of the trial, and their feedback will be incorporated into the next stages of the project.
Further EIA work will be undertaken for the first commercial route.

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

CVLR will help address the ‘Net Zero’ target for transport, as it is zero emission at point of use and will encourage modal shift.

6.6. **Implications for partner organisations?**

Coventry City Council will work closely with Transport for West Midlands, and West Midlands Combined Authority through scheme development and delivery. The programme has a robust governance process in place with a regional Programme Board with Department for Transport representatives involved. Coventry will also work with appropriate research and development partners, procured through the R&D framework, at appropriate stages during scheme development and delivery. Coventry is working with relevant supply chain organisations and is working closely with the

appointed contractor Colas Rail Ltd, who come with a breadth of knowledge and experience from delivering traditional light rail schemes nationally and globally.
A detailed stakeholder analysis has been developed and will help us understand how we best work with partner organisations.

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Julie Fairbrother	Communications Lead	Policy and Communications	19/11/25	20/11/25
John Seddon	Strategic Lead – Policy and Innovation	Regeneration and Economy	17/11/25	18/11/25
Simon Colclough	CVLR Commercial Lead	Regeneration and Economy	17/11/25	17/11/25
Michelle Salmon	Governance Services Officer	Law and Governance	17/11/25	17/11/25
Gurbinder Singh Sangha	Major Projects Commercial Lawyer	Law and Governance	19/11/25	20/11/25
Names of approvers for submission: (officers and members)				
Phil Helm	Head of Finance	Finance and Resources	17/11/25	20/11/25
Colin Knight	Director of Innovation	-	13/11/25	17/11/25
Julie Newman	Director of Law and Governance	-	19/11/25	20/11/25

Andy Williams	Director of Regeneration and Economy	-	20/11/25	21/11/25
Barry Hastie	Director of Finance and Resources	-	20/11/25	21/11/25
Mark Adams	Interim Director of City Services	-	17/11/25	18/11/25
Councillor J O'Boyle	Cabinet Member, Jobs, Regeneration and Climate Change	-	20/11/25	24/11/25

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