

Cabinet
Council

30 August 2022
6 September 2022

Name of Cabinet Member:

Cabinet Member for Jobs, Regeneration and Climate Change - Cllr J O'Boyle

Director approving the report:

Director of Transportation and Highways

Ward(s) affected:

All

Title:

City Region Sustainable Transport Settlement

Is this a key decision?

Yes – Affects all wards across the city

Executive summary:

The Council's transport capital programme has secured a further £115.9 million which takes the total investment in Coventry's transport network to just over £250 million for the next 5 years. This is fantastic news for Coventry and enables us to further our reputation as an innovative city and to tackle corporate priorities – including tackling the causes of climate change. This report seeks approvals to enable the funding to be drawn down and the schemes designed and delivered.

As reported to Cabinet on 15 March 2022, the West Midlands Combined Authority (WMCA) submitted a bid to Government's City Region Sustainable Transport Settlement (CRSTS) for a £1.05 billion package of transport schemes for the period 2022-27. The Department for Transport (DfT) has subsequently confirmed the CRSTS funding award for the WMCA. For Coventry this includes the following:

- Coventry Very Light Rail (CVLR) - £54 million
- Coventry South Sustainable Transport Package - £17 million
- Foleshill Transport Package - £4.5 million
- Regional Park and Ride including Tile Hill Station - £4.5 million

The £80 million CRSTS capital investment will be supplemented by up to £23 million match funding which is a mix of public and private sector investment, taking the total programme value to £103m for the 4 schemes. The majority of match funding is already secure and has been previously approved by Cabinet, see table 1 in Section 5.1 for full breakdown.

In addition, £30.6 million funding is allocated within the five-year CRSTS programme for Highway Maintenance and our Local Network Improvement Plan.

The WMCA is the accountable body for the CRSTS funding and has put in place a Single Assurance Framework (SAF) process that will need to be followed to draw down the funding. This requires the preparation and submission of business cases that will require WMCA approval.

Due to the scale, and innovative nature, of the project, the CVLR scheme has been designated a retained scheme, which means that the DfT will need to approve the business case in addition to the WMCA.

The Highways Maintenance and Local Network Improvement Plan funding allocation is not subject to the SAF process and is being allocated direct to the Council.

In addition to the CRSTS funding, the Council has recently been successful in securing £5.3 million additional funding for cycling and walking improvements from two additional sources:

- Active Travel Fund 3 – the Binley Cycle Route has received an additional £2.7 million Active Travel funding, taking the total scheme funding to £8.6 million. WMCA has allocated a further £1 million for two Active Travel Neighbourhoods, in the Earlsdon and Naul's Mill areas of the city.
- Paths for Everyone - £1.63 million has been awarded from this fund, administered by Sustrans for the DfT, for improvements to the National Cycle Network routes linking to the University of Warwick campus.

The WMCA has also been awarded revenue funding through CRSTS for scheme development. The Council has already been awarded £0.6 million from this award, and it is anticipated that further revenue funding will be made available during 2022/23. This funding is intended to assist with the cost of developing a pipeline of new schemes that can come forward as and when additional funding becomes available. This also helps to create contingency in the event that any schemes in the CRSTS programme are delayed.

In total, this represents additional investment of almost £116 million in the city's transport network over the 2022-27 period, alongside already committed funding on projects including the Local Air Quality Action Plan and the Active Travel Programme. In order to deliver this ambitious programme, the Council is proposing to use a procurement compliant framework in order to procure professional consultancy services, whilst bespoke procurement frameworks are likely to be required for the CVLR project, given its' innovative nature, alongside a framework for construction under the wider capital programme.

Recommendations:

Cabinet is requested:-

- a) To delegate authority to the Chief Legal Officer and the Director of Transportation and Highways following consultation with the Cabinet Member for Jobs, Regeneration and Climate Change to agree the most appropriate procurement route for the works to be delivered for CRSTS Programme and wider Transport Capital Programme related works, subject to approval by Procurement Board.
- b) To recommend that Council:

1. Approve the submission of Business Cases to the WMCA and, in the case of CVLR, to the DfT, to secure CRSTS funding and delegate authority to the Chief Legal Officer, Chief Operating Officer and the Director of Transportation and Highways following consultation with the Cabinet Member for Jobs, Regeneration and Climate Change, to accept the CRSTS £80 million funding and add to the Council's Transport Capital Programme.
2. Retrospectively approve the award of £2.7 million Active Travel Fund for Binley Cycle Route, £1 million Active Travel Neighbourhood and £1.63 million Sustrans 'Paths for Everyone' Funding and approve the addition of this funding to the Council's Transport Capital Programme.
3. Delegate authority to the Chief Legal Officer and the Director of Transportation and Highways following consultation with the Cabinet Member for Jobs, Regeneration and Climate Change to finalise the terms of, and enter into, the relevant legal agreements as well as any associated documents deemed necessary to complete the projects relating the CRSTS Funding up to £80 million, Active Travel Fund £2.7 million for Binley Cycle Route, Active Travel Neighbourhood £1 million and £1.63 million Sustrans 'Paths for Everyone' Funding, including any match funding which is not yet secure up to the amount of £5 million.
4. Delegate authority to the Director of Transportation and Highways following consultation with the Cabinet Member for Jobs, Regeneration and Climate Change to approve the programme of public consultation and engagement and works to be undertaken for the Council's Transport Capital Programme, including the CRSTS projects.
5. Delegate authority to the Director of Transport and Highways following consultation with Cabinet Member for Jobs, Regeneration and Climate Change and Cabinet Member for City Services to approve the programme of works and public consultation and engagement to be undertaken for the Active Travel Neighbourhood schemes.

Recommendations:

Council is recommended to:

1. Approve the submission of Business Cases to the WMCA and, in the case of CVLR, to the DfT, to secure CRSTS funding and delegate authority to the Chief Legal Officer, Chief Operating Officer and the Director of Transportation and Highways following consultation with the Cabinet Member for Jobs, Regeneration and Climate Change, to accept the CRSTS £80 million funding and add to the Council's Transport Capital Programme.
2. Retrospectively approve the award of £2.7 million Active Travel Fund for Binley Cycle Route, £1 million Active Travel Neighbourhood and £1.63 million Sustrans 'Paths for Everyone' Funding and approve the addition of this funding to the Council's Transport Capital Programme.
3. Delegate authority to the Chief Legal Officer and the Director of Transportation and Highways following consultation with the Cabinet Member for Jobs, Regeneration and Climate Change to finalise the terms of, and enter into, the relevant legal agreements as well as any associated documents deemed necessary to complete the projects relating the CRSTS Funding up to £80 million, Active Travel Fund £2.7 million for Binley Cycle

Route, Active Travel Neighbourhood £1 million and £1.63 million Sustrans 'Paths for Everyone' Funding, including any match funding which is not yet secure up to the amount of £5 million.

4. Delegate authority to the Director of Transportation and Highways following consultation with the Cabinet Member for Jobs, Regeneration and Climate Change to approve the programme of public consultation and engagement and works to be undertaken for the Transport Capital Programme, including the CRSTS projects.
5. Delegate authority to the Director of Transport and Highways following consultation with Cabinet Member for Jobs, Regeneration and Climate Change and Cabinet Member for City Services to approve the programme of works and public consultation and engagement to be undertaken for the Active Travel Neighbourhood schemes.

List of Appendices included:

None

Background papers:

None

Other Useful Documents:

Cabinet Report, March 2022: 2022/23 Transportation and Highway Maintenance Capital Programme

Cabinet Report, October 2021: Coventry Transport Strategy

Cabinet Report, October 2021: Coventry Very Light Rail

Cabinet Report, March 2018: Connecting Coventry – Strategic Transport Investment Programme Update

Cabinet Report, January 2017: Connecting Coventry Strategic Transport Investment Programme

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

Report title: City Region Sustainable Transport Settlement

1. Context (or background)

- 1.1 In July 2021, West Midlands Combined Authority (WMCA) and other Mayoral Combined Authorities received notification from the Department for Transport (DfT) of the creation of a new approach to funding – the City Region Sustainable Transport Settlement (CRSTS).
- 1.2 CRSTS is a five-year capital funding settlement covering 2022 to 2027. The principal objectives are to support decarbonisation of the transport system to tackle climate change along with promoting growth and tackling inequalities. It brings together previously separate elements of funding into one package, subsuming the Integrated Transport Block, Highways Maintenance Block (and associated Incentive Funding) and the final year of the Transforming Cities Fund. The CRSTS fund will be overseen by the DfT and provides the opportunity to plan transport investment over a longer time period than has previously been possible.
- 1.3 Following guidance from the DfT, the WMCA invited its constituent authorities to provide a programme of transport schemes to be included in its overall bid on behalf of the region. There is a requirement for regular monitoring by Transport for West Midlands (TfWM) and DfT.
- 1.4 The WMCA Board approved a programme of schemes on 14 January 2022 for submission to Government, detailing how this funding would be invested. In April 2022 the DfT confirmed that the full funding settlement awarded for the WMCA region would be £1.050 billion for the five-year period.
- 1.5 In Coventry an £80 million package of funding will support the delivery of the following schemes:
 - Coventry Very Light Rail (CVLR) – £54 million investment for ongoing research and development, network development and the delivery of the CVLR City Centre Demonstrator route, match funded by a further £3.2m from Coventry City Council. The scheme forms part of a wider Very Light Rail Regional Package, with a further £17.5 million CRSTS funds allocated towards the VLR Innovation Centre in Dudley and ongoing research and development.
 - Coventry South Sustainable Transport Package - £17 million allocation towards a package of transport improvements focussed on the London Road corridor supporting the Gigafactory and other developments planned for the area and within the London Road corridor. This package will be supplemented by £2.3 million match funding, comprising Section 106 from adjacent development sites. The package will improve walking and cycling routes, reduce traffic congestion and create new accesses to development sites.
 - Foleshill Transport Package - £4.5 million allocation towards a package of transport improvements focussed on the Foleshill Road and A444 corridors. This is supplemented by £0.8 million match funding made up of Active Travel Fund, Air Quality funding from Defra's Joint Air Quality Unit, Key Route Network (TfWM) and Section 106 funding. The scheme aims to decrease congestion on the Foleshill Road by removing through traffic by improving junctions on the A444 to improve journey reliability on that route, and will also improve the environment for pedestrians, bus

users and cyclists. It should be noted that a Levelling Up Fund 2 bid has also been submitted for the Foleshill Road area, which will be subject to a separate Cabinet Report if funding is awarded.

- Regional Strategic Park and Ride – total allocation of £4.5 million which will include funding for the Tile Hill Station Strategic Park and Ride improvement scheme, which will deliver an improved experience for passengers, better links to public transport interchange and an increase in car parking capacity. This project will be delivered in partnership with TfWM.
- 1.6 The CRSTS funding will be supplemented by up to £23 million match funding, which is a mix of private and public investment, the majority of which is already secure and has been previously approved by Cabinet. Committed funding includes WMCA Devolution Deal and CWLEP Growth Deal and Get Building Fund for CVLR, Active Travel Fund 2 for Foleshill Road/Ring Road Junction 9. Further Section 106 funding is expected to be secured for the Coventry South package, linked to development sites along the London Road corridor. A full breakdown of match funding is presented in Section 5.1, table 1.
 - 1.7 In addition to the above schemes, funding is also allocated within the CRSTS programme for Highways Maintenance, with an 18% uplift on the previous year and Local Network Improvement Plan (previously Integrated Transport Block) with a 21% uplift on the previous year. As in previous years, this funding will be distributed via TfWM in proportion to the population of each Local Authority. For Coventry, the 2022/23 allocation for Highways Maintenance is £4.074 million and the Local Network Improvement Plan is £2.033 million This will equate to over £30 million over the five years CRSTS settlement period.
 - 1.8 To provide an element of contingency within the programme, a reserve list of schemes has been developed that cannot be funded through the main programme, but which could potentially be brought forward into the programme should slippage occur with the delivery of other schemes.
 - 1.9 For Coventry, the reserve schemes are: Keresley Link Road (for which alternative funding is being sought to enable early delivery in advance of S106 funding being secured) and cycle 'superhighways' to Keresley, Eastern Green and the University of Warwick.
 - 1.10 £0.6 million CRSTS Revenue funding has been awarded to provide funding for ongoing scheme development for the programme, with a further allocation for scheme development currently under negotiation with WMCA.
 - 1.11 It is expected that CRSTS 2 funding will follow on from CRSTS 1, and work has already started to consider a pipeline of schemes to be put forward for CRSTS 2, which could include delivery of CVLR and further cycling, walking and highway improvements.
 - 1.12 In order to access CRSTS capital funding, all projects will be subject to business case approval by WMCA, via a Single Assurance Framework (SAF) process. Depending on the scale of investment requested, that approval might be required from the WMCA Board (for major projects such as CVLR) or it might be delegated to the WMCA's Investment Board or Investment Panel. The SAF involves a three stage process whereby projects are required to submit strategic outline, outline and full business cases at appropriate points to unlock funding, subject to WMCA governance and approvals. WMCA has a dedicated team to work with local authorities to manage this process. The CRSTS funding has a particular emphasis on monitoring and evaluation, which will be an important consideration of all projects to ensure value for money and outputs can be evidenced.

- 1.13 Coventry Very Light Rail has been deemed a retained scheme, which means that the business case also requires approval by the Department for Transport, reflecting the complexity of the innovative project and significant value of investment. A DfT project sponsor has been allocated to work with the CVLR team on the business case process. A separate report on CVLR will be brought to cabinet.
- 1.14 The CRSTS programme is currently at concept design stage. It is proposed that consultation and engagement as per recommendation 5 is undertaken with communities that will directly benefit from the investment to help shape the individual schemes.
- 1.15 The Council has been successful in attracting an additional £3.7 million Active Travel Fund 3 grant from WMCA. £2.7 million will be used for the Binley Cycle Route, topping up the previously approved £0.6 million Active Travel Fund 2 contribution towards the £8.6 million scheme. £1 million is to be used to create two Active Travel Neighbourhoods in the Earlsdon and Naul's Mill areas. The funding is part of a £200 million pot overseen by Active Travel England to encourage more active travel across the country and support decarbonisation of our transport network, whilst improving public health. The focus of investment will be to encourage more walking and cycling in these areas, working with communities to identify opportunities to make positive changes. The Naul's Mill scheme will be developed in conjunction with the Local Air Quality Action Plan measures for the Holyhead Road and Coundon Road corridors.
- 1.16 DfT's 'Paths for Everyone' funding is part of a £35m national funding pot that is being managed by independent charity Sustrans. The funding will contribute towards improving the quality, safety and accessibility of the UK's National Cycle Network (NCN), and the £1.63m awarded to the Council will allow significant improvement to the NCN routes serving the University of Warwick campus. Sustrans will review designs to ensure LTN 1/20 compliance, which is the new national cycling guidance and a funding requirement from DfT.
- 1.17 The CRSTS programme, ATN and Sustrans schemes will all be overseen by the Council's Transport Infrastructure Capital Programme Board, chaired by the Director of Transportation and Highways, which will provide robust governance, monitor progress, risk and finance. Public consultation will be required to be undertaken for the CRSTS programme and Active Travel Neighbourhood projects.

2. Options considered and recommended proposal

- 2.1 The Coventry projects set out in the CRSTS programme are the result of collaboration between the Council and WMCA, which resulted in the WMCA Board approving a regional programme that was considered to best meet the requirements set by the DfT for CRSTS funding.
- 2.2 The Council's options are to accept the funding or not. In order to access the CRSTS funding, the Council is required to follow the SAF process, submitting business cases to WMCA, and in the case of CVLR also to DfT, in order to obtain approval for funding and enter into grant funding agreements for the respective projects; or do nothing which means that the Council will not receive the funding.
- 2.3 There isn't sufficient capacity within the Council's existing resources to deliver a programme of this scale. It is proposed to access professional services to support with roles including project management, commercial and contract management and design in order to deliver the programme. There are a number of existing frameworks available to

public sector organisations, the ESPO framework has been identified as the best value for money option in order to procure professional services. The other option would be to recruit resources to the Council directly, however as the funding is for a fixed term the preferred option is to use agency staff as is more financially viable.

- 2.4 The Council's Direct Labour Organisation will undertake some of the construction within the programme. However, the team doesn't have sufficient capacity or expertise to deliver some of the more complex works. Whilst there are a number of existing frameworks that the Council could access for construction, the current market and challenges around inflation mean that a lot of the larger contractors have minimum thresholds for bidding for work. It is therefore proposed that a bespoke Coventry construction framework is set up in order to offer more flexibility, capacity and drive better value, with a range of options to allow access to more SME contractors. The framework could be accessed by other public sector bodies, which will attract an income stream.
- 2.5 For CVLR, there are a range of specialist services and works that will need to be procured in order to deliver the programme. It is proposed that a bespoke CVLR framework is established in order to obtain best value and drive efficiencies, as there are not any fit for purpose frameworks in existence that could be accessed by the project. The other option would be to tender work packages via separate procurement exercises, but this would be less efficient.

3. Results of consultation undertaken

- 3.1 The West Midlands Strategic Transport Plan 'Movement for Growth' replaced the Local Transport Plan (LTP 3). The then WM ITA consulted with the public and key stakeholders and adopted the plan in July 2015, it was approved by the WMCA in June 2016. The WMCA is currently in the process of updating the LTP, with consultation having been undertaken earlier in 2022.
- 3.2 Coventry's draft Transport Strategy was approved for consultation by Cabinet in October 2021, and consultation took place earlier in 2022. The feedback from the consultation is currently being reviewed, and an updated version of the Transport Strategy will be brought back to Cabinet for consideration.
- 3.3 On an individual scheme level, some initial public consultation was undertaken along the Foleshill Road in Spring 2021 which was largely responded to by residents, which reflected key issues that mattered to the community including lack of safe cycling routes, pavement parking and traffic congestion. This feedback has been helpful to shape some ideas for the area, and wider consultation will take place with the community and businesses later this year to help further shape the scheme.
- 3.4 The Coventry South Sustainable Transport package will deliver a segregated cycleway and junction improvements which will support development along the corridor. Planning applications have been approved for several developments along the London Road route, including the Gigafactory and former Pumping Station site which were subject to public consultation. A Whitley Residents Association liaison group has also been established to discuss early concept ideas for the scheme. Further work will be undertaken with the wider community later this year to help develop the project design.

- 3.5 The Coventry Very Light Rail project will involve engagement with communities and businesses along the route as part of the Transport and Works Act Order, alongside the city centre demonstrator route.
- 3.6 The Tile Hill Park and Ride scheme is partly driven by the fact that the current car park is over capacity and users are impacting on nearby residential streets. Consultation will be carried out with local businesses and residents, and the scheme will be subject to planning.
- 3.7 The ATN schemes offer a real opportunity to work with local communities in the Earlsdon and Naul's Mill areas of the city to help to understand key issues and barriers to active travel and to shape a package of measures to address this and create more attractive and accessible areas.
- 3.8 The Sustrans 'Paths for Everyone' funding will involve the improvement of routes serving the University of Warwick campus, and close engagement is carried out with the University authorities through a transport working group. Consultation will take place with local community on specific routes being delivered as part of the package.

4. Timetable for implementing this decision

- 4.1 The CRSTS funding is a 5-year programme from 1st April 2022 – 31st March 2027. The exact programme for the delivery of individual schemes will be phased across this five year period.

5. Comments from the Chief Operating Officer (Section 151 Officer) and the Director of Law and Governance

5.1 Financial implications

The £115.9 million additional investment to Coventry's Transport Capital Programme, including the CRSTS settlement and walking and cycling grants is outlined in table 1 below, alongside committed match funding:

Table 1 CRSTS and Active Travel Funding Package

Programmes & Projects	CRSTS Capital Grant	Sustrans and ATF Grant	Other Match Funding £m	Total
Foleshill Transport Package	4,500,000.00		1,202,795.00	5,702,795.00
VLR regional package	54,000,000.00		19,630,621.00	73,630,621.00
Coventry South Sustainable Transport Package	17,000,000.00		1,871,901.00	18,871,901.00
Regional Park and Ride inc Tile Hill	4,500,000.00			4,500,000.00
Highways Maintenance	20,432,000.00			20,432,000.00
Local Network Improvement Plan	10,170,000.00			10,170,000.00
Paths for Everyone		1,630,000.00		1,630,000.00
Binley Cycleway		2,700,000.00	5,894,000.00	8,594,000.00
Active Travel Neighbourhood - Earlsdon & Naul's Mill		1,000,000.00		1,000,000.00
	110,602,000.00	5,330,000.00	28,599,317.00	144,531,317.00

As part of the West Midlands 5-year CRSTS £1.050 billion settlement, WMCA is committed to spend £200m funding in 2022/23, which is expected mainly to be for scheme development including design, project management and business case development, alongside some early physical works. This is a significant challenge with regards to timing, given the SAF process needs to be followed and strategic outline business cases approved in order to unlock initial funding. WMCA have advised that once business cases are approved, funding can be backdated to 1st April 2022 for all eligible expenditure on CRSTS schemes. In the interim, scheme development costs are to be funded from existing £0.6 million CRSTS revenue alongside a further anticipated £0.6 million CRSTS scheme development funding.

The CRSTS funding is complemented by £22.7 million match funding from a mix of public and private sources of investment. The majority of the funding is already approved, including CWLEP Growth Deal, Key Route Network, previous rounds of Active Travel funding and Section 106, with further Section 106 expected to be secured.

The Binley Cycle Route additional £2.7 million Active Travel Fund 3 takes the scheme total value to £8.6 million, with match funding sources including Active Travel Fund 2 and Transforming Cities Fund.

The Active Travel Fund grant requires all funding to be committed by March 2023.

The Sustrans 'Paths for Everyone' funding requires funding to be committed and a substantial start on construction by March 2023.

One of the biggest financial challenges to programme is the risk of rapidly rising inflation. This is a serious concern for all construction projects, with estimates of an increase in costs of up to 25%. The project team's commercial team will use benchmark rates of inflation to ensure sufficient contingency budgets are allocated and governance of all programme budgets will be overseen by the Transport Capital Programme Board. In order to operate within approved resources, there is a risk that not all project outputs can be delivered as a result of rising costs, the Council will be working closely with WMCA on this as all other authorities are facing the same challenge.

5.2 Legal implications

The Council has various statutory powers which allow it to improve or add to the existing highway/traffic management infrastructure. All works will be delivered under the Council's powers as Highway Authority. In addition, CVLR will also require approval under the Transport and Works Act Order to enable the service to enter into public operation.

All CRSTS funding will require the Council to enter into individual project grant funding agreements with WMCA, which will be a requirement at each business case stage. Active Travel funding will also require the Council to enter into a grant funding agreement with WMCA. The 'Paths for Everyone' funding will need the Council to enter into a grant funding agreement with Sustrans. All funding agreements will require input from the Council's legal team and be signed off by the Section 151 Officer.

In order to deliver this ambitious programme, the Council is required to use professional services to support with project management, design and commercial activities. The

current Shared Professional Services Contract has come to an end, therefore going forwards the route to procurement for the majority of professional services support specific transport projects is proposed to be via the public sector ESPO Framework.

It is proposed to use the Council's Direct Labour Organisation for the delivery of some of the construction works under the transport capital programme. However, to supplement capacity and provide more specialist services it is proposed the Council explore setting up a bespoke Coventry construction framework, from which other public sector bodies could access to help offset costs and create an income stream. This will help to provide opportunities to access the market and supply chain more efficiently, particularly SMEs and drive better value and delivering social value.

It is also proposed that the Council develop a bespoke procurement framework for CVLR, which will consist of a number of lots to reflect the various specialist requirements in order to deliver a project of this nature, including construction, operation, stabling etc. This will help to provide opportunities to access the market and supply chain more efficiently, particularly SMEs and drive better value and delivering social value.

The Council will comply the Public Contracts Regulations 2015 and the Council's contract procedure rules and all applicable legislation when tendering for any services, goods or works as part of delivering the CRSTS Programme and Transport Capital Programme.

It is also proposed that the Council develop a bespoke procurement framework for CVLR, which will consist of a number of lots to reflect the various specialist requirements in order to deliver a project of this nature, including construction, operation, stabling etc.

6. Other implications

6.1 How will this contribute to achievement of the Council's Plan?

The programme will help to address Council Plan objectives such as poor air quality and climate change by encouraging more sustainable forms of transport such as walking, cycling and public transport, promoting the Council's 'Age Friendly' aspirations and helping to improve the health and wellbeing of the city's residents.

The schemes included in this report will 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.

6.2 How is risk being managed?

All schemes referred to in this report will be overseen by the Council's Transport Infrastructure Capital Programme Board, chaired by the Director of Transportation and Highways, which will provide robust governance, monitor progress, risk and finance.

Each project has an established project team in place, with an appointed Senior Project Manager and Project Director to oversee development and delivery. As part of the key project activities, a detailed risk register will be compiled and regularly monitored, with input by the team's Risk Manager and project teams to ensure risks are actively managed. There is contingency in the budget for each project at the appropriate level for

stage of development, which will include for inflation. There is also contingency in the wider CRSTS programme, with a process in place to potentially bring reserve list schemes forwards which will be managed via the WMCA SAF process.

As referred to in section 5.1 of the report, one of the biggest risks to programme is the risk of rapidly rising inflation. This will be closely monitored by the by the Transport Capital Programme Board. In order to operate within approved resources, there is a risk that not all project outputs can be delivered as a result of rising costs. The programme team will seek to mitigate this risk as far as possible through seeking to obtain best value for money through the design process and procurement strategy.

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.

6.3 What is the impact on the organisation?

The programme will be delivered using existing resources where possible, utilising professional services where necessary via the ESPO framework. Some of the construction in the programme will be delivered by the Council's Direct Labour Organisation, however for the more complex schemes works will be tendered to external contractors as appropriate.

6.4 Equalities / EIA

An equality impact assessment was carried out during the formulation of the West Midlands Local Transport Plan. Individual scheme equality impact assessments will be undertaken as part of the design and CDM process.

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

The programme will have a beneficial impact on the environment as a driver of this investment is to create infrastructure to encourage sustainable forms of travel such as walking, cycling and public transport, as well as schemes to reduce congestion and improve the public realm.

6.6 Implications for partner organisations?

The implementation of the programme will have a positive impact on businesses and the general population of the city through improvements to walking and cycling infrastructure, public transport routes and the wider transport network.

The delivery of Coventry's CRSTS programme forms part of WMCA's £1.050 billion CRSTS settlement from government and will support the delivery of the West Midlands Local Transport Plan.

The Coventry South Sustainable Transport package will involve working with Homes England and developers to deliver transport improvements to unlock development sites and improve connectivity to the proposed West Midlands Gigafactory site.

The Council will work collaboratively with TfWM, Active Travel England and Sustrans to deliver the active travel schemes.

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Councillor J O'Boyle	Cabinet Member for Job, Regeneration and Climate Change	-	21/07/22	26/07/22

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