

**Time and Date**

2.00 pm on Tuesday, 15 November, 2022

**Place**

Council Chamber - Council House

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**Public business**

1. **Apologies**
2. **Declarations of Interest**
3. **Minutes** (Pages 3 - 22)
  - (a) To agree the minutes from the meeting of Cabinet on 11 October, 2022
  - (b) Matters arising
4. **Exclusion of Press and Public**

To consider whether to exclude the press and public for the items of private business for the reasons shown in the reports.
5. **Coventry Transport Strategy** (Pages 23 - 96)

Report of the Director of Transportation and Highways
6. **Local Plan Review** (Pages 97 - 118)

Report of the Director of Streetscene and Regulatory Services
7. **City Centre South Funding and Delivery** (Pages 119 - 146)

Report of the Director of Property Services and Development
8. **Outstanding Issues**

There are no outstanding issues
9. **Any other items of public business which the Chair decides to take as a matter of urgency because of the special circumstances involved.**

## **Private business**

10. **City Centre South Funding and Delivery** (Pages 147 - 270)  
Report of the Director of Property Services and Development  
(Listing officer: A Hunt – email [adam.hunt@coventry.gov.uk](mailto:adam.hunt@coventry.gov.uk))
11. **Any other items of private business which the Chair decides to take as a matter of urgency because of the special circumstances involved.**

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Julie Newman, Director of Law and Governance, Council House, Coventry

Monday, 7 November 2022

Note: The person to contact about the agenda and documents for this meeting is Suzanne Bennett, Governance Services Email: [suzanne.bennett@coventry.gov.uk](mailto:suzanne.bennett@coventry.gov.uk)

## **Membership**

### **Cabinet Members:**

Councillors R Brown, K Caan, G Duggins (Chair), P Hetherton, A S Khan (Deputy Chair), M Mutton, J O'Boyle, K Sandhu, P Seaman and D Welsh

### **Non-voting Deputy Cabinet Members:**

Councillors P Akhtar, B Gittins, G Hayre, G Lloyd and S Nazir

### **By invitation:**

Councillors P Male and G Ridley (Non-voting Opposition representatives)

## **Public Access**

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**Suzanne Bennett, Governance Services**

**Email: [suzanne.bennett@coventry.gov.uk](mailto:suzanne.bennett@coventry.gov.uk)**

**Coventry City Council**  
**Minutes of the Meeting of Cabinet held at 2.00 pm on Tuesday, 11 October 2022**

Present:

Cabinet Members: Councillor G Duggins (Chair)  
Councillor A S Khan (Deputy Chair)  
Councillor R Brown  
Councillor K Caan  
Councillor M Mutton  
Councillor K Sandhu  
Councillor P Seaman  
Councillor P Hetherton  
Councillor D Welsh

Non-Voting Deputy  
Cabinet Members: Councillor P Akhtar  
Councillor G Hayre  
Councillor S Nazir

Non-Voting      Opposition  
Members: Councillor P Male  
Councillor G Ridley

Other Non-Voting  
Members: Councillor R Lakha  
Councillor C E Thomas

Employees (By Service)

Chief Executive M Reeves (Chief Executive)

Adult Services and  
Housing P Fahy (Director of Adult Services and Housing), S Caren

Business, Investment and  
Culture S Weir

Children's Services J Gregg (Director of Children's Services), N Jeffreys,  
A Whitrick

Education and Skills K Nelson (Director of Education and Skills), N Hart, K Mawby,  
J Moffat

Finance B Hastie (Chief Operating Officer (Section 151 Officer)),  
E Dewar

Law and Governance O Aremu, L Knight, C Taylor

Streetscene and  
Regulatory A Walster (Director of Streetscene and Regulatory Service), D  
Blackburn, A Chowns

## **Public Business**

### **28. Declarations of Interest**

There were no disclosable pecuniary interests.

### **29. Minutes**

The minutes of the meeting held on the 30<sup>th</sup> August 2022 were agreed and signed as a true record. There were no matters arising.

### **30. Exclusion of Press and Public**

**RESOLVED** that the press and public be excluded under Sections 100(A)(4) of the Local Government Act 1972 for the consideration of the following private reports on the grounds that the reports involve the likely disclosure of information defined in Paragraphs of Schedule 12A of the Act as indicated, and that in all circumstances of the cases, the public interest in maintaining the exemption outweighs the public interest in disclosing the information:

<b>Minute Number</b>	<b>Report Title</b>	<b>Paragraph(s) Of Section 12A Of the Act</b>
<b>44</b>	<b>Capital Scheme for Children's Homes Offering Same Day / Short-Term Placements</b>	<b>3</b>
<b>45</b>	<b>Social Care Reforms: Fair Cost of Care</b>	<b>3</b>
<b>46</b>	<b>Loan for Material Recycling Facility</b>	<b>3</b>

### **31. Transfer of Charitable Trust Funds**

The Cabinet considered a report of the City Solicitor and Monitoring Officer, which sought approval to transfer charitable funds into a Coventry established fund to be managed by the Heart of England Foundation.

The Council acts as trustee for a number of charitable funds operating in and around the City, with varying numbers of charitable trustees appointed and different degrees of control. Many of these are active and effective in utilising their assets and delivering their charitable objectives. However, others have limited or no activity.

Following a review of the charities, it was proposed to transfer the Tansley Charity Trust, Doctor William MacDonald of Johannesburg Trust, and the John Friends Memorial Fund into a Coventry established fund which would be managed by the Heart of England Community Foundation and utilised for the benefit of the residents of Coventry.

The Charity Commission published guidance in 2019 to encourage dormant charities to either close and transfer their assets or to change their purposes and operate more effectively. The Charity Commission has identified that £20m is being held in dormant charitable trusts, which could be redirected within the sector. The proposed transfer is in keeping with the Charity Commission's wider strategy.

**RESOLVED that, the Cabinet:**

- 1. Approve the transfer of the 3 Charitable Trust Funds as detailed in Appendix 1 of the report, subject where necessary to the agreement of the Charity Commission and other trustees, to the Heart of England Community Foundation (HOECF).**
- 2. Agree to set up a Coventry Trust managed by the HOECF to serve the residents of the City with the following charitable objectives:**
  - **Projects benefitting children and young people;**
  - **Projects to support the welfare of older people;**
  - **Projects that support general community / cultural / sporting activity.**
- 3. Agree that (to the extent necessary) the Monitoring Officer be authorised to:**
  - (a) Support the charitable trustee complete the necessary and legal processes, including but not limited to, making the necessary resolutions; and**
  - (b) Send a copy of these resolutions to the Charity Commission to progress the transfer.**

**32. Adult Social Care Report 2012/22**

The Cabinet considered a report of the Director of Adult Services and Housing, which described the performance of Adult Social Care and the progress made against the priorities for the year, along with specific examples of operational activities to support service users and carers.

The Cabinet noted that the report had also been considered by the Health and Social Care Scrutiny Board (5) at its meeting held on 14<sup>th</sup> September 2022. A briefing note was appended to the report setting out the following recommendations from the Board, which the Cabinet accepted:

- i. The Board welcomed the production of the report, and noted its value, acknowledging it was not a statutory requirement to produce the Adult Social Care Annual Report;
- ii. Supported the work being undertaken to promote Adult Social Care services to the City's diverse population to ensure services were available where needed;
- iii. That the impact of the growth in demand be monitored as the demand in growth did not correlate with an increase in workforce. The Board

- raised concerns that this may impact on the quality of care received and needed to be monitored;
- iv. That opportunities to diversify the workforce to reflect the population including at care assistant level be explored;
  - v. Assurances were sought that the reasons for the increase in safeguarding enquiries and concerns were being monitored and understood;
  - vi. The Board sought assurance regarding the reported performance measures including trends in compliments and complaints.

Although there was not a statutory requirement to produce an annual report, it was considered good practice and provided an opportunity to be open and transparent about the successes and challenges facing Adult Social Care and to show what was being done to improve objectives for those that come into contact with the Council's services. The production of an annual report was part of the Local Government Association's (LGA) approach to Sector Led Improvement. This approach was launched following the removal of national targets and assessments for Adult Social Care. The assessment framework was challenging and from April 2023 Adult Social Care would be subject to oversight by the Care Quality Commission (CQC).

The production of the 2021/22 report had drawn on the pool of feedback and information that was gathered over the year from a range of sources including social care staff, Partnership Boards, Adult Social Care Stakeholder Group, providers, partner organisations and people that had been in contact with Adult Social Care along with their families and carers. It reflected the performance and activities as the authority emerged from the Covid-19 pandemic and the end of domestic restrictions.

The Annual Report for 2021/22 was provided at Appendix 1 and highlighted key achievements based on the Adult Social Care Offer, which included:

- Taking a strength-based approach;
- Helping people to stay at home;
- Living and aging well;
- Making the best use of resources;
- Joined up care and support;
- Keeping people safe;
- Carers at the heart of everything the authority do
- Committed workforce.

The Local Account also looked forward to 2022/23 and included challenges and key areas for development under the headings of Adult Social Care Reform; Adult Social Care Improvement; and Adult Social Care Partnerships. These were improvements the service intended to make in order to improve service delivery, improve outcomes for people and support the Council's ability to operate within the resources available. The priority would be to improve care and support services for adults and to create a stable provider market for the City. The Cabinet welcomed the inclusion of case studies and commentaries from those who come into contact with Adult Social Care; their families and carers; as well as partner organisations and employees.

**RESOLVED that, the Cabinet:**

- 1. Agree the comments and recommendations from the Health and Social Care Scrutiny Board (5).**
- 2. Approve the Adult Social Care Annual Report 2021/22 (Local Account) and recommend that Council receive and note the report.**

**33. Youth Justice Plan 2021/23 Update**

The Cabinet considered a report of the Director of Children's Services, which sought endorsement of the Youth Justice Plan.

Youth Offending Teams (known as Youth Justice Services) were established under the Crime and Disorder Act 1998. The functions assigned to the Youth Justice Service included the duty upon the local authority, under the Children Act 1989, to take all reasonable steps to encourage children not to commit offences. The Crime and Disorder Act imposed a duty on each local authority, acting in co-operation with its Statutory Partners (Police, Health and Probation) to ensure that all Youth Justice services are available in the area to such an extent as is appropriate for the area. The key tasks of the service were:

- Management and delivery of community sentences;
- Assessing and delivery of out of court disposal interventions
- Assessing and delivery of diversion support to children at risk of entering the Youth Justice System;
- Management and delivery of secure estate sentences and resettlement;
- Servicing the Youth Court and the Crown Courts (in terms of provision of the court team, Bail and Health Assessments, provision of Pre-Sentence Reports and Stand-down Reports;
- Parenting services and management of Parenting Orders; and
- Victim services.

The Crime and Disorder Act also imposed a duty to complete and submit a Youth Justice Plan each year. The Plan provides an update against the 2021-23 strategy. For the first time this year, the Youth Justice Board (YJB) mandated a template for the plan as part of their grant agreements with Youth Justice Services and thus the plan has been presented in this format.

The plan demonstrated the continued delivery of statutory responsibilities as described in the Crime and Disorder Act 1998 part 111 (section 38) and the methods for delivering statutory functions in line with the grant requirement. The plan provided an updated picture on how the vision was being realized, priorities addressed, and provided a Service analysis and overview. It further outlined: how the Youth Justice Service engage / work collaboratively with children, families, and victims of crime; governance arrangements; partnership resourcing into the Service; performance against key priorities; current challenges and risks; the emerging evidence base of best practice; and, how the Service would continue to build on the developmental activities across the city in 2022/23.

**RESOLVED that, the Cabinet recommend that the Council endorse the Coventry's Youth Justice Strategy and Plan 2021-23 (Update 2022).**

## 34. **Economic Development Strategy**

The Cabinet considered a report of the Director of Business, Investment and Culture, which set out Coventry's New Economic Development Strategy for 2022-2027.

The Cabinet noted that the report had also been considered by the Scrutiny Co-ordination Committee at its meeting held on 28<sup>th</sup> September 2022. A briefing note was appended to the report setting out the Board's agreement to the adoption of the Strategy and requested that annual performance data on the Strategy be presented to the appropriate Scrutiny Board. The Cabinet accepted this request.

Coventry's new Economic Development Strategy 2022-2027 would build on the achievements of the Coventry Economic Growth and Prosperity Strategy 2018-2022. It was one of the key strategies for delivering the objectives of the new One Coventry Plan 2022-2030, and also particularly strongly integrated with the new Coventry Skills Strategy.

As well as replacing the current Economic Growth and Prosperity Strategy, which would expire at the end of 2022, a new Economic Development Strategy was needed that would provide a holistic framework for facilitating the sustainable growth of Coventry's economy. This was vital as Coventry and the wider West Midlands region continued to recover from the recession generated by the Covid-19 pandemic, growing challenges around adjusting to new UK-EU trading regulations after Brexit and wider global supply chain disruption, inflation, and the cost of living and cost of doing business.

The new Strategy would be integral to delivering the objectives of the 2022-2030 One Coventry Plan. It would be central to the objective of Increasing Economic Prosperity, by creating the conditions for local businesses to thrive, new investment to come into the city and the creation of new good quality job and training opportunities. Through providing the framework for sustainable economic development and enabling all residents to benefit from new employment and training opportunities created, the Strategy would also be key to tackling the causes of climate change and tackling inequalities. These actions would also cement the Council's role as a partner, enabler and leader in shaping the local economy, and would help to improve the financial sustainability of the Council.

The vision of the Strategy was to "deliver a strong and resilient economy, where inclusive growth is promoted and delivered, businesses are enabled to innovate and grow, and new local jobs are created." To achieve this vision, the Council would, through eight interlinked pillars:

- facilitate a sustainable economic recovery from the COVID-19 pandemic and challenging economic climate driven by inflation and rising cost of living and cost of doing business, creating the platform for longer-term growth and prosperity
- deliver a first-class support infrastructure that responds to our businesses' needs and opportunities
- secure maximum public and private investment to deliver infrastructure projects that create the conditions for economic growth and job creation



- secure job creation, growth and prosperity through attracting and supporting business investment from both the UK and overseas
- ensure that social value and sustainability are incorporated into all economic development work
- support the development of a skills ecosystem which provides the skills required by Coventry's businesses, both current and future, and contributes to economic growth and the prosperity of the city
- ensure Coventry is a leader in the green industrial revolution by supporting our businesses, residents and partner stakeholders to tackle the challenges and opportunities presented by climate change
- Build on existing strong partnerships in delivering all elements of this strategy

The Strategy would aim to tackle Coventry's rising unemployment rate as well as wages and productivity levels which were below the national average, and the West Midlands economy experiencing the highest contraction of all regions during the Covid-19 pandemic. The Council would seek to capitalise on the unique opportunities facing the city – not least the city's longstanding track record in transport innovation, opening of the UK Battery Industrialisation Centre in 2021, and plans for a Gigafactory at Coventry Airport and subsequent investment in the electric vehicle and battery technology supply chains; the legacies of UK City of Culture 2021 and the 2022 Commonwealth Games; and continued transformation of Coventry City Centre through the Friargate and City Centre South schemes and schemes delivering physical enhancements to neighbourhoods across the city.

In developing the Strategy, the Council had consulted directly with stakeholders across Coventry City Council, key external economic development and business support partners, and members of the public through the One Coventry Plan consultation process and consultation events.

Through continued work with partners, by 2027 the strategy aims to ensure that Coventry is a:

- Green City, both through industrial innovation and sustainable transport.
- Leading edge city in Advanced Manufacturing & Engineering industries.
- Cultural City, particularly through expanded creative and tourism sectors.
- City providing high employment levels and good quality jobs.
- City providing opportunities for all through strong universities, and education & skills ecosystems.
- City with reduced health, economic and social inequalities.

As a result of the gradual withdrawal of EU structural funds between 2022 and 2024, the grant funding available to support the delivery of the EDS had also reduced requiring the use of one-off service reserves, which were now expired. Timing and value of successor grant funding from the Shared Prosperity Fund to support the Economic Development Strategy was still unclear but was expected to be less than previously available EU funds.

**RESOLVED that, the Cabinet:**

- 1. Accept the comments and recommendations of the Scrutiny Co-ordination Committee.**
- 2. Approve the adoption of the Coventry Economic Development Strategy 2022-2027.**
- 3. Delegate authority to the Director of Business, Investment and Culture, following consultation with the Chief Legal Officer, the Chief Operating Officer and the Cabinet Member for Jobs, Regeneration and Climate Change, to further amend, edit and adapt the Coventry Economic Development Strategy 2022-2027 in the future in response to subsequent review, opportunity and consultation as required.**

**35. Coventry Skills Strategy**

The Cabinet considered a report of the Chief Partnership Officer (Director of Education and Skills), which set out the Council's first citywide Skills Strategy.

The Cabinet noted that the report had also been considered by the Scrutiny Co-ordination Committee at its meeting held on 28<sup>th</sup> September 2022. A briefing note was appended to the report setting out the Board's agreement to the adoption of the Strategy and requested that annual performance data on the Strategy be presented to the appropriate Scrutiny Board. The Cabinet accepted this request.

The Coventry Skills Strategy takes a holistic approach to the skills system from early years through to lifelong learning to achieve the best outcomes for the city's residents and businesses. It plays a pivotal role in delivering on the ambitions of the 'One Coventry 2022-2030 Plan' in helping to increase the economic prosperity of the city, addressing climate change and tackling inequalities within our communities. The approach reflects collaborative principles of the One Council Plan with shared work across Council teams and services, residents, education/skills providers, employers, other public sector bodies and community organisations. It serves as a 'framework for action' with partners learning and developing creative solutions to skills challenges together to meet our three Strategic Ambitions and the eight Priority areas within them:

- Strategic Ambition 1: A comprehensive, citywide skills offer that raises aspirations and allows each and every resident throughout their lives to reach their full potential.
  - Skills Levels: to improve the overall skills levels of Coventry residents.
  - Aspiration: Further develop a skills system that inspires residents to achieve from primary school through to lifelong learning.
  - Progression Pathways: providing a clear line of sight for people to progress through Coventry's skills system.
- Strategic Ambition 2: A skills ecosystem which ensures that all, including those most in need, are able to participate in, progress and achieve success.

- Community: A skills system which meets the needs of all residents and is widely accessed by all Coventry communities, including newly arrived communities.
- Inclusion: A skills system which is fully inclusive and representative of our diverse City.
- Highest Needs: A skills system which supports those most in need, with a 'proportionate universalism' approach, helping people out of poverty and creating a more equal City.
- Strategic Ambition 3: A flexible and responsive system that works together with our growing, investing and local businesses to deliver the right skills mix for our dynamic labour market.
  - Skills for business: A skills system which provides the skills required by Coventry's businesses, both current and future and contributes to economic growth and the prosperity of the City and Region.
  - Social Value and Sustainability: A skills system which is well positioned to maximise increased commitment to social justice, respect, community, and responsibility including Coventry's commitment to tackling climate change.

The Skills Strategy is fully integrated with the Council's new Economic Development Strategy 2022-2025. Through the two strategies, the council would achieve the following three common goals:

- Getting the skills and opportunities right for investment: *Develop a 'team around' approach for investments and large developments with expertise brought together from across the Council to ensure early, comprehensive planning better meets business need and ensures maximum benefit for Coventry.*
- Co-designing skills solutions with businesses: *Designing together with industry and skills partners to ensure the skills system is responsive, innovative and produces the right mix for now and the future. This includes supporting employers to maximise social value commitments.*
- In-work upskilling with local employers: *Collaborations which encourage access to skills and workplace development at all levels.*

**RESOLVED that, the Cabinet:**

- 1. Accept the comments and recommendations of the Scrutiny Co-ordination Committee.**
- 2. Approve the Coventry Skills Strategy 2022-2027.**
- 3. Agree to receive an annual monitoring report on the progress towards the Strategy's aspirations and the progress each 'Action Group' has made against the 8 priorities.**

36. **Review of Policy on Enforcement in the Private Rented Sector**

The Cabinet considered a report of the Director of Streetscene and Regulatory Services, which set out proposed amendments to the Policy for Enforcing Standards in Private Sector Housing 2022.

The provision of good quality housing for Coventry residents is a priority for the Council. Government have legislated to provide local authorities with additional powers to tackle poor quality homes in the Private Rented Sector. The Council approved its enforcement policy for enforcing standards in private sector housing in 2018.

This policy has now been reviewed following the introduction of additional powers and legislation and the report therefore seeks approval of the appended "Policy for Enforcing Standards in Private Sector Housing 2022", which now incorporates those additional powers and provides an effective framework for all future housing enforcement activities in the city. In summary the new policy includes amendments to updated legislation such as the Smoke and Carbon Monoxide Regulations and provides a decision-making mechanism and criteria for adopting the powers to place someone on the Rogue Landlord Database.

**RESOLVED that, the Cabinet:**

1. **Approve the amended Policy for Enforcing Standards in Private Sector Housing 2022 attached at Appendix 1 to the report.**
2. **Authorise the Director of Streetscene and Regulatory Services to implement the policy as detailed in the report and delegate authority to the Strategic Lead for Regulation to issue, use, amend, and enforce civil penalties and all other enforcement powers as set out in the revised Policy for Enforcing Standards in Private Sector Housing 2022.**

37. **Family Hub and Best Start for Life Programme**

The Cabinet considered a report of the Director of Children's Services, which set out proposals for the Family Hub and Start for Life programmes and the Trailblazer programmes and sought approval to accept grant funding.

The Council operates 8 Family Hubs to deliver place-based integrated offer to families across the city. They bring together services to improve access, build connections between families, practitioners, services and providers and put relationships at the heart of family support. Family hubs offer universal and targeted support to families with children of all ages up to 19 years and should provide support to families with young people with SEND up to 25 years. A comprehensive and effective Start for Life offer (0-2 years) should be at the core of the offer.

Coventry City Council has been selected to apply to join the national Family Hub and Start for Life Programme (first 1001 days), with financial investment to strengthen its offer to babies, children and families building on the achievements to date. This programme would attract between £4.06m - £4.25m grant funding across the 3 years 2022/23 to 2024/25 to deliver the programme objectives.

In addition to this the Council could bid for additional trailblazer funding of £183k during 2022/23 allowing Coventry to be one of the first 15 Local Authorities to lead the way in delivering the programme. Trailblazers would be expected to make the quickest, most ambitious and innovative progress in delivering the Family Hubs and Start for Life programme. This would include going faster and harder in delivering new or improved services for at least one of the following areas funded: perinatal mental health and parent-infant relationships; infant feeding; and parenting support. Whilst trailblazers may be selected if applying for just one or two programmes, priority will be given to trailblazers that are ambitious and innovative across all three areas. It was therefore proposed that Coventry apply for all three aspects of the funding.

The report included an overview of the Family Hub and Start for Life Programme and the funding that the Council would be eligible for. It also included a description of key service priorities, including a focus on community outreach and engagement with communities to ensure the coproduction of the maturity and expansion of family support services.

**RESOLVED that, the Cabinet:**

- 1. Note the proposals of the Family Hub and Start for Life programme and the Trailblazer programme.**
- 2. Recommends that Council:**
  - (a) Accepts the grant funding for the purposes outlined in this report in respect of the Family Hub and Start for Life programme and the Trailblazer programme, in the event that that the City Council is successful in its grant bid the City Council.**
  - (b) Delegate authority to Director of Children's services, following consultation with the Chief Operating Officer and Chief Legal Officer, to agree and sign any grant agreement.**
  - (c) Agree that the Director of Children Services' is named as the Single Accountable leader for the Start for Life Offer.**
  - (d) Agree that future reports on this grant and the Family Hub and Start for Life programme are received by the Cabinet Member with responsibility for Children Services**

**38. Request for Approval of Acceptance of Funding Received from the Department of Education to Implement 'Staying Close' Provision for our Care Leavers**

The Cabinet considered a report of the Director of Children's Services, which sought approval for acceptance of funding from the Department for Education (DfE) to implement 'Staying Close' provision for care leavers.

An expression of interest (EOI) application was submitted to the DfE in April 2022 on behalf of Coventry Children's Services to be included in a national rollout of

'Staying Close' arrangements. Staying Close arrangements are being implemented to support young people leaving care from residential Children's homes with an aim to provide these young people with the same support and opportunities as those who are eligible to remain in their foster care placements under the statutory 'Staying Put' arrangements. The application submitted a bid to enable Coventry Children's Services to provide additional ongoing support to all children leaving residential care as care leavers, within Coventry up to the age of 21. The grant requested, over a 3-year period was for a total of £1,009,647.

On July 1st, 2022, the Council were informed by the DfE that its bid had been successful and Section 31 grant funding (Education Act 2002) had been agreed.

The DfE advised the Council that the grant for 2022/23 was £323,127, with indicative sums for 2023/24 (£336,403) and 2024/25 (£350,117). Section 31 agreements would need to be agreed between both parties each year.

**RESOLVED that, the Cabinet:**

- 1. Approve the acceptance of the DfE grant awarded in the sum of £1,009,647 to be utilised towards the proposal which will enable looked-after children living in residential care within the city to access our 'Staying Close' offer and ongoing support until the age of 21**
- 2. Delegate authority to the Director of Children's Services following consultation with the Chief Operating Officer and Chief Legal Officer, to negotiate final terms and approve entry into the grant funding agreement to secure the DfE funding with the City Council acting as the Accountable Body for the funding as well as any other agreements required to bring into effect the recommendations set out in this report.**

**39. Capital Scheme for Children's Home Offering Same Day/Short-Term Placements**

The Cabinet considered a report of the Director of Children's Services, which set out proposals for the establishment of a Children's Home, offering same day / short-term provision.

A corresponding private report detailing confidential financial matters was also submitted for consideration (Minute 44 below refers).

The Council currently operates 4 Children's homes for up to 16 looked after children and commissions an additional 12 placements with private providers within the city. Based upon the Ofsted registration of these homes, and others within the city, a placement offer cannot be made to children who require accommodating at short notice or for a short period of time.

The Council wishes to establish an additional Children's home, offering same day / short-term provision. This would be funded via acceptance of a Department for Education (DfE) Capital Grant, which would also require match funding of 50% capital borrowing by the Council. Should the DfE Capital Grant bid not be successful then 100% capital borrowing would be required to fund the project.

A sufficiency needs analysis was a requirement of section 22G of the Children Act 1989 and statutory guidance was issued in 2010. A recent analysis in Coventry identified the need for additional provision offering same day / short-term care for children in Coventry.

For some children and their families, additional time / space is needed whilst a wrap-around offer of support can be put in place or, due to level of need/trauma, some may require longer-term residential care as a looked after child.

Working across children's services, finding the right placement at the right time, despite being part of a regional framework can be a significant challenge due to current market pressures, particularly for unplanned placements. Therefore, the Council is often reliant on spot contract providers who may inflate costs of the placement due to the urgency to meet the child's immediate needs.

Nationally this had been acknowledged by the Department for Education (DfE) which had recently announced an initiative to match any capital funding required to enable local authorities to open and run its own provision. An application has been made and the service is currently waiting for a decision.

The current proposal is to purchase and refurbish a privately owned residential property to offer this provision. This would enable children to live locally whilst assessment and appropriate support is put in place which enables improved outcomes for children needing a same day / short-term provision.

**RESOLVED that, the Cabinet:**

- 1. Approve the acceptance of a DfE grant if awarded which will be utilised towards the commissioning and provision of an additional children's home.**
- 2. Approve capital expenditure of up to:**
  - a. The sum as specified in the private report to be met from prudential borrowing in the event the grant is successful, or,**
  - b. In the absence of the DfE grant award, the sum as specified in the private report to be met from prudential borrowing.**
- 3. Delegate authority to the Director of Children's Services following consultation with the Chief Operating Officer and the Chief Legal Officer to;**
  - a. negotiate final terms and approve entry into any grant funding agreement**
  - b. secure the DfE funding with the City Council acting as the Accountable Body for the funding as well as any other agreements required to bring into effect the recommendations set out in this report.**

4. **Delegate authority to the Director of Children's Services following consultation with Chief Operating officer and Chief Legal Officer to undertake the necessary due diligence to identify and purchase a property that can be used for the purpose of a short-stay children's home.**

#### 40. **Social Care Reforms: Fair Cost of Care**

The Cabinet considered a report of the Director of Adult Services and Housing, which sought approval for the use of monies available to the Council for 2022/23 in respect of the Fair Cost of Care (FCoC) reform.

A corresponding private report detailing confidential financial matters was also submitted for consideration (Minute 45 below refers).

Fair Cost of Care is one of a series of reforms to Adult Social Care which were contained within the White Paper 'People at the Heart of Care' published in December 2021 with other key reforms including the introduction of oversight of Adult Social Care by the Care Quality Commission from April 2023 and the introduction of a Care Cap and revised charging thresholds from October 2023.

The FCoC is the first of the new reforms to be implemented. The primary purpose of the fund was to support local authorities to prepare their markets for reform, including the further commencement of Section 18(3) of the Care Act and to support local authorities to move towards paying providers a fair cost of care. Section 18(3) would allow new self-funders accessing care homes the right to access the same rates that councils pay from October 2023 and existing self-funders by April 2025. The Department for Health and Social Care (DHSC) have confirmed that, in practice, they expect that actual fees to be paid will be 'informed' by the FCoC process. However fee rates would continue to be based on sound judgement, evidence and through a negotiation process, as is the case currently. This means there would still be variation in the rates providers are paid to reflect quality, level of service, personalisation and wider market circumstances. The ultimate goal is to achieve a sustainable market.

To comply with the requirements of FCoC the Council was required to complete a FCoC exercise related to home support for those aged 18 and over and residential / nursing care for people aged 65 and over. The requirement also includes the production of a provisional Market Sustainability Plan (MSP) by October 2022 with a final MSP required by February 2023. The results of the FCoC exercise (in the form of a Cost of Care report) and provisional MSP were required to be submitted to the DHSC by 14 October 2022. Following submission, the returns would be subject to a national review process by DHSC, and once that review process is complete, they will instruct local authorities to publish their cost of care reports. In addition, the Council is required to commit to 'moving towards' a FCoC.

National funding is available for FCoC. This is £152m for 2022/23 rising to £600m for 2023/24 and 2024/25. From the 2022/23 national amount the City Council had received an allocation of £1.047m with future years funding to be allocated pending the outcome of the FCoC exercise nationally. FCoC funding was not expected to contribute to annual increases resulting from inflation or other cost of living expenses, nor the additional costs associated with demographic changes,



these existing annual changes are expected to be met from other local authority resources. For the Council to receive any future years funding it is required to comply with the FCoC requirements of DHSC.

As the outcome of the process would not be confirmed until the subsequent review by DHSC, the draft outcome for submission was contained within the private report, and would be made public in line with DHSC guidance. There was the option to reduce or close any gap by contributing additional Council resources to the FCoC but given the challenging position of local government finances and the fact that the introduction of FCoC is an additional burden as a result of government policy, using additional council resources to fund FCoC is not recommended. The Council was nevertheless required to determine how the resource available for 2022/23 would be used to support moving toward a FCoC. Further work would be required, including further engagement with adult social care providers, to enable finalisation of the MSP by February 2023 in order to understand the impact of this funding difference in the context of the local care market.

**RESOLVED that, the Cabinet:**

- 1. Approve that the FCoC funding provided be used to fund an additional increase for eligible contracted providers of home support for adults aged 18 and over, and residential/nursing care for people aged 65 and over for 2022/23 where the price paid is less than the FCoC. This represents an additional fee increase of circa 3%**
- 2. Delegate authority to the Director of Adults Services and Housing, following consultation with Cabinet Member for Adult Services, to finalise the Market Sustainability Plan for February and submit the final report, subject to any further guidance received, by the submission date**
- 3. Support submission of the Cost of Care reports detailing how the exercise was completed, the results of the exercise and how the resource available for 2022/23 will be used**
- 4. Support the FCoC reform intent to move towards paying social care providers a Fair Cost of Care using govt resources provided to fund this reform**

**41. Loan for Material Recycling Facility**

The Cabinet considered a joint report of the Managing Director of Coventry Municipal Holdings Limited and the Chief Operating Officer, which set out preferred options to finance the development of the material recycling facility (MRF) by seeking funding to Tom White via a commercial loan.

A corresponding private report detailing confidential financial matters was also submitted for consideration (Minute 46 below refers).

The Business Plan for Tom White (TW) for 2022/23 was approved by the Shareholder Committee in March 2022 which supported Tom White business growth and ongoing development.

The business plan set out proposals to redevelop the Tom White recycling infrastructure at Longford Road site. Once completed, this redevelopment would improve the environmental performance of Tom White, dramatically increase the recycling rates for commercial waste and help to increase the financial dividend payable from Tom White back to the Shareholder (the Council).

Tom White growth generally, and the facility redevelopment specifically; focused on tackling climate change and supporting the One Coventry Plan and Climate Change Strategy by:

- Enhancing the recycling ability by reducing burden on raw materials and promoting circular economy;
- Achieving greater diversion of commercial waste from landfill; and
- Increasing energy production either directly or through a fuel manufacture.

The recycling facility redevelopment was core to these growth objectives, and the diagram at Appendix C showed how the new MRF sits in the context of overall waste management and recycling in Coventry and the sub-region.

The current recycling plant and equipment used by TW has historically suffered with little planned maintenance under previous ownership and as it reaches the end of its economic life was now experiencing significant breakdowns, with plant availability reducing considerably. During April to December 2021, the facility experienced 72 days of plant downtime. The impact of this was an increased cost of maintenance (plant and vehicle repairs and spares) and increased plant hire in the financial year 2021/22. There was also an increased cost of disposal due to more material going to landfill due to the plant not being available to sort material for an alternative, cheaper and environmentally sustainable disposal route as a fuel source for onward processing.

The existing plant performance was causing significant cost pressures in Tom White, such that month to month the business is currently operating at about 'break even'. Accordingly the new plant solution would remove the cost pressures that undermine profitability and allow the business to get back on track for profit and dividend availability.

In the short term the Tom White management team have hired new resilient mobile equipment to compensate for the poor performance of the plant. This means that the old unreliable plant does not need to be run, thereby cutting significantly the maintenance costs and subsequent impacts. However this is not a long term solution for the volume of waste processed through the facility, nor would it provide the opportunity to enhance recycling rates and improve financial returns to the shareholder.

The management team at Tom White have been working with its preferred supplier to design the new facility to move away from waste disposal but focus on treating commercial waste as a commodity from which the maximum environmental and economic benefit should be extracted. Therefore the solution was focussed on creating zero waste to landfill.

The business plan increases economic stability with the business case for the recycling facility increasing financial stability of Tom White each year.

The approval of the business plan by the Coventry Shareholder Committee was subject to funding. The report put forward the preferred options to finance the development of the material recycling facility by seeking funding to Tom White via a commercial loan for the sum, as detailed in the corresponding private report to enable delivery of the recycling infrastructure.

**RESOLVED that, the Cabinet recommend that Council:**

- 1) Approve a Loan up to the value detailed in the Private Report on commercial market terms for the purposes of delivering the recycling infrastructure.**
- 2) Approve the addition of up to the value detailed in the Private Report to the Councils approved capital programme for the purposes of entering into the Loan**
- 3) Approve the increase in the Commercial Investment Strategy limit for 2022/23 for investment in service loans as detailed in the Private Report.**
- 4) Delegate authority to the Chief Operating Officer (S151 Officer) and the Chief Legal Officer , following consultation with the Cabinet Member for Strategic Finance and Resources, to finalise and agree the detailed terms of the transaction with Tom White. The authority under this delegation shall also include the power to enter into the necessary legal agreements and subsequently the power to negotiate and agree any such variations as is deemed necessary to the terms of the loan facility and ancillary documents.**

**42. Outstanding Issues**

There were no outstanding issues.

**43. Any other items of public business which the Chair decides to take as a matter of urgency because of the special circumstances involved.**

There were no other items of public business.

**44. Capital Scheme for Children's Home Offering Same Day/Short-Term Placements**

Further to Minute 39 above, the Cabinet considered a private report of the Director of Children's Services, which set out the commercially confidential matters relating to proposals for the establishment of a Children's Home, offering same day / short-term provision.

**RESOLVED that, the Cabinet:**

- 1. Approve the acceptance of a DfE grant if awarded which will be utilised towards the commissioning and provision of an additional children's home.**
- 2. Approve capital expenditure of up to:**
  - a. the sum indicated within the report to be met from prudential borrowing in the event that the grant is successful, or.**
  - b. In the absence of the DfE grant award, the sum indicated within the report to be met from prudential borrowing.**
- 3. Delegate authority to the Director of Children's Services following consultation with the Chief Operating Officer and the Chief Legal Officer to; -**
  - a. negotiate final terms and approve entry into any grant funding agreement**
  - b. secure the DfE funding with the City Council acting as the Accountable Body for the funding as well as any other agreements required to bring into effect the recommendations set out in this report.**
- 4. Delegate authority to the Director of Children's Services following consultation with Chief Operating officer and Chief Legal Officer to undertake the necessary due diligence to identify and purchase a property that can be used for the purpose of a short-stay children's home.**

**45. Social Care Reforms: Fair Cost of Care**

Further to Minute 40 above, the Cabinet considered a private report of the Director of Adult Services and Housing, which set out the commercially confidential matters relating to proposals for the use of monies available to the Council for 2022/23 in respect of the Fair Cost of Care (FCoC) reform.

**RESOLVED that, the Cabinet:**

- 1. Approve that the FCoC funding provided be used to fund an additional increase for eligible contracted providers of home support for adults aged 18 and over, and residential / nursing care for people aged 65 and over for 2022/23 where the price paid is less than the FCoC. This represents an additional fee increase of circa 3%**
- 2. Delegate authority to the Director of Adults Services and Housing, following consultation with Cabinet Member for Adult Services, to finalise the Market Sustainability Plan for February and submit the final report, subject to any further guidance received, by the submission date**

3. **Support submission of the Cost of Care reports detailing how the exercise was completed, the results of the exercise and how the resource available for 2022/23 will be used**
4. **Support the FCoC reform intent to move towards paying social care providers a Fair Cost of Care using govt resources provided to fund this reform**

46. **Loan for Material Recycling Facility**

Further to Minute 41 above, the Cabinet considered a private report of the Managing Director for Coventry Municipal Holdings Limited and the Chief Operating Officer, which set out the commercially confidential matters relating to a loan for a material recycling facility.

**RESOLVED that, the Cabinet recommends that Council:**

- 1) **Approve a loan up to the sum indicated within the report on commercial market terms for the purposes of delivering the recycling infrastructure.**
- 2) **Approve the addition of up to the sum indicated within the report to the Councils approved capital programme for the purposes of entering into the Loan.**
- 3) **Approve the increase in the Commercial Investment Strategy limit for investment in service loans as indicated within the report for 2022/23.**
- 4) **Delegate authority to the Chief Operating Officer (S151 Officer) and the Chief Legal Officer, following consultation with the Cabinet Member for Strategic Finance and Resources, to finalise and agree the detailed terms of the transaction with Tom White. The authority under this delegation shall also include the power to enter into the necessary legal agreements and subsequently the power to negotiate and agree any such variations as is deemed necessary to the terms of the loan facility and ancillary documents.**

47. **Any other items of private business which the Chair decides to take as a matter of urgency because of the special circumstances involved.**

There were no other items of private business.

(Meeting closed at 3.00 pm)

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## Public report Cabinet Report

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Cabinet  
Council

15 November 2022  
6 December 2022

**Name of Cabinet Member:**

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

**Director Approving Submission of the report:**

Director of Transportation and Highways

**Ward(s) affected:**

All

**Title:**

**Coventry Transport Strategy**

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**Is this a key decision?**

Yes - the proposals involve financial implications in excess of £1m per annum and are likely to have a significant impact on residents or businesses two or more electoral wards in the City.

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**Executive Summary:**

Coventry City Council has developed a new Coventry Transport Strategy. It sets out a long-term (15 year) vision for the way that people and goods will travel to, from and around the city in the future. It aims to bring about a fundamental change by creating a city where it is easy, convenient and safe to walk, cycle and travel on public transport and where most people do not need to use a car to access the services that they need for day-to-day life.

This change will directly support many of the Council's wider objectives, as set out in the emerging One Coventry Plan. These include increasing economic prosperity, improving outcomes and tackling inequalities, reducing adverse impacts upon the environment, health and wellbeing and tackling the causes and consequences of climate change.

The Strategy has also been developed alongside the West Midlands Combined Authority (WMCA) Local Transport Plan (LTP) for the region, which is expected to be adopted in early 2023. The Coventry Transport Strategy therefore aims to deliver Coventry's local priorities, while also meeting the ambitions of the wider region, for example in relation to economic growth and tackling climate change.

Cabinet has previously (October 2021) considered this Strategy in draft form. Since then, the Council has carried out a public consultation and has engaged further with key stakeholders (including WMCA). The results of the consultation were largely positive, with stakeholders and the majority of residents supporting both the Strategy's overall vision and most of the individual measures included in it. However, while most of the Strategy is unchanged from the previous draft, some amendments have been made in response to residents and stakeholders feedback.

The Strategy is supported by an accompanying Implementation Plan, which provides details of the specific transport improvements that we, and our partners, will deliver to implement the Strategy. The Implementation Plan is focused primarily on the first five years of the Strategy (2022/23 – 2026/27). This is the period covered by the City Region Sustainable Transport Settlement (CRSTS), through which £80 million has been allocated to transport schemes in Coventry.

Cabinet previously received a more detailed report on the CRSTS programme in August 2022. The Implementation Plan incorporates these schemes alongside others that are expected to be funded via other sources.

### **Recommendations:**

The Cabinet is requested to recommend that Council:

1. Approves the Coventry Transport Strategy as appended to this report and that the Strategy is adopted as part of the Council's formal policy framework.
2. Delegates authority to the Director of Transportation and Highways, following consultation with the Cabinet Member for Jobs, Regeneration and Climate Change, and the Cabinet Member for City Services (and in respect of the implementation and scope of individual projects, the relevant Ward Councillors), to take the necessary measures to deliver the Transport Strategy and Implementation Plan, as appended to this report.

Council is recommended to:

1. Approve the Coventry Transport Strategy as appended to this report and that the Strategy is adopted as part of the Council's formal policy framework.
2. Delegate authority to the Director of Transportation and Highways, following consultation with the Cabinet Member for Jobs, Regeneration and Climate Change, and the Cabinet Member for City Services (and in respect of the implementation and scope of individual projects, the relevant Ward Councillors), to take the necessary measures to deliver the Transport Strategy and Implementation Plan, as appended to this report.

### **List of Appendices included:**

- Appendix 1: Coventry Transport Strategy
- Appendix 2: Coventry Transport Strategy – Summary document
- Appendix 3: Implementation Plan
- Appendix 4: Transport Strategy Summary of Let's Talk Survey Results
- Appendix 5: Equality Impact Assessment

### **Background papers:**

None



## **Other useful documents**

The Strategy makes reference to a number of recently published Government strategy documents, including:

- [Decarbonising Transport: A Better, Greener Britain](#)
- [Great British Railways: The Williams-Shapps Plan for Rail](#)
- [Integrated Rail Plan for the North and Midlands](#)
- [Bus Back Better: A National Strategy for England](#)
- [Gear Change: A Bold Vision for Cycling and Walking](#)
- [Taking Charge: The Electric Vehicle Infrastructure Strategy](#)
- [Future of Freight: A Long-Term Plan](#)

The Strategy is also closely aligned with the WMCA's LTP. While a final version of this has yet to be published, the WMCA have previously published a Green Paper, entitled [Reimagining Transport in the West Midlands](#), which sets out the issues that the LTP is intended to address and the likely approach to this.

## **Has it been or will it be considered by Scrutiny?**

Yes – a draft version of the Coventry Transport Strategy was originally considered by the Business, Economy and Enterprise Scrutiny Board (3) on 8<sup>th</sup> September 2021. A subsequent update on progress was then provided to the Scrutiny Board on 7<sup>th</sup> September 2022.

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

No – however, a presentation on the draft Strategy was considered by the Disability Equality Action Partnership on 12<sup>th</sup> August 2021

## **Will this report go to Council?**

Yes – 6 December, 2022

**Report title: Coventry Transport Strategy**

**1. Context**

- 1.1 The West Midlands Combined Authority (WMCA) is the statutory transport authority for the West Midlands area, including Coventry. The WMCA has a duty to prepare and implement a Local Transport Plan (LTP).
- 1.2 The current LTP, Movement for Growth, is being reviewed to reflect recent national and regional policy changes, notably in relation to climate change. Transport for West Midlands (TfWM), the transport delivery body for the WMCA, has published and consulted on a Green Paper setting out the expected direction of the new LTP and a final version is expected to be adopted by WMCA early in 2023. Coventry City Council is closely engaged with this review.
- 1.3 Coventry's Transport Strategy is closely aligned with the LTP and with our own emerging One Coventry Plan. It is built around four objectives (see section 2.3), which directly support many of the Council's wider objectives, including increasing economic prosperity, improving outcomes, tackling inequalities and tackling the causes and consequences of climate change.
- 1.4 While it is not a statutory requirement for the Council to publish a local Transport Strategy in addition to the LTP, it is expected that this will support the Council's attempts to secure further grant funding for key transport schemes, such as Coventry Very Light Rail (CVLR), and will provide a key component of the Council's policy framework.
- 1.5 The Transport Strategy is also a significant contributor to the Council's commitment to delivering a sustainable future and tackling climate change, with actions that address the five International Council for Local Environment Initiative's (I.C.L.E.I) pathways:
  - Low emissions
  - Circular Economy
  - Nature Based
  - Adaptation & Resilience
  - Equitable Person centred.
- 1.6 Cabinet previously considered a draft of the Coventry Transport Strategy for Coventry in October 2021. Since then, the Council has carried out a public consultation on the Transport Strategy and has engaged further with key stakeholders (including WMCA). Further information on the results of this consultation is provided in section 3 of this report.
- 1.7 Cabinet approval is sought for the final version of the Transport Strategy (Appendix 1) and the associated Implementation Plan (Appendix 3). Some amendments have been made to the draft Strategy to reflect feedback received from residents and stakeholders.

**2. Options considered and recommended proposal**

- 2.1 As noted above, the draft Transport Strategy has been developed in conjunction with TfWM's ongoing LTP review.
- 2.2 In addition to this, it has also been informed by:
  - A desktop review of other existing policy commitments and strategies
  - A further review of evidence relating to how the city's transport network currently operates
  - Both formal and informal consultation with residents and stakeholders.

- 2.3 Based on all the above, a set of four core objectives have been identified and the Strategy has been constructed around these. They are:
- Supporting the city's economic recovery and enabling long-term growth
  - Delivering a sustainable, low carbon transport system
  - Ensuring equality of opportunity
  - Maximising health and wellbeing and reducing health inequalities.
- 2.4 To achieve these objectives, a fundamental change is needed in the way in which both people and goods travel to, from and around Coventry. In particular current levels of car travel will simply not be sustainable in the future. The Coventry Transport Strategy therefore sets out plans to create a city where it is easy, convenient and safe to walk, cycle and travel on public transport, and where most people do not need to use a car to access the services that they need for day-to-day life.
- 2.5 In order to achieve this change, the Council will need to embrace new technology and new forms of transport. The Strategy therefore includes a commitment to maintain and build on Coventry's existing reputation as a city at the forefront of transport innovation.
- 2.6 Specific measures included in the Strategy include, for example:
- Making substantial improvements to the city's public transport network, including establishing a CVLR system and making improvements to existing rail and bus services
  - Creating a better, safer environment for pedestrians and cyclists, including building a network of segregated cycleways and further pedestrianisation of the city centre and other local centres
  - Accelerating the shift towards zero emission vehicles, including establishing a fully electric public transport system and further expanding the existing public network of charge points for electric vehicles
  - Delivering targeted improvements to the city's road network to meet travel demand associated with new development and to address current 'hot spots' for congestion and air pollution
  - Exploring the potential for drones to be used to transport either people or goods in the future
  - Promoting behaviour change through engagement with local schools and businesses and through schemes that incentivise sustainable travel choices.
- 2.7 The details of the specific transport improvements that will be delivered to achieve the change described in the Strategy are set out in greater detail in an Implementation Plan, which accompanies it. This focuses primarily on schemes which will be delivered over the next five years.
- 2.8 While the Strategy and Implementation Plan accurately reflect current plans, it will be important to remain flexible in our approach and to add to or adjust these to respond to changing circumstances arising from factors such as national, regional or local policy decisions or new funding opportunities. To do this we will keep both documents under regular review.
- 2.9 By publishing an Annual Progress Report, we will both outline our progress in implementing the Strategy and report any changes which we are making to our plans. This will be submitted to Cabinet each year.
- 2.10 The options available to the Council are therefore:

- Option 1: Not to adopt the Transport Strategy. While it is not a statutory requirement that the Council adopts a Transport Strategy, doing so provides an important framework for helping to deliver the Council's statutory obligations and will help drive forward the One Coventry Plan 2022-2030. It is also expected that adopting the Transport Strategy will support attempts to secure further funding for the various transport schemes that are included in it, such as CVLR.
- Option 2: To adopt the Transport Strategy, as recommended.

### **3. Results of consultation undertaken**

- 3.1 The draft Strategy previously considered by Cabinet in October 2021 had already been developed with input from internal and external stakeholders. It also incorporated views expressed by residents during an initial, informal engagement exercise. This had been carried out via Let's Talk, with a total of 262 residents participating.
- 3.2 A further, formal consultation has now been undertaken. This primarily consisted of a further Let's Talk survey, carried out between February and April 2022. A further 129 residents participated in this survey.
- 3.3 A more detailed breakdown of the results of this survey has been provided in Appendix 4. In summary, most respondents agreed with the overall vision for the strategy and with most of the specific measures proposed to achieve it. Of the 25 measures included in the survey, more than 60% of respondents said that they agreed (somewhat agreed or definitely agreed) with 20 of them.
- 3.4 However, some specific changes have been made to the Strategy in response to feedback from residents. In particular, the section on e-scooters has been substantially amended. This now makes clear that any decision to legalise e-scooters will be made by DfT, and not by Coventry City Council. It also now includes a specific commitment that, in the event of legalisation, we will develop a dedicated e-scooter policy. This would focus on integrating e-scooters into our transport system safely, for example by influencing where they are to be used by expanding the current e-scooter hire scheme in a controlled way.
- 3.5 Similarly, the section on making greater use of bus priority measures, such as bus gates, has also been amended. This now makes clear that these will be used in a very targeted way to address particular 'pinch points', where delays are common and adversely impact upon bus service reliability, and where they can contribute to the Council's wider objectives. This could include, for example, locations such as the city centre and other local centres, where measures could be used both to prioritise bus travel and to create more pedestrian-friendly environments by reducing traffic levels.
- 3.6 In addition to the survey, we also engaged with various stakeholder/resident groups via online and in person meetings, took part in a drop-in style consultation event at the Council House in July 2022 and received a number of written comments on the draft Strategy by post/email.
- 3.7 In summary, stakeholders were also broadly supportive of the Strategy. No stakeholders expressed concerns about the overall vision, or to the general approach set out in the Strategy. Various individual stakeholders also welcomed many of the specific improvements proposed in the Strategy including, for example, our plans for CVLR, improved rail connectivity and dedicated cycling facilities.
- 3.8 Some stakeholders made specific suggestions to improve the Strategy, many of which have been incorporated into the proposed final version. They included, for example,

including further detail on our plans to expand the provision of 'car clubs'/car sharing services and to carry out a review of our Parking Strategy.

#### **4. Timetable for implementing this decision**

- 4.1 If approved by Cabinet and Council, work to implement the Transport Strategy will begin immediately.
- 4.2 As noted above, to ensure successful delivery of the Strategy and to allow us to respond to any changes in circumstances, it is also proposed that the Transport and Innovation Team prepare an Annual Progress Report. This will be submitted to Cabinet each year following approval of the Strategy.

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

##### **5.1 Financial implications**

The production of the Coventry Transport Strategy does not, in itself, have any direct financial implications for the City Council. It does, though, provide the strategic policy framework for future bids for funding for transport schemes that the Council intends to bring forward, and will therefore strengthen the business cases that are submitted to funding bodies such as the DfT or the WMCA.

The Implementation Plan which sits alongside the draft Strategy lists the transport schemes and programmes that are identified as being necessary to support the successful delivery of the transport strategy objectives. It provides an indication of the scale of the funding required for these and, where possible, the confirmed/likely funding sources for these.

These funding sources have been considered in reports presented to Cabinet in March 2022 and August 2022 and include the City Region Sustainable Transport Settlement (CRSTS), the Active Travel Fund, the Air Quality Implementation Fund, and developer funding secured through Section 106 Agreements.

Precise cost estimates have not been included because individual schemes are at different stages of development, and therefore have varying levels of cost certainty. It should also be noted that there is also a risk of costs rising due to inflation. The appropriate governance reports will be brought to members as schemes move through the various stages of development and business cases to a point when funding bids are proposed to be submitted or funding is actually secured.

##### **5.2 Legal implications**

The statutory requirement to produce a LTP sits with the WMCA rather than the City Council. There is no legal obligation on the City Council to produce a Transport Strategy.

Whilst there is no statutory duty to produce a Transport Strategy, doing so provides an important framework for helping to deliver the Council's statutory obligations and will help drive forward the One Coventry Plan 2022-2030. The Transport Strategy will sit alongside other Council policies and strategies and will provide a clear and achievable economic vision therefore underpinning and reinforcing the Council's aims and objective for the City. Furthermore, it is considered that having a Coventry Transport Strategy in place will strengthen the Council's position when it comes to securing funding for transport schemes, negotiating with third parties such as land use developers, and in working with

transport bodies to secure improvements to the transport network and services within Coventry.

The Equality Act 2010 requires public authorities to have regard to the need to eliminate discrimination and advance equality of opportunity. The Council must further take into account its wider Public Sector Equality Duty (PSED) under s. 149 of the Equality Act 2010 when making its decisions. The public sector equality duty (s.49, Equality Act 2010) requires the Council when exercising its functions, to have 'due regard' to the need to eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act, advance equality of opportunity between those who share a 'protected characteristic' and those who do not share the protected characteristic and foster good relations between persons who share a relevant protected characteristic and persons who do not share it (this involves having due regard, in particular, to the need to (a) tackle prejudice and (b) promote understanding). As such, Diversity, Equality and Inclusion has been identified as a crosscutting theme within the strategy.

The Council will consider the impact of any projects or changes to service delivery that might arise as a result of implementing work coming out of this strategy on those protected equality characteristics. Individual proposals will be subject to an Equality Impact Assessment wherever relevant prior to any decision taken to proceed, including the identification of mitigating action, where possible

## **6. Other implications**

### **6.1 How will this contribute to the Council Plan ([www.coventry.gov.uk/councilplan/](http://www.coventry.gov.uk/councilplan/))?**

The Transport Strategy is closely aligned with the emerging One Coventry Plan.

In particular, the four objectives which the Strategy is built around (set out in section 2.3) are very closely aligned with those that are described in the draft One Coventry Plan which the Council has recently consulted on:

- Increasing the economic prosperity of the city and region
- Improving outcomes and tackling inequalities within our communities
- Tackling the causes and consequences of climate change.

Achieving all these objectives requires a change in the way in which people travel to, from and around Coventry. The successful implementation of the Transport Strategy is intended to bring about this change.

The Strategy is also closely aligned with the Council's emerging Sustainability and Climate Change Strategy and includes actions which will directly contribute to Coventry achieving its targets to reduce greenhouse gas emissions.

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

The Implementation Plan sets out details of a pipeline of transport schemes which will be delivered over the lifetime of the strategy, together with the timescales within which it is currently expected that these will be delivered. However, there are risks associated with the delivery of any infrastructure scheme and, in practice, it is highly likely that over time there will need to be changes to the detail of the Implementation Plan.

This could be, for example, as a result of rising costs or difficulty securing scheme funding, some schemes being deemed unviable or more suitable alternatives being identified and feedback from public consultations. The long-term effects of the Covid-19 pandemic on

residents' travel habits, which are not yet fully understood, also adds a further element of uncertainty to this, and could affect the business case for some individual schemes. To manage this, it is proposed to take a flexible approach to delivering the Implementation Plan and to keep it under regular review.

An Annual Progress Report will therefore be prepared to outline progress in implementing the Coventry Transport Strategy, and to report any changes to the Implementation Plan.

Individual schemes will also be subject to the Council's usual governance and risk management arrangements. This will be proportionate to the stage of scheme development/delivery which they are at and the level of spend associated with them. For example, at an officer level, the recently established Transport Capital Programme Board will maintain oversight of all capital schemes that are delivered directly by the Council.

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

None

### **6.4 Equality Impact Assessment (EIA)**

An EIA has been undertaken for the Coventry Transport Strategy as further detailed in Appendix 5.

It is expected that by reducing the city's reliance on car travel, and by significantly improving conditions for walking, cycling and travel via public transport the Strategy will have a positive impact on several groups such as both younger people and older people, who are less likely to be able to drive.

The Strategy is also expected to benefit disabled people, who often currently face barriers to travelling, particularly by public transport. The Strategy reaffirms the Council's plans to developing a more inclusive transport system by delivering the commitments set out in its Transport Charter for Disabilities. This includes, for example, increasing the number of spaces available for wheelchair users/passengers with prams or pushchairs on all buses.

Furthermore, by reducing overall traffic volumes and therefore current concentrations of air pollution, the Strategy is also expected to bring significant public health benefits. This will particularly benefit those who are more vulnerable to the health impacts of air pollution, including children, older people and those with some types of disability.

In addition to the above, individual schemes within the draft Implementation Plan are all subject to the EIA process as part of their project and programme management process.

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

The decarbonisation of the transport system is at the heart of the Coventry Transport Strategy, with delivering a sustainable, low carbon transport system being one of its four core objectives. This approach is critical to enable Coventry City Council to achieve its carbon emissions reduction targets, and the emerging objectives of the Climate Change Strategy, which is currently undergoing review.

Transport is currently the single largest source of greenhouse gas emissions, both nationally and in the West Midlands. The Coventry Transport Strategy sets out plans to address this by bringing about a significant change in the way in which we travel over the next 15 years, with the goal of delivering a sustainable, integrated, low carbon transport system through the delivery of projects such as the CVLR network, a network of fully

segregated cycle routes and increased charging infrastructure to support the increased take-up of zero emission vehicles by residents and businesses.

## **6.6 Implications for partner organisations?**

Delivering a change in the way in which we travel will have significant, and mainly positive, implications for local communities. These will include, for example, reduced air pollution, fewer road traffic accidents and improved levels of physical activity among local residents.

In addition, delivery of the Coventry Transport Strategy will also have impacts on other partner organisations, including neighbouring local authorities, private sector public transport operators and local employers. Many of these partners have been directly engaged in the development of the strategy.

The Coventry Transport Strategy complements the emerging LTPs currently being reviewed by the WMCA and by Warwickshire County Council, as well as regional strategies being developed by Midlands Connect, strategies developed by delivery agencies such as National Highways and Network Rail, and operational strategies of transport operators, notably bus and rail companies.



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## APPENDIX 1: COVENTRY TRANSPORT STRATEGY

### 1. INTRODUCTION

#### 1.1 Purpose of this strategy

A safe, sustainable and reliable transport system is essential to the effective functioning of any community, and Coventry is no different. This strategy sets out Coventry City Council's plans to deliver a transport system that meets the need of the city's population, businesses and wider community, providing access to community facilities and supporting a thriving economy and a healthy population. The strategy recognises the need to reduce inequalities in access to economic, educational and cultural opportunities and in public health, and to ultimately improve the quality of life for our citizens.

It sets out plans to bring about a fundamental change to the way that people and goods travel to, from and around the city in the future, and identifies how we will work with various partners to achieve this.

More specifically, it includes:

- the **case for change**. A summary of how our transport system is working currently and why it needs to change
- a **long-term vision**, including a set of objectives which we will aim to meet over the next 15 years
- a broad description of **what we will do** over the lifetime of the strategy (2022/23 – 2036/37) to achieve these objectives. Further detail is set out in an accompanying Implementation Plan
- a summary of **how we will measure our progress**, through annual reporting.

This strategy is fully integrated with the West Midlands Combined Authority's (WMCA) Local Transport Plan (LTP), and the two documents together provide the transport policy framework for Coventry.

The strategy will be subject to regular review, to allow for response to changes in national or regional policies, the emergence of new technology such as autonomous vehicles, or to respond to changes in travel behaviour, such as those brought about during the COVID-19 pandemic.

An Annual Progress Report will also be prepared to outline progress in implementing the strategy, and to report any changes to the Implementation Plan.

#### 1.2 Vision and key principles

The overall purpose of our strategy is **to offer a safe, sustainable, equitable and resilient transport system, which enables our residents, visitors and businesses to thrive**. In seeking to realise this vision, there are also some important principles that we will adhere to.

We will:

- engage with residents, businesses and institutions across the city and ensure that our plans reflect and incorporate their views
- strive to ensure that all parts of the transport system are accessible to everyone,
- be flexible in how we achieve our objectives, responding to changes in travel patterns arising from factors such as the impact of the pandemic upon working practices, emerging new technology, and increasing fuel prices

- be innovative. Coventry already has a reputation as a leader in the field of transport innovation. We will seek to maintain and strengthen this over the lifetime of the strategy
- balance tackling local challenges with improving Coventry's regional, national and international connections
- focus on detailed short and medium-term planning with consideration for longer-term thinking
- take a 'multi-modal' approach, recognising that no one form of transport can meet everybody's travel needs. This will include a package of walking, cycling, public transport improvements, measures aiming at encouraging more sustainable car use and an approach that embraces emerging modes of travel arising from new technology
- think holistically, combining physical improvements to the city's transport infrastructure with other measures, including measures that encourage and incentivise people to change their travel habits through creating a more attractive environment and accessible city
- work closely with transport network managers and service providers to implement the transport strategy, recognising that the City Council has direct responsibility for only part of the transport system
- align our strategy with those of our neighbours and with other key partners working in the region, and work collaboratively with them to implement it.

### 1.3 Engagement with residents and stakeholders

As part of the work to develop this strategy, we carried out two surveys of residents, between February and March 2021 and between February and April 2022, using the Council's online consultation platform *Let's Talk*. In total we received almost 400 responses from residents across the two surveys. We also engaged with residents via a drop-in session held at the Council House in July 2022 and held specific workshops to meet with key stakeholders while the strategy was being developed.

The views of individual survey participants have been included throughout the strategy to illustrate key points.

## 2. STRATEGIC CONTEXT

This section summarises the current priorities of international, national, regional and local policymakers, which have influenced this strategy. It identifies the key strategies which support, or which are supported by, this document.

### 2.1 International priorities

There are several international agreements which are relevant to this strategy.

#### *Tackling climate change*

In 2015, the UK joined 196 other parties in signing the Paris Agreement on climate change. This was a major international commitment to a goal of keeping global temperature rise this century to well below 2 degrees Celsius (compared to pre-industrial levels) and to pursue efforts to limit this even further to 1.5 degrees. Transport is a major source of global emissions, particularly in high income countries such as the UK.

To deliver on the commitments set out in the Paris Agreement, in 2019 the Government set itself a legally binding target to achieve 'net zero' greenhouse gas emissions by 2050.

#### *Ensuring sustainable development*

Also in 2015, the United Nations published its Sustainable Development Goals, described as 17 goals to transform our world. These aim to address major global challenges, including poverty and inequality, health and education and climate change, and should be a consideration in all nations' plans for the future.

The 17 goals are:

- No poverty
- Zero hunger
- Good health and wellbeing
- Quality education
- Gender equality
- Clean water and sanitation
- Affordable and clean energy
- Decent work and economic growth
- Industry, innovation and infrastructure
- Reduced inequalities
- Sustainable cities and communities
- Responsible consumption and production
- Climate action
- Life below water
- Life on land
- Peace, justice and strong institutions
- Partnerships for the goals.

Transport impacts directly on many of these goals. For example, improvements in transport services and transport infrastructure are crucial to reducing greenhouse gas emissions, improving health and wellbeing, reducing inequalities and creating sustainable cities and communities.

### 2.2 National priorities

The UK Government has also identified its own strategic priorities, several of which are directly relevant to this strategy.

#### *Tackling climate change*

As noted above, the UK Government is legally committed to achieving net zero greenhouse gas emissions by 2050. As transport is currently the largest source of UK emissions, Government is targeting a major shift in the way that people and goods travel in order to achieve this.

In July 2021 the Department for Transport (DfT) published *Decarbonising Transport: A Better, Greener Great Britain*, its strategy to achieve this. The strategy's priorities include encouraging a shift in travel behaviour away from car travel and towards both public and active transport, replacing existing passenger and freight vehicles with zero emission alternatives and establishing the UK as a hub for green transport technology and innovation.

More detailed plans are set out in various further strategy documents focused on specific modes, including:

- *The Williams-Shapps Plan for Rail* – a White Paper which proposes substantial reforms of the rail industry. This will see major changes, including the creation of a new organisation, Great British Rail, and the publishing of a new 30-year strategy covering the rail industry as a whole
- *Integrated Rail Plan for the North and Midlands* – setting out the Government's plans to invest in improved rail infrastructure by delivering new lines, including phase 2a of HS2, and by upgrading and electrifying many existing lines across the North and the Midlands
- *Bus Back Better* – a new National Bus Strategy aimed at reversing a long-term decline in levels of bus patronage (outside of London). It includes plans to make services more frequent and more reliable, to better integrate services that are operated by different bus companies and to accelerate the rollout of electric buses
- *Gear Change: A Bold Vision for Walking and Cycling* – a further strategy focused on bringing about a long-term shift towards active travel. Gear Change includes a specific commitment to ensure that by 2030 50 per cent of all journeys in towns and cities will be made by walking and cycling
- *Taking Charge: The Electric Vehicle Infrastructure Strategy* – sets out plans to remove access to charging infrastructure as a barrier to the take up of electric vehicles. The strategy envisages that by 2030 recharging will be more convenient than refuelling at a petrol station and that there will be at least 300,000 public charge points in the UK
- *Future of Freight: A Long-Term Plan* – a further strategy which includes plans decarbonise the freight industry.

As well as enabling the UK to achieve its goal of being Net Zero by 2050, these changes also form a key part of the Government's economic strategy. In November 2020 the Government published *The Ten Point Plan for a Green Industrial Revolution*, which sets out plans to invest in order to both boost to country's economic recovery, following the Covid-19 pandemic, and to tackle climate change.

The key transport priorities included in that plan are:

- accelerating the shift to zero emission vehicles
- green public transport, walking and cycling.

#### *'Levelling up' across the UK*

Government has also expressed a desire to address economic and health inequalities between different parts of the country. This includes reducing deprivation in parts of the Midlands and the North of England, which are perceived to have been 'left behind' economically over recent decades. Investment in transport infrastructure to improve connectivity across the Midlands and the North is a key component of this.

In the West Midlands, major planned investments include:

- HS2, a new high-speed rail line connecting London to the North of England. Two stations are being built in the West Midlands, in Solihull and central Birmingham
- the Midlands Rail Hub, a £2 billion package of further rail improvements
- improvements to the region's Strategic Road Network, via National Highways' current and future Road Investment Strategies, including the grade separation of the Binley and Walsgrave junctions on the A46 Coventry Eastern Bypass.

These investments are intended to support the region's recovery from the Covid-19 pandemic and to secure future economic growth.

### *Building more homes*

The Government has set a target to significantly increase the number of new homes being built to 300,000 per year. One of the policy measures being introduced to achieve this is substantial reform of the planning system. This could result in many Councils being set more challenging targets for the number of new homes that need to be built in their area in the future, creating further travel demand which will need to be met in a sustainable way.

### 2.3 Regional priorities

The picture with regards to regional priorities is more complex. There are several different bodies with an interest in improving transport across the Midlands, each of which has a different remit and, in many cases, covers a slightly different geographic area. Each of these organisations has its own strategic priorities.

However, of particular importance is WMCA's regional LTP. This is currently under review, with WMCA planning to publish a new plan before the end of 2022. A Green Paper published in June 2021 makes clear that this refreshed LTP will focus on addressing five 'motivations for change'. These are tackling the climate emergency, reducing transport inequality, reducing physical inactivity, enhancing local communities & places and building a strong inclusive economy. This strategy is intended to align closely with the refreshed LTP and to set out Coventry's local contribution to achieving the region's wider vision and objectives.

Also of particular significance is the WMCA's Climate Change Strategy, *#WM2041*. This sets a target for the region to achieve net zero status by 2041, nine years earlier than the current national target. In 2016 transport accounted for 39 per cent of the region's emissions.

Other key regional strategies, which are also supported by this document include:

- The West Midlands Local Industrial Strategy
- WMCA's Strategic Economic Plan, *Making our Mark*
- Coventry & Warwickshire Local Economic Partnership's (CWLEP) Updated Strategic Economic Plan
- CWLEP's Strategic Reset Framework
- Midlands Connect's Strategic Transport Plan (also currently in development)
- Transport for West Midlands' (TfWM) Bus Service Improvement Plan
- The Coventry & Warwickshire Health Protection Strategy.

As with the Government's Ten Point Plan for a Green Industrial Revolution at a national level, several of these documents set out the benefits of investing in green industries in order to create jobs and tackle climate change. There is a clear aspiration to make the West Midlands a focal point for research into, and for the manufacturing of, zero emission transport options, such as electric

vehicles and Very Light Rail (a new form of battery powered mass transit, similar to existing tram systems but suitable for smaller cities).

## 2.4 Local priorities

At a local level, there are also several relevant plans and strategies. However, of particular importance is the Council's Local Plan. A review of this is likely to begin shortly, however the current plan covers the period 2011-31 and sets out plans to stimulate economic growth and to meet a growing housing need.

Coventry is a rapidly growing city, with a need for a large number of new homes. The current Local Plan makes provision for 25,000 new homes to be built by 2031. In addition, further commercial development is also planned. This includes, for example, the establishment of a new business district at Friargate, in the city centre, and the regeneration of City Centre South. These developments, which are described in more detail in section 4, will create a significant increase in travel demand, which will need to be met in a sustainable and equitable way, without worsening existing levels of congestion or the city's carbon footprint.

The Council is also currently working on a new Sustainability and Climate Change Strategy. This will cover the period up to 2030, by which time the city aims to have reduced greenhouse gas emissions by 55 per cent relative to 1990 levels. This is an interim target as the Council and its partners work towards achieving net zero. To support the development and successful delivery of this strategy, the Council has also established an Independent Board, consisting of senior representatives of major businesses, public agencies, charities and voluntary agencies.

Other key local strategies, which are also supported by this document include:

- Coventry City Council's One Coventry Plan, this sets out the Council's priorities and the way in which we will work to achieve these. This is also currently being reviewed with a draft plan for 2022-2030 having been published in June 2022
- The Coventry Health and Wellbeing Strategy, MARMOT Strategy and the Director of Public Health's Annual Report
- Coventry City Council's Local Air Quality Action Plan
- Coventry City Council's Economic Development and Skills Strategy
- Coventry City Council's City Centre Area Action Plan
- The Coventry Partnership's Sustainable Community Strategy
- Coventry City Council's Highways Infrastructure Asset Management Strategy
- Coventry City Council's Flood Risk Management Strategy.

Several of these local strategies place a strong emphasis on ensuring that economic growth is inclusive and that it benefits those who are currently economically disadvantaged, as well as the need to rapidly reduce the city's carbon footprint and to improve health outcomes, and inequalities in health outcomes, for local residents.

Finally, both the Local Plans and LTPs of neighbouring local authorities are also highly relevant. For example, Solihull Metropolitan Borough Council published its current LTP, *Solihull Connected*, in 2016, Birmingham City Council published the *Birmingham Transport Plan* in 2021 and Warwickshire County Council is also currently developing a new LTP. Furthermore, Warwick and Stratford District Councils are also currently collaborating on developing a new South Warwickshire Local Plan, while Nuneaton Borough Council are also reviewing their current Local Plan.

Given the high volume of journeys that regularly take place between Coventry and these areas, this strategy is also intended to align closely with these documents.



## 2.4 Summary

Considering all these national, regional and local strategies together, a clear set of priorities emerge for this transport strategy, which needs to:

- Decarbonise the transport network to reduce the level of greenhouse gas emissions and support the net zero carbon targets set locally, regionally and nationally
- support the city's economy to recover from the effects of the Covid-19 pandemic and secure future economic growth, including by investing in green industries such as zero emission transport
- ensure that future growth is inclusive and delivers benefits for those who are on lower incomes or who are currently excluded from the labour market
- capitalise on the potential benefits of HS2 and other planned improvements to regional, national and international connectivity
- deliver improved public health outcomes, and reduce inequalities in health outcomes, for residents
- enable new homes to be built to meet a growing housing need, and to meet the increased travel demand arising from this in a sustainable and equitable way.

These issues are explored in more detail in section 4.

### 3. CURRENT TRAVEL PATTERNS

This section provides a brief summary of recent travel patterns in and around Coventry, including the places that people most commonly travel to and from and the modes of transport that they most commonly use.

#### 3.1 Travel demand

In 2021 there were 345,000 people living in Coventry, an increase of 8.9% from 2011, meaning that it is growing more quickly than the UK average. A total of 161,000 people are employed in the city, while a further 66,000 are students in higher education.

This generates a significant level of travel demand, both within the city and to and from neighbouring areas. Prior to the Covid-19 pandemic, demand was particularly high during peak commuting hours, when large numbers of people travelled to and from the city from places like Nuneaton and Bedworth, Warwick, Rugby, Kenilworth, Royal Leamington Spa and Birmingham. However, the largest group of commuters were those who both live and work within Coventry. In 2011 it was estimated that 78,000 residents regularly commuted within the city.

Travel demand fell significantly during the Covid-19 pandemic and this particularly affected commuter journeys. The effects of this are still being felt now, even after the removal of all travel restrictions. For example, a TfWM survey showed that in Summer 2021 38 per cent of workers were still working entirely from home, with a further 25 per cent splitting their time between home and a place of work.

#### 3.2 Current travel patterns by mode

##### *Car travel*

Despite its compact nature, and relatively strong public transport network, Coventry is a city that is largely dominated by car travel.

Both the total number of cars owned by Coventry residents and the number of cars per household have been increasing steadily over the long-term. In recent years, the Council has encouraged residents to switch from petrol and diesel powered cars to electric, and other zero emission, vehicles, including by installing more than 500 electric vehicle charge points – one of the largest public networks of charge points in the country.

Government statistics show that the number of electric vehicles in Coventry is increasing rapidly. However, they remain a small minority of the total. At the end of 2021 there were 1,164 battery electric vehicles registered to addresses in the city. When other forms of ultra-low emission capable vehicles, such as plug-in hybrids, are also included this figure rises to 1,905.

Regular counts of private and public transport trips into the centre of Coventry show that between 2011 and 2021 cars and taxis consistently accounted for around 75 - 80 per cent of both in-bound and out-bound trips. For commuter journeys, data from the Council's regular household survey suggests that, both before and during the Covid-19 pandemic, around 70 per cent of commuter journeys made by Coventry residents were made by car (either as a driver or as a passenger).

The Council's household survey also shows that residents believe that car is the easiest way to travel with, in 2021, 85 per cent of respondents agreeing that it was easy to get around Coventry that way.

However, despite this view, congestion is common on the parts of the city's road network, particularly during peak hours. Furthermore, the high volume of car trips also contributes heavily to the city's carbon footprint, as well as creating air pollution and leading to around 600-700 casualties from road traffic accidents every year. These issues are discussed in more detail in section 4.

*"The only convenient and safe way to travel is via a car"*

*"When there are more cars back on the road again, the sheer volume of traffic is just too much"*

*"Car traffic is terrible at peak times"*

Let's Talk survey respondents

While there were substantial falls in the number of people travelling during the Covid-19 pandemic, car travel did not fall as sharply as other modes during lockdowns and was quicker to recover afterwards. By June 2021, the total number of cars on the city's roads had reached pre-Covid levels, albeit with less pronounced peaks during the morning and afternoon 'rush hours'.

### *Motorcycles*

Motorcycles make up a very small proportion of traffic on the city's roads. Government statistics show that at the end of 2021 there were 4,300 motorcycles registered to Coventry addresses. However, motorcyclists are disproportionately likely to be involved in serious and fatal road traffic accidents, while anecdotal feedback also suggests that they sometimes have difficulty accessing suitable and secure parking facilities.

### *Public transport*

The city is served by four railway stations (Coventry, Tile Hill, Canley and Coventry Arena) and has good rail connections to London, with (prior to the temporary emergency timetable introduced by Avanti West Coast in August 2022 as a result of a number of industry challenges) 3 high speed trains per hour from Coventry, and Birmingham, with 6 trains per hour from Coventry. Prior to the Covid-19 pandemic, passenger numbers were increasing steadily, with the Office of Rail and Road estimating that there were more than 9 million entries and exits across the city's 4 stations in 2019/20.

The new £82 million station building and car park opened at Coventry Station in 2022, significantly improving the capacity of the station to handle passengers. The building also houses dedicated motorcycle and secure cycle parking as well as a new bus interchange with direct connections into the station concourse.

To maximise the benefits of this investment, there is significant scope to improve the city's rail connectivity. For example, local services to Leamington, Kenilworth and Nuneaton currently only run once per hour, while the city has no direct rail links to the East Midlands at all. As a result, Midlands Connect estimate that only 3 per cent of trips between Coventry and Leicester are made by rail. This compares to 30 per cent of trips between Coventry and Birmingham.

A number of studies are underway, led by Network Rail, Midlands Connect and the West Midlands Rail Executive, to examine the case for further investment in the West Midlands rail network, over and above the ongoing investment in HS2. These include consideration of infrastructure

improvements and new stations needed to enhance the role that rail can play in getting people to, and around, the city of Coventry.

*“Good railway links to London and Birmingham, and thus to the rest of the UK from these nodes”*

*“The frequency of trains in and out of Coventry might be increased, for instance to Nuneaton and other places where people who live in Coventry... work”*

*“Although rail services are much improved compared to 20-30 years ago, much still needs to be done in terms of providing services direct to more destinations”*

Let’s Talk survey respondents

The city also has an extensive network of bus services and, prior to Covid-19, levels of patronage had remained broadly consistent in recent years, with over 250 million bus journeys being taken annually across the West Midlands. The city’s bus network is largely based on a series of radial routes which connect the city centre to various residential and employment centres. Longer distance services also connect it to neighbouring conurbations including, for example, Nuneaton, Bedworth, Solihull and Birmingham. National Express coach services also provide connections to other UK-wide destinations.

There are some challenges regarding the reliability of services, which can be affected by congestion on the road network, and the frequency of services on some routes, particularly outside of peak hours. The radial nature of the city’s bus network also means that many passengers need to travel into the city centre in order to change buses. This often leads to longer journey times that make bus services uncompetitive compared to travelling by car. Furthermore, disabled residents, particularly wheelchair users, have raised concerns about difficulties accessing services.

*“Bus services are generally good, but need a more regular service outside peak times”*

*“The bus network, whilst the coverage is good, doesn’t always perform reliably”*

*“Bus routes are generally good but certain journeys across the city are slow because of (the) need to go via (the) city centre and change”*

*“Buses do not have enough seating for passengers that are wheelchair users”*

Let’s Talk survey respondents

Working with TfWM, the City Council has recently introduced a new kind of bus service with no fixed route or timetable. The service, called WM On Demand, operates in a similar way to ride hailing services like Uber but with larger vehicles, allowing passengers’ journeys to be aggregated. The current WM On Demand service is a trial which covers about half of the city. In early 2022, the trial service was completing around 600 rides a week.

During the pandemic, the sharpest falls in travel demand were seen on public transport. During the initial lockdown in March 2020 bus patronage dropped to around 10 per cent of pre-Covid levels and rail to around 2 per cent. At the time of publication, these still have not fully recovered and were both typically around 10 – 20 per cent lower than pre-pandemic levels, reducing revenue from ticket sales and making it harder to maintain pre-pandemic service levels. Furthermore, the after effects

of the pandemic have also created industry-wide challenges, including driver shortages, which are further affecting the reliability of some services.

The Council has supported the WMCA in promoting an Enhanced Partnership Plan and Scheme, which will set the framework for the future delivery of bus services within the region, setting out the required standards expected of bus companies, local authorities and the WMCA in delivering bus services and supporting infrastructure. This includes a requirement that all bus services operating within the city after 2025 will be operated by electric buses.

The Council has also supported the development of the WMCA's Bus Service Improvement Plan, submitted to Government in June 2022. This has led to the award of an indicative £88 million in funding for bus service improvements within the region, which is particularly important given the pressures on bus services outlined above.

### *Walking and cycling*

Although Coventry is a relatively compact city, the number of people walking and cycling for local journeys is not as high as it could be.

While data from the Council's household survey suggests that many residents walk when escorting children to school (42 per cent) or travelling to their own place of education (31 per cent), in 2021 only 9 per cent of commuters travelled to work on foot.

Levels of cycling are particularly low, accounting for only around 1 per cent of journeys into the centre of Coventry and between 1 and 4 per cent of residents' journeys when they are commuting, escorting children to school or traveling to their own place of education.

A lack of convenient and safe routes for cyclists is likely to be a barrier to higher levels of uptake. In 2021 only 52 per cent of residents agreed that it was easy to travel around Coventry by bike. This is significantly fewer than the number who felt it was easy to walk, drive and travel on public transport.

Prior to current investment in new cycle routes, the existing cycle network in Coventry is variable in standard, and where off-road routes are provided this are typically shared with pedestrians.

*"Coventry is a city (where) you can cycle to most places quite quickly but the roads don't feel very safe for cyclists"*

*"Getting around Coventry by bicycle is not a pleasant or safe feeling thing to do"*

Let's Talk survey respondents

### *Freight*

Over recent years there has been an increase in the number of goods vehicles on our roads, especially light goods vehicles. This is in keeping with national trends driven by the increasing use of home delivery services, which accelerated during the Covid-19 pandemic.

Heavy goods vehicles account for around 2 per of journeys into and out of the centre of Coventry. However, higher volumes can be observed in some parts of the city, depending on the nature of the local businesses that are located there. These trips therefore also need to be accommodated in a

sustainable way, and with minimal impact on the surrounding community. The use of local roads by heavy goods vehicles is a frequent complaint from local communities, and it can be challenging to ensure that such vehicles take the most appropriate route.

## 4. THE CASE FOR CHANGE

This section provides a summary of the key challenges that this strategy is intended to address. It is informed by national, regional and local priorities and by how the city's transport system is operating currently, as set out in sections 2 and 3.

In summary, we have identified seven specific challenges which this strategy is intended to address, and which are discussed below.

### 4.1 Tackling climate change

As noted in section 2, the UK Government has set itself a legally binding target to achieve net zero carbon emissions by 2050, while as a region the West Midlands is currently aiming to reach this milestone nine years earlier. Coventry City Council's new Sustainability and Climate Change Strategy will set out our own plans to initially achieve an interim target of a 55 per cent reduction in emissions, relative to 1990 levels, by 2030.

To achieve these targets it is clear that a major change is needed in the way in which we travel. Midlands Connect estimate that in Coventry in 2019 384,000 tonnes of CO<sub>2</sub> (or equivalent amounts of other greenhouse gases) were generated from transport. This is roughly equivalent to around 1 tonne of CO<sub>2</sub> for every person who lives in the city. By far the largest share of these emissions are generated by car travel.

*"The overriding message of the strategy should be about climate change. Everything should be focused towards reducing the amount of carbon (and related) emissions in the city"*

Let's Talk survey respondent

Current levels of car travel will simply not be sustainable in the future. This is true, even though a shift towards electric and other forms of zero emission vehicles are expected to make car travel more environmentally sustainable. Policymakers at both a national and regional level are clear that this alone will not be enough to meet current carbon reduction targets. In practice this will require both a significant reduction in the total number of vehicles, and distance travelled by them, on the city's roads and a shift towards zero emission vehicles for those journeys which are still made by car.

Furthermore, action will also be required to address emissions from other kinds of vehicles, such as heavy and light goods vehicles, buses, and trains. This will require leadership at a regional and national level, with investment in, for example, the electrification of the rail network being dependent upon nationally decided investment programmes.

### 4.2 Improving health outcomes for local people

Life expectancy has been rising in Coventry over the long-term but remains below both national and regional averages. Furthermore, there are substantial variations between different parts of the city, with women in the most prosperous parts of the city living on average for 8.4 years longer than those in the most deprived parts. For men this rises to 10.7 years.

Health inequalities are strongly linked to both economic inequality and levels of physical inactivity. Higher levels of walking and cycling and improved public transport options, which enable those on

the lowest incomes to easily access major employment centres and transport hubs, will be essential to address these issues.

Air pollution is also a significant concern. Diesel, and to a lesser extent petrol, vehicles are major producers of both NO<sub>2</sub> and PM<sub>2.5</sub>. Prolonged exposure to high concentrations of these pollutants can be very serious and can include, for example, increased risk of asthma, heart disease, strokes, lung disease and dementia. In 2014 Public Health England estimated that in Coventry the equivalent of 168 deaths per year could be attributed to exposure to PM<sub>2.5</sub>.

*“(I am) hugely concerned about air quality as a result of congestion”*

Let’s Talk survey respondents

At present there are a number of air pollution hotspots across the city where average annual concentrations of NO<sub>2</sub> currently exceed the legal limit (40µg/m<sup>3</sup>). Coventry was designated as an Air Quality Management Area in 2009 and in 2021 a Ministerial Direction was issued which legally requires the Council to implement an Action Plan to reduce NO<sub>2</sub> levels below this legal limit. The Council’s approved Local Air Quality Action Plan sets out a package of measures to reduce concentrations of air pollution in these areas, and to bring them below the legal limit in the shortest possible time. However, achieving a more general, long-term improvement across the city as a whole will require further action.

#### 4.3 Improving road safety

As noted in section 3, at present around 600-700 casualties occur each year as a result of incidents on Coventry’s roads. While this has reduced significantly over the longer-term, these numbers had remained more consistent in the years leading up to the Covid-19 pandemic, indicating a flattening of the previous downward trend. The number of serious and fatal incidents fluctuates from year to year, however in 2019 there were 100 serious injuries and 3 deaths resulting from collisions on the road network.

Furthermore, some types of road users are at greater risk than others. For example, in 2019 approximately one third of serious and fatal incidents involved either a cyclist or a motorcyclist, despite these groups making up a small proportion of all traffic on our roads.

It is our ambition both to reduce the number of incidents overall and to reduce the number of fatal incidents to zero. We recognise that this is an ambitious target but every fatality has a significant impact on the local community, and we believe it is right to be ambitious in seeking to minimise the number of people who are killed or injured when using the city’s transport network.

Initiatives such as the introduction of Average Speed Enforcement on main routes into the city have been highly successful in reducing casualties on these corridors and making further improvements to road safety will remain a high priority for this strategy.

In addition, it is important that people feel secure when using the transport network, whatever mode of travel they are using. The design of public transport interchanges, the public realm and the vehicles themselves needs to ensure that security issues are addressed at source so that people can use them with minimal risk to their safety. This will include the design of the planned Coventry Very Light Rail system.



#### 4.4 Supporting the city's economic recovery and reducing levels of economic inequality

There are currently 161,000 people employed in Coventry. The Council has ambitious plans to increase this further and, as noted in section 2, there is potential for investment in green businesses, including zero emission transport, to help support the city's economy to recover from Covid-19.

Current plans to create new jobs in the city include:

- delivering a major regeneration of the South side of the city centre. This will include improved leisure and retail facilities, as well as new homes
- creating a new business district at Friargate, where one new office building has already been constructed and work is currently underway on a second office building and a new boutique hotel
- a further expansion of Ansty Park
- plans to establish a Gigafactory in the South of the city. This would complement the recently established UK Battery Industrialisation Centre, making the city a centre for both research and development and manufacturing relating to battery technology for zero emission vehicles
- working with several major employers to facilitate their plans to expand, this includes Coventry University, the University of Warwick and Jaguar Land Rover.

While creating new jobs and supporting the city's recovery from Covid-19, these developments will also create additional travel demand, which will need to be met in a sustainable and equitable way. It is also vital that the benefits of these developments are inclusive and that residents in all parts of the city share in them.

At present there are substantial inequalities between different parts of the city. While some areas are affluent, there are also significant concentrations of deprivation. For example, according to the Government's Index of Multiple Deprivation, in 2019 there were 28 (out of 195) neighbourhoods in Coventry in the 10 per cent most deprived in the country. This rises to 50 amongst the most deprived 20 per cent.

It is therefore essential that, as well as providing the necessary infrastructure to help create new jobs, we also improve transport links to and from the most deprived parts of our city. Enabling a more general shift towards public transport and walking and cycling will also help to address this, given that car ownership and car travel is expensive, and that these are more affordable and inclusive forms of transport.

#### 4.5 Maximising the benefits of planned strategic transport improvements

It has now been confirmed that phases 1 (London – Birmingham) and 2a (Birmingham – North West of England) of HS2 will go ahead as planned, with the first phase currently due to complete between 2029 and 2033 and construction underway. The route will pass close to the south side of Coventry, with the planned interchange in Solihull improving connectivity by rail between Coventry and northern England and Scotland. The HS2 scheme is expected to bring substantial economic benefits to the West Midlands, including Coventry, through the creation of jobs during and after construction of the route, and regeneration projects associated with the HS2 route.

The planned interchange is also located close to Birmingham Airport and the National Exhibition Centre (NEC) and forms part of 'UK Central'. This is expected to become both a major transport hub, with national and international connections, and a significant employment centre in its own right. Connectivity between Coventry and UK Central is therefore a key consideration for this strategy.

HS2 is also significant because it is expected to alleviate some of the pressure on existing rail services. This will enable other improvements to be brought forward.

At the same time, the Government is also continuing to invest in the region's Strategic Road Network through a series of planned improvements set out in National Highways' Road Investment Strategy, including the improvement of the Binley and Walsgrave Junctions on the A46 Coventry Eastern Bypass. These will bring benefits for Coventry through reduced congestion on this key strategic route, improving accessibility to key employment sites at Anstey Park, Binley and Coventry Airport, as well as to the University Hospital Coventry and Warwickshire.

National Highways are currently preparing for the third Roads Investment Strategy covering the five-year period beyond 2027, and further improvements to the A46, focussing on Stivichall Interchange and M6 Junction 2 have been identified in studies undertaken by Midlands Connect as potential future projects for consideration. M6 Junction 3 is also the subject of work jointly commissioned by National Highways, Warwickshire County Council and the City Council to identify potential improvements.

#### 4.6 Meeting travel demand arising from new homes

As noted in section 2, Coventry is a rapidly growing city, with plans to build 25,000 new homes to be built over the period 2011 – 2031. This figure was based on an Objectively Assessed Need of 42,400 new homes, with Warwickshire authorities providing those that cannot be delivered within the city. Since the adoption of the current Local Plan, the Government has introduced a new way of calculating housing need (the Standard Methodology), which delivers a similar estimate for the number of new homes required. Current plans include several large-scale developments, most notably Sustainable Urban Extensions (SUEs) in Keresley (allocated for 3,100 new homes) and Eastern Green (allocated for 2,250).

Travel demand will also be generated by planned development in neighbouring areas. For example, a further planned SUE in Kings Hill (initially 2,500 homes) lies within Warwickshire but is located right upon the boundary with Coventry and will therefore also have a significant impact on the city's transport network. Furthermore, Stratford-Upon-Avon and Warwick District Councils are currently in the process of developing a new, joint South Warwickshire Local Plan. This is expected to cover the period up to 2050 and will set out the areas in which further growth will be accommodated.

In many cases, planned developments are directly dependent on new transport infrastructure being delivered. More generally, the increase in the city's population, and that of neighbouring areas such as Warwickshire, will generate additional travel demand. It is essential that this demand is met in a sustainable way, without exacerbating existing problems with congestion, air pollution and the city's carbon footprint.

#### 4.7 Adapting to changes in the way that people live, work and travel

It is possible that we may be on the cusp of a fundamental change to people's travel habits. For more than half a century, fossil fuel powered cars have been the dominant form of travel in the UK and, as noted in section 3, these remain by far the most common form of transport in Coventry today.

However, new technology means that this may be beginning to change. Electric vehicles are already becoming a 'mainstream' technology and accounted for 15 per cent of all new cars sold in 2021.

This is highly likely to rise much further in the near future, but this may only be one part of a much more fundamental change to the way that people and goods travel.

Other emerging technologies, which could have a major impact include:

- Coventry Very Light Rail (CVLR), a new form of urban mass transit, similar to existing tram systems but suitable for smaller cities such as Coventry, which is why the City Council has invested significantly in the development of this new innovative technology
- driverless cars, or Connected and Autonomous Vehicles (CAVs), which can be tested in real-life conditions within Coventry utilising the CAV Testbed being installed in partnership with TfWM
- the use of electric Vertical Take-Off and Landing (eVTOL) vehicles, or drones, for deliveries and/or to transport passengers
- micromobility. This describes small, lightweight forms of transport like e-scooters, currently being piloted within the southern area of the city
- Mobility as a Service (Maas). This describes a change in the way that people travel, away from privately owned vehicles and towards a system where a variety of different travel options can be easily accessed on demand. In practice this would most likely see residents using a single integrated platform (such as a mobile phone app) to plan, book and pay for journeys across a range of different modes
- Demand Responsive Transit (DRT) services, like the WM On Demand service currently being piloted in Coventry.

The precise impact of these emerging forms of transport is difficult to predict but it is highly likely that we will witness some dramatic changes in the ways in which people and goods travel over the next 15 or so years.

As described in section 2, Covid-19 has also brought about substantial changes to the way that people travel. However, its longer-term implications are difficult to predict. The trends that we have observed over the last few years may continue into the future. Alternatively, most people may eventually revert to their previous travel habits, or there may be further changes which cannot yet be anticipated.

In response to this, we will seek to actively shape the future wherever possible, for example by proactively seeking to trial and to roll out new modes of transport. More generally, we will also remain flexible and adapt our strategy to any changes in residents' travel habits, as these become clearer. When considering the benefits of individual schemes, we will also use sensitivity testing to understand how the scheme would perform in different future scenarios.

## 5. OUR OBJECTIVES AND OUR PLANS TO ACHIEVE THEM

This section sets out what we are aiming to achieve over the lifetime of this strategy and provides a summary of how we will do this.

### 5.1 Our objectives

In order to address the challenges, set out in section 4, we have identified four broad objectives for this strategy. These are:

- 1. Supporting the city's economic recovery and enabling long-term growth**
- 2. Delivering a sustainable, low carbon transport system**
- 3. Ensuring equality of opportunity**
- 4. Maximising health and wellbeing and reducing health inequalities.**

In order to achieve these objectives, we need to bring about a fundamental change to the way in which people and goods travel to, from and around our city. In particular, current levels of car travel will simply not be sustainable in the future. It is therefore our aspiration to create a city where it is easy, convenient and safe to walk, cycle and travel on public transport, and where most people do not need to use a car to access the services that they need for day-to-day life.

To achieve this, action will be required across a range of different areas and a summary of our plans is provided below. Further details are provided in a separate Implementation Plan.

In practice, not all the activity described in this section will be delivered directly by the Council. Some things will be delivered by, or in partnership with, our various partners in the region, with whom we will continue to work closely. This is also set out in more detail in the Implementation Plan.

### 5.2 Public transport (contributes to objectives 1, 2, 3 & 4)

Although the number of people using public transport has dropped considerably as a result of the Covid-19 pandemic, it remains a major part of our long-term plans to reduce car travel. Therefore over the next fifteen years, together with our partners, we will deliver major improvements to the city's public transport network. A summary of these plans is provided below, however we will publish further details in a separate plan of the city's future public transport network.

Furthermore, we will also ensure that the city's public transport network is accessible to everyone and have recently published a Transport Charter for People with Disabilities aimed at achieving this. We will implement all the commitments set out in that Charter.

#### *Coventry Very Light Rail (CVLR)*

CVLR will be a new form of mass transit, similar to the tram systems seen in other major UK cities but with smaller, electric powered vehicles and an innovative track form.

As CVLR will be the first system of its kind in the world, we will initially deliver a short 'demonstrator project' between Coventry Railway Station and Pool Meadow Bus Station. Initially this will allow

*"The lack of a tram system is a negative. We need one!"*

Let's Talk survey respondent

CVLR to be tested in a live, city centre environment before ultimately becoming part of a complete first route connecting the city centre to University Hospital.

In the longer-term we will develop a complete network of routes to provide residents with a fast, frequent, accessible and affordable connection to various major employment centres and 'transport hubs', where people will be able to easily change between various different modes of transport.

It is also anticipated that many other small cities may eventually wish to develop their own networks. Therefore, by pioneering this technology and establishing a local supply chain for it, we anticipate that there will also be longer-term benefits for the local economy.

We will explore various funding options to introduce CVLR. This could include applying for grant funding from central and regional Government, seeking investment from private sector partners and considering options to raise revenue locally.

### *Rail*

We will also work with our partners to deliver major improvements to the city's existing railway infrastructure and services.

We have already invested £82m to enhance capacity at Coventry Railway Station. Over the lifetime of this strategy, we will complement this with further improvements at Coventry to enhance connectivity and services, and at Tile Hill, where improvements will enhance the role of the station as a key transport hub. We will also explore options for several further potential new stations.

These improvements, and the opening of the new HS2 interchange in Solihull, will enable us to deliver significant improvements to the city's rail connectivity. Our priorities for this are to:

- maintain the current 3 intercity services per hour to London
- maintain 6 services per hour to Birmingham
- double the frequency of services to Nuneaton, Kenilworth and Leamington, to 2 trains per hour. Crucially, this will also improve onward connectivity from Leamington to Warwick
- double the frequency of services to Oxford, to 2 trains per hour
- introduce at least 2 direct trains per hour to Leicester and Nottingham. Research carried out by Midlands Connect suggests that this would cut journey times from 54 minutes to 38, and from 108 minutes to 70 respectively. At present, only 3% of journeys between Coventry and Leicester are made by rail, so enhanced connectivity is essential to ease pressure on the A46 / M69 corridor and to enable people to travel more sustainably between the two cities.
- improve connectivity with the North of England, via the new HS2 interchange in Solihull.

We will also seek to better integrate our major railway stations into the city's broader transport network, turning them into transport hubs where people can easily change between different modes of transport for both long and short distance travel. We have already begun this work at Coventry Railway Station by delivering improved pedestrian access to the city centre, increased car and cycle parking and a new bus interchange. In the longer-term, we will also add a further CVLR interchange. We will seek to replicate this approach, on a smaller scale, with other new and existing stations.

### *Bus*

Our plans to improve bus services in the city are set out in a separate Bus Service Improvement Plan, published by TfWM working with local bus operators.

In summary, that document sets out plans to:

- ensure that all buses operating in the city are electric buses by 2025 through the successful implementation of the All Electric Bus City, through which £50 million in grant support has been secured from Government
- ensure services continue to cover the whole city, with ‘turn up and go’ frequencies on key routes
- freeze fares, simplify the range of different tickets available, expand the use of contactless payments, and ensure tickets can be used across all operators
- improve the accessibility of vehicles by increasing the number of spaces available for wheelchair users and for passengers traveling with prams or pushchairs
- improve bus stops and bus shelters, including providing more live information for passengers who are waiting.

*“More buses. Buses work very well but they are not so often. You can increase bus frequency”*

*“Bus transport seems to work well. Ideally, buses would be electrified and run even more frequently and conveniently”*

Let’s Talk survey respondents

We will also expand the current trial of WM On Demand so that it will cover the whole city, as well as extending its operating hours and seek to better integrate it into the wider network of bus services.

### 5.3 Walking, cycling and micromobility (objectives 1, 2, 3 & 4)

To further reduce the city’s reliance on car travel, we will also significantly improve conditions to encourage more people to walk and cycle, as well as introducing new forms of micromobility. We will seek to do this in an inclusive way, ensuring that areas are designed to be accessible to everyone.

The following sections provide a summary of how we will do this, however we will also publish a separate, more detailed Local Cycling and Walking Infrastructure Plan (LCWIP).

#### *Pedestrianisation*

Our aspiration is to make the city as a whole a safer and more pleasant environment for pedestrians and to do this in accessible way, ensuring that our public spaces are suitable for everyone.

In doing this we will focus particularly on the city centre, with the aim of making the whole area within the ring road an area that is designed primarily for pedestrians, and on other local neighbourhood centres around the city.

To support this, we have already removed five city centre car parks and will take further steps to minimise the extent to which cars are able to drive around within the city centre, measures which will also support the delivery of the CVLR city centre demonstrator. We will also improve pedestrian access in and out of the city centre by improving crossings at various points around the ring road and by re-modelling ring road junctions to provide better pedestrian and cycle access, building on the successful works already completed at Junction 6 (Friargate) and the works that are currently under way at Junction 7.

Similarly, we will also seek to improve more of our local neighbourhood centres, delivering improvements to the public realm and creating more pedestrian and cyclist friendly environments.

#### *Dedicated cycleways*

We will introduce dedicated cycleways across the city, to make cycling safer and to ensure that cyclists do not have to share road space with car users on busy routes. Work is already underway on the next generation of cycleways, which will initially connect the city centre to Coundon and to Binley. However, in the longer-term we will develop a complete network of cycleways spanning the city.

*“I know that two cycle ways are being built, this network needs to be expanded to cover all areas of the city”*

*“We have some good cycle routes. We need more of them and they need to join up”*

Let’s Talk survey respondents

This new cycle network will also include strategic cycleways linking Coventry to neighbouring areas. Our priorities for this are to create connections to Solihull, including UK Central, via Eastern Green and to Warwickshire, via Binley Woods, North on both the A444 corridor and via M6 Junction 2, and to Kenilworth in the South.

In addition, we will provide more secure cycle parking facilities, including at major transport hubs, such as our railway stations.

#### *Liveable Neighbourhoods and School Streets*

Liveable Neighbourhoods (sometimes also referred to as Low Traffic Neighbourhoods, or LTNs) are residential areas where a variety of tools are used to significantly reduce traffic levels and to create a more comfortable environment for pedestrians and cyclists. This might include, for example, introducing 20mph speed limits, using bus gates to restrict the movement of private vehicles, creating more green space and installing cycle parking facilities for residents. School Streets are areas immediately surrounding schools where temporary road closures are introduced around opening and closing times, to ensure a healthier and safer place for children and young people.

We will seek to bring forward a community-led programme of both Liveable Neighbourhoods and School Streets. To do this, we will first identify areas where there is a strong appetite for these measures among local residents, and then design them collaboratively with those residents.

We will also seek to apply these principles to new developments, designing a low traffic approach in from the start.

#### *Cycle hire and other forms of micromobility*

In addition to the infrastructure improvements described above, TfWM have recently introduced a cycle hire scheme and we will work with them to increase the size and coverage of that scheme, and to extend it so that it also includes e-bikes.

Finally, TfWM are also piloting an e-scooter rental scheme on the University of Warwick campus. Currently, outside of the trial area, e-scooters are only legal on private property. However, the

Government has indicated that it is likely to legalise them in the future. If this happens, we will need to consider how to incorporate e-scooters into our transport system in a way that is safe and that does not negatively impact on pedestrians and road users. We would therefore look to develop a more detailed policy on the use of e-scooters, covering issues such as where they are and are not permitted to be used, and may also seek to extend the current rental scheme as a way of expanding the use of e-scooters in a controlled way.

#### 5.4 Road network (objectives 1, 3 & 4)

##### *New and improved roads*

We intend to significantly reduce the volume of car journeys taking place on our roads. However, despite this, some investment in new and improved roads is still required. This is primarily in order to:

- enable new homes to be built
- enable major employers, such as the University of Warwick and Jaguar Land Rover, to expand
- remove through traffic from residential areas, making them more suitable for walking and cycling (by making improvements to more strategic routes in order to reduce 'rat running')
- reduce the impact of congestion on public transport journey times
- remove congestion in areas that have become air pollution hotspots.

Working with our partners, we will therefore focus improvements primarily on the Strategic and Key Route Network (busy roads which carry large volumes of traffic, such as the city's A-roads), on areas where significant development is planned and on local air pollution hotspots, as identified in our Local Air Quality Action Plan.

Furthermore, we will not design new roads exclusively for cars and will ensure that where new roads are built, or existing roads are improved, that space for pedestrians, cyclists and/or public transport is also designed in.

Specific road improvements to be delivered over the lifetime of this strategy include:

- various junction improvements on both the A46 and A444
- a new strategic link road connecting the A46 at Stoneleigh Junction initially to the South of Coventry, and then ultimately to either Solihull or the West of Coventry
- a further new strategic link road through the planned SUE at Keresley
- new roads, and the improvement of some existing ones, in the vicinity of the ongoing developments at Friargate
- improvements to the London Road corridor including junction improvements, traffic management and cycle routes.

We will also publish a separate plan of our future highway network, showing how we will manage our highway network overall and how these improvements will fit in to wider network.

##### *Car parking*

As noted above, we have already removed five city centre car parks, in response to changes in demand. We are now carrying out a wider review of our Parking Strategy and, depending on the outcome of this, may make further changes.



Our revised Parking Strategy will ensure that there is sufficient parking to meet demand, while avoiding any overprovision. If and when any further existing car parks are no longer required, this may allow us to release this land so that it can be used for other purposes.

#### *Highway maintenance*

We will seek to maintain all the city's highways, including roads, footpaths and cycleways, to a high standard. Our plans to do this are set out in a separate Highways Infrastructure Asset Management Strategy.

#### *Traffic management and enforcement*

We will work with TfWM to improve our management of the road network, including by introducing 5G monitoring, and to prepare our road network for the rollout of Connected Autonomous Vehicles (CAVs). This will include enabling testing to take place on a newly installed CAV testbed.

We will also ensure that we proactively enforce the rules of the road by using the powers available to us to take enforcement action against drivers who do not adhere to them. We have already begun this with the installation of new average speed cameras at key locations in the city and will seek to roll these out on all the main radial routes into the city over the lifetime of this strategy.

In addition, we will also consider our approach to enforcing:

- moving traffic offences, such as drivers making banned turns, stopping in yellow boxes and passing through bus gates, subject to Government legislating to allow local authority to take on these enforcement powers
- on street parking offences, such as parking on double yellow lines
- 'pavement parking'. The Government has recently consulted on options to give Councils new powers to take action against drivers who cause an obstruction for pedestrians, and so our approach to this will depend on the outcome of that consultation.

### 5.5 Zero emission and shared vehicles (objectives 2 & 4)

We recognise that a shift to zero emission vehicles will not, on its own, be sufficient for the city to achieve its carbon reduction targets and are therefore seeking to significantly reduce levels of car travel over the lifetime of this strategy. However, we also recognise that some journeys will continue to be made by car, and there will also still be significant demand for road travel from the freight industry and from public transport operators.

We will therefore seek to accelerate the switch from petrol and diesel vehicles to zero emission alternatives. The majority of our plans to do this will be set out in more detail in a separate Electric Vehicle and Charging Infrastructure Strategy. However, in summary, we will promote the take-up of electric and other zero emission vehicles by:

- substantially expanding the city's existing network of public electric vehicle charge points
- creating super charging hubs and a multi-fuel hub. These will be service station style facilities located on the Strategic Route Network which will provide rapid charging/refuelling facilities for owners of zero emission vehicles
- encouraging local businesses to switch to electric vehicles, including via our Try Before You Buy E-fleet scheme
- piloting innovative methods of electric vehicle charging, including static induction (wireless) charging and dynamic charging (charging of a moving vehicle). These technologies could help to

support operators of different types of vehicles, including larger vehicles and vehicles with very high mileage, to switch to zero emission alternatives.

Finally, we will also electrify Coventry's public transport services. As well as replacing all buses with electric vehicles by 2025, we will also begin only granting taxi licenses to zero emission capable vehicles from 2024.

*"Coventry taxis and local buses must become electric to show we are serious about tackling the climate emergency and air pollution"*

Let's Talk survey respondent

All the above will create additional demands for electricity and so we will work with energy suppliers to ensure that the local grid has sufficient capacity to meet this growing need, as well as exploring options to generate more renewable energy locally.

We would also like more of those journeys that are still made by car to be made using shared, rather than privately owned, vehicles. At present two private companies offer car sharing services, sometimes called 'car clubs', in Coventry. We believe that these services can help to persuade more residents that they do not need to own a car, by allowing them to easily hire one as and when they need it, while making the majority of trips by walking, cycling and public transport. This is supported by research which shows that households who rely on shared vehicles tend to make fewer car journeys than those who own a vehicle.

However, the number of vehicles that are currently available via car clubs/car sharing services is relatively small. Therefore, we will work with the private sector with the aim of significantly expanding this, as well as increasing the number of electric vehicles that are available for hire.

## 5.6 Freight (objectives 1 & 2)

The movement of goods around the city is a significant contributor to congestion and emissions on the highway network, with light goods vehicles in particular growing in number as people's habits change and more shopping is done via home deliveries.

We will encourage and support companies to switch to zero emission vehicles through the actions described above, and will also explore innovative ways of taking goods vehicles off the highway network, including investigating the potential for electric Vertical Take-Off and Landing (eVTOL) vehicles, or drones, to form part of the supply chain instead of road vehicles. To that end, Coventry has already hosted Air-One, a pop-up facility established on a temporary basis as a 'vertiport' for eVTOLs. Air-One was the first facility of its kind in the world.

The Council will further explore the potential for this technology to be used to reduce the number of vehicles on our roads including, for example, those used for home deliveries. This might involve using eVTOLs and other types of zero emission vehicles, such as e-cargo bikes or CVLR, to establish freight consolidation centres (sites where goods travelling into and out of the city can be collected and transferred to a sustainable mode of transport for the first/last few miles of their journey) or to make greater use of parcel lockers (where goods are delivered to and collected from a secure locker in a public place, such a train or bus station, as an alternative to home delivery). In addition, there may also be potential for eVTOLs to be used to transport passengers.

Where goods vehicles are still necessary to transport bulk goods or supplies to industrial, retail and other business premises, we will work with those businesses and their commercial partners to ensure that goods traffic remains on the strategic and key road networks for the maximum length of the journey, ensuring that use of the local road network is kept to a minimum. Where necessary and appropriate, this approach will be enforced through environment weight or width restrictions to ensure that larger vehicles do not use inappropriate routes.

#### 5.8 Encouraging behaviour change (objectives 2 & 4)

In addition to the physical improvements to transport infrastructure and services described in the previous sections, we will also seek to actively encouraging a change in residents' behaviour with the aim of encouraging more travel by active and sustainable modes, such as walking, cycling and public transport. This will include providing better information to residents about the full range of travel options that are available, to allow residents to make more informed choices about how they travel around the city, and to maximise the benefits gained from investment in new cycle routes and improved public transport.

We will work with TfWM and other partners, such as Warwickshire County Council, to develop tools that help residents to easily plan their journeys across a range of modes and will explore innovative ways to offer incentives to those who make more sustainable travel choices. This includes working with schools, businesses and local communities to support schemes, events and activities focussed on cycle training, promotion, and marketing, specifically targeting corridors where cycle routes have been improved. We will also support the development of an employer network focussed on working with local businesses to promote sustainable travel options for their employees, and their business activity, including freight and servicing needs.

To complement the EV charging infrastructure programme, we will also build on existing initiatives, such as the mobility credit scheme which rewards residents who scrap a heavily polluting vehicle with 'mobility credits', which can be spent on alternative travel options. Depending on the outcome of this trial, we will look to roll this out more widely over the lifetime of the strategy and will also work with house builders to offer mobility credits to residents moving in to new homes, as part of our approach to meeting the additional travel demand that is generated by new homes in a sustainable way.

## 6. MONITORING AND EVALUTION

An Annual Progress Report will be prepared to report on our progress in delivering our objectives. This will integrate with monitoring requirements at a regional level and will be submitted annually to the Council's Cabinet.

### 6.1 Measures of success

The table below provides a set of indicators which we will monitor for each of our objectives. These are a mixture of indicators that:

- directly relate to the way that people and goods travel. For example, over time we expect to see increasing numbers of people walking, cycling and taking public transport and fewer people driving
- indicators that are influenced by many things, including transport. For example, we expect improvements to the city's transport system to lead to longer life expectancies and better employment rates among residents. However, there will be many other factors that will also affect these indicators.

We will report our progress against the following indicators on a regular basis.

Objective	Indicators
1. Supporting the city's economic recovery and enabling long-term growth	<ul style="list-style-type: none"><li>• Gross Value Added (GVA) and/or GVA per employee</li><li>• Total number of jobs and/or new jobs created</li><li>• Number of residents in employment</li><li>• New commercial floorspace created</li><li>• Number of new homes enabled</li><li>• City Centre footfall and/or other indicators of visitor numbers / activity, such as car and bike parking and numbers of arrivals by public transport</li></ul>
2. Delivering a sustainable, low carbon transport system	<ul style="list-style-type: none"><li>• Total estimated annual CO2 emissions</li><li>• Estimated annual CO2 emissions from transport</li><li>• Overall levels of car ownership</li><li>• Levels of ownership of zero emission vehicles</li><li>• Usage of EV charging point infrastructure</li><li>• Take up of car clubs/car sharing services</li><li>• Mode of travel split between car, cycle, walk and various forms of public transport</li></ul>
3. Ensuring equality of opportunity	<ul style="list-style-type: none"><li>• Levels of walking, cycling and public transport (i.e. the most affordable travel options)</li><li>• Number of neighbourhoods in the most deprived 10 &amp; 20 per cent nationally</li><li>• Levels of unemployment</li></ul>
4. Maximising health and wellbeing and reducing health inequalities	<ul style="list-style-type: none"><li>• Average life expectancy and healthy life expectancy</li><li>• The gap in life expectancy and healthy life expectancy between the most and least deprived parts of the city</li><li>• Levels of walking and cycling</li><li>• Resident perceptions of Coventry as a place where it is easy to walk and cycle</li><li>• Air quality</li><li>• The number of road traffic incidents overall, the number of serious incidents and the number of fatal incidents</li><li>• Average vehicle speeds</li><li>• National Road Condition Indicators for highways and footways</li></ul>

## **APPENDIX 2: COVENTRY TRANSPORT STRATEGY SUMMARY DOCUMENT**

### **A new Transport Strategy for a changing city**

This Strategy has been drawn up to help the city's residents, businesses and visitors travel safely, easily and sustainably over the coming years. It has been created after consultation across the city to make sure it supports a thriving economy and a healthy population.

The Strategy explains why change is needed and sets out a long-term vision for the next 15 years.

In bringing in the new Strategy, the Council has said it will strive to ensure all parts of the transport system are accessible to everyone. All forms of transport are covered, including walking and cycling, and not just local transport links, but national and international ones.

### **The need for change**

The Strategy is important to help the city keep up with new developments and the needs of the changing world. Global issues such as tackling climate change, fighting poverty and reducing inequalities must be faced by every city.

In the UK, the Government has committed to achieving net zero greenhouse gas emissions by 2050. The West Midlands' target is 2041, and that will need major changes in the way goods and people move around the country. In 2016 transport accounted for 39 per cent of the region's emissions and so there has to be a shift away from car travel towards public transport and active travel such as walking and cycling.

Those changes are also key to promoting physical and mental wellbeing and improving the quality of life for residents.

Coventry is a rapidly growing city, with around 25,000 new homes set to be built in the coming years. There are also plans for commercial development, including the establishment of a new business district at Friargate and the regeneration of City Centre South. These developments will create a significant increase in travel demand, which will need to be met in a sustainable way.

All of these local, regional, national and international issues mean we must look at the city's transport network now, and continue to bring in change in the years ahead.

### **Current Travel Patterns**

In 2021 there were 345,000 people living in Coventry. It is a rapidly growing city and this generates a significant level of travel demand, both within the city and to and from neighbouring areas.

Although travel demand fell significantly during the COVID-19 pandemic, Coventry remains a city that is largely dominated by car travel. Both the total number of cars owned by Coventry residents and the number of cars per household have been increasing steadily over the long-term.

In recent years, the Council has encouraged residents to switch from petrol and diesel to electric, and other zero emission, vehicles, including by installing more than 500 electric vehicle charge points – one of the largest public networks of charge points in the country. Government statistics show that the number of electric vehicles in Coventry is increasing rapidly, but they remain a small minority of the total.

Regular counts of private and public transport trips into the centre of Coventry show that between 2011 and 2021 cars and taxis consistently accounted for around 75-80 per cent of trips. Around 70 per cent of commuter journeys made by Coventry residents were made by car (either as driver or passenger). The Council's household survey also shows that residents believe that car is the easiest way to travel, but there is heavy congestion at peak times.

In public transport, the city has four local stations and good national links, but services to neighbouring towns only run once per hour, and only three per cent of trips between Coventry and Leicester are made by rail, compared to 30 per cent for Birmingham.

The city also has an extensive network of bus services, but there are some challenges regarding the reliability of services, which can be affected by congestion on the road network, and the frequency of services on some routes, particularly outside of peak hours. The radial nature of the city's bus network also means that many passengers need to travel into the city centre to change buses, leading to longer journeys, and are concerns over accessibility for disabled residents.

Although Coventry is a relatively compact city, the number of people walking and cycling is not as high as it could be, with only 12 per cent of commuters travelling to work on foot in 2018. Levels of cycling are particularly low, accounting for only around one per cent of journeys into the centre of Coventry. A lack of convenient and safe routes for cyclists is likely to be a barrier to higher levels of uptake. In 2021 only 52 per cent of residents agreed that it was easy to travel around Coventry by bike. This is significantly fewer than the number who felt it was easy to walk, drive and travel on public transport.

### **The case for change**

There are seven specific challenges which this strategy is intended to address:

- Tackling climate change – a major change in the way we travel is needed. Electric vehicles will not be enough, it will need a reduction in the total number of vehicles
- Improving health for local people – health inequalities are linked to poverty and physical activity. Better walking, cycling and public transport links to employment centres are essential. Air pollution is also a concern, with traffic jams a major cause
- Preventing road traffic accidents - at present around 600-700 casualties occur each year as a result of incidents on Coventry's roads. In 2019 there were 100 serious incidents and 3 fatal incidents. The introduction of average speed cameras has helped, and work like this will continue
- Supporting the city's economic recovery - there are plans in the city for Friargate business district, City Centre South, a further expansion of Ansty Park, plans for a Gigafactory in the south of the city, and talks over expansion plans with major employers such as the universities and Jaguar Land Rover. While creating new jobs and supporting the city's recovery from COVID-19, these developments will also create additional travel demand, which will need to be met in a sustainable way
- Maximising the benefits of HS2 and other major investments - HS2 is expected to bring substantial economic benefits to the West Midlands, and with an interchange at Solihull, will be close to Coventry. It is also close to Birmingham Airport and the National Exhibition Centre (NEC) and forms part of 'UK Central', which is expected to become a major transport hub. Connectivity between Coventry and UK Central is, therefore, a key consideration for this strategy

- Meeting travel demand from new homes - Coventry is a rapidly growing city, with plans to build 25,000 new homes over the period 2011 – 2031. In many cases, these developments are directly dependent on new transport infrastructure being delivered. More generally, the increase in the city's population will generate additional travel demand
- Adapting to changes in the way that people live, work and travel – the emergence of electric vehicles, Very Light Rail, driverless cars and other breakthroughs will mean dramatic changes over the next 10-15 years, and travel habits have already changed considerably as a result of the pandemic. Plans will need to be flexible as further changes are hard to predict.

### **How we will achieve our objectives**

We need to bring about a fundamental change to the way in which people and goods travel to, from and around our city. In particular, current levels of car travel will simply not be sustainable in the future.

This Strategy aims to create a city where it is easy, convenient and safe to walk, cycle and travel on public transport, and where most people do not need to use a car to access the services that they need for day-to-day life. To achieve this, we will also need to be innovative. Coventry already has a reputation as a leader in the field of transport innovation and we will seek to maintain and strengthen this over the lifetime of the strategy.

Action will be required across a range of different areas. The following graphics provide a summary of the most significant improvements that will be delivered over the lifetime of the strategy.

### **THE FOLLOWING SECTIONS WILL BE CONVERTED TO A SERIES OF INFOGRAPHICS BEFORE PUBLICATION**

#### Public Transport

- A first-of-its-kind in the world Very Light Rail system - a new form of mass transit, similar to trams seen in other cities but with smaller, electric powered vehicles
- More frequent rail services to Nuneaton, Kenilworth and Leamington
- New, direct rail services to the East Midlands
- Explore potential for additional railway stations, and make further improvements to existing ones
- The first all-electric bus fleet in the country, by 2025
- A more accessible public transport network – we will deliver the commitments set out in our Transport Charter for People with Disabilities, such as increasing the number of spaces for wheelchair users/passengers with prams and pushchairs on all buses
- Improvements to ticketing, including freezing fares, passenger information, stops and shelters for local bus services
- A city-wide 'On Demand' bus service.

#### Walking, cycling and micro-mobility

- A network of safe, segregated cycleways
- A safer and more pleasant environment for pedestrians, particularly in the city centre and around other local neighbourhood centres
- New Liveable Neighbourhoods, residential areas where through traffic is discouraged to improve the environment for pedestrians and cyclists, developed with residents

- A programme of School Streets, where temporary road closures at pick and drop off times make it easier for pupils to walk and cycle to school
- Further expansion of the WM Cycle Hire scheme
- E-scooters, if legalised, to be safely incorporated into our transport system.

#### Highways

- Targeted improvements to the road network, such as junction improvements and new roads, where these are needed to enable homes and workplaces to be built or to reduce air pollution and congestion
- Further expansion of the public network of electric vehicle charge points
- Local businesses supported to switch to electric vehicles
- Further expansion of 'car clubs'/car sharing services
- Roads, pavements and cycleways maintained to a high standard
- Further rollout of average speed cameras to improve road safety
- Better management of the highway network, and preparation for driverless cars.

#### Other measures

- Explore the use of parcel lockers and freight consolidation centres, where goods are transferred to/from a zero emission vehicle for the first/last part of their journey, to reduce reliance on home delivery
- Explore the potential for drones to be used to transport goods or passengers in the future
- Engagement with local schools, businesses and residents to support sustainable travel options
- Encourage sustainable travel via incentive schemes, such as providing 'mobility credits'.

#### **How we will measure our progress**

An Annual Progress Report will be prepared to report on our progress in delivering our objectives.

The strategy will also be subject to regular review and will be updated if and when our plans change.



## **APPENDIX 3: COVENTRY TRANSPORT STRATEGY IMPLEMENTATION PLAN**

### **1. INTRODUCTION**

#### **1.1 Purpose of this document**

This Implementation Plan accompanies Coventry City Council's Transport Strategy.

The Transport Strategy sets out plans to bring about a fundamental change to the way that people and goods travel to, from and around Coventry in the future. It explains why a change is needed and describes, in broad terms, what we will do over the next 15 years to deliver that change. This document provides further detail about our plans. It sets out details of the specific improvements that we will make to the city's transport network and the expected timescales and approximate costs associated with these.

It is important to note that the schemes referred to in this document are at different stages of development (for example, funding has already been secured to deliver some, while others are currently unfunded or only partly funded). For this reason, this plan focuses particularly on the schemes that we will deliver during the first five years of the strategy (2022/23 – 2026/27), as these are generally more developed, while also giving an indication of what further improvements we have ambitions to deliver over the later years of the strategy (2027/28 – 2036/37).

Similarly, expected costs have been provided by sorting schemes into a range of cost brackets (<£10m, £10-£25m, £25-£50m, £50-£100m and £100m+). This is intended to be sufficient to provide a broad sense of the level of investment associated with our plans, while also reflecting the fact that some schemes are still in the early stages of development and that, as a result, precise figures are not available at this time.

Furthermore, while this document accurately reflects current plans at the time of writing, we will also keep it under regular review. We will do this by publishing an Annual Progress Report, which will outline our progress in implementing the Transport Strategy and to report any changes which we are making to this plan. This will allow us to remain flexible in our approach and to add to or adjust our plans to respond to changing circumstances arising from factors such as national, regional or local policy decisions or new funding opportunities.

#### **1.2 Structure of this document**

The Transport Strategy describes the improvements that we intend to make across six broad areas:

- public transport
- walking, cycling and micromobility
- road network
- zero emission and shared vehicles
- freight
- encouraging behaviour change.

This document is therefore structured around these six areas. For each of them it describes the specific improvements that we plan to deliver and when they will be delivered. In practice, not all these improvements will be delivered directly by the Council. Some schemes will be delivered by, or in partnership with, our various partners in the region, and this is also highlighted here.

## 2. PUBLIC TRANSPORT

The Transport Strategy describes plans to deliver major improvements to the city's public transport network, including the development of a first-of-its-kind in the world mass transit system, Coventry Very Light Rail (CVLR), and improvements to existing rail and bus services. The table below shows the specific public transport schemes which we currently plan to deliver over the lifetime of this strategy.

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yrs 6 - 15
Future public transport network plan	Development of an integrated public transport network plan for Coventry, responding to factors such as the outcome of bus service network reviews, the outcome of the WM On Demand pilot scheme, network development work for the CVLR, and business cases for new railway stations and services		N/a							
<b>CVLR</b>										
CVLR 'demonstration project'	Development of a short section of track between Coventry Railway Station and Pool Meadow Bus Station to allow CVLR vehicles to be tested in a live environment. This section will eventually form part of Route 1		£25-£50m	City Region Sustainable Transport Settlement (CRSTS)						
CVLR Route 1	A first CVLR route, connecting Coventry Railway Station to University Hospital		£100m+	CRSTS/ Other sources TBC						
Further CVLR routes	Development of a further network of VLR Routes serving various key locations across the city		£100m+	TBC						
<b>Rail</b>										
Tile Hill Station improvements	Station improvements aimed at establishing Tile Hill as a transport	Partnership with Transport for	<£10m	CRSTS						

	interchange/Park & Ride site, serving the West side of the city	West Midlands (TfWM)								
New direct connections to the East Midlands	Establishing a direct rail connection between Coventry, Leicester and Nottingham	Midlands Connect	£100m+	Midlands Connect / Rail Network Enhancement Pipeline (RNEP)						
More frequent service to Leamington, Kenilworth and Nuneaton	Improvements, including at Coventry Station and some double tracking of the line between Coventry and Leamington, to enable an increased service of two trains per hour	Midlands Connect	£100m+	Midlands Connect / RNEP						
Potential further new railway stations	Potential further new railway stations at Binley & Willenhall, Coundon, Coventry South and/or Foleshill.  Further work is required to determine whether some, or all, of these stations would be viable	Partnership with TfWM / West Midlands Rail Executive (WMRE)	TBC depending on how many of the 4 potential sites are considered viable	RNEP						
<b>Bus</b>										
Expanded trial of WM On Demand	A wider rollout of the existing WM On Demand bus services, initially on a trial basis. This would see the service area expand to cover the whole city and the service's operating hours also extended, with potential for merging operations with other similar services such as Ring and Ride	TfWM	<£10m	TfWM/ Developer contributions						
Bus Service Improvement Plan (BSIP)	Delivery of plans set out in TfWM's BSIP, including freezing fares, expanding the use of contactless payments, ensuring tickets can be used across different operators and expanding the use of real time information at bus stops	TfWM	£50-100m (WMCA full area)	BSIP						

All Electric Bus City	All buses operating in the city to be replaced with electric buses	Partnership with TfWM	> 100m	DfT - All Electric Bus City grant (£50m)/ Bus operator contributions						
Ansty Park & Ride	Establishing an, initially bus-based, park and ride service at Ansty as part of the Coventry and Warwickshire CLEAN Hub project (with the potential to add a CVLR service at a later date)	Partnership with Warwickshire County Council (WCC) / Rugby Borough Council (RBC)	£50-100m	Partnership with private sector						

# KEY:

Scheme in development:	
Construction/ scheme delivery:	

### 3. WALKING, CYCLING AND MICROMOBILITY

The Transport Strategy describes plans to significantly improve the conditions for walking and cycling, and to trial new forms of micromobility, such as e-scooters. The table below shows the walking, cycling and micromobility schemes which we currently plan to deliver over the lifetime of this strategy.

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yrs 6 - 15
Local Cycling and Walking Infrastructure Plan (LCWIP)	Development of a more detailed plan of walking and cycling improvements		N/a							
<b>City (and local) centre pedestrianisation</b>										
City Centre Traffic Management Plan	Introduction of further restrictions on car travel within the Ring Road, with the aim of ensuring that the whole city centre is designed primarily as a pedestrian friendly environment		<£10m	CRSTS						
Further city centre public realm improvements	Ongoing programme of further public realm improvements in the city centre		Ongoing programme	TBC – potential for developer contributions						
Local centre improvements	Ongoing programme of improvements to various local centres around the city, including public realm improvements and better walking, cycling and public transport connectivity		Ongoing programme	TBC – potential for CRSTS and developer contributions						
Ring Road junction remodelling	Remodelling of various further Ring Road junctions (following work already completed at J6 and planned works at J7 and J8) to remove congestion and improve pedestrian and cycle access in and out of the city centre		£25-£50m	Major Road Network and Large Local Majors Programme/ Developer contributions						

<b>Dedicated cycleways</b>									
Coundon and Binley cycleways	Completion of two fully segregated cycleways, connecting the city centre to Coundon and Binley		<£10m each	Coundon – Local Air Quality Action Plan (LAQAP) Binley - Transforming Cities Fund (TCF)/ Active Travel Fund (ATF)					
University of Warwick cycle routes	Improved cycle connections between the University of Warwick and neighbouring residential areas, railways stations and the city centre		<£10m	ATF/ Developer contributions/ Sustrans					
Foleshill Transport Package	Package of improvements to reduce the level of through traffic on Foleshill Road and encourage greater levels of active travel. The package includes segregated cycle facilities on Foleshill Road, as well as junction improvements on the A444 (to accommodate traffic displaced from Foleshill Road)		<£10m	CRSTS					
Coventry South/ London Road Transport Package	Various improvements on the London Road corridor, including remodelling of key junctions and the installation of segregated facilities for cyclists		£10-£25m	CRSTS/ Developer contributions					
Eastern Green cycleways	Two new cycleways connecting the planned Sustainable Urban Extension (SUE) at Eastern Green to the city centre and to Tile Hill Railway Station		<£10m	Developer contributions					
Keresley Connects cycleways	New cycleways connecting the planned SUE in Keresley to the city centre and to Allesley/ Lyons Park		<£10m	Developer contributions					

Further cycle network improvements	Ongoing programme to develop and deliver further cycleways, informed by the LCWIP. This will be aimed at establishing a complete network serving key locations across the city and connecting it to neighbouring districts		Ongoing programme	ATF/ Developer contributions						
<b>Liveable Neighbourhoods/School Streets</b>										
Two initial Liveable Neighbourhoods	Development of two initial Liveable Neighbourhoods, in collaboration with local residents		<£10m	ATF						
Further programme of Liveable Neighbourhoods and School Streets	Ongoing, community-led programme to establish further Liveable Neighbourhoods and School Streets		Ongoing programme	TBC						
<b>Cycle and micromobility hire schemes</b>										
WM Cycle Hire	Ongoing expansion of the existing WM Cycle Hire scheme, with the aim of covering the whole city	TfWM	Ongoing programme	TfWM/ Developer contributions						
E-scooter rental scheme*	Expansion and roll-out of the existing pilot scheme	TfWM	TBC	Private operator						

\* Further actions dependent on national changes to legislation expected in 2023/24 subject to parliamentary timetable

**Key:**

Scheme in development:	
Construction/ scheme delivery:	

#### 4. ROAD NETWORK

Although the Transport Strategy aims to bring about a reduction in levels of car travel overall, it is recognised that some investment in the city's road network is still required. This will be targeted primarily at the Strategic and Key Route Network (busy roads which carry large volumes of traffic, such as the city's A-roads), on areas where significant development is planned and on local air pollution hotspots, as identified in our Local Air Quality Action Plan (LAQAP).

Road schemes will not be designed exclusively for cars and the Council will ensure that where new roads are built, or existing roads are improved, that space and facilities for pedestrians, cyclists and/or public transport is also designed in.

The table below shows improvements that are currently planned to the road network within, or immediately adjacent to the city over the lifetime of this strategy.

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yrs 6 - 15
Updated Parking Strategy	Review of the Council's existing Parking Strategy		N/a							
Transport Design Guide	Design guide for new transport infrastructure associated with development but also applying to Council schemes		N/a							
Future highway network plan	Development of a more detailed planned of the city's future public transport network		N/a							
<b><i>New and improved roads</i></b>										
A46 Binley Junction improvements	Complete installation of a flyover at the A46 Binley Junction (currently underway)	National Highways	£50-100m	National Highways						
A46 Stoneleigh Junction improvements	Complete upgrades to the A46 Stoneleigh Junction (currently underway)	WCC	£25-50m	National Highways						



LAQAP highways schemes	Complete various highway improvement schemes aimed at reducing air pollution at several pinch points, including Spon End, Ring Road Junction 7 and the Holyhead Road area (currently underway)		£25-50m	Air Quality Implementation Grant						
Keresley Link Road	A new connection through the planned Keresley SUE, linking Long Lane in the West of Coventry and Winding House Lane in the North. This will also remove through traffic from existing residential areas in NW Coventry		£10-£25m	Developer contributions/ West Midlands Combined Authority forward funding						
A46 Walsgrave Junction improvements	Planned junction upgrade to improve journey times on a key strategic route	National Highways	£50-£100m	National Highways						
A46 Strategic Link Road	A new strategic link between the A46 South of Coventry (at Stoneleigh Junction) and either Solihull or the West of Coventry. This would create a new travel corridor linking the North Warwickshire/South Coventry with UK Central Plus (including the new HS2 station) in Solihull	Partnership with WCC and Solihull Metropolitan Borough Council (SMBC)	£100m+	TBC						
M6 Junction 3 improvements	Improvements to reduce congestion at a key junction	National Highways	£25-£50m	National Highways						
<b>Highway maintenance, traffic management and road safety</b>										
Highway maintenance programmes	Ongoing programme of work to maintain our highways, cycleways and footways according to identified prioritisation based on condition and other factors		Ongoing programme	CRSTS						
Road safety programmes	Annual programme of road safety improvement schemes based on casualty reduction priorities		Ongoing programme	CRSTS						

Average speed cameras	Ongoing programme to reduce vehicle speeds within the city by rolling out average speed camera enforcement, with the aim of installing these on all major radial routes into and out of the city according to a prioritised programme		Ongoing programme	CRSTS						
5G monitoring/ Connected Autonomous Vehicles (CAV) Testbed	Various projects aimed at preparing our highway network for the future, including testing of CAVs and the rollout of 5G monitoring and other projects involving trialling and rollout of new transport technology	TfWM	Ongoing programme	TfWM/ Commercial/ Government research funding e.g. Innovate UK						

# Key

Scheme in development:	
Construction/ scheme delivery:	

## 5. ZERO EMISSION AND SHARED VEHICLES

Although the Transport Strategy aims to bring about a reduction in levels of car travel overall, it is recognised that some journeys will continue to be made by road. Therefore, the strategy also seeks to accelerate the transition from petrol and diesel vehicles to zero emission alternatives.

The table below shows schemes which we currently plan to deliver over the lifetime of this strategy in order to support this change.

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yrs 6 - 15
Electric Vehicle Charging Infrastructure Strategy	Development of a more detailed plan to expand the city's electric vehicle charging infrastructure		N/a							
Local neighbourhood EV charging hubs	Programme of EV charging/ multi-modal transport hubs in various locations around the city		Ongoing programme	Office of Zero Emission Vehicles (OZEV)						
Decarbonisation of the taxi fleet	Transition the taxi fleet operating in the city to zero emission vehicles in line with the Council's taxi licensing policy		N/a							
Coventry and Warwickshire CLEAN Hub	Creation of a multi-modal transport interchange initially with electric vehicle charging facilities and park and ride services, with further features to be added later	Partnership with WCC	£50-100m	Partnership with the private sector						
Trial of dynamic charging of electric vehicles	Development of "wireless" charging allowing EVs to be charged on the move.		<£10m	Partnership with the private sector						
Green Innovation Park	Creation of a 'super charging hub' for electric vehicles		£10-£25m	Partnership with the private sector						

Public electric vehicle charge points network expansion	Ongoing programme to expand the city's network of public electric vehicle charge points		Ongoing programme	OZEV						
E-Fleet - Try Before You Buy electric vehicle scheme	Ongoing operation of the Council's Try Before You Buy electric vehicle scheme for local businesses utilising electric vehicles purchased for the Council's own fleet		Ongoing programme	National Highways / CCC						
Expansion of car clubs/ car sharing services	Ongoing work with commercial partners to expand the provision of car clubs/ car sharing in the city, and encourage the provision of more shared electric vehicles		Ongoing programme	Private sector						

# Key:

Scheme in development:	
Construction/ scheme delivery:	

## 6. FREIGHT

The Transport Strategy sets out plans to change the way in which goods are transported to, from around Coventry. The table below shows the schemes that we currently plan to deliver over the lifetime of this strategy in order to achieve this.

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yrs 6 - 15
City centre freight consolidation centre review	Consider options to establish freight consolidation centre(s) as part of the wider redevelopment of Coventry city centre. Further actions will depend on the outcome of the review									
Project Skyway	Investigation of the potential for drones to undertake longer distance deliveries along pre-determined corridors	Partnership with public, private and academic sectors	<£10m	DfT Future Flights						
Ansty freight consolidation centre	Establishing a freight consolidation centre in Ansty as part of the Coventry and Warwickshire CLEAN Hub project	Partnership with WCC	£50-100m	Partnership with private sector						
Last Mile Freight*	Investigation of potential for parcel lockers, drone delivery and other innovative solutions to last mile deliveries building on the Urban Air Port demonstrator project	Partnership with TfWM and private sector	TBC	TBC						

\* Timescales for this project are still to be determined

### Key:

Scheme in development:	
Construction/ scheme delivery:	

## 7. ENCOURAGING BEHAVIOUR CHANGE

In addition to the physical improvements to transport infrastructure and services described in the previous sections, the Transport Strategy also sets out plans to reduce car travel by actively encouraging a change in residents' behaviour. The table below shows schemes which we currently plan to deliver over the lifetime of this strategy in order to achieve this.

Scheme	Description	Lead organisation (CCC if blank)	Expected cost bracket	Secured/ likely funding sources (Where known)	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yrs 6 - 15
Mobility Credits vehicle scrappage scheme trial	Completion of an initial pilot (currently underway) of a vehicle scrappage scheme, where participants receive credits in exchange for scrapping an older, heavily polluting vehicle	TfWM	<£10m	TfWM						
Mobility Credits incentive scheme trial	Further pilot scheme where residents moving in to newly completed homes in Keresley and Eastern Green will receive Mobility Credits to encourage them to travel by sustainable means		<£10m	Developer contributions						
Travel Demand Management	Ongoing programme of activity to promote and encourage sustainable travel choices	TfWM	Ongoing programme	TfWM						
Engagement with schools and businesses	Ongoing programme of engagement with local schools and businesses to help them to encourage and support residents to travel to school/work via sustainable modes, including the development of an Employer / Business Network to share and implement best practice on sustainable travel initiatives		Ongoing programme							

Regular community events	Ongoing programme including, for example, cycle training and community cycling events		Ongoing programme							
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Key:

Scheme in development:	
Construction/ scheme delivery:	

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**Subject: Transport Strategy Summary of Let's Talk Survey results**      **Date: September 2022**

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### **1 Purpose of this paper**

- 1.1 This paper provides a summary of the headline results from a Let's Talk Survey on the Council's draft Transport Strategy. The survey formed part of a wider consultation on the draft Strategy.

### **2 Background**

- 2.1 Cabinet previously considered a draft new Transport Strategy for Coventry in October 2021.
- 2.2 The draft considered by Cabinet had been developed with input from internal and external stakeholders, and also incorporated views expressed by residents during an initial, informal engagement exercise. This had been conducted using the Council's online consultation platform, Let's Talk, during February and March 2021, with 262 residents participating
- 2.3 In October 2021, Cabinet approved a further, formal consultation on the draft Transport Strategy.
- 2.4 This consultation primarily consisted of a further online survey, which was carried out via Let's Talk, between February and April 2022. A further 129 residents completed this survey.
- 2.5 While this document focuses on the quantitative feedback received via the Let's Talk survey, this formed only one part of the wider consultation on the draft strategy. Alongside the survey, this also included:
- engaging directly with various stakeholder/resident groups via online and in person meetings, held throughout and following the formal consultation period
  - along with other Council departments, taking part in a drop-in style consultation event held at the Council House in July 2022
  - written comments on the draft Strategy received by post/email.

### **3 Summary of Let's Talk survey results**

- 3.1 The survey asked residents to give their views on the overall vision for the draft Strategy, the objectives that it was intended to deliver and 25 specific measures which were included in it.
- 3.2 Most respondents (73%) agreed with the overall vision for the strategy (to offer a safe, sustainable, equitable and resilient transport system, which enables our residents, visitors and businesses to thrive), with 14% disagreeing and 13% saying that they were not sure.
- 3.3 In terms of the objectives that the draft Strategy was intended to deliver, respondents ranked delivering a sustainable, low carbon transport system as their highest priority. This was followed by maximising health and wellbeing, then supporting the city's economic recovery and enabling long-term growth and then ensuring equality of opportunity.
- 3.4 Respondents broadly agreed with most of the specific measures included in the draft strategy. Of the 25 measures included in the survey, more than 60% of respondents said that they agreed (either definitely agreed or somewhat agreed) with 20 of them.

- 3.5 The most popular measure in the draft strategy was maintaining the city's roads, pavements and cycleways to a high standard (93% agreed). This is followed by:
- improving bus stops, shelters and providing more live information for passengers (90%)
  - making all buses in the city electric by 2025 (90%)
  - expanding the use of contactless payment and 'fare capping' on bus services (86%)
  - maintaining and increasing key rail services (86%)
  - developing 'transport hubs' at railway stations (84%)
  - building more dedicated cycleways (78%)
  - encouraging local businesses to switch to electric vehicles (76%).
- 3.6 Introducing other forms of micro mobility, such as e-scooters, was the least popular measure in the draft strategy (only 38% agreed).
- 3.7 Other proposed measures with relatively low levels of agreement included using 5G technology to improve the way we manage the road network and to prepare for driverless cars (46%) and introducing more bus priority measures, such as bus gates (54%).
- 3.8 There were also relatively low levels of agreement with both expanding the WM Cycle hire scheme to other areas of the city (58%) and the use of 'On Demand' bus services (58%). However, in both cases there were an unusually high level of neutral responses (22% and 32% respectively), with fewer respondents (19% and 10%) actively disagreeing. This suggests that many respondents may not have been familiar with these services.
- 3.9 A full set of results for all 25 measures is provided below.

## 4. Detailed results

All figures are expressed as percentages of respondents who answered that question:

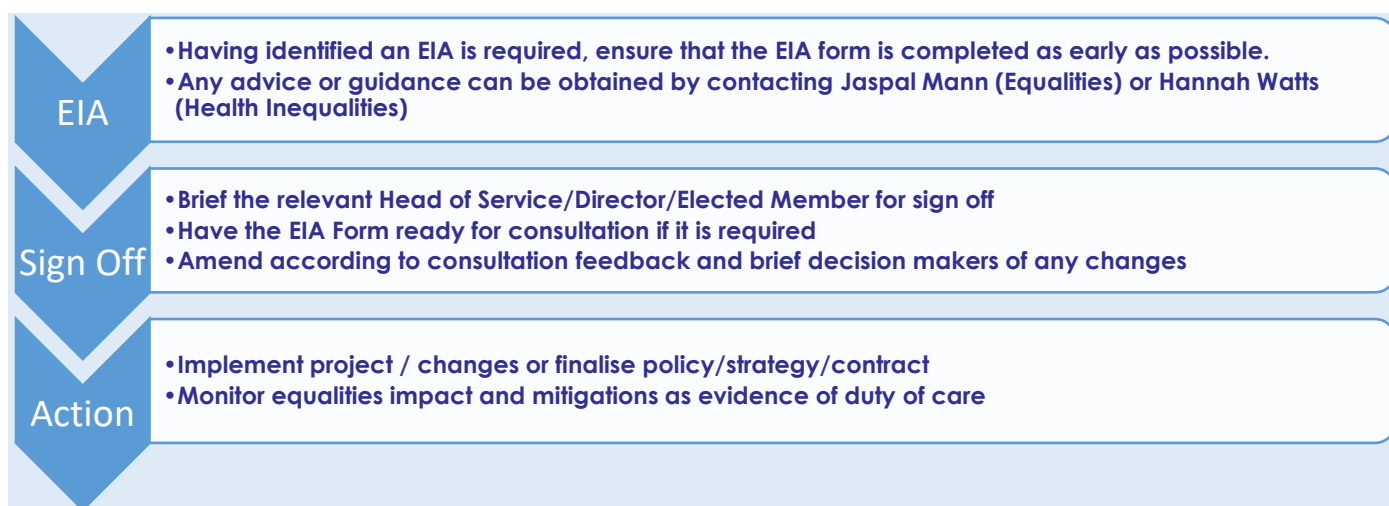
Measure	Definitely agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Definitely disagree	Combined agree
<b>Active travel</b>						
Build more dedicated cycleways, so that people cycling do not have to share space with car users on busy routes	58	19	4	7	12	<b>78</b>
Introduce 'Low Traffic Neighbourhoods' and 'School Streets'	48	19	12	8	13	<b>67</b>
Ensure that whole city centre is designed primarily for pedestrians	50	16	5	16	13	<b>66</b>
Expand the West Midlands Cycle hire scheme to other areas of the city	31	27	22	5	14	<b>58</b>
Introduce other forms of micro mobility, such as e-scooters (subject to trials)	21	17	16	22	24	<b>38</b>
<b>Rail/Very Light Rail</b>						
Maintain and increase key rail services	63	23	11	2	2	<b>86</b>
Develop transport hubs at railway stations. These could include bikes and cycling facilities, park and ride, and micro mobility options (such as e-scooters, subject to trials)	60	23	10	5	2	<b>84</b>
Build new railway stations and make improvements to existing stations	45	23	16	9	7	<b>68</b>
Develop a Very Light Rail system in Coventry	37	29	17	8	9	<b>67</b>
<b>Bus</b>						
Improve bus stops, shelters and provide more live information for passengers	65	25	7	0	2	<b>90</b>
Make all buses in the city electric by 2025	68	22	7	2	2	<b>90</b>
Expand the use of contactless payment and 'fare capping'	64	22	9	3	2	<b>86</b>
Increase the number of spaces for wheelchair users/passengers with prams and pushchairs	39	35	20	4	2	<b>74</b>
Provide turn up and go services on key routes	38	31	25	2	4	<b>70</b>
Expand the use of 'On Demand' bus services	26	32	32	7	3	<b>58</b>
Introduce more bus priority measures, such as bus gates	37	17	19	11	16	<b>54</b>

<b>Highways/Electric Vehicles/Freight</b>						
Maintain of the city's roads, pavements and cycleways to a high standard	77	16	4	1	2	<b>93</b>
Encourage local businesses to switch to electric vehicles	45	31	17	1	6	<b>76</b>
Explore new ways of transporting goods around the city, such as establishing freight consolidation centres (where goods are transferred to/from a zero emission vehicle for the first/last part of their journey) and the use of drones	46	28	15	5	6	<b>74</b>
Create 'super charging hubs' (service station type facilities for electric, and other zero emission, vehicles)	37	37	17	5	5	<b>73</b>
Substantially expand the city's network of public charge points for electric vehicles	38	31	20	5	6	<b>69</b>
Make targeted improvements to the road network (e.g. junction improvements, new roads), where these are needed to enable new homes/ workplaces to be built or to reduce congestion and air pollution	35	31	17	10	7	<b>66</b>
Increase the use of average speed cameras and improve enforcement of other traffic offences	48	14	13	7	18	<b>62</b>
Use 5G technology to improve the way we manage the road network and to prepare for driverless cars	28	18	26	14	14	<b>46</b>
<b>Incentive schemes</b>						
Measures which encourage residents to make fewer journeys by car, such as offering incentives	49	20	11	8	12	<b>69</b>

NB: All figures have been rounded to the nearest per cent, as a result the responses to some questions may not sum to exactly 100%



<b>Title of EIA</b>		<b>Transport Strategy</b>
<b>EIA Author</b>	Name	<b>David Pipe</b>
	Position	<b>Senior Officer, Transport Strategy</b>
	Date of completion	<b>September 2022</b>
<b>Head of Service</b>	Name	<b>John Seddon</b>
	Position	<b>Head of Transport and Innovation</b>
<b>Cabinet Member</b>	Name	<b>Cllr Jim O'Boyle</b>
	Portfolio	<b>Jobs, Regeneration and Climate Change</b>



PLEASE REFER TO [EIA GUIDANCE](#) FOR ADVICE ON COMPLETING THIS FORM

## SECTION 1 – Context & Background

1.1 Please tick one of the following options:

This EIA is being carried out on:

- ☒ New policy / strategy  
☐ New service  
☐ Review of policy / strategy  
☐ Review of service  
☐ Commissioning  
☐ Other project (*please give details*)



### 1.2 In summary, what is the background to this EIA?

Coventry City Council has developed a new Transport Strategy. In summary, the strategy sets out plans to bring about a significant change in the way in which people and goods travel to, from and around Coventry over the next 15 years.

The strategy aims to achieve the four following objectives:

1. Supporting the city's economic recovery and enabling long-term growth
2. Delivering a sustainable, low carbon transport system
3. Ensuring equality of opportunity
4. Maximising health and wellbeing and reducing health inequalities.

### 1.3 Who are the main stakeholders involved? Who will be affected?

There are a number of key stakeholders who will be involved in the implementation of the strategy. These include, for example, neighbouring local authorities, other Government bodies (e.g. Transport for West Midlands, Midlands Connect, Network Rail, National Highways) and public transport operators from the private sector.

However, in terms of the strategy's impact, all residents as well as those who travel to the city for work and for leisure will be affected.

### 1.4 Who will be responsible for implementing the findings of this EIA?

The Transport Strategy Team will be responsible for overseeing the delivery of the Transport Strategy, including monitoring and reporting its impact.

## SECTION 2 – Consideration of Impact

*Refer to guidance note for more detailed advice on completing this section.*

In order to ensure that we do not discriminate in the way our activities are designed, developed and delivered, we must look at our duty to:

- Eliminate discrimination, harassment, victimisation and any other conflict that is prohibited by the Equality Act 2010
- Advance equality of opportunity between two persons who share a relevant protected characteristic and those who do not



- Foster good relations between persons who share a relevant protected characteristic and those who do not

## 2.1 Baseline data and information

Please include a summary of data analysis below, using both your own service level management information and also drawing comparisons with local data where necessary (go to

<https://www.coventry.gov.uk/factsaboutcoventry>)

The Transport Strategy will affect all residents, as well as those who travel to the city for work or for leisure.

Full results of the 2021 Census are still to be published. However, based on the information that is currently available, the total population of Coventry is 371,500, of which:

- 67% are of working age (16 – 65), with 20% aged 15 and under and 14% aged 65 and over
- 67% are White British. The largest groups of ethnic minorities are Asian/Asian British (16%), White Other (7%) and Black/Black British/African/Caribbean (5%)

Furthermore, at the time of the previous Census is 2011:

- The city's population was divided almost exactly evenly between males and females (both 50%)
- 18% of residents had a disability which limited their daily activity either a little or a lot
- Christians made up the largest religious group in city (54% of the population). This was followed by Muslims (7%), Sikhs (5%) and Hindus (4%). 23% of residents said that they have no religion.

There are, however, significant differences in the profile of residents who live in different parts of the city. In particular, there are substantial economic and health inequalities. For example, while some areas are affluent, there are also significant concentrations of deprivation. According to the Government's Index of Multiple Deprivation, in 2019 there were 28 (out of 195) neighbourhoods in Coventry in the 10 per cent most deprived in the country. This rises to 50 amongst the most deprived 20 per cent. Furthermore, women in the 10 per cent most prosperous parts of the city live on average for 8.4 years longer than those in the 10 per cent most deprived. For men this rises to 10.7 years.

## 2.2 On the basis of evidence, complete the table below to show what the potential impact is for each of the protected groups.

- Positive impact (P),
- Negative impact (N)
- Both positive and negative impacts (PN)
- No impact (NI)
- Insufficient data (ID)

*\*Any impact on the Council workforce should be included under question 2.6 – not below*



Protected Characteristic	Impact type P, N, PN, NI or ID	Nature of impact and any mitigations required
Age 0-18	P	<p>The city's transport system is currently dominated by car travel, with approximately 80% of journeys into and out of central Coventry being made by car or taxi. This over-reliance on car travel disadvantages those who are unable to drive, including younger people. The strategy aims to bring about a shift towards more inclusive forms of transport, such as walking, cycling and public transport.</p> <p>There are also currently around 600-700 casualties a year as a result of incidents on our road network, including a small number of fatal incidents. As well as bringing about an overall reduction in the number of cars on our road network, the strategy also includes specific measures to reduce accidents, including creating safe spaces for cyclists and accelerating the rollout of average speed cameras. This will benefit all road users but particularly those groups who are more vulnerable, including children.</p> <p>Furthermore, current levels of car travel also generate significant levels of air pollution. There are currently a small number of air pollution hotspots in the city, where congestion causes concentrations of NO<sub>2</sub> to exceed legal limits. This has potential health impacts for all residents but some groups, including children, are likely to be disproportionately affected. The measures included in the strategy are intended to substantially reduce concentrations of air pollution in the future.</p>
Age 19-64	P	<p>It is acknowledged that many residents consider there to be significant benefits associated with car ownership and car travel, and that many more perceive it to be essential for their day-to-day life. Therefore, some residents (likely to be predominantly those of working age) may consider that a strategy which aims to reduce car use, and to give greater priority to other modes of travel, affects them negatively.</p> <p>However, the strategy is expected to deliver significant benefits, such as a substantially improved public transport network, better facilities for walking and cycling, improved air quality and fewer</p>





		<p>casualties arising from accidents. It is therefore still expected to have a positive impact overall on working age residents.</p> <p>It should also be noted that, despite the currently high volumes of traffic on our road network, one third of households in the city do not have regular access to a car. The strategy will therefore deliver a more equitable transport system, which will particularly benefit this group.</p>
Age 65+	<b>P</b>	<p>As noted above, the city's transport system is currently dominated by car travel. This over-reliance on car travel disadvantages those who are unable to drive, including many older people. The strategy aims to bring about a shift towards more inclusive forms of transport and includes commitments to substantially improve the city's public transport network.</p>
Disability	<b>P</b>	<p>It is acknowledged that some disabled people are particularly reliant on car travel and currently face barriers to travelling by other modes, particularly public transport.</p> <p>The strategy therefore includes a commitment to deliver the Council's Transport Charter for Disabilities, which aims to deliver a more inclusive transport system. It also includes actions which will address many of the barriers that disabled people currently face when travelling. For example, by increasing the number of wheelchair spaces that are available on all buses operating in the city.</p>
Gender reassignment	<b>NI</b>	
Marriage and Civil Partnership	<b>NI</b>	
Pregnancy and maternity	<b>NI</b>	
Race (Including: colour, nationality, citizenship ethnic or national origins)	<b>P</b>	<p>The strategy has no direct impact on any specific ethnic groups.</p> <p>However, it is acknowledged that ethnic minority residents are disproportionately likely to live in many of the more deprived parts of the city, where rates of car ownership are lower and where the consequences of high levels of car travel (such as concentrations of air pollution) are also often more acute. Therefore, it is likely that, by creating a more inclusive transport system with significantly lower</p>



		levels of car travel, the Strategy will particularly benefit many ethnic minority residents.
Religion and belief	<b>NI</b>	
Sex	<b>PN</b>	<p>There are no measures in the Strategy that are specifically aimed at either men or women.</p> <p>However, the Strategy aims to create a city where it is easy to walk, cycle and travel by public transport and where most people do not need to own a car to access the services that they need in day-to-day life. While both men and women will benefit from these improvements, it is important to note that, at a national level, women are significantly less likely to cycle than men. This is likely to be influenced by concerns over personal safety.</p> <p>Similarly, particularly when travelling in the evening or at night, women are more likely to feel unsafe when walking or travelling on public transport. It is acknowledged that many women therefore value the privacy and safety associated with travelling by car.</p> <p>In implementing the Strategy, particular attention will need to be paid to public safety in order to mitigate any potential negative impacts, recognising that these would disproportionately affect women.</p>
Sexual orientation	<b>NI</b>	

## HEALTH INEQUALITIES

<b>2.3</b>	<p>Health inequalities (HI) are unjust differences in health and wellbeing between different groups of people which arise because of the conditions in which we are born, grow, live, work and age. These conditions influence our opportunities for good health, and result in stark differences in how long we live and how many years we live in good health.</p> <p>Many issues can have an impact: income, unemployment, work conditions, education and skills, our living situation, individual characteristics and experiences, such as age, gender, disability and ethnicity</p>
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<p>A wide range of services can make a difference to reducing health inequalities. Whether you work with children and young people, design roads or infrastructure, support people into employment or deal with welfare benefits – policy decisions and strategies can help to reduce health inequalities</p> <p><b>Please answer the questions below to help identify if the area of work will have any impact on health inequalities, positive or negative.</b></p> <p><b>If you need assistance in completing this section please contact: Hannah Watts</b>  <a href="mailto:hannah.watts@coventry.gov.uk">hannah.watts@coventry.gov.uk</a> in Public Health for more information. More details and worked examples can be found at <a href="https://coventrycc.sharepoint.com/Info/Pages/What-is-an-Equality-Impact-Assessment-(EIA).aspx">https://coventrycc.sharepoint.com/Info/Pages/What-is-an-Equality-Impact-Assessment-(EIA).aspx</a></p>		
Question	Issues to consider	
2.3a What HIs exist in relation to your work / plan / strategy	<ul style="list-style-type: none"> <li>• Explore existing data sources on the distribution of health across different population groups (<i>examples of where to find data to be included in support materials</i>)</li> <li>• Consider protected characteristics and different dimensions of HI such as socio-economic status or geographical deprivation</li> </ul>	
	<p>Response:</p> <p>As noted above, there are currently substantial health inequalities between different parts of the city. These are strongly linked to both economic inequality and levels of physical inactivity, to which low levels of active travel is a contributing factor.</p> <p>Air pollution is also a significant contributor, with diesel, and to a lesser extent petrol, vehicles being major producers of both NO2 and PM2.5. Prolonged exposure to high concentrations of these pollutants can be very serious and can include, for example, increased risk of asthma, heart disease, strokes, lung disease and dementia. In 2014 Public Health England estimated that in Coventry the equivalent of 168 deaths per year could be attributed to exposure to PM2.5.</p> <p>Addressing these issues is one of the four core objectives of the strategy - <i>maximising health and wellbeing and reducing health inequalities</i></p>	
2.3b How might your work affect HI (positively or negatively).	<p><b>Consider and answer below:</b></p> <ul style="list-style-type: none"> <li>• Think about whether outcomes vary across groups and who benefits the most and least, for example, the outcome for a woman on a low income may be different to the outcome for a woman a high income</li> <li>• Consider what the unintended consequences of your work might be</li> </ul>	



How might your work address the needs of different groups that share protected characteristics	
	<p>Response:</p> <p>a. Potential outcomes including impact based on socio-economic status or geographical deprivation</p> <p>The strategy sets out plans to bring about a major change in the way in which people travel to, from and around Coventry in the future, with substantially fewer journeys being made by car and more by walking, cycling and public transport. It is expected that this will have public health benefits for residents as a result of improved air quality, increased rates of physical activity (via increased use of active travel) and fewer casualties from incidents on our road network.</p> <p>While this will potentially benefit all residents, the strategy recognises that current issues are more acute in some parts of the city than others. In particular, residents living in more deprived parts of the city tend to experience substantially worse health outcomes. The strategy sets out a specific aspiration to address this and these inequalities will be taken into account when more detailed plans for our future walking, cycling and public transport networks are developed, to support the implementation of the strategy.</p> <p>b. Potential outcomes impact on specific socially excluded or vulnerable groups eg. people experiencing homelessness, prison leavers, young people leaving care, members of the armed forces community.</p>

#### 2.4 Next steps - What specific actions will you take to address the potential equality impacts and health inequalities identified above?

Members will be asked to approve the new Transport Strategy before the end of 2022, with implementation beginning immediately.



Once adopted, the Council will keep the strategy under regular review and will monitor its impact over the course of its implementation. It will publish an Annual Progress Report to ensure that the strategy is delivering the expected benefits in practice.

## 2.5 How will you monitor and evaluate the effect of this work?

An Annual Progress Report will be prepared to report on our progress in delivering the strategy's objectives.

The strategy includes a set of performance indicators which will be included in this report. This includes the following measures, which are relevant for measuring the strategy's impact on different groups of residents:

- Levels of car travel, compared to walking, cycling and public transport
- Resident perceptions of Coventry as a place where it is easy to walk and cycle
- Number of neighbourhoods in the most deprived 10 & 20 per cent nationally
- Levels of unemployment
- Average life expectancy and healthy life expectancy
- The gap in life expectancy and healthy life expectancy between the most and least deprived parts of the city
- Air quality
- The number of road traffic incidents overall, the number of serious incidents and the number of fatal incidents
- Average vehicle speeds.

## 2.6 Will there be any potential impacts on Council staff from protected groups?

Council staff will be affected when travelling to and from Council buildings and when travelling on Council business. The strategy aims to deliver improved connectivity and to make it easier for officers, and residents, to make these journeys, particularly by walking, cycling and public transport.

You should only include the following data if this area of work will potentially have an impact on Council staff. This can be obtained from: [lucille.buckley@coventry.gov.uk](mailto:lucille.buckley@coventry.gov.uk)

**Headcount:****Sex:**

Female	
Male	

**Disability:**

Disabled	
Not Disabled	
Prefer not to state	
Unknown	

**Ethnicity:**

White	
Black, Asian, Minority Ethnic	
Prefer not to state	
Unknown	

**Sexual Orientation:**

Heterosexual	
LGBT+	
Prefer not to state	
Unknown	

**Age:**

16-24	
25-34	
35-44	
45-54	
55-64	
65+	

**Religion:**

Any other	
Buddhist	
Christian	
Hindu	
Jewish	
Muslim	
No religion	
Sikh	
Prefer not to state	
Unknown	

**3.0 Completion Statement**

**As the appropriate Head of Service for this area, I confirm that the potential equality impact is as follows:**

No impact has been identified for one or more protected groups ☐

Positive impact has been identified for one or more protected groups ☒

Negative impact has been identified for one or more protected groups ☐

Both positive and negative impact has been identified for one or more protected groups ☒



## 4.0 Approval

<b>Signed: Head of Service: John Seddon</b>	<b>Date: 28/9/2022</b>
<b>Name of Director: Colin Knight</b>	<b>Date sent to Director: 13/10/2022</b>
<b>Name of Lead Elected Member: Councillor Jim O'Boyle</b>	<b>Date sent to Councillor: 21/10/2022</b>

Email completed EIA to [equality@coventry.gov.uk](mailto:equality@coventry.gov.uk)

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## Public report

### Cabinet Report

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Cabinet

15 November 2022

Council

06 December 2022

#### **Name of Cabinet Member:**

Cabinet Member for Housing and Communities – Councillor D Welsh

#### **Director Approving Submission of the report:**

Director of Streetscene and Regulatory Services

#### **Ward(s) affected:**

All Wards

#### **Title:**

**Local Plan Review**

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#### **Is this a key decision?**

Yes – significantly effects more than 2 wards in the City etc

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#### **Executive Summary:**

The Coventry Local Plan was adopted in 2017. The Council is obliged to consider whether the Plan needs reviewing every five years. This consideration is based on whether the Plan has been effective in meeting the policy objectives it set out, whether there have been substantive policy changes at a local or national level, or whether there has been a significant change in the housing need.

Given that the Government's "Standard Method" for calculating Housing Need was introduced after the adoption of the current plan it is considered that a significant change has occurred. Furthermore, a comprehensive review of the policies in the Plan will give an opportunity to ensure greater consideration of environmental issues as well as wider national changes.

It is therefore proposed to conduct a full review of the Local Plan, and an indicative timeline is included as part of a refreshed Local Development Scheme. Adoption of a reviewed Local Plan is anticipated to take place in early 2025.

**Recommendation:**

Cabinet is requested to;

- 1) Note the timeline indicated in the Report.
- 2) Recommend that Council approve the commencement of a full Local Plan Review.
- 3) Adopt the draft Local Development Scheme 2022-2025.

Council is recommended to;

- 1) Note the timeline indicated in the Report.
- 2) Approve commencement of a full Review of the Local Plan.

**List of Appendices included:**

Appendix 1: Draft Local Development Scheme 2022-2025

**Background papers:**

Cabinet 1 December 2020, Item 47

**Other useful documents**

2017 Local Plan

**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?**

Yes – Cabinet Advisory Panel – Local Development Plan – 12 October 2022

**Will this report go to Council?**

Yes – 6 December, 2022

## **Report title: Local Plan Review**

### **1. Context (or background)**

- 1.1. Local Plans must be considered for review at least once every five years, as laid out in Paragraph 33 of the National Planning Policy Framework:

“Policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years, and should then be updated as necessary”

- 1.2. Paragraph 33 further states that:

“Reviews should be completed no later than five years from the adoption date of a plan”

Recognising the importance of the results of the 2021 Census, Members determined at Cabinet on 1 December 2020 that Plan Review should only come forward once this data was able to be incorporated into a decision. The report before Members is the earliest possible opportunity following the release of the first tranche of 2021 Census data in late June 2022.

- 1.3. When considering a Local Plan review, Members should take into account changes in local and national policy, the efficacy of the Local Plan and any significant changes to the local housing need. The Planning Practice Guidance (PPG) tells us that where a Plan was adopted prior to the introduction of the Standard Method – as is the case here - it should be considered that a significant change in local housing need has occurred.
- 1.4. Since the Plan was adopted in 2017 there have been a number of wider reaching changes in the national context such as the pandemic and Brexit, and in the local context too. Members have given a clear commitment to give even greater priority to environmental policies within a Plan Review. It is therefore considered that this trigger has also been met.
- 1.5. The provision of dwellings over the Plan period so far has been slightly above that anticipated at the adoption of the Plan, and therefore the principal land use policy can be considered to be effective. However, a review will allow for more granular data to be collected and considered with regards to house typology, tenure and so forth, as well as considering the other policies within the Plan.
- 1.6. Given the conclusions of the proceeding paragraphs it is recommended that a review of the Local Plan is appropriate.
- 1.7. Local Plan Reviews can take two forms. Firstly, a Partial Review can take place looking at only a few strategic policies in the Plan, with the majority of the plan untouched. Alternatively, a Full Review can take place, which considers the Plan in its entirety and allows for much greater scope of change. In either case, strategic policies must cover a minimum of 15 years from the point of adoption and therefore either option will result in an according extension of the current Plan Period.
- 1.8. Due to the level of changes since the adoption of the current Plan, and the desire to maximise the opportunity to embed the environment at the heart of a revised Plan, it is proposed to undertake a full Plan Review. It is anticipated that this might take somewhere between 24 and 30 months to complete.

1.9. An indicative timeline is below and is included in a refreshed Local Development Scheme at Appendix 1.

	2023												2024												2025											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A				
Cabinet																																				
Reg 18 consultation (Issues & Options)																																				
Analyse reps / update evidence																																				
Reg 19 (Publication) Plan to Cabinet																																				
Reg 19 consultation																																				
Prep for submission																																				
Council authority to submit plan																																				
Submit																																				
Examination in public																																				
Inspector's report / prep report to Council																																				
Adoption																																				

1.10. There are a number of variables that may lead to that timeline being extended including the unavailability of Inspectors to convene the Examination in Public or a longer time needed to assess and integrate complex representations to the consultations. Any significant delays will be reported to Cabinet in future reports.

1.11. The first stage of the Review will be an “Issues and Options” consultation. This will lay out the policy areas that have been identified for review and potential amendment, along with some options regarding those amendments. This draft document will be brought before Cabinet and Council in March 2023 for approval to consult with the public and statutory bodies following the local elections taking place in May.

1.12. Officers will produce detailed topic papers to review the policies of the Plan, working closely with colleagues across the Council. That work is given oversight and steer by the Cabinet Advisory Panel – Coventry Local Development Plan, which meets regularly to discuss progress and ensure the Review progresses in a timely and appropriate manner.

## 2. Options considered and recommended proposal

2.1. The Council could choose not to progress with a review of the Local Plan. However, irrespective of any policy context changes, the introduction of the Standard Method necessitates a degree of review, as outlined in para 1.3 above and para 062 of the PPG. Therefore, this option is not recommended.

2.2. The Council could choose to undertake a partial Plan Review. This would allow for a limited number of strategic policies to be considered, consulted upon, and updated. Whilst this might comply with the requirements of the NPPF, it would not offer the

opportunities to consider the impacts of the Plan holistically nor to deliver the kind of meaningful change that members want. As such this option is not recommended.

- 2.3. The Council could choose to not progress with a review of the Local Plan and instead start the process of developing a completely new Local Plan. This would extend the timeline and costs of production and is not likely to add significant benefit to the City above the more succinct Review options. Therefore, this option is not recommended.
- 2.4. The Council could choose to undertake a full review of the Local Plan, looking at all policy areas and making proposed amendments, additions and changes to improve them. This offers the Council the best mix of opportunity for improvement but on a comparatively shorter timescale. This option is recommended for approval.

### **3. Results of consultation undertaken**

- 3.1. No formal consultation has taken place yet. Public involvement is a key element of the Plan Review and will be undertaken as set out in the Local Development Scheme.

### **4. Timetable for implementing this decision**

- 4.1. The decision will be implemented as soon as practicable

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

#### **5.1. Financial implications**

There are significant unavoidable costs associated with reviewing the Local Plan, contained primarily in the costs of commissioning a refreshed evidence base and the cost of the Examination in Public. At this stage costs are estimations, with greater accuracy possible as the various tender processes conclude. However, the Policy team have identified 11 key pieces of evidence that need to be commissioned, at a combined estimated cost of £172,000.

Whilst the exact timing of these costs is not known, it is estimated to be as follows:

	£000's
2022/23 (Current Year)	72
2023/24	100
Total	172

None of the above is currently budgeted for, therefore these costs will result in in-year budgetary control pressures as indicated.

The cost of the Examination will be estimated in a future report closer to the time, which will allow for a more accurate estimation of both time and location costs.

#### **5.2. Legal implications**

There are no direct implications as a result of this report. The process for preparing a Local Plan is contained within the Planning and Compulsory Purchase Act 2004, Localism Act 2011 and the Town and Country Planning (Local Planning) (England) Regulations 2012.

## **6. Other implications**

### **6.1. How will this contribute to the Council Plan ([www.coventry.gov.uk/councilplan/](http://www.coventry.gov.uk/councilplan/))**

The process of reviewing the Local Plan is a statutory requirement. However, through the process the Local Plan will continue to contribute to aims of the Council Plan such as improving the lives of current and future residents, ensuring the delivery of affordable homes, employment opportunities and accessible open space.

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

An internal risk log has been developed and will be updated as progress is made or changes occur, and will be reviewed at the monthly Plan Review meeting held between officers and the Cabinet Member for Communities and Housing.

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

There will be staffing and resource impact from these proposals, however these are anticipated to be absorbed within current staffing provision.

### **6.4. Equality/ EIA**

A full Equality and Impact Assessment (EqIA) was undertaken as part of developing the Local Plan. As part of that analysis, the Council had due regard to its public sector equality duty under section 149 of the Equality Act (2010). The Development Planning Document creates additional policy and so a further EIA has been undertaken (Appendix 3). A refreshed EqIA will be produced as part of the Plan Review.

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

The development of a reviewed Plan will allow the Council to consider additional policies related to climate change and the environment.

### **6.6. Implications for partner organisations?**

None

#### **Report author:**

##### **Name and job title:**

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##### **Service**

Planning Policy and Environment – Planning & Regulation

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Usha Patel	Governance Services Officer	Law and Governance	03/10/2022	04/10/2022
Rob Back	Strategic Lead Planning	Streetscene and Regulatory Services	03/10/2022	04/10/2022
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Cath Crosby	Lead Accountant, Business Partnering, Place	Finance	03/10/2022	24/10/2022
Clara Thomson	Planning and Highways Lawyer, Legal Services	Law and Governance	03/10/2022	04/10/2022
Andrew Walster	Director of Streetscene and Regulatory Services	-	03/10/2022	03/11/22
Councillor D Welsh	Cabinet Member for Housing and Communities	-	07/10/2022	31/10/22

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# Coventry City Council Local Development Scheme

November 2022

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# 1.0 Introduction

1.1 The Local Development Scheme (LDS) is a project plan which sets out which Local Plan documents are to be prepared, and the timetable for the preparation and completion of these so that local communities and interested parties can keep track of progress.

1.2 It is a legal requirement<sup>1</sup> that a LDS is prepared, kept up to date and made publicly available. This LDS will therefore be published on the Council's website.

1.3 The documents which are covered by this LDS the Local Plan Review and the Houses in Multiple Occupancy (HMO) Development Plan Document (DPD) and Article 4 Direction. The LDS sets out the anticipated timing of the various stages of the preparation, consultation and Examination of the Plan Review and, separately, the HMO DPD. We also include a section upon Neighbourhood Plans which communities can choose to prepare for their local area should they wish to do so.

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<sup>1</sup> Section 15 of the Planning and Compulsory Purchase Act 2004 (as amended)

## 2.0 The previous LDS

2.1 The previous Local Development Scheme was published in early 2022, covering the period February 2022 - December 2022. It is important that the LDS is updated to reflect the decision to undertake a full Plan Review.

2.2 The previous LDS was amended to include the HMO DPD and draft Article 4 Direction which was produced in line with the timetable and an indicative timeline is included for clarity.

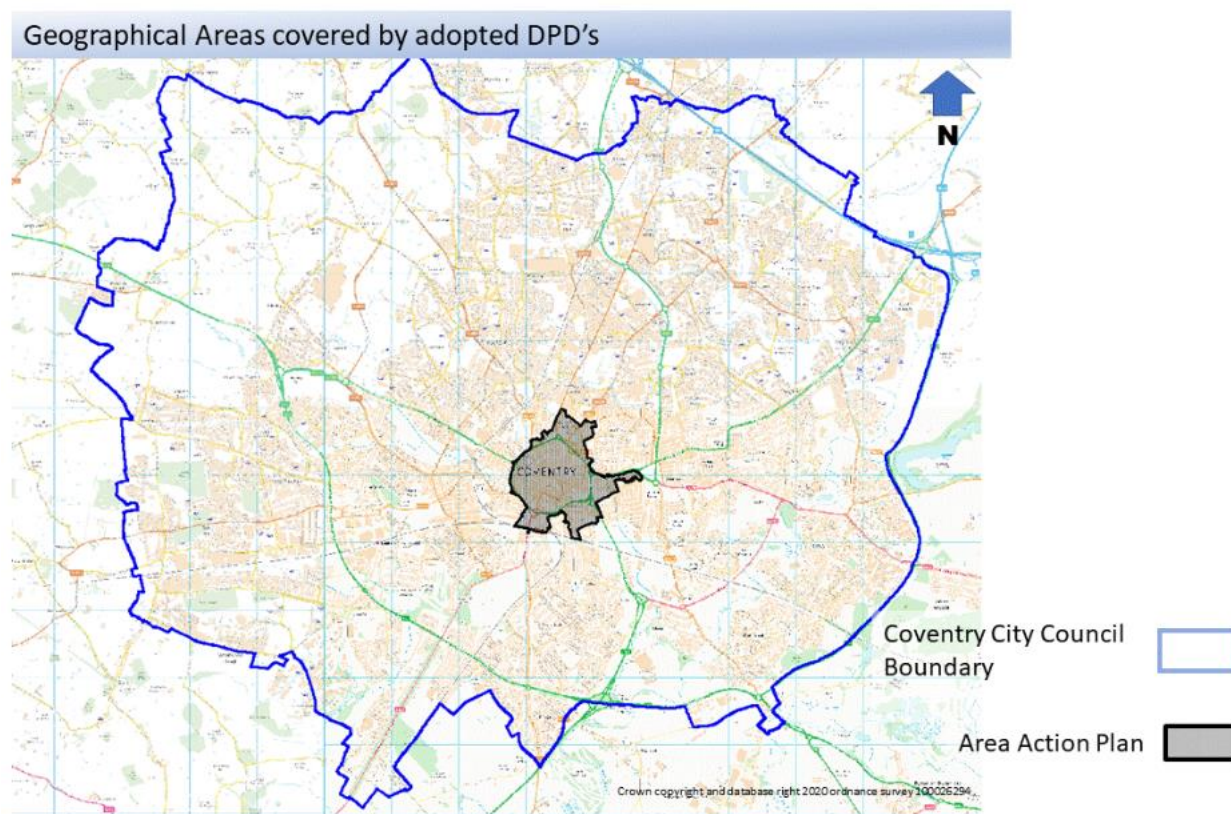
## 3.0 Development Plan Documents

3.1 Development Plan Documents (DPDs) are defined in the Local Plan Regulations 2012 (as amended). They address the development and use of land, the allocation of certain sites for particular purposes (for example housing, employment, retail, green space) and they include planning policies against which planning applications are assessed to help determine whether particular proposals are acceptable or not. DPDs have to be prepared in line with strict legal procedures, must be informed by robust evidence to ensure the policies and land allocations are soundly based and justified, and must be publicly examined by an independent Planning Inspector before they can be formally adopted by the Council.

3.2 The adopted DPDs for Coventry City Council are the Local Plan, which covers the entire administrative area of the City Council and the City Centre Area Action Plan which covers the City Centre (Both shown in Figure 1). These were adopted on 6<sup>th</sup> December 2017 and can be viewed on the Council's website at [www.coventry.gov.uk/planningpolicy](http://www.coventry.gov.uk/planningpolicy)

**Figure 1**





3.3 It should also be noted that Neighbourhood Plans can form part of the Development Plan: communities can choose to produce these for their local area should they wish to do so. Further information is contained within Chapter 5.

3.4 The Local Plan Regulations<sup>2</sup> require that Local Plans must be reviewed every five years, starting with the date of adoption. The review must take into account changing circumstances affecting the area, or any relevant changes in national policy<sup>3</sup> in order to determine whether any strategic policies need updating.

3.5 Bearing in mind the aforementioned requirement, Table 1 below sets out the timetable for a full review of the Local Plan, including the City Centre Action Plan.

3.6 A more detailed work programme is laid out in the appendix to this document.

Table 1: Local Plan review timetable (key milestones – further detail in Appendix 1)

<sup>2</sup> Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012

<sup>3</sup> National Planning Policy Framework 2021 paragraph 33

## Coventry Local Development Scheme

	2023				2024				2025	
	Q1 (Jan-Mar)	Q2 (Apr-Jun)	Q3 (July-Sept)	Q4 (Oct-Dec)	Q1 (Jan-Mar)	Q2 (Apr-Jun)	Q3 (July-Sept)	Q4 (Oct-Dec)	Q1 (Jan-Mar)	Q2 (Apr-Jun)
Regulation 18 Consultation										
Regulation 19 Consultation										
Submission										
Examination										
Adoption										

3.7 Table 2 below sets out the timetable for the new Homes in Multiple Occupation DPD and, for clarity, also includes a timeline for the Article 4 Direction. The DPD covers the same geographical area as the Coventry City Council administrative boundary illustrated in Figure 1.

3.8 The consultations on both the Article 4 Direction and the HMO DPD were originally anticipated to take place entirely within Q3 of 2022, however they were unable to be launched until the latter part of September, and have therefore run into Q4.

Table 2: Houses in Multiple Occupancy DPD timetable (with timeline for Article 4 Direction also included)

	2022				2023			
	Q1 (Jan-Mar)	Q2 (Apr-Jun)	Q3 (July-Sept)	Q4 (Oct-Dec)	Q1 (Jan-Mar)	Q2 (Apr-Jun)	Q3 (July-Sept)	Q4 (Oct-Dec)
HMO DPD			C*	C	P	E	A	
Article 4 Direction			C	C			A	

C – Consult

C\* - Consultation (Regulation 18)

P – Publication (Proposed submission – Regulation 19)

A – Adopt

E – Examination

Regulations refer to those set out in the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).

## 4.0 Supplementary Planning Documents

4.1 Supplementary Planning Documents (SPDs) can be produced to elaborate upon adopted Local Plan policy where it is helpful to provide more detail to help deliver the policies of an adopted Local Plan. They cannot introduce new policy.

4.2 The Council intends to produce a number of SPDs to assist with the delivery of the Local Plan and City Centre Area Action Plan. The majority will cover the entire administrative area for Coventry City Council, except where noted. These are:

- Tall Buildings Design Guide & Three Spires View Management Framework (city centre focus)
- Biodiversity Net Gain
- Design Guidance for New Residential Development
- Householder Design Guide

4.3 The timetable for producing the above SPDs is set out below.

Table 3: SPD timetable

	2022				2023
	Q1 (Jan-Mar)	Q2 (Apr-Jun)	Q3 (July-Sept)	Q4 (Oct-Dec)	Q1 (Jan-Mar)
Tall Buildings & View Management Framework SPD			C		A
Design Guidance for New Residential Development SPD			C	A	
Biodiversity Net Gain SPD			C	A	
Householder Design Guide SPD				C	A

C - consult

A - adopt

4.4 Early discussions are currently underway in regard to the production of a jointly produced SPD between Coventry City Council and Warwick District Council, to support the continued growth and expansion of the University of Warwick. This is set out in policy DS2 of the adopted Coventry Local Plan which supports cross boundary partnership working, including the production of SPDs with growth and expansion of the University of Warwick specifically cited. A timetable for the SPD has not yet been finalised but will be published as soon as this is available on each respective Local Authority website.

## 5.0 Neighbourhood Plans

5.1 Communities can choose to prepare Neighbourhood Plans for their area should they so wish. These are independently examined and provided they meet a number of 'basic conditions' they can be voted on at referendum and, provided that a majority of the community vote in favour they can then be 'made' (ie adopted) as part of the Development Plan for the area. Planning applications can therefore be assessed to check whether they comply with the policies of the plan. Further information can be found at <https://www.gov.uk/guidance/neighbourhood-planning--2>

5.2 There is one adopted Neighbourhood Plan within Coventry City Council's area, Willenhall. This was made on 18<sup>th</sup> June 2018.

5.3 Two further Neighbourhood Areas have been designated: Allesley (designated on 4<sup>th</sup> May 2016) and Finham (designated on 16<sup>th</sup> March 2017) however these have not reached an advanced stage yet.

5.4 Up to date information on neighbourhood plans, their status and the geographical areas covered can be found at [www.coventry.gov.uk/localplan](http://www.coventry.gov.uk/localplan)

## 6.0 Monitoring and Data Standards

6.1 Progress on the compliance with the timetables contained within the Local Development Scheme will be reported in the Authority Monitoring Report which the Council publishes annually.



6.2 To comply with the legislation<sup>4</sup> all documents will be produced to accord with any data standards required by Government.

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<sup>4</sup> Planning and Compulsory Purchase Act 2004 as amended by the Neighbourhood Planning Act 2017

## Coventry Local Development Scheme

## Appendix 1 – Detailed timeline for Plan Review

	2023												2024												2025							
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A
Cabinet																																
Reg 18 consultation (Issues & Options)																																
Analyse reps / update evidence																																
Reg 19 (Publication) Plan to Cabinet																																
Reg 19 consultation																																
Prep for submission																																
Council authority to submit plan																																
Submit																																
Examination																																

Coventry Local Development Scheme

	2023												2024												2025											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A				
in public																																				
Inspector’s report / prep report to Council																																				
Adoption																																				



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## Public report Cabinet

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**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). The public interest in maintaining the exemption under Schedule 12A outweighs the public interest in disclosing the information.**

Cabinet  
Council

15 November 2022  
6 December 2022

**Name of Cabinet Member:**

Cabinet Member for Jobs, Regeneration and Climate Change - Councillor J O'Boyle  
Cabinet Member for Strategic Finance and Resources – Councillor R Brown  
Cabinet Member for Housing and Communities – Councillor D Welsh

**Director(s) Approving Submission of the report:**

Director of Property Services and Development  
Chief Operating Officer (S151 Officer)

**Ward(s) affected:**

St. Michael's

**Title:**

City Centre South Funding and Delivery

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**Is this a key decision?**

Yes – the decision will result in expenditure of over £1m

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**Executive Summary:**

The City Centre South scheme will deliver transformational improvements to Coventry city centre through new homes, jobs, commercial and leisure opportunities and high quality public spaces.

This report seeks formal approval to the next stage of the project (following the previous Council approval in January 2022 to proceed with the making of the Compulsory Purchase Order).

The Council's development partner, Shearer Property Regen Ltd (SPRL), have appointed Hill Holdings Limited as the funding partner for the Scheme under the terms of the Development Agreement entered into between the Council, SPRL and Shearer Property Group (SPG) in 2019. The Council are working with the developer to optimise the Scheme and an application to make a number of refinements to the Outline Planning Permission for the Scheme will be submitted to the Local Planning Authority shortly.

The parties are also working together to agree variations to the Development Agreement to reflect the Scheme refinements and the commercial terms of both the Council and development partner.

Whilst deliverability is being optimised through design and contractual changes, where a viability gap remains the developer has a right under the Development Agreement to make a request of the Council to bridge that financial gap, in order to make the scheme financially viable. The Council has no obligation to agree to such a request; however, it is recommended that the Council resolves to provide financial support to the project in order to secure delivery.

This report, therefore, seeks formal approval to utilise funding awarded to the Council by the West Midlands Combined Authority (WMCA), as well as some additional Council resources, to provide additional funding support for the Scheme and to make changes to the Development Agreement to enable the delivery of the Council's key regeneration priority for the city, delivering important new homes, hundreds of new jobs and a step change in the quality of the city centre.

### **Recommendations:**

Cabinet is recommended to:

- 1) Delegate authority to the Director of Property Services and Development, following consultation with the Chief Operating Officer (Section 151 Officer) , the Director of Law and Governance, the Cabinet Member for Jobs, Regeneration and Climate Change, the Cabinet Member for Strategic Finance and Resources and the Cabinet Member for Housing and Communities to undertake the necessary due diligence and approve the terms of the Scheme funding and, thereafter, enter into any associated legal agreements and undertakings that are necessary to give effect to the recommendations within this report.
- 2) Approve, in principle, the proposed Variations to the Development Agreement between the Council, Shearer Property Regen Ltd and Shearer Property Group.
- 3) Delegate authority to the Director of Property Services and Development, following consultation with the Chief Operating Officer (Section 151 Officer) , the Director of Law and Governance, the Cabinet Member for Jobs, Regeneration and Climate Change, the Cabinet Member for Strategic Finance and Resources and the Cabinet Member for Housing and Communities to undertake the necessary due diligence and approve and enter into the legal agreements and undertakings necessary to give effect to recommendation two above.

Cabinet is requested to recommend that Council:

- 5) Approve the use of up to £32.75m to support the delivery of the Scheme and £1.2m to fund Project Support and Monitoring Costs (£28.7m of which is to be funded from the West Midlands Combined Authority City Centre South grant and £5.25m from Capital receipts to provide the remaining gap funding for the Scheme and Scheme Project Support and Monitoring Costs).

Council is recommended to:

- 1) Approve the use of up to £32.75m to support the delivery of the Scheme and £1.2m to fund Project Support and Monitoring Costs (£28.7m of which is to be funded from the West Midlands Combined Authority City Centre South grant and £5.25m from Capital receipts to provide the remaining gap funding for the Scheme and Scheme Project Support and Monitoring Costs).



**List of Appendices included:**

**The following Appendix is attached to this report:**

Appendix 1: Equalities Impact Assessment for Compulsory Purchase Order

The following appendices are attached in the private element of this report:

- Viability Review Report
- Draft Heads of Terms for Variations to the City Centre South Development Agreement

**Background papers:**

Report to Cabinet and Council 24th January 2017 “City Centre South Development”

Report to Cabinet 28th November 2017 and Council 5th December 2017 “City Centre South –Early Acquisition of Aviva Long Leasehold Property Interests”

Report to Planning Committee 22nd April 2021 “City Centre South”

Report to Cabinet 11<sup>th</sup> January 2022 “City Centre South Land Acquisition and Compulsory Purchase Order”

**Other useful documents:**

None

**Has it been or will it be considered by Scrutiny?**

No

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

No

**Will this report go to Council?**

Yes – 6 December, 2022

**Title: City Centre South Funding and Delivery**

**1. Context (or background)**

- 1.1 The proposal to redevelop the City Centre South (CCS) site (the Scheme) is the Council's key regeneration priority for the city centre.
- 1.2 Shearer Property Regen Ltd (SPRL) are the Council's development partners for the Scheme and they were appointed by the Council in 2017 following a competitive procurement process to take forward development proposals for the site. SPRL have appointed Hill Holdings Limited as the Approved Funder for the scheme and Hill are also investing equity to become a shareholder in the SPRL development vehicle the Council is in partnership with.
- 1.3 The Scheme benefits from £98.8m of grant funding from the West Midlands Combined Authority (WMCA) which was secured by the Council (also in 2017) to fund land acquisition, enabling works, demolition and other key development costs necessary to bring forward the Scheme.
- 1.4 Whilst CCS has always been envisaged as a mixed use, city centre scheme, initial proposals included a significant amount of retail space anchored by a department store. Clearly, the changes to both the high street and the wider economy have influenced the Council and SPRL to re-envisage the scheme and bring forward proposals for more residential development as part of a deliverable, mixed use city centre development scheme. This has resulted in:
  - Planning Committee granting outline planning permission for the Scheme in January 2022
  - Following a competitive funder selection process, Hill (through Hill Holdings Limited) being confirmed as Approved Funder for the scheme in March 2022 and then subsequently investing into SPRL (through Hill Residential Ltd)
  - The Compulsory Purchase Order (CPO) for the Scheme being made in April 2022 (with a CPO Inquiry due to take place in January 2023)
  - WMCA Investment Board approving changes to the grant funding to further secure delivery in October 2022
  - A Minor Material Amendment (S73) Planning Application to be submitted to the Council in November 2022 to reflect the Scheme refinements
  - Over £15m of expenditure on land assembly, demolition, Planning and CPO activities to date funded by the WMCA grant.
- 1.5 The Scheme will deliver a range of transformational benefits for the people of Coventry. The proposed refinements to the Scheme will lead to up to 1,500 new homes (an increase from 1,300 new homes), new retail, employment, health care and leisure space resulting in a new sustainable city centre community whilst still retaining a mixed use approach. As well as these quantitative benefits, the delivery of the Scheme will realise a significant number of qualitative benefits that will benefit local residents and businesses, which include:
  - An increased diversity in city centre uses, through the delivery of residential units (including different tenures), mixed retail and leisure spaces and new public realm provisions.
  - An active, attractive and inclusive evening economy, as a result of the provision of a more varied commercial offer which will lead to a more socially inclusive place.
  - Improved attractiveness of the city centre as a business location, through attraction of talent to the area and better linkages to the city's existing business district.

- Improved connectivity across the city centre through the proposed public realm works and new pedestrian and cycle linkages.
- A more active and varied cultural offer, through the diverse range of leisure and retail uses proposed under the new scheme
- Improved perception of the city centre, through its transformation into an exciting and thriving location in which to live and work. This will not only encourage local visitors but will also increase tourism.
- Changed perception of Coventry as a place to live, work, visit and study due to the vibrant and successful mixed-use environment.
- Improved local and regional economic and commercial regeneration by the Scheme acting as a stimulus for further private sector investment due to an enhanced economic sentiment around the city centre.

1.6 As has been the case since the Scheme's inception, bringing forward a complex city centre regeneration scheme like CCS and delivering the range of benefits outlined above has required financial viability challenges to be overcome. The £98.8m WMCA grant funding acknowledged the reality of the "market failure" in this part of Coventry and the economics associated with bringing forward a city centre scheme of this nature. This has been reinforced through the recent WMCA Investment Board Decisions to both continue to allow the full utilisation of the grant funding and to reprofile some elements to support Scheme cashflow.

1.7 Additionally, the Outline Planning Permission for the Scheme acknowledged that the delivery of affordable housing in that Scheme was not financially viable and no affordable housing was proposed at that stage. However CCC, WMCA and SPRL all wish to see a refined Scheme including affordable housing to ensure a diverse and vibrant community and to offer opportunities to Coventry residents seeking an affordable home in the city centre. The refined scheme is therefore looking to include up to 20% affordable housing, subject to viability re-appraisal.

1.8 A financial re-appraisal of the refined Scheme indicates that even after a full utilisation of those elements of the WMCA grant available to the developer a viability gap remains. Accordingly, substantially in accordance with the provisions of the Development Agreement (DA), SPRL have requested that a contribution of up to £32.75m of funding is committed by the Council to help facilitate delivery of the Scheme. The proposed Council funding of the Scheme includes utilisation of £28.7m of the WMCA grant which is awarded to the Council as compensation for its loss of existing land interests in the CCS area and which the Council is willing to see recycled into supporting Scheme delivery.

1.9 Alongside our advisers, Deloitte (Commercial Advisors) and WTP (Cost Consultants), the Council has been undertaking due diligence on the refined Scheme to analyse and refine the costs, values and target return adopted within the appraisal and the Council is satisfied that SPRL's financial appraisal as refined by this process is robust and satisfactory. Furthermore, our commercial advisers Deloitte have confirmed that an additional funding contribution from the Council to close the Viability Gap is justified and required in order to deliver the Scheme.

1.10 As the Council enters the next stage of the project, there is a need to continue working with our advisers to have support at the CPO inquiry, due to take place in January 2023, and to provide the Council with the legal and commercial expertise needed to deliver the project.

## **2. Options and recommended proposal**

2.1 Option 1. Reject the additional funding request from SPRL

- 2.1.1 Under the terms of the existing Development Agreement, the Council is obliged to consider (following the receipt of the necessary Viability information), any additional funding request from the developer necessary to close a Scheme Viability Gap. If either Cabinet or, following a Cabinet recommendation to approve, Full Council, formally resolve not to agree to meet this additional funding request then the Council and SPRL are obligated to collaborate with one another to assess if there might be an alternative solution. After a period of four months from the date of such decision, either the Council or the Developer may terminate the Development Agreement.
- 2.1.2 In this event, it would remain the Council's intention to continue to bring forward the Scheme. In such circumstances, the Council would effectively assume the role of the 'master developer' of the Scheme and take responsibility for overseeing the completion of land assembly, utilising the WMCA grant (subject to the WMCA's approval) to deliver enabling and infrastructure works and then, ultimately, release enabled development platforms / plots to third party developers to deliver a scheme that is aligned with the existing planning permission.
- 2.1.3 Whilst this is not the preferred route, and it should be recognised that this route would come with its own challenges, constraints and risks, it would allow the Council to proceed with CCS and ultimately deliver the regeneration scheme in the city centre.
- 2.2 Option 2. To approve the Recommendations set out above and agree additional funding into the Scheme as well as key Variations to the DA to support the delivery of the Scheme.
- 2.2.1 CCS is the Council's key regeneration priority for the city. The Council has worked closely with its development partner and the WMCA for a number of years to identify and take forward positive actions to bring this complex scheme forward and deliver the much needed benefits it will bring. The Council and its advisors are satisfied that the additional Council funding is required to bring the Scheme forward and there is a requirement to continue receiving advice to support variations to the DA. If this option is approved, it will help to provide the best possible opportunity for the Scheme to come forward and to help meet the Council's economic development, regeneration and well-being objectives for Coventry.
- 2.2.2 The decision to agree additional funding for the Scheme provides the opportunity for the key benefits for Coventry as set out in section 2.3 below to be delivered as part of the Scheme:
- 2.3 Key benefits for the city
- 2.3.1 **Regeneration:** The Scheme is at the heart of the city's regeneration ambitions. CCS will transform six and a half hectares of the city centre making it work for the way people want to use and enjoy city centres today. With up to 1,500 new homes the refined Scheme will help to create a new community in the city centre alongside all the benefits that brings. Recent investment in the public realm has shown how spaces can be transformed with high quality materials, water features and art. These important factors will also be at the heart of CCS and we expect lots of new jobs to be created. The Scheme will also fit with our wider ambitions for the Friargate area of the city which is only five minutes' walk away.
- 2.3.2 The Scheme will also play an important role in delivering a key objective for the city, namely the provision of a range of housing options, including affordable housing, which will help to create thriving, vibrant and diverse communities. This includes the retention of graduates and the role they play in attracting high value businesses. A young talented pool of labour is one of the most important considerations for businesses when deciding to relocate. CCS will play an important role if Coventry is to achieve its wider economic goals. With a significantly

improved city centre, Coventry can expect to retain more graduates and attract more high value businesses – helping to close the City's productivity gap.

- 2.3.3 **New homes:** The refined Scheme is anticipated to provide up to 1,500 new homes in the city centre. As well as making a positive contribution to local housing supply, the new homes built on existing brownfield land will help make the city centre a location of choice for new and existing residents of Coventry.
- 2.3.4 **Enhancing the city's reputation and offer:** Alongside the Friargate scheme and the works to transform the rail station, the delivery of the Scheme will help to provide market confidence that Coventry should be a destination of choice for business investment.
- 2.3.5 The Scheme will support the diversification of the city centre's residential, retail, leisure and community offer to attract increased footfall throughout the daytime and into the evening, supporting the viability of businesses within City Centre South and the wider city centre.
- 2.3.6 **Health and well-being:** The Scheme will deliver a larger area of public realm of a higher quality, providing a significant amount of public open space for residents and visitors to socialise, relax and dwell, supporting improved health and wellbeing. There will also be significant improvements to the permeability and legibility of this key city centre location through enhancing the historically important north-south connectivity along Hertford Street and Market Way, as well as creating new east-west connectivity which will improve the community's use of this part of the city.
- 2.3.7 **Environmental:** The Scheme will bring underutilised land in a city centre location back into productive use, maximising the use of brownfield land in a way which will enhance the quality of the built environment to the benefit of existing and new residents in Coventry.
- 2.3.8 The Scheme will also realise large improvements to the quality of the built environment, through the removal of poor quality buildings and the replacement of the current public realm with new, high quality public spaces as well as an enhanced setting for the Grade II listed Coventry Market, making the building more prominent at ground floor level and enabling its architectural and communal values to be experienced in a more open manner.
- 2.3.9 The Scheme will also encourage sustainable modes of travel by removing surplus car parking capacity in the city centre and there is the potential for biodiversity net gain, through the creation of new planting, green and brown roofs at detailed design stage.

### **3. Results of consultation undertaken**

- 3.1 Ahead of the Scheme's Outline Planning Application submission, SPRL carried out a public consultation exercise between June – July 2020 which focused on understanding the community's and stakeholders' views on the vision and themes of the proposed scheme. Due to the COVID-19 pandemic and related restrictions, the consultation was primarily digital, with paper copies of information sent where requested. Eight webinars were held for stakeholders and local people
- 3.2 The consultation was promoted in local press via adverts and press releases, through the Council and SPRL's websites and social media and through direct messaging to stakeholders and local groups.
- 3.3 A total of 2,700 people visited the consultation webpage and 281 online feedback forms were completed with additional feedback received via the Freepost address provided.

- 3.4 From the feedback received, 62% of people strongly agreed or agreed with the City Centre South vision. Respondents were keen to see the indoor market and the post war masterplan protected. There was clear support for green and open space and a desire for support for cultural and minority groups as part of the plan. 88% of respondents either strongly agreed or agreed that they would like to see improved pedestrian links and public spaces in this part of the city centre. 66% indicated that they liked the use of materials and outline design principles shown in the images provided. There was also support for the community uses. Throughout the feedback there was a clear desire to see something different or special added to ensure Coventry has a USP that celebrates its thriving art scene and heritage. This feedback has informed the development of the Scheme and will continue to inform final detailed designs going forwards.
- 3.5 There will be further engagement in relation to the Scheme refinements as part of the evolution of the scheme in planning terms, including the S73 application and the reserved matters applications in due course. There is also engagement and dialogue taking place with Shopmobility and relevant stakeholders and user groups in relation to the relocation of the Shopmobility service (the relocation is a pre-commencement condition attached to the Outline Planning Permission).

#### **4. Timetable for implementing this decision**

- 4.1 If Cabinet and Council agree to the Recommendations set out in this report then it is anticipated that the relevant legal agreements relating to funding and the Development Agreement will be agreed towards the end of 2022 or early 2023. Subject to a positive outcome of the CPO Inquiry being held in January 2023 and further planning processes and decisions, including reserved matters approvals, it is anticipated that the developer will be able to start on site from Autumn 2023.

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

##### **5.1 Financial implications**

##### **5.1.1 WMCA Grant and spend to date**

In 2016 a Full Business Case was submitted to the WMCA and subsequently approved, allocating £98.8m of funds to support the scheme. Spend that has been incurred from this grant on the scheme to date amounts to the figures stated in the private element of this report, which includes the cost incurred in the demolition of Coventry Point and market based acquisitions in line with the assumptions made in the business case.

##### **5.1.2 Scheme viability and financial ask**

Whilst a full utilisation of those elements of the WMCA grant available to the developer has been taken into account, a viability gap remains as a result of increases in construction process and from the introduction of affordable housing into the Scheme. The development appraisal provided by SPRL provides detailed assumptions that have been reviewed by the Council's appointed advisors, who have provided an independent report which is appended to the private element of this report which provide assurances that the assumptions in the appraisal are sound and development profit reasonable.

Further details around the Scheme Viability and Financial ask is set out in the private element of this report.

### 5.1.3 Income from existing properties

The Council received an annual income from its existing land interests. Further details are as set out in the private element of this report.

### 5.1.4 Cost of acquisitions

The cost of acquisition of properties within the red line needed to deliver the Scheme was anticipated to be £28m at the point that the Full Business Case was submitted to the WMCA. The private element of this report sets out the sum which has been spent on acquisitions, as well as the current estimated cost of the remaining properties, either through market based acquisitions or the CPO process.

The DA between the Council will place an obligation on SPR to indemnify or meet all the costs associated with land assembly to the extent that those costs exceed the relevant WMCA grant.

### 5.1.5 CPO and project costs

The costs associated in promoting the CPO were estimated to be in the region of £1m at the point in which the Full Business Case was submitted to the WMCA. Due to the complex nature of this particular CPO, it is anticipated that costs will exceed this amount. Similarly, it is also anticipated that project costs will exceed the budget available by the sum stated in the private element of this report. To date, project costs have been funded from an earmarked reserve, and from the sum identified as part of the WMCA grant.

It is proposed that the increases to these budgets are funded from Capital receipts.

## 5.2 Legal implications

In order to secure the investment to be made by the Council and the restructuring of the WMCA grant it will be necessary to amend both the DA between SPRL and CCC and the Grant Aid Agreement between CCC and WMCA in order to secure the Council's investment and to ensure security over the site to ensure delivery. It is anticipated that the DA will be amended to reflect a number of issues, including:

- The basis upon which the public sector partners can satisfy themselves that the investment being sought from them will help lead to comprehensive delivery of the refined Scheme and secure delivery of the affordable housing.
- Head lease amendments to reflect what will now be a phased development over a c. 10 year delivery programme, including appropriate protections and controls for the Council and a high quality meanwhile use strategy.
- Additional levels of control that both the Council and WMCA will expect to see in place in order to help justify investments.
- The extent to which the public sector partners are able to recover their position in the event of a default by the Developer.
- The extent to which the public sector partners are able to share in any upside from the refined Scheme performing better than originally anticipated i.e. appropriate overage arrangements.
- The extent to which the public sector partners are able to transfer risk to the Developer once the DA has gone unconditional.

### 5.2.1 UK Subsidy Control

- 5.2.2 Prior to entering into final legal agreements, the Council will need to satisfy itself that the grant is being spent against appropriate items and only to the extent required to facilitate

delivery of the scheme. As such, it will be necessary for the Council to demonstrate that certain principles set out in the Subsidy Control Act 2022 will be satisfied, which is anticipated to be the case. Further information is set out in the Private version of the report and the final updated Development Agreement package will be reviewed and appropriate legal advice obtained prior to entering into it.

#### 5.2.3 Procurement

5.2.4 Prior to entering into final legal agreements, the Council will need to satisfy itself that it continues to satisfy procurement requirements. Appropriate legal advice will be obtained.

#### 5.2.5 Best Consideration Reasonably Obtainable Incorporated into Valuation/Development Agreement Structure

5.2.6 Prior to entering into final legal agreements, the Council will need to satisfy itself that when the land will be drawn down by the developer, the land will be drawn down on the basis of a valuation which represents best consideration reasonably obtainable under s.233 Town and Country Planning Act 1990. The financial appraisal model has considered this and it is anticipated this will be the case which will be re-validated on the draw downs occurring. Appropriate legal advice has been obtained in this respect.

### 6. **Other implications**

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

6.1.1 The delivery of the proposal outlined in this report will help deliver a range of housing, economic development, regeneration and wellbeing objectives that will help to realise the Council's strategic ambitions for a more vibrant and economically prosperous city.

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

6.2.1 The Council has taken a proactive and positive approach to the identification, management and mitigation of risk associated with the project at both a strategic and project level. A dedicated risk register has been created, focussing on the risks that could impact the overall delivery of the project and this is managed by the project team responsible for bringing forward the Scheme.

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

6.3.1 The impact to the organisation will be considerable in terms of staff resources. A significant number of officers from across the Property and Development, Planning, Finance and Legal Services divisions are responsible for a range of work streams associated with this project, including: land assembly, CPO, scheme design, Planning processes and Decisions, legal agreements, financial analysis and agreements, commercial negotiations and community and business engagement.

#### 6.4. **Equalities / EqIA**

6.4.1 Section 149 of the Equality Act 2010 requires the Council in the exercise of its functions to have due regard to the need to:

- eliminate discrimination, harassment, victimisation and other form of conduct prohibited under the act; and
- advance equality of opportunity and to foster good relations between persons who share a relevant protected characteristic (age, disability, gender re-assignment,



pregnancy and maternity, race, religion and belief, sex, and sexual orientation) and persons who do not share it.

6.4.2 Having regard to the need to advance equality of opportunity between persons who share relevant protected characteristics and persons who do not share it involves having due regard in particular, to the need to:

- remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
- take steps to meet the needs of the persons who share that characteristic that are different from the needs of persons who do not share it;
- encourage persons of the relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

6.4.3 An EqIA in relation to the land assembly and CPO elements of the Scheme was prepared and considered by Cabinet on the 11<sup>th</sup> January 2022 and updated in March 2022. The EqIA is an iterative and live document and is being revised prior to the CPO Inquiry in January 2023. This will include reference to the Scheme refinements and matters that are the subject of the Recommendations within this report, including the provision of affordable housing and the impact of a longer development programme.

6.4.4 A separate EqIA is being prepared in relation to the relocation of Shopmobility (which is a Pre-commencement Planning Condition). The relocation of Shopmobility is being led by the Council and the developer following engagement and dialogue with key stakeholders and affected user groups.

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

6.5.1 The overall development will be in accordance with the Council's planning policies for sustainable development.

## **6.6 Implications for partner organisations?**

6.6.1 There are implications for the Council's development partner for the Scheme, SPRL, that will result from the Decisions that are the subject of this report.

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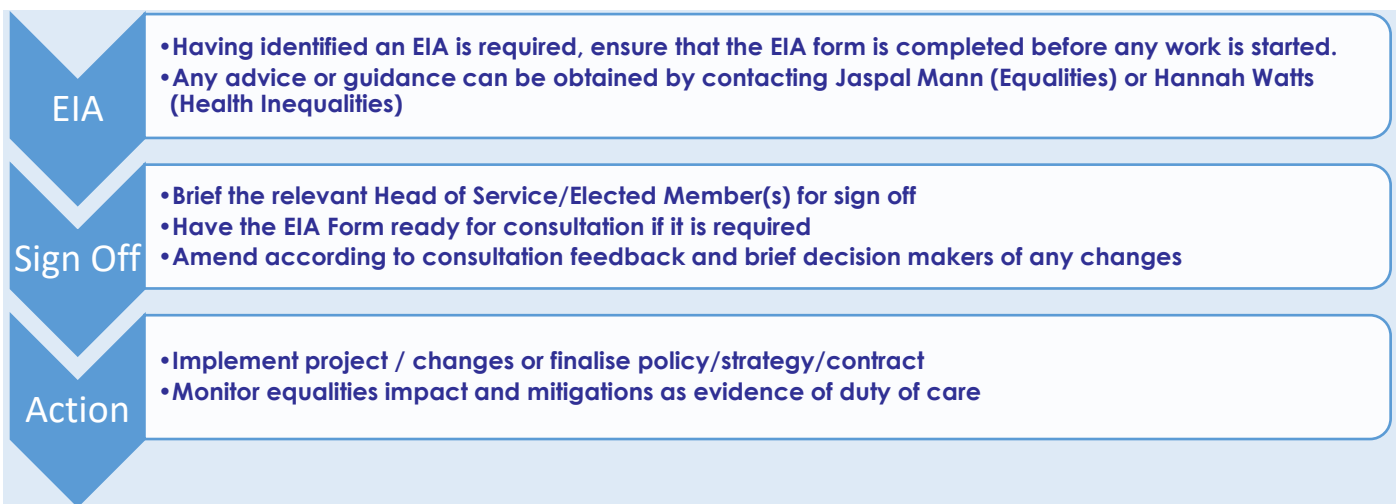


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## EQUALITY IMPACT ASSESSMENT (EIA)



<b>EIA Author</b>	Name	<b>Faye Griffiths</b>
	Title	<b>Engagement Manager</b>
	Date of completion	<b>04/03/2022</b>
<b>Head of Service</b>	Name	<b>Adam Hunt</b>
	Title	<b>Strategic Lead - Property and Development</b>
<b>Cabinet Member</b>	Name	<b>Cllr Jim O'Boyle</b>
	Portfolio	<b>Jobs, Regeneration and Climate Change</b>



### SECTION 1 – Context & Background

#### 1.1 What is the area of work for the EIA?

The EIA is being undertaken to inform decision making regarding the making of a Compulsory Purchase Order (CPO) (including the appropriation of land for Planning purposes, applications for relevant Highways Orders and the extinguishment of Rights of Way and Rights of Statutory Undertakers) by the Council to support the delivery of the Council's key regeneration project for the city, City Centre South (CCS).

A CPO will authorise the Council to acquire the land and create new rights in order to bring forward the CCS site for a comprehensive mixed-use development of up to 1300 new homes, new commercial premises and leisure facilities and new public spaces.

## 1.2 In summary, what is the background to the planned change? Why is this change being considered?

The CCS scheme will transform (through demolition of existing buildings and new development) seven hectares of the city centre. The existing site where the CCS scheme will come forward is currently home to c.150 existing businesses and property interests. The Council is negotiating with these businesses and property owners to acquire their interest by agreement but a CPO is considered very likely to be still required in order to ensure all land required for the scheme is brought into the Council's control as well as all new rights that the Council needs in order to see the scheme implemented.

The CCS scheme received a resolution to grant outline Planning Consent in April 2021. Once further relevant Reserved Matters Planning Consents are obtained and funding secured, the scheme will be able to proceed (this is likely to be from 2023 onwards).

## 1.3 Who has primary responsibility for delivery?

On the Council side, the Property and Development Service.

## 1.4 Who are the main stakeholders? Who will be affected?

21st Century Society Access Development Group Aviva Bus operators Businesses and landowners being Compulsory Purchased City Centre residents Coventry and Warwickshire LEP Coventry BID Coventry Chamber of Commerce Coventry Society Coventry University Disability Equality Action Partnership Elected Members Federation of Small Businesses Local Media	Local Members of Parliament Local People Lower Precinct Shopping Centre Methodist Hall Landlords Nearby businesses Planning Authority Retail Market Traders Royal London Asset Management Shearer Property Group Shopmobility Statutory Undertakers Student Accommodation Transport for West Midlands West Midlands Combined Authority West Orchards Shopping Centre
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## EQUALITY IMPACT ASSESSMENT (EIA)



### SECTION 2 – Consideration of Impact

**2.1** In order to assess your area of work for relevance to the Equality Act 2010 and the Public Sector Equality Duty, please answer the following questions:

Does this area of work have due regard to the need to: -

- (a) Eliminate discrimination, harassment, victimisation and any other conflict that is prohibited by the Equality Act 2010
- (b) Advance equality of opportunity between two persons who share a relevant protected characteristic and those who do not
- (c) Foster good relations between persons who share a relevant protected characteristic and those who do not

**Yes ( x ) No ( )**

If No please explain your reasons reason/s below:

**2.2 Baseline data and information** (sources and dates if applicable and relevant to the area of work/changes outlined in the EIA only. This data is needed to help decision makers understand more clearly the purpose of the EIA, so it needs to be simple and specific to the EIA being considered)

#### [Cabinet Report – January 2017](#)

The report sought approval to appoint SPG following a formal tender process, accept funding from West Midlands Combined Authority and to approve the principle that a Compulsory Purchase Order may be required (i.e. first resolution to grant). These recommendations were approved with no equalities issues raised.

#### [Public Consultation 26 June – 17 July 2020](#)

Ahead of the scheme's Outline Planning Application Submission, Shearer Property Regen carried out a public consultation exercise which focused on the vision and themes of the proposed scheme. Due to the COVID -19 pandemic and related restrictions, the consultation was primarily digital, with paper copies of information sent where requested. There were a number of webinars



for stakeholders and local people. A webinar and question and answer session also took place for traders who may be affected by the scheme.

There were 282 responses to the consultation survey with 62% of these supporting the vision for City Centre South and 88% wanting to see improved pedestrian links and public spaces in the city centre.

Responses relating to equalities issues included:

- Maintain walkable scale and navigable layout
- City Centre South should be accessible for vulnerable groups
- A desire for increased leisure and recreation activities, with an emphasis on delivering a variety of leisure facilities to serve the diverse demographics within the city
- Housing should support the local population, with a proportion for affordable housing
- Ensure access for those with mobility issues
- Culture can bring communities together and keen to see the scheme promote this
- Would like to see facilities for step-free access in the city centre

### [Outline Planning Application – Resolution to Grant Consent April 2021](#)

Planning Committee resolved to grant planning permission in April 2021 (Decision Notice Granted on the 27<sup>th</sup> January 2022) and noted the following equalities implications:

The Development Principles Document secures positive accessibility principles, including the mandatory principle to mitigate existing steep gradients on Hertford Street.

A condition will be imposed to require the Shopmobility facility in Barracks Car Park to be replaced to a suitable location within the city centre prior to the demolition of this building to ensure that the Shopmobility service is not disrupted. A further condition requires details of disabled car parking spaces to replace the five spaces lost by the works to be submitted to and approved by the local planning authority prior to commencement of any works to demolish the bridge link between Coventry Market and the buildings on Market Way.

The applicant notes that any works to be undertaken to Coventry Market will be phased to ensure that there is continuous pedestrian and servicing access into Coventry Market. This and phasing of the wider development will also be secured by condition.

The Council's Property Team are liaising separately with existing businesses within the CCS site to ensure that they are fully supported through the transition period.

### [Equalities and Communication survey – May 2021](#)

An equalities and communication survey was sent to approx. 130 businesses and property owners who may be impacted by the City Centre South Scheme. Due to a low response initially, this was sent to businesses on two separate occasions. In total, thirteen businesses responded



## EQUALITY IMPACT ASSESSMENT (EIA)



and gave us information about their demographics and any specific needs they had regarding how we communicate with them. This includes two businesses who require information in a second language and seven businesses who require written information in a larger font. Within the survey, a question was asked regarding whether customers of the business are predominantly from a particular group or community, so that we could measure impact on customers and not just the businesses affected. Two businesses responded that they are and this is included in the information below.

### 2.3 On the basis of evidence, has the potential impact of the area of work been judged to be positive (+), neutral (=) or negative (-) (+&-) Positive and negative impacts for each of the protected groups below and in what way?

*Please outline any impact on the Council workforce in question 2.8 – not below*

Protected Characteristic	Impact type +, =, - or +&-	Nature of impact (A brief description of impact as more detailed mitigation to be included in 2.7)
Age 0-18	+	<p>There aren't any people within this age group who are directly impacted by the CPO process.</p> <p>The City Centre South scheme will offer jobs and training opportunities, including for those age 16-18 years. These will include construction apprenticeships and employment opportunities in retail and leisure.</p> <p>The scheme will include leisure facilities, for example a cinema, cafes and restaurants, giving social opportunities for young people.</p> <p>Improved green space and places to socialise will give parents and carers space for younger children to enjoy.</p>
Age 19-64	-	<p>Most of the business occupiers or their staff which may be affected by a CPO are within this age range and there is potential for these individuals to be negatively impacted due to business loss or relocation, depending on their own circumstances. For those individuals subject to a CPO we will:</p> <ul style="list-style-type: none"> <li>• Communicate clearly and effectively. We have asked all potentially affected businesses to complete an equalities and communication survey so that we know where alternate approaches to communication are needed</li> <li>• Work with the business to establish their preferred next steps and how we can support them with this</li> <li>• Offer business support and relocation where possible</li> </ul>

## EQUALITY IMPACT ASSESSMENT (EIA)



		<ul style="list-style-type: none"> <li>• Pay legal and surveyor fees</li> <li>• Signpost those who need any employment or career support to the Council's "Job Shop" service or DWP services</li> </ul> <p>We know there is a need for additional housing in the city as the population has and continues to grow, particularly for those aged 19-64. New housing provision within the scheme will offer a mix of much needed high-quality housing.</p> <p>In January 2021 there was a 6% unemployment rate for those of working age. The CCS scheme will offer over 1,000 new jobs as well as 620 new construction jobs.</p>
Age 65+	+	<p>None of the respondents to the Businesses Equalities and Communication survey were within this age range.</p> <p>The scheme area currently has a poor quality environment, restricted pedestrian flow and confusing and poor signage, which has a negative impact on older people. The incidences of disability including physical mobility and sight impairments increases with age and there is a need for walkable, uncluttered and safe public realm where hazards are removed. The new scheme will include at grade access, meaning older people do not have to struggle with gradients, improved and more accessible public realm. Seating styles will cater for a range of needs, including some with arms and backrests to support this age group.</p> <p>The scheme will include positive accessibility principles, including the mandatory principle to mitigate existing steep gradients on Hertford Street.</p> <p>There will be a courtyard area for rest and relaxation and space for community use. The community use space can support opportunities to get involved in social activities, which may have positive health impacts and reduce loneliness in this group. The availability of accessible health facilities will also positively impact this age range.</p> <p>Access to essential services including chemists may be disrupted during construction</p>
Disability	+	<p>None of the respondents to the Businesses Equalities and Communication survey considered themselves to be disabled. However one business responded that their customers were predominantly disabled or have mobility issues. Seven respondents requested information in large font and this has been arranged.</p> <p>A condition of approval of the Outline Planning Application requires that the Shopmobility facility in Barracks Car Park to be replaced to a</p>

## EQUALITY IMPACT ASSESSMENT (EIA)



		<p>suitable location within the city centre prior to the demolition of this building to ensure that the Shopmobility service is not disrupted.</p> <p>The new scheme will have a positive impact on disabled people by offering tactile paving at crossing points, sloped pavements as well as stairs for wheelchair and mobility scooter accessibility, at grade access and an uncluttered public realm. All aspects of the scheme will meet the required accessibility standard and will be legally compliant</p> <p>The courtyard for rest and relaxation and health facilities will also benefit this group, as well as the opportunities to be involved in community activities and events.</p> <p>The developer will work with local disability groups as designs progress to ensure that the scheme is accessible.</p> <p>Access to essential services including chemists may be disrupted during construction.</p> <p>A further condition requires details of disabled car parking spaces to replace the five spaces lost by the works to be submitted to and approved by the local planning authority prior to commencement of any works to demolish the bridge link between Coventry Market and the buildings on Market Way.</p>
Gender reassignment	=	<p>There are no specific impacts on this group, however the community spaces do offer opportunities for inclusivity events.</p> <p>One respondent of the Businesses Equalities and Communication survey indicated that the the gender they identify with is not the same as they were assigned at birth.</p> <p>One of the businesses affected is considered to be a safe space for the trans community.</p>
Marriage and Civil Partnership	=	<p>There are no specific impacts on this group</p>
Pregnancy and maternity	+	<p>The new scheme will have a positive impact on pregnant women in terms of better accessibility in the city centre. A new city centre health facility could be used by this group and better seating and public realm will also be beneficial, whether it's to rest or to use as a space to feed or sit with babies and young children.</p>
Race (Including: colour, nationality, citizenship ethnic or national origins)	=	<p>Respondees of the business Equalities and Communication survey describe their ethnic background as:</p> <p>Asian/Asian British Indian – 4 respondents Asian/Asian British other – 1 respondent Asian/ Asian British – Chinese – 1 respondent</p>

## EQUALITY IMPACT ASSESSMENT (EIA)



		<p>Black/Black British African – 1 respondent White English, Welsh, Scottish, Northern Irish, British – 6 respondents</p> <p>Of these two respondents indicated that they would like correspondence in an alternative to English and this has been arranged.</p> <p>None of the businesses indicated that they provide goods or services to a specific shared background.</p> <p>As part of the equalities and communication survey, we have established those businesses that require communication in an additional language.</p>
Religion and belief	=	<p>Although very close to the affected area, there is no impact on the Central Methodist Hall other than slight potential disruption during the work. We will work closely with representatives of the church to ensure this is kept to a minimum and doesn't affect services,</p> <p>One business who responded to the Equalities and Communication Survey indicated that they offer Christian education, training and healthcare services.</p> <p>No specific impact, however, the community spaces may offer opportunities for inclusivity events and activities</p>
Sex	+	<p>Women often feel vulnerable accessing some parts of the scheme area currently. The scheme will open up the area and improve community safety. There will be a considered approach to lighting which will have a significant impact on orientation, security and visual quality. This will impact crime and the fear of crime.</p>
Sexual orientation	-	<p>The community spaces may offer opportunities for inclusivity events and activities.</p> <p>One of the affected businesses has customers predominantly from the LGBTQ+ community. We will work with the business and other representatives of this community to ensure that their requirements for a safe space to socialise are met.</p>

<b>2.4</b>	Health inequalities (HI) are unjust differences in health and wellbeing between different groups of people which arise because of the conditions in which we are born, grow, live,
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## EQUALITY IMPACT ASSESSMENT (EIA)



<p>work and age. These conditions influence our opportunities for good health, and result in stark differences in how long we live and how many years we live in good health.</p> <p>Many issues can have an impact: income, unemployment, work conditions, education and skills, our living situation, individual characteristics and experiences, such as age, gender, disability and ethnicity</p> <p>A wide range of services can make a difference to reducing health inequalities. Whether you work with children and young people, design roads or infrastructure, support people into employment or deal with welfare benefits – policy decisions and strategies can help to reduce health inequalities</p> <p><b>Please answer the questions below to help identify if the area of work will have any impact on health inequalities, positive or negative.</b></p> <p><b>If you need assistance in completing this section please contact: Hannah Watts (<a href="mailto:hannah.watts@coventry.gov.uk">hannah.watts@coventry.gov.uk</a>) in Public Health for more information. More details and worked examples can be found at ...</b></p>		
Question	Issues to consider	
2.4a What HIs exist in relation to your work / plan / strategy	<ul style="list-style-type: none"> <li>• Explore existing data sources on the distribution of health across different population groups (<i>examples of where to find data to be included in support materials</i>)</li> <li>• Consider protected characteristics and different dimensions of HI such as socio-economic status or geographical deprivation</li> </ul>	
	<ul style="list-style-type: none"> <li>• Socio economic status and deprivation</li> <li>• Vulnerable groups (e.g. homeless and rough sleepers) and geographical location</li> <li>• Disability and access to services</li> </ul>	
<p>2.4b How might your work affect HI (positively or negatively).</p> <p>How might your work address the needs of different groups that share protected characteristics</p>	<p><b>Consider and answer below:</b></p> <ul style="list-style-type: none"> <li>• Think about whether outcomes vary across groups and who benefits the most and least, for example, the outcome for a woman on a low income may be different to the outcome for a woman a high income</li> <li>• Consider what the unintended consequences of your work might be</li> </ul>	

**Response:**

- Increased access to affordable housing for those with lower incomes
- Effects on mental and physical health resulting from new employment opportunities, but also potential end of business/business relocation
- Changes to social capital. Effects are likely to be beneficial but dependent on the quality and timing of measures introduced to encourage social cohesion and build social capital, particularly for older people, younger people and people with disabilities
- During construction – access to essential services such as banks and chemists for older people and people with disabilities
- Impact of noise disruption during construction for those that live in the area, particularly homeworkers
- Loss of perceived safe spaces for homeless and rough sleepers during demolition and construction
- Steps for Change – support service for homeless people is located in the affected area

### **2.5 Next steps - What specific actions will you take to address the equality impacts and health inequalities identified above?**

- We distributed an equalities and communications survey to each of the potentially impacted businesses. This told us the equalities demographics for each of the businesses and whether they had any specific accessibility needs when we communicate with them. We will continue to support these requests.

At the appropriate stage of the planning, development or construction process:

- The Council and the developer will consider social value and impact on local supply chain when procuring a contractor for construction, development or service. The Council and Developer will also consider a clause in the development agreement/contract to monitor for a workforce that is made up of a proportion of local people and for a workforce that reflects the ethnic profile of the city
- The Council and developer will work with the Disability Equality Action Partnership (DEAP), Access Development Group and other disability groups to ensure the scheme is accessible
- The Council and developer will work with the Central Methodist Hall to minimise disruption to religious services and other sensitive events.
- The Council and developer will work with representatives of the LGBTQ+ community (and relevant existing businesses in the red line area) in to ensure there is sufficient safe space to socialise in the city

## EQUALITY IMPACT ASSESSMENT (EIA)



- The Council and developer will work with Steps for Change to ensure there is sufficient support for homeless people and rough sleepers. We will also ensure that the support services are aware of demolition timetables so they can support anyone who may be sleeping in affected areas
- The Council and developer will work with any essential services (banks, chemists, healthcare) that may be relocated or closed during demolition/construction to ensure that vulnerable groups are aware of changes and know how to access services during demolition/construction
- The Council and developer will work with partner organisations including the Job Shop, Chamber of Commerce and the Federation of Small Businesses to offer support for affected businesses. This will include opportunities to relocate businesses as well as support for those who no longer wish to run a business or whose business is unviable in a new location. Further information is available at [www.coventry.gov.uk/ccsbusinessinfo](http://www.coventry.gov.uk/ccsbusinessinfo)
- The Council and developer will offer affected businesses the opportunity to pre-register for marketing information about new business space within the development area.

### 2.6 How will you monitor and evaluate the effect of this work?

- We will continue to communicate efficiently and clearly with those businesses impacted and ensure any equalities issues are responded to
- We will be advised and respond to feedback from representatives of protected characteristic Groups
- The developer will engage with accessibility consultants on the design of the scheme
- The Council and development and construction partners will implement effective equalities monitoring so that outcomes proposed can be verified and based on clear equalities evidence

### 2.8 Are there any potential impact(s) of this area of work on Council staff from protected groups? Please summarise:

No

## EQUALITY IMPACT ASSESSMENT (EIA)



You should only include the following data if this area of work will potentially have an impact on Council staff. This can be obtained from: [andy.hyland@coventry.gov.uk](mailto:andy.hyland@coventry.gov.uk)

### **Headcount:**

### **Sex:**

Female	
Male	

### **Age:**

16-24	
25-34	
35-44	
45-54	
55-64	
65+	

### **Disability:**

Disabled	
Not Disabled	
Prefer not to state	
Unknown	

### **Ethnicity:**

White	
BAME	
Prefer not to state	
Unknown	

### **Sexual Orientation:**

Heterosexual	
LGBT+	



## EQUALITY IMPACT ASSESSMENT (EIA)



Prefer not to state	
Unknown	

### **Religion:**

Any other	
Buddhist	
Christian	
Hindu	
Jewish	
Muslim	
No religion	
Sikh	
Prefer not to state	
Unknown	

### **2.9 Completion Statement. Put an X in the appropriate box**

**NOTE: (to be completed after the EIA is completed but, before the area of work commences)**

**As the appropriate Head of Service for this area, I confirm that in this EIA the potential equality impact is:**

No impact has been identified for one or more equality groups ☐

Positive impact has been identified for one or more equality groups ☐

Negative impact has been identified for one or more equality groups ☐

Both positive and negative impact has been identified for one or more equality groups ☒

## EQUALITY IMPACT ASSESSMENT (EIA)



<b>Signed Head of Service: Adam Hunt (Strategic Lead – Property and Development)</b>	<b>Date: 04/03/2022</b>
If applicable complete information below:	
<b>Name of Lead Elected Member: Cllr O’Boyle (Cabinet Member for Jobs, Regeneration and Climate Change)</b>	<b>Date sent to Councillor: 07/03/2022</b>
<b>Name of Director: Richard Moon (Director of Property Services and Development)</b>	<b>Date sent to Director: 04/03/2022</b>

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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