

**Members are reminded that they must declare all relevant pecuniary and non-pecuniary interests relating to any items of business to be discussed at this meeting. If a pecuniary interest is declared a Member must not speak or take part in that agenda item. Any declarations will be recorded in the minutes of the meeting.**

## **BIRMINGHAM CITY COUNCIL**

### **CABINET**

**Tuesday, 16 February 2016 at 1000  
hours in Committee Rooms 3 and 4,  
Council House, Birmingham**

## **PUBLIC AGENDA**

### **01     NOTICE OF RECORDING**

Chairman to advise/meeting to note that this meeting will be webcast for live or subsequent broadcast via the Council's Internet site ([www.birminghamnewsroom.com](http://www.birminghamnewsroom.com)) and members of the press/public may record and take photographs. The whole of the meeting will be filmed except where there are confidential or exempt items.

### **02     APOLOGIES**

### **To Follow     03     COUNCIL BUSINESS PLAN AND BUDGET 2016+**

Joint report of the Chief Executive and the Strategic Director, Finance and Legal.

### **Attached     04     DISPOSAL OF 150-152 GREAT CHARLES STREET, BIRMINGHAM B3 3HS**

Report of the Director of Property.

### **Attached     05     BIRMINGHAM SKILLS INVESTMENT PLAN**

Report of the Strategic Director for Economy.

### **Attached     06     WEST MIDLANDS INTEGRATED TRANSPORT AUTHORITY STRATEGIC TRANSPORT PLAN MOVEMENT FOR GROWTH**

Report of the Strategic Director for Economy.

- Attached**     07     **UPDATED TRANSPORTATION AND HIGHWAYS CAPITAL FUNDING STRATEGY 2015/16 TO 2020/21 PROGRAMME DEFINITION DOCUMENT**
- Report of the Strategic Director for Economy.
- Attached**     08     **GBSLEP YOUTH EMPLOYMENT INITIATIVE YOUTH PROMISE PLUS: FULL BUSINESS CASE**
- Report of the Chief Executive.
- Attached**     09     **UPDATE REPORT ON ACADEMY CONVERSIONS (SEPTEMBER – DECEMBER 2015)**
- Report of the Strategic Director for People.
- Attached**     10     **PRIMARY AND SECONDARY SCHOOL CO-ORDINATED SCHEME ADMISSION ARRANGEMENTS AND ADMISSION NUMBERS – SEPTEMBER 2017/18**
- Report of the Strategic Director for People.
- Attached**     11     **COUNCIL HOUSING RENT, SERVICE CHARGES AND OTHER CHARGES 2016-17**
- Report of the Acting Strategic Director, Place.
- Attached**     12     **BIRMINGHAM COUNCIL HOUSING INVESTMENT PROGRAMME 2016-17**
- Report of the Acting Strategic Director, Place.
- Attached**     13     **PLANNED PROCUREMENT ACTIVITIES (APRIL 2016 – JUNE 2016) AND QUARTERLY CONTRACT AWARD SCHEDULE (OCTOBER 2015 – DECEMBER 2015)**
- Report of the Assistant Director, Procurement.
- Attached**     14     **APPOINTMENTS TO OUTSIDE BODIES**
- Report of the City Solicitor.
- 15     **OTHER URGENT BUSINESS**
- To consider any items of business by reason of special circumstances (to be specified) that, in the opinion of the Chairman, are matters of urgency.
- 16     **EXCLUSION OF THE PUBLIC**
- That in view of the nature of the business to be transacted, which includes exempt information of the category indicated, the public be now excluded from the meeting:-
- (Exempt Paragraph 3)

## **PRIVATE AGENDA**

- Attached**     17     **DISPOSAL OF 150-152 GREAT CHARLES STREET, BIRMINGHAM B3 3HS**
- Report of the Director of Property.
- (Exempt Paragraph 3)
- Attached**     18     **PLANNED PROCUREMENT ACTIVITIES (APRIL 2016 – JUNE 2016) AND QUARTERLY CONTRACT AWARD SCHEDULE (OCTOBER 2015 – DECEMBER 2015)**
- Report of the Assistant Director, Procurement.
- (Exempt Paragraph 3)
- 19     **OTHER URGENT BUSINESS (EXEMPT INFORMATION)**
- To consider any items of business by reason of special circumstances (to be specified) that, in the opinion of the Chairman, are matters of urgency.

## BIRMINGHAM CITY COUNCIL

## PUBLIC REPORT

<b>Report to:</b>	<b>CABINET</b>	
<b>Report of:</b>	<b>DIRECTOR OF PROPERTY</b>	
<b>Date of Decision:</b>	<b>16 FEBRUARY 2016</b>	
<b>SUBJECT:</b>	<b>DISPOSAL OF 150 – 152 GREAT CHARLES STREET, BIRMINGHAM</b>	
<b>Key Decision: Yes</b>	<b>Relevant Forward Plan Ref: 01222/2016</b>	
<b>If not in the Forward Plan: (please "X" box)</b>	<b>Chief Executive approved</b>	<b>X</b>
	<b>O&amp;S Approved</b>	<b>X</b>
<b>Type of decision</b>	<b>Executive</b>	
<b>Relevant Cabinet Member(s):</b>	<b>The Deputy Leader – Councillor Ian Ward, The Cabinet Member for Development, Transport and the Economy – Councillor Ali</b>	
<b>Relevant O&amp;S Chairman:</b>	<b>Councillor Waseem Zaffar, Corporate Resources Overview and Scrutiny Committee</b>	
<b>Wards affected:</b>	<b>LADYWOOD</b>	

<b>1. Purpose of report:</b>
<p>1.1 The purpose of this report is to note the intention to dispose of 150-152 Great Charles Street, Birmingham (PAL 01654 and PAL 03980) as shown edged black on the attached plan at Appendix 1.</p> <p>1.2 Financial details of the transaction are provided in the private report.</p> <p>1.3 This matter was not included in the Forward Plan because there has been a problem with the CMIS system and although the item was loaded on the system on 21<sup>st</sup> December 2015 it has not appeared on the Forward Plan until 21<sup>st</sup> January 2016.</p>

<b>2. Decision(s) recommended:</b>
That Cabinet:
2.1 Note this report.

<b>Lead Contact Officer(s):</b>	Basit Ali
	Birmingham Property Services
<b>Telephone No:</b>	0121 464 6771
<b>E-mail address:</b>	<a href="mailto:basit.ali@birmingham.gov.uk">basit.ali@birmingham.gov.uk</a>



<p><b>3. Consultation</b></p> <p>3.1 <u>Internal</u></p> <p>3.1.1 The Chief Executive and Chair of Corporate Resources Overview &amp; Scrutiny Committee have been consulted on and approved the submitting of this report to the February Cabinet meeting.</p> <p>3.1.2 Officers in Planning and Regeneration, Legal Services and City Finance have been consulted and are supportive of the report going forward. The Deputy Leader, the Cabinet Member for Development, Transport and the Economy have been consulted on the Cabinet report of the 20th May 2013, which declared the property surplus to requirements. Ladywood Ward Members (Councillor Sir Albert Bore, Councillor Carl Rice, and Councillor Kath Hartley) have been consulted on the proposed disposal and no adverse comments were received.</p> <p>3.2 <u>External</u></p> <p>None</p>	<p><b>4. Compliance Issues:</b></p> <p>4.1 <u>Are the recommended decisions consistent with the Council's policies, plans and strategies?</u></p> <p>4.1.1 150-152 Great Charles Street is part of the Central Administrative Buildings (CAB) which is a sub-programme of the Working for the Future (WFTF) Business Transformation programme. The programme has enabled the Council to continue to reduce the size of the underperforming administrative office portfolio.</p> <p>4.1.2 Release of the property from the Council's portfolio aligns resources and objectives to the priorities and strategic outcomes as per the 'Council Business Plan and Budget 2016+' specifically Succeed Economically, by the generation of a capital receipt from the disposal.</p> <p>4.2 <u>Financial Implications</u></p> <p>4.2.1 In line with the disposal strategy for the property a do nothing option removes an opportunity for the Council to raise a capital receipt. The disposal will generate a capital receipt for the Council and the purchaser will make a contribution towards Council's fees in relation to the disposal. Annual building running cost savings will also be delivered following the disposal.</p> <p>4.2.2 The capital receipts from the CAB properties are earmarked to the CAB business case approved by Cabinet in July 2009.</p> <p>4.2.3 An income stream flows to the Council from this property. Through the disposal of the property this income will pass to the purchaser.</p> <p>4.3 <u>Legal Implications</u></p> <p>4.3.1 The Council has a duty to efficiently manage its assets and has the power to hold and dispose of land under Sections 120 and 123 of the Local Government Act 1972.</p> <p>4.4 <u>Public Sector Equality Duty</u></p> <p>4.4.1 An Equality Assessment (EA) was undertaken for this proposal, which confirms that a full EA is not required for the purposes of this report.</p>
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<b>5.</b>	<b>Relevant background/chronology of key events:</b>
5.1	150 – 152 Great Charles Street is a 6 storey building, which forms part of a wider 3.7 acre city centre block that comprises approx. 9 adjoining properties. The Council does not own any of the other properties in the wider block.
5.2	Both internally and externally the property is in poor condition.
5.3	The lower ground, ground and first floors of the property are let to the Heart of England NHS Foundation Trust (HEFT) on a long lease for use as a Chest Clinic. The operation of the Chest Clinic is not affected by this report.
5.4	The upper floors of the property remain vacant. They are not capable of re-use or letting without significant expenditure falling to the council.
5.5	As detailed in 4.1.1 the property was reviewed as part of the Council CAB sub-programme which rationalised the Council's back office portfolio. Accordingly the subject property was declared surplus by Cabinet on 20 <sup>th</sup> May 2013.
5.6	Details of the disposal terms and the preferred purchaser recommended for approval are included in the private report.

<b>6.</b>	<b>Evaluation of alternative option:</b>
6.1	To do nothing would remove the opportunity for a capital receipt.
6.2	Disposal of the upper floors in isolation would be impossible as they do not meet modern office standards required by likely purchasers. Re-use would require significant expenditure.

<b>7.</b>	<b>Reasons for Decision(s):</b>
7.1	To note the intention to dispose of 150-152 Great Charles Street.

Signatures		<u>Date</u>
Chief Officer	.....	.....
Deputy Leader – Cllr Ian Ward	.....	.....
Cabinet Member for Development, Transport and the Economy Councillor Tahir Ali	.....	.....

<b>List of Background Documents used to compile this Report:</b>
1. Officers file save for confidential

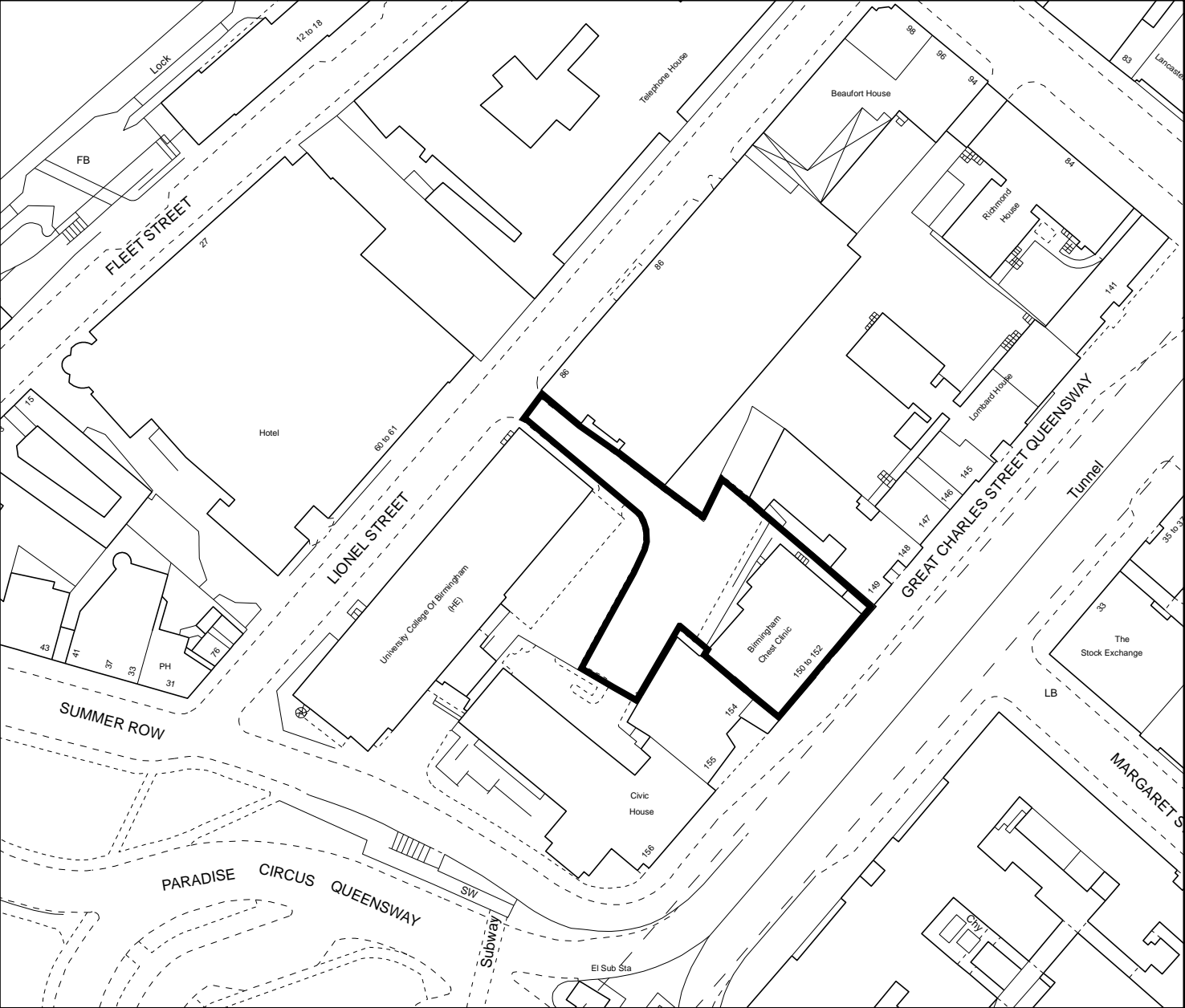
<b>List of Appendices accompanying this Report (if any):</b>
1. Appendix 1 – site plan.

<b>Report Version</b>	<b><u>Version 3</u></b>	<b>Dated</b>	<b><u>20 January 2016</u></b>
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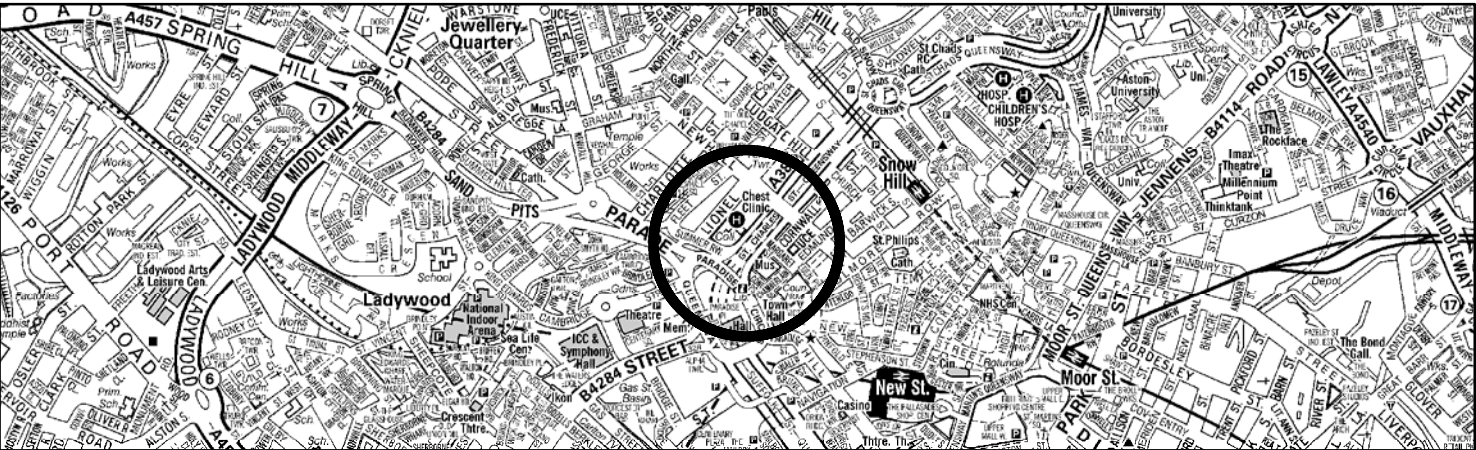
## PUBLIC REPORT

<b>Report to</b>	<b>CABINET</b>	<i>Exempt information paragraph number – if private report: N/A</i>
<b>Report of:</b> <b>Date of Decision:</b>	<b>Director of Property</b> <b>16<sup>th</sup> February 2016</b>	
<b>SUBJECT:</b>	<b>DISPOSAL OF 150 – 152 GREAT CHARLES STREET, BIRMINGHAM</b>	
<b>Key Decision: Yes</b>	<b>Relevant Forward Plan Ref: 001222/2016</b>	
<b>If not in the Forward Plan: (please "X" box)</b>	<b>Chief Executive approved      X</b> <b>O&amp;S Chairman approved      X</b>	
<b>Relevant Cabinet Member(s):</b>	<b>Councillor Ian Ward – Deputy Leader of the Council</b> <b>Councillor Tahir Ali – Cabinet Member for Development, Transport and the Economy</b>	
<b>Relevant O&amp;S Chairman:</b>	<b>Councillor Waseem Zaffar - Corporate Resources</b>	
<b>Wards affected:</b>	<b>Ladywood</b>	



<b>LATE REPORT</b>
<b>* To be completed for all late reports, ie. which cannot be despatched with the agenda papers ie. 5 clear working days notice before meeting.</b>
<p><b>Reasons for Lateness</b></p> <p>There has been a problem with CMIS and although the report was loaded on the system on 21<sup>st</sup> December 2015, it has not appeared on the Forward Plan until 21<sup>st</sup> January 2016. To prevent any problems the report is to be considered as not on the Forward Plan.</p> <p><b>Reasons for Urgency</b></p> <p>The purchaser has finance in place which needs to be committed by 31<sup>st</sup> March 2016 and therefore approval to the sale is sought and required by no later than the end of February 2016.</p>



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		Peter Jones BSc, MRICS Director of Property Birmingham Property Services PO Box 16255 Birmingham B2 2WT		
150 Great Charles Street		Scale (Main Map)	Drawn	Date
		1:1,250	Paul Butler	05/04/2013
		O.S. Sheet: SP0687SE		

## BIRMINGHAM CITY COUNCIL

## PUBLIC REPORT

<b>Report to:</b>	<b>CABINET</b>
<b>Report of:</b>	<b>Strategic Director, Economy</b>
<b>Date of Decision:</b>	<b>16<sup>th</sup> February 2016</b>
<b>SUBJECT:</b>	<b>BIRMINGHAM SKILLS INVESTMENT PLAN</b>
<b>Key Decision: YES</b>	<b>Relevant Forward Plan Ref: NOT ON FORWARD PLAN</b>
<b>If not in the Forward Plan: (please "X" box)</b>	Chief Executive approved X O & S Chairman approved X
<b>Relevant Cabinet Member(s):</b>	<b>Councillor Penny Holbrook – Cabinet Member for Skills, Learning and Culture</b>
<b>Relevant O&amp;S Chairman:</b>	<b>Councillor Victoria Quinn, Economy, Skills and Sustainability</b>
<b>Wards affected:</b>	<b>All</b>

<b>1</b>	<b>Purpose of report:</b>
1.1	To seek Cabinet approval for the adoption of the Birmingham Skills Investment Plan.
1.2	To seek Cabinet approval to include the Birmingham Skills Investment Plan within the Council's Policy framework.
1.3	This matter was not included in the Forward Plan as initial advice received indicated that the Birmingham Skills Investment Plan document is to be referred to full Council this was not required. Subsequent discussion has now suggested that this is a Forward Plan item.
<b>2</b>	<b>Decision(s) recommended</b>
	That Cabinet:
2.1	Approve the contents of the Birmingham Skills Investment Plan and
2.2	Approves the Birmingham Skills Investment Plan for inclusion within the Council's Policy Framework and to progress to Full Council for approval according to Article 4 of the Constitution.
<b>Lead Contact Officer(s):</b>	Shilpi Akbar Assistant Director for Employment, Economy Directorate Tel: 0121 303 4571 E mail: <a href="mailto:Shilpi.akbar@birmingham.gov.uk">Shilpi.akbar@birmingham.gov.uk</a>

<b>3. Consultation</b>	
<p>3.1 <u>Internal</u>: The report and the attachments have been shared with the Cabinet Members for Children's Services and Inclusion and Community Safety. The report has been shared with the relevant Scrutiny Chairs and they support it going forward to the Executive for a decision. Officers from City Finance and Legal and Democratic Services have been involved in the preparation of this report. Relevant council officers and members were also interviewed as part of the overall consultation exercise in writing the Plan. The Chief Executive and the Chair of the Economy, Skills and Sustainability Overview and Scrutiny Committee have approved this report going forward for Cabinet approval.</p> <p>3.2 <u>External</u>. Extensive consultation has been undertaken as part of the process for developing the BSIP, including employers, Marketing Birmingham statutory bodies such as the Skills Funding Agency and Department for Work and Pensions; training providers including community and voluntary sector providers, Further Education colleges, universities and private training providers, schools and the Birmingham Education Partnership, representative organisations such as the Chamber of Commerce, CBI and Institute of Directors and the National Careers Service. The final draft version of the BSIP has also been subject to ongoing soft consultation with key strategic partners. A presentation has been made to the Board of CSR City. The Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) were involved in the commissioning of the consultants, and the final draft has been shared with the chair of the GBSLEP Employment and Skills Board and the Combined Authority (CA) employment and skills leads for comment.</p> <p>The outcome of the consultation was supportive of the need to provide a clear statement of skills needs in Birmingham and that if the market failure is to be successfully addressed; all partners must face those challenges together to change the landscape.</p>	
<b>4. Compliance Issues:</b>	
<p>4.1 <u>Are the recommended decisions consistent with the Council's policies, plans and strategies?</u></p> <p>4.1.1 The proposal contributes towards the strategic outcomes outlined in the 'Council Business Plan 2016 specifically delivering 'a Prosperous City'. The BSIP seeks to address the whole range of issues which contribute to the problem of mismatch of supply and demand of skills in the City. Importantly the Plan is intended to bring forward and make visible learning and skills pathways, so that no-one gets left behind. It focuses on delivering a skilled workforce with the aim of attracting inward investment and added value to major physical regeneration projects.</p> <p>4.1.2 It will also contribute to the delivery of a 'Democratic City', as successful delivery of the BSIP will require integrated working with partners across all sectors.</p>	
<p>4.2 <u>Financial Implications</u> (Will decisions be carried out within existing finance and Resources?)</p> <p>There are no direct financial implications arising from the recommendations of this report. The BSIP will provide a framework for investment of existing resources both of the council and the wider city region. Any direct initiatives or changes to existing plans will be subject to the council's standard governance arrangements.</p>	

4.3	<u>Legal Implications</u>
4.3.1	<p>It is intended that the Birmingham Skills Investment Plan will, on Cabinet's agreement, be included within the Council's Policy Framework and therefore as a consequence will go to Full Council for approval according to Article 4 of the Constitution.</p> <p>The BSIP has been developed under the Council's general power of competence per Section 2 of the Localism Act 2011.</p>
4.4	<u>Public Sector Equality Duty</u>
4.4.1	An initial Equality Assessment (Ref EA001132) has been undertaken and is attached at Appendix Two. There are no adverse implications identified from the recommendations in this report.
4.4.2	The BSIP provides a way forward to deliver improved skills levels for Birmingham: young people, unemployed, and those in work to redress and level the playing field for all Birmingham residents who are disadvantaged in the labour market by reason of no skill, low skill or a skills mismatch.
<b>5</b>	<b>Relevant background/chronology of key events:</b>
5.1	The BSIP is a statement of current and future skills needs in the City, linked to jobs and economic growth. The BSIP is intended to address the whole range of issues which contribute to the mismatch of supply and demand, and to be jointly owned and implemented by stakeholders across the City. The BSIP will align with the wider growth ambitions articulated through the developing transport infrastructure (HS2 and Midland Metro extension), the Enterprise Zone and the developments in key growth sectors, all of which will create jobs and a demand for industry-relevant skills across the wider sub-region. Importantly there is a need to ensure that there are skills plans aligned to all major infrastructure and developments.
5.2	By making this clear statement of Birmingham's position the intent is to inform the behaviours of those with the spending power. The document takes into account the emergent West Midlands Combined Authority. With the advent of the Combined Authority spending decisions will, to some degree, lie with the local authorities and the LEPs. The current devolution deal will represent a fundamental shift from the current status quo where there is currently no localised strategic planning for skills funding.



- 5.3 The BSIP is a 10 year plan designed to join up, influence and optimise the use of employment and skills funding being deployed in the city now and in the future. It captures the predominant issues arising from low skill levels which impact on the economic well-being of individuals, communities, the city and regional economy. The investment in skills currently includes money and resources flowing into the city through intermediary bodies - public, private and voluntary sector training providers, government bodies such as DWP as well as resources that employers, schools and citizens themselves choose to invest in training and workforce development. Birmingham's large employers, including the City Council itself, will be paying the new Apprenticeship Levy to the government from April 2017, and there is a need to ensure that Birmingham benefits from the creation of more high quality apprenticeships that meet the skills needs of the City and that Birmingham residents can access. The levy rate is expected to be 0.5 per cent of an employer's payroll. How these combined resources are disbursed will be fundamental to increasing skills levels and the employability credentials of the working age population.
- Current Skills Funding Agency 2015/16 funding allocations for Birmingham Colleges alone are:
- Adult Skills Budget = £49m
  - Community Learning = £6.4m
  - 19+ Discretionary Learner Support =£5.5m
  - 24+ Advanced Learning Loans Facility & Bursary = £12m
- 5.4 The consequence of not increasing skills levels by 2026 will be:
- 174,000 low skilled people chasing 150,000 low skilled jobs – a surplus of 24,000 low skilled workers with an increasing risk of unemployment
  - 85,000 people with intermediate skills will chase 80,000 jobs – a surplus of 5,000 people
- Employers will struggle to recruit to the estimated 230,000 high skilled jobs with only 184,000 high skilled workers – a shortage of 46,000.
- 5.5 Moving away from percentages to numbers puts this challenge into context. Economic forecasting models show that an additional 78,500 residents<sup>1</sup> will need to be upskilled over the next ten years to match the national average of people qualified to Level 3 and above. Qualified young people (under 19) will account for approximately 10,500 (13%) but this means 87% or 68,000 adults who are already in the workforce will need to improve their qualifications.

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<sup>1</sup> Based on Office for National Statistics (ONS) data

5.6	<p>Following a full tender process, the Centre for Economic and Social Inclusion (CESI) was appointed to develop the BSIP. CESI is an independent policy and research organisation focusing on skills, full employment and inclusion.<sup>2</sup> Consultation has taken place with a wide range of stakeholders under the guidance of a Steering Group chaired by the Cabinet Member for Skills, Learning and Culture. Steering Group members included providers of Further and Higher Education, the Chamber of Commerce, community and voluntary sector, Skills Funding Agency and DWP. The results of the consultation have informed the key challenges and the proposed responses as set out in the BSIP. General consensus was reached emphasising the need to directly tackle the skills gaps and market failure.</p>
5.7	<p>The actions proposed in the BSIP needs to be owned by partners and driven by partners. The outcome of the consultation was supportive of the need to provide a clear statement of skills needs in Birmingham and that if the market failure is to be successfully addressed; all partners must face those challenges together to change the landscape. The BSIP sets out how the City Council will help meet these ambitions – together in a new partnership with business leaders, and education, training, and community leaders. It is therefore as much about the new way of working with partners as it is about implementing new solutions. The BSIP is backed up by the best information available on what employers are demanding now and what they will need in the future. This is set out in a separate report ‘Birmingham Skills: supply and demand’. The BSIP itself makes it clear that success is dependent on building on existing strong partnerships with all stakeholders through existing arrangements such as the Birmingham Youth Partnership and the Birmingham Employment and Skills Board (the local Board within the infrastructure for the Greater and Birmingham and Solihull Employment and Skills Board). The BSIP itself has been shared with our partners and stakeholders and their comments fed into the document. To move it forward successfully has to be a shared responsibility. We are therefore progressing with workshop sessions with all partners in order to:</p> <ul style="list-style-type: none"> <li>• agree the scope and partner contributions in each of the actions proposed</li> <li>• agree immediate priorities for action, KPIs, timescales and lead responsibilities.</li> </ul> <p>This will be in place before the end of February 2016.</p> <p>If approved by Cabinet and Full Council, following from the above actions a detailed Implementation Plan with milestones and leadership roles will be developed and signed up to by partners, subject to an impact and performance review at least twice a year.</p>

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<sup>2</sup> CESI have now merged with the National Institute of Adult Continuing Education (NIACE) to form The Institute for Learning and Work

5.8	<p>The context for the development of the BSIP is a complex interaction of social and economic strategies to encourage the retention of skills within the City, the engagement of young people and the attraction of new and growing businesses to Birmingham through the inward investment activity of Marketing Birmingham and the Greater Birmingham and Solihull Local Enterprise Partnership as well as the Midlands Engine for Growth. Although the BSIP is Birmingham specific, the model could be expanded and adopted more widely across the GBSLEP and Combined Authority area.</p> <p>Within the context of the devolution deal and the West Midlands Combined Authority we are aware and mindful of the functional economic area and the potential levers and opportunities that devolution of the Adult Education Budget and strands of the Work Programme will offer. But as a partner local authority the BSIP has set down the scope and nature of Birmingham's skills and employability challenges. It presents an opportunity to provide an overview of those areas ripe for channelling future investment; it will inform that investment but also, more importantly, offers an opportunity to influence current resources such as existing skills budgets, and the imminent Apprenticeship Levy which will be introduced in April 2017.</p> <p>It will support the delivery of the Birmingham Youth Promise and align with the work developing out of the Kerslake Review published in December 2014.<sup>3</sup> It will inform the delivery of the Youth Employment Initiative project – Birmingham and Solihull Youth Promise Plus.</p>
5.9	<p>Placing the BSIP into the Council Policy Framework will clearly place the statement of skills priorities within a broader range of policies related to economic development, connectivity, job growth, social exclusion and social cohesion. By implementing the policy proposals, the aim is to better target the resources, secure better skills and employment outcomes for all Birmingham residents and businesses resulting in a reduced reliance on in-work and out of work benefits.</p>
6	<p><b>Evaluation of alternative option(s):</b></p>
6.1.1	<p>By the end of March 2016 the Further Education infrastructure in Birmingham will have completed its area-based review. The City will need to press ahead against a backdrop of projected reductions in skills budgets and an incremental shift from national purchasing/commissioning of skills provision to employers and individual learners purchasing training and qualifications through student loans and apprenticeship levies. To do this in isolation from any clear statement of skills needs and will mean that this will not adequately address the market failure for skills as adults will still need to decide how best to invest in their skills and qualifications, schools, colleges and training providers will need to provide the qualifications and skills that employers need both now and in the future.</p>
6.1.2	<p>To wait for the proposed employment and skills strategy resulting from the West Midlands Combined Authority Devolution Deal would not recognise the impetus and will that exists within Birmingham stakeholders to urgently address the issues of skills shortages and low skills profile within the City.</p>
6.2	<p><b>Do Nothing:</b></p>

<sup>3</sup> <https://www.gov.uk/government/news/kerslake-report-birmingham-council-must-radically-improve>

6.2.1	To do nothing would mean that current market failure for skills delivery may persist without a shared understanding of how partners can work together not just to raise skills but to address disadvantage by using available resources to promote access to learning for communities with no or low skills.
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<b>7. Reasons for Decision(s):</b>
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<b>7.1</b>	To seek approval for the Birmingham Skills Investment Plan to be included within the Council's Policy Framework and therefore progress to Full Council for approval according to Article 4 of the Constitution,
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	Signatures	Date
Cabinet Member for Skills, Learning and Culture	.....	.....
Strategic Director, Economy	.....	.....

<b>List of Attached Documents</b>
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- |   |
|---|
| <ol style="list-style-type: none"><li><b>1. Birmingham Skills Investment Plan</b></li><li><b>2. Birmingham Skills: Supply and Demand</b></li><li><b>3. Equality Analysis Report</b></li></ol> |
|---|

# **Birmingham Skills & Employment Plan: 2016 to 2026**

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## **Our Vision**

We live in a World-Class City-region, where no person gets left behind. Everyone has the opportunity to access high quality education and training leading to sustainable employment and lead a healthy, meaningful and prosperous life.

## **To achieve this**

We recognise that currently there is a gap in the skills of our citizens and those skills demanded by employers. There is a need to develop greater economic independence and personal resilience among our citizens.<sup>1</sup>

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<sup>1</sup> Post 16 Area Review Local Authority Position Statement – Birmingham – February 2016

# Executive Summary

## Birmingham Skills Plan

Birmingham's employers will be creating thousands of new jobs in the coming years. New major employers will be coming to Birmingham and our small and medium employers will be generating new jobs as well. We want Birmingham residents to succeed in getting these jobs and to reduce unemployment. This is a challenge for everyone – employers, individuals and our schools, colleges and training providers.

## Our Ambition

To get more of our residents into work and to catch up with other cities we have to set our sights high. This is **why Birmingham's ambition needs to be:**

- **70,000 new jobs** up to 2026
- An **employment rate of 67%** compared to 61.5% now
- A **reduction of 15,000 people** claiming welfare benefits.

Our local economy has created 13,000 new jobs over the last two years. A strong start but we still lag behind other cities – we have more unemployed and less of our workforce in jobs. We want to do more to create the right conditions for businesses to grow and thrive. Improving skills will help increase productivity and economic growth in the city.

Much is already being done but new efforts are needed to boost the skills and qualifications which employers say they will need. Over the next 10 years Birmingham employers are forecast to want many more people who are highly qualified. We will **need 78,000 more people with 'A' levels (or equivalent), as well as** people in high quality Apprenticeships. The consequences of not boosting skills will be a:

- **surplus of 24,000** low skilled workers
- **surplus of 5,000** medium skilled workers
- **shortage of 46,000** high skilled workers.

Everyone has a role to play in helping make Birmingham a learning city.

- **Young people** need to make informed choices about their careers



- **Adults** need to decide how to invest in their skills and qualifications
- **Employers** need to train their workers for a changing world of work
- **Schools, colleges and training providers** are not only excellent but providing the qualifications employers need.
- **National and local government** working together to make sure there are strong and effective policies and programmes

The Birmingham Skills Plan sets out how the City Council will help meet these ambitions – together in a new partnership with our business leaders, and our education, training, and community leaders. The Plan is therefore as much about the new way of working with partners as it is about implementing new solutions.

The Birmingham Skills Plan is backed up by the best information available on what employers are demanding now and what they will need in the future. This is set out in a separate report '**Birmingham Skills: supply and demand**'.

To meet the skills and employment challenge we are proposing **five main actions** to focus our efforts. Action Five commits the City Council to adopting the new partnership working model from the outset.

## 1. Skills for growth

Our aim is for Birmingham's education and training system to be better informed by what employers need – not just qualifications but employability as well.

Birmingham City Council will consult on how to improve skills and jobs information that can be used by everyone delivering and using education, skills and employment support. We will do this by:

- developing in partnership **new digital solutions** to increase access to information on **jobs, careers and training** for everyone
- create a **labour market information hub** for schools, universities, colleges and training providers – to inform the courses and qualifications they offer.

## 2. Helping young people decide

We intend that every Birmingham young person has access to excellent information, advice and guidance on academic and vocational pathways to a job and a career.

Our careers advice in the city is not good enough and needs modernising. It needs to be fit for purpose for the 21<sup>st</sup> century. This why we will build on Birmingham **Youth Promise** and plan to go further. We will:

- plan with partners a **Birmingham careers and jobs advice service**, building on the best of existing initiatives and promoting collaboration
- work with Jobcentre Plus and the Department of Work & Pensions to bring their **jobs market knowledge into schools**
- **work with business to deliver a step change** in how young people can experience the world of work by providing two weeks of work experience every year for every young person over 14 years old
- ensure there is a **gateway for all Apprenticeship opportunities** in Birmingham.

We want to take steps to help ensure everyone knows what their choices are - providing clear academic and vocational pathways to careers and how to pursue each pathway. We will:

- consult on how a **single accessible database** of provision can be developed
- consult on a **single application gateway** for post-16 provision.

### 3. Birmingham Employers Challenge

Our intent is that together with employers we can increase and improve work experience and training opportunities.

Employers can, and should, have more influence on how we improve the employability of the workforce. To achieve this we want to work with employers to:

- to **plan together the numbers and types of Apprenticeships** we will need in the coming years
- stimulate **many more Traineeships** and work experience placements
- **reduce employment rate gaps** for the most disadvantaged communities.

Birmingham's apprenticeship target should be 82,000 by 2020 – a significant stretch on before. To deliver improvement there will need to be new partnership arrangements at the city level, which will work closely with the Greater Birmingham and Solihull Local Enterprise Partnership.

In the future the City Council's commitment to Birmingham employers will be to demonstrate how Business Rates are used to: promote a more skilled workforce; stimulate apprenticeships and traineeships; and reducing the costs of recruitment.

## 4. Opportunity for all

We want to show that economic growth can benefit everyone. This means getting more of our unemployed off welfare and into sustainable employment.

With the new powers of the Combined Authority we will have a stronger influence over how funds for skills and employment can be spent in Birmingham. The challenge is significant with the ever increasing need for higher qualified people, but we can help everyone benefit by:

- continuing to **target efforts** on those areas of Birmingham with the highest number of claimants
- **working with Jobcentre Plus to widen opportunities** for basic skills training and relevant qualifications especially for Employment Support Allowance claimants
- **focusing the Adult Education Budget** on promoting access to learning for disadvantaged people
- using **public sector procurement** to increase opportunities for unemployed people.

## 5. Skills City Birmingham

Birmingham competes in a global economy and one of our advantages is our skilled workforce. This is why we will use every opportunity to promote Birmingham as 'Skills City'. Our efforts will be to improve collaboration across the city in how education and skills are delivered. To drive this forward we need a new partnership between our business leaders, our education, training, and community leaders, and the Council. At the same time we will look at the best of what is happening elsewhere in the UK and globally so we can build on success.

To help make this happen we will:

- **Review all of our partnership arrangements** for skills and employment
- commit to **a new high-level partnership** between our businesses, civic leaders and key stakeholder



# Introduction

The Birmingham Skills Plan sets out the skills challenge for Birmingham over the coming decade. Thousands of new jobs will be created in Birmingham with many demanding new skills and higher qualifications. Delivering strong economic growth, improved productivity and full employment in Birmingham will, in part, be dependent on how Birmingham responds to the skills challenge.

With the new **West Midlands Combined Authority** the City Council and its partners will need to work together across the region to boost skills and deliver the Midlands Engine for Growth. To **deliver the Combined Authority's** new responsibilities an **Employment and Skills Strategy** has to be developed.

The Birmingham Skills [and Employment] Plan is a contribution to the development of the Employment and Skills Strategy. It sets out the challenges and priorities for Birmingham, in the recognition that Birmingham is one partner in the new Combined Authority.

We have developed the Skills Plan to:

- clearly set out the skills challenge we have over the coming years
- stimulate more partnership planning for how we meet the challenges
- ensure that our adults and young people have the opportunities they need to **succeed in tomorrow's labour market, especially for our disadvantaged communities.**

The Skills Plan sets out the business growth sectors, the skills and qualifications that will be needed, and the jobs and careers that will be in demand. The detail of this is set out in a separate Technical Report.

The Council works closely with the **Greater Birmingham and Solihull Local Enterprise Partnership** (GBSLEP) to ensure policies are co-ordinated and the needs of the City are reflected in plans.

Individual learners (young and old) need choice and opportunity – to start a career, to change careers, to attain personal goals, and to get a sustainable job. This is why the City Council wants Birmingham to be seen as **Skills City** – where learning is valued and rewarded.

# A strong future for Birmingham

Birmingham is the regional hub for the West Midlands with over half a million people working in the city, an economic output of more than £22 billion per annum.

Birmingham has the advantage of a youthful population. We have many more young people than other cities. This will help us meet our future skills challenge, but only if we give our young people the best possible start.

However, up to 2026 there will not be enough young people to close the skills gap – we will also need to upskill adults who are already in the workforce.

## Boosting skills and jobs in Birmingham

Employment forecasts estimate there will be an additional 29,000 jobs created by 2026, but with the start of HS2 there will be many more. Indeed, rapid progress is being made with 13,000 new jobs created in the last two years

But we need to do more – our employment rate is the second lowest of all English core cities. The Birmingham economy needs to create even more jobs to close the employment gap with other cities, and an increasing proportion of these will demand high qualifications.

**Our ambition should be an extra 70,000 residents into employment by 2026 – increasing the present employment rate of 62% to 67%.**

This would halve the **gap between Birmingham's current employment rate and the UK employment rate**. It would also take us above the current English core city average of 66%.

This equates to 6,000 extra jobs every year to 2026. Over the last two years Birmingham has been on target to do this. Some of these jobs will be filled by people commuting into Birmingham but there are more than enough Birmingham residents to fill the additional jobs. In addition, a growing West Midlands economy will also give opportunities for Birmingham residents to find work outside of Birmingham and our skills ambitions will be supported by the Birmingham Mobility Plan to improve connectivity, making it easier for people to travel to jobs in Birmingham and across the region.

The challenge we face is **closing the skills gap** between the skills people have now and the skills employers will need in the future. If our employment ambition is

to be met, then employers in Birmingham will need more high qualified people, and fewer people with low or no qualifications.

The consequence of not increasing skills levels by 2026 will be:

- 174,000 low skilled people chasing 150,000 low skilled jobs – **a surplus of 24,000** low skilled workers with an increasing risk of unemployment
- 85,000 people with intermediate skills will chase 80,000 jobs – **a surplus of 5,000** people
- Employers will struggle to recruit to the estimated 230,000 high skilled jobs with only 184,000 high skilled workers – **a shortage of 46,000**.

## **Productive people, Productive businesses**

**Economic growth will be restricted if employers can't recruit the skills and capabilities they need.** It has been estimated that up to 25% of growth could be lost by not investing in skills.

The skill levels of **Birmingham's** population will have a strong bearing on the future prosperity of our workforce and the productivity of the Birmingham economy. With the current trend of more jobs in professional and technical occupations, the ability to compete in the labour market is increasingly dependent on higher level skills and qualifications.

When compared with the UK and other cities, Birmingham has a relatively low number of highly skilled residents and a higher number with low or no formal qualifications.

Nearly 16% of all working age residents have no qualifications and this rises to 27% for workless people. Furthermore, there are large differences between qualification levels of residents from different parts of the city and between different ethnic groups.

GCSE attainment levels in the city have undergone a significant improvement over the past decade and are now similar to the national average. However, the improvement in GCSE attainment has yet to pass through to a sufficient improvement in overall working age qualification levels.

Although there has been a small increase in the proportion with University degrees since 2005, all other core cities have seen significantly greater increases over the

same period. This has created a widening gap between Birmingham and the core cities – over the next 10 years we need to stop the gap widening and start to narrow it.

To help residents succeed Birmingham strategic partners will need to:

- help residents achieve the skill levels that employers will be demanding
- target initiatives to help disadvantaged communities
- new initiatives for those who are not claiming welfare benefits but want advice
- encourage those who want to progress in work by increasing their skills.
- seek to redress the gender imbalance in key sectors

Increasing the employment rate will not be achieved if the skills gap in Birmingham **isn't addressed** – employers need the skilled labour to recruit and to grow.

## **A more inclusive city**

In boosting the employment rate we also want to reduce the employment rate gaps for disabled people, ethnic minorities and other groups which struggle to find jobs.

Ethnic minority people have an employment rate of 51% compared to 68% for the white population – an ethnic minority employment rate gap of 17 percentage points. This is significantly above the national gap of 12.5 percentage points.

The employment rate for disabled people in Birmingham is 33% compared to an employment rate for non-disabled people of 69% - a disabled employment rate gap of 36 percentage points. This is slightly above the national gap of 33 percentage points.

The City is committed to halving the disabled employment rate gap over the next five years. In Birmingham this will mean helping 19,000 disabled people either stay in work or find work, of which around 6,000 could come from those on the Employment Support Allowance.

A thriving labour market will help but will not achieve this on its own; we need to make sure that tight resources are targeted on those that need them most.





# What do Birmingham's employers need?

## Who are employers recruiting now?

For the 12 months from September 2014 **172,000 vacancies in Birmingham were posted online**. In addition there will be other vacancies where employers recruit by word of mouth, often low skilled jobs.

The highest number of vacancies in the city has been for:

- Sales and marketing professionals and retail staff
- IT professionals
- Teaching and Health professionals
- Business professionals.

### **These occupations cover nearly 50% of all vacancies advertised online.**

Whilst these vacancies cover the full qualifications spectrum there is a clear demand for 'professionals' where good qualifications are usually required. The skills and qualifications needed for the high demand occupations are:

- business management – including sales and marketing
- science and maths
- advanced and basic IT skills
- caring and health related skills.

Finding people with the right qualifications is only one aspect of the recruitment difficulties that employers face. Employers are clear that issues around employability, motivation and an absence of so-called '**soft**' skills such as team-working and communication skills are a significant barrier to recruitment. Employers particularly report that young people lack the appropriate work ethic and attitudes to employment.

In a survey of employers there were some soft skills that are more difficult to find in Birmingham compared to the rest of the country. These include:

- planning and organisational skills
- written communication skills
- basic computer literacy
- foreign language skills.

To address the problem of finding people with the right qualifications skills **Birmingham employers spent more on advertising and recruitment** compared to the rest of the country. They also re-designed jobs and increased training for existing employees.

## Who will employers be recruiting in the future?

Employers say that the pace of technological change is leading to the need for new skills at a faster pace than ever before. To compete successfully they need employees with the skills to adapt to emerging demands.

Most new jobs in the West Midlands will primarily come from the private sector as reductions in public spending continue. However, jobs that are mostly funded by the public sector (including health and education) account for over a third of employment in the city<sup>2</sup>.

**Business and financial services:** This will be the sector with the largest number of job openings. It is estimated there will be 19,000 new jobs to be filled in Birmingham by 2022 and 71,000 jobs to replace workers who are retiring or leaving the labour market.

**Advanced Engineering & Manufacturing:** Overall, it is predicted that there will be 11,000 job openings in this sector up to 2022 in Birmingham. However, total employment will fall from present levels. It is estimated that future demand for STEM qualifications will outstrip supply.

**Information technology:** This sector mostly demands highly qualified people. Many students are doing basic IT courses but more need to move into higher level courses if the anticipated demand for IT skills is to be met. Overall, there will be 7,000 job openings in this sector by 2022 including 4,000 new jobs.

**Wholesale and retail:** Expansion in this sector will largely be due to an increase in professional and managerial positions. However, the level of churn means a large

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<sup>2</sup> These figures do not include employment projections for HS2, which is predicted to generate 65,000 jobs in the West Midlands up to 2022 – mostly spread over the manufacturing and construction sectors ('Getting our People Ready for HS2', Albion Economics, Solihull Observatory).

number of opportunities at the entry level for sales assistants and cashiers. Forecasts show a total of 29,000 job openings by 2022, but only 2,000 new jobs with the rest replacing retiring workers.

**Education:** There will be an increased demand for Level 3 and above qualifications, especially degrees. However, overall there will be fewer jobs in this sector. Forecasts show 21,000 job openings by 2022, a loss of 2,000 jobs on present levels in Birmingham.

**Health and Social Work:** Demand for more professional and managerial positions in the health sector is increasing. Higher qualified caring roles are in demand and will make up 75% of the predicted net gain in jobs for this sector of 9,000 to 2022. Overall, there will be 42,000 job openings in this sector by 2022.

**Construction:** It is predicted there will be 15,000 job openings in this sector by 2022 which includes 4,000 new jobs. Growth will be due to an increase in skilled trade occupations and professionals. Self-employed will make up to 36% of total employment.

**HS2** should also have a major impact in construction. Projections show an additional 65,000 jobs could be created up to 2022 during the build phase of the project. These jobs will be primarily in the fields of design, project management, civil engineering construction and specialist railway engineering.

## Summary of challenges

1. In Birmingham it is not a lack of demand for workers but a lack of supply of workers with the skills and qualifications which employers want.
2. How Birmingham uses the available information and data on the current and future skills demands of employers.
3. How can this information be used to align skills training, reduce skills mismatches, and reduce the costs for employers?

# What do Birmingham's people need?

## The all age skills challenge

Birmingham has a proud history of a skilled workforce but for too long has lagged behind on some of the key indicators:

- it has almost twice as many people with no qualifications (16%) compared to the UK average (9%)
- below average numbers of people with graduate level qualifications compared with the UK and other core cities
- less than half of the working age population are qualified to Level 3 and above, commonly considered to be a pre-requisite for a world class workforce.

One of the city's successes has been rising numbers of pupils achieving 5 or more GCSEs at A\*-C and Birmingham's performance now outstrips the England and core cities averages. Attainment rates of 5 GCSEs including English and maths are in line with the national average.

However, despite this improvement Birmingham has one of the lowest employment rates for 16-24 year olds (37%) in the country (51%) and youth unemployment is high.

Of greatest concern is that 1 in 8 young people aged 16-19 have no qualifications at all. Whilst this is in line with the national picture it leaves school and college leavers ill-prepared to meet the rising skills and qualifications needs of employers.

To match the national average of people qualified to Level 3 and above, an **additional 78,500 residents will need to be upskilled** over the next ten years. Qualified young people (under 19) will account for approximately 10,500 (13%) but this means 87% or **68,000 adults who are already in the workforce will need to improve their qualifications.**

Annually there are around 10,000 people (19 years and older) doing a Level 3 qualification in Further Education. This is **a shortfall of 7,000 adult students** if we are to meet the target of 78,500 more people with Level 3 by 2026.

We need to put balance back into the workforce. The demand to replace retiring workers will mean there will always be the need for people with lower qualifications, for example, in retail, hospitality and personal and protective services. But even these jobs require greater levels of numeracy, IT skills, customer service skills. It is important that a focus on priority sectors does not overlook the needs of employers and employees in these key enabling sectors.

The challenge is to consider how best to promote training, development and progression opportunities for those who are entering or are already employed in lower skilled positions. Lower skilled adults in work tend to be the least likely to be involved in training through their employer, and are at risk of becoming increasingly limited in their future employment chances and upward mobility.

## Getting on the right pathway

Forecasts for the West Midlands show that between 2015 and 2022 there will be:

- A 24% **rise** in the numbers needed with Level 4 qualifications
- A **fall** of 26% in the numbers of employees needed with no qualifications.

Local employers confirm these trends and say that the demand for workers with qualifications below Level 2 is declining as automation and capital investment de-skill core manufacturing jobs. Employers say they are more likely to look for people with degree level qualifications because of the fast pace of technological change.

**Despite rising levels of attainment, Birmingham stakeholders were clear in our discussions – the education and skills system does not provide young people with the skills, attitudes and motivation that employers need.**

There were strong and widely held views that:

- employability is not embedded in schools and insufficient young people follow vocational routes at Levels 3 and 4
- careers advice was inadequate or, at best, perceived as variable
- vocational learning is neither valued nor promoted by schools.

Competition between post-16 providers appears to unduly influence the advice that young people receive. There is a lack of confidence that schools have sufficient knowledge of different progression pathways at 16, particularly in relation to vocational options. Furthermore there was a perception of an insufficient fit between what employers need and subjects and levels being offered and studied.

**Consequently students do not always make sound choices for their future employment prospects.**

From the schools' perspective, up-to-date information on the labour market can be hard to find and the drive to improve academic performance means that the time allowed for employability-related activities is squeezed. Careers information is being pushed towards younger children so as not to impact on GCSE activity.

Engaging with employers is time-consuming and not always productive and work experience does little to encourage social mobility since students often have to use their own contacts to arrange placements. There is also said to be a confusing array of initiatives designed to support schools each with competing demands on teacher time.

A constant theme of stakeholder discussions was the perceived **lack of aspiration on the part of some young people and possibly their parents as well**. Whilst digital solutions to careers information can be a vital aid to some students, those with less motivation need face-to-face guidance and support, as much as information.

Apprenticeships are key for vocational learning and the city needs to play its part in realising the national ambition to increase the number of apprentices to 3 million by 2020. But in practice, the number of young people under 24 taking up apprenticeships in Birmingham was lower in 2014/15 than five years ago.

## **If you're out of work**

With one of the highest unemployment rates in the country, tackling worklessness is a priority for Birmingham. Those out of work are more likely to have low qualifications, and from an employer perspective, limited employability. More than half (53%) of those out of work are qualified at below Level 2 or have no qualifications, compared with 41% in the UK.

However, a lack of skills is often just one of the issues unemployed people face with, for instance, physical and mental health issues, language and care responsibilities all combining to form barriers to work. **The challenge is for how skills providers, Jobcentre Plus, the council and health can all work together to reduce barriers.**

Generally those out of work with low qualifications live in the more deprived parts of the city centre. This is why the **District Jobs and Skills Plans are important** for targeting resources on those areas that are the most deprived and helping partners

work together. Initiatives, such as **CSR City**, are important for engaging with employers on the impact of long-term unemployment on individuals and communities.

Quality labour market intelligence is also vital to ensure that people who are out of work benefit from information, advice and guidance and routes to learning, training and employment. **In our consultations, Birmingham partners were keen that there should be an 'all age' service supporting both young people and adults.**

DWP's Work Programme is the largest provision for unemployed people and almost one in ten of Birmingham's workers have been on it (see page XX). The view in Birmingham was that more could be done to improve access to skills training whilst on the Work Programme, and much more could be done to improve the number of people that get jobs.

## **If you're in work**

The majority of the 2026 workforce are already in work but fewer employers train their staff in Birmingham (62%) than in the UK (66%). There are also significant differences in those employees who receive training – part-timers, the lower qualified and people working for small firms lose out. However, on the positive side of all Birmingham employers:

- 47% have training plan, compared with 41% in the UK
- 32% have a training budget, compared with 30% in the UK.

The barriers to increasing levels of employer training are primarily due to employers considering that their staff do not need training, coupled with a lack of finance to invest in training, particularly amongst smaller employers. In the future employers will need to be encouraged to **co-invest in training and staff development**.

The evidence of low pay in the economy and in-work poverty suggests the need for a stronger emphasis on **promoting opportunities for progression** and training for those in lower skilled, entry-level positions. This issue is of particular importance given that many people leaving benefits **take their first step on the 'jobs ladder'** by accepting lower skilled, entry level work. We also recognise that **enterprise and self-employment** provide real opportunities and that require nurture and skills to grow.



## Summary of challenges

4. How best to promote training, development and progression for those in low skilled, low paid jobs?
5. How to better inform young people and their parents about the value of vocational pathways?
6. How skills providers, Jobcentre Plus, the council and health can all work together to reduce barriers for unemployed people?
7. What is the best way for employers and employees to co-invest in skills training?

# Participation in education, training, and employment support

## Education participation and budgets

**After their GCSE's** 89% of our young people stay on in education – about the same as the national average. But to close the qualifications gap we need to continue to reduce the number of 16-18 years olds who are not in education, employment or training (NEET) – helping them to continue to study or start an Apprenticeship or Traineeship.

Currently 7.2% 16-18 year olds are NEET in Birmingham, above the national average of 4.7%. Our first step should be to reduce our NEET numbers to the national average and then to move towards ensuring all our 16-18 year olds are in education and/or employment.

Participation in education for 16-18 year olds<sup>3</sup> is split between:

- 39% in school sixth forms
- 14% in Sixth Form Colleges
- 32% in Further Education Colleges
- 3% in Apprenticeships.

These vary slightly from the West Midlands and England averages in that there are fewer in Birmingham entering Further Education Colleges (West Midlands = 37%, England = 34%) and more entering Sixth Form College (West Midlands = 11%, England = 13%).

For everyone completing their A levels (or Level 3 equivalents) 51% go to University somewhere in the UK, compared to the England average of 48%. In addition, in 2013/14 it was thought that (on completing A levels or Level 3 equivalents), 21% went on to study at an FE College and 4% started an Apprenticeship. The rest would be either in employment, unemployed or economically inactive.

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<sup>3</sup> 5% to other providers and 9% activity not recorded because either not sustained, not sustained and recorded as NEET or unknown activity

**In 2013/14 there were 98,000 students at FE Colleges and other training providers. Of these, 22,000 were aged under 19 and 76,000 aged over 19.**

The total expenditure in Birmingham in 2015/16, for those aged 19 and over education and training, was around £73 million<sup>4</sup>. **From 2016/17 the new Combined Authority will have a greater influence over how some of these funds are to be spent.**

**“It [the West Midlands Combined Authority] will develop a series of outcome agreements with providers, about what should be delivered in return for allocations in the 2016/17 academic year.”**

How these funds are spent is an important resource in the upskilling needed in Birmingham and to further reduce the flow of low qualified people into the labour market.

The European Social Fund (ESF) also supports a wide range of training across Birmingham. Between 2011 and 2015 an estimated £32 million has been spent on projects targeting disadvantaged people of all ages.

For projects up to 2018 the European Social Fund and Youth Employment Initiative provide an equal share of £16.8 million each towards the £33.6 million EU funding contribution to the Youth Employment Initiative, which is ‘to promote the sustainable integration into the labour market of young people, in particular those who are not in education, employment or training (NEET).’

## **The Work Programme**

The Work Programme is the largest programme for long-term claimants (both JSA and ESA) in Birmingham. It was contracted nationally by DWP and Birmingham is part of a larger contract area.

Since it commenced in 2011 a total of 59,160 people have been referred to the programme. **This means almost one in ten of all Birmingham’s working age population have been through the Work Programme in the past four years.**

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<sup>4</sup> Skills Funding Agency 2015/16 allocations for Birmingham Colleges: Adult Skills Budget (now Adult Education budget) = £49m; Community Learning = £6.4m; 19+ Discretionary Learner Support = £5.5m; 24+ Advanced Learning Loans Facility & Bursary = £12m

Consequently if the programme is successful it should have a positive impact on reducing long-term unemployment in the city.

On average 25% or one in four got a sustained<sup>5</sup> job through the programme in Birmingham. This is the same success rate for the Core Cities and just below the national average of 26%.

However, the average covers a wide variation of performance for the different groups of people that join the programme. For example, young people on JSA were the most successful group with 34% getting a job.

There were many more JSA claimants (52,290) who were referred compared to 6,490 ESA claimants. In part this reflects the higher levels of JSA in Birmingham.

**JSA claimants were much more successful in getting jobs (27%) compared to ESA claimants (10%).**

Whilst the ESA success rates are broadly comparable with the national average, **performance for people with disabilities and health problems is too low and will need to be the focus of concerted action in the future.**

## **What more needs to be done?**

There remain some significant issues in how skills training and employment support is planned in the city. What people have said to us is that there is:

- **A lack of genuine high level co-operation** at a strategic level
- Significant **concern about the level of funding** in future years, with significant reductions in adult skills funding
- **Too many initiatives** and a reluctance to let go of ones that aren't working and a perception that there remain duplication of services
- **poor careers advice leads to a mismatch** between subject choices and vacancies.

Each of these shows the need for radical steps for how we as a city:

- stimulate debate about the skills we need and how to deliver them
- consult, plan and fund provision in the future

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<sup>5</sup> 'Sustained' is defined as either six or three months employment depending on the disadvantage of the participant

- put right the deficit in careers advice.

## **Summary of challenges**

1. How do we further reduce NEETs?
2. Developing our priorities and targets for the devolved Adult Education Budget
3. Improving performance of the Work Programme up to April 2017 and co-commissioning a new programme
4. Providing more leadership and planning in skills and employment.

# What do we need to do?

## What can employers do?

### Apprenticeships

Employers have told us they recognise that by supporting apprenticeships they can play an active part in developing and shaping a future workforce which is better prepared to meet their needs.

Both public and private employers across Birmingham recognise they need to play their part in delivering the national ambition of three million apprenticeships by 2020. **Birmingham's share of the apprenticeship target is 70,000 by 2020** (if using the number of 18-24 year olds in the city). This is over 14,000 each year – a significant stretch of the 11,500 apprenticeships in 2014/15.

**Birmingham's large employers** will be paying the new Apprenticeship Levy from April 2017<sup>6</sup> and we need to ensure that Birmingham benefits by creating more high quality apprenticeships.

To deliver number of challenges, including:

- more work is needed to persuade **young people and their parents** that apprenticeships are a career path and can offer progression opportunities
- the **level of apprenticeships across different sectors varies significantly**, with some sectors making strong and effective use of apprentices while others are still not engaging as they might
- Some employers in supply chain firms and smaller businesses report finding it **hard to attract high quality apprenticeship applicants**. But there is strong demand by young people for apprenticeships with high-profile employers.
- Some employers, especially SMEs, believe the processes involved in recruiting and training apprentices are **too bureaucratic and complex**. Employers which have never had an apprentice need support to navigate the system.

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<sup>6</sup> The levy will be introduced in April 2017 at a rate of 0.5 per cent of an employer's pay bill. Employers will receive an allowance of £15,000 to offset against their levy payment, which will only be paid on pay bills in excess of £3m.

## Traineeships

One frequently reported challenge by employers relates to the work readiness of some young people, who too often leave education with a poor understanding of the demands of the world of work. For some employers this is as much of a concern as worries about the technical skills and abilities.

**For young people with low qualifications and little work experience Traineeships can help by providing a pathway to employment or an apprenticeship.** Many employers and partners feel that the full potential benefits of Traineeships are not being realised.

In Birmingham there are over 40,000 eligible young people who, at the moment, do not have sufficient qualifications or experience to succeed in competing for an apprenticeship. In 2014/15 in England just 19,000 young people started on a Traineeship. **Traineeship numbers need to be significantly improved.** Of those who did a Traineeship, 40% moved on to a job or an apprenticeship.

If Birmingham employers could offer more suitable work experience opportunities, then as a city we could start to increase the number of Traineeships. Local partners and central government need to ensure the support infrastructure and funding is available to deliver relevant training and support. **In the future Traineeships need to become as much part of the skills landscape as apprenticeships have now become.**

## Work experience guarantee

While apprenticeships and traineeships will play an increasingly important role, they are only parts of the solution to the challenge of effectively preparing all those entering the labour market for the first time.

All young people deserve the opportunity to develop their vocational awareness of the workplace alongside their academic studies. The city needs a step change in its level of engagement between employers and young people.

One way to achieve that step change is by extending the Youth Promise to work with schools and Further Education to offer all young people **a guaranteed two weeks of work experience each year from the age of 14**. One week would be in school/college time and would be compulsory and the other week would be voluntary and in a student's own time.

Employers throughout the City across all sectors and all sizes will need to step forward and engage with local schools, colleges and training providers to make this

a reality. Birmingham has some excellent examples of effective education business links and this best practice can be built on.

## **Individuals and communities**

### **Effective Careers, Information, Advice & Guidance (CIAG)**

The adequacy, effectiveness and impartiality of careers information, advice and guidance are something that many across the City agree should be a **priority for improvement.**

Given responsibility for CIAG lies with individual education and training providers there is a real need for a city-wide response to this issue. At its heart needs to be a public commitment from all those charged with delivering CIAG to place the individual and their needs at the centre of service delivery.

At the moment there is a widespread belief that a range of issues including, vested interests, inadequate resources and competing time pressures mean that some young people do not get the CIAG they deserve. **Financial and institutional interests need to be put firmly aside when advising young people on their futures.**

However, in the future everyone will need to take more responsibility for seeking information and advice about how they can progress in their career by investing in training. This may involve decisions about whether to take out a loan to pay fees to a college or university.

### **Integrated approaches**

Individuals are often put off and confused by what is on offer and whether training has to be paid for or not. As a City we need to commit to a more co-ordinated approach between different agencies and initiatives.

This particularly applies to organisations and initiatives delivering services to people who are out-of-work, which are not effectively co-ordinated. Too many organisations are only able to address single causes of unemployment rather than the multiple barriers which many face.

**Such an approach will need to be forged around a common set of outcome measures that all parties agree to work towards.** Key to success will be effectively drawing in those organisations from outside the traditional learning and employment arena, such as the NHS.



## Local solutions

While Birmingham is in many ways one City facing common challenges and opportunities, it is also a network of distinct and different communities and local labour markets.

The **District Jobs and Skills Plans** need to be built on still further, in order to exploit their full potential for integrating provision. These plans need to be jointly owned and seen as the key vehicle through which all local economic players in an area plan provision.

This neighbourhood approach to skills planning has a particularly important part to play in narrowing, and ultimately closing, the employment gap that exists between disadvantage communities and other areas of the City.

## Schools, Colleges, training providers and Universities

### Simplicity & Collaboration

The size, scale and diversity of Birmingham's **skills and employment** system undoubtedly create benefits for employers, individuals and society as a whole.

However, one of the consistent messages from employers, their representatives and wider stakeholders is that the **skills landscape in the City remains too complex, opaque and difficult to navigate.**

People are confused by the array of organisations and messages they receive. The myriad of initiatives and organisations involved in supporting the functioning of the labour market needs to be simplified and better co-ordinated.

The current **Area Based Review of Further Education** offers the potential for reducing competition between organisations, and a shift to a system in Birmingham which is **more explicitly centred on collaboration and specialisation.**

A commitment is needed from all those involved in the skills system to work together to focus on common access routes to the range of services and support that are available. These new routes could, for example, include:

- A **unified gateway for all apprenticeship opportunities** in Birmingham
- A **single assessable database of all learning opportunities** available across the City; and

- A **single post-16 gateway for all post-16 provision**, similar to UCAS for higher education.

While all of these options will need further work to assess their practicality and deliverability, the only way any new system will succeed is if it is forged on a shared understanding that the existing, fragmented system is not fit for purpose.

## Focusing learning provision

Given the continuing reductions in the funding available to support post-compulsory education and training, it is going to be even more important in the future that post-16 providers in the City focus on delivering learning and training that is proven to be effective and which is ever more closely linked to the needs of the economy.

In order to achieve this, those responsible for planning learning provision will need to **find even better ways of anticipating and responding to employer and economic needs**. Real-time LMI sources that are able to highlight areas of increasing demand or emerging recruitment difficulties are one such mechanism and need to become part of the standard data sources that are used to more closely align provision with future economic demand.

Learning providers will also have an increasing role in responding to **large-scale economic development projects** and in helping to plan that Birmingham has the appropriately people skilled people at the right time and in the right number in order to maximise the local benefit of these developments.

## Birmingham City Council

The City Council's role will need to be twofold. **Firstly, enabling Birmingham's partners to work together more effectively. Secondly, use its powers and statutory responsibilities to promote more opportunities for everyone.**

Enabling stronger partnership means improved dialogue and clearer mechanisms to articulate the skills ambitions of the city. This can be done by:

- **jointly reviewing the existing formal partnership arrangements** to ensure they are focused on planning city-wide action
- **improving the strategic leadership** for skills and training in the city, combining employers, the council and providers
- developing a **common and shared analysis** of the challenges, priorities, and actions

- ensuring **the needs of the City are reflected** in the policies of the new Combined Authority and the Local Enterprise Partnership.

The Council can use its existing powers and responsibilities to inform partnership planning and deliver more opportunities:

- significantly improve accurate and timely labour market information for use by everyone
- continue to support and develop the use of Council procurement and planning powers to target job and training opportunities on local residents, workless people and those most in need of additional support, work to date has been widely regarded as a model of best practice
- to improve the planning, targeting and use of resources by incorporating District Jobs and Skills Plans into city-wide action planning.

In the past the City Council has had few direct powers to influence the delivery and achievement of skills and employment programmes. This will change with the devolution of the Adult Education Budget and the devolution of new responsibilities to the West Midlands Combined Authority. Consequently this is will mean the City Council will need to **develop a partnership approach in building capacity** to deliver these new responsibilities.

## **Birmingham Jobcentre Plus and DWP**

DWP, and their contractors, play a central role in Birmingham in helping all claimants move into sustainable work. They have ambitious targets for reducing the time that people spend on benefits in Birmingham, which includes all young people (18-24 year olds) leaving JSA within 52 weeks.

Whilst DWP targets are focused on benefit off-flows, the Birmingham skills challenge needs to address the employability of benefit claimants so that they are better able to secure sustainable employment – off benefits and staying off benefits.

This means that the City Council wants to work locally with DWP to help increase the benefit off-flows to sustainable jobs. To achieve this we want improve how we work together and make sure our resources are aligned as much as possible. Much is already being done and existing initiatives can be built on:

- more co-location of advisors and services
- improving the sharing of labour market data

- reducing the bureaucracy for claimants by appropriate sharing of personal data
- **planning together the use of DWP's Flexible Support Fund**
- establishing robust referral processes from DWP to local provision
- identifying those people with basic skills needs and guaranteeing training with local providers.

DWP will be trialling the involvement of Work Coaches in providing careers advice in Birmingham schools. This is a welcome additional resource for careers advice and it will need to careful planning with schools and other careers provision to ensure consistency of advice to young people.

**DWP's Work Programme** contractors for Birmingham<sup>7</sup> also have challenging performance expectations – for themselves and by DWP. A high performing programme benefits local people and, until the programme ends in April 2017, there should be a common focus by all on how performance can be improved.

**DWP's new Work & Health Programme** from April 2017 will be co-commissioned between DWP and the Combined Authority. This will mean that Birmingham will have an opportunity to set out what it can offer and what outcomes the city would expect.

## Summary of actions and recommendations

1. How to encourage and support employers to offer more apprenticeships, traineeships, and work experience?
2. We need more advice for individuals but every person will also needs to take more responsibility for their training and progression
3. New mechanisms for more collaboration and specialisation such as an apprenticeship hub
4. The City Council and Jobcentre Plus sharing their capacity and developing together new more effective support for the unemployed and low skilled.

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<sup>7</sup> The Work Programme contract area covers Birmingham, Solihull and the Black Country.

# Skills City Birmingham

In the global economy Birmingham is one of Britain's greatest cities, and to thrive it needs world-class skills. There has always been a pride in Birmingham of its world-beating skills in manufacturing and technology. This same pride now has to be applied to the new industries and jobs Birmingham will be creating in the future.

To achieve this there needs to be active **co-investment in skills** by employers, local and national government, and individuals. Each has their part to play in creating **Skills City Birmingham**.

We think there are **five top priorities for action** now and in the future. This report has set out a number of challenges in each section and we summarise these as:

## Skills for growth

1. In Birmingham it is not a lack of demand for workers but a lack of supply of workers with the skills and qualifications which employers want.
2. There is good information on the current and future skills demands of employers.
3. What is the best way for employers and employees to co-invest in skills training?

## Helping young people decide

1. How to better inform young people and their parents about the value of vocational pathways?
2. How do we further reduce NEETs?

## Birmingham Employers Challenge

1. How can this information be used to align skills training, reduce skills mismatches, and reduce the costs for employers?
2. How to encourage and support employers to offer more apprenticeships, traineeships, and work experience?

## Opportunity for All

1. How best to promote training, development and progression for those in low skilled, low paid jobs?
2. Developing our priorities and targets for the devolved Adult Education Budget
3. Improving performance of the Work Programme up to April 2017 and co-commissioning a new programme
4. We need more advice for individuals but every person will also needs to take more responsibility for their training and progression

## **Birmingham Skills City**

1. How skills providers, Jobcentre Plus, the council and health can all work together to reduce barriers for unemployed people?
2. Providing more leadership and planning in skills and employment.
3. New mechanisms for more collaboration and specialisation, such as an apprenticeship hub
4. The City Council and Jobcentre Plus sharing their capacity and developing together new more effective support for the unemployed and low skilled.

Birmingham will have new opportunities and responsibilities within the new West Midlands Combined Authority to provide answers to these challenges. For the first time in a generation it will be able to directly influence how funds are spent on skills and employment support.

The initial focus will be on the **new Employment and Skills Strategy** which the Combined Authority has to agree with government. In addition, the **Area Based Review of Further Education** will set the framework for colleges for the coming years but Birmingham cannot allow this to be a one-off – it needs to be persistently working with **partners to ensure the city's skills system is fit for purpose.**

## **Our Ambition**

We want to do more to create the right conditions for businesses to grow and thrive. Much is already being done but new efforts must be made to boost the skills and qualifications which employers say they will need. Improving skills will help increase **productivity and economic growth in the city, but if we don't increase skills** sufficiently up to 25% of growth could be lost.

Everyone has a role to play in boosting Birmingham as a learning city.

- **Young people** need to make informed choices about their careers
- **Adults** need to decide how to invest in their skills and qualifications
- **Employers** need to train their workers for a changing world of work
- **National and local government** working together to make sure there are strong and effective policies and programmes
- **Schools, colleges and training providers** are not only excellent but providing the qualifications employers need.

The Birmingham Skills Plan sets out how the City Council will help meet these ambitions – not on its own but together with partners. To drive this forward we need a new partnership between our business leaders, our education, training, and community leaders, and the Council. The vision is therefore as much about the new way of working with partners as it is about implementing new solutions. These are interdependent elements of the same vision. Action 5 commits the City Council to adopting the new partnership working model from the outset.

Our **five points for action** are:

## 1. Skills for growth

**Our aim is for Birmingham's education and training system to be better informed by what employers need – not just qualifications but employability as well.** The Birmingham Skills Plan is backed up by the best information there is on what employers are demanding now and what they will need in the future.

Birmingham City Council will consult on how to improve skills and jobs information that can be used by everyone delivering and using education, skills and employment support. We will do this by:

- Working in partnership to develop **new digital solutions** to increase access to information on **jobs, careers and training** for everyone
- creating a **labour market information hub** for schools, universities, colleges and training providers – to inform the courses and qualifications they offer.

Over the next 10 years Birmingham will need more high qualified people but there will still be plenty of vacancies for people with fewer qualifications. However, there is a skills deficit in Birmingham – we will need 78,500 more people **with 'A' levels (or**

equivalent), as well as people in high quality Apprenticeships. Not reducing this skills gap will hold back growth in the city.

The education, skills and employment system is often complex and confusing for individuals and employers, but it can be informed by the jobs employers are recruiting to now, and where the new jobs are coming from in the future.

Good job and career decisions is not just about young people. Many adults want to get a new job, progress in their existing job or, for the unemployed, find a job. Especially for those with low skills and looking for work we need to improve their routes to not just a job but also better skills.

## **2. Helping young people decide**

**Our aim is that every Birmingham young person has access to excellent information, advice and guidance on academic and vocational pathways to a job and a career.**

In a complex world it's difficult for young people to decide their best route into work and a career. At the same time there has been reduced investment in advice and guidance to young people. Wrong decisions can have a large and long-lasting impact on what people earn. Wrong decisions also have an impact on Birmingham's economy – less people with the right skills.

The City Council hears widespread concern about the state of careers advice in Birmingham. We are determined to turn this around, but we can't do this on our own. Co-operation is needed across the board – education, employers, parents and national government. We need to put an end to the confusion and waste of resources caused by too many organisations working in isolation.

At the same time careers advice needs modernising. It needs to be fit for purpose for the 21<sup>st</sup> century

Our careers advice in the city is not good enough and needs modernising. It needs to be fit for purpose for the 21<sup>st</sup> century. This why we will build on our Birmingham **Youth Promise** and plan to go further. We will:

- plan with partners a **Birmingham careers and jobs advice service**, building on the best of existing initiatives and promoting collaboration
- work with Jobcentre Plus and the Department of Work & Pensions to bring their **jobs market knowledge into schools**



- **work with business to deliver a step change** in how young people can experience the world of work by providing two weeks of work experience every year for every young person over 14 years old
- ensure there is a **gateway for all Apprenticeship opportunities** in Birmingham.

We want to take steps to help ensure everyone knows what their choices are - providing clear academic and vocational pathways to careers and how to pursue each pathway. We will:

- consult on how a **single accessible database** of provision can be developed
- consult on a **single application gateway** for post-16 provision.

### 3. Birmingham Employers Challenge

**Our intent is that together with employers we can increase and improve work experience and training opportunities.**

It's not just qualifications that matter. Birmingham employers are clear they need employees who are not just well qualified but also motivated, with good team working and communication skills, and often excellent customer care skills.

**This can't just be left to education and skills providers.** Employers can, and should, have more influence on how we improve the employability of the workforce. This is especially true for young people and those who have been out of work for a long time. To achieve this we want to work with employers to:

- to **plan together the numbers and types of Apprenticeships** we will need in the coming years
- stimulate **many more Traineeships** and work experience placements
- **reduce employment rate gaps** for the most disadvantaged communities.

Birmingham's apprenticeship target should be 82,000 by 2020 – a significant stretch on before. To deliver improvement there will need to be new partnership arrangements at the city level, which will work closely with the wider Local Enterprise Partnership.

We support the national ambition to get 1 million disabled people into work over the next five years. In Birmingham this means 19,000 disabled people finding

employment, many of whom will be claiming sickness benefits. This is a significant challenge which is why we need to work with employers to:

- promote well-being at work and to prevent people losing their job because of poor health or disability
- work with health partners to prevent ill-health being a barrier to getting a job
- recruit more people with disabilities, including providing work experience.

In the future the City Council's commitment to Birmingham employers will be to demonstrate how Business Rates are used to: promote a more skilled workforce; stimulate apprenticeships and traineeships; and reduce the costs of recruitment.

## 4. Opportunity for all

**We want to show to show that economic growth can benefit everyone. This means getting more of our unemployed off welfare and into sustainable employment.**

The Birmingham economy needs more high qualified people but at the same time we must make sure that there are opportunities for our whole population, irrespective of their skill levels. Our focus needs to be on closing the skills and employment gaps with other cities. Put simply this means getting more of our unemployed people into sustainable employment.

With the new powers of the Combined Authority we will have a stronger influence over how funds for skills and employment can be spent in Birmingham. The challenge is significant but we can help everyone benefit by:

- continuing to **target efforts** on those areas of Birmingham with the highest number of claimants
- **working with Jobcentre Plus to widen opportunities** for basic skills training and relevant qualifications especially for Employment Support Allowance claimants
- **focusing the Adult Education Budget** on promoting access to learning for disadvantaged people
- using **public sector procurement** to increase opportunities for unemployed people.

## 5. Skills City Birmingham

### **We will use every opportunity to promote Birmingham as 'Skills City'.**

Birmingham competes in a global economy and one of our key advantages is our skilled workforce.

Our efforts will be to improve collaboration across the city in how education and skills are delivered. To drive this forward we need a new partnership between our business leaders, our education, training, and community leaders, and the Council. At the same time we will look at the best of what is happening elsewhere in the UK and globally so we can build on success.

To help make this happen we will:

- **review all of our partnership arrangements** for skills and employment
- commit to **a new high-level partnership** between our business and civic leaders to deliver this plan

To help make this happen we will start by reviewing all of our partnership arrangements for skills and employment, but with a commitment to establish a new senior leadership partnership between our business leaders, our education, training, and community leaders, and the Council.

END

# Birmingham Skills: supply and demand

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## Summary

Birmingham has the second lowest employment rate amongst the English Core Cities and the highest unemployment claimant rate (see Chart 4 and Chart 8)

There are currently 700,000 working age residents in Birmingham<sup>1</sup>, of which:

- 431,000 are in employment – an employment rate of 61.6% (UK = 72.6%)
- Just over 50,000 who are unemployed – an ILO unemployment rate of 10.2% (UK = 6%)
- 218,000 who are economically Inactive – 31% of the working age population (UK = 23%)

There are just over 100,000 claiming out of work benefits<sup>2</sup>, of which:

- 30,000 are currently claiming Jobseekers Allowance (JSA) – 30% of all claimants (GB = 20%)
- 56,000 claiming Employment Support Allowance (ESA) – 55% of all claimants (GB = 65%)

To half the employment rate gap between Birmingham and the National rate an additional 70,000 jobs would be needed by 2025<sup>3</sup>. These additional jobs would need to come from:

- The predicted increase in the working age population of 45,000, of which 31,000 would be employed at the target employment rate of 67%
- **Those who are 'economically inactive' which currently number over 200,000 with 53,000 wanting a job**
- 20,000 who are ILO unemployed but not claiming JSA, of which we can expect to reduce by at least 5,000

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<sup>1</sup> Annual Population Survey March 2015, NOMIS

<sup>2</sup> DWP benefit claimant statistics, working age client groups, NOMIS

<sup>3</sup> Target rate is 67% - half way to the UK rate of 72.6%. In 2025 the working age population is set increase by 45,000 to 746,000 (ONS sub regional population projections). Therefore to achieve the target employment rate 500,000 residents will need to be in employment: an increase of 70,000 jobs to be filled by Birmingham residents.



- A reduction in the number of people claiming Jobseekers Allowance – currently 31,000 people which if reduced to the average for English Core Cities would mean 9,000 more in work
- A reduction in the number of people claiming ESA – there are 11,000 people in the ESA Work Related Activity Group which could be reduced by around 6,000.

The GBSLEP has a target of 119,000 private sector jobs to be created between 2010 and 2020. The figure includes both jobs created directly through the activities of the LEP but also all other job growth in the local economy. To date (2014) 85,173 jobs have been created - 47,769 of these were in Birmingham. Of the 33,827 jobs required to meet the target in 2020, we would expect around 18,600 to be in the city.

## Productive people, Productive businesses

Gross Value Added (GVA) per worker is a common measure of productivity. Figures show a relatively positive picture, with Birmingham performing better compared to other English core cities apart from Bristol, Leeds and Manchester<sup>4</sup>. In 2012, GVA per worker was just over £44K. The highest rate for English Core Cities was £49K for Bristol and the lowest was £41K for Nottingham.

**One of the city's successes has been rising numbers of pupils achieving 5 or more GCSEs at A\*-C and Birmingham's performance now outstrips the England and core cities averages.** Attainment rates of 5 GCSEs including English and maths are in line with the national average – see Table 13.

Nearly 16% of all working age residents in Birmingham have no qualifications and this rises to 27% for workless people – the 2<sup>nd</sup> highest after Liverpool when compared to other English Core Cities. Birmingham has the 2<sup>nd</sup> lowest proportion of working age residents with a level 4 or above qualification (when compared to other Core Cities in England - see Table 14). Forecasts (see Table 47) show a major shift in the current qualification levels is needed to meet the changes in employment. For the West Midlands there needs to be a 24% increase in those holding a level 4 or above qualification with a fall in lower levels, especially those with no qualifications (26% less) and level 1 qualifications (18% less).

To match the national average of people qualified to Level 3 and above (often used as definition of a 'world class' workforce), an **additional 78,500 residents will need to be upskilled** over the next 10 years. Increasingly qualified young people

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<sup>4</sup> Birmingham Local Economic Assessment, 2014

(under 19) will account for 13% of these but this means that 68,000 adults (19 and over who are currently below level 3) will need to improve their qualifications.

Currently 10,000 adults (aged 19 and over on a level 3 course, 2013/14) undertake some form of education and training each year (see Table 16), therefore an additional 7,000 adults are needed to undertake training or participate in education at level 3 to meet the target.

## **Reducing disadvantage**

In boosting the employment rate we also want to reduce the employment rate gaps for disabled people and ethnic minorities.

Ethnic minority people of working age have an employment rate of 51% compared to 68% for the white population – an ethnic minority employment rate gap of 17 percentage points. This is significantly above the national gap of 12.5 percentage points - see Table 6.

The employment rate for disabled people in Birmingham is 33% compared to an employment rate for non-disabled people of 69% - a disabled employment rate gap of 36 percentage points. This is slightly above the national gap of 33 percentage points - see Table 7.

The Government is committed to halving the disabled employment rate gap over the next five years. In Birmingham this will mean helping 19,000 disabled people either stay in work or find work, of which around 6,000 could come from those on ESA.

## **What do Birmingham employers need?**

By matching Further Education subject areas to relevant occupations (i.e. those subjects that offer a possible route to a career) we can see the ratio between the number of Birmingham students by subject and the number of vacancies linked to that subject – see Table 24.

**This ratio doesn't only show a mismatch between Further Education subjects and vacancies but also a mismatch between allied subjects at the Higher Education level, which are needed to satisfy some of the demand. For colleges within Birmingham City the highest mismatch ratios are for the following subjects:**

- Nursing and Subjects and Vocations Allied to Medicine
- Marketing and Sales
- Economics

- Public Services
- Manufacturing Technologies
- Teaching and Lecturing
- Retailing and Wholesaling
- Other Languages, Literature and Culture
- ICT Practitioners.

A similar analysis<sup>5</sup> of **Higher Education subjects** (for Birmingham Universities) shows that:

- In percentage terms, the largest areas of shortfall are in Business and Administrative studies, where annual student numbers are over 50 per cent below the forecast demand, and in Medicine and Dentistry, where there was a shortfall of over 40 per cent.
- There were five subject areas where there appeared to be an oversupply of provision. These were: Mass Communications and Documentation; Physical Sciences; Languages; Biological Sciences; Historical and Philosophical studies.
- Furthermore, on leaving University a relatively high proportion of graduates in these subjects do not work in a related industry, and instead work in lower skilled jobs, such as administrative, sales and customer service occupations. This was particularly so for Mass Communications and Documentation, and Historical and philosophical studies, and less so for Physical and Biological Sciences.
- Recent trends in first year student numbers suggest that provision is reducing in those areas of oversupply where graduates are most likely to end up working in lower skilled and lower paid jobs
- There has been growth in a number of Science, Technology, Engineering and Mathematics (STEM) subjects, reflecting the strategic importance of STEM to the national economy.

Many of the in-demand occupations need higher qualification levels but employers will also need occupations below the manager and professional level. Local employers have reported that they find it difficult to fill vacancies in Birmingham for Administrative, clerical and Sales/customer service occupations – see Chart 17 and Chart 19.

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<sup>5</sup> CESI, Future skills priorities for Birmingham and the West Midlands, 2014 – A report Birmingham City University

## Who will employers be recruiting in the future?

Most new jobs in the West Midlands will primarily come from the private sector as reductions in public spending continue, although the public sector will still be the largest employer.

Chart 33 shows employment numbers for West Midlands<sup>6</sup> major sectors. The Chart shows both 'replacement demand' (new workers needed to replace those retiring or leaving the labour market) and 'expansion demand' (new jobs as a result of economic growth). Replacement demand is the most significant factor in the demand for new labour, but with some sectors showing strong expansion demand. These figures do not include employment projections for HS2, which is predicted to generate 65,000 jobs in the West Midlands up to 2022 – mostly spread over the manufacturing and construction sectors – see Table 49.

The following describes job growth and qualifications needed for the major sectors in Birmingham (figures below 10,000 should be used with caution).

**Business and financial services:** Birmingham needs more of its residents to take up jobs in this sector as it is the biggest growth sector. Growth will be due to higher level occupations requiring higher level qualifications. Administrative, secretarial and elementary opportunities will still be available due to replacement demand. Overall, there will be 350,000 job openings in this sector by 2022 made up of 76,000 new jobs in the West Midlands. Of these, it is estimated there will be 19,000 new jobs to be filled in Birmingham by 2022 and 71,000 jobs to replace workers who are retiring or leaving the labour market.

**Advanced Engineering/Manufacturing:** Recent trends show an increase in employment in the West Midlands, with a large increase in Process, Plant and Machine Operative and Skilled trade jobs. However, long-term forecasts show a fall due to advances in new technology. Currently future demand for STEM qualifications will outstrip supply plus precise technical skills will be mixed with more general aptitudes for project management and problem solving as factories become more technologically advanced. Overall, it is predicted that there will be 82,000 job openings in this sector by 2022 in the West Midlands - a fall of 20,000 from present levels – this is mostly made up of a fall in skilled trades and plant, process and machine operative occupations. Of these, it is predicted that there will be 11,000 job openings in this sector up to 2022 in Birmingham. However, total employment will fall from present levels.

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<sup>6</sup> The lowest geographical level this analysis can be done

For **HS2** a large majority of jobs will be in the civil engineering field with the construction of the tunnels, structures and stations, each of which account for broadly one-fifth of all jobs. Specialist railway engineering jobs only account for around 11% of projected employment, although these are on average more highly skilled.

**Information technology:** This sector demands highly qualified people. Evidence shows that many students are doing basic IT courses which are needed for administrative roles but more need to move into higher level courses if demand for specific IT skills such as website analytics is to be satisfied. Overall, there will be 37,000 job openings in this sector by 2022 including 14,000 new jobs. Of these there will be 7,000 job openings in this sector by 2022 in Birmingham including 4,000 new jobs.

Analysis of recent vacancies show that if people are looking to move up to becoming a Senior Web Developer then having programming skills using specialist software will give a job seeker a good chance of being interviewed for the job.

**Wholesale and retail:** Expansion in this sector will largely be due to an increase in professional and managerial positions and therefore those with higher qualifications. However this is a good sector for those with lower level qualifications as the level of churn means opportunities at the entry level for sales assistants and cashiers. Forecasts show a total of 172,000 job openings by 2022 but only 11,000 new jobs with the rest made up of job replacement. In Birmingham there will be a total of 29,000 job openings by 2022, but only 2,000 new jobs with the rest replacing retiring workers.

**Education:** Demand for more professional teaching positions is increasing and therefore an increased demand for level 3 and above qualifications but especially degrees and higher (Masters). Caring occupations within the sector are in demand: these could be at the nursery level or student welfare officers for those with special education needs. Forecasts show 90,000 job openings in this sector by 2022, a loss of 7,000 jobs on present levels in the West Midlands. For Birmingham, forecasts show 21,000 job openings by 2022, a loss of 2,000 jobs on present levels.

**Health and Social Work:** Demand for more professional and managerial positions in the Health sector is increasing and therefore an increased demand for Level 4 and above qualifications. Again, higher qualified caring roles are in demand and will make up 75% of the predicted 39,000 new jobs in this sector by 2022. Overall, there will be 186,000 job openings in this sector. Of these 42,000 will be in Birmingham, including 9,000 new jobs.

**Construction:** It is predicted there will be 80,000 job openings in this sector by 2022 - a net growth of 19,000 new jobs from present levels. It is predicted there will be 15,000 job openings in Birmingham which includes 4,000 new jobs. Growth will be due to an increase in skilled trade occupations and professional. Self employed will make up to 36% of total employment. According to the Construction Industry Training Board (CITB) shorter term growth (the next five years) will be led by investment in the private housing and commercial sectors, this means that demand for some trades will be higher than others. Jobs in demand in the West Midlands in the next five years include:

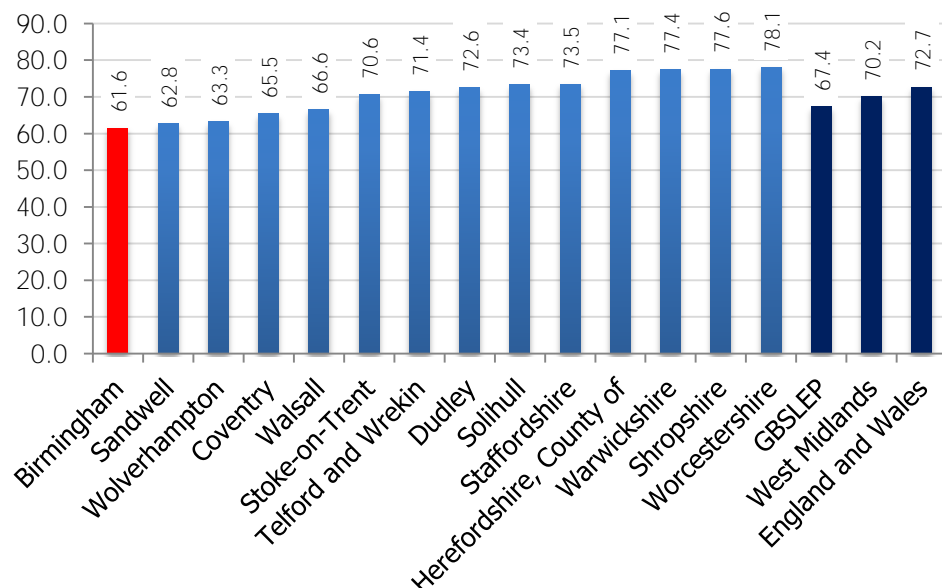
- Wood trades and interior fit-out
- Electricians
- Bricklayers
- Building envelope specialists
- Construction process managers.

**HS2** should also have a major impact in this sector. Projections show an additional 65,000 jobs could be created up to 2014 during the build phase of the project. A large proportion of HS2 construction jobs will be on a contract basis, which means that the actual labour requirement is unlikely to greatly exceed 10,000 jobs in any one year. These jobs will be primarily in the fields of design, project management, civil engineering construction and specialist railway engineering

# Current labour market and skills

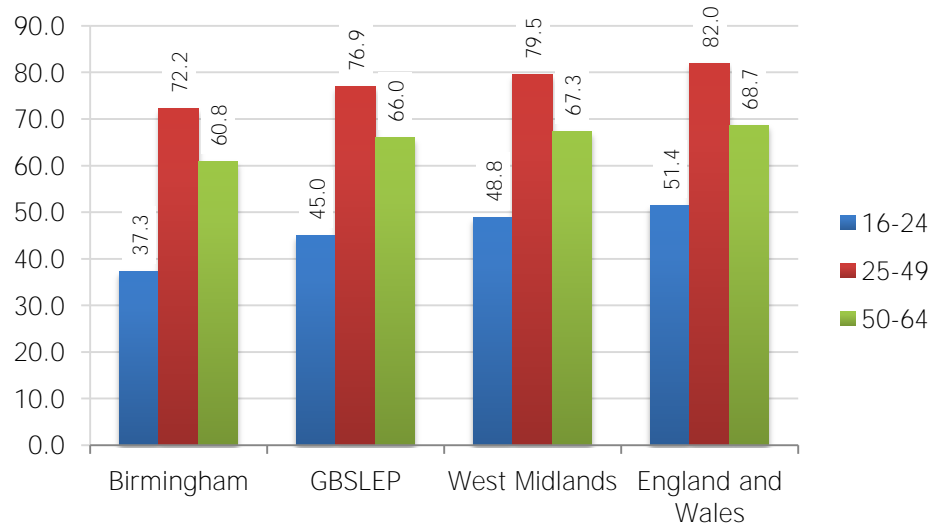
## Employment

**Chart 1 Employment rate, working age: West Midland authorities, 2014/2015**



Source: Annual population survey – resident based via NOMIS. Rates as a proportion of working age population.

**Chart 2 Employment rates by age, 2014/2015**

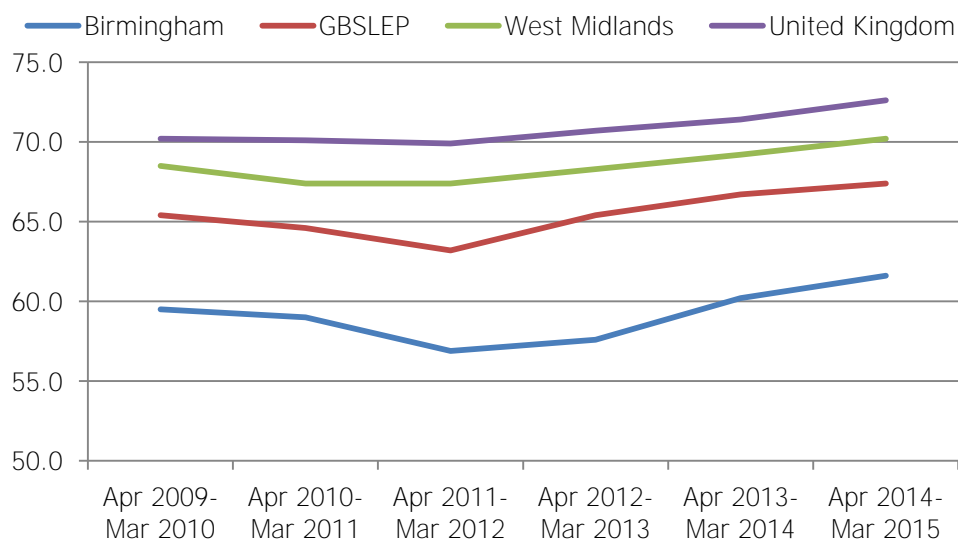


Source: Annual population survey – resident based via NOMIS. Rates as a proportion of working age population.

**Table 1 Employment rates by age, 2014/2015**

Area	Age group			
	16-64	16-24	25-49	50-64
Birmingham	61.6	37.3	72.2	60.8
Sandwell	62.8	38.1	74.1	59.1
Wolverhampton	63.3	36.4	71.7	64.1
Coventry	65.5	42.5	74.6	66.6
Walsall	66.6	40.7	76.1	65.5
Stoke-on-Trent	70.6	59.3	80.4	58.5
Telford and Wrekin	71.4	55.6	78.2	68.9
Dudley	72.6	61.4	78.2	68.5
Solihull	73.4	42.5	84.1	74.4
Staffordshire	73.5	57.8	82.3	68.4
Herefordshire, County of	77.1	63.3	84.3	72.1
Warwickshire	77.4	53.9	88.7	71.4
Shropshire	77.6	52.9	87.5	74.2
Worcestershire	78.1	64.3	86.8	71.9
GBSLEP	67.4	45.0	76.9	66.0
West Midlands	70.2	48.8	79.5	67.3
England and Wales	72.7	51.4	82.0	68.7

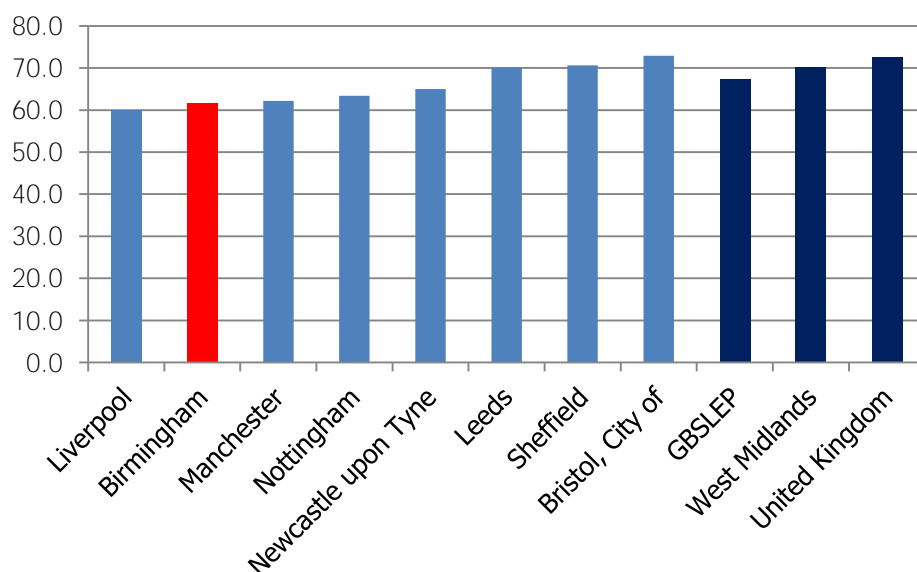
Source: Annual population survey – resident based via NOMIS. Rates as a proportion of working age population.

**Chart 3 Employment trends, working age, 2010 to 2015**

Source: Annual population survey – resident based via NOMIS.



**Chart 4 Employment rates, English core cities, working age, 2014/2015**



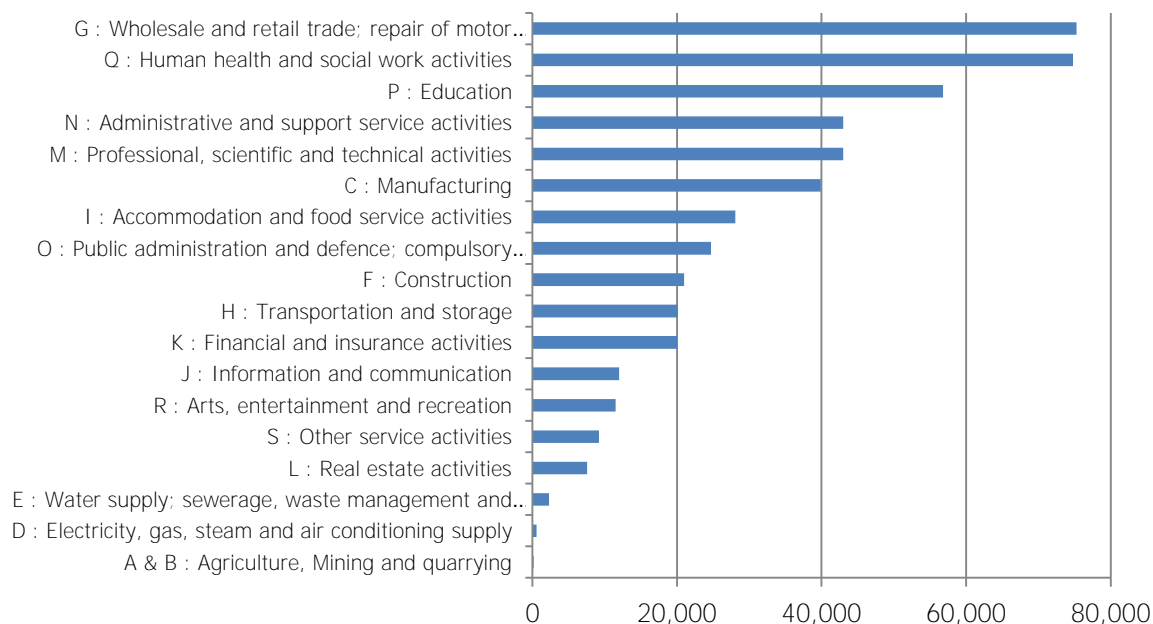
Source: Annual population survey – resident based via NOMIS.

**Table 2 Employment trends, English core cities, working age, 2010 to 2015**

	Apr 2009- Mar 2010	Apr 2010- Mar 2011	Apr 2011- Mar 2012	Apr 2012- Mar 2013	Apr 2013- Mar 2014	Apr 2014- Mar 2015
Liverpool	60.3	59.9	59.6	60.2	61.2	60.0
Birmingham	59.5	59.0	56.9	57.6	60.2	61.6
Manchester	58.2	58.9	58.8	61.2	62.0	62.2
Nottingham	57.0	54.2	59.6	59.0	59.9	63.4
Newcastle upon Tyne	60.2	64.5	62.8	60.6	60.3	65.0
Leeds	68.8	69.3	67.4	68.8	69.0	70.1
Sheffield	65.8	66.3	63.9	69.0	68.7	70.6
Bristol, City of	71.5	74.8	69.9	71.1	70.0	72.9
GBSLEP	65.4	64.6	63.2	65.4	66.7	67.4
West Midlands	68.5	67.4	67.4	68.3	69.2	70.2
United Kingdom	70.2	70.1	69.9	70.7	71.4	72.6

Source: Annual population survey – resident based via NOMIS.

**Chart 5 Workplace employment by sector, working age: Birmingham, 2014**



Source: Business Register and Employment Survey (BRES)

**Table 3 Workplace employment trends by sector, working age: Birmingham, 2009 to 2014**

Sector sections	2009	2010	2011	2012	2013	2014
A & B : Agriculture, Mining and quarrying	-	-	-	100	-	200
C : Manufacturing	39,900	40,300	37,100	36,900	39,300	39,900
D : Electricity, gas supply	-	1,000	1,200	1,300	1,600	600
E : Water supply	2,600	2,700	2,700	2,500	2,500	2,300
F : Construction	18,900	18,600	18,300	16,500	16,000	21,000
G : Wholesale and retail trade; repair of motor vehicles and motorcycles	69,800	68,600	66,000	71,100	70,600	75,300
H : Transportation and storage	18,500	18,100	24,100	19,800	17,800	20,100
I : Accommodation and food service	25,800	22,600	25,500	26,600	26,500	28,100
J : Information and communication	13,300	13,000	10,700	10,300	11,100	12,000
K : Financial and insurance activities	27,300	26,100	27,100	27,200	24,600	20,000
L : Real estate activities	6,200	5,500	7,200	7,700	7,400	7,600
M : Professional, scientific and technical	30,400	29,100	33,500	35,400	38,100	43,000
N : Administrative and support service	36,200	36,500	42,200	40,600	41,200	43,000
O : Public administration and defence	32,000	24,500	33,000	29,800	34,400	24,700
P : Education	56,000	65,800	48,300	46,900	53,100	56,800
Q : Human health and social work activities	64,000	67,900	70,800	73,700	74,200	74,800
R : Arts, entertainment and recreation	7,800	9,700	9,300	9,600	9,800	11,500
S : Other service activities	8,600	7,100	9,100	8,100	9,700	9,200
T : Activities of households as employers	-	-	-	-	-	-
U : Activities of extraterritorial bodies	-	-	-	-	-	-
<b>Total</b>	<b>458,500</b>	<b>457,100</b>	<b>466,200</b>	<b>464,100</b>	<b>477,800</b>	<b>490,300</b>

Source: Business Register and Employment Survey (BRES)

**Table 4 Workplace employment trends by sector, working age:  
Birmingham, 2009 to 2014. Index (2009 = 100)**

<b>Sector sections</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
A & B : Agriculture, Mining and quarrying	-	-	-	-	-	-
C : Manufacturing	100	101	93	92	98	100
D : Electricity, gas supply	-	-	-	-	-	-
E : Water supply	100	104	104	96	96	88
F : Construction	100	98	97	87	85	111
G : Wholesale and retail trade; repair of motor vehicles and motorcycles	100	98	95	102	101	108
H : Transportation and storage	100	98	130	107	96	109
I : Accommodation and food service	100	88	99	103	103	109
J : Information and communication	100	98	80	77	83	90
K : Financial and insurance activities	100	96	99	100	90	73
L : Real estate activities	100	89	116	124	119	123
M : Professional, scientific and technical	100	96	110	116	125	141
N : Administrative and support service	100	101	117	112	114	119
O : Public administration and defence	100	77	103	93	108	77
P : Education	100	118	86	84	95	101
Q : Human health and social work activities	100	106	111	115	116	117
R : Arts, entertainment and recreation	100	124	119	123	126	147
S : Other service activities	100	83	106	94	113	107
T : Activities of households as employers	-	-	-	-	-	-
U : Activities of extraterritorial bodies	-	-	-	-	-	-
<b>Total</b>	<b>100</b>	<b>100</b>	<b>102</b>	<b>101</b>	<b>104</b>	<b>107</b>

Source: Business Register and Employment Survey (BRES)

**Table 5 Employment by occupation and sector, workplace based, working age: Birmingham, 2010 to 2015**

Total employment 2009-10							
Occupation \ Sector	Manufacturing	Construction	Distribution, hotels & restaurants	Transport & Communication	Banking finance & insurance etc.	Public admin education & health	Total
Managers, Directors and Senior Officials	6,600	5,100	12,200	1,400	9,400	10,400	48,600
Professional Occupations	4,600	4,000	1,200	8,400	17,900	63,900	105,000
Associate Prof & Tech Occupations	7,000	2,900	5,200	4,200	18,400	26,100	70,300
Administrative and Secretarial Occupations	4,200	2,100	9,000	3,300	22,000	21,100	65,700
Skilled Trades Occupations	9,700	16,800	6,300	1,700	2,900	1,900	40,600
Caring, Leisure and Other Service Occupations	-	-	-	1,400	2,400	47,300	56,300
Sales and Customer Service Occupations	-	900	23,100	1,600	8,300	2,700	37,300
Process, Plant and Machine Operatives	6,300	3,700	5,100	15,200	1,500	2,000	34,800
Elementary occupations	4,000	1,700	14,200	3,400	9,100	15,300	50,600
All	42,400	37,200	76,300	40,600	91,900	190,700	509,200
Total employment 2014-15							
Occupation \ Sector	Manufacturing	Construction	Distribution, hotels & restaurants	Transport & Communication	Banking finance & insurance etc.	Public admin education & health	Total
Managers, Directors and Senior Officials	5,300	3,500	10,900	2,900	10,200	10,300	45,800
Professional Occupations	4,400	6,700	1,600	9,300	19,400	75,000	122,200
Associate Prof & Tech Occupations	9,600	2,000	6,400	5,600	19,300	27,300	78,200
Administrative and Secretarial Occupations	5,600	2,300	4,900	6,500	17,800	22,700	64,600
Skilled Trades Occupations	14,600	13,000	9,300	2,600	4,500	3,000	49,300
Caring, Leisure and Other Service Occupations	-	-	1,200	-	1,500	41,600	52,800
Sales and Customer Service Occupations	1,700	-	27,700	2,500	8,500	1,600	42,000
Process, Plant and Machine Operatives	14,000	4,300	5,600	12,600	2,000	2,200	42,400
Elementary occupations	5,300	700	21,900	4,800	9,800	12,500	57,100
All	60,500	32,500	89,500	46,800	93,000	196,200	554,400
Change from 2009-10 to 2014-15							
Occupation \ Sector	Manufacturing	Construction	Distribution, hotels & restaurants	Transport & Communication	Banking finance & insurance etc.	Public admin education & health	Total
Managers, Directors and Senior Officials	-1,300	-1,600	-1,300	1,500	800	-100	-2,800
Professional Occupations	-200	2,700	400	900	1,500	11,100	17,200
Associate Prof & Tech Occupations	2,600	-900	1,200	1,400	900	1,200	7,900
Administrative and Secretarial Occupations	1,400	200	-4,100	3,200	-4,200	1,600	-1,100
Skilled Trades Occupations	4,900	-3,800	3,000	900	1,600	1,100	8,700
Caring, Leisure and Other Service Occupations	-	-	-	-	-900	-5,700	-3,500
Sales and Customer Service Occupations	-	-	4,600	900	200	-1,100	4,700
Process, Plant and Machine Operatives	7,700	600	500	-2,600	500	200	7,600
Elementary occupations	1,300	-1,000	7,700	1,400	700	-2,800	6,500
All	18,100	-4,700	13,200	6,200	1,100	5,500	45,200

Source: Annual population survey - workplace analysis via NOMIS.

Highest employment and change Lowest employment and change

**Table 6 Employment rates by ethic group, working age, Apr 2014-Mar 2015**

	white	ethnic minority	Percentage point GAP	mixed ethnic group	Indians	Pakistanis/ Bangladeshis	Black or black British	other ethnic group
Sheffield	74.6	50.6	<b>24.0</b>	63.2	69.4	51.5	54.3	39.2
Birmingham	68.5	51.1	<b>17.4</b>	70.1	64.7	43.3	54.8	44.4
Newcastle upon Tyne	67.0	52.7	<b>14.3</b>	76.2	51.6	54.5	48.5	51.7
Nottingham	66.8	53.0	<b>13.8</b>	77.2	46.0	47.0	56.5	48.0
Liverpool	61.7	48.8	<b>12.9</b>	32.1	63.0	54.6	51.0	40.8
Bristol, City of	74.8	63.2	<b>11.6</b>	73.3	85.2	61.1	61.7	43.7
Leeds	71.7	60.9	<b>10.8</b>	61.9	70.9	58.1	58.0	59.2
Manchester	65.0	56.7	<b>8.3</b>	58.1	81.3	54.2	59.8	47.7
GBSLEP	72.4	52.8	<b>19.6</b>	69.5	66.1	45.5	56.5	44.0
West Midlands	73.4	55.6	<b>17.8</b>	60.3	66.8	47.6	57.4	47.3
United Kingdom	74.3	61.8	<b>12.5</b>	64.3	71.1	51.9	62.9	60.3

Source: Annual population survey – resident based via NOMIS.

**Table 7 Employment rates by disability, working age, Apr 2014-Mar 2015**

	EA core or work-limiting disabled	EA core disabled	work-limiting disabled	All disabled	not EA core or work-limiting disabled	Percentage point GAP
Liverpool	25.7	24.9	19.0	23.4	71.0	<b>47.6</b>
Leeds	43.2	42.6	34.1	40.5	76.7	<b>36.2</b>
Birmingham	35.0	34.3	30.7	33.5	69.4	<b>35.9</b>
Manchester	38.0	36.5	30.9	35.4	70.4	<b>35.0</b>
Sheffield	45.9	44.2	36.0	42.6	77.1	<b>34.5</b>
Bristol, City of	47.8	47.6	41.4	45.9	78.3	<b>32.4</b>
Newcastle upon Tyne	41.8	40.5	34.0	39.1	71.5	<b>32.4</b>
Nottingham	40.6	39.8	34.3	38.5	69.6	<b>31.1</b>
GBSLEP	39.5	38.1	33.1	37.2	74.5	<b>37.3</b>
West Midlands	44.9	43.3	37.6	42.2	76.5	<b>34.3</b>
United Kingdom	48.2	46.4	41.1	45.5	78.5	<b>33.0</b>

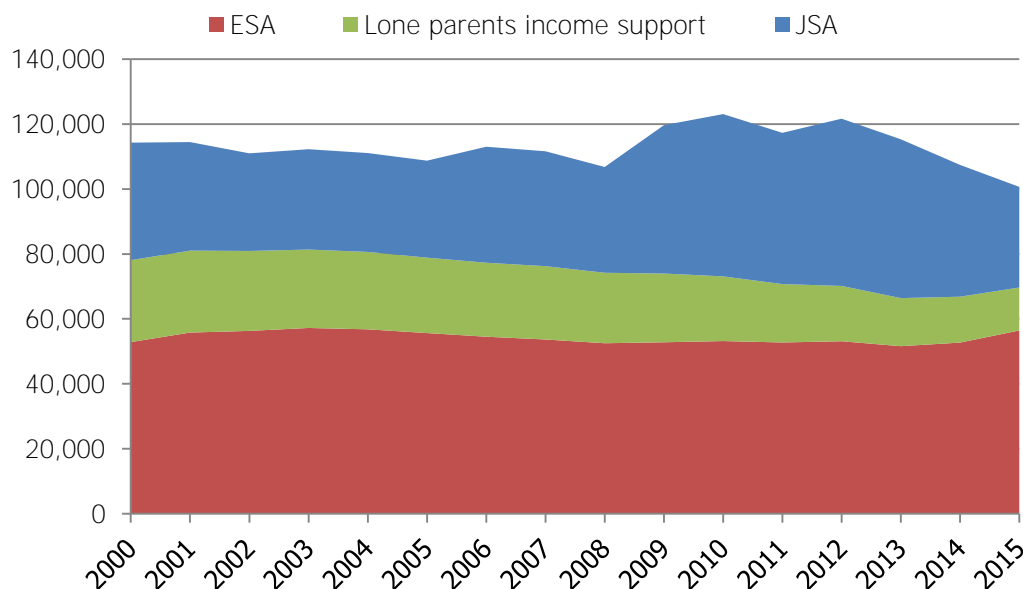
EA Core disabled includes those who have a long-term disability which substantially limits their day-to-day activities.

Work-limiting disabled includes those who have a long-term disability which affects the kind or amount of work they might do.

Source: Annual population survey – resident based via NOMIS.

## Unemployment

**Chart 6 Claiming out of work benefits, working age: Birmingham, 2000 to 2015**



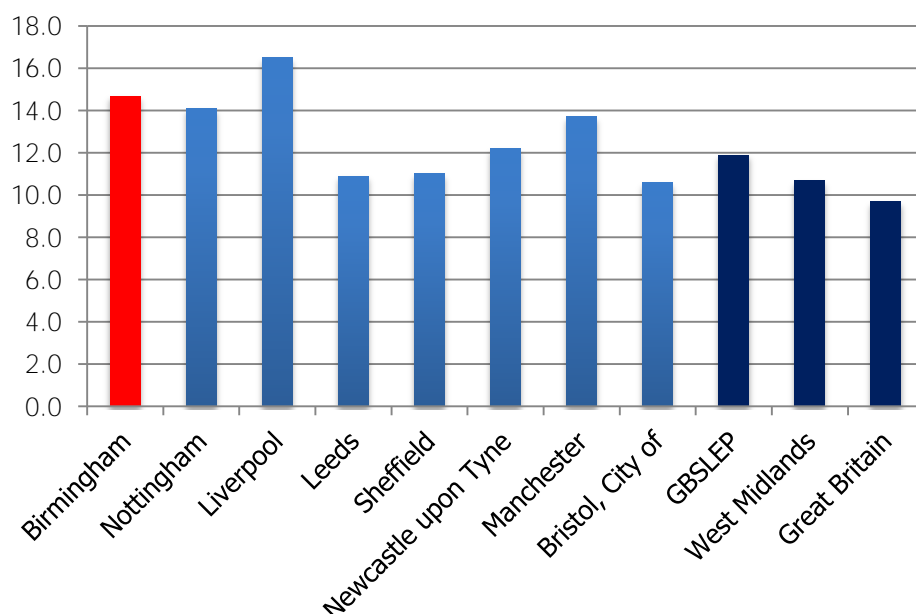
**Table 8 Claiming out of work benefits, working age: Birmingham, 2000 to 2015**

Date	job seeker		ESA and incapacity benefits		lone parent		others on income related benefit		out-of-work benefits	
	number	%	number	%	number	%	number	%	number	%
2000	36,190	5.9	52,870	8.6	25,250	4.1	5,730	0.9	120,040	19.6
2001	33,430	5.4	55,810	9.1	25,250	4.1	5,450	0.9	119,940	19.5
2002	30,070	4.8	56,320	9.1	24,630	4.0	5,100	0.8	116,120	18.7
2003	30,900	4.9	57,230	9.1	24,150	3.8	4,600	0.7	116,880	18.6
2004	30,460	4.8	56,810	8.9	23,840	3.8	4,430	0.7	115,540	18.2
2005	29,870	4.6	55,660	8.6	23,230	3.6	4,560	0.7	113,320	17.5
2006	35,730	5.5	54,530	8.4	22,790	3.5	4,180	0.6	117,230	18.0
2007	35,380	5.4	53,680	8.1	22,590	3.4	4,290	0.7	115,930	17.6
2008	32,580	4.9	52,520	7.9	21,710	3.3	4,740	0.7	111,560	16.7
2009	45,690	6.8	52,820	7.9	21,180	3.1	4,650	0.7	124,340	18.5
2010	49,990	7.3	53,190	7.8	19,930	2.9	4,870	0.7	127,980	18.8
2011	46,590	6.7	52,760	7.6	17,980	2.6	4,600	0.7	121,930	17.7
2012	51,510	7.4	53,130	7.6	17,050	2.4	4,000	0.6	125,690	18.0
2013	48,910	7.0	51,610	7.4	14,820	2.1	3,630	0.5	118,980	17.0
2014	40,590	5.8	52,720	7.5	14,140	2.0	3,280	0.5	110,730	15.8
2015	31,000	4.4	56,450	8.1	13,240	1.9	2,880	0.4	103,560	14.8

Source: DWP benefit statistics via NOMIS, Work and Pensions Longitudinal Study (WPLS).

Rate = Proportion of resident population aged 16-64 estimates.

**Chart 7 Out of work benefit rates, working age: Core Cities, February 2015**



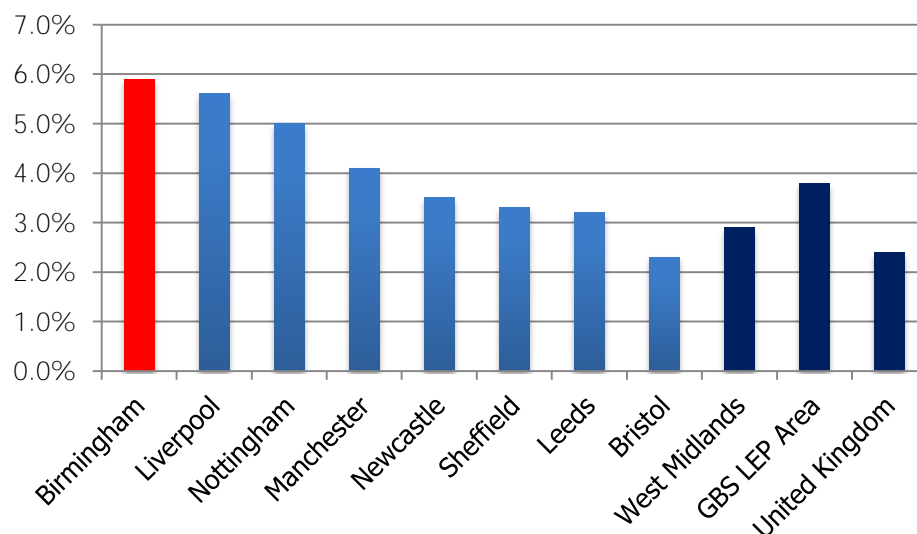
**Table 9 Out of work benefit rates, working age: English core cities, February 2015**

Area	Job seeker		ESA and incapacity benefits		Lone parent		Others on income related benefit		Total out-of-work benefits	
	number	%	number	%	number	%	number	%	number	%
Birmingham	31,000	4.4	56,450	8.0	13,240	1.9	2,880	0.4	103,560	14.7
Nottingham	8,620	3.9	17,160	7.8	4,180	1.9	820	0.4	30,780	14.1
Liverpool	10,140	3.1	36,220	11.2	5,770	1.8	1,320	0.4	53,450	16.5
Leeds	14,730	2.9	32,160	6.4	6,610	1.3	1,700	0.3	55,200	10.9
Sheffield	10,540	2.8	24,490	6.6	4,580	1.2	1,220	0.3	40,830	11.0
Newcastle upon Tyne	5,270	2.7	15,450	7.8	2,810	1.4	720	0.4	24,250	12.2
Manchester	8,860	2.4	33,330	9.1	6,620	1.8	1,450	0.4	50,250	13.7
Bristol, City of	5,960	2.0	21,070	7.0	3,980	1.3	760	0.3	31,770	10.6
GBSLEP	38,360	3.1	86,540	6.9	18,950	1.5	4,360	0.3	148,210	11.9
West Midlands	87,470	2.5	237,250	6.6	47,150	1.3	11,800	0.3	383,670	10.7
Great Britain	785,480	2.0	2,526,360	6.3	448,100	1.1	116,580	0.3	3,876,520	9.7

Source: DWP benefit statistics via NOMIS, Work and Pensions Longitudinal Study (WPLS).

Rate = Proportion of resident population aged 16-64 estimates.

**Chart 8 Unadjusted claimant rates, working age: English core cities, August 2015**



**Table 10 Unadjusted claimant rates, working age: English core cities, August 2015**

Area	JSA Claimants	Out of Work UC Claimants	Total Claimant Unemployed		
			Number	Claimant Proportion	Claimant Rate
Birmingham	26,652	2,752	29,404	4.2%	5.9%
Liverpool	7,842	4,518	12,360	3.8%	5.6%
Nottingham	7,690	7	7,697	3.5%	5.0%
Manchester	6,879	3,496	10,375	2.9%	4.1%
Newcastle	4,385	536	4,921	2.5%	3.5%
Sheffield	9,686	14	9,700	2.6%	3.3%
Leeds	12,492	14	12,506	2.5%	3.2%
Bristol	5,363	17	5,380	1.8%	2.3%
West Midlands	73,294	5,661	78,955	2.2%	2.9%
GBS LEP Area	32,354	3,380	35,734	2.9%	3.8%
United Kingdom	708,613	77,571	786,184	1.9%	2.4%

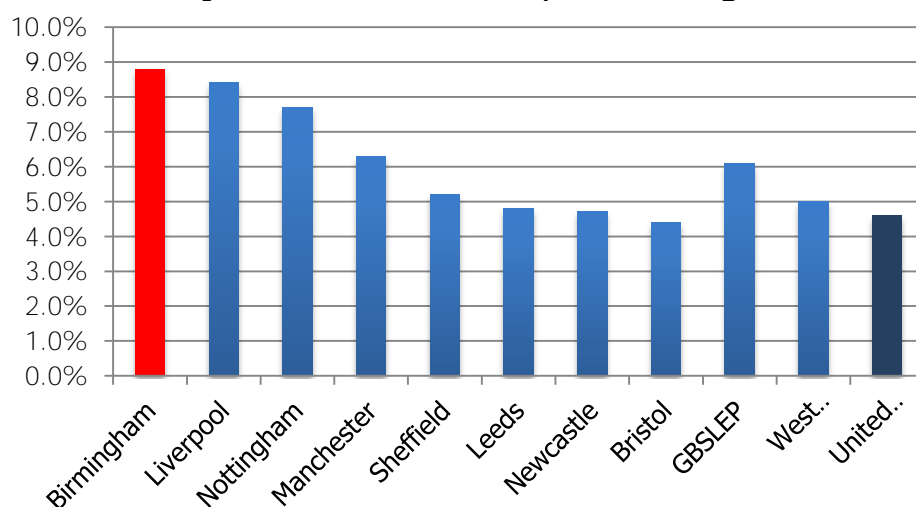
Source: DWP experimental benefit statistics, August 2015. JSA claimants via NOMIS, UC claimants via StatXplore. This new claimant count measure is now available via NOMIS too.

Claimant proportion: claimants divided by working age population.

Claimant rate: claimants divided by economically active working age residents.



**Chart 9 Unadjusted claimant rates, 16-24: English core cities, August 2015**



**Table 11 Unadjusted claimant rates, 16-24: English core cities, August 2015**

Area	JSA Claimants	Out of Work UC Claimants	Total Claimant Unemployed		
			Number	Claimant Proportion	Claimant Rate
Birmingham	4,860	1,549	6,409	4.8%	8.8%
Liverpool	1,155	1,817	2,972	4.4%	8.4%
Nottingham	1,880	5	1,885	3.0%	7.7%
Manchester	1,080	1,439	2,519	2.9%	6.3%
Sheffield	2,300	5	2,305	2.8%	5.2%
Leeds	2,850	13	2,863	2.8%	4.8%
Newcastle	840	285	1,125	2.2%	4.7%
Bristol	1,145	5	1,150	1.9%	4.4%
GBSLEP	6,130	1,911	8,041	4.0%	6.1%
West Midlands	14,685	3,194	17,879	3.3%	5.0%
United Kingdom	145,870	37,584	183,454	3.1%	4.6%

Source: DWP experimental benefit statistics, August 2015. JSA claimants via NOMIS, UC claimants via StatXplore

Claimant proportion: claimants divided by population aged 16-24.

Claimant rate: claimants divided by economically active residents aged 16-24.

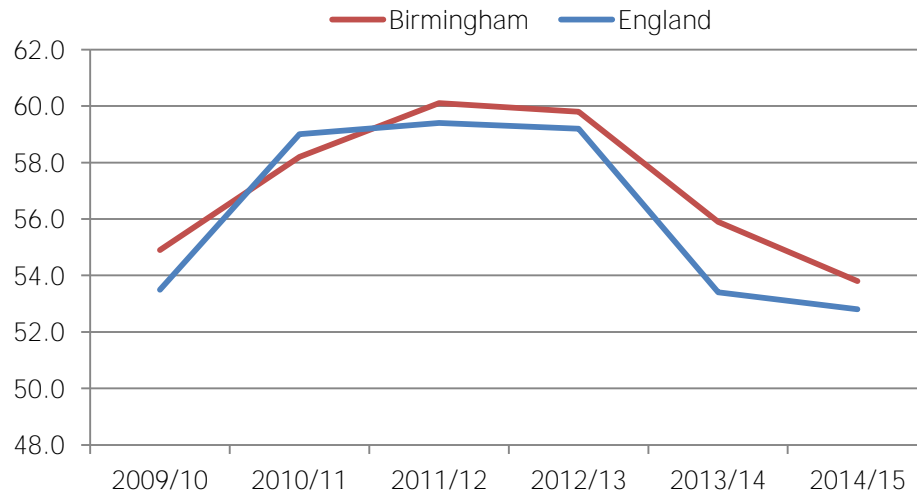
**Table 12 Work Programme figures, Birmingham, cumulative to June 2015**

	Payment group												
	Total	JSA 18 to 24	JSA 25 and over	JSA Early Entrants	JSA Ex-Incapacity Benefit	ESA Volunteers	New ESA claimants: Excluding 12 Month prognosis claimants	New ESA claimants: 12 Month prognosis claimants only	ESA Ex-Incapacity Benefit	IB/IS Volunteers	JSA Prison Leavers	All JSA	All ESA
<b>Cumulative referrals</b>													
Birmingham	59,160	11,280	25,390	14,090	650	1,140	3,250	1,340	760	70	1,180	52,590	6,490
Newcastle upon Tyne	11,920	2,460	5,990	1,210	180	280	620	440	400	-	350	10,190	1,740
Manchester	24,130	4,090	10,340	3,890	600	730	1,520	1,270	770	30	890	19,810	4,290
Liverpool	27,100	5,210	12,910	2,960	470	620	1,220	1,620	1,230	10	860	22,410	4,690
Sheffield	21,070	4,300	8,070	5,160	300	370	1,100	560	600	-	610	18,440	2,630
Leeds	28,570	5,450	14,440	3,250	480	210	1,610	1,190	610	10	1,320	24,940	3,620
Nottingham	18,570	3,510	7,250	3,920	420	760	1,070	510	650	30	440	15,540	2,990
Bristol, City of	14,170	2,360	6,660	1,700	260	520	1,020	710	610	50	290	11,270	2,860
English core Cities	145,530	27,380	65,660	22,090	2,710	3,490	8,160	6,300	4,870	130	4,760	122,600	22,820
GB	1,757,540	304,740	745,470	306,240	34,140	66,010	114,060	76,830	58,730	2,970	48,360	1,438,950	315,630
<b>Proportion of total</b>													
Birmingham		19%	43%	24%	1%	2%	5%	2%	1%	0%	2%	89%	11%
Newcastle upon Tyne		21%	50%	10%	2%	2%	5%	4%	3%	-	3%	85%	15%
Manchester		17%	43%	16%	2%	3%	6%	5%	3%	0%	4%	82%	18%
Liverpool		19%	48%	11%	2%	2%	5%	6%	5%	0%	3%	83%	17%
Sheffield		20%	38%	24%	1%	2%	5%	3%	3%	-	3%	88%	12%
Leeds		19%	51%	11%	2%	1%	6%	4%	2%	0%	5%	87%	13%
Nottingham		19%	39%	21%	2%	4%	6%	3%	4%	0%	2%	84%	16%
Bristol, City of		17%	47%	12%	2%	4%	7%	5%	4%	0%	2%	80%	20%
English core Cities		19%	45%	15%	2%	2%	6%	4%	3%	0%	3%	84%	16%
GB		17%	42%	17%	2%	4%	6%	4%	3%	0%	3%	82%	18%
<b>Job outcome rate</b>													
Birmingham	25%	34%	26%	25%	15%	10%	13%	6%	4%	14%	10%	27%	10%
Newcastle upon Tyne	27%	33%	29%	31%	22%	11%	15%	9%	5%	-	9%	29%	10%
Manchester	26%	34%	31%	26%	22%	10%	13%	9%	5%	33%	15%	30%	10%
Liverpool	25%	34%	28%	27%	17%	6%	14%	7%	3%	-	16%	29%	8%
Sheffield	25%	33%	29%	26%	17%	5%	11%	5%	3%	-	11%	28%	7%
Leeds	24%	30%	26%	27%	19%	10%	14%	9%	3%	-	11%	26%	10%
Nottingham	25%	32%	29%	25%	19%	8%	13%	10%	3%	33%	16%	28%	9%
Bristol, City of	23%	30%	27%	25%	15%	10%	12%	6%	3%	20%	7%	27%	8%
English core Cities	25%	32%	28%	26%	19%	8%	13%	8%	4%	23%	13%	28%	9%
GB	26%	35%	30%	28%	20%	10%	14%	7%	4%	23%	14%	30%	10%

Source: DWP Work Programme tabtool. Job outcome rate is cumulative job outcomes as a proportion of cumulative referrals

## Qualification levels

**Chart 10 Percentage of pupils achieving 5+ A\*-C grades including English and mathematics GCSEs**



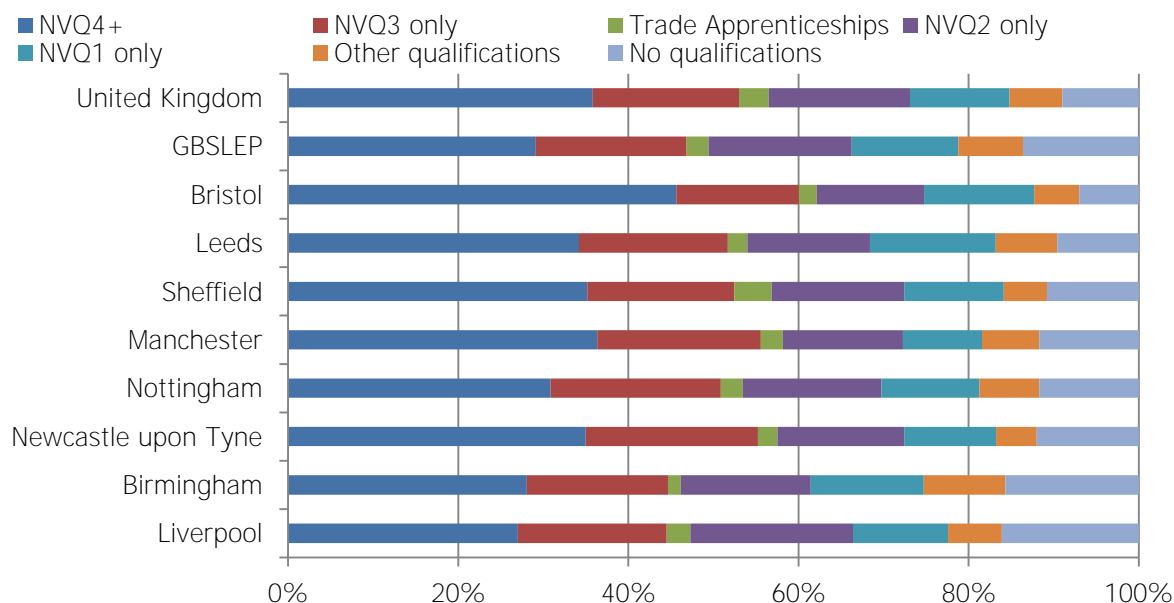
Source: DfE, key stage 4 attainment data

**Table 13 Percentage of pupils achieving 5+ A\*-C grades including English and mathematics GCSEs**

	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
Leeds	50.6	53.7	55.0	57.3	51.0	54.1
Newcastle upon Tyne	49.5	52.6	55.9	57.3	57.4	53.9
<b>Birmingham</b>	<b>54.9</b>	<b>58.2</b>	<b>60.1</b>	<b>59.8</b>	<b>55.9</b>	<b>53.8</b>
Bristol, City of	46.2	50.2	51.6	52.3	55.2	53.4
Sheffield	49.2	49.4	55.6	57.3	53.9	53.1
Liverpool	53.0	55.0	56.8	56.0	49.9	48.1
Manchester	45.7	51.8	53.2	53.1	51.4	46.0
Nottingham	44.2	46.7	49.6	50.3	44.6	41.5
<b>England</b>	<b>53.5</b>	<b>59.0</b>	<b>59.4</b>	<b>59.2</b>	<b>53.4</b>	<b>52.8</b>

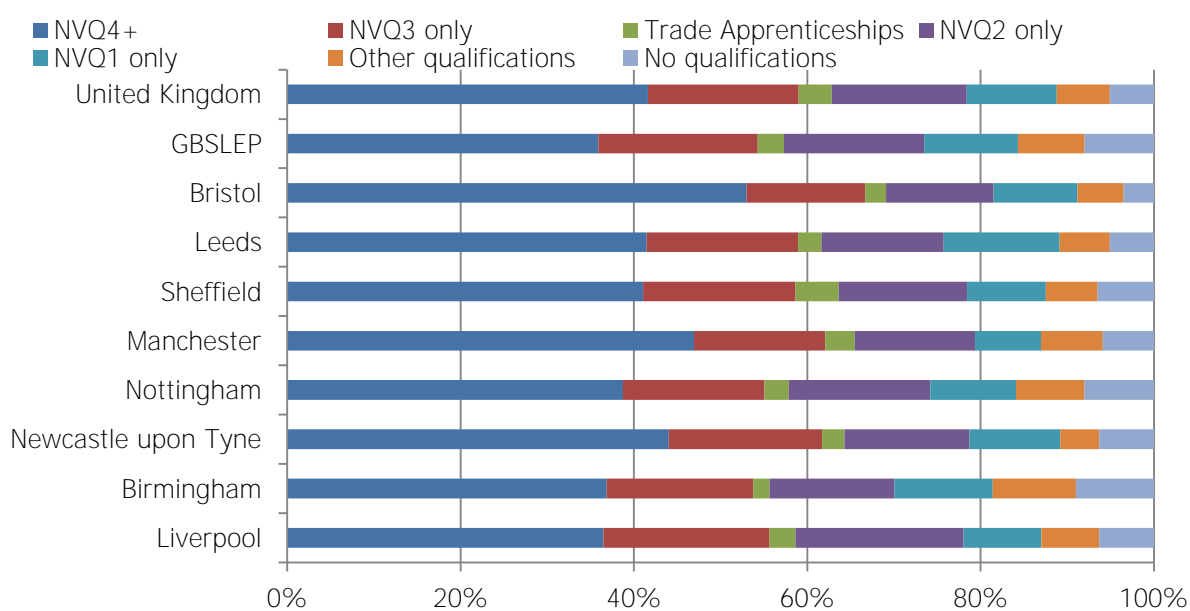
Source: DfE, key stage 4 attainment data

**Chart 11 Qualification levels by English core cities, all working age, 2014**



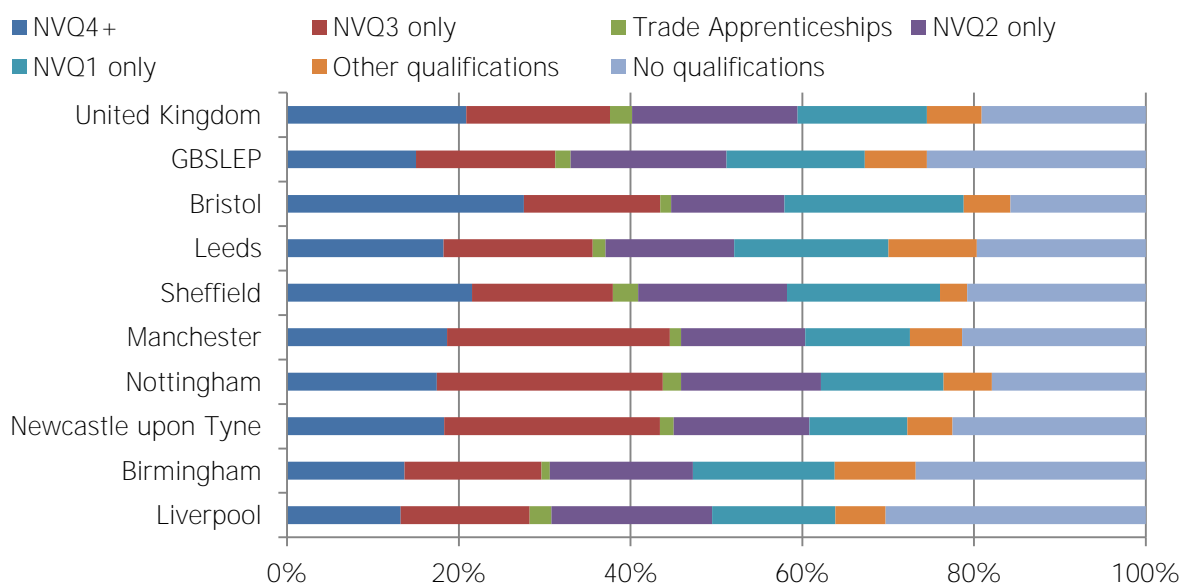
Source: Annual Population Survey, ONS via NOMIS, Jan 2014 to Dec 2014.

**Chart 12 Qualification levels by English core cities, working age employed, 2014**



Source: Annual Population Survey, ONS via NOMIS, Jan 2014 to Dec 2014.

**Chart 13 Qualification levels by English core cities, working age workless, 2014**



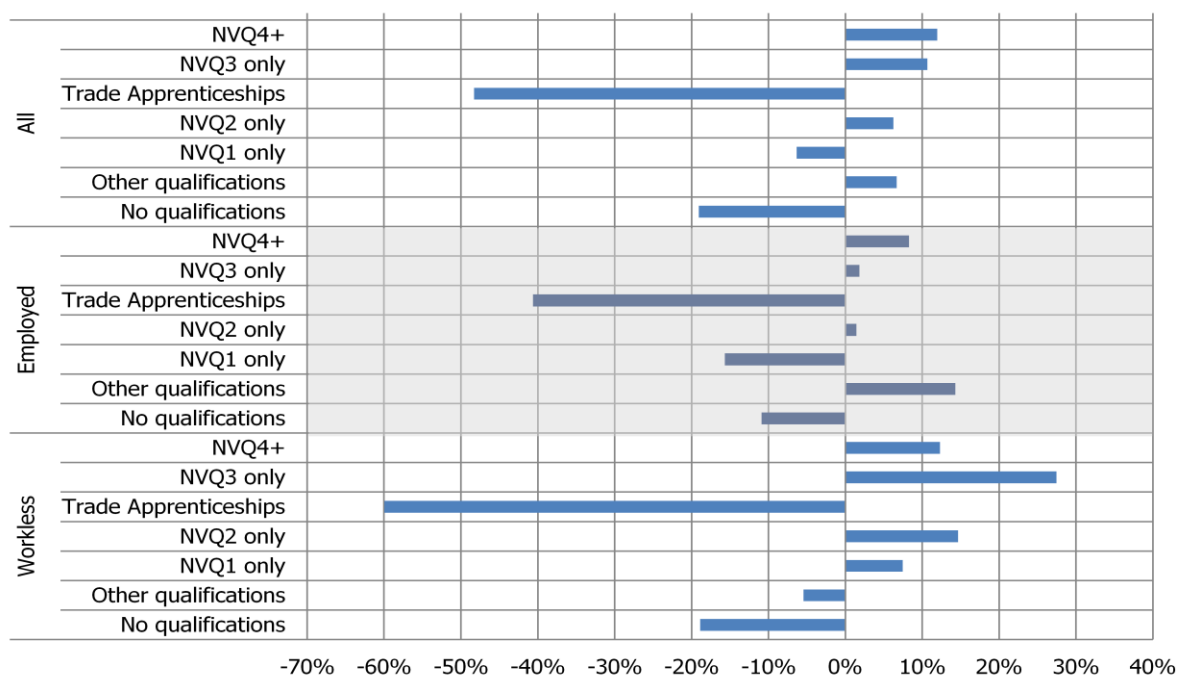
Source: Annual Population Survey, ONS via NOMIS, Jan 2014 to Dec 2014.

**Table 14 Qualification levels by English core cities, working age by economic activity, 2014**

		<b>Birmingham</b>	<b>Liverpool</b>	<b>Newcastle upon Tyne</b>	<b>Nottingham</b>	<b>Manchester</b>	<b>Sheffield</b>	<b>Leeds</b>	<b>Bristol</b>	<b>GBSLEP</b>	<b>United Kingdom</b>
All	NVQ4+	28.1	27.0	35.0	30.8	36.3	35.2	34.2	45.6	29.1	35.8
	NVQ3 only	16.6	17.5	20.3	20.0	19.2	17.3	17.5	14.4	17.7	17.2
	Trade Apprenticeships	1.5	2.8	2.3	2.6	2.6	4.4	2.3	2.1	2.6	3.5
	NVQ2 only	15.3	19.1	14.9	16.3	14.1	15.6	14.4	12.6	16.8	16.6
	NVQ1 only	13.3	11.2	10.8	11.5	9.3	11.7	14.8	12.9	12.5	11.7
	Other qualifications	9.6	6.3	4.8	7.0	6.7	5.1	7.2	5.3	7.6	6.2
	No qualifications	15.7	16.1	12.0	11.7	11.7	10.8	9.6	7.0	13.6	9.0
Employed	NVQ4+	36.8	36.5	44.0	38.7	46.9	41.1	41.5	53.0	35.9	41.6
	NVQ3 only	16.9	19.2	17.7	16.3	15.1	17.6	17.5	13.7	18.4	17.4
	Trade Apprenticeships	1.9	3.0	2.6	2.8	3.4	5.0	2.7	2.4	3.0	3.8
	NVQ2 only	14.4	19.4	14.4	16.3	13.9	14.8	14.1	12.4	16.2	15.6
	NVQ1 only	11.3	9.0	10.5	9.9	7.6	9.1	13.4	9.7	10.8	10.4
	Other qualifications	9.6	6.7	4.5	7.9	7.1	6.0	5.8	5.3	7.7	6.1
	No qualifications	9.0	6.3	6.3	8.0	5.9	6.5	5.1	3.5	8.0	5.1
Workless	NVQ4+	13.7	13.2	18.3	17.4	18.6	21.5	18.2	27.6	15.0	20.9
	NVQ3 only	15.9	15.0	25.2	26.3	26.0	16.4	17.4	15.9	16.2	16.7
	Trade Apprenticeships	1.0	2.5	1.6	2.1	1.3	3.0	1.5	1.3	1.8	2.6
	NVQ2 only	16.7	18.7	15.8	16.3	14.5	17.3	15.0	13.2	18.2	19.3
	NVQ1 only	16.5	14.4	11.4	14.3	12.2	17.9	18.0	20.9	16.1	15.1
	Other qualifications	9.4	5.8	5.3	5.6	6.1	3.1	10.3	5.5	7.2	6.4
	No qualifications	26.8	30.3	22.6	17.9	21.4	20.8	19.7	15.8	25.5	19.1

Source: Annual Population Survey, ONS via NOMIS, Jan 2014 to Dec 2014.

**Chart 14 Qualification levels, Birmingham, percentage change by economic activity, 2010-2014**

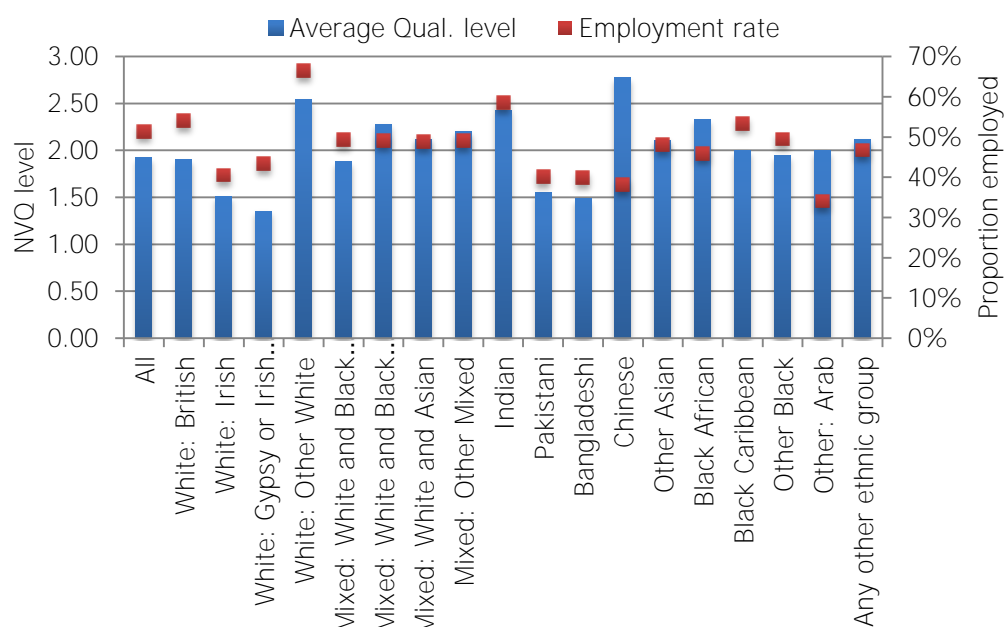


**Table 15 Qualification levels, English core cities, percentage change by economic activity, 2010-2014**

		Birmingham	Liverpool	Newcastle upon Tyne	Nottingham	Manchester	Sheffield	Leeds	Bristol	GBSLEP	United Kingdom
All	NVQ4+	12%	16%	25%	23%	9%	7%	19%	23%	13%	15%
	NVQ3 only	11%	0%	7%	12%	22%	5%	2%	-3%	14%	10%
	Trade Apprenticeships	-48%	8%	-38%	-26%	4%	13%	-44%	-30%	-30%	-13%
	NVQ2 only	6%	0%	-6%	9%	19%	8%	-9%	-17%	3%	2%
	NVQ1 only	-6%	-15%	-3%	-2%	-6%	-7%	-2%	28%	-15%	-9%
	Other qualifications	7%	-11%	-52%	-38%	-43%	-19%	-14%	-45%	-6%	-26%
	No qualifications	-19%	-7%	-5%	-26%	-23%	-20%	-10%	-32%	-14%	-22%
Employed	NVQ4+	8%	16%	21%	13%	2%	2%	14%	26%	9%	12%
	NVQ3 only	2%	12%	11%	-1%	6%	7%	2%	-6%	8%	7%
	Trade Apprenticeships	-41%	7%	-42%	-45%	31%	16%	-43%	-27%	-30%	-14%
	NVQ2 only	1%	-1%	-11%	-1%	24%	1%	-8%	-13%	2%	0%
	NVQ1 only	-16%	-31%	-1%	-7%	-13%	-11%	0%	-7%	-18%	-10%
	Other qualifications	14%	8%	-50%	-11%	-25%	-5%	-29%	-50%	-4%	-26%
	No qualifications	-11%	-36%	-16%	-6%	-23%	-17%	4%	-29%	-9%	-24%
Workless	NVQ4+	12%	21%	35%	24%	34%	17%	57%	22%	15%	23%
	NVQ3 only	27%	-17%	5%	34%	44%	2%	0%	4%	29%	17%
	Trade Apprenticeships	-60%	9%	-35%	31%	-45%	-1%	-50%	-41%	-29%	-17%
	NVQ2 only	15%	2%	4%	26%	15%	21%	-10%	-25%	7%	9%
	NVQ1 only	7%	9%	-4%	10%	4%	4%	-5%	124%	-8%	-6%
	Other qualifications	-5%	-31%	-54%	-60%	-60%	-50%	17%	-23%	-13%	-28%
	No qualifications	-19%	5%	6%	-28%	-18%	-16%	-17%	-39%	-12%	-17%

Source: Annual Population Survey, ONS via NOMIS, Jan 2010 - Dec 2014 to Jan 2014 - Dec 2014.

**Chart 15 Average qualification levels by ethnic group, 16 and over, Birmingham, 2011**



Source: Census 2011. Aged 16 and over. Employment proportions are for those aged 16 and over who are economically active.

Average qualification is weighted by numbers with each level of qualification. Apprenticeships have been classified at NVQ level 2.5. No qualifications = 0.1.

**Table 16 Overall FE and Skills Participation by level and age, learner volumes in Birmingham**

		2009/10	2010/11	2011/12	2012/13	2013/14
Under 19	Total	26,190	27,410	26,990	25,800	23,540
	Full Level 2	6,580	7,840	9,060	7,560	6,900
	Full Level 3	9,160	9,880	9,460	10,580	10,420
19 and over	Total	82,910	74,790	80,740	84,480	73,520
	Full Level 2	23,880	24,630	26,050	26,560	22,950
	Full Level 3	10,230	10,260	10,940	11,510	9,510
All ages	Total	109,090	102,200	107,730	110,280	97,070
	Full Level 2	30,460	32,480	35,110	34,120	29,850
	Full Level 3	19,390	20,140	20,400	22,100	19,930

Source: SFA, Individualised Learner Records.

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**Table 17 Skills Funding Agency Allocations 2015/2016**

	Adult Skills Budget 2015/16	16-18 Apprenticeships and Agency funded 16-18 Traineeships 2015/16	Community Learning 2015/16	19+ Discretionary Learner Support 2015/16	24+ Advanced Learning Loans Facility & Bursary 2015/16	Age Facility 2015/16
Birmingham colleges	£49,145,941	£5,185,452	£6,327,829	£5,496,274	£12,011,032	£696,000
GBSLEP Total	£62,926,831	£10,217,577	£6,879,678	£6,192,611	£16,846,256	£1,296,000

Source: SFA. The figures for Birmingham refers to FE colleges only and do not include allocations for other training providers.

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## Earnings, Employment and Qualification matrix by occupation, West Midlands

**Table 18 Rising job numbers and rising wages, 2011 to 2014**

Occupation (3 digit SOC)	Qualification level	Increase in jobs	Increase in earnings
Welfare Professionals	3.8	27.3%	13.1%
Nursing and Midwifery Professionals	3.7	22.2%	1.3%
Information Technology and Telecommunications Professionals	3.6	10.8%	5.0%
Functional Managers and Directors	3.6	9.3%	10.9%
Science, Engineering and Production Technicians	3.4	27.3%	1.7%
Production Managers and Directors	3.4	7.9%	6.1%
Sales, Marketing and Related Associate Professionals	3.3	1.6%	8.7%
Engineering Professionals	3.3	19.2%	9.1%
Public Services and Other Associate Professionals	3.3	10.3%	2.1%
Administrative Occupations-Government and Related Organisations	3.3	15.8%	1.4%
Administrative Occupations-Finance	3.0	2.2%	6.1%
Other Administrative Occupations	2.8	7.8%	7.0%
Managers and Directors in Transport and Logistics	2.7	15.4%	1.2%
Caring Personal Services	2.6	8.0%	4.2%
Other Elementary Services Occupations	2.5	16.3%	29.4%
Metal Machining, Fitting and Instrument Making Trades	2.4	4.5%	8.9%
Hairdressers and Related Services	2.3	20.0%	6.1%
Sales Related Occupations	2.3	25.0%	12.0%
Assemblers and Routine Operatives	2.1	20.0%	3.3%
Elementary Storage Occupations	2.1	6.3%	9.0%
Elementary Cleaning Occupations	1.8	13.7%	6.4%

**Table 19 Rising job numbers and falling wages, 2011 to 2014**

Occupation (3 digit SOC)	Qualification level	Increase in jobs	Static or fall in earnings
Health Professionals	3.9	13.6%	-4.4%
Business, Research and Administrative Professionals	3.6	10.0%	-0.1%
Information Technology Technicians	3.5	21.4%	-5.7%
Health Associate Professionals	3.3	40.0%	
Leisure and Travel Services	2.4	12.5%	
Plant and Machine Operatives	2.2	27.3%	
Housekeeping and Related Services	1.9	12.5%	-10.0%
Mobile Machine Drivers and Operatives	1.8	14.3%	-4.1%

**Table 20 Falling job numbers and rising wages, 2011 to 2014**

<b>Occupation (3 digit SOC)</b>	<b>Qualification level</b>	<b>Static or fall in jobs</b>	<b>Increase in earnings</b>
Business, Finance and Related Associate Professionals	3.4	0.0%	0.7%
Protective Service Occupations	3.4	-6.3%	6.0%
Financial Institution Managers and Directors	3.3	-25.0%	9.1%
Childcare and Related Personal Services	3.0	-8.9%	3.1%
Administrative Occupations-Records	2.9	0.0%	7.8%
Electrical and Electronic Trades	2.8	-19.4%	6.4%
Secretarial and Related Occupations	2.8	-8.5%	3.1%
Managers and Directors in Retail and Wholesale	2.8	-28.6%	5.8%
Administrative Occupations: Office Managers and Supervisors	2.7	-5.6%	4.7%
Sales Assistants and Retail Cashiers	2.5	-4.0%	4.7%
Food Preparation and Hospitality Trades	2.3	0.0%	5.0%
Elementary Administration Occupations	2.3	-31.6%	6.9%
Construction and Building Trades	2.3	-5.0%	9.8%
Sales Supervisors	2.2	-30.0%	10.0%
Process Operatives	2.1	0.0%	5.7%
Road Transport Drivers	2.0	0.0%	1.7%
Elementary Process Plant Occupations	2.0	0.0%	4.8%

**Table 21 Falling job numbers and wages, 2011 to 2014**

<b>Occupation (3 digit SOC)</b>	<b>Qualification level</b>	<b>Static or fall in jobs</b>	<b>Fall in earnings</b>
Teaching and Educational Professionals	3.8	-13.4%	-2.7%
Welfare and Housing Associate Professionals	3.5	-21.7%	-4.0%
Customer Service Managers and Supervisors	3.2	0.0%	-0.1%
Managers and Proprietors in Other Services	3.0	-22.2%	-7.2%
Customer Service Occupations	2.7	0.0%	-0.8%
Elementary Agricultural Occupations	2.3	0.0%	-0.7%

**Table 22 Insufficient sample for jobs and earnings but worth noting for Qualification levels**

<b>Occupation (3 digit SOC)</b>	<b>Qualification level</b>	<b>Increase in jobs</b>	<b>Increase in earnings</b>
Legal Professionals	4.0		5.5%
Therapy Professionals	4.0		4.6%
Design Occupations	4.0		3.8%
Natural and Social Science Professionals	4.0		3.5%
Health and Social Services Managers and Directors	4.0		0.6%
Chief Executives and Senior Officials	4.0		
Librarians and Related Professionals	4.0		
Architects, Town Planners and Surveyors	3.9		
Research and Development Managers	3.8		19.2%
Legal Associate Professionals	3.8		
Managers and Proprietors in Health and Care Services	3.6		
Transport Associate Professionals	3.3		
Quality and Regulatory Professionals	3.3		
Media Professionals	3.2		
Senior Officers in Protective Services	3.1		
Conservation and Environmental associate professionals	3.0		
Conservation and Environment Professionals	3.0		-11.4%
Managers and Proprietors in Hospitality and Leisure Services	3.0		6.1%
Sports and Fitness Occupations	2.9		
Artistic, Literary and Media Occupations	2.9		
Construction and Building Trades Supervisors	2.9		9.4%
Draughtspersons and Related Architectural Technicians	2.8		3.5%
Skilled Metal, Electrical and Electronic Trades Supervisors	2.8		4.8%
Managers and Proprietors in Agriculture Related Services	2.6		
Elementary Security Occupations	2.5	-16.7%	
Animal Care and Control Services	2.4		
Metal Forming, Welding and Related Trades	2.3		
Vehicle Trades	2.3		4.6%
Other Skilled Trades	2.2		-4.4%
Cleaning and Housekeeping Managers and Supervisors	2.2		
Agricultural and Related Trades	2.2		0.6%
Textiles and Garments Trades	2.2		
Other Drivers and Transport Operatives	2.1		
Printing Trades	2.1		0.1%
Building Finishing Trades	2.0		12.1%
Elementary Construction Occupations	1.8		19.9%
Elementary Sales Occupations	1.6		
Construction Operatives	1.2		-18.7%

Source: Labour Force Survey and Annual Survey of Hours and Earnings.

## Current Vacancy and FE subject match analysis

**Table 23 Number of vacancies by occupation, September 2014 to September 2015**

<b>Occupation (3 digit)</b>	<b>Job Vacancies</b>
<b>354</b> Sales, Marketing and Related Associate Professionals	12,185
<b>213</b> Information Technology and Telecommunications Professionals	11,522
<b>231</b> Teaching and Educational Professionals	11,180
<b>223</b> Nursing and Midwifery Professionals	6,113
<b>353</b> Business, Finance and Related Associate Professionals	6,108
<b>356</b> Public Services and Other Associate Professionals	6,104
<b>415</b> Other Administrative Occupations	5,336
<b>821</b> Road Transport Drivers	5,305
<b>522</b> Metal Machining, Fitting and Instrument Making Trades	5,113
<b>612</b> Childcare and Related Personal Services	5,112
<b>614</b> Caring Personal Services	4,859
<b>242</b> Research and Administrative Professionals	4,794
<b>524</b> Electrical and Electronic Trades	4,218
<b>711</b> Sales Assistants and Retail Cashiers	4,095
<b>212</b> Engineering Professionals	4,092
<b>721</b> Customer Service Occupations	3,682
<b>531</b> Construction and Building Trades	3,680
<b>412</b> Finance	3,564
<b>313</b> Information Technology Technicians	3,368
<b>221</b> Health Professionals	3,321
<b>421</b> Secretarial and Related Occupations	3,176
<b>923</b> Elementary Cleaning Occupations	3,113
<b>413</b> Records	2,805
<b>311</b> Science, Engineering and Production Technicians	2,770
<b>822</b> Mobile Machine Drivers and Operatives	2,620
<b>543</b> Food Preparation and Hospitality Trades	2,594
<b>122</b> Managers and Proprietors in Hospitality and Leisure Services	2,292
<b>913</b> Elementary Process Plant Occupations	2,070
<b>927</b> Other Elementary Services Occupations	2,053
<b>523</b> Vehicle Trades	1,971
<b>926</b> Elementary Storage Occupations	1,822
<b>323</b> Welfare and Housing Associate Professionals	1,780
<b>813</b> Assemblers and Routine Operatives	1,767
<b>341</b> Artistic, Literary and Media Occupations	1,731
<b>811</b> Process Operatives	1,611
<b>912</b> Elementary Construction Occupations	1,588
<b>812</b> Plant and Machine Operatives	1,465
<b>521</b> Metal Forming, Welding and Related Trades	1,247

<b>Occupation (3 digit)</b>	<b>Job Vacancies</b>
<b>712</b> Sales Related Occupations	1,165
<b>532</b> Building Finishing Trades	1,155
<b>246</b> Quality and Regulatory Professionals	1,102
<b>924</b> Elementary Security Occupations	1,090
<b>814</b> Construction Operatives	1,026
<b>211</b> Natural and Social Science Professionals	1,023
<b>342</b> Design Occupations	979
<b>124</b> Managers and Proprietors in Health and Care Services	876
<b>119</b> Managers and Directors in Retail and Wholesale	824
<b>622</b> Hairdressers and Related Services	793
<b>312</b> Draughtspersons and Related Architectural Technicians	744
<b>222</b> Therapy Professionals	724
<b>416</b> Office Managers and Supervisors	702
<b>921</b> Elementary Administration Occupations	658
<b>321</b> Health Associate Professionals	531
<b>244</b> Welfare Professionals	529
<b>352</b> Legal Associate Professionals	514
<b>713</b> Sales Supervisors	474
<b>511</b> Agricultural and Related Trades	413
<b>241</b> Legal Professionals	402
<b>621</b> Leisure and Travel Services	395
<b>624</b> Cleaning and Housekeeping Managers and Supervisors	393
<b>247</b> Media Professionals	378
<b>541</b> Textiles and Garments Trades	374
<b>533</b> Construction and Building Trades Supervisors	369
<b>411</b> Government and Related Organisations	322
<b>542</b> Printing Trades	320
<b>344</b> Sports and Fitness Occupations	278
<b>214</b> Conservation and Environment Professionals	274
<b>118</b> Health and Social Services Managers and Directors	265
<b>823</b> Other Drivers and Transport Operatives	239
<b>121</b> Managers and Proprietors in Agriculture Related Services	155
<b>911</b> Elementary Agricultural Occupations	136
<b>925</b> Elementary Sales Occupations	101
<b>613</b> Animal Care and Control Services	98
<b>351</b> Transport Associate Professionals	52
<b>245</b> Librarians and Related Professionals	24
<b>355</b> Conservation and Environmental associate professionals	4
<b>Total vacancies</b>	<b>172,127</b>

LAMP analysis, Monster and CESI

**Table 24 Vacancy to student match by subject area, September 2014 to September 2015. For FE colleges within the Birmingham City boundary.**

<b>Subject area and subject code</b>	<b>Vacancies</b>	<b>Students</b>	<b>Vacancy to student ratio</b>
1.2 Nursing and Subjects and Vocations Allied to Medicine	23,825	190	125.4
15.4 Marketing and Sales	23,255	410	56.7
11.3 Politics	6,426	130	49.4
11.4 Economics	14,466	300	48.2
1.4 Public Services	42,178	1,140	37.0
15.5 Law and Legal Services	22,120	850	26.0
4.2 Manufacturing Technologies	48,577	1,900	25.6
10.1 History	11,180	550	20.3
10.4 Theology and Religious Studies	11,904	610	19.5
13.1 Teaching and Lecturing	21,785	1,220	17.9
7.1 Retailing and Wholesaling	31,082	1,830	17.0
3.1 Agriculture	802	50	16.0
12.2 Other Languages, Literature and Culture	18,827	1,320	14.3
6.1 ICT Practitioners	41,447	2,920	14.2
9.3 Media and Communication	32,548	2,740	11.9
8.2 Travel and Tourism	4,135	510	8.1
9.2 Crafts, Creative Arts and Design	29,861	3,880	7.7
15.1 Accounting and Finance	32,144	4,370	7.4
11.2 Sociology and Social Policy	10,979	1,600	6.9
3.4 Environmental Conservation	3,282	590	5.6
2.1 Science	37,554	6,810	5.5
2.2 Mathematics and Statistics	22,308	4,210	5.3
15.3 Business Management	51,849	10,740	4.8
1.5 Child Development and Well Being	24,101	5,100	4.7
4.1 Engineering	26,323	5,910	4.5
3.2 Horticulture and Forestry	708	160	4.4
4.3 Transportation Operations and Maintenance	17,049	6,850	2.5
7.4 Hospitality and Catering	17,620	8,070	2.2
15.2 Administration	34,199	16,400	2.1
9.1 Performing Arts	2,710	1,370	2.0
1.3 Health and Social Care	33,122	21,640	1.5
5.2 Building and Construction	9,664	7,510	1.3
8.1 Sport, Leisure and Recreation	13,002	11,330	1.1
7.3 Service Enterprises	3,387	8,470	0.4
6.2 ICT for Users	20,226	52,820	0.4
7.2 Warehousing and Distribution	876	2,400	0.4
3.3 Animal Care and Veterinary Science	98	410	0.2
12.1 Languages, Literature and Culture of the British Isles	378	4,700	0.1

LAMP analysis, Monster and CESI

**Notes:**

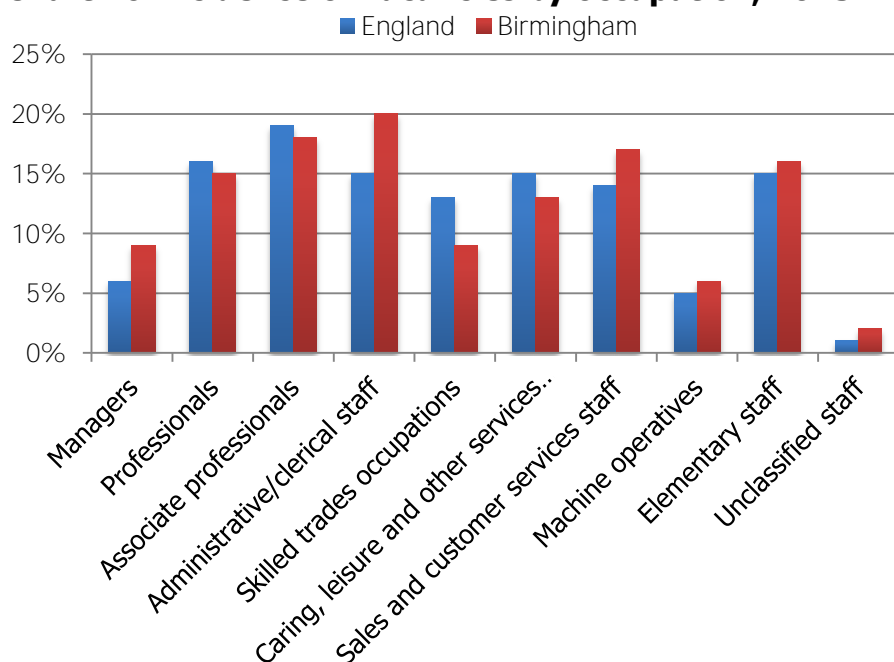
- 1) Does not include those students doing courses under the subject areas 'Foundations for Learning and Life' and 'Preparation for Work'.

- 2) FE subject areas have been matched to relevant occupations (i.e. those subjects that offer a possible route to various occupations). Different subjects could offer a route into the same occupation e.g. someone doing a course under **the subject 'Child Development and Well Being' could become** a Health Professional as could someone doing **a course under the subject 'Health and Social Care'.** **Therefore the total vacancies for Health Professionals have been** assigned to both these subject areas. This means adding up the vacancy numbers in the above table will be more than the actual vacancies in the area over the last year. Actual total vacancies can be derived from the table before.
- 3) The ratio is a mismatch measure. It shows the number of vacancies in occupations matched to each subject compared to the number of students doing courses under each subject. The higher the ratio, the higher the mismatch. However, there are certain caveats for some subjects:
- **Very few students are doing courses under the subject 'Nursing and Subjects and Vocations Allied to Medicine' hence the high ratio. However,** many students studying this subject may be doing so in University **Hospitals and other specialist training providers. So it doesn't necessarily** mean there is a lack of students.
  - The same can be said for some higher level occupations included under various subjects. For instance some occupations that fall within the Economics, Mathematics or Science subject areas **will need degree's,** therefore more reliant on HE graduates rather than those doing FE courses. So in this instance these courses should be seen as routes into higher education.
  - **Therefore the ratio doesn't only show** a mismatch between FE subjects and vacancies but also a mismatch between FE subjects and allied subjects at the HE level: which are needed to satisfy some of the occupation demand.

The above should then help Colleges in the Birmingham City area to think about how they should structure their curriculums in terms of encouraging students to pick the right subjects i.e. those subjects that will give the student the best chance of getting a job either directly or via additional HE education.

## Employer views and needs

**Chart 16 Incidence of vacancies by occupation, 2013**

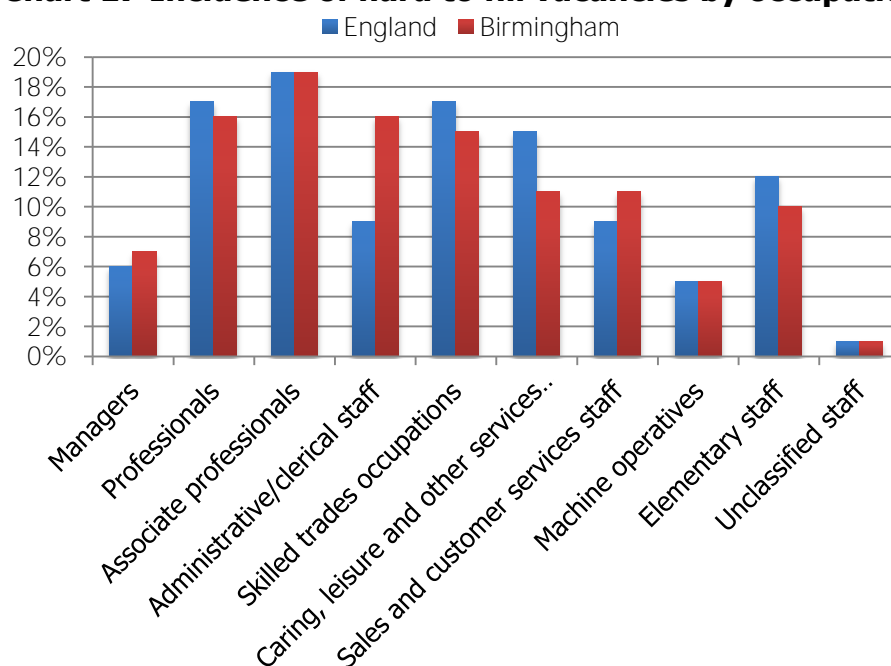


**Table 25 Incidence of vacancies by occupation, 2013**

	England	Birmingham
Managers	6%	9%
Professionals	16%	15%
Associate professionals	19%	18%
Administrative/clerical staff	15%	20%
Skilled trades occupations	13%	9%
Caring, leisure and other services staff	15%	13%
Sales and customer services staff	14%	17%
Machine operatives	5%	6%
Elementary staff	15%	16%
Unclassified staff	1%	2%

Source: Employer Skills Survey 2013, UKCES. Base: All establishments with vacancies.

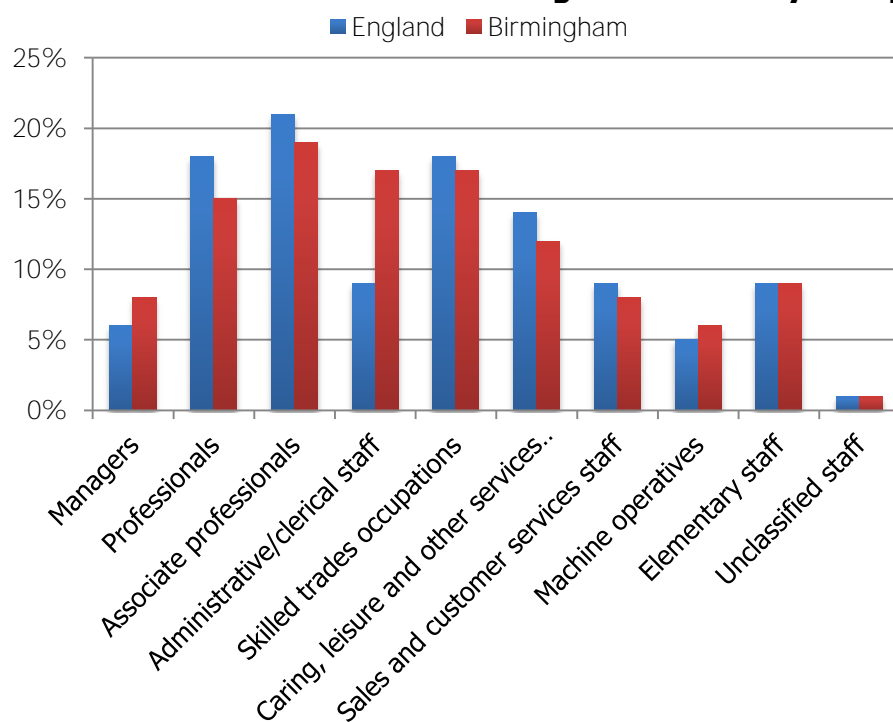


**Chart 17 Incidence of hard to fill vacancies by occupation, 2013****Table 26 Incidence of hard to fill vacancies by occupation, 2013**

	England	Birmingham
Managers	6%	7%
Professionals	17%	16%
Associate professionals	19%	19%
Administrative/clerical staff	9%	16%
Skilled trades occupations	17%	15%
Caring, leisure and other services staff	15%	11%
Sales and customer services staff	9%	11%
Machine operatives	5%	5%
Elementary staff	12%	10%
Unclassified staff	1%	1%

Source: Employer Skills Survey 2013, UKCES. Base: All with hard to fill vacancies.

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**Chart 18 Incidence of skills shortage vacancies by occupation, 2013**

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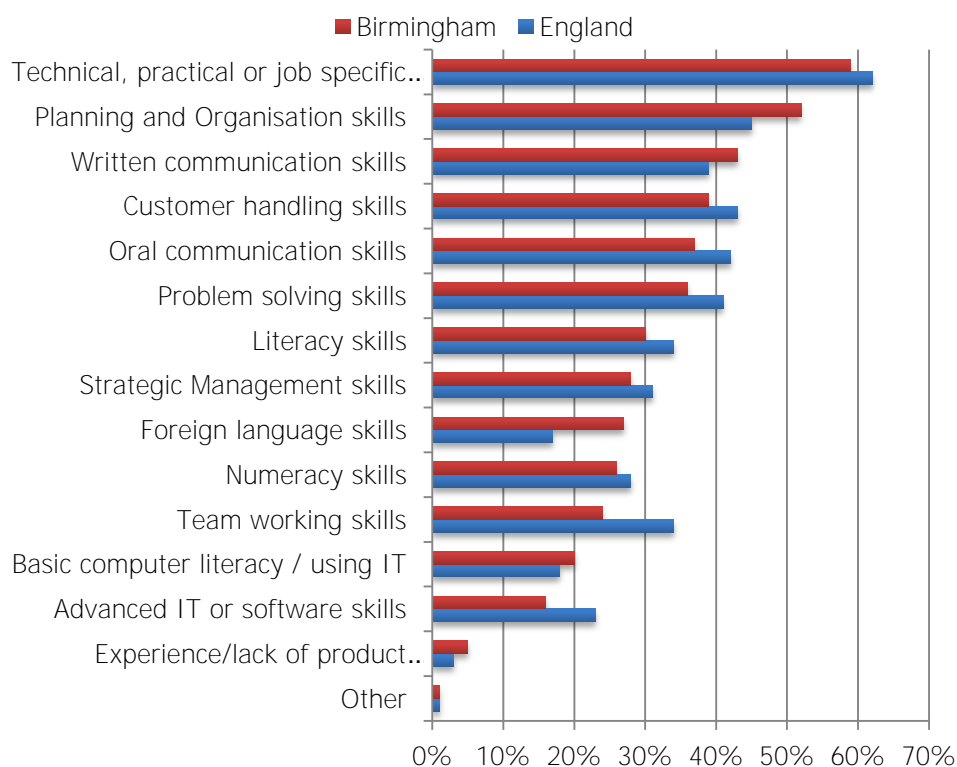
**Table 27 Incidence of skills shortage vacancies by occupation, 2013**

	England	Birmingham
Managers	6%	8%
Professionals	18%	15%
Associate professionals	21%	19%
Administrative/clerical staff	9%	17%
Skilled trades occupations	18%	17%
Caring, leisure and other services staff	14%	12%
Sales and customer services staff	9%	8%
Machine operatives	5%	6%
Elementary staff	9%	9%
Unclassified staff	1%	1%

Source: Employer Skills Survey 2013, UKCES. Base: All with skills shortage vacancies.

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**Chart 19 Skills found difficult to obtain from applicants, 2013**

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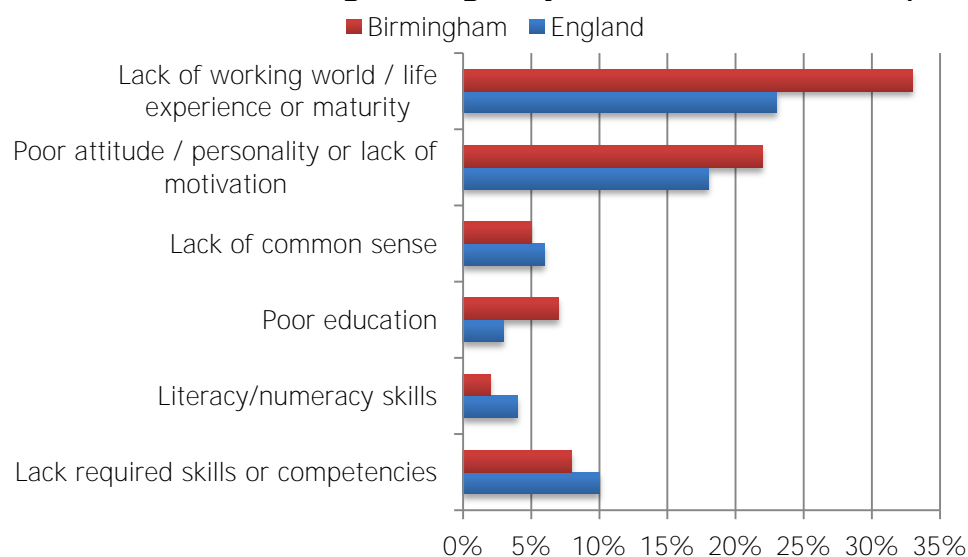
**Table 28 Skills found difficult to obtain from applicants, 2013**

	England	Birmingham
Other	1%	1%
Experience/lack of product knowledge*	3%	5%
Advanced IT or software skills	23%	16%
Basic computer literacy / using IT	18%	20%
Team working skills	34%	24%
Numeracy skills	28%	26%
Foreign language skills	17%	27%
Strategic Management skills	31%	28%
Literacy skills	34%	30%
Problem solving skills	41%	36%
Oral communication skills	42%	37%
Customer handling skills	43%	39%
Written communication skills	39%	43%
Planning and Organisation skills	45%	52%
Technical, practical or job specific skills	62%	59%

Source: Employer Skills Survey 2013, UKCES. Base: All with skills shortage vacancies.

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**Chart 20 Skills lacking among 16 year old school leavers, 2013**

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**Table 29 Skills lacking among 16 year old school leavers, 2013**

	England	Birmingham
Lack required skills or competencies	10%	8%
Literacy/numeracy skills	4%	2%
Poor education	3%	7%
Lack of common sense	6%	5%
Poor attitude / personality or lack of motivation	18%	22%
Lack of working world / life experience or maturity	23%	33%

Source: Employer Skills Survey 2013, UKCES. Base: All establishments who have recruited 16 year olds to first job from school in last 2-3 years.

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**Chart 21 Actions taken to overcome difficulties finding candidates to fill hard to fill vacancies, 2013**



**Table 30 Actions taken to overcome difficulties finding candidates to fill hard to fill vacancies, 2013**

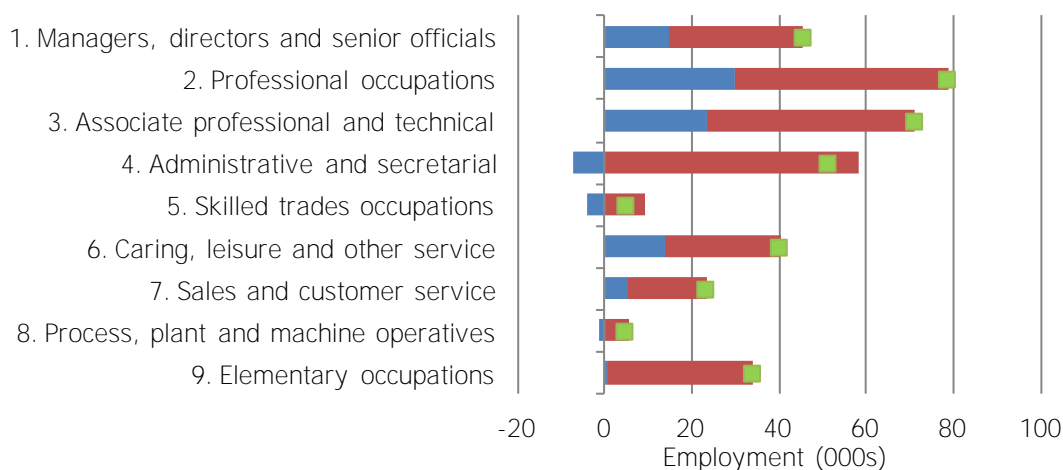
	England	Birmingham
Increasing salaries	3%	1%
Recruiting workers who are non-UK nationals	4%	2%
Making the job more attractive e.g. recruitment incentives, enhanced T&Cs, working hours	1%	2%
Being prepared to offer training to less well qualified recruits	5%	3%
Increasing / expanding trainee programmes	7%	6%
Bringing in contractors to do the work, or contracting it out	7%	6%
Other	5%	6%
Nothing	13%	6%
Increasing the training given to your existing workforce	7%	10%
Redefining existing jobs	12%	23%
Using NEW recruitment methods or channels	34%	27%
Increasing advertising / recruitment spend	38%	42%

Source: Employer Skills Survey 2013, UKCES. Base: All with hard to fill vacancies.

## Employment projections: growth sectors by occupation and qualification for the West Midlands

Source: Working Futures, UKCES. Numbers in red indicate a cell below 10,000 and therefore this number should be used with caution.

**Chart 22 Business and other services, employment to 2022**



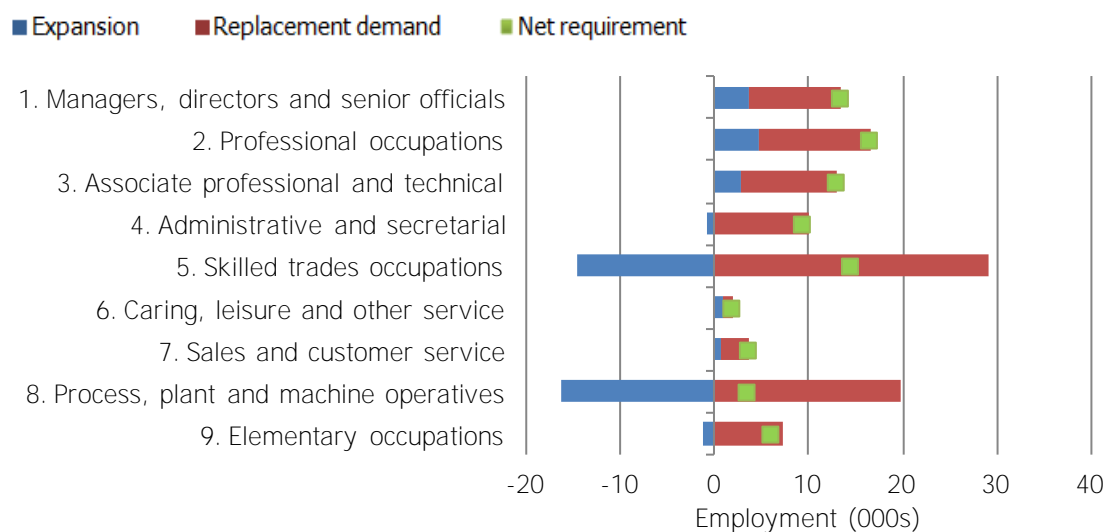
**Table 31 Business and other services, employment to 2022**

Employment Levels (000s)	2012	2017	2022	2012 - 2022		
				Net Change	Replacement Demands	Total Requirement
1. Managers, directors and senior officials	73	81	88	15	31	46
2. Professional occupations	125	143	155	30	49	79
3. Associate professional and technical	125	138	149	23	48	71
4. Administrative and secretarial	131	130	124	-7	58	51
5. Skilled trades occupations	26	24	22	-4	9	5
6. Caring, leisure and other service	53	62	67	14	26	40
7. Sales and customer service	53	56	58	5	18	23
8. Process, plant and machine operatives	15	14	14	-1	6	5
9. Elementary occupations	87	86	88	1	33	34
<b>Total</b>	689	734	764	76	279	354

**Table 32 Qualification requirement to 2022 (000's)**

	Base year 2012	Change 2012-2022	Projected level 2022	Replacement Demand	Total requirement
QCF 7-8	62	45	107	25	70
QCF 4-6	235	79	314	95	174
QCF 3	120	-19	101	48	30
QCF 2	138	-3	135	56	53
QCF 1	90	-11	79	37	25
No Qual	43	-15	28	17	2
<b>Total</b>	689	76	764	279	354

**Chart 23 Manufacturing, employment to 2022**



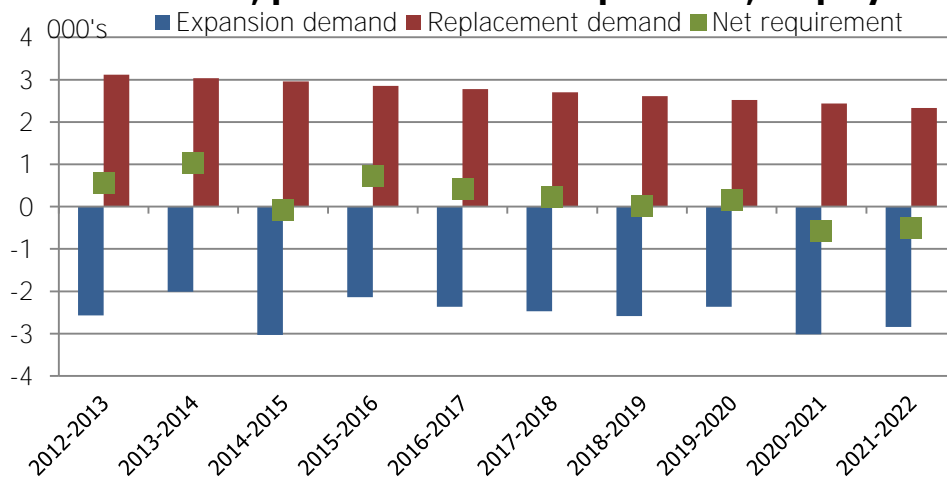
**Table 33 Manufacturing, employment to 2022**

Employment Levels (000s)	2012	2017	2022	2012 - 2022		
				Net Change	Replacement Demands	Total Requirement
1. Managers, directors and senior officials	26	28	30	4	10	13
2. Professional occupations	35	38	39	5	12	17
3. Associate professional and technical	29	30	32	3	10	13
4. Administrative and secretarial	23	23	22	-1	10	9
5. Skilled trades occupations	94	88	79	-15	29	15
6. Caring, leisure and other service	2	2	3	1	1	2
7. Sales and customer service	9	9	9	1	3	4
8. Process, plant and machine operatives	67	59	50	-16	20	4
9. Elementary occupations	21	20	19	-1	7	6
<b>Total</b>	304	296	284	-20	102	82

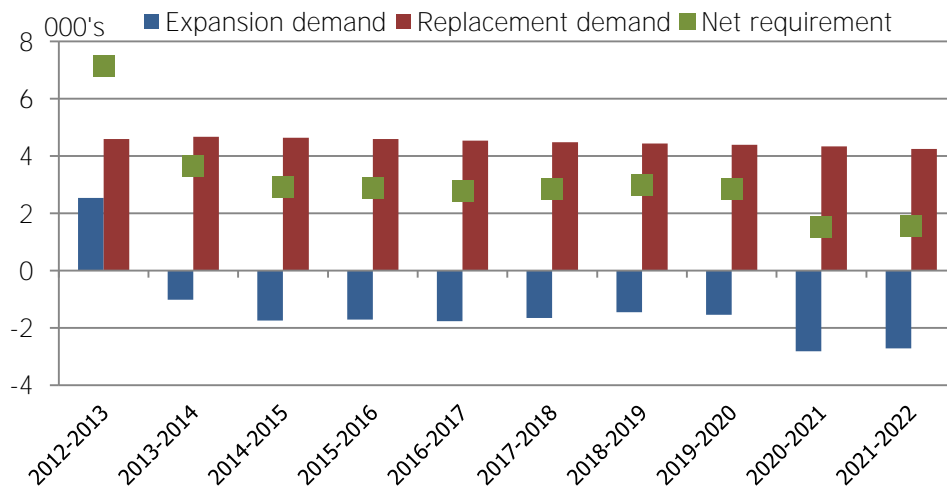
**Table 34 Qualification requirement to 2022 (000's)**

	Base year 2012	Change 2012-2022	Projected level 2022	Replacement Demand	Total requirement
QCF 7-8	13	8	21	4	12
QCF 4-6	70	16	86	23	39
QCF 3	72	-12	60	24	12
QCF 2	72	-6	66	24	18
QCF 1	50	-11	39	17	6
No Qual	28	-15	13	9	-5
<b>Total</b>	304	-20	284	102	82

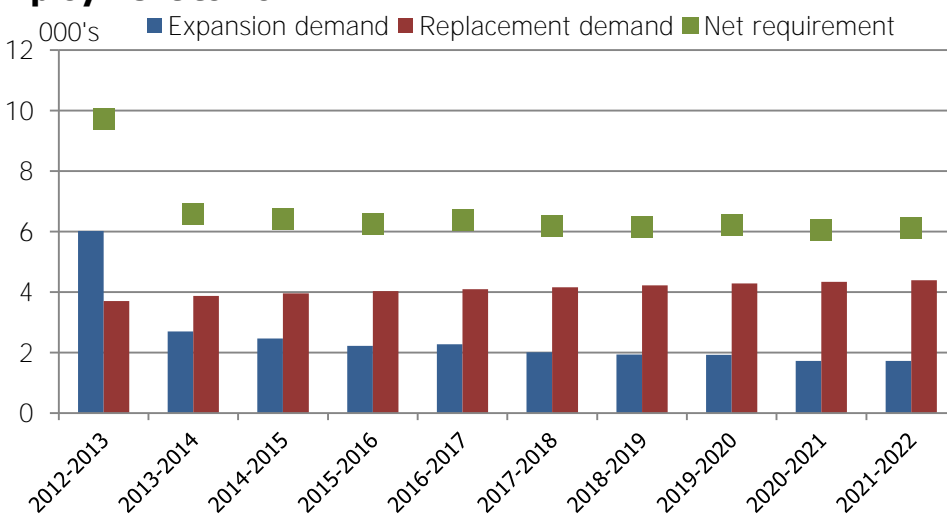
**Chart 24 Process, plant and machine operatives, employment to 2022**



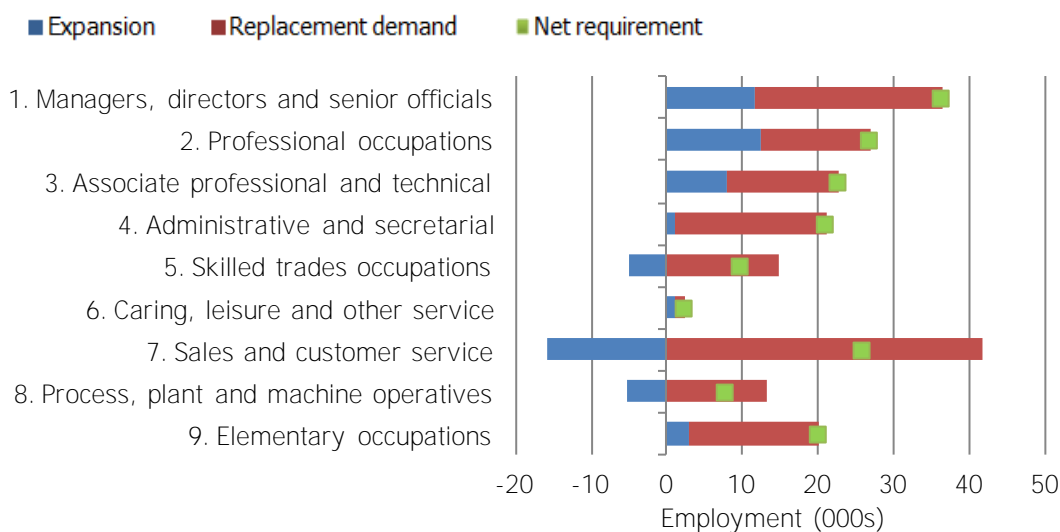
**Chart 25 Skilled metal, electrical and electronic trades, employment to 2022**



**Chart 26 Science, research, engineering and technology professionals, employment to 2022**



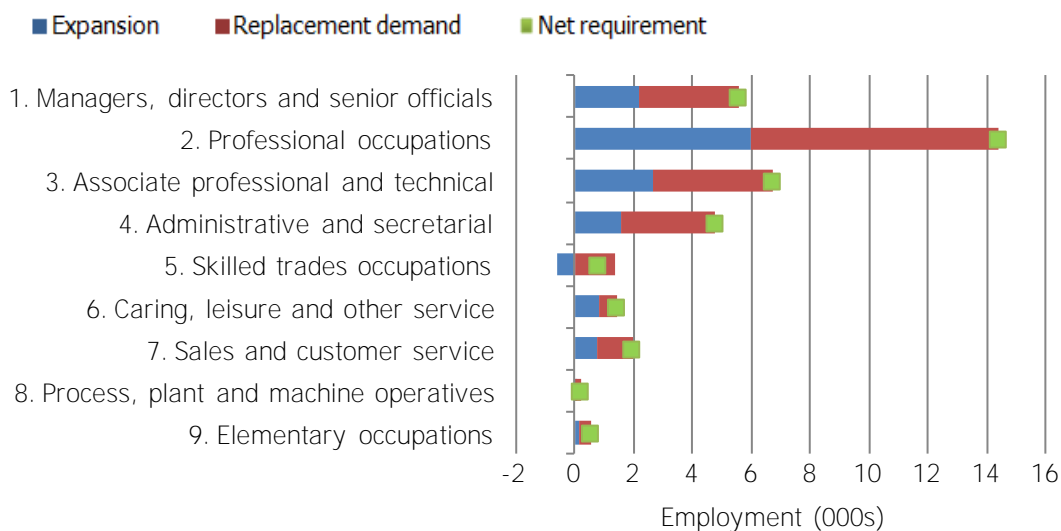


**Chart 27 Wholesale and retail, employment to 2022**

**Table 35 Wholesale and retail, employment to 2022**

Employment Levels (000s)	2012	2017	2022	2012-2022		
				Net Change	Replacement Demands	Total Requirement
1. Managers, directors and senior officials	59	66	71	12	25	36
2. Professional occupations	33	41	46	12	14	27
3. Associate professional and technical	38	42	46	8	15	23
4. Administrative and secretarial	44	45	45	1	20	21
5. Skilled trades occupations	45	44	40	-5	15	10
6. Caring, leisure and other service	2	3	3	1	1	2
7. Sales and customer service	120	110	105	-16	42	26
8. Process, plant and machine operatives	36	33	31	-5	13	8
9. Elementary occupations	45	46	48	3	17	20
<b>Total</b>	<b>424</b>	<b>431</b>	<b>435</b>	<b>11</b>	<b>161</b>	<b>172</b>

**Table 36 Qualification requirement to 2022 (000's)**

	Base year 2012	Change 2012-2022	Projected level 2022	Replacement Demand	Total requirement
QCF 7-8	10	9	20	4	13
QCF 4-6	78	39	116	30	68
QCF 3	97	-2	95	37	35
QCF 2	116	-2	115	44	43
QCF 1	78	-17	61	30	13
No Qual	44	-17	28	17	0
<b>Total</b>	<b>424</b>	<b>11</b>	<b>435</b>	<b>161</b>	<b>172</b>

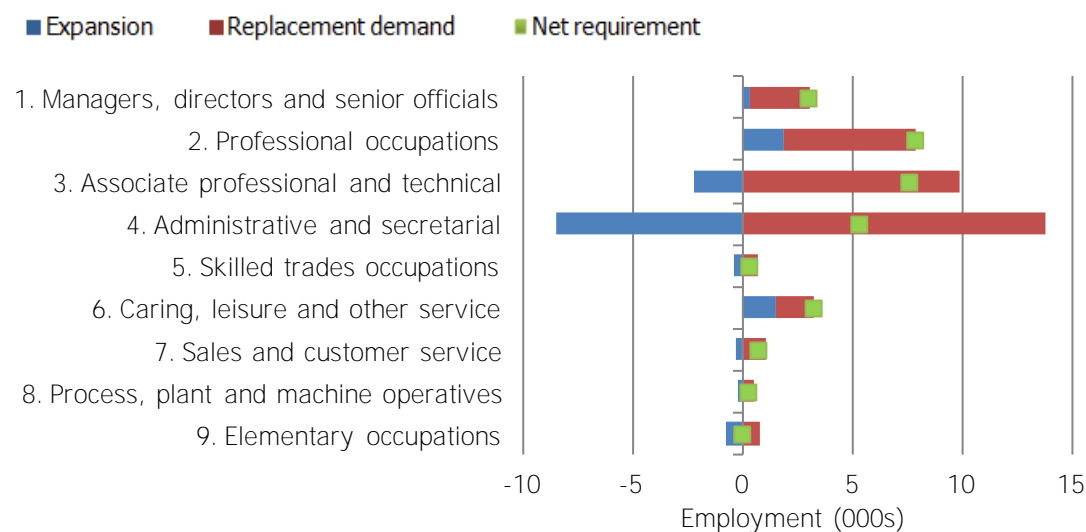
**Chart 28 Information technology, employment to 2022****Table 37 Information technology, employment to 2022**

Employment Levels (000s)	2012	2017	2022	2012-2022		
				Net Change	Replacement Demands	Total Requirement
1. Managers, directors and senior officials	8	10	10	2	3	6
2. Professional occupations	24	29	30	6	8	14
3. Associate professional and technical	11	13	13	3	4	7
4. Administrative and secretarial	6	7	7	2	3	5
5. Skilled trades occupations	4	4	4	-1	1	1
6. Caring, leisure and other service	1	2	2	1	1	1
7. Sales and customer service	3	3	4	1	1	2
8. Process, plant and machine operatives	0	1	1	0	0	0
9. Elementary occupations	1	1	1	0	0	1
<b>Total</b>	58	69	72	14	23	37

**Table 38 Qualification requirement to 2022 (000's)**

	Base year 2012	Change 2012-2022	Projected level 2022	Replacement Demand	Total requirement
QCF 7-8	7	7	14	3	9
QCF 4-6	28	10	37	11	21
QCF 3	8	-2	6	3	1
QCF 2	8	-2	6	3	1
QCF 1	6	0	6	2	3
No Qual	2	1	2	1	1
<b>Total</b>	58	14	72	23	37

**Chart 29 Public administration, employment to 2022**



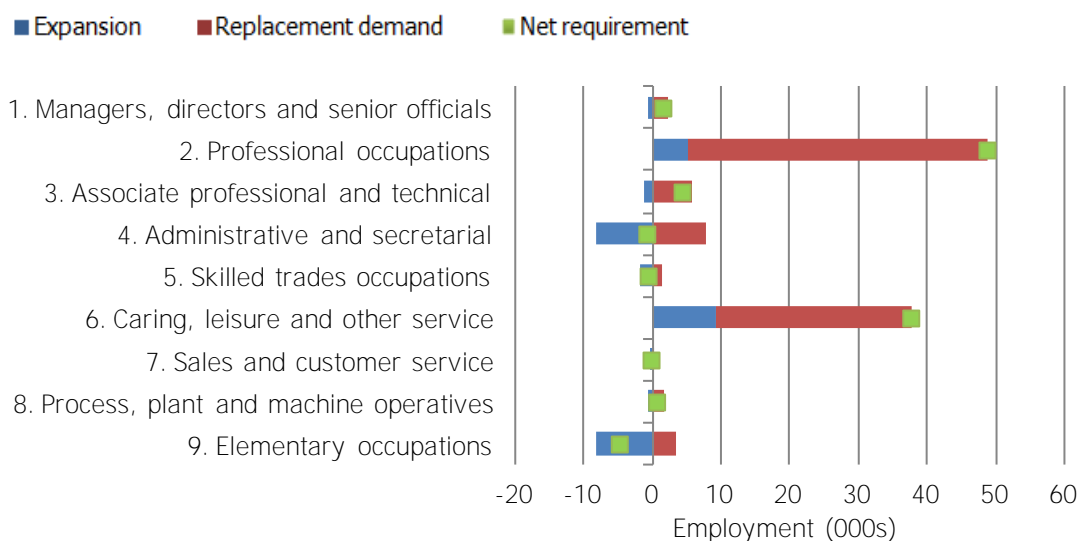
**Table 39 Public administration, employment to 2022**

Employment Levels (000s)	2012	2017	2022	2012-2022		
				Net Change	Replacement Demands	Total Requirement
1. Managers, directors and senior officials	7	7	8	0	3	3
2. Professional occupations	16	16	18	2	6	8
3. Associate professional and technical	34	30	32	-2	10	8
4. Administrative and secretarial	36	29	28	-8	14	5
5. Skilled trades occupations	2	2	2	0	1	0
6. Caring, leisure and other service	4	4	5	2	2	3
7. Sales and customer service	3	3	3	0	1	1
8. Process, plant and machine operatives	2	1	1	0	1	0
9. Elementary occupations	3	2	2	-1	1	0
<b>Total</b>	106	94	98	-9	37	29

**Table 40 Qualification requirement to 2022 (000's)**

	Base year 2012	Change 2012-2022	Projected level 2022	Replacement Demand	Total requirement
QCF 7-8	11	4	15	4	8
QCF 4-6	39	5	44	14	19
QCF 3	21	-5	16	8	3
QCF 2	21	-7	15	8	1
QCF 1	10	-5	6	4	-1
No Qual	3	-2	1	1	-1
<b>Total</b>	106	-9	98	37	29

**Chart 30 Education, employment to 2022**



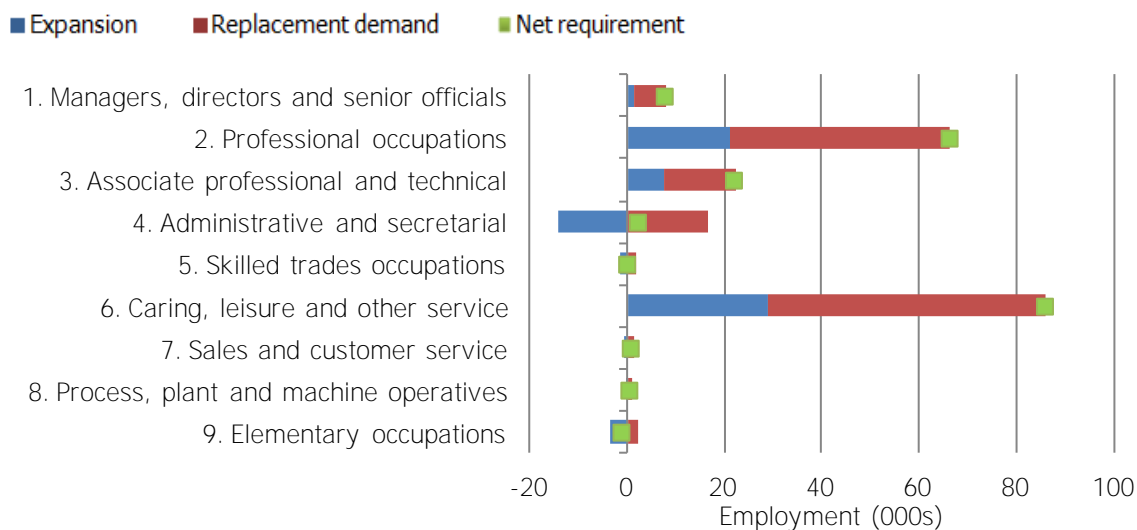
**Table 41 Education, employment to 2022**

Employment Levels (000s)	2012	2017	2022	2012-2022		
				Net Change	Replacement Demands	Total Requirement
1. Managers, directors and senior officials	6	6	5	-1	2	2
2. Professional occupations	105	107	110	5	44	49
3. Associate professional and technical	18	17	16	-1	6	5
4. Administrative and secretarial	20	15	12	-8	8	-1
5. Skilled trades occupations	4	3	3	-2	2	0
6. Caring, leisure and other service	63	68	72	9	29	38
7. Sales and customer service	1	1	1	0	0	0
8. Process, plant and machine operatives	4	4	3	-1	2	1
9. Elementary occupations	12	7	4	-8	3	-5
<b>Total</b>	234	227	227	-7	95	89

**Table 42 Qualification requirement to 2022 (000's)**

	Base year 2012	Change 2012-2022	Projected level 2022	Replacement Demand	Total requirement
QCF 7-8	56	18	74	23	41
QCF 4-6	83	0	83	34	33
QCF 3	37	1	38	15	16
QCF 2	31	-10	21	13	3
QCF 1	20	-11	9	8	-3
No Qual	6	-4	2	3	-2
<b>Total</b>	234	-7	227	95	89

**Chart 31 Health and social work, employment to 2022**



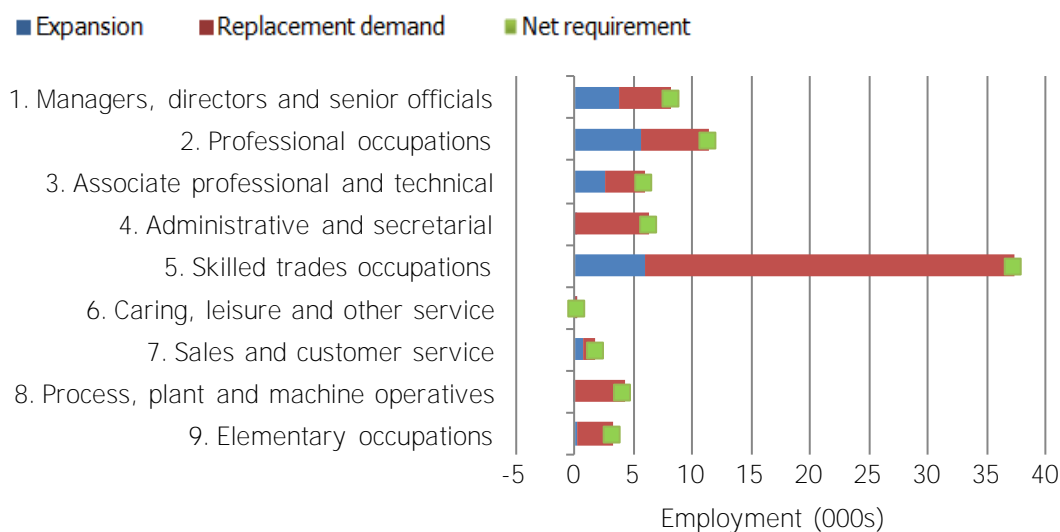
**Table 43 Health and social work, employment to 2022**

Employment Levels (000s)	2012	2017	2022	2012-2022		
				Net Change	Replacement Demands	Total Requirement
1. Managers, directors and senior officials	16	16	17	2	6	8
2. Professional occupations	108	118	129	21	45	66
3. Associate professional and technical	37	41	45	7	15	22
4. Administrative and secretarial	42	33	27	-14	17	2
5. Skilled trades occupations	5	4	3	-2	2	0
6. Caring, leisure and other service	126	138	155	29	57	86
7. Sales and customer service	5	4	4	-1	2	1
8. Process, plant and machine operatives	2	2	2	0	1	1
9. Elementary occupations	8	5	4	-3	2	-1
<b>Total</b>	349	362	388	39	147	186

**Table 44 Qualification requirement to 2022 (000's)**

	Base year 2012	Change 2012-2022	Projected level 2022	Replacement Demand	Total requirement
QCF 7-8	32	16	48	13	30
QCF 4-6	145	37	182	61	98
QCF 3	67	10	77	28	38
QCF 2	69	1	70	29	30
QCF 1	27	-18	9	11	-7
No Qual	9	-7	3	4	-3

**Chart 32 Construction, employment to 2022**



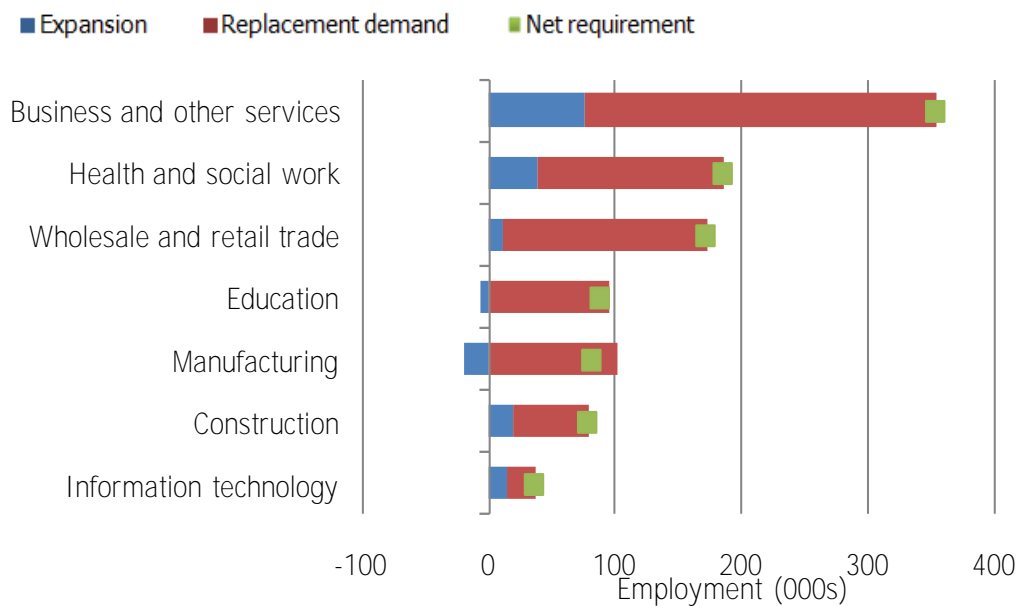
**Table 45 Construction, employment to 2022**

Employment Levels (000s)	2012	2017	2022	2012 - 2022		
				Net Change	Replacement Demands	Total Requirement
1. Managers, directors and senior officials	11	13	15	4	4	8
2. Professional occupations	16	19	21	6	6	11
3. Associate professional and technical	9	10	11	3	3	6
4. Administrative and secretarial	14	14	14	0	6	6
5. Skilled trades occupations	94	97	100	6	31	37
6. Caring, leisure and other service	0	0	0	0	0	0
7. Sales and customer service	3	3	4	1	1	2
8. Process, plant and machine operatives	13	13	13	0	4	4
9. Elementary occupations	9	9	9	0	3	3
<b>Total</b>	168	178	187	19	60	79

**Table 46 Qualification requirement to 2022 (000's)**

	Base year 2012	Change 2012-2022	Projected level 2022	Replacement Demand	Total requirement
QCF 7-8	4	5	9	2	7
QCF 4-6	27	13	40	9	23
QCF 3	50	-3	48	18	15
QCF 2	46	8	54	16	24
QCF 1	26	1	27	9	10
No Qual	15	-5	9	5	0
<b>Total</b>	168	19	187	60	79

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**Chart 33 Employment change by main sectors, West Midlands, 2022**

Source: Working Futures, West Midlands, 2015 to 2022.

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**Table 47 Change in qualification levels needed for predicted change in occupational structure, West Midlands**

NVQ Level <sup>7</sup>	% change needed
Level 4	+24%
Level 3	-6%
Level 2	-2%
Level 1	-18%
No Qual	-26%

Source: Working Futures, West Midlands, 2015 to 2022.

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**Table 48 Employment forecasts by Occupation, Birmingham, 2013-2025**

<b>Occupational Group</b>	<b>2013</b>	<b>2025</b>	<b>Change 2013-2025</b>
Corporate Managers	67,900	79,100	11,200
Managers and Proprietors	14,000	16,300	2,300
Science/Tech Professionals	16,200	21,900	5,700
Health Professionals	7,400	12,800	5,500
Teaching/Research Professionals	42,700	36,800	-6,000
Business/Public service Professionals	16,000	18,600	2,500
Science Associate Professionals	9,700	9,900	200
Health Associate Professionals	39,000	40,100	1,000
Protective Service Occupations	1,500	2,600	1,100
Culture/Media/Sport Occupations	7,200	8,500	1,300
Bus/Public Serv. Assoc Professionals	23,500	31,700	8,200
<b>Higher Skilled Occupations</b>	<b>245,200</b>	<b>278,300</b>	<b>33,100</b>
Admin & Clerical Occupations	33,400	31,200	-2,200
Secretarial & Related Occupations	4,900	2,400	-2,500
Skilled Agricultural Trades	600	800	200
Skilled Metal/Elec Trades	21,100	18,800	-2,300
Skilled Construct. Trades	8,200	7,600	-600
Other Skilled Trades	8,400	4,600	-3,800
Caring Personal Service Occs	43,900	53,800	9,900
<b>Intermediate Skilled Occupations</b>	<b>120,500</b>	<b>119,200</b>	<b>-1,200</b>
Leisure/Other Personal Service Occupations	6,700	7,200	500
Sales Occupations	29,300	26,700	-2,600
Customer Service Occupations	8,200	12,900	4,700
Process Plant & Mach Operatives	26,000	22,200	-3,800
Transport Drivers and Operatives	11,100	12,200	1,100
Elementary: Trades/Plant/Mach	26,200	28,100	1,900
Elementary: Clerical/Service	40,400	35,800	-4,600
<b>Lower Skilled Occupations</b>	<b>147,900</b>	<b>145,200</b>	<b>-2,700</b>
		Net change:	29,200

Source: Local Economy Forecasting Model (LEFM), Cambridge Econometrics



**Table 49 HS2 Build Phase (job Years), West Midlands**

	<b>Total</b>	<b>No Quals</b>	<b>Level 1</b>	<b>Level 2</b>	<b>Level 3</b>	<b>Level 4+</b>	<b>Apprentice- ships &amp; Other</b>
2015	837	92	134	142	151	209	109
2016	1,570	173	251	267	283	393	204
2017	7,327	806	1,172	1,246	1,319	1,832	952
2018	13,607	1,497	2,177	2,313	2,449	3,402	1,769
2019	11,514	1,267	1,842	1,957	2,072	2,878	1,497
2020	11,514	1,267	1,842	1,957	2,072	2,878	1,497
2021	8,897	979	1,424	1,512	1,601	2,224	1,157
2022	8,897	979	1,424	1,512	1,601	2,224	1,157
2023	733	81	117	125	132	183	95
2024	105	12	17	18	19	26	14
Avg 2017-2022	10,293	1,133	1,647	1,750	1,852	2,573	1,338
Total 2015-2024	65,000	7,150	10,400	11,050	11,700	16,250	8,450

Source: HS2 Growth Strategy, Solihull Observatory

**Table 50 HS2 Post Build Phase (New Jobs per Year), West Midlands**

	<b>Total</b>	<b>No Quals</b>	<b>Level 1</b>	<b>Level 2</b>	<b>Level 3</b>	<b>Level 4+</b>
2026	4,631	293	548	907	926	1,957
2027	4,631	293	548	907	926	1,957
2028	4,631	293	548	907	926	1,957
2029	4,631	293	548	907	926	1,957
2030	4,631	293	548	907	926	1,957
2031	4,003	253	473	784	800	1,692
2032	4,003	253	473	784	800	1,692
2033	4,003	253	473	784	800	1,692
2034	4,003	253	473	784	800	1,692
2035	4,003	253	473	784	800	1,692
2036	3,434	217	406	673	686	1,451
2037	3,434	217	406	673	686	1,451
2038	3,434	217	406	673	686	1,451
2039	3,434	217	406	673	686	1,451
2040	3,434	217	406	673	686	1,451
2041	4,121	261	487	807	824	1,742
2042	4,121	261	487	807	824	1,742
2043	4,121	261	487	807	824	1,742
2044	4,121	261	487	807	824	1,742
2045	4,121	261	487	807	824	1,742
Annual Avg 2026-2045	4,047	256	479	793	809	1,711
Total 2022-2045	80,940	5,124	9,573	15,853	16,178	34,211

Source: HS2 Growth Strategy, Solihull Observatory

## Data sources

Source	Annual Population Survey, ONS
Indicators used in the report	Economic activity and qualifications at the local authority level.
Smallest geography available	LA
Current Source File	APS, NOMIS
Source Update Frequency	Quarterly
Source Format	API: Excel, Json, CSV, xdmx or Excel from normal NOMIS
Quality and robustness	<a href="#">Link</a>

Source	Business Register and Employment Survey (BRES)
Indicators used in the report	Workplace employment by sector at the local authority level.
Smallest geography available	LA
Current Source File	NOMIS via a state notice
Source Update Frequency	Annual
Source Format	Excel
Quality and robustness	<a href="#">Link (LFS but has section on APS)</a>

Source	DWP Benefit Statistics, Work and Pensions Longitudinal Study (WPLS)
Indicators used in the report	Out of work benefit claimants
Smallest geography available	Lower output areas
Current Source File	NOMIS or DWP Tabtool Updated out of work benefits claimant rates can be found in BCC's Worklessness Briefing downloadable from: <a href="http://www.birmingham.gov.uk/labourmarket">www.birmingham.gov.uk/labourmarket</a>
Source Update Frequency	Quarterly
Source Format	Excel
Quality and robustness	WPLS links benefit and programme information held by DWP on its customers to employment records from HMRC. This dataset is based on 100% of claims so is not subject to any sampling error. In outputs figures are rounded to the nearest 10, and those below 5 are suppressed as statistically unreliable.

Source	Universal Credit experimental statistics
Indicators used in the report	Claimant unemployment: JSA + out of work UC
Smallest geography available	Jobcentre Office
Current Source File	UC statistics from Stat-Xplore + JSA statistics from NOMIS <a href="#">UC statistics summary</a> This new claimant count measure is now available via NOMIS too.
	Updated claimant count (unemployment) benefits claimant rates can be found in BCC's Unemployment Briefing downloadable from: <a href="http://www.birmingham.gov.uk/birminghameconomy">www.birmingham.gov.uk/birminghameconomy</a>
Source Update Frequency	Monthly
Source Format	Excel
Quality and robustness	These statistics have been developed using guidelines set out by the UK Statistics Authority, and are new official statistics undergoing evaluation. They have, therefore, been designated as Experimental Statistics.

Source	DWP Work Programme Statistics
Indicators used in the report	Referrals and Job outcomes by payment group
Smallest geography available	LA
Current Source File	<a href="#">DWP WP Tabtool</a>
Source Update Frequency	Monthly
Source Format	HTML – can be pasted into Excel
Quality and robustness	<p>A standard set of quality assurance procedures are conducted for each statistical release which consist of checking:</p> <ul style="list-style-type: none"> <li>•duplicate, missing or contradictory information</li> <li>•accordance across computer systems (LMS and PRaP) and with management information</li> <li>•trends and variation in characteristic, time series and geographical breakdowns</li> <li>•trends and differences in post payment adjustment factors</li> <li>•dual methodology testing of data visualisation</li> <li>•automated checks against tolerances for a sample of tabulation tool tables</li> </ul> <p>Individual variables remain complete and consistent with existing sources, comparisons across systems remain predominantly within a 0.1% tolerance, including across key breakdowns and time series. In addition to the quality assurance of the statistics, assurance of the underlying administrative data is also carried out. The National Audit Office published a <a href="#">report</a> in August 2013 on their review of the data systems associated with the Work Programme Business Plan Transparency indicator (and therefore all key Work Programme National statistics).</p>

Source	2011 Census
Indicators used in the report	Average qualification levels by ethnic group
Smallest geography available	Lower output areas
Current Source File	NOMIS
Source Update Frequency	Every 10 years
Source Format	Excel
Quality and robustness	The most accurate source for small areas (nearly 100% coverage)

Source	Labour Force Survey, ONS
Indicators used in the report	<p>LFS variable: those entering employment in the last 3 months to show more current demand by qualification i.e. Actual qualifications entering various occupations as opposed to those actually needed for that occupation. Specific variable names within the SPSS file:</p> <p>EMPLen: entered employment in last three months  SOC10m: Occupation classification at the 4 digit level  LEVQUAL11: Highest qualification  GOVTOF2: Region of resident  GORWKR: Region of place of work</p>
Smallest geography available	Region
Current Source File	Data archive (needs registration and project description)
Source Update Frequency	Quarterly
Source Format	SPSS
Quality and robustness	<p>Need to combine four LFS quarters to get robust sample at the regional level for some combination of variables</p> <p><a href="#">Link</a></p>

Source	Annual Survey of Hours and Earnings, ONS
Indicators used in the report	Jobs and wages: growth/decline matrix by 3 or 4 digit SOC
	Table 15: Data on levels, distribution and make-up of earnings and hours worked for London employees by sex and full-time/part-time status in all industries and occupations. Use median earnings by occupation and job number column.
Smallest geography available	Region
Current Source File	<a href="#">ASHE</a>
Source Update Frequency	Annual, updated in November
Source Format	Excel
Quality and robustness	3 digit SOC is more reliable than 4 digit. Total jobs Chart may underestimate count but for the matrix percentages increase/decrease is used so not a major concern

Source	LAMP, Monster and CESI
Indicators used in the report	Real time vacancy statistics by 3 digit SOC occupation
	Student numbers by subject area matched to SOC occupations
Smallest geography available	Individual College
Source Update Frequency	Every month
Quality and robustness	<p>1) Vacancy statistics are derived from the Universal JobMatch database plus job advert scraping from the largest online job sites: software is used to find duplicates where the same job is advertised in multiple job sites. However, not all jobs are advertised on job sites - some jobs (especially at the elementary level) are advertised on shop window job boards, local newspapers etc. and are not captured.</p> <p>2) Warwick University CASCOT software is used to assign job descriptions to SOC occupation codes. This is reliant on job titles and job descriptions.</p> <p>3) Occupation SOC codes are matched to Sector subject areas (SSA) using a method designed by the Institute of Fiscal Studies.</p> <p>4) The number of students doing courses within each SSA comes from SFA college returns.</p> <p>The latest available data on student numbers is used, however, they are usually a year older than the real time vacancy data. Therefore the number of students doing various subjects may have fallen or risen during the time period used for vacancy statistics.</p>

Source	Employer Skills Survey, UKCES
Indicators used in the report	Vacancies by occupation
	Skill demand by occupation and sector local employers
	Specific skill shortages cited by employers
	Unfilled vacancies
Smallest geography available	LA
Data link	<a href="#">Link</a>
Quality and robustness	<a href="#">Link</a>
Source Update Frequency	Bi-annual
Source Format	Excel. API: Json from LMI for All

Source	Working Futures, UKCES
Indicators used in the report	Employment projections by sector, occupation, qualification level Replacement demand (due to mortality, retirement, career moves etc.)
Smallest geography available	LA
Data link	<a href="#">Link</a>
Quality and robustness	<a href="#">Link</a>
Source Update Frequency	Bi-annual
Source Format	Excel. API: Json from LMI for All

Source	Local Economy Forecasting Model (LEFM): Cambridge Econometrics and The Warwick Institute for Employment Research
Indicators used in the report	Employment projections by occupation
Smallest geography available	LA
Quality and robustness	The Baseline scenario projections in LEFM are based on the historical relationship between growth in the local area relative to the region or UK (depending on which area it has the strongest relationship with), on an industry-by-industry basis. The Baseline projections assume that these relationships will continue to hold in the future. Thus, if growth in an industry in the local area (district) outperformed the industry in the West Midlands (or UK) as a whole in the past, then it will be assumed to do so in the future. Similarly, if it underperformed the region (or UK) in the past then it will be assumed to underperform the region (or UK) in the future. The projections for some sectors, in which growth is more closely related to changes in population, are based on historical relationships between growth in output per capita in the local area and output per capita in the region or UK as a whole. These industries are: retail, public administration, education, health, and miscellaneous services (which includes leisure services)
Source Update Frequency	Annual

Source	key stage 4 results, including GCSEs
Indicators used in the report	Percentage of pupils achieving 5+ A*-C grades including English and mathematics GCSEs
Smallest geography available	By School
Current Source File	<a href="#">Link</a>
Source Update Frequency	Annual
Source Format	Excel
Quality and robustness	<a href="#">Link</a>

Source	Skills Funding Agency
Indicators used in the report	Learner volumes
Smallest geography available	Local Authority
Current Source File	<a href="#">Link</a>
Source Update Frequency	Annual
Source Format	Excel
Quality and robustness	Based on Individual Learner Records <a href="#">Link</a>

Source	Skills Funding Agency
Indicators used in the report	Funding Allocations
Smallest geography available	By provider
Current Source File	<a href="#">Link</a>
Source Update Frequency	Annual
Source Format	Excel

Source	HS2 projections. Albion Economics, HS2 Consortium, Solihull Observatory
Indicators used in the report	Employment projections by qualification
Smallest geography available	GBSLEP
	<a href="#">The analysis has drawn upon a wide range of data sources and evidence. A full list of sources and those who have assisted in providing them is included in this linked report.</a>
Quality and robustness	<p>The approach has been to estimate job calculations from 'bottom up' principles wherever possible. Detailed relationships have been developed between cost budgets, physical outputs, wage rates and employment, by type of job and skill level, drawing on a number of evidence sources and 'coalface' industry expertise. This includes NSARE's published work on jobs and skills in the railway industry (although it was not possible to utilise its detailed datasets), as well as benchmark evidence from other High Speed Rail projects, including HS1 and TGV. The approach work and outturn results have benefitted from review by ILG member organisations and been refined in light of such. The calculations utilise disaggregate published budget data from HS2 Ltd based on the March 2012 cost and design freeze, together with other cost information provided from the same source.</p>
Source Update Frequency	<a href="#">One off report</a>

## PUBLIC REPORT

<b>Report to:</b>	<b>CABINET</b>
<b>Report of:</b>	<b>STRATEGIC DIRECTOR FOR ECONOMY</b>
<b>Date of Decision:</b>	<b>16<sup>th</sup> February 2016</b>
<b>SUBJECT:</b>	<b>WEST MIDLANDS INTEGRATED TRANSPORT AUTHORITY STRATEGIC TRANSPORT PLAN: "MOVEMENT FOR GROWTH"-</b>
<b>Key Decision: No</b>	<b>Relevant Forward Plan Ref:</b>
<b>If not in the Forward Plan: (please "X" box)</b>	Chief Executive approved <input type="checkbox"/> O&S Chairman approved <input type="checkbox"/>
<b>Relevant Cabinet Member(s) or Relevant Executive Member:</b>	<b>CLLR TAHIR ALI, CABINET MEMBER FOR DEVELOPMENT, TRANSPORT AND THE ECONOMY</b>
<b>Relevant O&amp;S Chairman:</b>	<b>CLLR VICTORIA QUINN, ECONOMY, SKILLS AND SUSTAINABILITY</b>
<b>Wards affected:</b>	<b>All</b>

**1. Purpose of report:**

- 1.1 This report seeks endorsement of the West Midlands Integrated Transport Authority's (ITA) Strategic Transport Plan, Movement for Growth which will replace Local Transport Plan 3.

**2. Decisions recommended:**

- 2.1 That Cabinet:
- a) Endorses Movement for Growth which was approved by the West Midlands Integrated Transport Authority on 17th December 2015.
  - b) Supports the use of Movement for Growth to inform future transportation capital investment projects and programmes in Birmingham.
  - c) Agrees that Movement for Growth is presented to Full Council for adoption as City Council transport policy and to amend the constitution as appropriate.

<b>Lead Contact Officer(s):</b>	David Harris – Transport Policy Manager
Telephone No:	0121 464 5313
E-mail address:	david.i.harris@birmingham.gov.uk

### **3. Consultation**

#### **3.1 Internal**

- 3.1.1 Consultation on the draft version of Movement for Growth took place Autumn 2015. All Members were informed of the consultation and provided with a full and summary version of the document. Comments were invited and Members encouraged to respond. The Economy, Skills and Sustainability Overview & Scrutiny Committee received a presentation on the strategy from West Midlands Integrated Transport Authority (WMITA) officers on 16th October 2015. Members were generally supportive of the approach.
- 3.1.2 Consultation on the draft version of Movement for Growth was undertaken with officers in other service areas including Highways, Planning & Regeneration and Environmental Health and comments received helped to develop the Council's response which was approved by the Cabinet Member for Development, Transport & the Economy on 15<sup>th</sup> October 2015. Comments expressed in the City Council's response have been used in developing the final version of Movement for Growth.
- 3.1.3 Officers from City Finance and Legal & Democratic Services have been involved in the preparation of this report.
- 3.1.4 The Leader of the Council and the Cabinet Members for Inclusion and Community Safety and Sustainability were consulted on this report and they support the proposals proceeding to an executive decision.

#### **3.2 External**

- 3.2.1 The WMITA held a public consultation event regarding the draft version of Movement for Growth at the Council House on 17th September 2015 which was attended by members of the public, stakeholders and City Council officers from Growth and Transportation. Comments expressed at the consultation events have been used in developing the final version of Movement for Growth.
- 3.2.2 No external consultation has been undertaken on this report as it is concerned with endorsing Movement for Growth, which was approved by the WMITA on 17th December 2015.

### **4. Compliance Issues:**

#### **4.1 Are the recommended decisions consistent with the Council's policies, plans and strategies?**

- 4.1.1 This report is consistent with the City Council's Business Plan 2015+ policies, including the primary goals for a Prosperous City and a Democratic City.
- 4.1.2 This report is in accordance with the general move towards greater devolution across the UK, including the creation of the West Midlands Combined Authority (WMCA). More specifically, it is in accordance with the City Council's Business Plan 2015+ 'triple devolution' approach, which specifies issues of strategic planning, transport, and economic development to be addressed at Combined Authority level.
- 4.1.3 The City Council's Birmingham Connected 20-year strategy for improving the City's transport network forms a key element of this overarching West Midlands Strategic Transport Plan.

#### **4.2 Financial Implications**

- 4.2.1 Movement for Growth sets out an overarching framework and principles for developing the West Midlands transport network and identifies possible sources of funding to enable delivery including resources which will be made available as a result of the Combined Authority Devolution Agreement. Movement for Growth, itself, does not entail any financial commitment for the City Council therefore this report has no financial implications. Actual delivery will depend upon funding availability, local and regional priorities and management of any revenue consequences which arise. Specific schemes to be delivered by the City Council will be dealt with through the City Council's governance arrangements.



#### **4.3    Legal Implications**

4.3.1 The new Strategic Transport Plan (referred to as Movement for Growth) will replace the Local Transport Plan 3 (LTP3), as the statutory Local Transport Plan for the WMITA as a Local Transport Authority. Preparation of the Local Transport Plan is a statutory requirement under S108(3) of the Transport Act 2000 (as amended by the Local Transport Act 2008). The responsibility for the preparation of the Strategic Transport Plan is with the WMITA.

#### **4.4    Public Sector Equality Duty**

4.4.1 An initial Equalities Analysis has been carried out dated 3<sup>rd</sup> February 2016 (ref EA001101) and is attached as Appendix C. No adverse effects have been identified from the actions recommended in this report.

### **5.    Relevant background/chronology of key events:**

#### **5.1    Background**

5.1.1 Movement for Growth will replace the existing West Midlands Local Transport Plan (LTP3) which was approved by the WMITA on 28th March 2011. The West Midlands LTP3 is a statutory document which sets out the transport strategy and policies for the West Midlands Metropolitan Area.

5.1.2 By virtue of the Local Transport Act 2000 (as amended), responsibility for the preparation of the Strategic Transport Plan is with the WMITA.

5.1.3 This plan forms the Metropolitan Area's overarching Urban Mobility Plan; around which each authority can develop their own bespoke strategies, such as Birmingham Connected, which reflect local needs but fit under the umbrella of the overarching objectives for the West Midlands.

#### **5.2    Proposals**

5.2.1 The proposals set out in Movement for Growth seek to:

- Improve national and regional transport links to boost our economy;
- Improve links across the metropolitan area to provide better access to jobs, education, key services and leisure opportunities;
- Improve links within local communities to reduce reliance on cars for short distance trips and address social exclusion.

5.2.2 The strategy outlines the key transport objectives for the West Midlands Metropolitan Area, including;

- Supporting progress for a Midlands economic 'Engine for Growth' by creating a transport system befitting a sustainable, attractive and economically vibrant conurbation in the world's sixth largest economy;
- Developing regional infrastructure to improve movement across the West and East Midlands and to maximise the opportunities provided by HS2;
- Introduce a high quality, fully integrated bus, rail and rapid transit network that connects our main centres with quick, frequent services, and which is connected into wider local bus networks through high quality multi-modal interchanges and improved fares & ticketing;
- Development of a metropolitan main road network ('Key Route Network') to provide for the main flows of people and freight using public and private transport;
- Development of a metropolitan cycle network to provide a network of high quality cycle routes;
- Development of a 'smart' mobility platform to make better use of transport capacity, giving people a wider set of travel options and better information about travel choices.

- 5.2.3 This approach seeks to achieve a number of key outcomes for the Metropolitan Area's transport network, these aim to:
- Increase in the number of people that are within 45 minutes travel time by public transport to a minimum of three main centres and the two West Midlands HS2 stations;
  - Reduce transport's impact on our environment – improving air quality, reducing carbon emissions and improving road safety;
  - Use transport improvements to enhance the public realm and attractiveness of our centres;
  - Ensure that walking and cycling are a safe and attractive option for many journeys especially short journeys below one or two miles, by delivering a strategic cycle network and enhancing local conditions for active travel;
  - Facilitate the efficient movement of people on our transport networks to enable access to education and employment opportunities and health and leisure services;
  - Enable businesses to connect to supply chains, key markets and strategic gateways through improved strategic connections by road and rail;
  - Maintain and develop our transport infrastructure and services effectively to help ensure they are safe and easily accessible for all.
- 5.3 Changes have been made to the draft document following the consultation, and the final document takes into account the issues raised in the Cabinet Member for Development, Transport and the Economy's response, which is included in Appendix B.
- 5.4 Next Steps
- 5.4.1 The WMITA considered and approved Movement for Growth on 17<sup>th</sup> December 2015. Subject to approval by Cabinet it is recommended that Movement for Growth is presented and recommended for endorsement by Full Council and that it is adopted as City Council transport policy from that point forward.
- 5.4.2 The WMITA will be producing a ten year delivery plan which will identify projects and funding to take forward Movement for Growth, to be developed within the context of the emerging WMCA. Where projects are to be delivered by the City Council they will be in addition to existing projects funded through the Transportation and Highways Capital Funding Strategy 2015/16 to 2020/21, which is the subject of a separate report on the February Cabinet agenda.

## **6. Evaluation of alternative options:**

- 6.1 The alternative option would be to not endorse the West Midlands Strategic Transport Plan, thereby implying disagreement with at least a part of the proposed strategy and subsequent implementation programme. Such a course of action would also not be supportive of the City Council's growth aspirations.

## **7. Reasons for Decision(s):**

- 7.1 Endorsing the West Midlands Strategic Transport Plan: Movement for Growth will serve to demonstrate support for the strategy for transport in Birmingham and the West Midlands. It is in line with emerging arrangements for the WMCA and will help to provide direction for all transport related improvements in the City over a twenty year period.

<b>Signatures</b>	<b><u>Date</u></b>
Councillor Tahir Ali Cabinet Member for Development Transport, & the Economy .....	.....
Waheed Nazir Strategic Director for Economy .....	.....

<b>List of Background Documents used to compile this Report:</b>
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<p>“Birmingham Connected White Paper”: published by Birmingham City Council, November 2014</p> <p>“West Midlands Integrated Transport Authority Strategic Transport Plan: ‘Movement for Growth’”: report to Cabinet Member for Development, Transport and the Economy jointly with Deputy Chief Executive, 15<sup>th</sup> October 2015</p> <p>“West Midlands Integrated Transport Authority Strategic Transport Plan: ‘Movement for Growth’”: published by West Midlands Integrated Transport Authority, December 2015</p>
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<b>List of Appendices accompanying this Report (if any):</b>
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- |   |
|---|
| <ol style="list-style-type: none"> <li>1. Appendix A: The West Midlands Strategic Transport Plan, Movement for Growth, Full and Summary documents</li> <li>2. Appendix B: Birmingham City Council response to Movement for Growth consultation</li> <li>3. Appendix C: Equality Analysis</li> </ol> |
|---|

## **PROTOCOL PUBLIC SECTOR EQUALITY DUTY**

- 1 The public sector equality duty drives the need for equality assessments (Initial and Full). An initial assessment should, be prepared from the outset based upon available knowledge and information.
- 2 If there is no adverse impact then that fact should be stated within the Report at section 4.4 and the initial assessment document appended to the Report duly signed and dated. A summary of the statutory duty is annexed to this Protocol and should be referred to in the standard section (4.4) of executive reports for decision and then attached in an appendix; the term 'adverse impact' refers to any decision-making by the Council which can be judged as likely to be contrary in whole or in part to the equality duty.
- 3 A full assessment should be prepared where necessary and consultation should then take place.
- 4 Consultation should address any possible adverse impact upon service users, providers and those within the scope of the report; questions need to assist to identify adverse impact which might be contrary to the equality duty and engage all such persons in a dialogue which might identify ways in which any adverse impact might be avoided or, if avoidance is not possible, reduced.
- 5 Responses to the consultation should be analysed in order to identify:
  - (a) whether there is adverse impact upon persons within the protected categories
  - (b) what is the nature of this adverse impact
  - (c) whether the adverse impact can be avoided and at what cost – and if not –
  - (d) what mitigating actions can be taken and at what cost
- 6 The impact assessment carried out at the outset will need to be amended to have due regard to the matters in (4) above.
- 7 Where there is adverse impact the final Report should contain:
  - a summary of the adverse impact and any possible mitigating actions (in section 4.4 or an appendix if necessary)
  - the full equality impact assessment (as an appendix)
  - the equality duty – see page 9 (as an appendix).

## Equality Act 2010

The Executive must have due regard to the public sector equality duty when considering Council reports for decision.

The public sector equality duty is as follows:

1	<p>The Council must, in the exercise of its functions, have due regard to the need to:</p> <ul style="list-style-type: none"> <li>(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act;</li> <li>(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;</li> <li>(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.</li> </ul>
2	<p>Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:</p> <ul style="list-style-type: none"> <li>(a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;</li> <li>(b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;</li> <li>(c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.</li> </ul>
3	<p>The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.</p>
4	<p>Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:</p> <ul style="list-style-type: none"> <li>(a) tackle prejudice, and</li> <li>(b) promote understanding.</li> </ul>
5	<p>The relevant protected characteristics are:</p> <ul style="list-style-type: none"> <li>(a) age</li> <li>(b) disability</li> <li>(c) gender reassignment</li> <li>(d) pregnancy and maternity</li> <li>(e) race</li> <li>(f) religion or belief</li> <li>(g) sex</li> <li>(h) sexual orientation</li> </ul>



# **MOVEMENT FOR GROWTH:** The West Midlands Strategic Transport Plan







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# Foreword

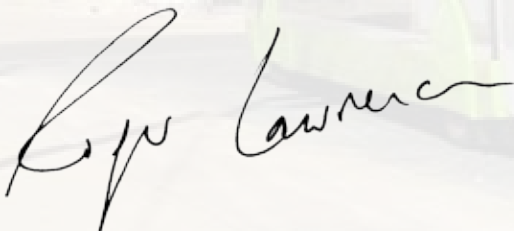
Positive, enduring change is happening in the West Midlands. A new Combined Authority, and recently announced devolution deal, will see an unprecedented step change in delivery to support our collective ambitions for economic growth. Transport is firmly at the heart of those plans.

We recognise both the challenges we face, and the opportunities that exist, in the West Midlands. We see the importance of an effective transport system for the creation of new jobs, economic growth which benefits all, new housing, clean air and improved health in our conurbation. As a fundamental element of our plans for devolution, we will invest in our infrastructure, ready for the arrival of High Speed Two, and in order to ensure that goods and people are able to move seamlessly throughout the West Midlands.

The plan is based on making better use of our existing capacity, through measures such as junction improvements, alongside large-scale investment in sustainable transport capacity and supporting operational and smaller scale measures.

This approach is set out in a four tier integrated transport network made up of national/regional, metropolitan and local tiers, all joined up by the role of ever-improving technology through “smart mobility”.

The Strategic Transport Plan sets out our vision, our priorities, our approach and our commitment to building a world class, sustainable, infrastructure system: one which is proudly comparable to our European counterparts. It is the transport plan for our emerging Combined Authority, one which we will vociferously support, lobby for, and deliver in line with. It is a plan which befits the people who live and work here and our world class businesses. It is now time for its delivery.



Cllr Roger Lawrence

Chair West Midlands Integrated Transport Authority

# Introduction

- 1.1 Since 2014 the leaders of the West Midlands have provided strong, clear leadership to strategic transport planning for the West Midlands Metropolitan Area. Leadership which will ensure that profound and enduring improvements are made to the West Midlands' transport system, matching the scale of the challenges faced over the next twenty years.
- 1.2 Ongoing changes to governance mean that the Leaders of the West Midlands will own this plan and oversee it's delivery as the new "West Midlands Combined Authority" (CA). This evolution will strengthen the resolve and leadership of the West Midlands further.
- 1.3 This strategic transport plan sets out the long term approach to guide many improvements, to be made year in, year out, over a twenty year period. These improvements will be delivered by a number of organisations, through a range of programmes and packages. The Combined Authority's role will be to ensure that this delivery is joined-up and in accord with this over-arching long term plan for transport.
- 1.4 A glossary of this document is contained in Appendix 4



# Our Challenges

- 2.1** London aside, the West Midlands is the largest urban area in the world's sixth largest economy. It is the manufacturing centre of the UK and its central location means that any north west-south-east or north east-south west national movement travels through, or around our conurbation.
- 2.2** The history of the West Midlands is a proud one, "the workshop of the world", based on industrial growth of distinct communities in the multi-centred Black Country, Birmingham, Solihull and the historic city of Coventry. Regeneration and reinvention are apace, as the West Midlands transforms itself into an advanced manufacturing and high-end services economy in a place where people want to live and work.
- 2.3** Consideration of travel flows show that there is a complex mix of national, conurbation-wide and local journeys, covering a multitude of origins and destinations. An improved transport system will serve these existing flows better, but must also serve the West Midlands for its future challenges.
- 2.4** There are five challenges for which an excellent transport system is an essential part of the solution::
- A. Economic Growth and Economic Inclusion
  - B. Population Growth and Housing Development
  - C. Environment
  - D. Public Health
  - E. Social Well-Being

## A. Economic Growth and Economic Inclusion

- 2.5** The economy of the West Midlands, as part of the "Midlands Engine for Growth", is currently on the rise:  
–export growth faster than Germany's: 70% growth between 2008 and 2014  
–motor manufacturing undergoing a renaissance  
–significant numbers of young professionals moving to the conurbation to make a decent living and enjoy a good quality of life.
- 2.6** The Midlands accounts for almost a quarter of England's manufacturing and is calculated to be equivalent to 38% of its GDP. 8 out of 16 top performing Local Enterprise Partnerships (LEPs) in England over the last 3 years are in the Midlands showing the potential for further economic output. The interaction between different services and manufacturing is particularly important in this respect.
- 2.7** Much needs to be done to foster and encourage this growth over the long term and to ensure the whole labour market enjoys the benefits of a stronger local economy, a high quality of life and enhanced liveability.
- 2.8** This is demonstrated by considering the West Midlands Metropolitan Area's current GDP per person and unemployment rate in the context of figures for comparable European cities: our skills, productivity and employment levels all need to continue to rise. High productivity levels and advanced manufacturing in Dusseldorf and Stuttgart, for example, give GDP per person figures which are greater by between two-thirds and double those for the West Midlands, with lower unemployment levels. Many Dutch, Belgian, French, Danish and Swedish city regions also have significantly higher GDP per capita.
- 2.9** Better transport will serve economic growth in the West Midlands by widening labour markets, unlocking sites for development, providing attractive centres for business location, giving people access to skills, education and training, encouraging high value growth clusters and agglomeration, and reducing business costs for links from suppliers to producers to markets: an important aspect of the West Midlands economy with its prized manufacturing assets. The West Midlands will maximise the great opportunities for growth presented to it by the arrival of High Speed Two in 2026 and support the enhanced role of Birmingham Airport as an international gateway.

- 2.10** Key growth locations for economic development are shown in figure 2.1 below. These will be well-connected by new transport schemes.

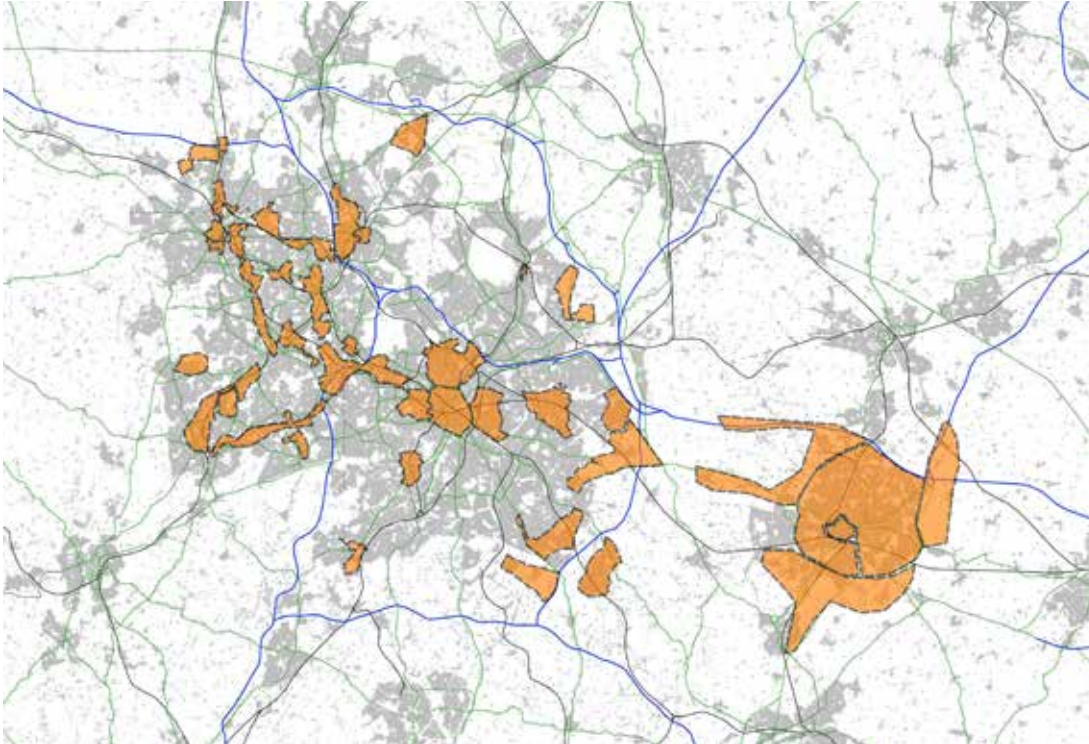


Figure 2.1:  
Key Growth  
Locations

## B. Population Growth and Housing Development

- 2.11** The Metropolitan Area's population is forecast to grow by 444,000 people by 2035 (ONS). This is the size of a Bristol, or a Liverpool, or a Nottingham. The number of new homes which will need to be built to help accommodate this growth over twenty years is in the order of 165, 000. The scale of new housing development increases when the wider journey to work area is considered, therefore requiring a joined-up, cross-boundary approach to housing development.
- 2.12** The location of new housing development should seek to make best use of existing transport assets and then consider the need for additional capacity, over and beyond this. New housing development must be well designed to accommodate the needs of all transport modes and must be fully integrated with existing transport networks.
- 2.13** Transport improvements will allow suitable sites to be developed for new homes and enable new travel demand to be met by sustainable forms of travel, alongside supporting a shift for more established travel patterns.
- 2.14** Significant development should be focused on locations where there is easy access to high quality public transport, or the opportunity to provide it, and residential development should be in neighbourhoods where people can access local services on foot.
- 2.15** Transport improvements will also need to consider the requirements of an increased elderly population as part of population changes and the significant growth in the number of young people in the West Midlands.

## C. Environment and Public Health

- 2.16** Building on existing work , such as the West Midlands Low Emissions Towns and Cities Programme (LETCP), local air quality needs to be improved, with the West Midlands becoming compliant with all relevant European Union emission limits for air pollutants, including limits for nitrogen dioxide. Transport related ambient noise also needs to be reduced.
- 2.17** The West Midlands will play its full part in reducing carbon emissions in line with the national target of an 80 % reduction from 1990 levels by 2050. Currently 25% of controllable CO2 emissions are from transport, so there is much scope for this role.



## D. Public Health

- 2.18** Public health impacts of poor air quality centre on respiratory problems alongside cardio-vascular problems, although evidence from other systemic impacts is growing, such as neurological impacts. Road transport emissions from exposure to fine particles account for around 1,460 premature deaths in the West Midlands ("Estimating Local Mortality Burdens Associated with Particulate Air Pollution", Public Health England, 2014). Deaths attributable to nitrogen dioxide may be in the region of around half that figure, when calculated based on the approach used in health risks of air pollution in Europe – HRAPIE Project (World Health Organisation 2013). The need to reduce emissions from the transport sector in the West Midlands is therefore highly important, particularly related to emissions from the motorway network and main arterial roads.
- 2.19** Other public health issues which transport strategy can positively influence are the need to help tackle the West Midlands' high obesity levels and diabetes through more active travel (walking and cycling), and to radically reduce the number and severity of road traffic casualties. Furthermore, transport related ambient noise also needs to be reduced.
- 2.20** Transport investment, such as new and improved public transport routes serving deprived communities and travel training, also help reduce health inequalities, allow greater access to fresh food retail outlets and can encourage positive mental health and reduced social isolation.
- 2.21** Improving people's quality of life through health improvements also brings positive economic impacts to the West Midlands. Use of the HEAT (Health Economic Assessment Tool) can quantify the potential cost savings of transport improvements such as reduced sickness levels of the labour force and reduced costs to the NHS.
- 2.22** Noise reduction techniques akin to those used for Dutch motorways can reduce health related impacts of continuous exposure to traffic related noise.

## E. Social Well-Being

- 2.23** Aside from greater participation in the economy of the labour market, the West Midlands needs to improve the quality of life for people not involved in the world of work. Better access to shops, services, healthcare, education, family and friends, entertainment and other life-enhancing opportunities is needed for all, particularly for socially excluded groups.

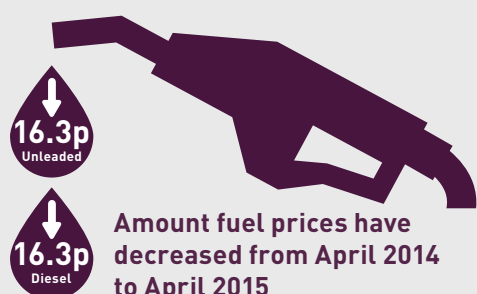
## The Figures



**36%** of all morning peak trips to main centres are by public transport. In Birmingham city centre alone **58%** of morning peak trips are made by public transport



**National tourism entering the West Midlands Region increased by 29% & expenditure by 45%**



**Population is set to grow by as many as**

**444,000** people by 2035

CO<sub>2</sub> emissions per passenger km



Car

CO<sub>2</sub>  
205 grams



Bus

CO<sub>2</sub>  
110 grams



Metro

CO<sub>2</sub>  
73 grams



Train

CO<sub>2</sub>  
56 grams

Transport accounts for around 25% of all man made CO<sub>2</sub> emissions.

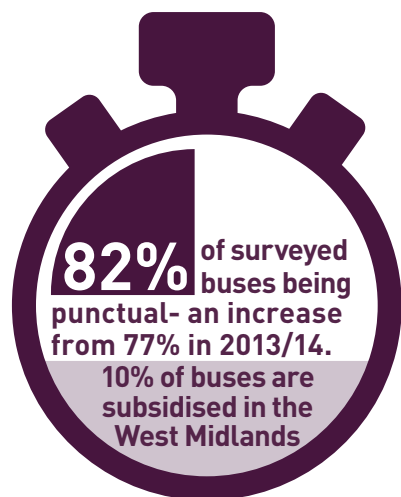
Patronage per head of population: West Midlands



9.9 million

1.8 million

0.2 million



International trips to the West Midlands Region shows an increase of 6% with 2 million trips made in 2014



The West Midlands Metropolitan Area has seen a 3.2% annual growth in GVA output, at

**£53.2bn**

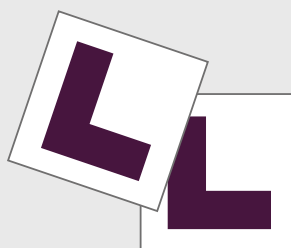


This equates to per head of the population in West Midlands (compared to UK £23,168 per head)

**£19,244**



Percentage of 17 - 20 year olds holding a driving licence:  
48% in 1994  
29% in 2014



Percentage of 21 - 29 year olds holding a driving licence:  
75% in 1994  
63% in 2014



Currently 77% of households in the region own cars. This is projected to rise to 81% by 2035



The West Midlands Area uses approximately million tons of fuel a year.

**0.95  
MILLION  
TONS**

Percentage representation:

63%

31%

6%



# Our Vision

**3.1** The Leaders of the West Midlands Metropolitan Area have set a new vision for transport:

“We will make great progress for a Midlands economic ‘Engine for Growth’, clean air, improved health and quality of life for the people of the West Midlands. We will do this by creating a transport system befitting a sustainable, attractive and economically vibrant conurbation in the world’s sixth largest economy:”

**3.2** In support of this vision we will:

- Introduce a fully integrated rail and rapid transit network that connects our main centres with quick, frequent services, and which is connected into wider local bus networks through high-quality multi-modal interchanges.
- Increase the number of people that are within 45 minutes travel time by public transport to a minimum of three main centres and the two HS2 stations in central Birmingham and the UK Central Hub.
- Reduce transport’s impact on our environment – improving air quality, reducing carbon emissions and improving road safety.
- Use transport improvements to enhance the public realm and attractiveness of our centres
- Ensure that walking and cycling are a safe and attractive option for many journeys especially short journeys, by delivering a strategic cycle network and enhancing local conditions for active travel.
- Facilitate the efficient movement of people on our transport networks to enable access to education and employment opportunities and health and leisure services.
- Enable businesses to connect to supply chains, key markets and strategic gateways, including Birmingham Airport, through improved strategic connections by road and rail.
- Maintain and develop our transport infrastructure and services to ensure they are efficient, resilient, safe and easily accessible for all.

**3.3** This Strategic Transport Plan sets out the overall approach to deliver this vision, guiding improvements to be made year in, year out, over the long term. These improvements will match the scale of the challenges faced to support growth, and regeneration, and to foster environmental and social improvements.

## Objectives

**3.4** In light of the five core challenges above, nine objectives have been set for the Strategic Transport Plan. Transport policies flesh out the improvements to the transport system which help meet these high level objectives which are shown below:

### Economic Growth and Economic Inclusion

**ECON1** To support growth in wealth creation (GVA) and employment (jobs) in the West Midlands Metropolitan Area, as a prized national economic asset.

**ECON2** To support improved levels of economic well-being for people with low incomes in the West Midlands Metropolitan Area to help make it a successful, inclusive, European city region economy.

### Population Growth and Housing Development

**POP1** To help meet future housing needs, by supporting new housing development in locations deemed appropriate by local planning authorities, following their consideration of sustainable development criteria.

### Environment

**ENV1** To significantly improve the quality of the local environment in the West Midlands Metropolitan Area.

**ENV2** To help tackle climate change by ensuring large decreases in greenhouse gas emissions from the West Midlands Metropolitan Area.

### Public Health

**PUBH1** To significantly increase the amount of active travel in the West Midlands Metropolitan Area

**PUBH2** To significantly reduce the number and severity of road traffic casualties in the West Midlands Metropolitan Area

**PUBH3** To assist with the reduction of health inequalities in the West Midlands Metropolitan Area

### Social Well-Being

**SOC1** To improve the well-being of socially excluded people.



# Our Approach

## Policies

**4.1** Achieving the objectives requires much progress to be made in line with a coherent set of transport policies.

**4.2** Fifteen transport policies, supporting the nine objectives are set out in Appendix 1.

## Long Term Approach to Implement the Policies

**4.3** In order to attract new development to the West Midlands, the transport strategy must be able to sustain the resulting travel demand. This is alongside the need to open up more possibilities for the existing population to access desired destinations, particularly to promote greater economic growth and inclusion. There is also a need to recognise the role of journeys not related to work and it is also important to ensure that changing mobility needs arising from changes to our population, such as more elderly people, are met in our transport strategy.

**4.4** Research, by Age UK, identifies a number of transport barriers that older people face when undertaking journeys, both on foot and by public transport. These include physically inaccessible transport vehicles, the pedestrian environment, safety concerns, and attitudes of transport staff.

**4.5** The strategy considers all these issues whilst also helping to improve air quality in the West Midlands and reduce carbon emissions

**4.6** The strategy has considered three broad options for implementation, after making better use of existing transport capacity:

A. Meeting increased demand by providing new road capacity for private car and road freight vehicles.

B. Meeting increased demand by providing higher quality public transport, better conditions for walking and cycling and new public transport capacity, rail freight capacity, and cycling and walking capacity.

C. Considering different blends of the two above.

**4.7** Our preferred approach is the third, with a strong emphasis on making better use of existing transport capacity by using smart technology and better integration of transport to serve and manage demand better. This is supported by deeply promoting use of public transport, cycling and walking, alongside limited new highway links to unlock growth sites, improving junction pinchpoints and improvements to the environmental and safety performance of private cars and road freight vehicles within a smarter, more integrated urban transport system.

**4.8** Our approach entails large scale infrastructure improvements alongside a host of smaller scale schemes and constant attention to detail of delivery, operation and supporting promotion and awareness.

**4.9** The need for accessible provision is integral to our future transport system. Research indicates that accessibility of transport provision is a major barrier to participation and maintaining a sense of connectedness for people with disabilities. The ability to get out and about was consistently reported as being essential to mental health and independence as well as the ability to get and retain employment. The need for accessible provision is integral to our future transport system through such measures as accessible information provision, infrastructure design, comprehensive local network coverage, disability awareness and supporting services such as Ring and Ride and Community Transport

**4.10** Travel demand is forecast to increase by 22% over the next twenty years, due to increased population and higher employment levels. This combined with a long term trend for longer journeys, particularly for work, gives a 34 % forecast increase in the number of car kilometres travelled. This is an extra 1.2 million extra car journeys per weekday which is equivalent to the amount of traffic carried by ten 3 lane motorways, a huge increase in urban highway capacity.

**4.11** Evidence of adding significant new highway capacity in congested urban areas is that induced traffic leads to problems of poor connectivity for people and goods persisting – congestion just involves a higher magnitude of traffic. This is alongside increased requirements for large scale parking where land is scarce and at a premium, and impact on air quality, road safety and severance of communities by busier roads.

**4.12** The preferred approach supports the HS2 Growth Strategy, Midlands Connect, Birmingham Connected and the transport elements of the metropolitan area's three Strategic Economic Plans. It also integrates well with the existing and draft Core Strategies of the Metropolitan Area:

- More effective use of existing capacity with smarter choice initiatives supporting capital improvements
- New transport capacity to meet new travel demand – very much based on additional public transport capacity (rail and rapid transit, integrated with bus), cycling infrastructure and key walking routes
- Better integration of transport through a smart mobility approach with public transport, car clubs, park and ride, cycle hire and use of powered two wheelers (motorbikes and mopeds)
- Transport improvements to unlock development and help businesses grow, including limited new highway capacity and more attractive centre environments
- Better walking conditions
- Better cycling, including a high quality metropolitan cycle network
- Smart motorways/ improved junctions
- Asset management
- Smart technology (for example, better Urban Traffic Control, cashless payments for public transport use and better travel information)
- Acceleration of the uptake of ultra-low emissions vehicles through the co-ordinated planning and delivery of ULEV (Ultra Low Emission Vehicle) infrastructure
- A metropolitan area parking policy co-ordinated with improvements to sustainable modes of walking, cycling and public transport

**4.13** Our long term strategy will see a shift in emphasis of travel in line with thriving, prosperous, attractive, large European city regions such as Munich, Stuttgart and Dusseldorf, where car use accounts for typically 35 - 45% of all journeys, compared to 63% in the West Midlands Metropolitan Area.



## Twenty Year Vision for the Four Tiers of the Transport System

- 4.14** In line with the overall approach set out above, our strategy is based on developing three tiers of an integrated transport system, all underpinned by a fourth tier of smart mobility initiatives – the “glue” which binds the strategy together. This transport strategy helps to provide the basis for a wider, overall development strategy which is part of the emerging Combined Authority agenda.

### National and Regional Tier

- 4.15** The West Midlands Metropolitan Area requires excellent national and regional connectivity for the movement of people and freight. This is to get businesses connected, supplies to industry and the high value goods the West Midlands increasingly makes, to markets. It is also essential to allow national through movements crossing the West Midlands to be provided for without adversely affecting the West Midlands.
- 4.16** A nationally well-connected metropolitan area is also an attractive one for people to choose to locate to.

### International Gateways

- 4.17** Efficient links to the UK’s ports and Birmingham Airport are vital for the future development of the West Midlands economy. Birmingham Airport is a key international gateway within a national network of airports, and allows direct international connections which help exports, inward investment, tourism and leisure. The Leaders of the West Midlands Metropolitan Area fully support an enhanced national role for Birmingham Airport, building on the opportunities presented to it by the local public sector work to divert the A45 and hence allow Birmingham Airport to extend its runway.
- 4.18** Critical to the future success of Birmingham Airport for the West Midlands economy will be improved surface access to the airport within the wider UK Central Hub with the NEC and HS2 interchange.

### High Speed Two

- 4.19** High Speed Rail Two is the biggest national transport scheme in decades, and the West Midlands will ensure that the opportunities for growth this presents will be maximised. This will be by effectively “plugging-in” Birmingham Curzon Street and Interchange High Speed Rail Stations in the Metropolitan Area to local transport networks through the HS2 Connectivity Programme.

### Midlands Connect

- 4.20** The “Midlands Connect” initiative has identified six “intensive growth corridors” and four major hubs of economic activity across the wider Midlands (figure 4.1) in an area with a population of 11 million. Evidence from “Midlands Connect” shows that improved highway reliability and regular average speeds, and higher line speeds on inter-regional rail and highway links across the Midlands provide an economic benefit to the wider Midlands of up to £800m per annum by 2036 with 143,000 additional jobs when a ten per cent reduction in general travel costs are achieved. The schemes and measures arising from Midlands Connect technical evidence being produced for eight workstreams in 2016 will form the basis of development of this national/regional tier of the West Midlands Metropolitan Area’s transport system.
- 4.21** This will be important to realise improvements between the East and West Midlands in corridors such as the A46/M69 Corridor and the A5 Corridor.
- 4.22** Midlands Connect highlights the importance of freight movements serving the West Midlands and crossing central England. It will also be invaluable in helping identify schemes to assist freight movements and to assist advanced manufacturing and other growth sectors of the West Midlands economy.
- 4.23** The growth of rail freight is encouraged by the ITA, recognising the need to protect existing capacity for rail freight, create additional capacity for rail freight and support land use development plans which facilitate the growth of existing freight interchanges, and the development of new strategic and other freight interchanges which are market-led and support the needs of the West Midlands.
- 4.24** The refresh in 2016 of the West Midlands Metropolitan Freight Strategy, initially published in 2013, will complement the Midlands Connect initiative to identify and progress schemes and measures, including those that support suitable lorry parking and driver rest areas and ways to improve communication with road hauliers over planned road works.



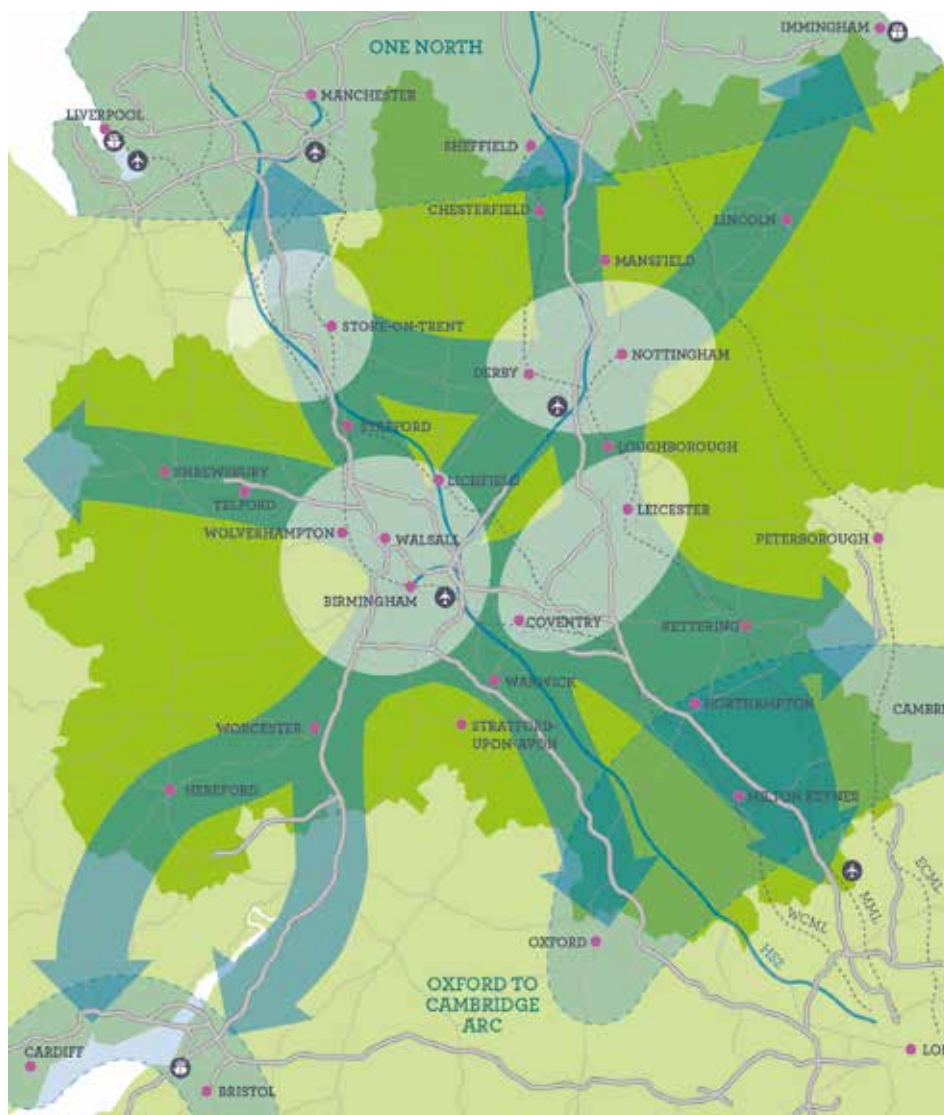


Figure 4.1:  
Midlands Connect  
Intensive Growth  
Corridors and  
Major Hubs

- 4.25** The niche, specialised role for freight of the West Midlands waterways will be explored further; for example where waste materials need to be transported from a site adjacent to a suitable waterway.
- 4.26** Midlands Connect is aligned to Network Rail's Long Term Planning Process and the West Midlands and Chilterns Route Study. Outputs from this Network Rail strategic planning will inform future rail schemes serving the West Midlands and wider regional rail connectivity, and so form highly important documents, particularly for the need to ensure increased central Birmingham rail capacity .
- 4.27** Also highly relevant to Midlands Connect is the Government's Road Investment Strategy (RIS) which contains 13 schemes in the West Midlands Region for Highways England to commence in the period 2015/16 to 2020/21. These include smart motorway sections and junction improvements on the M5, M6 and M42.
- 4.28** Highways England's strategic road network serving the West Midlands needs to possess appropriate motorway service area provision , in accord with the National Planning Policy Framework and the land use plans of relevant local planning authorities.
- 4.29** Wider use of the M6Toll is very important for the West Midlands and possible means to deliver this need exploring, to ensure better use and integration with the wider highway network.
- 4.30** Types of schemes in accord with the overall Midlands Connect approach are improved motorway junctions, new smart motorway sections, trunk road expressway upgrades, smart technology innovations for information and traffic management, limited new national strategic highway network links such as the M54 – M6/ M6Toll link, rail freight bottleneck improvements, such as the Water Orton rail junction, and line speed and capacity improvements for passenger and freight rail, including rail electrification schemes. Improved rail connections are vital between the West Midlands and the East and South Midlands. New rail freight interchanges are also required.

**4.31** The long term strategic highway needs of the western side of the Metropolitan Area will need to be considered with Highways England and the Department for Transport in a new study related to this national/regional tier. This will need to consider the case for any new capacity in the context of the potential for modal transfer of local “junction-hopping” traffic using the motorway box, smart motorways, improved junctions and wider use of the M6 Toll.

**4.32** At the regional level there is a need to join up land use development plans with transport plans. This recognises the issue of new housing development location to meet the needs of the region. The strategic transport plan facilitates this integration by setting out the overall approach to metropolitan transport strategy and the high level nature of the transport system serving the West Midlands Metropolitan Area. Local development plans across the West Midlands will need to be informed by this plan.

### Coaches

**4.33** Coaches have an important role in national and regional travel and a key role in supporting the growth of the West Midlands visitor economy. Interventions which improve the reliability of coaches’ journey times and reliability, as part of wider transport schemes will be supported. Coach services will be taken into account in development of interchanges to support multi-modal journeys and new and innovative schemes to support coach services will be considered for national/regional tier improvements.

### Key Transport Priorities for the National and Regional Tier include:

- New Smart Motorway Sections
- Wider Use of M6 Toll
- M54-M6 / M6 Toll Link Road
- Improved Motorway Junctions on the Motorway Box M6, M5, M42, M40 including major improvements at M42 Junction 6
- Making better use of the A46, enabling wider Midlands movements and providing resilience to the Motorway Box
- Camp Hill Rail Chords to increase Central Birmingham rail capacity
- Water Orton corridor rail freight capacity enhancements
- Further electrification of key national and regional rail links
- Improved connections to, and within, the UK Central Hub area





## Metropolitan Tier

- 4.34** The Metropolitan Tier is the main element of this new strategy, addressing strategic movements across the conurbation, crossing arbitrary administrative boundaries. This is by the creation of three new networks for this tier: a metropolitan rail and rapid transit network, a metropolitan main road network and a metropolitan cycle network.

## Metropolitan Rail and Rapid Transit Network

- 4.35** The vision for the metropolitan rail and rapid transit network is based on suburban rail, metro (light rail) and tram-train, very light rail and SPRINT Bus Rapid Transit lines on suitable links of one single network. This is effectively integrated with local bus networks at main centre interchanges and local interfaces, underpinned by park and ride and whole system information, promotion and ticketing. This system will be easy to understand and use and be supported by with high standards of customer care: all people involved in its development and operation should be able to be proud of their contribution to such an asset for the West Midlands. Existing passenger rail lines and rapid transit in the West Midlands are shown in figure 4.2
- 4.36** The creation of this one, single high quality network will be a major transformation of public transport in the West Midlands. The long term network is shown in Figure 4.3 and is heavily influenced by the West Midlands HS2 Connectivity Programme and has been informed by the findings of the Black Country Rapid Transit Review. Indicative phasing of delivery of this network is shown in Figure 4.4, based on schemes already committed/provisionally committed, and phasing of the HS2 Connectivity Programme. Rail schemes in the HS2 Connectivity programme improve rail capacity and line speeds and include new stations and services.
- 4.37** A critical element of the successful delivery of the Metropolitan Rail and Rapid Transit Network is to increase central Birmingham rail capacity. Early schemes to help achieve this are Snow Hill line capacity enhancements associated with Snow Hill platform 4 reinstatement, the Camp Hill Chords and track and signalling improvements.
- 4.38** SPRINT Bus Rapid Transit lines form an important part of the Metropolitan Rail and Rapid Transit Network. Bus Rapid Transit (BRT) lines are in operation in 198 cities across the world, carrying 34 million passengers daily. As a form of public transport it has a proven track record of attracting increased public transport use when implemented. SPRINT is the West Midlands Bus Rapid Transit service and will display the main characteristics of Bus Rapid Transit which are found in all successful schemes across the world:

- Higher speed than conventional bus services – a minimum of 20 km per hour average, end to end (commercial) speed, based on experience of well-used BRT systems across Europe
- High specification, distinctive vehicles and system branding
- High levels of priority
- Accessible stops and services
- Limited stopping pattern compared to conventional bus services
- High frequency
- Pre-paid ticketing before you board (Off-board ticketing)



- 4.39** The SPRINT lines set out in figure 4.3 illustrate an aspirational network. When scheme development commences for each route the practicalities of design will be considered carefully to see if the SPRINT specification can be achieved for the individual route, or whether a high specification core bus route upgrade will be a better solution for that corridor.
- 4.40** The role of innovative technologies such as Monorail and Very Light rail will be explored for appropriate corridors. Very light rail could be a valuable interim solution for elements of longer term rail corridors. The Dudley Very Light Rail innovation centre and test track will be delivered so that it does not conflict with development of metro, tram-train and potential longer term rail in the Walsall – Stourbridge corridor.
- 4.41** Organisational changes around rail and bus will help delivery and operation of this affordable to use, integrated public transport system.
- 4.42** For rail, this is through 14 authorities working together in West Midlands Rail (WMR), to influence local rail franchising. The formation of West Midlands Rail will add weight to initiatives to increase rail service frequencies for early, evening and Sunday services and will support efforts to increase rail service frequencies across the 24 hour day to serve Birmingham International station for Birmingham Airport.
- 4.43** For bus, this is through; an effective delivery agent in the Combined Authority working closely with highway authorities; and by the Combined Authority seeking to ensure the best of the private and public sectors working together to deliver world class bus services. The new strategic bus alliance in the West Midlands provides a sound basis to make this aim a reality.

## Park and Ride

- 4.44** Expansion of existing park and ride sites and opening of new sites will be supported where there is a proven demand and business case integrated with the existing urban area parking supply. This will help increase access to the metropolitan rail and rapid transit network. Additional park and ride capacity will be in accord with more detailed delivery plans and will be mindful of planning and environmental criteria to ensure new capacity is located in appropriate locations. Additional park and ride capacity will be in the form of strategic, local and micro sites.

**Figure 4.2: Existing Rail Lines with Passenger Services & Rapid Transit**

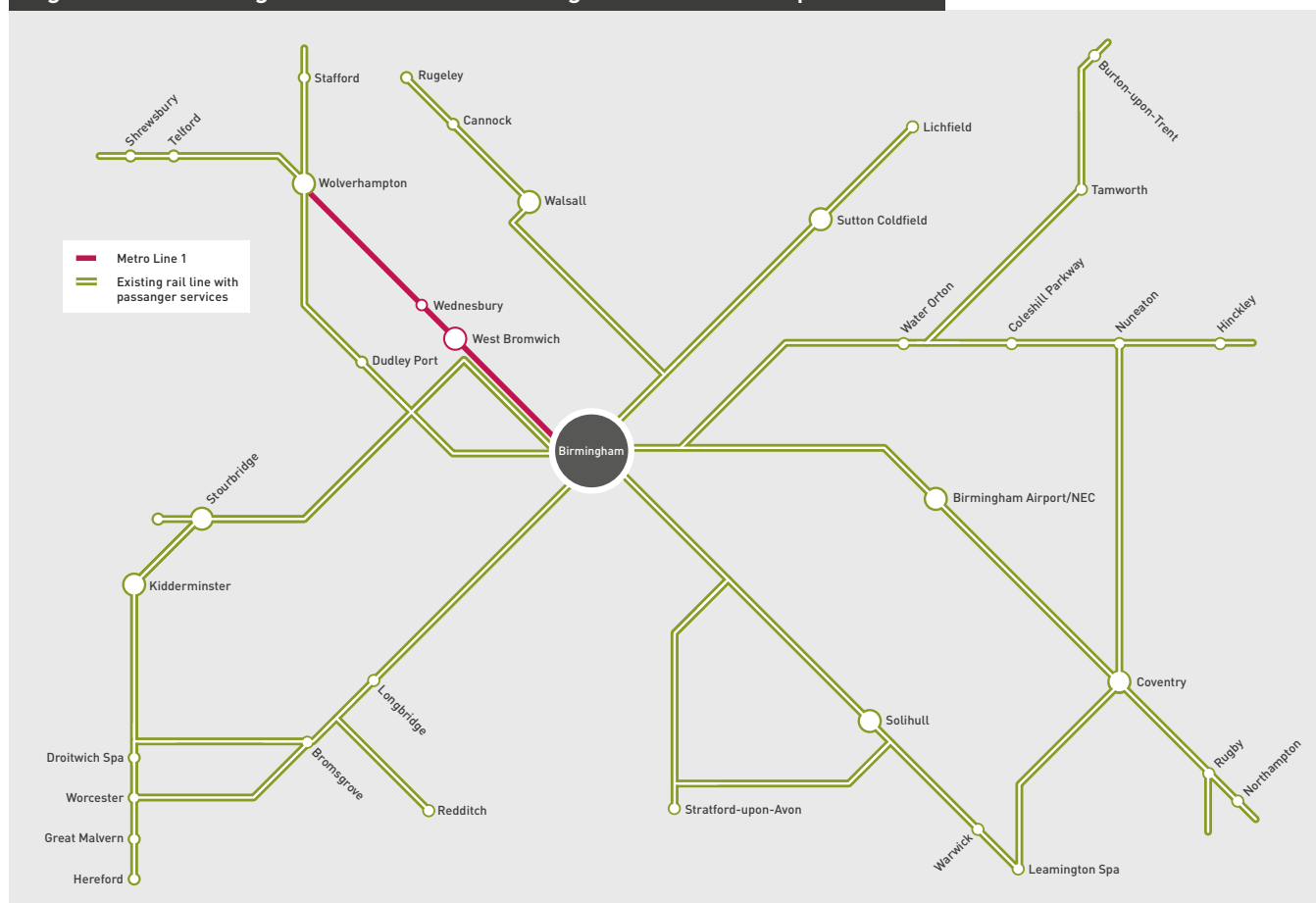


Figure 4.3: Metropolitan Rail and Rapid Transit Network Map

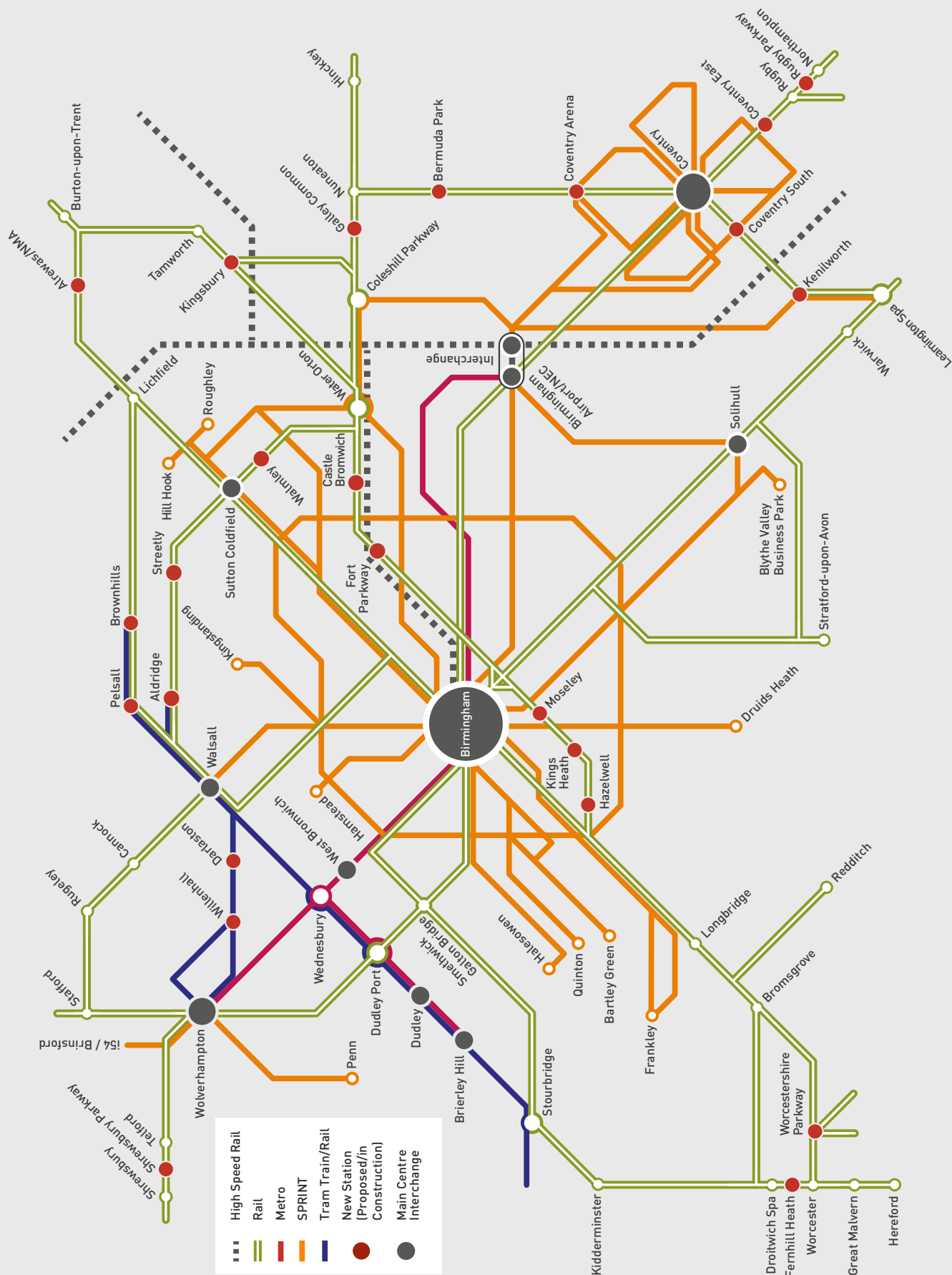
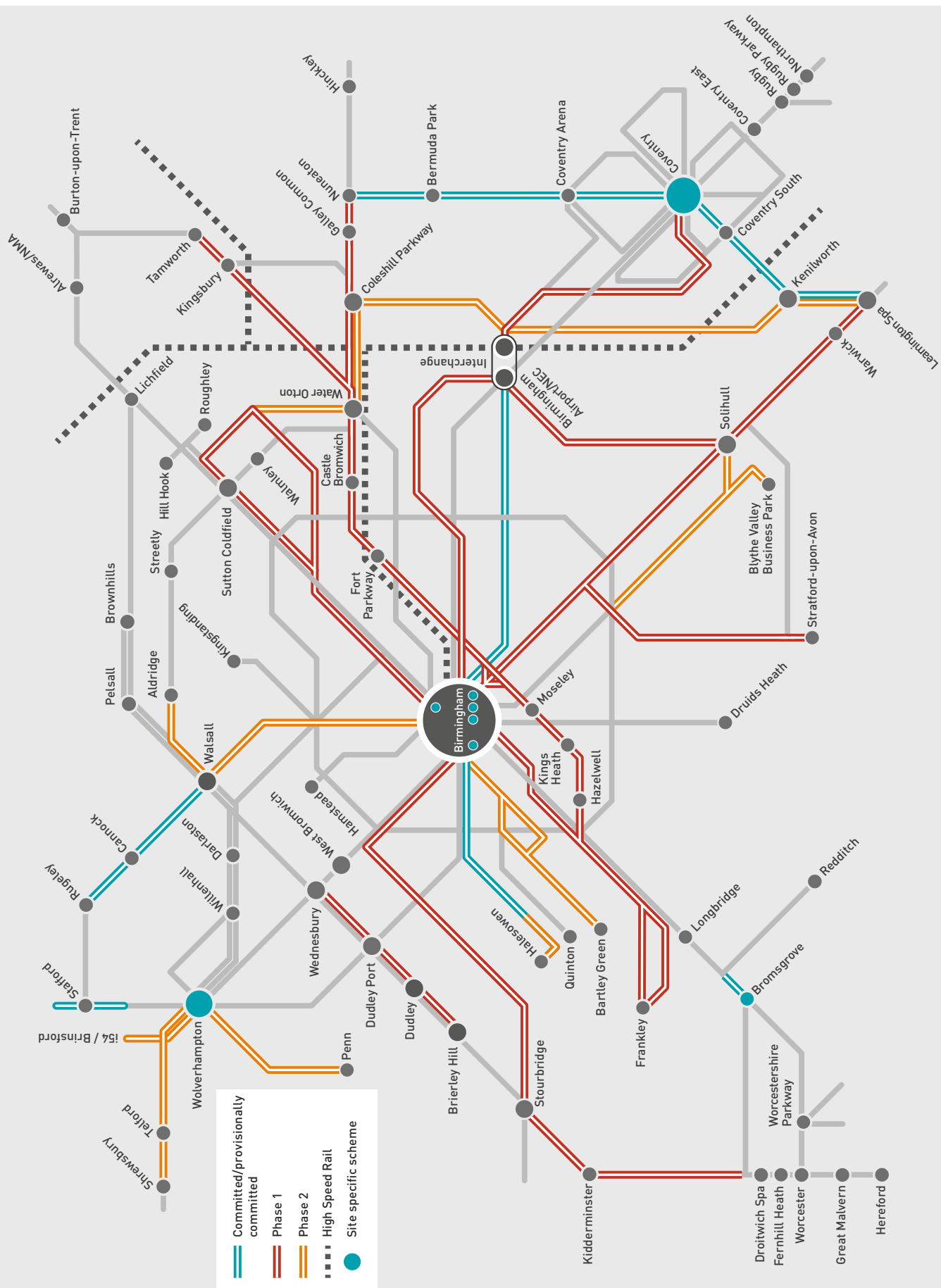




Figure 4.4: HS2 Connectivity Package



**4.45** The guiding philosophy for this network is to transform the ability of residents to get to a wide range of jobs and activities across the conurbation. This is expressed as every resident of the metropolitan area should be able to travel from their home and be able to get to a range of at least three main strategic centres, including the regional centre Birmingham, within 45 minutes in the AM peak. 45 minutes is an acceptable journey time to work in the West Midlands, based on evidence from the HS2 Growth Strategy.

**4.46** Residents will be able to do this by using high quality, reliable local bus services, largely based on a core turn up and go bus network, integrated with turn up and go frequency rail and rapid transit lines with hassle-free interchange and ticketing. This will transform the ability of people to access a wide range of job opportunities. Currently, 49% of the West Midlands population is able to reach at least three main centres within 45 minutes AM peak. Investment in rail, light rail, tram-train and SPRINT lines, alongside bus journey speed improvements, will greatly improve this. This will transform the accessibility of areas such as Dudley borough and Brierley Hill, north Wolverhampton, north Walsall, south-west Birmingham, north Solihull and east Coventry. This concept is shown in figure 4.5 below:

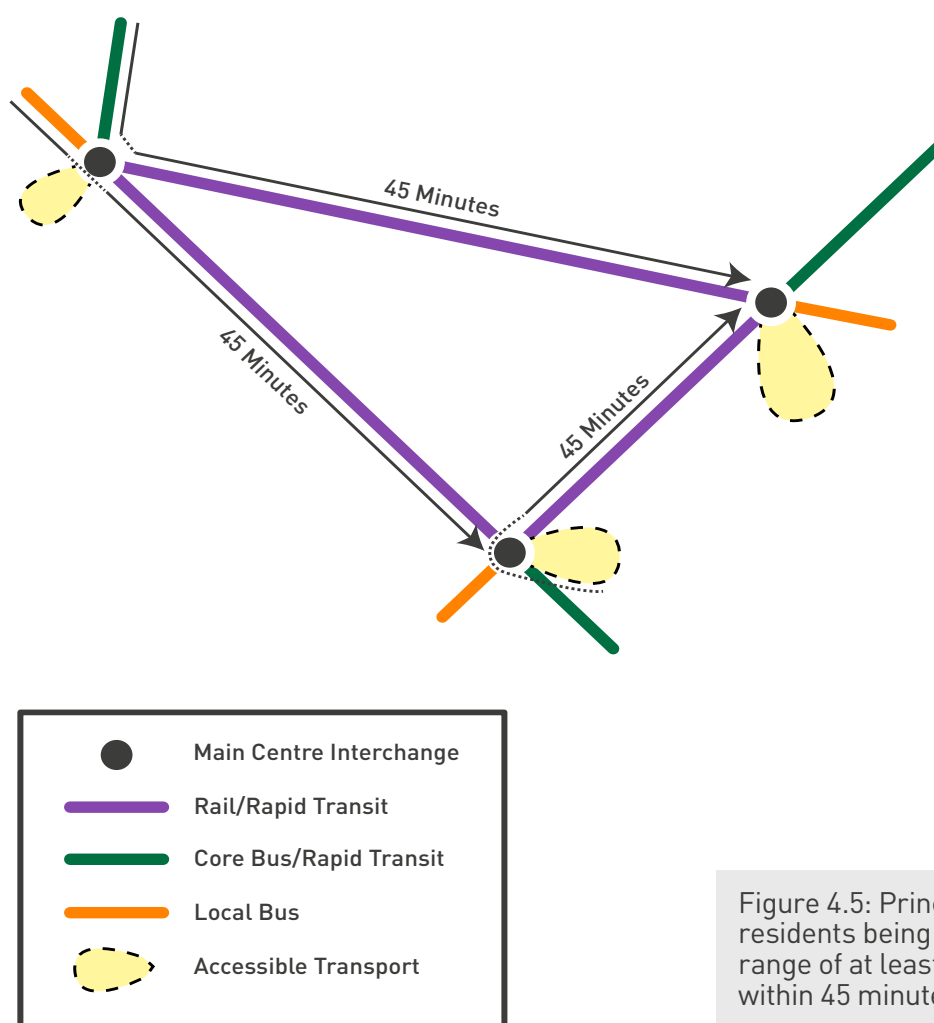


Figure 4.5: Principle of residents being able to get to a range of at least 3 main centres within 45 minutes AM peak

**4.47** Complimenting this vision for improved metropolitan connectivity is an aspiration for centres in the wider journey to work area to be within 45 minutes travel time to the regional centre Birmingham, by rail. Coventry also requires attractive rail travel times to centres in Warwickshire and the East Midlands.

**4.48** Alongside the critical role of this network to local people, the integrated public transport system has an important role to play in the visitor economy, helping move tourists and visitors around the West Midlands in sustainable ways.

## Metropolitan Main Road Network

- 4.49** In conjunction with the Metropolitan Rail and Rapid Transit Network, the Metropolitan Main Road Network ("Key Route Network") will serve the main strategic demand flows of people and freight across the metropolitan area, and provide connections to the national strategic road network. It will also serve large local flows which use main roads and will need to provide good access for businesses reliant on road based transport. Work on this network is progressing in the West Midlands Metropolitan Area as a "Key Route Network". This network will use highway capacity effectively to cater for movement by rapid transit and core bus routes, the Metropolitan Cycle Network, lorries, vans and private cars. This will involve the reallocation of roadspace where appropriate to provide reliable, fast high volume public transport and an enhanced role for UTMC, building on joint work in the West Midlands. In 2011 57 % of journeys to work by residents of the metropolitan area involved crossing a district boundary, giving weight to the need for a commonly agreed main road network to handle this movement more effectively.
- 4.50** The Key Route Network will be defined on the basis of a Combined Authority definition agreed with the seven highway authorities, in consultation with neighbouring highway authorities, and will have agreed performance specifications drawn up for different types of link in the network in accord with their role for movement ("link"), and their role as a destination in its own right eg a suburban/town centre high street ("place"). A careful balance between demands will be sought, based on the work done by Birmingham City Council as part of its Birmingham Connected transport strategy. Appropriate cycle provision is integral to this network, including effective junctions where cycle routes cross a main road. Close cooperation with Highways England and neighbouring Shire highway authorities will ensure that roads on the network which cross administrative boundaries will have "joined-up" planning.
- 4.51** Improvements by highway authorities to the network will be performed to meet the agreed performance specification for the links and junctions involved. These will take into account emerging thinking for delivery of enhanced public transport priority on key corridors to support road based rapid transit proposals for SPRINT and Metro.
- 4.52** An indicative map of the draft network is shown below in figure 4.6. Figure 4.7 shows committed/provisionally LGF committed schemes upto 2020/21. Most committed schemes focus on junction improvements to unlock economic development and tackle important pinchpoints.
- 4.53** As well as capital scheme improvements, it is vital that this network is managed efficiently through the collaborative operations of all highway authorities responsible for its provision. This will need to ensure that the highway authorities statutory duty is met of ensuring the safe, efficient and resilient operation of the overall highway network for all users.



Figure 4.6: Draft Metropolitan Main Road Network ("Key Route Network") Map

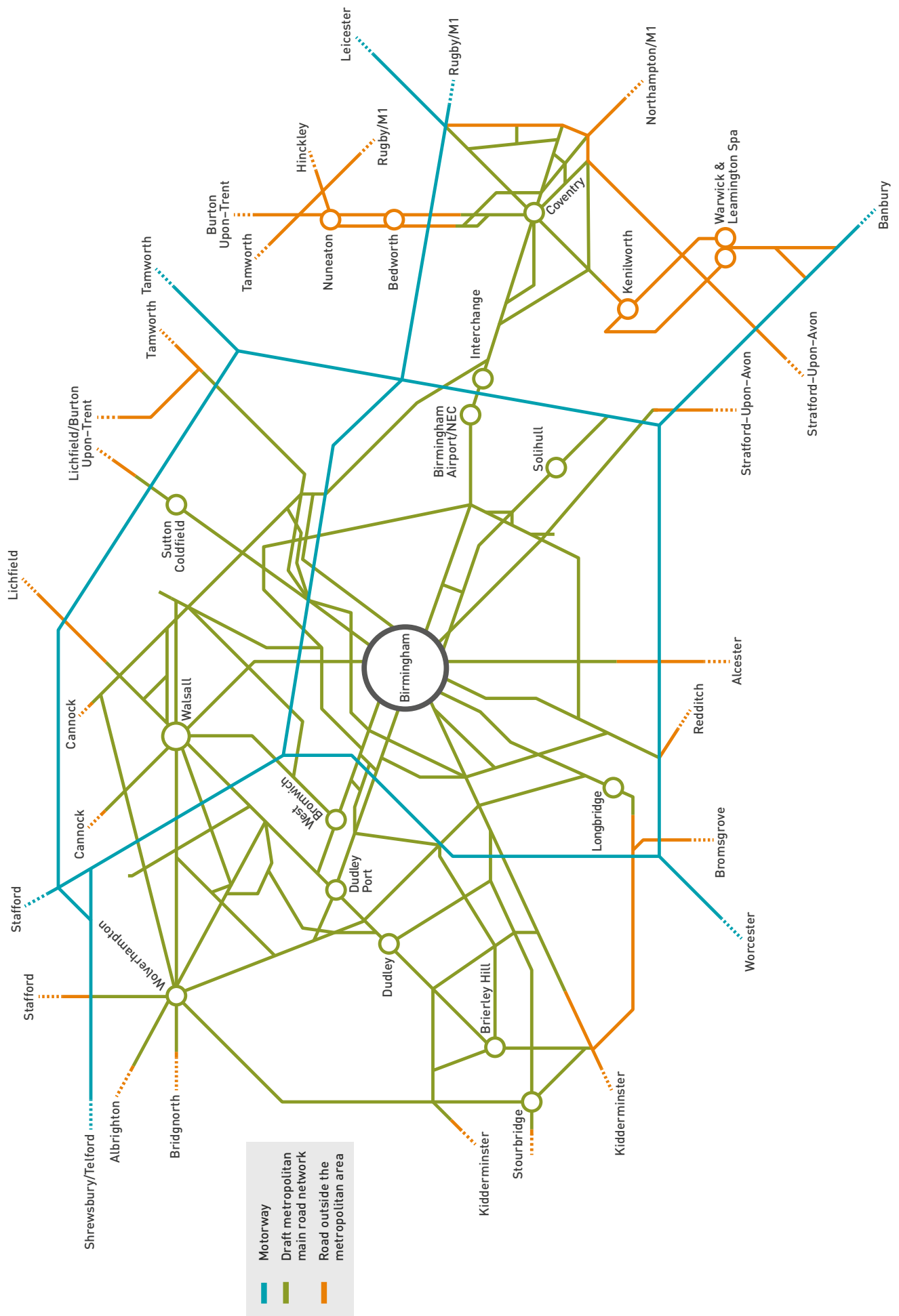
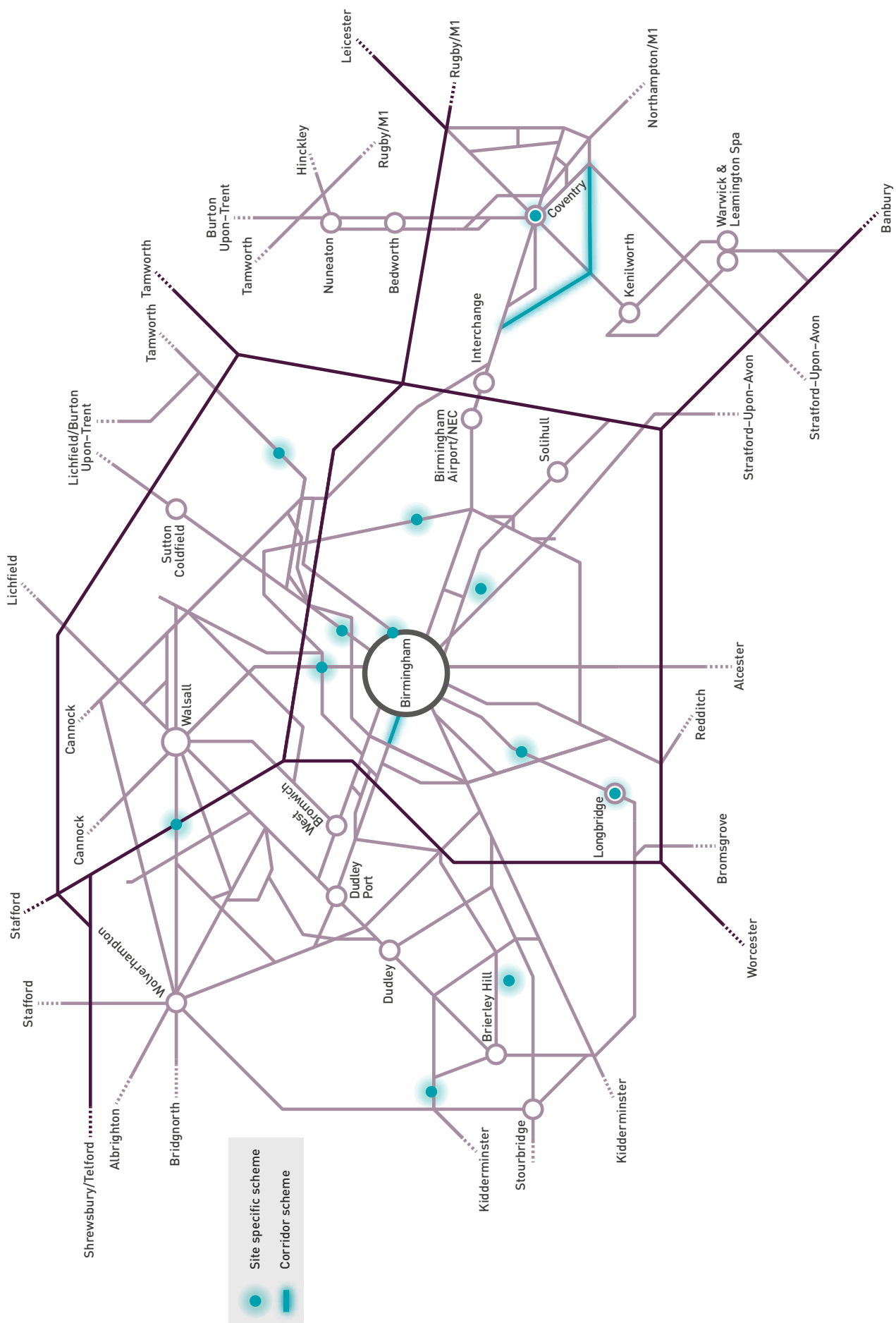


Figure 4.7: Committed/Provisionally Committed Local Growth Fund Schemes upto 2021





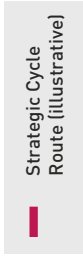
## Metropolitan Cycle Network

- 4.54** A new Metropolitan Cycle Network will be developed to serve main flow corridors and to raise the profile of cycling in the West Midlands. This network will be comprised of high quality core cycle routes supplemented by quietways using a combination of green corridors, well maintained canal towpaths and low traffic flow and speed streets. The Metropolitan Cycle Network will be integrated with local cycle networks across the West Midlands.
- 4.55** The strategic routes in this network will be designed in accordance with well- respected design guidelines such as the Welsh Government's Active Travel Design Guidance and will include a cycle route audit tool. The strategic routes will be designed to ensure cycle journey times on the routes are competitive to those on main roads and we will seek a peer review of our initial routes by internationally acclaimed Dutch or Danish colleagues. Implementation will be through work delivering the West Midlands Cycle Charter. An illustration of how the Metropolitan Cycle Network could look is shown in figure 4.8. As part of the agreed West Midlands Cycle Charter, the ITA and local authorities will make the economic case for investment in cycling in both local prioritisation of investment and delivery, and in securing funding from national and local partners.
- 4.56** A prioritisation process for the metropolitan area's infrastructure needs is currently being developed as part of work for a Combined Authority. This will lead to a definitive set of priorities for these metropolitan networks in line with an agreed prioritisation process. Pending this process, provisional key main transport priorities are shown in the box below:

### Key Transport Priorities for the Metropolitan Tier include:

- HS2 Connectivity Programme
- Metropolitan Main Road Network ("Key Route Network") Pinchpoint Junction Improvements
- Priority Links in the Metropolitan Cycle Network



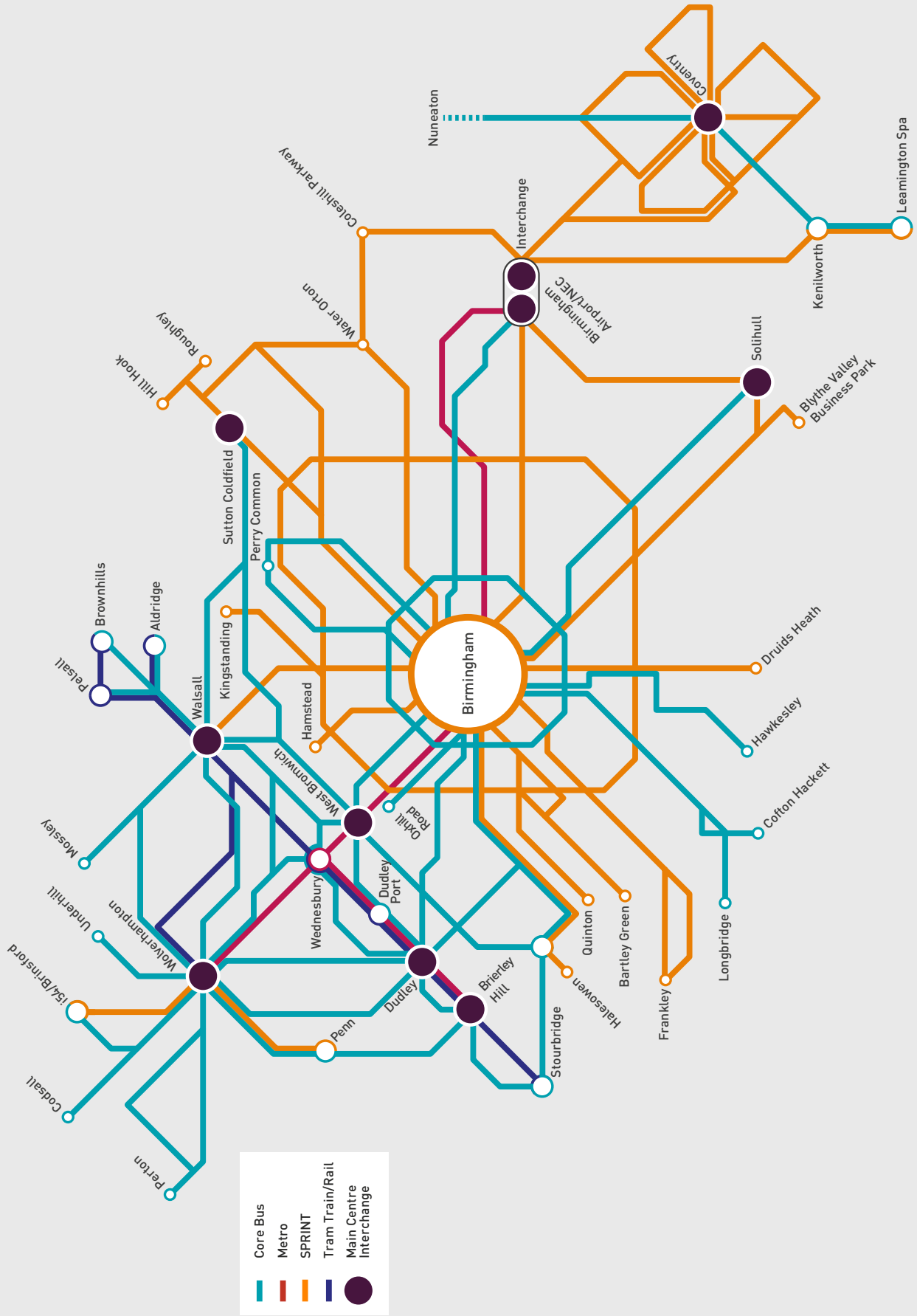


## Local Tier

- 4.57** 38% of all journeys in the UK are under 2 miles. 41% of journeys under 2 miles in the West Midlands are by car. 67% of UK journeys are under 5 miles, of which 55% are by car. There is therefore great scope for a substantially increased role for walking, cycling and public transport to provide the West Midlands with sustainable, effective local accessibility.
- 4.58** The West Midlands will ensure that local journeys are targeted for transfer from car use to sustainable travel, particularly in congested conditions. This does, however recognise the vital role that car use has for people with disabilities where other modes are not a feasible alternative for travel. Smarter choice initiatives have an important role to play in the approach. Walking has a key role for journeys up to 1 mile whilst cycling is a viable choice for many people for journeys up to 5 miles. Improvements to cycle –public transport integration support longer journeys. These improvements include increased secure cycle parking at interchanges and park and ride sites, high quality local feeder cycle routes to rail stations, cycle-hubs, cycle hire schemes and the carriage of bikes on rail service. The experience of cities such as Dresden, which allows carriage of bikes without restriction on trams, will be considered further for Metro services.
- 4.59** The local tier is made up of all local highways, local cycle routes, footways/paths and local bus provision. Taxis and private hire vehicles also provide local accessibility for interchange and for direct local trips.
- 4.60** Canals play a significant role in the environment of the West Midlands; contributing to attractive suburban, district and main centres and have a role for local trips by providing a focus for regeneration and providing attractive walk and cycle routes on well maintained towpaths.
- 4.61** There is a need for this tier to bring the asset condition across the West Midlands to a decent modern standard for all highway and footway infrastructure, improve road safety and encourage walking and safer cycling in attractive local street environments and on comprehensive local cycle networks.
- 4.62** Area wide residential road 20 mph limits will be promoted to support these aims, building on the experience of implementation in the city of Birmingham and use of 20 mph zones in other Districts. International research on the reduced amount of changing gear and less fuel use will be considered fully for air quality and carbon emission impacts
- 4.63** Suburban and District Centres will be subject to environmental improvements to help create attractive and viable local centres with a high quality public realm and good community safety. The role of Green Travel Districts will be supported to realise these aims.
- 4.64** An important element of this will be a programme of Key Walking Routes in each District based on best practice.
- 4.65** The main features of Key Walking Routes are:
- |  |  |
|--|--|
| ● Widened and repaved footways                           | ● Seating                                    |
| ● New and improved pedestrian crossings                  | ● Removal of hiding spaces and blind corners |
| ● Improved accessibility through step-free access        | ● Signing                                    |
| ● Removal of obsolete signs, poles, columns and railings | ● Street lighting for pedestrians            |
| ● Trees and planting to green streets                    | ● Shared space                               |
- 4.66** Rights of Way Improvement Plans need to be updated every ten years and form an important element of promoting the role of walking in the West Midlands.



Figure 4.9: Core Bus Network Map



## Local Bus

- 4.67** Buses play a vital role in comprehensive public transport provision in the West Midlands. Local bus networks, and supporting accessible transport services, provide access to local suburban and district centres and to main centres, where superb interchanges will be provided for onward connections across the metropolitan area. They also ensure that doctor's surgeries, hospitals and other local amenities have decent public transport accessibility for sites not served by rail and rapid transit.
- 4.68** Accessible transport services include Ring and Ride and community transport services. Accessible transport will continue to perform an essential service for people who find it difficult to use conventional public transport due to ill health and/or a disability. It also has a role for serving demand from low demand areas and for specialised travel demand patterns from socially excluded groups.
- 4.69** Customer-focused improvements will be made to ensure local bus networks serve evolving travel demands and patterns with accessible, affordable, comfortable, safe and reliable services. High levels of customer care are essential for a decent bus service for the West Midlands.
- 4.70** The majority of bus journeys are made on a core, high frequency network which is shown in figure 4.9. Traffic management measures on the metropolitan main road network ("Key Route Network") and local roads will support the delivery of reliable bus services, with end to end average speeds of at least 16 km per hour in peak hours.
- 4.71** Whilst the metropolitan area is predominantly urban, there are rural areas with particular needs, such as the Rural East area of Solihull Borough. Here the local tier must improve cycle connectivity between villages, provide adequate public transport to meet lower population density demands, reduce the impact of traffic and speeds in villages and ensure there is sufficient capacity at rail station park and ride facilities.



## Powered Two Wheelers (PTWers)

**4.72** The benefits that use of motorcycles and mopeds have for our nine objectives are recognised. This is particularly related to where low emission PTWers can be used as a low cost means of travel for journeys to services, employment and education where other alternatives to the car aren't practical options. In efforts to ensure this contribution of powered two-wheelers, the West Midlands will work towards improving the safety of PTWers with activity to reduce speed related collisions, reduce right turning vehicle collisions, increase compliance with the rules of the road, increase the use of personal protective equipment by motorcyclists and improve motorcyclist skill and riding behaviour.

**4.73** These safety initiatives will supplement initiatives to facilitate motorcycling as a choice of travel within a safe and sustainable transport framework. These include provision of more, secure parking for PTWers, allowing PTWers in bus lanes, as is the case in Birmingham and London, and ensuring traffic management scheme design takes into account the requirements of PTWers. Measures to improve conditions for cycling need to be mindful of any potential adverse impacts on PTWers

### Key Transport Priorities for the Local Tier Include:

- Improved asset management of minor roads
- Local Cycle Network Development
- Key Walking Routes
- Area wide residential road 20 mph speed limits
- Smarter Choice Initiatives
- Local Bus Network Improvements

### Smart Mobility Tier

Smart Mobility is all about using technology effectively to provide better traffic management and related information on travel choices using an integrated range of options for travel using different types of transport. It is also about making vehicles safer and greener by working towards zero emissions from all vehicles. Smart mobility is characterised by:

- Understanding the needs, and ever changing demands and expectations of people and businesses over how they wish to get to what they want to get to;
- The exploitation of data;
- Making the most of advances in technology in areas such as the Internet of Things, sensors and autonomous systems;
- Transport networks operating freely and reliably at optimal capacity with seamless interchange;
- A vibrant commercial market that encourages business innovation and can learn from experience beyond the transport world; and
- Providing information which allows people to make informed decisions about their travel choices.

**4.75** Smart mobility is integral to making the most of the other three tiers of the transport system set out in this strategy. The West Midlands is well placed to be a world leader in innovation and research in this field, with its rich network of vehicle manufacturing and engineering with companies such as JLR, BMW and Horbia-MIRA and its internationally renowned universities. We will seek to maximise this role for the West Midlands and ensure that implementation of measures here closely follows this research, development and innovation. This is line with the following vision for smart mobility:

“ The West Midlands will have an effective and well used intelligent mobility solution which supports integrated travel across all means of transport. People and businesses will be enabled and incentivised to make cost effective, informed and sustainable travel choices using ‘live’ travel information and seamless payment systems which span multiple modes.

We will work with others to ensure that developments in technology and innovation are encouraged and harnessed effectively to ensure the best practicable level of service can be provided.

We will have a coordinated approach to responding to the challenges of air quality targets through effective management of road traffic, innovation in vehicle and road infrastructure technology that supports efficient mobility”

**4.76** The following objectives are expected to be achieved in line with this vision:

- Increased availability and knowledge of viable travel choices with reduced dependency on car ownership;
- Sub 2 mile journeys by car should no longer feel necessary for many;
- Active lifestyles will be made more accessible;
- The network will operate more efficiently and effectively to optimise capacity with lower environmental impacts;
- Significantly reduced air quality impacts from transport, including reduced direct emissions from vehicles.
- Reducing the cost of travel
- In delivering these objectives the following principles will be fundamental;
  - Intelligent systems will be applied to provide relevant, personalised and incentivised information on available travel choices and
  - Open Data principles will be universally adopted to ensure the market can react, adapt and develop those tools through new business models.
  - Solutions we will offer will be accessible and meet key accessibility standards

**4.77** Smart payment systems, will build on the recent advances made with the West Midlands’ Pay as You Go Swiftcard for easy, hassle-free payment for travel and work towards creation of a personal mobility platform. This is part of wider detailed work being undertaken in the West Midlands to develop intelligent mobility and explore the concept of “Mobility as a Service”.

**4.78** The role of smart technology will be invaluable in reducing emissions from vehicles, particularly related to any introduction of Clean Air Zones in the West Midlands.:

- 4.79** The ongoing importance of effective Urban Traffic Control linked traffic signals is an important element of the West Midlands smart mobility approach, ensuring traffic light signalling is responsive and coordinated to make best use of highway capacity.
- 4.80** The potential of smart mobility for “the last mile” logistics delivery will also be fully explored so that cost effective delivery is in harmony with making best use of existing transport capacity and reducing transport emissions. This is in line with Birmingham City Council’s strategy for servicing and logistics of “the 4 R’s”: re-timing, remodelling, re-routing and reducing deliveries, related to Green Travel District development.

## Road Safety

- 4.81** The future of road safety is also critical. The prospect of driverless vehicles brings great opportunities for new ways of mobility in the West Midlands, alongside issues to be addressed as part of a wider new road safety strategy. A fresh look at road safety will be performed in the West Midlands, on the basis of seeking a reduction of at least 40% in the number of killed and seriously injured road traffic accidents within ten years from a 2015 base, whilst increasing the amount of cycling and walking in the metropolitan area. This is in line with European Union targets for reducing road safety fatalities by half over a ten year period. This new road safety strategy will also consider ways to improve the safety of powered two-wheelers, child pedestrians, young drivers and communities most affected by road safety.
- 4.82** The new road safety strategy will be mindful of current West Midlands forecasts of a 40% reduction in Killed and Serious Injury casualties by 2020 from a 2005-2009 average.

## Key Transport Priorities for the Smart Mobility Tier Include:

- Measures to improve traffic management
- Development of a Personal Mobility Platform that supports an integrated journey planning, navigation, and payment system across all modes
- A new road safety strategy.

## Supporting operational, revenue and policy measures

### Asset Management

- 4.83** Effective asset management is essential to ensure all existing assets, and new assets being brought on-stream, remain fit for purpose, and resilient to the potential impacts of climate change.
- 4.84** Properly funded, effective maintenance of highways, footways and structures underpins the whole transport system.
- 4.85** A successful economy creates economic activity which will have impacts on our highway network which unless proactively managed will create delays as road works occur. The West Midlands have historically worked together successfully on highway maintenance, sharing best practice, deploying joint procurement and crucially working together to develop asset management plans.
- 4.86** The strategic approach for asset management in the West Midlands is to ensure robust monitoring and assessment of our transport assets to allow effective and proactive asset management. This allows programme asset management to occur at the correct point to maximise the life of our assets in a cost effective way. Recognising wider policy issues, we will continually explore opportunities for lower carbon intensive materials, efficient procurement opportunities through joint frameworks and more effective ways of delivering schemes, minimising closures and diversions. All of these help increase efficiency and reduce costs and economic impacts of asset management.



**4.87** In 2015, the West Midlands was awarded £39.9m from the Government as a major contribution towards our Highway Network Renewal Programme which will mean by the end of the programme in 2021 we will have restored the majority of our main highways to a steady state of condition. This will allow the West Midlands to continue towards delivering effective and proactive asset management plans.

### **Revenue based operations, supporting policies and parking policy**

**4.88** To make best use of existing and new transport capacity requires effective enforcement of traffic regulations, including parking restrictions, bus lane enforcement and use of powers to enforce other moving traffic offences.

**4.89** There will need to be a more coordinated metropolitan parking strategy, led by the new Combined Authority. This will consider how parking pricing and provision can support the objectives of this transport strategy, mindful of the relationship with delivery of improvements to public transport, cycling and walking. It will also need to consider parking standards in new development in relation to levels of public transport accessibility and walking and cycling provision.

**4.90** The metropolitan parking strategy will need to balance the role of car access to centres to support economic vitality, whilst promoting the use of public transport cycling and walking. This is to ensure that private car volumes are not at such levels where the dominance of the car detracts from the quality of the environment of our centres.

### **Smarter Choices**

**4.91** Making best use of transport capacity also requires a supporting comprehensive set of smarter choice measures. Extensive workplace travel plan coverage in the metropolitan area is a cornerstone if this approach, based on the evidence of modal shift from car to public transport, cycling and walking, as part of the successful "Smart Network, Smarter Choices" programme.

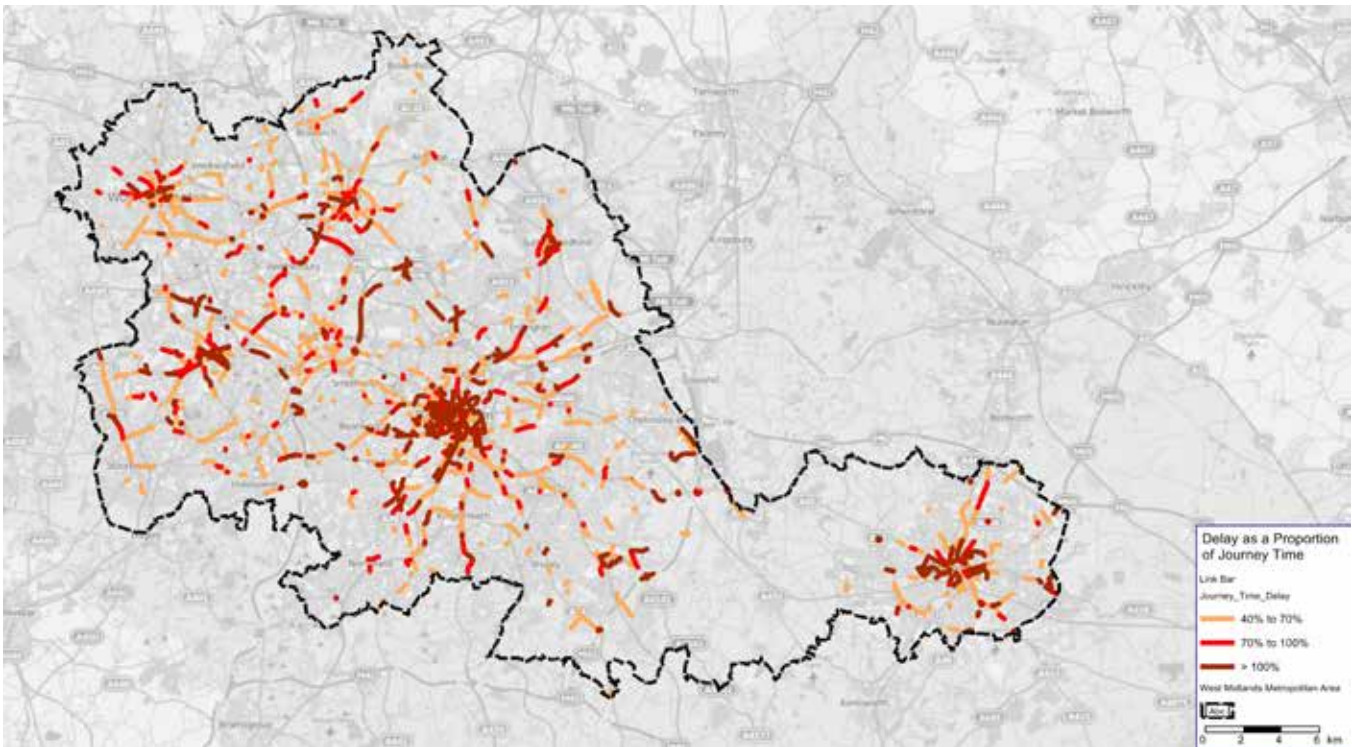
**4.92** Other smarter choice measures we will deploy include school travel plans, engagement with other educational establishments and healthcare sites, personalised travel planning, travel awareness campaigns, public transport marketing, a coordinated West Midlands approach to car clubs and car sharing schemes.



# Benefits Of Our Approach

**5.1** 1 Our approach is supported by evidence which shows that a “Business as Usual” strategy would lead to economic development being severely hindered with significantly worse congestion across the West Midlands. In addition, there would be serious air quality issues persisting from transport –derived nitrogen oxide pollutants, and continued carbon emissions at a rate exceeding that required for national obligations.

**5.2** Congestion forecast for 2031 with a “business as usual approach” is shown below in figure 4.10:



**5.3** A long term programme of schemes and measures in line with our strategy counters these trends and provides a positive future with an effective transport system. Using the conservative WebTAG approach to estimate wider economic benefits, the £1.6 bn HS2 Connectivity Programme alone gives an estimated annual GVA uplift of £240m. This approach does not factor in all economic benefits so the total scale of the benefits of this programme is much higher. The wider overall urban transport programme of the strategy will increase this figure significantly further.

## Delivery Of Our Approach – a ten year delivery plan

**6.1** This Strategic Transport Plan sets out the long term approach to guide a comprehensive set of transport improvements over a 20 year period. These transport improvements will be delivered by a number of organisations, through a number of programmes and packages.

### Developing a 10 Year Delivery Plan

**6.2** Transport investment will be need to be planned, developed and delivered across the West Midlands as part of an integrated package to address the economic, social and environmental challenges faced. Delivery of schemes will need to be co-ordinated with investment programme of Highways England

and Network Rail in order to ensure a co-ordinated approach which maximises outcomes and minimises disruption during construction. Building a robust evidence base is the first step in addressing these challenges. Significant work has been undertaken on developing this evidence base by the Strategic Transport Plan and has been supported through the use of the Policy Responsive Integrated Strategy Model (PRISM). This has been used to determine where transport interventions are now and where they will need to be in the future as a consequence of growth and changing travel patterns. Using this evidence base, high level priorities across the four tiers of the transport system have been identified.

**6.3** The 10 Year Delivery Plan (10YDP) will take the high level priorities and provide detail on the key transport interventions required across the Metropolitan Area. The plan will build on the initial strategy-led work from the Strategic Transport Plan and set out the transport schemes and programmes required for the four tiers up to 2026. There is already a foundation for developing the 10YDP through existing work on the HS2 Connectivity Package, LEP pipeline schemes, the Combined Authority infrastructure workstream and the emerging technical workstreams for Midlands Connect. The development of the 10YDP will draw on the following information and processes to ensure the provision of a robust and realistic delivery plan:

### Development

- Scheme details
- Transport planning analysis
- Schedule development
- Prioritisation framework
- Economic impact analysis

### Implementation

- Statutory processes and permissions
- Construction timescales
- Delivery mechanism
- Risk analysis

### Resources

- Funding analysis
- Resource availability

**6.4** Using the information above, the 10YDP will show the phasing and scheduling of transport schemes commencing from 2016. The 10YDP will take a balanced view recognising that although there is a need to deliver transport schemes that respond to economic priorities in the short term, there is also a need to consider the future transport needs and the economic performance of the Metropolitan Area in the future.

**6.5** A key driver to the 10YDP will be the availability of funding. The proposed West Midlands Combined Authority Devolution Agreement sets out a transformational level of investment over the next ten years and is considered in Section 7.

### Next Steps

**6.6** Work is progressing on developing the 10YDP in conjunction with West Midlands Local Authorities, Centro and the Local Enterprise Partnerships and will continue to evolve alongside the formation of the West Midlands Combined Authority. The 10YDP will be finalised in 2016 and will form a key part of the West Midlands Combined Authority's transport workplan.





## How We Will Fund Our Approach

- 7.1** Achieving the economic, environmental and social benefits of our approach requires a long term local transport infrastructure programme with supporting revenue based packages. An indicative, twenty year capital programme assembled with Districts and Centro will cost in the order of £5bn. When this is combined with ongoing minor works and maintenance/asset management programmes, including those for structures, the total capital sum required to achieve our vision is in the order of £6.5 bn. This broadly equates to an average of £330m per annum for twenty years.
- 7.2** Major local transport schemes are largely currently funded from Local Growth Deals for Local Enterprise Partnerships (LEPs). The 3 LEPs covering the metropolitan area were successful in their following local growth deal settlements in 2014 for funding to boost economic development, including transport projects. This funding is upto 2020/21:
- Greater Birmingham & Solihull LEP - £357million
  - Black Country LEP - £138million
  - Coventry & Warwickshire LEP - £74million
- 7.3** A further sum of £61m of Local Growth Fund was added to these awards to the 3 LEPs in 2015.
- 7.4** The proposed West Midlands Combined Authority Devolution Agreement sets out £5bn of transport investment over ten years as part of an overall £8bn ten year Combined Authority Investment Plan. This proposed agreement covers a new £36.5m per year revenue stream for 30 years from the Government, which the West Midlands can borrow against for up-front investment. This is part of a new overall investment plan for the Combined Authority which will also include existing committed capital investment, devolved funding streams, including those for local transport, private sector investment, and locally generated funds. These locally generated funds will include, for example, business rate retention, expanded and new enterprise zones and prudential borrowing. It also includes £97m of Government funding of the metro extension in central Birmingham to Adderley Street.

- 7.5** Other sources of funding will need to include Network Rail, in line with the West Midlands and Chilterns Route Study and Midlands Connect initiatives. This will be critical in developing suburban rail elements of our long term rail and rapid transit network. Highways England Strategic Highway Network programmes will also need national investment.
- 7.6** Recognising the benefits of the long term programme for European Union policy, funding will be sought from European Union funding streams related to sustainable urban mobility.
- 7.7** The step change in investment, as set out in the proposed Devolution Agreement, will see increases in year on year expenditure as momentum gathers; committed schemes are delivered to time and budget; and incremental delivery provides tangible evidence of real progress on the ground.

## How We'll Know We've Succeeded

- 8.1** Progress will be measured to gauge how well we are doing against the vision of an effective, sustainable transport system supporting economic development and a decent quality of life for all.
- 8.2** A monitoring framework will be devised with established baseline figures to measure:
- Scheme delivery, to time and to budget
  - Changes of the performance of the transport system arising from these schemes, eg reliability of freight vehicles on key links, bus route reliability, bus and rapid transit average AM peak speeds, asset condition and public transport accessibility to destinations within 45 minutes.
  - Changes to perceptions and usage arising from these changes – mode share by mode for all journeys and for journeys to main centres, volumes of journeys by mode and customer satisfaction by mode.
  - Changes to outcomes related to transport improvements – general GVA and jobs monitoring, transport emissions of oxides of nitrogen, carbon emissions from transport, number and severity of road traffic accidents, and reductions in transport poverty and exclusion.
- 8.3** The full list of proposed indicators is contained in appendix 2. Our long term strategy will see a shift in emphasis of travel in line with prosperous large European city regions where car use accounts for typically 35 to 45% of all journeys, compared to 63% in the West Midlands Metropolitan Area. Our Cycle Charter sets a specific target of 10% of all journeys to be made by bike in the West Midlands Metropolitan Area by 2033, from a baseline of 1%.
- 8.4** Monitoring will be used to influence future strategy and plans and benchmark the West Midlands Metropolitan Area against its global competitors.

## Concluding Remarks

- 9.1** The West Midlands has set out a new vision and coherent long term approach to fund and deliver a transport system to achieve this vision. Large schemes and attention to detail of smaller scale aspects are both vital in delivering this vision.
- 9.2** This transport system is a means to the noble end of helping create a wealthier, happier, cleaner and safer West Midlands Metropolitan Area: it is now time for its delivery.

# Appendix One: Policies to Meet the Objectives

## Economic Growth and Economic Inclusion

Policy 1 To accommodate increased travel demand by existing transport capacity and new sustainable transport capacity;

Policy 2 To use existing transport capacity more effectively to provide greater reliability and average speed for the movement of people and goods;

Policy 3 To maintain existing transport capacity more effectively to provide greater resilience and greater reliability for the movement of people and goods.

Policy 4 To improve connections to new economic development locations to help them flourish, primarily through sustainable transport connections

Policy 5 To help make economic centres attractive places where people wish to be;

Policy 6 To improve connections to areas of deprivation; and

Policy 7 To ensure the affordability of public transport for people accessing skills and entering employment.

## Population Growth and Housing Development

Policy 8 To improve connections to new housing development locations to help them flourish, primarily through sustainable transport connections.

## Environment

Policy 9 To significantly improve the quality of the natural and historic environment and create attractive local environments ; and

Policy10 To help tackle climate change by ensuring a large decrease in greenhouse gases from the West Midlands Metropolitan Area's transport system

## Public Health

Policy 11 To significantly increase the amount of active travel in the West Midlands Metropolitan Area;

Policy 12 To significantly reduce road traffic casualty numbers and severity; and.

Policy 13 To assist with the reduction of health inequalities in the West Midlands Metropolitan Area.

## Social Well-Being

Policy 14 To increase the accessibility of shops, services and other desired destinations for socially excluded people; and

Policy 15 TTo ensure the affordability of public transport for socially excluded people through concessionary travel schemes for groups such as elderly people and disabled people.

# Appendix Two: Proposed Monitoring Indicators

A performance monitoring process with annual progress reports will be established, based on the following monitoring indicators and a baseline data set

## Performance of the Transport System

P1 Journey time reliability for goods vehicles on the metropolitan main road ("Key Route") network;

P2 Reliability of bus services operating between 1 minute early and 5 minutes late on the metropolitan main road ("Key Route") network;

P4 Average commercial speed of key bus services AM Peak on the metropolitan main road ("Key Route") network;

P5 Percentage of residents of the Metropolitan Area with 3 or more strategic centres in the Metropolitan Area, including Birmingham city centre, accessible by public transport within 45 minutes travel time in the am peak;

P6 AM peak journey speeds on the metropolitan main road ("Key Route" ) network;

P7 AM peak total delay time (AM Peak journey time compared to free flow journey time) on the metropolitan main road ("Key Route") network; and

P8 Condition of metropolitan main road ("Key Route") network roads

## Customer Satisfaction, Travel Demand and Modal Share

C1 Overall Customer Satisfaction with Bus Services;

C2 Overall Customer Satisfaction with SPRINT services;

C3 Overall Customer Satisfaction with Metro services;

C4 Overall Customer Satisfaction with Rail services;

C5 Overall Customer Satisfaction with travel by bike;

C6 Overall Customer Satisfaction with travel by foot;

C7 Overall Customer Satisfaction with travel by car;

C8 Overall Customer Satisfaction with travel by powered two wheelers;

C9 Car ownership per 1000 population;

C10 Number of journeys by public transport per person per annum;

C11 Modal share of all journeys : public transport , cycling ,walking, car, other. Cycle Charter Target of an increase in cycle mode share to 5% all trips by 2023 and 10% of all trips by 2033;

C12 Mode share of am peak journeys to the strategic centres; and

C13 Mode share of journeys to work, including home working.

## **Economic, Housing, Environmental , Public Health and Social Outcomes/General Monitoring**

E1 GVA per person , metropolitan area;

E2 Unemployment rate, metropolitan area;

E3 Number of new dwellings built per annum, metropolitan area;

E4 Nitrogen dioxide levels in Air Quality Management Areas;

E5 CO2 emissions per person from transport per annum;

E6 Number of Killed and Seriously Injured Casualties;

E7 Killed and Seriously Injured Casualty Rate by mode per 100,000 km travelled;

E8 Number of recorded crime incidents on public transport; and

E9 Life Expectancy Inequality between the most and least deprived areas of the West Midlands Metropolitan Area.

In addition to these, a number of further performance indicators to be reported every three years are proposed , in light of the Strategic Environmental Assessment:

1. Amount of new habitat creation/enhanced as part of transport schemes;
2. Amount of high value ecological or geological land lost as a result of transport infrastructure;
3. Number of green infrastructure developments approved/created as part of transport schemes;
4. Quantity of priority habitat receiving further fragmentation or isolation from new transport schemes;
5. Soils Area of ALC BMV land lost as a direct and indirect result of new transportation schemes;
6. Number of designated and non-designated heritage assets harmed by transport schemes/policies , including their impacts on settings;
7. Area of historic landscape characterization type which have changed as a result of the strategic transport plan;
8. Number of SuDS schemes delivered in transport schemes; and
9. Number of major water quality incidents from transport reported to the Environment Agency (annual monitoring).

# Appendix 3: Transport Development Principles

In light of the Strategic Environmental Assessment of the draft strategic transport plan, a set of transport development principles has been devised, to guide future transport planning and development to help provide environmental protection and enhancement through transport delivery. These transport development principles are shown below and will need to be considered as transport schemes are progressed:

Transport strategies and schemes should seek to:

- reduce noise nuisance from the transport network;
- incorporate SuDS into transport schemes;
- use high quality, durable materials such as permeable paving, materials with recycled content;
- maximise opportunities for green infrastructure and habitat creation/enhancement including creation of urban gardens, tree planting, use of bat and bird nest boxes, and links to other green networks;
- reduce run-off rates back to greenfield rates;
- schedule maintenance activities during off-peak periods;
- protect the natural and historic environment including heritage, designated and local wildlife sites, protected species, landscape, water quality, soil quality, and air quality;
- provide opportunities for increased access to heritage assets and the natural environment;
- record and preserve archaeological finds;
- “future proof” infrastructure in response to the unavoidable effects of climate change;
- use low carbon infrastructure and technologies;
- reduce transport emissions through utilising capacity of existing assets and improving public transport;
- maximise use of sustainable transport modes rather than private car;
- re-use or recycle excavated and waste materials;
- maximise use of brownfield land and bioremediation;
- avoid increasing flood risk and contribute to flood defences as appropriate;
- maximise opportunities to provide an attractive and safe environment through measures such as routing cycle and footpaths through attractive green areas or by watercourses; and
- respect and seek to enhance the character, and local distinctiveness of urban and rural areas.

# Appendix 4: Glossary

The following pages contain definitions and explanations of various words, phrases and acronyms used in the Strategic Transport Plan

## **Air Quality Action Plan**

An Action Plan drawn up by the relevant local authority to deal with poor air quality in an AQMA.

## **Air Quality Management Area (AQMA)**

An area, designated by the relevant local authority, within which national standards for at least one of a number of pollutants, including NO<sub>2</sub> gaseous and PM<sub>10</sub> particulate emissions, are currently exceeded or are forecast to be exceeded in the foreseeable future. Declaration leads to the development and adoption of an Air Quality Action Plan.

## **Benefit Cost Ratio (BCR)**

An indicator used as part of the business case for transport schemes. The benefits are derived using monetarised values from the Department for Transport's WEB tag transport appraisal guidance.

## **Benchmarking**

The use of performance indicators and other metrics to compare one authority's performance to another, especially in groups of authorities with similar characteristics (profiles).

## **Bus Rapid Transit (BRT)**

Bus Rapid Transit is an approach to bus provision based on emulating the characteristics of successful urban rail services: higher service speeds, extensive priority measures, high frequency, less frequent stopping, stops more like tram stops, off-board ticketing and new-look vehicles. The West Midlands BRT network is known as SPRINT.

## **Capital Expenditure (Cap Ex)**

In the context of this plan, Cap Ex covers expenditure on new roads, railways, Midland Metro, SPRINT as well as asset management expenditure.

## **Cabinet**

A way of running local authorities based on the Westminster model of cabinet government. Specific councillors take responsibility for a portfolio of local authority services and/or duties, for example - environment and/or transport. The portfolio holders make up the authority's cabinet.

## **Carbon Footprint**

A carbon footprint is a measure of the total greenhouse gas emissions caused directly and indirectly by a person, organisation, event or product. It takes into account the six „Kyoto Protocol greenhouse gases: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulphur hexafluoride. A carbon footprint is measured in tonnes of carbon dioxide (CO<sub>2</sub>) equivalent. The transport sector accounts for around a quarter of all CO<sub>2</sub> emissions, not including emissions from international aviation and shipping.

## **Centro PTE**

Centro is the Passenger Transport Executive for the West Midlands and undertakes the delivery of public transport schemes and initiatives on behalf of the ITA.



## **Chord**

A term used by the railway industry to describe a section of railway line that makes a junction with two other lines, often grade separated.

## **Civil Parking Enforcement**

A statutory arrangement that transfers the enforcement of parking offences, including waiting on 'yellow lines' and in contravention of loading restrictions, from the police to the local highway authority.

## **C02**

Carbon dioxide. A product of burning fossil fuels and, thus, a motorised transport-related pollutant that is important with regard to climate change. Also see: Carbon Footprint (above).

## **Combined Authority**

A combined authority is a type of local government institution introduced in England outside Greater London by the Local Democracy, Economic Development and Construction Act 2009.

## **Control Period**

This is a term, used by Network Rail, to put a timescale to their investment plans. Control Period 5 covers 2014/15 until 2018/19. Further Control Periods are planned for five year periods thereafter.

## **Demand Responsive Transport (DRT)**

This is a bus or, more often, a minibus service that varies its route in response to pre-arranged customer demands. WMSNT's Ring and Ride service is an example.

## **Department for Communities & Local Government (DCLG)**

DCLG is the Government department responsible for building regulations, community cohesion, decentralisation, fire services and community resilience, housing, local government, planning, and urban regeneration

## **Department for Transport (DfT)**

The Government department responsible for national transport issues and managing most finance for local transport expenditure.

## **Equality Act**

The Equality Act 2010 brought together and replaced previous equality legislation such as the Disability Discrimination Act 1995 (DDA). The Act protects people from discrimination on the grounds covered by previous equality laws. The Act requires public bodies to promote equality of opportunity for the nine different protected characteristics and make reasonable adjustments for disabled people to ensure they can access services and facilities. It also allows the Government to set minimum standards so that disabled people can use public transport easily.

## **EU**

The European Union



## **FQP**

Freight Quality Partnership. A partnership between the Metropolitan Authorities, commercial freight operators and other interested organisations, to promote efficient and effective distribution of freight movement in the Metropolitan Area.

## **FTA**

The Freight Transport Association is a trade association representing the transport interests of companies moving goods by road, rail, sea and air.

## **Gross Value Added (GVA)**

GVA is an economic measure of the value of goods and services produced in an area, industry or sector. It is an important measure in the estimation of the national Gross Domestic Product (GDP) which is a key indicator of the state of the whole economy. Briefly, the relationship between GVA and GP can be expressed thus:  $GVA + \text{taxes on products} - \text{subsidies on products} = GDP$

## **Heavy Goods Vehicle (HGV)**

A vehicle constructed or adapted to haul or carry goods that result in a gross total weight exceeding 7.5 tonnes.

## **Heavy Rail**

A term used for the conventional railway system to distinguish it from light rail or tram systems. The heavy rail system is operated by Network Rail and serves inter-urban and local passenger needs and carries freight traffic.

## **High Level Output Specification (HLOS)**

This sets out what level of railway services the Government wished the rail industry to deliver over a defined period.

## **Highways England (HE)**

The organisation responsible for operating a safe, reliable and efficient motorway and trunk road network across England. The HE network in or around the West Midlands Metropolitan Area comprises the M54, M5, M6, M40, M69 and M42 motorways as well as the A5, A46 and A38 trunk roads.

## **HS2**

High Speed Two (HS2) is the name of the high-speed railway line between London and the West Midlands, as a first phase, with subsequent extensions to Manchester and the Northwest and to Leeds via the East Midlands. The West Midlands will have Curzon Street station in Birmingham city centre and Birmingham Interchange Station adjacent to Birmingham Airport/ NEC. Full construction will commence from 2017.

## **Integrated Transport Authority (ITA)**

The West Midlands ITA comprises the 7 Metropolitan Local Authority Leaders and the metropolitan LEAs. The ITA sets transport policy and strategy for the metropolitan area.

## **ITA's Transport Delivery Committee (TDC)**

Comprises 19 Local Authority Members who oversee the deliver and operation of Centro on behalf of the ITA. The ITA has delegated selected responsibilities to the TDC.

## **Integrated Transport Block**

This is the funding allocated by Government for minor capital transport schemes costing less than £5 million (each).

## **Intelligent Mobility**

The use of technology, data and innovative applications to support people moving around our area in an efficient, smart and safe manner in order to maximise our transport networks. This covers all modes and trip types.

## **Local Highway Authority**

The county, unitary or metropolitan borough council responsible for all highway operation and assets in their area that are not the responsibility of Highways England.

## **Local Enterprise Partnerships (LEPs)**

The West Midlands metropolitan area has three LEPs: Black Country, Greater Birmingham & Solihull and; Coventry & Warwickshire. Their focus is on driving economic growth and strengthening local economies. They are responsible for Growth Strategies and Strategic Economic Plans.

## **Local Planning Authority**

The district or unitary council that receives applications for planning permission for development and grants or refuses them. They also produce development plans that are designed to guide the development process. In the Metropolitan Area, planning is a function of the Metropolitan Borough Councils.

## **Local Sustainable Transport Fund (LSTF)**

The West Midlands has a £50M LSTF programme known as Smart Network, Smarter Choices. The programme focuses on transport interventions that support economic growth and reduce carbon across the West Midlands as well as delivering cleaner environments and improved air quality, enhanced safety and reduced congestion.

## **M6 Toll**

The M6 Toll is a 27-mile motorway and is owned by Midland Expressway Ltd

## **Major Schemes**

Capital projects that cost in excess of £5 million. Since 2014 they are funded through the Local Growth Fund and programme managed by the relevant LEP who also monitor the schemes and delivery.

## **Metropolitan Area**

This phrase is used throughout the LTP to describe the combined area of the seven Metropolitan Authorities of Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton. It is also the administrative area covered by the West Midlands ITA and Centro PTE.

## **MSBC**

Major Scheme Business Case. This sets out the costs and benefits of the proposal and is required, by the DfT, to justify the need for Major Scheme funding.

## **NEC**

The National Exhibition Centre, which is located adjacent to Birmingham Airport and the M42 motorway.

## **Network Management Duty**

This is a duty, arising from the Traffic Management Act, 2004, requiring local highway authorities to designate a Traffic Manager whose task it is to manage the authority's road network with a view to achieving, so far as may be reasonably practicable, having regard to their other obligations, policies and objectives, the following objectives:

- a. Securing the expeditious movement of traffic on the authority's road network; and
- b. Facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

Actions to fulfil this duty include, in particular, actions to secure:

- i. The more efficient use of their road network; or
- ii. The avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority;

In this context, 'traffic' includes pedestrians.

## **Network Rail**

This not-for-profit making company who own the UK's track and railway infrastructure and are responsible for the operation and maintenance of track, signalling and a limited number of major stations including Birmingham New Street Station.

## **Network West Midlands**

Network West Midlands is the single brand name for all local public transport services in the Metropolitan Area, providing a single identity for the complete network of bus, rail and Metro services. The branding is used at some railway stations in the Metropolitan Areas Travel-to-Work Area.

## **N02**

Nitrogen Dioxide, a gaseous pollutant caused by motor vehicles.

## **ORRR**

The Office of Rail and Road Regulation: the independent safety and economic regulator for Britain's railways and strategic highways.

## **P&R**

Park & Ride. A facility providing parking for cars, powered two-wheelers and cycles that provides easy interchange on to a public transport service.

## **Personal Mobility Platform**

This covers functions such as digital information and integrated ticketless travel across all types of public transport, car sharing, cycling, powered two-wheelers, electric cars and private hire vehicles. Through a comprehensive range of hardware and software measures a mobility platform will integrate all travel products, services and data across the internet, mobile and television to enable people to make informed travel choices.

## **PM10 and PM2.5**

Particulates less than ten or 2.5 microns in size respectively, being different measures of gaseous-borne pollutants caused by motor vehicles, most often associated with diesel-engine vehicles.

## **Powered Two-Wheeler (P2W)**

Includes motorised cycles, scooters, mopeds and motorcycles.

## **Principal Roads**

A network of all-purpose roads, which complement the trunk road network. They are the 'A' class roads for which the local highway authority is responsible.

## **PRISM**

The Policy Responsive Integrated Strategy Model is the strategic transport model that helps inform transport policy and related decisions in the Metropolitan Area.

## **Private Hire Vehicle (PHV)**

A PHV is a vehicle with less than eight seats licensed by the Metropolitan Borough Council for the area within which it operates. It is not a taxi (hackney carriage). PHVs are only allowed to carry passengers with pre-arranged bookings; they are not allowed to ply for hire (i.e. be hailed on-street), nor to wait on designated taxi ranks.

## **Rapid Transit**

A general term for a high capacity, fast type of public transport. Types of rapid transit are suburban rail, underground/subway metro, light rail, tram-train, Bus Rapid Transit and Very Light Rail.

## **Ring and Ride**

This is a dial-a-ride, door-to-door transport service for residents of the Metropolitan Area who have a mobility problem that makes it difficult or impossible to use conventional public transport. The service covers the whole the Metropolitan Area, divided into three operating areas, with ordinary journeys possible up to half-a-mile into an adjoining area. A limited service for longer 'cross-boundary' journeys is available by special arrangement.

## **Roads Investment Strategy**

The Governments long term strategy for the motorway and trunk road network across England which outlines objectives, targets and network investment.

## **Roads Period**

The spending programme period in which schemes are developed and delivered by Highways England on behalf of the Government. Each Roads Period will last 5 years and will look to meet the targets and objectives of the Roads Investment Strategy.

## **Safer Travel Team**

A team of Police and Community Support Officers set up to tackle anti-social behaviour on buses in the Metropolitan Area. They work in partnership with the bus operators and also help tackle fare evasion.

## **SCOOT**

Split Cycle Offset Optimisation Technique is a tool for managing and controlling traffic signals in urban areas. It is an adaptive system that responds automatically to fluctuations in traffic flow through the use of vehicle detectors embedded in the road.

## **Smart Card**

An electronic form of pre-payment ticket for use on buses and other forms of public transport, with the possibility of it also being useable for paying for other transport services, such as parking charges, or non-transport services. Sometimes referred to as an “electronic purse”.

## **Smart Mobility**

See “Intelligent Mobility”.

## **Smarter Choices**

A range of initiatives designed to encourage people to make informed decisions about their choice of how or whether or not to travel, including consideration of sustainable travel alternatives to single-person use of the private car.

## **Social Exclusion**

Social exclusion is defined as a ‘short-hand term for what can happen when people or areas suffer from a combination of linked problems such as unemployment, poor skills, low incomes, poor housing, high crime, bad health and family breakdown’. These problems tend to have a cumulative and reinforcing effect on each other, preventing people from fully participating in society.

## **SPRINT**

The brand name for bus-based rapid transit in the Metropolitan Area.

## **Supplementary Business Rates**

A way of raising locally determined finance through a supplement to the national Business Rates that would remain to be spent in the local area.

## **Sustrans**

Sustrans is the sustainable transport charity that has a vision of people choosing to travel in ways that benefit their health and the environment. It was the force behind the creation of the UK’s National Cycle Network made up of more than 12,000 miles of traffic-free walking and cycling paths, quiet lanes and on-road cycling routes for people to use to get to work, school, the shops or just for exercise and fun.

## **Traffic Manager**

This is an official position that all local highway authorities are required to have under the provisions of the Traffic Management Act, 2004. The Traffic Manager’s role is to carry out the authority’s Network Management Duties.

## **Train Operating Companies (TOCs)**

London Midland is the principal operator of local and regional train services in the Metropolitan Area. Other TOCs in the Metropolitan Area are Arriva Trains Wales, Chiltern Railways, Cross-Country Trains, Virgin Trains and Wrexham & Shropshire. Their services provide direct links with London and many other parts of the country, extending from Aberdeen to Penzance and from Aberystwyth to Stansted.

## **Tram-Train**

Tram-train is a light-rail public transport system where trams also run on main-line train tracks for greater flexibility and convenience. The first UK trial of tram-train is currently underway in South Yorkshire. The trial of these innovative lightweight vehicles is looking at the environmental benefits, operating costs and technical suitability of the tram-trains as well as testing how popular the vehicles are with passengers on the route

## **Transport Asset Management Plan**

An asset management plan adopted by each transport authority to help manage maintenance and renewal programmes. Highway Asset Management Plans include roads, footways and associated land as well as structures that are part of or associated with a highway and signs and other street furniture. Transport Asset Management Plans include all the above and assets not on the public highway such as bus stations.

## **Travel Plan**

A plan to encourage more sustainable travel, including car sharing, use of public transport, cycling or walking. Travel Plans can relate to schools, colleges, workplaces or railway stations.

## **Travel-to-Work Area**

A network of motorways and all-purpose strategic routes of national importance for the movement of long distance traffic for which Highways England is the highway authority.

## **Trunk Roads**

A network of all-purpose strategic routes of national importance for the movement of long distance traffic. They are 'A' class roads for which the Secretary of State for Transport is the highway authority. The Highways Agency is responsible for them (and motorways) on behalf of the Secretary of State.

## **UTMC**

Urban Traffic Management & Control or Universal Traffic Management and Control; systems for linking CCTV, traffic signals, variable message signs, etc., to improve traffic flows along a road or corridor or across an area.

## **VFM**

Value for Money

## **VMS**

Variable Message Signs. Electronic displays giving traffic information, often associated in town and city centres with advance warning of car park capacity.

## **West Midlands Freight Quality Partnership**

One of a number of Freight Quality Partnerships across the West Midlands region; it is a partnership between local and transport authorities and agencies, commercial freight operators and other interested organisations with the aim of promoting efficient and effective distribution of freight movement in the Metropolitan Area.

## **West Midlands Special Needs Transport (WMSNT)**

WMSNT is the registered charity that operates "Ring and Ride" services throughout the Metropolitan Area.





[www.wmita.org.uk](http://www.wmita.org.uk)



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# **MOVEMENT FOR GROWTH:**

## The West Midlands Strategic Transport Plan Summary





The West Midlands Integrated Transport Authority (ITA) was established with a clear purpose: to plan for, and deliver, a transport system across the West Midlands Metropolitan area that will boost our regional economy and improve the daily lives of our residents and workers. This document, and the accompanying full document, sets out our vision and a strategy for how we will achieve it.

The ITA is made up of the seven leaders of the councils of the West Midlands Metropolitan Area (Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton). Representatives from the three Local Enterprise Partnerships in the Metropolitan Area are also part of the ITA.

Although our role and purpose will remain the same, the ITA will become part of the new “West Midlands Combined Authority” (CA) in 2016. It is from within this new structure that we will deliver on our commitments put forward in this strategy.

The recently announced devolution deal for the CA states that we will invest £5bn in our transport network over the next 10 years, including schemes in the High Speed Two (HS2) Growth Strategy to plug- in the two new High Speed stations to the wider West Midlands and so maximise jobs and growth from HS2. This document provides an overview of our plans for this West Midlands £5bn of funding.

## Our Aspirations

Our aspirations are set out in the following vision statement:

**"We will make great progress for a Midlands economic 'Engine for Growth'; clean air; improved health and quality of life for the people of the West Midlands. We will do this by creating a transport system befitting a sustainable, attractive and economically vibrant conurbation in the world's sixth largest economy."**

In this document we will describe how investing in our transport system can contribute to the overall vision for the West Midlands and what we believe are the right things to invest in:

### Invest in infrastructure

- Make better use of our existing road and rail capacity through schemes such as junction improvements
- Invest heavily in public transport, cycling and walking for much needed additional sustainable transport capacity

### Invest in Behaviour Change

- The infrastructure provides choice, we then need people to have the information to make their best travel choice possible

Our investment will achieve three key aims:

- 1 Improved national and regional links to boost our economy
- 2 Improved links across the Metropolitan Area to provide better access to jobs, leisure and services
- 3 Improved links within local communities to reduce the reliance on cars for short distance trips

The need for an accessible transport system with accessible infrastructure, services, information and customer care is integral to our vision

### To achieve these aims we will develop:

- Regional infrastructure to improve movement across the West and East Midlands and to maximise the opportunities provided to us from HS2
- A high quality metropolitan public transport network –so people can easily get across the conurbation in a space efficient, environmentally friendly way
- A metropolitan main road network (“Key Route Network”) to provide for the main flows of people and freight using public and private transport
- A metropolitan cycle network – to provide a “flagship” for cycling through a network of high quality cycle routes to serve main cyclist flows
- A ‘smart’ mobility platform to make better use of transport capacity, giving people a wider set of travel options and better information on those options

### By investing in transport we can help achieve our aims and tackle our current and future challenges:

- Support economic and population growth by linking ‘jobs and people’ and ‘products and markets’
- Meet the challenges greater demand for movement brings (capacity and congestion)
- Reduce the environmental impacts from transport ( Carbon, air quality)
- Improve people’s health through the encouragement of more active lifestyles
- Raise the standard of living by improving access to leisure and essential services



### THE FACTS

**9%** of UK  
population in the region

**12%**  
of all the goods &  
services exported  
from the UK

### Export growth up

**70%**  
between 2008  
and 2014

# Why We Should Invest In Transport

Investing in transport will have a number of positive impacts on our region:

## Supporting Jobs and Population Growth

We can support our planned growth in jobs and population by providing faster and more reliable connections between 'people and jobs'. Whether that be wholly within our borders or enabling people who live within the 'journey to work' area to access jobs in the West Midlands.

We also recognise that our transport system must also connect 'goods with markets'. We must also therefore invest in infrastructure allowing fast and reliable movement of goods within and to/from our region.

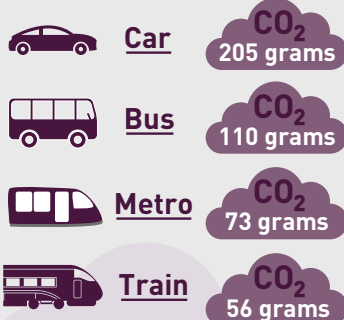
## Improving Reliability and Reducing Congestion

Our infrastructure is under pressure from the increasing demands placed on it; we have congestion and delays on our roads, we have capacity issues on our rail services and with the plans for more jobs and a larger population these challenges will continue and potentially worsen. Our goal is to reduce the problems and issues we face today and to off-set future problems before they happen.

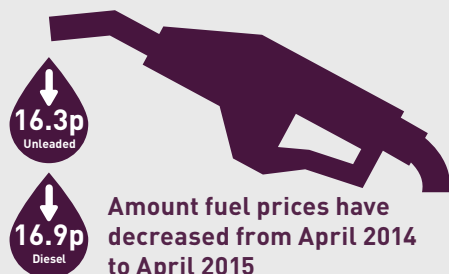
“We will develop a programmed 10 year delivery plan which will demonstrate how the overall vision for each of these will progress.”

## The Figures

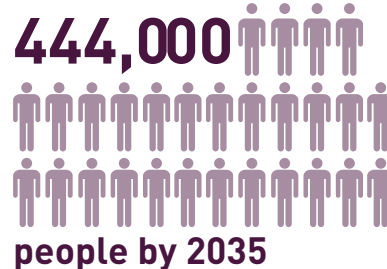
### CO<sub>2</sub> emissions per passenger km



Transport accounts for around 25% of all man made CO<sub>2</sub> emissions



Population is set to grow by as many as

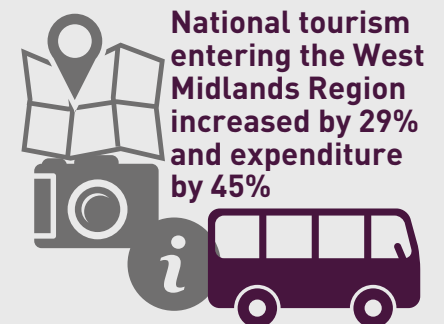


Transport represents the largest portion of weekly household spending at

14%

The West Midlands Metropolitan Area has seen a 3.2% annual growth in GVA output, at £53.2bn

This equates to £19,244 per head of the population in West Midlands (compared to UK £23,168 per head)



## Improving our Environment

Although there are many causes of impacts to our environment it is well known that transport contributes to poor local air quality, noise pollution and carbon emissions. We will have a strong focus on reducing transport's impacts and improving our local environment.

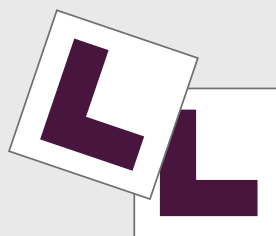
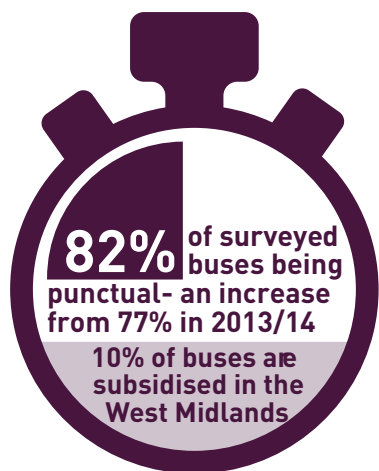
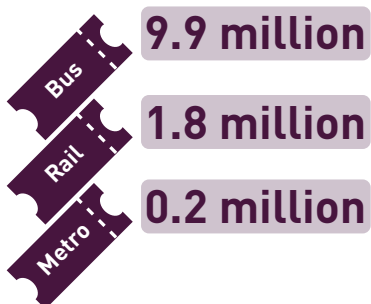
## Improving the Health of our Citizens

There is currently an emphasis nationally on the links between inactivity and poor health. This issue is being described as one of the biggest challenges of our generation. We can contribute to the overall solution by enabling people to make a choice to walk or ride a bike for particular journeys. To do so we must invest in infrastructure which make this a safe and attractive choice, but we must also invest in marketing and promotion to encourage changes in behaviour when making travel choices.

## Raising our Standard of Living

Transport isn't just about getting people to/from jobs or goods to/from markets; it is part of our everyday lives. As soon as we step out of the front door to go anywhere we are using the transport system. At the ITA our goal is to improve the lives of West Midlands' residents by raising the quality of our transport system but also ensuring that transport isn't a barrier to accessing essential services; such as health, education and leisure.

### Patronage per head of population: West Midlands



### Percentage of 17 - 20 year olds holding a driving licence:

48% in 1994  
29% in 2014

### Percentage of 21 - 29 year olds holding a driving licence:

75% in 1994  
63% in 2014



Currently 77% of households in the region own cars. This is projected to rise to 81% by 2035



The West Midlands Area uses approximately million tons of fuel a year.

**0.95**  
MILLION  
TONS

Percentage representation:





# Our Strategy

To achieve our vision and ensure that our transport system contributes to helping the West Midlands move forward we must make key investments. Two main areas of investment will be targeted:

## A Infrastructure

To improve the level of service we provide to our customers (residents, workers, firms) we must invest in new infrastructure. Our strategy is very much based on new public transport, cycling and walking infrastructure alongside junction improvements and some limited new highway capacity to serve economic development sites.

Our investments will be targeting three key 'tiers' of movement:

### National and Regional Tier

A study is currently on-going which is looking at how to improve long distance connectivity within and to/from the West and East Midlands. 'Midlands Connect' is seeking to understand how the economy of the whole Midlands region can be boosted if connections to employment and key markets are improved. It is anticipated that a programme of significant new and upgraded infrastructure will come from this study; some of which will then become priorities for the West Midlands to deliver.

### Metropolitan Tier

We will invest in infrastructure which provides faster and more reliable journeys across the West Midlands Metropolitan area. This will provide better and more sustainable access to jobs, education, health facilities and leisure for all residents and visitors.

### Local Tier

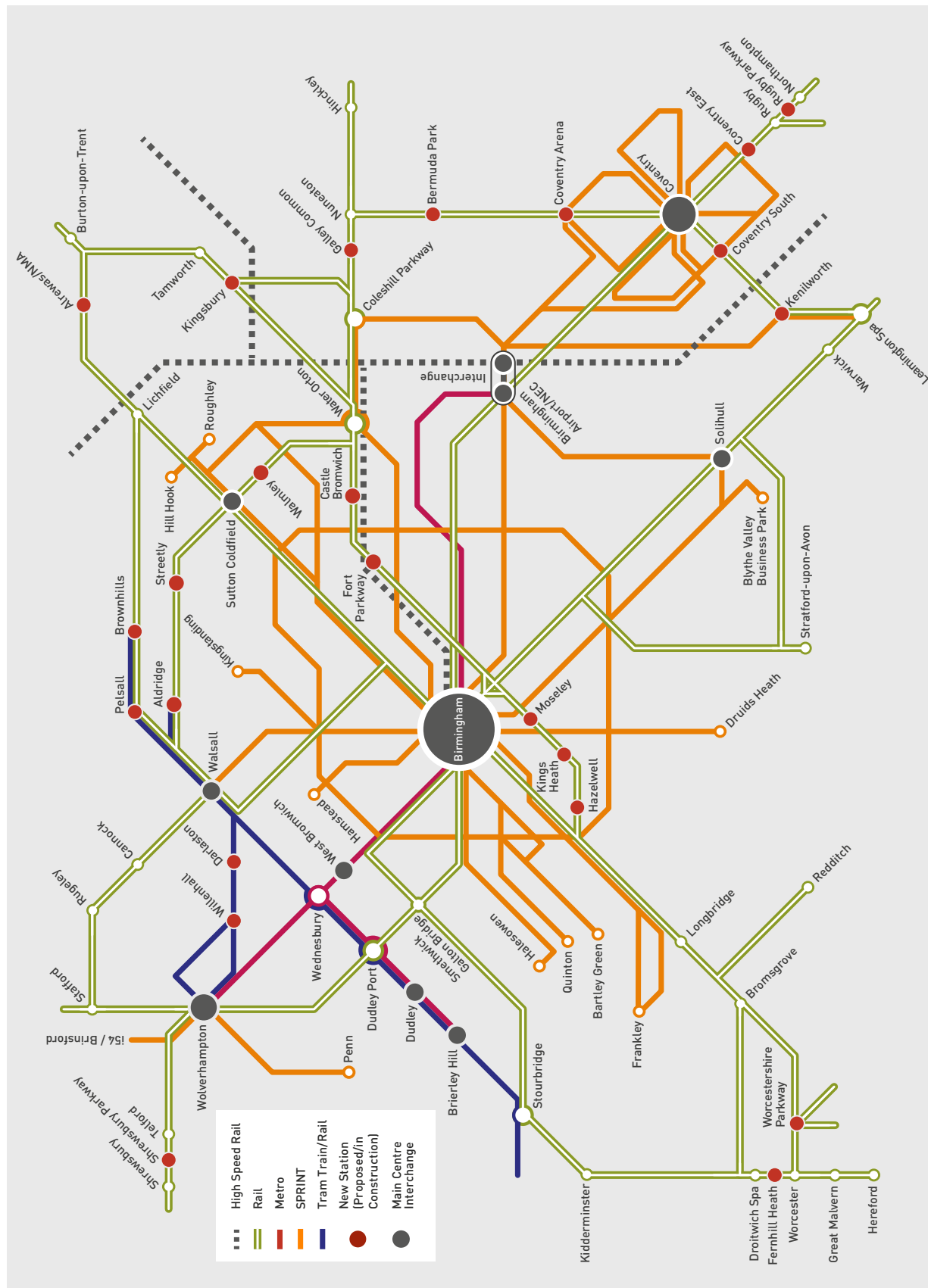
We will not forget that most daily trip making for our residents occurs very locally to where they live. We know that today 41% of journeys under 2 miles in the West Midlands are by car. We will therefore need to invest in local communities to ensure that very short distance trip making can be safely made by walking/cycling and public transport.



Specifically our investment will be centred on the following networks:

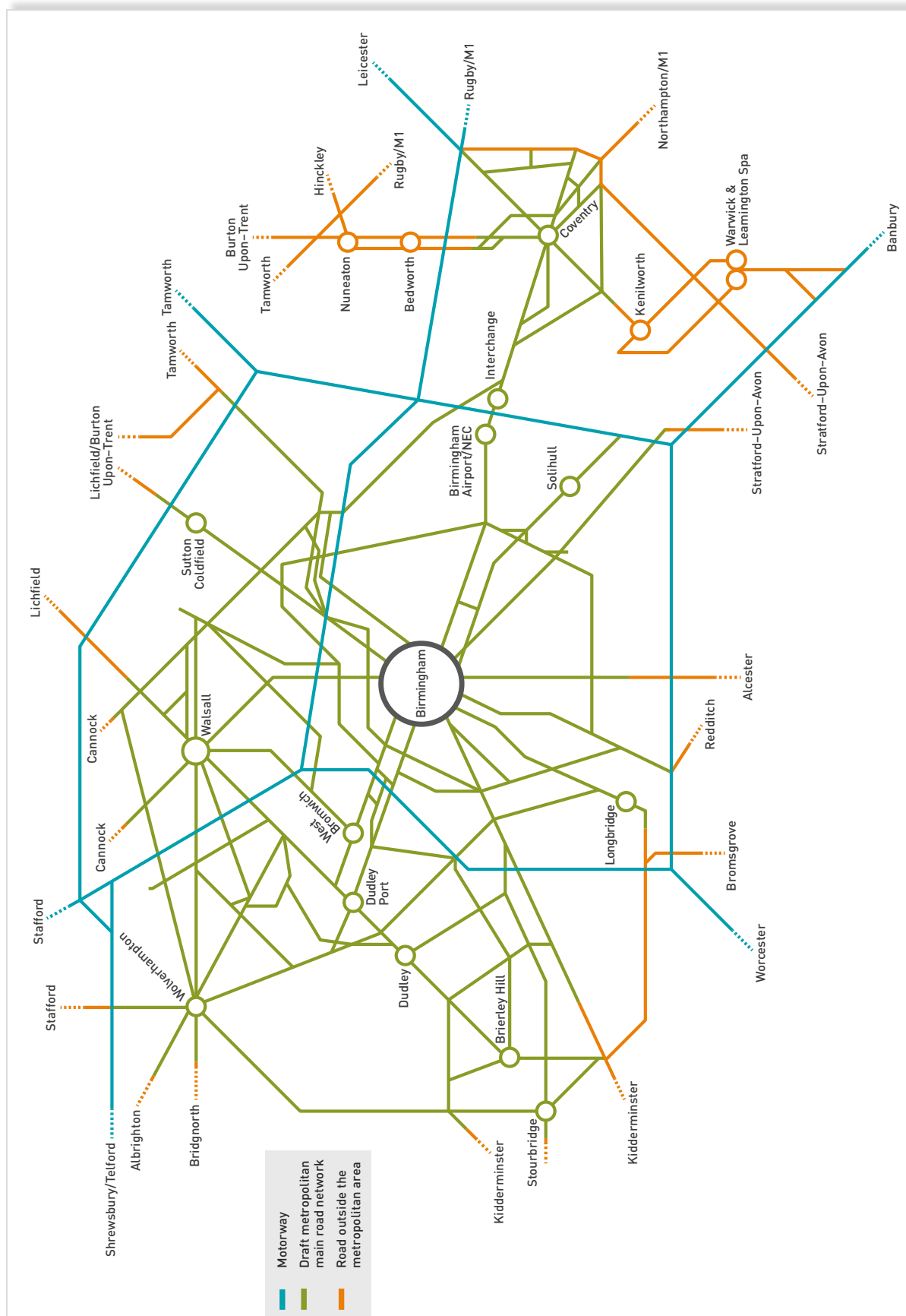
### Metropolitan Rail and Rapid Transit Network

The vision for this network is based on suburban rail, metro - light rail, tram-train, very light rail and SPRINT Bus Rapid Transit lines running on suitable routes of one single network. This will be integrated with local bus services and underpinned by park and ride, passenger information, promotion and ticketing. This system will be easy to understand and use and be provided with high standards of customer care.



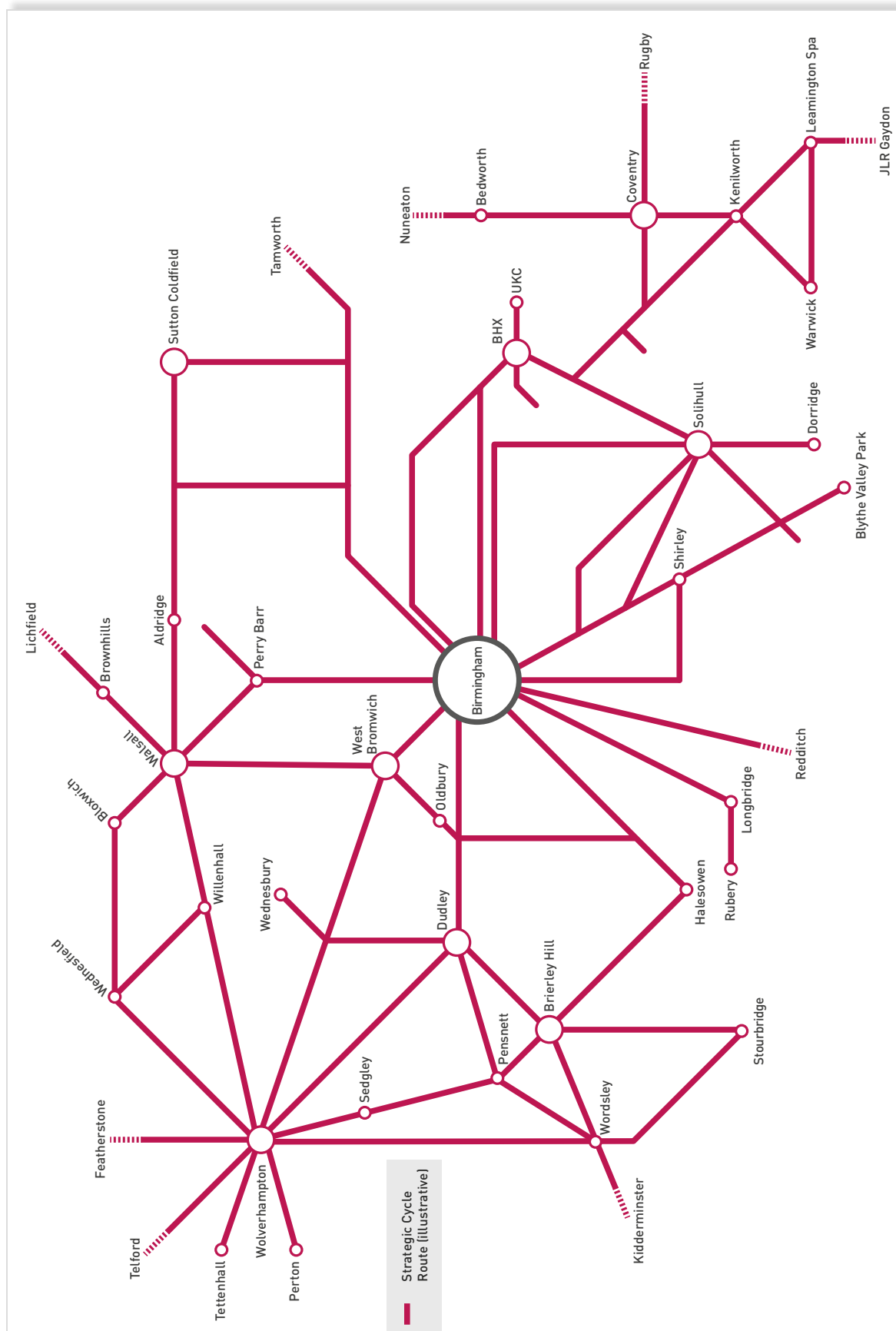
## Metropolitan Main Road Network ("Key Route Network")

The Metropolitan Main Road Network is being developed as a "Key Route Network" and will serve the main strategic demand flows of people and freight across the metropolitan area, and provide connections to the national strategic road network.



## Metropolitan Cycle Network

The Metropolitan Cycle Network will provide high-quality, capacity and fast cycle infrastructure in key corridors. Its aim will be to raise the profile of cycling in the West Midlands and ensure that it is viewed as a viable option for most daily trip making. This network will be comprised of high quality core cycle routes supplemented by quietways using green corridors/well maintained canal towpaths and low traffic flow/speed streets; it will also be integrated with local cycle networks across the West Midlands.





## B New Transport Technology and Innovation: Smart Mobility

In addition to physical infrastructure that we will see on the ground, our strategy also recognises the importance of investing strongly in technology and behaviour change.

Our 'Smart Mobility' strategy will look at aspects such as technology and marketing/promotion to ensure that everyone has access to information. It is important to the success of the overall strategy that people can make informed choices as to what is the optimal way to make a particular journey; rather than defaulting to the car for even the shortest trips.

In addition we will look to take advantage of our region's strength and history in the automotive industry. We want to use this to help ensure the region becomes a world leader in innovative technologies around future vehicle manufacturing and engineering; leading to cleaner, greener and safer vehicles.

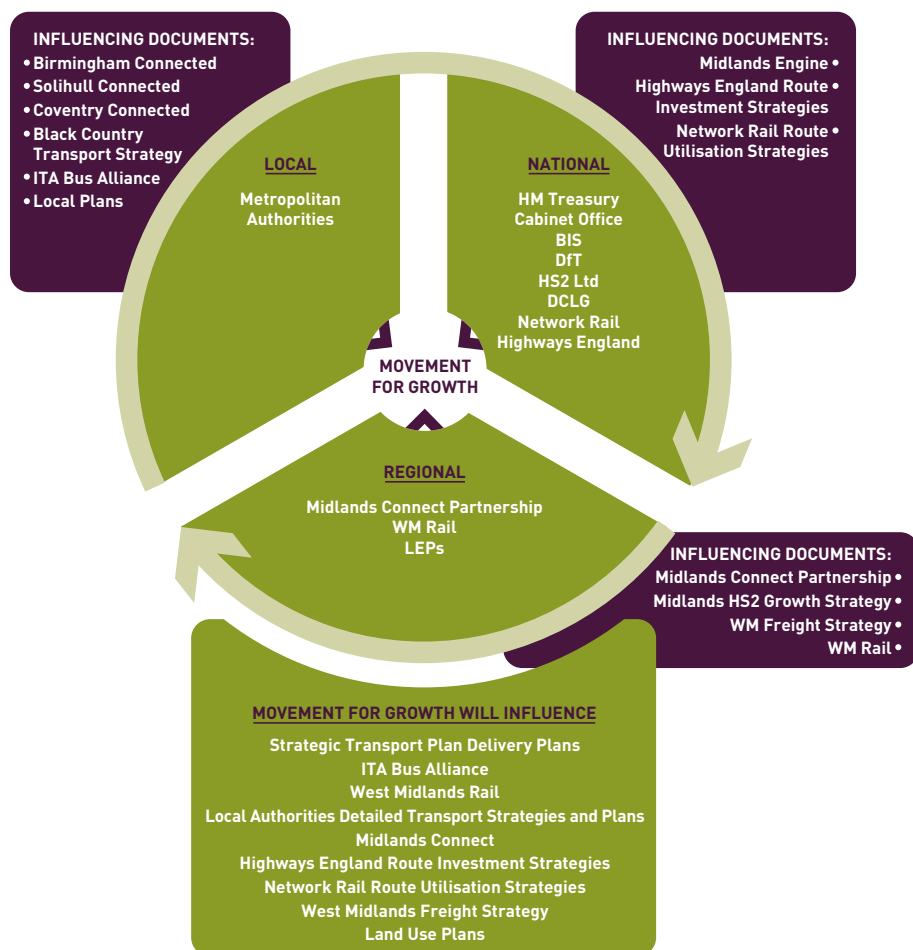
We will invest in technology to help deliver aspects such as:

- Simpler and more flexible payment mechanisms for public transport
- Innovations in vehicle manufacturing and engineering
- Increased access to and more varied travel choice information
- Reduced dependency on car ownership
- More efficient traffic management
- Reducing the need to travel
- 'Last Mile' logistics
- Road safety

“Our 'Smart Mobility' strategy will look at aspects such as technology and marketing/promotion to ensure that everyone has access to information”



## INFLUENCES ON MOVEMENT FOR GROWTH



## Delivering Our Plan

Work is progressing on developing a 10 year delivery plan (10YDP) in conjunction with West Midlands Local Authorities, Centro and the Local Enterprise Partnerships and this will continue to evolve alongside the formation of the West Midlands Combined Authority. The 10YDP will be finalised in 2016 and will form a key part of the West Midlands Combined Authority's transport workplan.

The proposed Combined Authority devolution agreement sets out how we intend to fund our ten year delivery plan. The proposed agreement covers a new £36.5 m per year revenue stream for 30 years from the Government, which the West Midlands can borrow against for up-front investment. This is part of a new overall investment plan for the Combined Authority which will also include existing committed capital investment, devolved funding streams, including those for local transport, private sector investment and locally generated funds. These locally generated funds will include, for example, business rate retention, expanded and new enterprise zones and prudential borrowing. It also includes £97m of Government funding of the metro extension in central Birmingham to Adderley Street

## Time to Start Delivering

We have consulted with the public and key stakeholders on the draft strategy, which was published in July 2015 and have had very positive feedback. There is strong support for the plan but the message to us is clear that people keenly want to see schemes delivered on the ground. That will be our focus from here on in, with the prospects of a new Combined Authority commencing next year providing a very solid basis for a prolonged period of delivery in line with this plan.





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# Birmingham City Council

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Our Ref: TA/PW

14 October 2015

West Midlands ITA Policy & Strategy Team  
c/o Council House Extension  
6 Margaret Street  
Birmingham B3 3BU

Dear Sir / Madam

**West Midlands Integrated Transport Authority Strategic Transport Plan: “Movement for Growth” Consultation**

Thank you for the opportunity to comment on the draft Movement for Growth document. On behalf of Birmingham City Council I can confirm that we are broadly in support of the strategy as set out in the consultation documents.

However, there are points of detail and emphasis where I consider the Plan could be usefully improved. Please find below some comments and suggestions which I hope will contribute towards a final version which will continue to provide the strategic direction for transport in Birmingham and the West Midlands as we move forward towards Combined Authority arrangements.

If you have any queries regarding my comments, please contact me for clarification. I look forward to receiving a final version which takes account of the points I have raised.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Tahir Ali', with a stylized flourish at the end.

**Councillor Tahir Ali**  
**Cabinet Member for Development, Transport and the Economy**



## **West Midlands Integrated Transport Authority Strategic Transport Plan “Movement for Growth” – Comments on draft strategy.**

### **Challenges for the West Midlands**

The document should set out an aspiration for the various areas of the West Midlands area to develop and adopt local Sustainable Urban Mobility Plans such as Birmingham Connected and Solihull Connected which will help to shape the delivery of Movement for Growth at the local level.

### **Land Use Policies and Planning Guidance**

The National Planning Policy Framework (NPPF) states that ‘Sustainable development means development that meets the needs of the present without compromising the ability of future generations to meet their own needs. It is central to the economic, environmental and social success of the country and is the core principle of planning.’

It is recommended that the ITA and the metropolitan districts ensure that the appropriate land use planning policies are in place in order to facilitate the implementation of transport policies which ensure that development improves the sustainability of the transport network as well as encouraging sustainable travel habits.

### **Population Growth and Housing Development**

There is also a need to consider the requirements of a growing younger population in some areas and the type of transport challenges this presents. There is a large population of around 20-24 which is mainly due to students coming to study at the City’s Universities. In Birmingham 45.7% of residents are estimated to be under 30 years old, compared with estimates of 39.4% for England. In contrast 13.1% of our residents are over 65, compared with 17.6% nationally.

The transport challenges for younger people are particularly in terms of the cost of transport and their ability to access education and employment opportunities. There is also a decline in the number of young people learning to drive and own private cars and therefore there is an increasing dependence on other forms of travel. Birmingham has more people in the younger age groups, compared to the rest of England which has a greater proportion of older people.

The approach to housing within the document is limited and further consideration would be welcome. The work done by PBA on transport priorities linking to spatial economic and housing objectives estimates that there is a shortfall in provision of circa 38,000 dwellings by 2031 (against an overall requirement of 207,000) across the HMA (Birmingham, Black Country, Solihull, Tamworth, Lichfield, South Staffordshire, North Warwickshire, Stratford upon Avon (part) Cannock Chase, Bromsgrove, Redditch.

Most of this shortfall emanates from needs generated in Birmingham but which cannot be physically located within city boundaries. It also estimates an increase of some 300,000 full time equivalent jobs within the Housing Market Area which will have transport implications.

Similar analysis has been done in Coventry / Warwickshire and has drawn the same conclusions, albeit on a smaller scale. Whilst the reference in the document to population growth by 2035 being equivalent to the size of Liverpool may be correct, much of the development will be accommodated within the existing built up area (see above). That said, the short fall is significant and equivalent to a settlement the size of Redditch.

The PBA work also concludes that brownfield opportunities are diminishing, hence there is a need to review policy designations and consider greenfield sites through the likes of urban extensions along rail corridors, expansion of existing settlements etc., all of which will have implications for transport infrastructure and funding streams. It is imperative, therefore, that spatial and transport strategies should be developed in tandem.

The following approach is suggested:

- Consider capacity on the existing network to accommodate new development (NPPF para 32)
- Consideration of programmed infrastructure which will create new capacity which could accommodate additional development
- Consider whether the business case for new schemes could be improved by additional development or could new development provide a means of addressing existing connectivity problems or enhance / maintain existing levels of service?

To support this it is important to identify and protect sites / routes, where infrastructure is critical in widening transport choice and supporting development.

In terms of the data presented within the report some analysis of transport trends and the policy implications / response would provide some context, for example widening of TTWA and longer journeys to work, greater incidence of home working, change in mode of travel to work, major growth in rail journeys etc.

It would add clarity if the schemes shown diagrammatically on page 17 were named. A diagram showing major development activity and how this relates to the transport network would also be useful.

The document does not really tackle the accessibility to employment issues (which transport has a key role to play in) and there should be more explicit recognition of this e.g. the eastern corridor in Birmingham but this could also apply to other parts of the region.

### **Duty to Cooperate**

Regulations identify ITAs along with ORR and highways authorities as Duty to Cooperate bodies, who have an obligation to engage constructively with local authorities in preparing local plans. Similarly local authorities have an obligation to have regard to ITA policies. Reference to this in the context of integrating transport and spatial planning should be made.

### **Environment and Public Health**

Transport emissions account for 25% of Birmingham's controllable CO2 emissions (and this is likely to be similar for the other districts) and it would be useful to make this point in the document.

It is suggested that paragraph 2.15 is amended as follows to reflect that Local Air Quality Management is going through a revision and AQMA may not exist in the future. AQMA are not declared for oxides of nitrogen but for nitrogen dioxide. There should also be recognition of the impacts of transport noise. The public health evidence base should be updated to provide more current information. The following is suggested:

'Local air quality needs to be improved so that the West Midlands becomes compliant with all relevant emission limits for air pollutants, specifically that for nitrogen dioxide, thereby promoting Government's aim for UK wide compliance and promoting public health outcomes. Public health impacts of poor air quality centre on respiratory problems alongside cardio-vascular problems, although evidence for other systemic impacts is growing e.g. neurological. At a basic level, road transport emissions from exposure to fine particles account for around 1,460 premature deaths each year in the West Midlands (Estimating Local Mortality Burdens Associated with Particulate Air Pollution, Public Health England, 2014), whilst deaths attributable to nitrogen dioxide may be in the region of around half that figure, when calculated based on the approach used in the Health risks of air pollution in Europe – HRAPIE project (World Health Organisation, 2013). The need to reduce emissions from the transport sector in the West Midlands is therefore highly important, particularly related to emissions within built up urban areas as well as from the motorway network. Other public health issues where transport strategy can play its part are the need to tackle the West Midlands' high obesity levels and diabetes through more active travel, and to radically reduce the number and severity of road traffic casualties. Furthermore, transport related ambient noise also needs to be reduced'.

## **Our Vision**

At 4.2 the document makes reference to 'fifteen policies under the five objectives'. Suggest that this is clarified as the document actually sets out that there are 'Four Challenges (2.4), 8 objectives (3.3) and 15 policies (p29)'.

Page 6 ECON 2 is a bit weak and would be helped by addressing the point with regard to transport as an enabler to accessing to employment opportunities. There does seem a lack of balance with more Environmental objectives and fewer on population growth, housing and the economy.

## **Twenty Year Vision for the Four Tiers of the Transport System and Indicative Phasing of the Long Term Programme**

We would suggest that in addition this needs to include an International Tier which acknowledges the importance of the West Midland's transport links to international gateways e.g. particularly the need to emphasise good access to Birmingham Airport (as well as key existing and proposed developments in the area i.e. NEC, UKC, HS2 interchange), ambitions for a HS2 to HS1 link to enable direct international rail travel and also links to ports: particularly linking to where Midlands Connect may seek to improve capacity and capability of rail freight connections including gauge enhancement and electrification.

### **National / Regional Tier**

High Speed 2 should be included as a Key Transport Priority for the National / Regional Tier. Overall HS2 does not get covered a lot in the document but it will be the single most important transport infrastructure project for the West Midlands (and the UK) over the next 20 years.

### **Metropolitan Tier**

Within the Metropolitan Tier we would suggest that the strategy offers some flexibility to consider different types of mass rapid transit solutions e.g. exploring the potential for Monorail and Ultra-Light Rail which could both offer alternative options for developing parts of a mass transit network in certain circumstances.

Figure 4.5 on page 14 fails to adequately demonstrate the philosophy of the strategy to ensure that residents have good access to jobs and activities within the region. I would suggest that this might be demonstrated as a plan showing journey time isochrones to / from Birmingham city centre and to / from the relevant strategic centres – this would also help to identify where the challenges in terms of achieving these levels of connectivity currently exist.

The Metropolitan Cycle Network should also reference the Birmingham Cycle Revolution Design Guide which will have been completed by the time the final version of this strategy is approved.

### **Park & Ride**

Continuing to expand Park & Ride capacity across the metropolitan and wider travel to work area is essential if we are to achieve mode shift and reduce car traffic into key centres. Birmingham Connected suggests that there are opportunities for new or expanded Park & Ride, or Cycle & Ride, facilities both inside and outside Birmingham. Three different types of facility have been considered.

- Strategic – sites towards the edge close to the boundary of the city, located close to key highways interchanges.
- Local – sites further inside the city boundary and;
- Micro – small scale sites potentially serving the rapid transit network, where provision is particularly made for people with disabilities and cycling.

Integrating cycling with the rest of the mass transit network will also be important and its consideration should be implicit in proposals. The Integration of cycle routes with high frequency public transport services; as well as providing cycle hubs and secure parking at Park & Ride sites; and consideration of cycle hire schemes across the network to enable people to continue their journey from a station/stop by bike should be included

### **Local Tier**

For clarity 4.3.3 should state that the local tier is made up of all local highways (excluding those identified as part of the Metropolitan Main Road Network).

Within the local tier the strategy should also acknowledge that there is a need to continue to seek harmonisation across the region with regard to policy and particular modes e.g. taxis.

### **Smart Mobility Underpin Tier**

The Strategy should set out the intention for the West Midlands to have a consistent approach for measures to support the uptake of Ultra Low Emission Vehicles in order to ensure success against objectives to reduce carbon emissions and improve air quality.



The City Council published the Birmingham Blueprint document in February 2015, the role of which is to provide recommendations on infrastructure roll-out in Birmingham in order to inform activities and investments within the sector, and advice for the Council on actions to be taken to support the delivery of the infrastructure plan. The focus is on the needs of fleet vehicles: taxis, fleet cars, vans, buses and trucks. There is a need for a joined West Midlands approach to the planning and delivery ULEV infrastructure to ensure appropriate availability, interoperability and to support future opportunities for funding e.g. from the Office for Low Emission Vehicles.

After each tier is a list of priorities but there is no explanation of why these are the priorities. The structure of the tiers is also difficult to follow and there is no real thread that can be followed from objectives through to priorities.

## **Road Safety**

Road Safety is implicit within efforts to promote more sustainable and active travel and should be highlighted and set out in a separate section as opposed to being covered at the end of a section.

The City Council has recently consulted on a new draft Road Safety Strategy. The Department for Transport's Strategic Framework for Road Safety states that the government will not set a target or definitive forecast for road safety and that local authorities are able to set out their own road safety priorities, taking account of local circumstances and needs.

While the Framework notes that accurately predicting future levels of road deaths and injuries is not straightforward, it uses modelling undertaken by the Transport Research Laboratory to make estimated projections based on past rates and trends, the expected effect of current measures and projections of traffic growth. On the basis of the approach within the Framework, Birmingham has proposed working towards a forecast reduction of 40% in KSIs by 2020 from 2005 - 2009 average.

This will require co-ordinated effort with partners and communities to reduce KSIs to this level. This will largely need to be underpinned by refocusing on certain key areas and vulnerable user groups to make the best use of available resources.

## **Smarter Choices**

Smarter Choices is much wider than travel plans and links back to the wider agenda of smart mobility through providing people with accurate real-time transport information, provided direct to personal devices and vehicles, to improve the travel experience in the West Midlands and enable to make well informed decisions around when and how to make their journeys.

Car Clubs are referred to briefly within the context of integration but there needs to be a West Midlands strategy encouraging their development and take up linked to planning policies.

## **Servicing & Logistics**

Freight is referenced throughout the document but the agenda is of significant importance to warrant its own section with a much stronger focus on the needs of 'freight' (in its widest sense) given the importance of a resilient and effective logistics network across the West Midlands to strengthen the area's economic positioning.

The ITA is developing a number of key initiatives around this agenda including the Freight Routing Study, the production of the Metropolitan Freight Strategy Addendum and the Freight Implementation Plan which will help to identify and prioritise work streams to progress the ITA's multi-modal freight agenda. More detail on these areas of work should be provided in Movement for Growth.

Through the Birmingham Connected Servicing and Logistics Package the Council is looking to develop strategies for servicing and logistics based upon the 'Olympics 4Rs', as developed by the Olympic Delivery Authority and Transport for London during the 2012 London Olympic Games.

The 4Rs refer to re-timing, remodelling, re-routing and reducing deliveries. A number of measures covering these 4Rs were initially adopted for the short duration of the Olympic Games but have since been extended and made permanent as a result of the cost and operational efficiencies identified.

The interventions recommended in Birmingham Connected cover a range of physical, operational and behavioural measures, which when combined as a package tackle the 4Rs in a balanced way. Appropriate measures are now being considered as the Council moves forward with the introduction of the Green Travel District (GTD), with the initial being piloted in the Edgbaston / Selly Oak University and Hospital campus area. We would encourage Movement for Growth to acknowledge the 4Rs approach as a balanced approach to developing strategies for servicing and logistics.

## **Revenue based operation and supporting policies**

It is suggested that this section should be retitled as Demand Management to reflect the important role of measures such as parking management, which can be cost-effective alternatives to increasing capacity by influencing travel behaviour and to deliver better environmental outcomes, improved public health, stronger communities, and more prosperous cities. P

Whilst there are no firm commitments with regard to the introduction of measures such as Work Place Parking Levies, Congestion Charging or Low Emission Zones presently, the document should not shy away from being upfront that these are potentially measures that the region may have to consider in order to deliver on the transport objectives and wider policy outcomes we collectively wish to realise.

## **Funding and Delivery**

The funding section could emphasise the size of the Growth Deals by presenting a combined figure (i.e. £630m) before breaking down into what each LEP received, this emphasises the collective impact of the investment secured. GBSLEP secured £378.8m (an extra £21.4m was announced in Jan 2015 in addition to £357.4m to 7 July) (this is covered in para 6.3 but could be clearer).

The section could refer to the recent work undertaken by the ITA, by detailing some of the specific options being considered, and could also make reference to other sources of government funding that could be targeted (e.g. OLEV / ERDF) and some of the innovative approaches that could be adopted.

The document makes no mention of Devolution or Devolution Deals and the broader context and direction of government policy should be reflected as an opportunity to secure funding and powers to deliver an engine for growth.

The document provides a high level, long term vision for the direction of transport strategy in the West Midlands and sets out a number of key deliverables over the twenty year plan period across the various tiers. However within that there is very limited detail on the expected implementation dates for some of these deliverables. Whilst it is acknowledged that some of the timescales would be purely indicative at this stage, it would help to provide dates to build a picture of the expected outcomes at various stages over the twenty year plan period.

The ITA should also consider producing supporting shorter term documents which set out the key deliverables and funding with an e.g. five year planning horizon. These should be regularly updated to take account of changes in policy, funding availability and emerging issues and trends such as the economy or technological advances.

# Equality Analysis

## Birmingham City Council Analysis Report

<b>EA Name</b>	WMITA Strategic Transport Plan - "Movement For Growth" - Endorsement Of The Document
<b>Directorate</b>	Economy
<b>Service Area</b>	Transportation Services Growth And Transportation
<b>Type</b>	Amended Function
<b>EA Summary</b>	<p>The West Midlands Integrated Transport Authority (WMITA) is responsible for formulating the transport strategy and policy; incorporating strategic highways, Midland Metro, freight, rail, bus and rapid transit networks.</p> <p>The WMITA has developed a strategic transport plan - 'Movement for Growth' - aimed at delivering strong economic growth. This plan forms the metropolitan area's overarching Urban Mobility Plan; around which each authority can develop their own bespoke strategies which suit their needs but fit under the umbrella of the overarching objectives for the West Midlands. The document outlines the need for the West Midlands plan and what it contains.</p> <p>Birmingham City Council have been being consulted on the Plan, and are now being asked to:</p> <p>Endorse Movement for Growth, which was approved by the West Midlands Integrated Transport Authority on 17th December 2015.</p> <p>Support the use of Movement for Growth to inform future transportation capital investment projects and programmes in Birmingham.</p> <p>Agree that Movement for Growth is presented to Full Council for adoption as City Council transport policy and to amend the constitution as appropriate.</p> <p>The expected outcome is that the City Council endorses the plan.</p> <p>This EA is an updated version of EA000868.</p>
<b>Reference Number</b>	EA001101
<b>Task Group Manager</b>	Peter.A.Bethell@birmingham.gov.uk
<b>Task Group Members</b>	Tim.Mitchell@birmingham.gov.uk, philip.edwards@birmingham.gov.uk, Chloe.Taylor@birmingham.gov.uk, david.i.harris@birmingham.gov.uk
<b>Date Approved</b>	2016-02-03 00:00:00 +0000
<b>Senior Officer</b>	philip.edwards@birmingham.gov.uk
<b>Quality Control Officer</b>	Lesley.Edwards@birmingham.gov.uk

### Introduction

The report records the information that has been submitted for this equality analysis in the following format.

### **Overall Purpose**

This section identifies the purpose of the Policy and which types of individual it affects. It also identifies which equality strands are affected by either a positive or negative differential impact.

### **Relevant Protected Characteristics**

For each of the identified relevant protected characteristics there are three sections which will have been completed.

- Impact
- Consultation
- Additional Work

If the assessment has raised any issues to be addressed there will also be an action planning section.

The following pages record the answers to the assessment questions with optional comments included by the assessor to clarify or explain any of the answers given or relevant issues.

## **1 Activity Type**

The activity has been identified as a Amended Function.

## **2 Overall Purpose**

### **2.1 What the Activity is for**

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<p>What is the purpose of this Function and expected outcomes?</p>	<p>The West Midlands Integrated Transport Authority (WMITA) is responsible for formulating the transport strategy and policy; incorporating strategic highways, Midland Metro, freight, rail, bus and rapid transit networks.</p> <p>The WMITA has developed a strategic transport plan Movement for Growth - aimed at delivering strong economic growth. This plan forms the metropolitan area's overarching Urban Mobility Plan; around which each authority can develop their own bespoke strategies which suit their needs but fit under the umbrella of the overarching objectives for the West Midlands. The document outlines the need for the West Midlands plan and what it contains.</p> <p>The main aspects of the plan include:</p> <p>A set of objectives and policies for transport improvements:</p> <p>Introduce a fully integrated rail and rapid transit network that connects the main centres with quick, frequent services, and which is connected into the wider local bus networks through high quality multi-modal interchanges; Increase the number of people that are within 45 minutes travel time by public transport to a minimum of three main centres and the two HS2 stations;</p> <p>Reduce transports impact on our environment improving air quality, reducing carbon emissions and improving road safety;</p> <p>Use transport improvements to enhance the public realm and attractiveness of the areas centres;</p> <p>Ensure that walking and cycling are a safe and attractive option for many journeys, especially short journeys below one or two miles, by delivering a strategic cycle network and enhancing local conditions for active travel;</p> <p>Facilitate the efficient movement of people on the areas transport networks to enable access to education and employment opportunities and health and leisure services;</p> <p>Enable businesses to connect to supply chains, key markets and strategic gateways through improved strategic connections by road and rail;</p> <p>Maintain and develop the areas transport infrastructure and services effectively to help ensure that they are safe and easily accessible for all.</p> <p>Consultation on the draft version of Movement for Growth took place Autumn 2015. All Members were informed of the consultation and provided with a full and summary version of the document. Comments were invited and Members were encouraged to respond. The Economy, Skills and Sustainability Overview &amp; Scrutiny Committee received a presentation on the strategy from West Midlands Integrated Transport Authority (WMITA) officers on 16th October 2015.</p> <p>Consultation on the draft version of Movement for Growth was undertaken with officers in other service areas including Highways, Planning &amp; Regeneration and Environmental Health and comments received helped to develop the Councils response which was approved by the Cabinet Member for Development, Transport &amp; the Economy on 15th October 2015.</p> <p>Officers from City Finance and Legal &amp; Democratic Services have been involved in the preparation of the report.</p> <p>The Leader of the Council and the Cabinet Members for Inclusion and Community Safety and Sustainability were consulted on this report.</p> <p>Birmingham City Council have been asked to endorse the plan, and the expected outcome is that the City Council endorses the plan.</p>
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**For each strategy, please decide whether it is going to be significantly aided by the Function.**

Public Service Excellence	Yes
A Fair City	Yes

A Prosperous City	Yes
A Democratic City	Yes

## **2.2 Individuals affected by the policy**

Will the policy have an impact on service users/stakeholders?	Yes
Will the policy have an impact on employees?	Yes
Will the policy have an impact on wider community?	Yes

## **2.3 Analysis on Initial Assessment**

An initial Equalities Analysis has been carried out, and it has been considered that none of the protected characteristics are affected by the City Councils endorsement of the West Midlands Integrated Transport Authority's Strategic Transport Plan: 'Movement for Growth'.

The City Council are being asked to endorse a Strategic Transport Plan being developed by an external organisation, the West Midlands Integrated Transport Authority. It is the ITA's own responsibility to consider equalities issues on their own documents.

The West Midlands Integrated Transport Authority have carried out their own Equalities Assessment on the document.



### **3 Concluding Statement on Full Assessment**

An initial Equalities Analysis has been carried out, and it has been considered that none of the protected characteristics are affected by the City Councils endorsement of the West Midlands Integrated Transport Authority's Strategic Transport Plan: 'Movement for Growth'.

The City Council are being asked to endorse a Strategic Transport Plan being developed by an external organisation, whose responsibility it is to consider equalities issues.

The West Midlands Integrated Transport Authority have carried out their own Equalities Assessment on the document.

### **4 Review Date**

16/01/17

### **5 Action Plan**

There are no relevant issues, so no action plans are currently required.

## PUBLIC REPORT

<b>Report to:</b>	<b>CABINET</b>
<b>Report of:</b>	<b>STRATEGIC DIRECTOR FOR ECONOMY</b>
<b>Date of Decision:</b>	<b>16 FEBRUARY 2016</b>
<b>SUBJECT:</b>	<b>UPDATED TRANSPORTATION AND HIGHWAYS CAPITAL FUNDING STRATEGY 2015/16 TO 2020/21 PROGRAMME DEFINITION DOCUMENT</b>
<b>Key Decision: Yes</b>	<b>Relevant Forward Plan Ref: 000224/2015</b>
<b>If not in the Forward Plan: (please "X" box)</b>	<b>Chief Executive approved</b> <input type="checkbox"/> <b>O&amp;S Chairman approved</b> <input type="checkbox"/>
<b>Relevant Cabinet Member(s) or Relevant Executive Member for Local Services:</b>	<b>Councillor Tahir Ali – Cabinet Member for Development, Transport and the Economy</b>
<b>Relevant O&amp;S Chairman:</b>	<b>Councillor Victoria Quinn – Economy, Skills, and Sustainability</b>
<b>Wards affected:</b>	<b>ALL</b>

<b>1. Purpose of report:</b>	
1.1	To seek approval to the Programme Definition Document updating the Transportation and Highways Capital Funding Strategy (THCFS) for the period 2015/16 to 2020/21 at a total estimated capital cost of £253.916m and allocate new Integrated Transport Block (ITB) capital funding available through the Local Transport Capital Settlement (LTCS) process. The firm allocations for 2015/16 and 2016/17, and provisional allocations for 2017/18 to 2020/21 support a range of projects and programmes that contribute towards achieving the Council's key policies and priorities as set out in the Council Business Plan and Budget (2015+ and 2016+), West Midlands Strategic Transport Plan, Birmingham Development Plan and the Birmingham Connected transport strategy. The THCFS has been developed to align with the Council's proposed Capital Expenditure Programme for 2016/17 to 2018/19.
1.2	To seek approval to a match funding strategy to meet the Council's local contribution commitments relating to Department for Transport (DfT) major schemes, the Local Growth Fund (LGF), Local Sustainable Transport Fund (LSTF) and Cycle City Ambition Grant (CCAG) programmes. This includes the allocation of net surplus Bus Lane Enforcement income to Transportation and Highways projects, as required by the Bus Lanes Contraventions Regulations 2005.
1.3	To seek approval to release development funding for 2015/16 (£0.905m) and 2016/17 (£1.120m) to progress individual projects to Project Definition Document (PDD) or Full Business Case (FBC) stage in accordance with the Council's Gateway and Related Financial Approval Framework (GRFAF).

<b>2. Decision(s) recommended:</b>	
	That Cabinet:
2.1	Approves the Programme Definition Document provided as Appendix A (including annexes A to H setting out schemes, programme governance and prioritisation criteria) to this report at a total estimated cost of £253.916m;
2.2	Approves firm allocations of £5.159m in 2015/16 and 2016/17, and estimated allocations of £5.159m per annum for the period 2017/18 to 2020/21 of new ITB funding provided through the LTCS process;
2.3	Notes the alignment of the THCFS with the Council's proposed Capital Expenditure Programme (CEP) for 2016/17 to 2018/19, as shown in Appendix B to this report;

2.4	Approves the release of development funding for 2015/16 (£0.905m) and 2016/17 (£1.120m) to progress individual projects to Project Definition Document (PDD) and FBC stage in accordance with the Council's GRFAF;
2.5	Approves the match funding strategy detailed in this report to enable the Council to meet its local contribution commitments relating to DfT major schemes and the LGF, LSTF and CCAG programmes and notes the requirement to fund (potentially from prudential borrowing) an estimated £16.611m from 2020/21 relating to the Tame Valley Viaduct and Dudley Road major projects;
2.6	Approves an additional preparatory costs application to the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) for £0.510m to support development activities associated with the Ashted Circus, Battery Way, Iron Lane and Birmingham Sustainable Urban Extension projects. These sums remain within the overall LGF allocations for each project, but will enable the early drawdown of resources to meet the costs of preparatory activities. Grant acceptance is recommended to be delegated to the Council's Section 151 Officer;
2.7	Approves the use of net surplus income from the Council's Bus Lane Enforcement operation to meet local funding contribution commitments relating to the LGF programme, as set out in this report, noting a forecast operating surplus of £3.964m at 31 March 2016;
2.8	Authorises the City Solicitor to negotiate, execute and complete any necessary legal documentation to give effect to the above recommendations.

<b>Lead Contact Officer(s):</b>	Phil Edwards – Head of Growth and Transportation
<b>Telephone No:</b>	0121 303 7409
<b>E-mail address:</b>	<a href="mailto:Philip.edwards@birmingham.gov.uk">Philip.edwards@birmingham.gov.uk</a>

<b>3. Consultation</b>	
	<u>Internal</u>
3.1	Consultation has been undertaken with the Cabinet Member for Sustainability, Cabinet Member for Inclusion and Community Safety, Cabinet Member for Commissioning, Contracting and Improvement, Strategic Director for Major Projects, Acting Strategic Director of Place, Director of Highways and Resilience and Acting Assistant Director Transportation and Connectivity who support the proposals contained within this report.
3.2	Officers from City Finance and Legal and Democratic Services have been involved in the preparation of this report.
	<u>External</u>
3.3	Full external consultation will be undertaken as part of individual PDDs and FBCs in accordance with normal practise including residents, emergency services, businesses, Centro and the Cycling Forum.

4. Compliance Issues:	
4.1	<p><u>Are the recommended decisions consistent with the Council's policies, plans and strategies?</u></p> <p>The Transportation and Highways Capital Programme Strategy (THCFS) performs an essential role in supporting a range of projects and programmes that contribute towards achieving the Council's key policies and priorities as set out in the Council Business Plan and Budget (2015+ and 2016+), West Midlands Strategic Transport Plan, Birmingham Development Plan and the Birmingham Connected transport strategy.</p>
4.2	<p><u>Financial Implications (Will decisions be carried out within existing finance and Resources?)</u></p> <p>ITB capital funding of £30.954m for Birmingham is estimated to be provided to the West Midlands Integrated Transport Authority (ITA) as Section 31 grant from the Department for Transport (DfT) between 2015/16 and 2020/21. The ITA is responsible for acceptance and adherence to conditions associated with the Section 31 grant and for reallocating ITB funding to Metropolitan District Councils and Centro. The allocated ITB values for 2015/16 and 2016/17 are firm, with estimates of allocation being used for 2017/18 to 2020/21. Allocations have been aligned with the Councils proposed CEP for 2016/17 to 2018/19 as set out in the Council Business Plan and Budget 2016+ and detailed in Appendix B to this report.</p>
4.3	<p>Forecasts issued by the Department for Transport (DfT) indicate that this annual allocation will remain constant until 2020/21. Implications associated with the West Midlands Combined Authority (WMCA) on these allocations are not known at this time. Such funding is significantly supplemented by bidding activities to Government and the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) for funding including Local Growth Fund (LGF), Cycle City Ambition Grant (CCAG) and Enterprise Zone (EZ). The total estimated capital cost of all projects and programmes utilising these resources over the 6 year period covered is £253.916m.</p>
4.4	<p>Detailed financial information is provided in Appendix A to this report including a funding strategy to enable the Council to meet significant local funding contribution requirements relating to Government and GBSLEP programmes. This strategy includes the use of net surplus Bus Lane Enforcement income and a requirement to fund an estimated £16.611m from 2020/21 from prudential borrowing, unless other resources can be identified. The prudential borrowing revenue costs will be charged to Transportation and Highways budgets and funded as described in paragraphs 5.13 to 5.15 below.</p>
4.5	<p>New capital transport projects by nature attract additional ongoing costs in respect of maintaining new highway assets. For projects approved in 2015/16 and 2016/17 an approved annual corporate policy contingency allocation is in place to accommodate inventory growth (in 2015/16 this is £0.500m and in 2016/17 £0.750m). All projects and schemes will need to identify revenue maintenance commitments and funding as part of the PDD/FBC approval process.</p> <p><u>Legal Implications</u></p>
4.6	<p>The relevant primary legislation required to implement individual projects contained within the THCFS comprises the Highways Act 1980; Road Traffic Act 1974; Road Traffic Regulation Act 1984; Traffic Management Act 2004; Town and Country Planning Act 1990 and Planning and Compulsory Purchase Act 2004. The Bus Lanes Contraventions Regulations 2005 are also relevant to this report.</p>

	<u>Public Sector Equality Duty (see separate guidance note)</u>
4.7	An initial screening for an Equality Assessment (EA) has been undertaken for the THCFS and has concluded that a full EA is not required at this time, with no adverse impacts on protected groups. This position will be reviewed for each composite project and/or programme at PDD and FBC stage as necessary. The initial screening is provided as Appendix C to this report.

<b>5.</b>	<b>Relevant background/chronology of key events:</b>
5.1	The Transportation and Highways Capital Funding Strategy (THCFS) performs an essential role in supporting a range of projects and programmes that contribute towards achieving the Council's key policies and priorities as set out in the Council Business Plan and Budget (2015+ and 2016+), West Midlands Strategic Transport Plan, Birmingham Development Plan and the Birmingham Connected transport strategy. The THCFS is also relevant to the Future Council programme and proposals contained within the Sustainable Neighbourhoods package.
5.2	In the context of the vision for an inclusive city, the THCFS has a strong focus on supporting the Council's core mission to 'work together to create a fair, prosperous and democratic city'. In addition, the programme seeks to make a significant contribution towards the key priorities of safety, businesses, sustainability, unemployment and engagement/influence by reducing congestion, enabling growth, improving road safety, improving accessibility, improving air quality and encouraging active and sustainable modes of travel.
5.3	The Government allocates capital funding for improving and maintaining the transportation and highway networks through the Local Transport Capital Settlement process. Specific annual allocations are determined through this mechanism, with resources allocated directly to the West Midlands Integrated Transport Authority (WMITA), who determine a reallocation of Integrated Transport Block (ITB) funding to Metropolitan District Councils and Centro.
5.4	Funding for highway maintenance is 'passported' directly to District Councils, with the exception of Birmingham, whose allocation is deemed to be included within funding arrangements for the Highways Maintenance and Management Private Finance Initiative (PFI).
5.5	The WMITA as the responsible body for the funding has allocated ITB funding to Birmingham and the other Metropolitan District Councils to be used for 'small transport improvement projects'. This is in accord with the intention of Government, that the funding be used for such projects to help Local Authorities stimulate local economies by reducing congestion, improving road safety, improving accessibility and supporting the use of active and sustainable modes of travel. Any implications of the WMITA being dissolved and relevant functions becoming part of the West Midlands Combined Authority (WMCA) are not known at the time of this report.
5.6	The THCFS has previously been updated to cover a rolling three year period to accord with the approach adopted by the Council in producing its CEP. In the context of longer term funding programmes such as the Local Growth Fund and the need arising from the Kerslake report for the Council to produce a long term financial strategy this has now been increased to a 6 year rolling period. The THCFS has also been aligned with the Council's proposed CEP for 2016/17 to 2018/19 to ensure consistency with the Business Plan and Budget 2016+.

5.7 A total of £5.159m of new ITB capital funding has been allocated through the above process to Birmingham for integrated transport projects in 2015/16 and 2016/17. Forecasts issued by the DfT indicate that this annual allocation will remain constant until 2020/21. Any impact of the West Midlands Combined Authority (WMCA) on these allocations is again unknown at this time. Such funding is significantly supplemented by bidding activities to Government and the GBSLEP for funding including Local Growth Fund (LGF), Cycle City Ambition Grant (CCAG) and Enterprise Zone (EZ).

5.8 The structure of the THCFS remains as previously agreed by Cabinet and comprises the following programmes: Major Schemes and Local Growth Fund; Economic Growth and Congestion Reduction; Walking, Cycling and Accessibility; Road Safety; Safer Routes to Schools; Network Integrity and Efficiency; and Infrastructure Development. Further programme detail is provided in Appendix A to this report, with a summary of annual ITB allocations shown below:

ITB Programme Allocations	Confirmed		Provisional			
	2015/16 £000's	2016/17 £000's	2017/18 £000's	2018/19 £000's	2019/20 £000's	2020/21 £000's
Major Schemes and Local Growth Fund	1270	872	1588	60	2162	2000
Economic Growth	229	1060	360	735	485	785
Walking, Cycling and Local Accessibility	1990	1309	1481	2634	782	644
Road Safety	371	488	300	300	300	300
Safer Routes to Schools	260	300	300	300	300	300
Network Integrity and Efficiency	514	605	605	605	605	605
Infrastructure Development	525	525	525	525	525	525
<b>Total</b>	<b>5159</b>	<b>5159</b>	<b>5159</b>	<b>5159</b>	<b>5159</b>	<b>5159</b>

5.9 The Council has been highly successful in securing external grant resources to support and expand the THCFS during 2014/15 and 2015/16. In the competitive context of external bidding rounds the Council has committed to a significant level of 'local funding contribution', particularly relating to the LGF and Birmingham Cycle Revolution (BCR) programmes approved by Cabinet in March 2015. Given the short timescales and limited scheme detail available at the time of bid submissions (and Project Definition Document stage), detailed work has been undertaken to refine scheme detail and costs during 2015/16. This has been a complex process and has also led to a review of earlier stages of BCR, schemes included within the DfT's previous arrangements for major transport schemes and identification of other funding pressures in the THCFS totalling £16.974m as shown below.

Pressure	£000's
Ashted Circus	717
BCR1	1,945
BCR2	1,360
BCR3	6,525
Chester Road	1,000
Dudley Road – Development	500
Five Ways	175
Heartlands Spine Road	200
Iron Lane	2,692
Spring Hill Circus	175
Tame Valley Viaduct - Development	1,685
<b>Total Pressure</b>	<b>16,974</b>

5.10	<p>In this context a funding strategy has been developed to address both the local contribution requirement and funding required to meet current pressures. In addition, the strategy addresses development costs associated with taking provisionally approved LGF projects to the point of business case submission to DfT (Tame Valley Viaduct and Dudley Road). The funding strategy proposes the following resources to fund the pressure:</p> <p>The pressures associated with BCR 1, BCR 2, BCR3, Heartlands Spine Road and Tame Valley Viaduct Development will be funded as follows:</p> <ul style="list-style-type: none"> <li>• £6.990m to be resourced from unallocated previous years ITB (£2.561m); new ITB (£3.541m) top sliced as agreed by Cabinet previously; Supported Capital Expenditure (£0.688m) residual resources not required for the now complete Hagley Road Bus Showcase project; and Section 106 (£0.2m) windfalls;</li> <li>• £3.000m from the alignment of the A45 cycling elements of BCR3 to be reviewed and aligned with the A45 SPRINT and A45 High Speed Two cycle route proposals; and</li> <li>• £1.725m corporate capital funding to be provided in 2017/18 (£0.865m) and 2018/19 (£0.860m) to support Birmingham Cycle Revolution Phase 3, for subsequent repayment in 2019/20 from new ITB resources.</li> </ul> <p>The remaining pressures will be funded as follows:</p> <ul style="list-style-type: none"> <li>• £3.409m additional funding applications for LGF resources to be submitted to GBSLEP (£1.0m Chester Road, £1.692m Iron Lane and £0.717m Ashted Circus);</li> <li>• £1.000m of net surplus Bus Lane Enforcement (BLE) income to be allocated to the Iron Lane project in 2016/17;</li> <li>• £0.500m development costs for Dudley Road (£0.05m 15/16; £0.150m 16/17 and £0.3m 17/18) to be sought from the DfT via the GBSLEP as part of the provisional LGF allocation for this project; and</li> <li>• £0.350m to cover additional costs expected on Spring Hill Circus (£0.175m) and Five Ways (£0.175m) to be sought from GBSLEP Enterprise Zone resources in the form of a programme virement from the Navigation Street Link project, in accordance with EZ governance arrangements.</li> </ul>
5.11	<p>It is proposed that this funding strategy is updated regularly and revised as necessary with the relevant portfolio holder, as particular risks will need to be managed around external funding applications and ensuring the alignment of the A45 cycling proposals with the A45 SPRINT and High Speed Two cycle route proposals.</p>
5.12	<p>Expenditure approvals for the above projects and detail around cost variances will be handled at a project level in accordance with the Council's Gateway and Related Financial Approval Framework. Future THCFS reports will also be presented to Cabinet before the start of each financial year to ensure alignment with the Council's CEP.</p>
5.13	<p>The delivery of the Tame Valley Viaduct and Dudley Road major projects are dependent upon approval by the DfT rather than GBSLEP. On the basis of current estimates the Council will be required to provide a local funding contribution of £16.611m towards these projects split £13.097m (Tame Valley Viaduct) and £3.514m (Dudley Road). This contribution is within the range expected by the DfT for major schemes (between 10% and 20% of overall project costs) and will be required in full in 2020/21 and levers a total of £94.450m from the LGF. Given the complexity of the Tame Valley Viaduct project and the inherent risks, dialogue is currently under way with the DfT as to an appropriate delivery mechanism for the scheme.</p>



5.14	<p>To enable funding bids to be submitted to the DfT (which will be subject to specific PDD reports covering all relevant detail) it is now necessary to establish a funding strategy in respect of this significant local contribution requirement. As such, it is proposed to establish the agreed principle of prudential borrowing in 2020/21 for these projects at a total estimated sum of £16.611m. It is further proposed that this sum be repaid over a 10 year period, with annual repayments of £2.074m (interest and principal). Principal repayments will be resourced through a continued top slice of the Council's ITB from 2020/21, while net surplus BLE income will cover interest charges. Where possible, other grants and resources that may become available over this period will be used to either a) reduce the overall quantum of prudential borrowing required; or b) offset the amount of ITB top sliced to enable the delivery of other projects. Capital receipts arising from the disposal of land acquired to deliver the Dudley Road project (funded via LGF) should be recycled into the project in the first instance as an example. Appropriate governance relating to capital receipts would need to be followed.</p>
5.15	<p>As described above, the funding strategy requires the allocation of net surplus BLE income to support the Council's local contribution commitments associated with the LGF programme. This proposal ensures that the Council is in full compliance with the Bus Lanes Contraventions Regulations 2005, which require net surplus income to be reinvested in Transportation and Highways projects. A net surplus of £3.964m is forecast at 31 March 2016, with usage and further detail provided in Appendix A (Annex G) in respect of allocations to the Iron Lane project and prudential borrowing interest payments relating to the Dudley Road and Tame Valley Viaduct major projects.</p>
5.16	<p>In the context of the Council's local contribution commitments it is proposed that any further expansion of the bus lane enforcement operation is self-funding, with upfront capital costs resourced from prudential borrowing to be repaid over no longer than 10 years from subsequent net surplus income (using a cautious estimate of future income).</p>
5.17	<p>As stated above, a full review has been undertaken of the Council's LGF programme, which has included costs, risks, programme and splitting projects between the Transportation and Highways, and Planning and Regeneration capital programmes. The total estimated cost of the Transportation and Highways LGF programme currently stands at £175.356m. A direct comparison with the costs reported to Cabinet in March 2015 is difficult given that projects including the A34 Corridor and Longbridge have now been split between Transportation and Highways, and Planning and Regeneration in terms of composite project components. It is proposed that Cabinet notes the current project costs and profiles provided as Annex H, which supersede those previously reported and align with FBC reports either approved by Cabinet since March 2015 or that are scheduled for approval in the coming months.</p>
5.18	<p>It is further proposed that Cabinet approves an additional bid to GBSLEP for preparatory costs relating to Ashted Circus (£0.173m); Battery Way (£0.08m), Iron lane (£0.09m) and Birmingham's Sustainable Urban Extension (£0.167m). These sums remain within the overall LGF allocations for each project, but will enable the early drawdown of resources to meet the costs of preparatory activities including detailed design and land acquisition. Grant acceptance is recommended to be delegated to the Council's Section 151 Officer.</p>
5.19	<p>There are no direct procurement implications contained within this report, however, it should be noted that schemes will be delivered by the Council and works will be procured through approved frameworks or competitive tenders utilising either in house resources or partner's procurement arrangements, in accordance with Standing Orders and the Procurement Governance Arrangements. Procurement implications will be reported in individual PDD and FBC reports as per normal practise.</p>
5.20	<p>Key risks associated with the THCFS and proposed funding strategy are outlined in Appendix A (Annex F) to this report. It should be noted that a significant shortage of consultant and contractor resource in the marketplace could impact upon programme delivery and potentially increase project costs. This risk will be managed by senior Transportation and Highways officers in conjunction with the relevant portfolio holder.</p>

<b>6. Evaluation of alternative option(s):</b>	
6.1	Alternative options have been explored as part of the PDD provided as Appendix A to this report, with a proposed option selected on the basis of best achieving the Council's key policies and priorities, whilst maximising delivery and minimising risks.

<b>7. Reasons for Decision(s):</b>	
7.1	To approve the Council's Transportation and Highways Capital Funding Strategy for the period 2015/16 to 2020/21 to best achieve the Council's key policies and priorities, whilst maximising delivery, minimising risks and providing alignment with the Councils proposed Capital Expenditure Programme for 2016/17 to 2018/19 as set out in the Business and Plan and Budget 2016+.
7.2	To approve a match funding strategy to enable the Council to meet its local contribution commitments arising from a number of Government and GBSLEP funding rounds including the allocation of net surplus Bus Lane Enforcement income as required by the Bus Lanes Contraventions Regulations 2005.
7.3.	To release development funding to progress projects and programmes included within the Transportation and Highways Capital Programme Strategy.

<b>Signatures</b>	<b><u>Date</u></b>
Cllr Tahir Ali – Cabinet Member for Development, Transport and the Economy	.....
Waheed Nazir Strategic Director for Economy	.....

<b>List of Background Documents used to compile this Report:</b>	
1	Council Business Plan and Budget 2015+ and 2016+
2	West Midlands Strategic Transport Plan
3	Birmingham Connected Transport Strategy
4	Birmingham Development Plan
5	Greater Birmingham and Solihull LEP Strategic Economic Plan
6	Integrated Transport Block Allocations 2015 to 2021, Department for Transport, July 2014.
7	Bus Lane Enforcement – Full Business Case – Report of the Strategic Director for Development and Culture - March 2013
8	Transportation and Highways Capital Programme 2014/15 to 2016/17 – Programme Definition Document – Report of the Deputy Chief Executive – November 2014
9	Local Growth Fund Transport and Connectivity Projects – Programme Definition Document – Report of the Deputy Chief Executive – March 2015
10	Birmingham Cycle Revolution Phase 3: Initial Project Definition Document – Report of the Deputy Chief Executive – March 2015

<b>List of Appendices accompanying this Report (if any):</b>	
1.	Programme Definition Document – Appendix A
2.	Alignment of the Transportation and Highways Capital Funding Strategy with the Council's proposed Capital Expenditure Programme for 2016/17 to 2018/19 – Appendix B
3.	Equalities Assessment Initial Screening – Appendix C

<b>Report Version</b>	<b><u>G</u></b>	<b>Dated</b>	<b><u>03/02/2016</u></b>
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## **PROTOCOL PUBLIC SECTOR EQUALITY DUTY**

- 1 The public sector equality duty drives the need for equality assessments (Initial and Full). An initial assessment should, be prepared from the outset based upon available knowledge and information.
- 2 If there is no adverse impact then that fact should be stated within the Report at section 4.4 and the initial assessment document appended to the Report duly signed and dated. A summary of the statutory duty is annexed to this Protocol and should be referred to in the standard section (4.4) of executive reports for decision and then attached in an appendix; the term 'adverse impact' refers to any decision-making by the Council which can be judged as likely to be contrary in whole or in part to the equality duty.
- 3 A full assessment should be prepared where necessary and consultation should then take place.
- 4 Consultation should address any possible adverse impact upon service users, providers and those within the scope of the report; questions need to assist to identify adverse impact which might be contrary to the equality duty and engage all such persons in a dialogue which might identify ways in which any adverse impact might be avoided or, if avoidance is not possible, reduced.
- 5 Responses to the consultation should be analysed in order to identify:
  - (a) whether there is adverse impact upon persons within the protected categories
  - (b) what is the nature of this adverse impact
  - (c) whether the adverse impact can be avoided and at what cost – and if not –
  - (d) what mitigating actions can be taken and at what cost
- 6 The impact assessment carried out at the outset will need to be amended to have due regard to the matters in (4) above.
- 7 Where there is adverse impact the final Report should contain:
  - a summary of the adverse impact and any possible mitigating actions (in section 4.4 or an appendix if necessary)
  - the full equality impact assessment (as an appendix)
  - the equality duty – see page 9 (as an appendix).

## Equality Act 2010

The Executive must have due regard to the public sector equality duty when considering Council reports for decision.

The public sector equality duty is as follows:

1	<p>The Council must, in the exercise of its functions, have due regard to the need to:</p> <ul style="list-style-type: none"> <li>(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act;</li> <li>(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;</li> <li>(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.</li> </ul>
2	<p>Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:</p> <ul style="list-style-type: none"> <li>(a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;</li> <li>(b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;</li> <li>(c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.</li> </ul>
3	<p>The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.</p>
4	<p>Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:</p> <ul style="list-style-type: none"> <li>(a) tackle prejudice, and</li> <li>(b) promote understanding.</li> </ul>
5	<p>The relevant protected characteristics are:</p> <ul style="list-style-type: none"> <li>(a) Age</li> <li>(b) Disability</li> <li>(c) gender reassignment</li> <li>(d) pregnancy and maternity</li> <li>(e) Race</li> <li>(f) religion or belief</li> <li>(g) Sex</li> <li>(h) sexual orientation</li> </ul>

## PROGRAMME DEFINITION DOCUMENT (PDD)

1. General Information			
<b>Directorate</b>	Economy	<b>Portfolio</b>	Development, Transport and the Economy
<b>Project Title</b>	Updated Transportation & Highways Capital Funding Strategy 2015/16 to 2020/21	<b>Project Code</b>	Not applicable
<b>Programme Description</b>	<p><b><u>Background</u></b></p> <p>The Transportation and Highways Capital Funding Strategy (THCFS) performs an essential role in supporting a range of projects and programmes that contribute towards achieving the Council's key policies and priorities as set out in the Council Business Plan and Budget (2015+ and 2016+), West Midlands Strategic Transport Plan, Birmingham Development Plan and the Birmingham Connected transport strategy. The THCFS is also relevant to the Future Council programme and proposals contained within the Sustainable Neighbourhoods package.</p> <p>In the context of the vision for an inclusive city, the THCFS has a strong focus on supporting the Council's core mission to 'work together to create a fair, prosperous and democratic city'. In addition, the programme seeks to make a significant contribution towards the key priorities of safety, businesses, sustainability, unemployment and engagement/influence by reducing congestion, enabling growth, improving road safety, improving accessibility, improving air quality and encouraging active and sustainable modes of travel.</p> <p><b><u>Capital Funding</u></b></p> <p>The Government allocates capital funding for improving and maintaining the transportation and highway networks through the Local Transport Capital Settlement process. Specific annual allocations are determined through this mechanism, with resources allocated directly to the West Midlands Integrated Transport Authority (WMITA), who determine a reallocation of Integrated Transport Block (ITB) funding to Metropolitan District Councils and Centro. Funding for highway maintenance is 'passported' directly to District Councils, with the exception of Birmingham, whose allocation is deemed to be included within funding arrangements for the Highways Maintenance and Management Private Finance Initiative (PFI).</p> <p>The WMITA as the responsible body for the funding has allocated ITB funding to Birmingham and the other Metropolitan District Councils to be used for 'small transport improvement projects'. This is in accord with the intention of Government, that the funding be used for such projects to help Local Authorities stimulate local economies by reducing congestion, improving road safety, improving accessibility and supporting the use of active and sustainable modes of travel. The implications of WMITA being dissolved and relevant functions becoming part of the West Midlands Combined Authority (WMCA) are not yet known.</p> <p>The THCFS has previously been updated to cover a rolling three year period to accord with the approach adopted by the Council in producing its Capital Expenditure Programme (CEP). In the context of longer term funding programmes such as the Local Growth Fund and the need arising from the Kerslake report for the Council to produce a long term financial strategy this has now been increased to a 6 year rolling period. The THCFS has also been aligned with the Council's proposed CEP for 2016/17 to 2018/19 to ensure consistency with the Business Plan and Budget 2016+.</p> <p>A total of £5.159m of new ITB capital funding has been allocated through the above process to Birmingham for integrated transport projects in 2015/16 and 2016/17. Forecasts issued by the Department for Transport (DfT) indicate that this annual allocation will remain constant until 2020/21. Implications associated with the West Midlands Combined Authority (WMCA) on these allocations are again not known at this time. Such funding is significantly supplemented by bidding activities to Government and the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) for funding including Local Growth Fund (LGF), Cycle City Ambition Grant (CCAG) and Enterprise Zone (EZ). The total estimated capital cost of projects and programmes utilising these resources over the 6 year period covered is £253.916m.</p>		

## **Programme Structure**

The structure of the THCFS remains as agreed previously by Cabinet and comprises the following programmes.

### **Major Schemes and Local Growth Fund**

This programme contains larger projects targeting economic growth across the city, specifically those to be funded from the Local Growth Fund. It also contains residual major schemes from previous Government funding rounds and projects associated with the Metro extension to Centenary Square. ITB funding allocated in this programme forms part of match funding arrangements discussed later in this report.

### **Economic Growth and Congestion Reduction Programme**

The Economic Growth and Congestion Reduction Programme (EGCRP) is split into two sub programmes comprising: Economic Growth Zones (EGZ) and Enabling Growth and Tackling Congestion (EGTC). The EGZ sub programme will focus on the provision of transport infrastructure to enable and unlock growth.

The EGTC sub programme will focus on projects to enable growth and tackle congestion outside of the Economic Growth Zones, and will comprise measures such as larger junction improvements, controlled parking zones and a programme of smaller measures to address congestion and public transport issues raised by stakeholders.

### **Walking, Cycling and Accessibility Programme**

The Walking, Cycling and Accessibility Programme is split into two elements comprising: Walking and Cycling Schemes and Local Accessibility Schemes. It is recognised that the use of sustainable modes of transport can significantly contribute towards reducing congestion, improving air quality improving accessibility and also improving health and physical fitness. The Walking and Cycling Schemes programme will take forward key projects as detailed in the Council's Walking and Cycling strategies including new pedestrian and cycling routes, new cycle stands, new cycle hubs and bikes, and smaller measures identified by stakeholders. Significant ITB resources in this programme provide the match funding element of the BCR programme, which includes the rollout of 20mph limits across the city.

It is proposed that the Local Accessibility Schemes programme continues, which seeks to improve accessibility for local people wishing to access education, employment, retail and leisure facilities in their local area. In support of the localism agenda, schemes will be identified and developed in partnership with Districts, with individual projects to be agreed in consultation with relevant portfolio holders. Prioritisation criteria and governance arrangements are provided in Annex A to this PDD.

### **Road Safety Programme**

The Road Safety Programme targets the continued reduction of recorded killed, seriously injured and slight accidents across the City to maintain the positive downward trend achieved by both Birmingham and the West Midlands Metropolitan area.

For consideration for inclusion into the Local Safety Schemes sub element of the programme, locations would normally have at least nine slight collisions over a three year period, although consideration is given to sites with a higher proportion of killed or serious injury collisions. In addition, further weight is given to locations or sites where there is a high concentration of collisions involving pedestrians or cyclists, reflecting the Council's road user hierarchy. Further information on prioritisation is provided in Annex B, along with governance arrangements.

Sites listed in Annex H (full project and financial summary) have been prioritised on a value for money basis, which looks at the benefit to cost ratios of schemes in the context of implementation costs and associated accidents savings based on DfT rates.

The Road Safety Programme also contains a Safety Cameras sub programme, which seeks to manage

and resource transitional arrangements associated with the fixed site operation across the City.

This programme will align with the new Birmingham Road Safety Strategy set to be adopted by the Council in summer 2016.

### **Safer Routes to Schools Programme**

It is proposed to continue the successful Safer Routes to Schools Programme (SRTS) over the next 6 financial years. Schools proposed for named highway engineering schemes are required to have an up to date School Travel Plan in place and then are prioritised in accordance with the safety and sustainability criteria provided as Annex C to this PDD (also includes governance arrangements). In summary, schools are prioritised on safety grounds by reviewing the school population size and road accident levels in the vicinity. Schools prioritised on sustainability grounds are determined by the following:

- School population;
- Proportion of pupils living close enough to walk to school, but choosing not to;
- Particular requirements for highway measures identified by the school in their travel plan;
- Participation in sustainable travel initiatives and projects such as 'Walk Once a Week or 'Bike It'.

In addition to the above projects, it is proposed that a programme of 'smaller enhancement measures' be implemented at existing schools with a SRTS scheme on the basis of requirements identified during the update of individual School Travel Plans.

### **Network Integrity and Efficiency**

The Network Integrity and Efficiency programme will continue a number of projects to enhance and protect the highway network. These include Aston Road North bridge, standards compliance and de-cluttering works.

The programme will also support the localism agenda through the provision of a £0.5m budget to address minor transport issues identified at ward level. Works within this programme should demonstrate a contribution towards reducing congestion, improving road safety (including 20mph limits), improving accessibility and improving air quality, with greater flexibility provided in terms of value for money to reflect local priorities. All works should be undertaken within the public highway, with no more than £2,500 of the £12,500 provided to each ward utilised on development and implementation fees. Further information on prioritisation criteria and governance arrangements is provided in Annex D.

### **Infrastructure Development**

The Infrastructure Development programme focuses upon activities to develop future year programmes, specifically feasibility, design and data gathering tasks to enable an overall rolling THCFS. In addition, the funding enables the development of new major schemes to be funded from LGF or other resources from 2016/17 onwards. Should projects developed in this and other programmes be abortive, expenditure will represent a revenue cost to the promoting Directorate.

A summary of ITB programme allocations is shown below.

As part of the below allocation of ITB it is proposed that Cabinet approves development funding of £0.905m in 2015/16 and £1.120m in 2016/17. A breakdown is provided as Annex E.

Confirmed

Provisional

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ITB Programme Allocations	2015/16 £000's	2016/17 £000's	2017/18 £000's	2018/19 £000's	2019/20 £000's	2020/21 £000's
Major Schemes and Local Growth Fund	1270	872	1588	60	2162	2000
Economic Growth	229	1060	360	735	485	785
Walking, Cycling and Local Accessibility	1990	1309	1481	2634	782	644
Road Safety	371	488	300	300	300	300
Safer Routes to Schools	260	300	300	300	300	300
Network Integrity and Efficiency	514	605	605	605	605	605
Infrastructure Development	525	525	525	525	525	525
<b>Total</b>	<b>5159</b>	<b>5159</b>	<b>5159</b>	<b>5159</b>	<b>5159</b>	<b>5159</b>

### **Funding Strategy**

The Council has been highly successful in securing external grant resources to support and expand the THCFs during 2014/15 and 2015/16. In the competitive context of external bidding rounds the Council has committed to a significant level of 'local funding contribution', particularly relating to the LGF and Birmingham Cycle Revolution (BCR) programmes approved by Cabinet in March 2015. Given the short timescales and limited scheme detail available at the time of bid submissions (and Project Definition Document stage), detailed work has been undertaken to refine scheme detail and costs during 2015/16. This has been a complex process and has also led to a review of earlier stages of BCR, schemes included within the DfT's previous arrangements for major transport schemes and identification of other funding pressures in the THCFs totalling £16.974m as shown below.

Pressure	£000's
Ashted Circus	717
BCR1	1,945
BCR2	1,360
BCR3	6,525
Chester Road	1,000
Dudley Road – Development	500
Five Ways	175
Heartlands Spine Road	200
Iron Lane	2,692
Spring Hill Circus	175
Tame Valley Viaduct – Development	1,685
<b>Total Pressure</b>	<b>16,974</b>

In this context a funding strategy has been developed to address both the local contribution requirement and funding required to meet current pressures. In addition, the strategy addresses development costs associated with taking provisionally approved LGF projects to the point of business case submission to DfT (Tame Valley Viaduct and Dudley Road). Resourcing is broken down below noting that funding for the A45 cycling elements of BCR3 may not come directly to the Council as a specific funding resource.

Funding	£000's
Previous Years ITB	2,561
New ITB	3,541
Corporate Capital Resources	1,725
SCE	688
S106	200
Bus Lane Enforcement	1,000
LGF Development Cost (Provisional Allocation)	500
Additional LGF	3,409
A45 Sprint/HS2 Cycle Route Alignment*	3,000
EZ	350
<b>Total Funding</b>	<b>16,974</b>

The funding strategy proposes the following resources to fund the pressure:



The pressures associated with BCR 1, BCR 2, BCR3, Heartlands Spine Road and Tame Valley Viaduct Development will be funded as follows:

- £6.990m to be resourced from unallocated previous years ITB (£2.561m); new ITB (£3.541m) top sliced as agreed by Cabinet previously; Supported Capital Expenditure (£0.688m) residual resources not required for the now complete Hagley Road Bus Showcase project; and Section 106 (£0.2m) windfalls;
- £3.000m from the alignment of the A45 cycling elements of BCR3 to be reviewed and aligned with the A45 SPRINT and A45 High Speed Two cycle route proposals; and
- £1.725m corporate capital funding to be provided in 2017/18 (£0.865m) and 2018/19 (£0.860m) to support Birmingham Cycle Revolution Phase 3, for subsequent repayment in 2019/20 from new ITB resources.

The remaining pressures will be funded as follows:

- £3.409m additional funding applications for LGF resources to be submitted to GBSLEP (£1.0m Chester Road, £1.692m Iron Lane and £0.717m Ashted Circus);
- £1.000m of net surplus Bus Lane Enforcement (BLE) income to be allocated to the Iron Lane project in 2016/17;
- £0.500m development costs for Dudley Road (£0.05m 15/16; £0.150m 16/17 and £0.3m 17/18) to be sought from the DfT via the GBSLEP as part of the provisional LGF allocation for this project; and
- £0.350m to cover additional costs expected on Spring Hill Circus (£0.175m) and Five Ways (£0.175m) to be sought from GBSLEP Enterprise Zone resources in the form of a programme virement from the Navigation Street Link project, in accordance with EZ governance arrangements.

It is proposed that this funding strategy is updated regularly and revised as necessary with the relevant portfolio holder, as particular risks will need to be managed around external funding applications and ensuring the alignment of the A45 cycling proposals with the A45 SPRINT and High Speed Two cycle route proposals.

Expenditure approvals for the above projects and detail around cost variances will be handled at a project level in accordance with the Council's Gateway and Related Financial Approval Framework. Future THCFs reports will also be presented to Cabinet before the start of each financial year to ensure alignment with the Council's CEP.

### **Local Funding Contributions required to deliver Provisionally Approved LGF Projects**

The delivery of the Tame Valley Viaduct and Dudley Road major projects are dependent upon approval by the DfT rather than GBSLEP. On the basis of current estimates the Council will be required to provide a local funding contribution of £16.611m towards these projects split £13.097m (Tame Valley Viaduct) and £3.514m (Dudley Road). This contribution is within the range expected by the DfT for major schemes (between 10% and 20% of overall project costs) and will be required in full in 2020/21 and levers a total of £94.450m from the LGF. Given the complexity of the Tame Valley Viaduct project and the inherent risks, dialogue is currently under way with the DfT as to an appropriate delivery mechanism for the scheme.

To enable funding bids to be submitted to the DfT (which will be subject to specific PDD reports covering all relevant detail) it is now necessary to establish a funding strategy in respect of this significant local contribution requirement. As such, it is proposed to establish the agreed principle of prudential borrowing in 2020/21 for these projects at a total estimated sum of £16.611m. It is further proposed that this sum be repaid over a 10 year period, with annual repayments of £2.074m (interest and principal). Principal repayments will be resourced through a continued top slice of the Council's ITB from 2020/21, while net surplus BLE income will cover interest charges. Where possible, other grants and resources that may become available over this period will be used to either a) reduce the overall quantum of prudential borrowing required; or b) offset the amount of ITB top sliced to enable the delivery of other projects. It is proposed that capital receipts arising from the disposal of land acquired to deliver the Dudley Road project (funded via LGF) should be recycled into the project in the first instance as an example. Appropriate governance relating to capital receipts would need to be followed.

### **Bus Lane Enforcement – Surplus Income and Future Scheme Expansion**

As described above, the funding strategy requires the allocation of net surplus BLE income to support the Council's local contribution commitments associated with the LGF programme. This proposal ensures that the Council is in full compliance with the Bus Lanes Contraventions Regulations 2005, which require net surplus income to be reinvested in Transportation and Highways projects. A net surplus of £3.964m is forecast at 31 March 2016, with usage and further detail provided in Annex G in respect of allocations to the Iron Lane project and prudential borrowing interest payments relating to the Dudley Road and Tame Valley Viaduct major projects.

In the context of the Council's local contribution commitments it is proposed that any further expansion of the bus lane enforcement operation is self-funding, with upfront capital costs resourced from prudential borrowing to be repaid over no longer than 10 years from subsequent net surplus income (using a cautious estimate of future income).

### **Local Growth Fund – Transportation and Highways**

As stated above, a full review has been undertaken of the Council's LGF programme, which has included costs, risks, programme and splitting projects between the Transportation and Highways, and Planning and Regeneration capital programmes. The total estimated cost of the Transportation and Highways LGF programme currently stands at £175.356m. A direct comparison with the costs reported to Cabinet in March 2015 is difficult given that projects including the A34 Corridor and Longbridge have now been split between Transportation and Highways, and Planning and Regeneration in terms of composite project components.

It is proposed that Cabinet notes the current project costs and profiles provided as Annex H, which supersede those previously reported and align with FBC reports either approved by Cabinet since March 2015 or that are scheduled for approval in the coming months.

It is further proposed that Cabinet approves an additional bid to GBSLEP for £0.510m preparatory costs relating to Ashted Circus (£0.173m); Battery Way (£0.080m), Iron lane (£0.090m) and Birmingham's Sustainable Urban Extension (£0.167m). These sums remain within the overall LGF allocations for each project, but will enable the early drawdown of resources to meet the costs of preparatory activities including detailed design and land acquisition. Grant acceptance is recommended to be delegated to the Council's Section 151 Officer.

### **Revenue Implications**

New capital transport projects by nature attract additional ongoing costs in respect of maintaining new highway assets. For projects approved in 2015/16 and 2016/17 an approved annual corporate policy contingency allocation is in place to accommodate inventory growth (in 2015/16 this is £0.500m and in 2016/17 £0.750). All projects and schemes will need to identify revenue maintenance commitments and funding as part of the PDD/FBC approval process.

### **Consultation**

Consultation has been undertaken with the Cabinet Member for Sustainability, Cabinet Member for Inclusion and Community Safety, Cabinet Member for Commissioning, Contracting and Improvement, Strategic Director for Major Projects, Acting Strategic Director of Place, Director of Highways and Resilience and the Acting Assistant Director Transportation and Connectivity who support the proposals contained within this report.

Officers from City Finance and Legal and Democratic Services have been involved in the preparation of this report.

Full and detailed formal consultation will be undertaken as part of individual Project Definition Documents (PDDs) Full Business Cases (FBCs).

	<p><b><u>Procurement</u></b></p> <p>There are no direct procurement implications contained within this report, however, it should be noted that schemes will be delivered by the Council and works will be procured through approved frameworks or competitive tenders utilising either in house resources or partner's procurement arrangements, in accordance with Standing Orders and the Procurement Governance Arrangements. Procurement implications will be reported in individual PDD and FBC reports as per normal practise.</p> <p><b><u>Equalities Analysis</u></b></p> <p>An initial screening for an Equality Assessment (EA) has been undertaken and has concluded that a full EA is not required at this time, with no adverse impacts on protected groups. This position will be reviewed for each composite project at FBC stage (or full PDD stage for the provisionally approved projects) as necessary. The initial screening is provided as Appendix C to the executive report that accompanies this PDD.</p> <p><b><u>Risks</u></b></p> <p>Key risks are outlined in Annex F of this PDD document. It should be noted that a significant shortage of consultant and contractor resource in the marketplace could impact upon programme delivery and potentially increase project costs. This risk will be managed by senior Transportation and Highways officers in conjunction with the relevant portfolio holder.</p>
<b>Links to Corporate and Service Outcomes</b>	The Transportation and Highways Capital Funding Strategy (THCFS) performs an essential role in supporting a range of projects and programmes that contribute towards achieving the Council's key policies and priorities as set out in the Council Business Plan and Budget (2015+ and 2016+), West Midlands Strategic Transport Plan, Birmingham Development Plan and the Birmingham Connected transport strategy.
<b>Project Benefits</b>	In the context of the vision for an inclusive city, the THCFS has a strong focus on supporting the Council's core mission to 'work together to create a fair, prosperous and democratic city'. In addition, the programme seeks to make a significant contribution towards the key priorities of safety, businesses, sustainability, unemployment and engagement/influence by reducing congestion, enabling growth, improving road safety, improving accessibility, improving air quality and encouraging active and sustainable modes of travel.
<b>Project Deliverables</b>	The THCFS will deliver a significant amount of transport infrastructure over a 6 year period comprising: junction improvements; measures to reduce congestion; bespoke asset life extending maintenance to structures; cycling and walking schemes; road safety improvements; local accessibility projects; safer routes to schools schemes; and a pipeline of future projects including the Council's next programme of major transport schemes.

Key Project Milestones	Planned Delivery Dates
Approval of PDD	February 2015
Approval of Full Business Cases (FBC)	Rolling programme
Seek Tenders & Evaluation	Rolling programme
Start on site	Rolling programme
Completion on site	April 2016 to April 2021
Post Implementation Reviews	April 2017 to April 2022
<b>Dependencies on other projects or activities</b>	<ul style="list-style-type: none"> <li>• Approval of GBSLEP business cases;</li> <li>• Approval of business cases by DfT;</li> <li>• Securing match funding contributions;</li> <li>• Securing private contributions;</li> <li>• Acquiring necessary third party land;</li> <li>• Securing funding for revenue implications;</li> <li>• Completing procurement and tendering processes;</li> <li>• Securing access to the public highway;</li> <li>• Phasing works in accordance with other works on the highway;</li> <li>• Securing necessary legal agreements and completing grant agreements; and</li> <li>• Contractors and Statutory Undertakers availability.</li> </ul>
<b>Achievability</b>	Similar programmes have been completed previously by the Council. Experienced

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	contractors with a track record of delivering similar projects will be appointed as part of necessary procurement processes.		
<b>Project Managers</b>	To be confirmed as part of individual PDD and FBC reports.		
<b>Project Accountant</b>	Michele Garrison		
<b>Project Sponsors</b>	Anne Shaw – Acting Assistant Director – Transportation and Connectivity John Blakemore - Director of Highways and Resilience		
<b>Proposed Project Board Members</b>	To be confirmed		
<b>Head of City Finance (HoCF)</b>	Simon Ansell	<b>Date of HoCF Approval</b>	4/2/16
<i>Other Mandatory Information</i>			
• <b>Has project budget been set up on Voyager?</b>			Yes
• <b>Issues and Risks updated</b> <i>(Please attach a copy to the PDD and on Voyager)</i>			Yes

## 2. Option Appraisal

<b>Option 1</b>	<b>Discontinue Transportation and Highways Capital Projects and Programmes</b>
<b>Information Considered</b>	Council Business Plan and Budget 2015+ and 2016+; West Midlands Strategic Transport Plan; Birmingham Connected Transport Strategy; Birmingham Development Plan; Greater Birmingham and Solihull Strategy for Growth and Strategic Economic Plan; Draft Birmingham Road Safety Strategy; Relevant approved PDDs and FBCs; Member and Senior Officer Consultation; Correspondence from elected members, MPs and members of the public; congestion data; road safety data; census data; Integrated Transport Authority Reports; West Midlands Devolution Deal.
<b>Pros and Cons of Option</b>	<p><b><u>Limitations</u></b></p> <ul style="list-style-type: none"> <li>• Significant funding from the DfT, ITA and GBSLEP will not be provided or lost;</li> <li>• The Council will not be able to demonstrate the ability to manage and deliver government transport funding, potentially affecting the further devolution of resources;</li> <li>• New funding would be difficult to access;</li> <li>• Transportation and Highways works to enable growth may not be delivered and restrict the creation of new employment opportunities;</li> <li>• Transportation and Highways works to enable growth may not be delivered within necessary timescales, reducing competitiveness and failing to build confidence in key growth zones;</li> <li>• The City Council's economic growth zones will not be progressed in a timely fashion;</li> <li>• Transport benefits relating to reduced congestion and improved safety may not be achieved;</li> <li>• Would dissolve existing strategy to fund large projects such as Tame Valley Viaduct;</li> <li>• Existing commitments and pressures would still need to be funded;</li> <li>• Net surplus BLE income may not be used in accordance with the Bus Lanes Contraventions Regulations 2005;</li> <li>• Resources will not align with the Council's CEP for 2016/17 to 2018/19;</li> <li>• Abortive 'sunk' development costs that would represent a revenue pressure;</li> <li>• Existing Government and GBSLEP funding could be at risk of clawback i.e. Cycle City Ambition Grant and LGF development funding;</li> <li>• Failure to deliver the Birmingham Connected Transport Strategy and new West Midlands Strategic Transport Plan;</li> <li>• Broader reputational risks for the Council and senior members;</li> <li>• Likely to be politically and publically unacceptable; and</li> <li>• Severe staff implications due to loss of capital funding and fee recovery.</li> </ul> <p><b><u>Benefits</u></b></p>

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	<ul style="list-style-type: none"> <li>Additional maintenance implications may not be incurred;</li> <li>Potential disruption may be avoided by not delivering key improvements;</li> <li>Some match funding could be used for alternative purposes.</li> </ul>
<b>People Consulted</b>	Consultation has been undertaken with the Cabinet Member for Sustainability, Cabinet Member for Inclusion and Community Safety, Cabinet Member for Commissioning, Contracting and Improvement, Strategic Director for Major Projects, Acting Strategic Director of Place, Director of Highways and Resilience and the Acting Assistant Director Transportation and Connectivity.
<b>Recommendation</b>	Do not proceed
<b>Principal Reason for Decision</b>	Failure to deliver the Council's transport strategy and associated linkages to other agendas around economic growth, employment, health and sustainability.

<b>Option 2</b>	<b>Continue Transportation and Highways Capital Projects and Programmes, but do not implement proposed Funding Strategy</b>
<b>Information Considered</b>	Council Business Plan and Budget 2015+ and 2016+; West Midlands Strategic Transport Plan; Birmingham Connected Transport Strategy; Birmingham Development Plan; Greater Birmingham and Solihull Strategy for Growth and Strategic Economic Plan; Draft Birmingham Road Safety Strategy; Relevant approved PDDs and FBCs; Member and Senior Officer Consultation; Correspondence from elected members, MPs and members of the public; congestion data; road safety data; census data; Integrated Transport Authority Reports; West Midlands Devolution Deal.
<b>Pros and Cons of Option</b>	<p><b><u>Limitations</u></b></p> <ul style="list-style-type: none"> <li>Significant funding from the DfT, ITA and GBSLEP will not be provided or lost;</li> <li>The Council will not be able to demonstrate the ability to manage and deliver government transport funding, potentially affecting the further devolution of resources;</li> <li>New funding would be difficult to access;</li> <li>Existing commitments and pressures would still have to be funded;</li> <li>Transportation and Highways works to enable growth may not be delivered and restrict the creation of new employment opportunities;</li> <li>Transportation and Highways works to enable growth may not be delivered within necessary timescales, reducing competitiveness and failing to build confidence in key growth zones;</li> <li>The City Council's economic growth zones will not be progressed in a timely fashion;</li> <li>Transport benefits relating to reduced congestion and improved safety may not be achieved;</li> <li>Would dissolve existing strategy to fund large projects such as Tame Valley Viaduct and pass the full funding burden to the Council;</li> <li>Existing Government and GBSLEP funding could be at risk of clawback i.e. Cycle City Ambition Grant and LGF development funding;</li> <li>Abortive 'sunk' development costs that would represent a revenue pressure;</li> <li>Net surplus BLE income may not be used in accordance with the Bus Lanes Contraventions Regulations 2005;</li> <li>Resources will not align with the Council's CEP for 2016/17 to 2018/19;</li> <li>Failure to deliver the Birmingham Connected Transport Strategy and new West Midlands Strategic Transport Plan;</li> <li>Broader reputational risks for the Council and senior members;</li> <li>Likely to be politically and publically unacceptable; and</li> <li>Staff implications due to loss of capital funding and fee recovery.</li> </ul> <p><b><u>Benefits</u></b></p> <ul style="list-style-type: none"> <li>Additional maintenance implications may not be incurred;</li> <li>Potential disruption may be avoided by not delivering key improvements;</li> <li>Some match funding could be used for alternative purposes;</li> <li>Focus could be provided on smaller transport improvements outside of the LGF or BCR programmes.</li> </ul>
<b>People Consulted</b>	Consultation has been undertaken with the Cabinet Member for Sustainability, Cabinet Member for Inclusion and Community Safety, Cabinet Member for Commissioning, Contracting and Improvement, Strategic Director for Major Projects, Acting Strategic Director of Place, Director of Highways and Resilience and the Acting Assistant

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	Director Transportation and Connectivity.
<b>Recommendation</b>	Do not proceed
<b>Principal Reason for Decision</b>	Failure to deliver the Council's transport strategy and associated linkages to other agendas around economic growth, employment, health and sustainability. Exposes the Council to severe funding risks in terms of clawback and failure to secure external resources such as the £72m provisionally allocated for Tame Valley Viaduct.

<b>Option 3</b>	<b>Continue Transportation and Highways Capital Projects and Programmes and implement proposed Funding Strategy</b>
<b>Information Considered</b>	Council Business Plan and Budget 2015+ and 2016+; West Midlands Strategic Transport Plan; Birmingham Connected Transport Strategy; Birmingham Development Plan; Greater Birmingham and Solihull Strategy for Growth and Strategic Economic Plan; Draft Birmingham Road Safety Strategy; Relevant approved PDDs and FBCs; Member and Senior Officer Consultation; Correspondence from elected members, MPs and members of the public; congestion data; road safety data; census data; Integrated Transport Authority Reports; West Midlands Devolution Deal.
<b>Pros and Cons of Option</b>	<p><b><u>Limitations</u></b></p> <ul style="list-style-type: none"> <li>• Additional maintenance implications will be incurred;</li> <li>• Disruption associated with delivering key improvements;</li> <li>• Some match funding could not be used for alternative purposes;</li> <li>• Less focus on smaller transport improvements;</li> <li>• No staffing efficiencies; and</li> <li>• Long term commitments to top slice ITB and repay prudential borrowing.</li> </ul> <p><b><u>Benefits</u></b></p> <ul style="list-style-type: none"> <li>• Significant funding from the DfT, ITA and GBSLEP will be secured;</li> <li>• The Council can demonstrate the ability to manage and deliver government transport funding, supporting the further devolution of resources;</li> <li>• New funding could be accessed;</li> <li>• Existing commitments and pressures would be funded;</li> <li>• Transportation and Highways works to enable growth would be delivered and create new employment opportunities;</li> <li>• Transportation and Highways works to enable growth would be delivered within necessary timescales, increasing competitiveness and building confidence in key growth zones;</li> <li>• The City Council's economic growth zones will be progressed in a timely fashion;</li> <li>• Transport benefits relating to reduced congestion and improved safety will be achieved;</li> <li>• Strategy to fund large projects such as Tame Valley Viaduct maintained;</li> <li>• Existing Government and GBSLEP funding would not be at risk of clawback i.e. Cycle City Ambition Grant and LGF development funding;</li> <li>• Usage of net surplus BLE income in accordance with the Bus Lanes Contraventions Regulations 2005;</li> <li>• Resources will align and be consistent with the Council's CEP for 2016/17 to 2018/19;</li> <li>• Delivery of the Birmingham Connected Transport Strategy and new West Midlands Strategic Transport Plan;</li> <li>• No reputational risks for the Council and senior members;</li> <li>• Politically and publically acceptable; and</li> <li>• No staff implications due to loss of capital funding and fee recovery.</li> </ul>
<b>People Consulted</b>	Consultation has been undertaken with the Cabinet Member for Sustainability, Cabinet Member for Inclusion and Community Safety, Cabinet Member for Commissioning, Contracting and Improvement, Strategic Director for Major Projects, Acting Strategic Director of Place, Director of Highways and Resilience and the Acting Assistant Director Transportation and Connectivity.
<b>Recommendation</b>	Proceed
<b>Principal Reason for Decision</b>	Delivery of the Council's transport strategy and associated linkages to other agendas around economic growth, employment, health and sustainability. Risk exposure reduced in respect of securing external funding and preventing funding clawback.

#### 4. Budget Information – see annex G for project specific budget information

Detailed budget information by project, programme and funding resource is provided as Annex H to this PDD.

##### Notes – Revenue Consequences

##### Asset Management / Maintenance Implications

As part of the City Council's obligations under the Highway Maintenance and Management Private Finance Initiative (HMMPFI) contract, Highways will be formally notified of the proposed changes to the highway inventory arising from this THCFSS programme.

Consultation with Highways will be carried out to enable coordination of the proposed works with other programmed activities on the highway network.

##### **Maintenance Costs**

A high level maintenance estimate for this programme has indicated that additional average annual maintenance costs of £250,000-350,000 may arise per annum. These costs are based upon previous schemes of a similar nature, and options to further reduce these additional annual maintenance costs will be explored during the detailed design, including de-cluttering and the sourcing of commuted sums.

Where commuted sums or EZ contributions cannot be provided, such costs will be funded from provision for Highways Maintenance held within the Corporate Policy Contingency.

##### **Network Integrity Assessment**

Network integrity assessments will be carried out for the highway infrastructure to identify locations where potential maintenance savings could be made.

#### 5. Project Development Requirements/Information

<b>Products required to produce Full Business Case (FBC)</b>	<ul style="list-style-type: none"> <li>• Consultation;</li> <li>• Detailed design including drawings and estimate;</li> <li>• Road Safety Audit 2;</li> <li>• Internal liaison with key Council Officers;</li> <li>• Highways Change Notification;</li> <li>• Traffic Management Protocol and Plans;</li> <li>• NRSWA Notification;</li> <li>• Approval Reports;</li> <li>• Delegated Form of Authority for Traffic Regulation Orders;</li> <li>• Approval of GBSLEP business cases;</li> <li>• Approval of business cases by DfT;</li> <li>• Securing match funding contributions;</li> <li>• Securing private contributions;</li> <li>• Acquiring necessary third party land;</li> <li>• Securing funding for revenue implications;</li> <li>• Completing procurement and tendering processes;</li> <li>• Securing access to the public highway;</li> <li>• Phasing works in accordance with other works on the highway;</li> <li>• Securing necessary legal agreements and completing grant agreements.</li> </ul>
<b>Estimated time to complete project development</b>	<i>Rolling development</i>
<b>Estimated cost to complete project development</b>	Not applicable
<b>Funding of development costs</b>	Not applicable

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<b>Planned FBC Date</b>	Rolling	<b>Planned Date for Technical Completion</b>	Phased between April 2016 and April 2021
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**List of Annexes accompanying this PDD:**

**ANNEX A – LOCAL ACCESSIBILITY SCHEMES PRIORITISATION AND GOVERNANCE**

**ANNEX B – LOCAL SAFETY SCHEMES PRIORITISATION AND GOVERNANCE**

**ANNEX C – SAFER ROUTES TO SCHOOLS – SCORING CRITERIA FOR SAFETY AND SUSTAINABILITY STRANDS/GOVERNANCE**

**ANNEX D – WARD MINOR TRANSPORT MEASURES**

**ANNEX E – BREAKDOWN OF DEVELOPMENT COSTS**

**ANNEX F – HIGH LEVEL PROGRAMME RISK ASSESSMENT**

**ANNEX G – BUS LANE ENFORCEMENT - FINANCIAL DETAIL**

**ANNEX H – FINANCIAL SUMMARY BY PROJECT AND PROGRAMME (SEPARATE ATTACHMENT)**

### **ANNEX A – LOCAL ACCESSIBILITY SCHEMES PRIORITISATION AND GOVERNANCE**

It is proposed that the Local Accessibility Schemes sub programme be continued during 2015/16 and 2016/17, which seeks to improve accessibility for local people wishing to access education, employment, retail and leisure facilities in their local area. In support of the localism agenda, schemes will be identified and developed in partnership with Districts, with individual projects to be agreed in consultation with the Cabinet Member for Development, Transport and the Economy.



Schemes within this sub programme will be required to demonstrate their ability to reduce congestion, improve accessibility, improve road safety and improve air quality at a local level.

Individual schemes, which are all estimated to have a value either below £200k or between £200k and £1m, will progress to PDD and FBC stage to be approved by the relevant Cabinet Member jointly with the Chief Officer, without the requirement for an overarching programme PDD.

### ANNEX B – LOCAL SAFETY SCHEMES PRIORITISATION AND GOVERNANCE

The development of a Local Safety Schemes programme ensures that the Council complies with the road safety duties detailed in the Highways Act 1980.

Policy SS1 of the West Midlands Local Transport Plan 2011 'seeks to reduce further casualties resulting from road traffic collisions' and the Local Safety Schemes programme contributes towards Target LTT9: Reduce annual Killed and Seriously Injured (KSI) casualties by 17.3% between the baseline 2005-09 average and the 2011-15 average.

Accident studies are carried out at the following location types: priority junctions, signal junctions, roundabouts, route lengths and local areas. Injury accident data collected by the Police is compiled from the Spectrum system for each location. Statistical tests are then carried out of the data to determine the following:

- Locations with at least 9 accidents in the past 3 years;
- Chi Squared tests to determine locations with significant numbers of KSI (Killed or Seriously injured) accidents or accidents involving vulnerable road users (pedestrians and cyclists); and
- Poisson analysis is used to determine locations with significant recent increases in accident number.

For all locations, a treatable accident pattern is required. Feasibility studies are carried out to determine a solution to the problem, identify accident savings and produce a First Year Rate of Return (FYRR). Schemes are prioritised based on the FYRR.

Individual schemes, which are all estimated to have a value below £200k, will progress to PDD and FBC stage to be approved by the Chief Officer, without the requirement for an overarching programme PDD.

### ANNEX C – SAFER ROUTES TO SCHOOLS – SCORING CRITERIA FOR SAFETY AND SUSTAINABILITY STRANDS/GOVERNANCE

No.	Criteria	Points	Points Criteria	Maximum Points Awarded	Percentage Weighting of Individual Areas
1	Child accident rate (aged 3-16) within 1 km radius of	5	High number of accidents/severity levels (Fatality, 5 or more serious accidents or 20 or more slight accidents)	5	25%

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	the school over the last three years	3	Intermediate number of accidents/severity levels (Any serious or 10 or more slight accidents)		
		1	Lower number of accidents/severity levels (1 or more slight accident)		
2	Child accident rate (3-16) outside the school over the last three years, this includes adjacent roads.	5	Any serious accident on adjacent roads over the last three years		
		3	If there were no serious but two or more slight accidents over three years		
		1	Only one slight accident over three years	5	25%
3	What is the pedestrian accident rate outside the school over the last three years (adjacent roads)	5	Any fatality or 2 or more serious accidents on adjacent roads over the last three years		
		3	One serious or two or more slight accidents over three years		
		1	Only one slight accidents over three years	5	25%
4	School population including joint bids	5	Over 1500 pupils		
		4	Over 1250 pupils		
		3	Over 1000 pupils		
		2	Over 500 pupils		
		1	Over 250 pupils	5	25%

## Sustainability Strand

No.	Criteria	Points	Points Criteria	Maximum Points Awarded	% Weighting of Individual Areas
1	School Population	5	Over 1500 pupils		
		4	Over 1250 pupils		
		3	Over 1000 pupils		
		2	Over 500 pupils		
		1	Over 250 pupils	5	20%
2	Potential to improve sustainable mode of travel Calculated by: (Children living within 1 km of the school / 2 km secondary) - (% already travelling by sustainable modes i.e. walk, bus, train, cycle, car share.)	5	Over 40%		
		4	30-39%		
		3	20-29%		
		2	10-19%		
		1	1-9%	5	20%
3	Particular school requirements	5	Recognised need for a particular facility to make sustainable travel more attractive through school travel plan or other form of communication.		
		3	Generalised reference to facilities required and some supportive evidence of potential.	5	20%
4	Part of a wider engineering / maintenance project or a sustainable travel scheme to	5	Listed as a school within project area.	5	20%

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	reduce CO2 emissions and reduce congestion e.g. LSTF Projects etc				
5	Participation in sustainable travel and road safety initiatives.	5	Participation in Walk once a Week, Walking Bus, Bike It or another sustainable travel scheme requiring long term school commitment.	5	20%
		2	W2SW, Bikeability Training, Road Safety Training or Heath Projects.		

Individual schemes will progress to PDD and FBC stage to be approved by the Chief Officer, without the requirement for an overarching programme PDD.

## ANNEX D – WARD MINOR TRANSPORT MEASURES

This programme will support the localism agenda through the provision of an annual £0.5m budget to address minor transport issues identified at ward level. Works within this programme should demonstrate a contribution towards reducing congestion, improving road safety, improving accessibility and improving air quality, with greater flexibility provided in terms of value for money to reflect local priorities.

The highest priority will be given to disabled bay markings and dropped crossings to facilitate mobility for the disabled as there is a statutory duty to fulfil these needs. The balance of the resources can be used for a range of improvements including: prescribed and non-prescribed carriageway markings and traffic signs, traffic regulation orders, road safety measures, minor highway realignment, double kerbing, parking measures, minor walking and cycling schemes and small public transport improvement. The provision of “no ball games” signs and “neighbourhood watch” signs are specifically excluded.

All works should be undertaken within the public highway, with no more than £2,500 of the £12,500 provided to each ward utilised on design and implementation fees.

Individual schemes, which are all estimated to have a value below £200k, will progress to FBC stage for each ward to be approved by the Chief Officer, without the requirement for an overarching programme PDD. Approval will only be agreed upon confirmation that ward councillors have been fully consulted in terms of the priority measure/s to be progressed and their support of specific proposals.

## ANNEX E – BREAKDOWN OF DEVELOPMENT COSTS

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	2015/16	2016/17
	£000's	£000's
<b>Development Costs</b>		
Enabling Growth and Tackling Congestion - Parking Schemes	130	-
Enabling Growth and Tackling Congestion - Future Schemes	35	300
Definitive Map Statement	75	75
Walking Measures	-	70
Local Safety Schemes	20	25
Safer Routes to Schools Schemes	20	25
Ward Minor Measures	100	100
Infrastructure Development	525	525
<b>Total Expenditure</b>	<b>905</b>	<b>1,120</b>

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### TRANSPORTATION AND HIGHWAYS CAPITAL PROGRAMME 2015/16 TO 2020/21 HIGH LEVEL PROGRAMME RISK ASSESSMENT

ANNEX F

No	Risk Description	Owner / Manager	Inherent Risk			Measures in place to manage			Residual Risk			Status	Further Action
			Impact	Likelihood	Exposure				Impact	Likelihood	Exposure		
1	Insufficient funding to fully deliver programme	PHIL EDWARDS	High	Medium	High	Detailed programme and cost management. New sources of funding obtained			High	Medium	High	Same	
2	Objections from key consultees	VARINDER RAULIA	High	Medium	Medium	The scheme package has been discussed with senior members. Some schemes have already been consulted upon.			High	Low	Medium	Better	
3	Skills, capacity and capability insufficient to fully deliver programme	VARINDER RAULIA	High	Medium	High	Recruitment, training and use of consultant's framework put in place.			Medium	Medium	Medium	Better	
4	Contractors experience financial difficulties.	Contractor	High	Low	Medium	It is proposed to procure the works through current frameworks, in house resources or partner frameworks. Financial checks will be carried out during tender evaluation processes.			High	Low	Medium	Same	
5	Insufficient revenue resources to fully cover inventory growth	ALISON JARRETT	High	Medium	High	Revenue provision subject to Corporate/Directorate review.			High	Medium	High	Same	
6	Land Ownership.	VARINDER RAULIA	Medium	Medium	Medium	Land ownership has been reviewed. Some projects may require third party land or a CPO			Medium	Medium	Medium	Same	
7	Failure to meet grant conditions with funding being withheld.	VARINDER RAULIA	High	Low	Medium	Projects will be effectively managed to address issues affecting delivery and consequentially grant funding.			Medium	Low	Low	Better	
8	External match funding bids unsuccessful	PHIL EDWARDS	High	High	Medium	Close liaison being undertaken with external funders.			High	High	Medium	Same	Reprogramming to revised resources
9	Legal Agreements/Funding agreements with partners	VARINDER RAULIA	High	Low	Low	Most agreements in place. Ongoing dialogue with GBSLEP			Medium	Low	Low	Better	

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No	Risk Description	Owner / Manager	Inherent Risk			Measures in place to manage	Residual Risk			Status	Further Action
			Impact	Likelihood	Exposure		Impact	Likelihood	Exposure		
10	Further cost pressures identified	ANNE SHAW	High	Medium	High	Revised project board arrangements to be established in 2016/17	High	Medium	High	Same	
11	Challenge received from recipients of Bus Lane Enforcement Penalty Charge Notices	KEVIN HICKS	High	Medium	High	Legal advice obtained by Highways department	High	Low	Medium	Better	
12	A45 cycling works cannot be accommodated within A45 SPRINT proposals led by the Council and Centro	ANNE SHAW	High	Medium	High	Aligned project working arrangements established	Medium	Medium	Medium	Better	
13	Expected s106 and CIL contributions do not materialise	PHIL EDWARDS	Medium	Medium	Medium	Regular engagement with Planning Management Service.	Medium	Medium	Medium	Same	
14	Sunk development costs become abortive and a revenue pressure	ALISON JARRETT	Medium	Medium	Medium	Full application of Council GRFAF	Medium	Medium	Medium	Same	
15	Prudential Borrowing limit reached	MARTIN EASTON	High	Low	High	Close working with Financial Strategy established	High	Low	High	Same	
16	ITB arrangements affected by West Midlands Combined Authority arrangements established	PHIL EDWARDS	Medium	Medium	Medium	Ongoing liaison with WMCA team and BCC leads	Medium	Medium	Medium	Same	
17	Funding clawed back by funders	PHIL EDWARDS	High	Low	High	Effective relationships being maintained with external funders	High	Low	High	Same	

## ANNEX G – BUS LANE ENFORCEMENT – FINANCIAL DETAIL

Bus Lane Enforcement (BLE) – Operational Income & Expenditure and Use of Surpluses																	
Operational Income & Expenditure	Actual Values		Estimated Values (Note 1.)														
	2013/14 £000's	2014/15 £000's	2015/16 £000's	2016/17 £000's	2017/18 £000's	2018/19 £000's	2019/20 £000's	2020/21 £000's	2021/22 £000's	2023/24 £000's	2025/26 £000's	2026/27 £000's	2027/28 £000's	2029/30 £000's	2030/31 £000's	2031/32 £000's	Total £000's
Bus Lane Enforcement Operational Income																	
Income	3,212	1,770	1,500	1,250	1,250	1,000	1,000	1,000	1,000	750	750	750	500	500	450	450	17,532
Total Operational Income	3,212	1,770	1,500	1,250	1,250	1,000	1,000	1,000	1,000	750	750	750	500	500	450	450	17,532
Operational Expenditure																	
Employees	318	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	5,588
Operational Costs	645	280	280	260	260	260	260	260	260	260	260	260	260	260	260	260	5,105
Total Operational Expenditure	963	590	590	570	570	570	570	570	570	570	570	570	570	570	570	570	10,693
Net Operational Surplus	2,249	1,180	910	680	680	430	430	430	430	180	180	180	(70)	(70)	(120)	(120)	6,839
Use of Net Operating Surplus																	
General Contribution to Highways Improvements	300																300
Contribution to Renewal Fund (Note 2.)	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	450
Iron Lane Outer Circle Junction Improvement			1,000														1,000
Dudley Road/Tame Valley Viaduct Major Schemes (Note 3.)										706	648	587	524	458	390	318	4,125
Total Use of Net Operating Surplus	325	25	25	1,025	25	25	25	25	25	731	673	612	549	483	415	343	5,875
Surplus/(Deficit) at Year-End																	
Accumulated Surplus Brought Forward	1,924	1,155	885	(345)	655	405	405	405	405	(551)	(493)	(432)	(619)	(553)	(485)	(463)	(230)
Accumulated Surplus Carried Forward		0	3,079	3,964	3,619	4,274	4,679	5,084	4,679	5,489	4,938	4,445	4,013	3,394	2,841	2,356	1,194
	1,924	3,079	3,964	3,619	4,274	4,679	5,084	5,489	4,938	4,445	4,013	3,394	2,841	2,356	1,893	1,505	964
Notes																	
1. Operational income and expenditure for 2015/16 has been based upon actuals as at 31st December 2015 and service estimates for the remaining three months to the year-end.																	
Operational income and expenditure beyond 2015/16 has been estimated based upon service estimates and will be subject to ongoing review.																	
2. Assumed funding to provide for the renewal of BLE system, based on a proposed renewal every 8 years at an estimated cost of £0.2m.																	
3. Dudley Road and Tame Valley Viaduct allocations represent interest payments on prudential borrowing of £16.611m which is required to meet the Council's contributions to the Schemes, as proposed in this report.																	

ANNEX H  
TRANSPORTATION AND HIGHWAYS CAPITAL PROGRAMME - 2015/16 to 2020/21

Summary

	ITB FUNDING (3H9)	DFT MAJOR SCHEME	DFT PINCH POINTS	ITB PREVIOUS YEARS	SCE	ENTERPRISE ZONE	SECTION 100278	Bus Lane Surplus	PRUDENTIAL BORROWING	Funding source TBC	CENTRO	LGF PREP COSTS	Cycle City Ambition Grant	LGF MAJOR	ADDITIONAL LGF PREP COST APP	ADDITIONAL LGF	Corporate Resources	TOTAL
Year	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's
2015/16	5159	1516	1686	4937	119	1649	44	0	0	0	1856	1321	10105	3268	233	1000	0	32893
2016/17	5159	0	0	2801	636	801	869	1000	0	0	4184	856	9395	12044	120	0	0	37865
2017/18	5159	0	0	1578	132	2585	2684	0	0	3019	700	300	11705	17543	157	717	865	47165
2018/19	5159	0	0	0	0	0	1803	0	0	3021	3000	0	0	39363	0	1692	860	54898
2019/20	5159	0	0	0	0	0	0	0	0	0	0	0	0	43251	0	0	-1725	46885
2020/21	5159	0	0	0	0	0	3530	0	16511	0	0	0	0	9110	0	0	0	34410
Total	30954	1516	1686	9316	907	5036	8930	1000	16611	6040	9740	2477	31205	124579	510	3409	0	253916



## ANNEX H

2015 - 16

Programme	Sub projects	Project Code	ITB FUNDING (£M)	DFT MAJOR SCHEME	DFT PINCH POINTS	ITB PREVIOUS YEARS	SCE Hagley Rd	ENTERPRISE ZONE	SECTION 106/278	CENTRO	LGF PREP COSTS	Cycle City Ambition Grant	LGF MAJOR	ADDITIONAL LGF PREP COST APP	ADDITIONAL LGF	TOTAL 2015/16	
1. Major Schemes and Local Growth Fund			£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	
			127.0	1516	27	1777	119	410	0	1856	972	0	2597	233	1000	11777	
		Ashled Circus	CA-02669			27					50			173		250	
		Batley Way Extension	CA-02711								100			30		130	
		Dudley Road	CA-02715								50					50	
		Iron Lane / Station Road / Flaxley Road	CA-02709								350		15	30		395	
		Journey Time Reliability Improvements to Growth Areas	CA-02713	84			49						211			344	
		Longbridge Highway Works	CA-02712								62		1381			1443	
		Perry Barr Subways	CA-02376				50				40		360			450	
		Sally Oak New Road Phase 1b	CA-02722								110					110	
Local Growth Fund		Tame Valley Viaduct - Stage 2	CA-02606			1324										1324	
		Unblocking Birmingham's SUE - Minworth Island	CA-02710								140		210			350	
		Unblocking Birmingham's SUE - Piddimore Access	CA-02730								70					70	
	Metro Extension / Paradise Circus		Five Ways Signalisation	CA-02703-03					175					420			595
			Ladywell Walk														0
			Navigation Street Link	CA-02703-07					60								60
			Spring Hill Circus	CA-02703-09	9			221		175							405
	Major Schemes		Chester Road Improvements	CA-02041	1177	1516										1000	5499
			Sally Oak Relief Road	CA-00823				133	119								252
			Sutton Catfield Bypass Maintenance Project	CA-02803							1806						50
2. Economic Growth				229	0	1659	276	0	1239	5	0	0	50	0	0	0	3458
				64	0	1659	66	0	1239	0	0	0	50	0	0	0	3078
			Bordesley Circus	CA-02670	37		476	65		1033							161
			Curzon Circle	CA-02571	27		60	1					50				138
City Centre Enterprise Zone			Hadden Circus	CA-02572			958		206								1164
			Holloway Circus	CA-02581			165										165
				165	0	0	210	0	0	5	0	0	0	0	0	0	380
		Kings Heath High Street	CA-02777	15												15	
Future Schemes		Inner Circle / Route 8														10	
		Stratford Road / Highgate Road	CA-01563				5									5	
		Washwood Heath / Bromford														5	
		Yew Tree	CA-02408						5							5	
	From Post Prev yrs	CA-02538														0	
Parking / Management		Bus Lane Enforcement - Expansion	CA-02552				40									40	
		Digbeth Area CPZ		50												50	
		Edington CPZ	CA-02229	30			15									45	
		Harborne Parking Measures	CA-02245			35										35	
		Jewellery Quarter CPZ	CA-01010	30		1										31	
		St Andrews CPZ	CA-02604/2636			100										100	
		Waterworks Road Parking	CA-02767	5		3										8	
		Westfield CPZ	CA-02893	15		16										31	
			1800	0	0	1637	0	0	39	0	349	10055	871	0	0	14741	
			1980	0	0	1629	0	0	39	0	349	10055	871	0	0	14733	
3. Walking, Cycling and Local Accessibility			671		269							8755			9695		
		Birmingham Cycle Revolution Phase 1	CA-02526			101					349		671			1121	
		Birmingham Cycle Revolution Phase 2	CA-02714														
		Birmingham Cycle Revolution Phase 3	CA-02752	743								1000				1743	
		Cycle Parking Stands	CA-02753	5		2										7	
		Definitive Map Statement	CA-01459	75												75	
		Walking Improvement Fund	CA-02636/02217			24										24	
		LSIF	CA-02102	496		1233			39			300				2068	
			0	0	0	8	0	0	0	0	0	0	0	0	0	8	
	3b. Local Accessibility		Castle Road Zebra	CA-02674		3											3
		Olton Boulevard East / Dolphin Lane T-junction	CA-02673			5										5	

2015_16																	
Programme	Sub projects	Project Code	ITB FUNDING (349)	DFT MAJOR SCHEME	DFT PINCH POINTS	ITB PREVIOUS YEARS	SCE Hagley Rd	ENTERPRISE ZONE	SECTION 106/278	CENTRO	LGF PREP COSTS	Cycle City Ambition Grant	LGF MAJOR	ADDITIONAL LGF PREP COST APP	ADDITIONAL LGF	TOTAL 2015/16	
4. Road Safety			£000's 371	£000's 0	£000's 0	£000's 656	£000's 0	£000's 0	£000's 0	£000's 0	£000's 0	£000's 0	£000's 0	£000's 0	£000's 0	£000's 1027	
	4a. Safety Cameras		0	0	0	350	0	0	0	0	0	0	0	0	0	350	
	Road Safety Cameras - Transitional Technology	CA-02466	371	0	0	306	0	0	0	0	0	0	0	0	0	350	
4b. Local Safety Schemes	Bristol Road South Package	CA-02654	97			3										100	
	Gibbons Rd Sully Oak	CA-02751	71													71	
	Edward Road / Lincoln Road additional works	CA-02663				37										37	
	Hagley Road, Barnsley Road to Slanmore Road	CA-02644	46			1										47	
	Kyotts Lake Road	CA-02656				20										20	
	Luden Road Area package		5													5	
	Pierstore Road / Fordhouse Lane	CA-02659	43			3										46	
	Portland Road / Giltott Road	CA-02646				19										19	
	Shelfmoor Lane / Reddings Lane	CA-02663				92										92	
	Shenley Fields Road / Gibbons Road / Wooley Park Road	CA-02647				2										2	
	Shenley Lane / Gregory Avenue / Long Nuke Road	CA-02643	81			83										164	
	Warwick Road / Stockfield Road	CA-02768	28			12										40	
	Court Oak Road	CA-02482				34										34	
	5. Safer Routes to Schools			260	0	0	374	0	0	0	0	0	0	0	0	0	634
Larger Schemes	Baverslock Academy	CA-02769	37													37	
	Bishop Vesey	CA-02675				3										3	
	Featherstone Primary	CA-02679				23										23	
	George Dixon	CA-02676				7										7	
	King Edward VI Sheldon Heath Academy	CA-02770	40													40	
	King Edwards Camp Hill	CA-02680				80										80	
	Kings Heath Primary School - dropped small measures scheme	CA-02784	10													10	
	North Birmingham Academy	CA-02689				11										11	
	St Barnabas	CA-02677				8										8	
	St Edmund Campion	CA-02678				4										4	
	St Marys CoE	CA-02690				72										72	
	Sturbank School Sites	CA-02771	70			21										91	
	Swanshurst	CA-02691				5										5	
	Waverley	CA-02692				96										96	
	Yardley Wood	CA-02772	83													83	
	Small Measures Schemes	Minor Measures	CA-01945	20													20
		No Stopping Orders	CA-02686				44										44
6. Network Integrity and Efficiency			514	0	0	217	0	0	0	0	0	0	0	0	0	731	
6a. Network Integrity and Efficiency			14	0	0	36	0	0	0	0	0	0	0	0	0	50	
6b. Ward Minor Transport Measures	HMMPEI Network Integrity and Safety Report Alignment/Deduction	CA-02773/2567/256	14			36										50	
	Ward Minor Transport Measures		500	0	0	181	0	0	0	0	0	0	0	0	0	681	
7. Infrastructure Development			500			181										681	
	Birmingham Connected Infrastructure	CA-01586	250	0	0	0	0	0	0	0	0	0	0	0	0	525	
	Highway Improvement Lines	CA-01579	25													25	
	UDT Costs, Assessment and Data	CA-01106	250													250	
Total			5159	1516	1686	4937	119	1649	44	1856	1321	10105	3268	233	1000	32893	

ANNEX H  
TRANSPORTATION AND HIGHWAYS CAPITAL PROGRAMME - 2015/16 to 2020/21  
2016-17

2016-17														
Programme	Sub projects	Project Code	ITB FUNDING (3HA)	ITB PREVIOUS YEARS	ENTERPRISE ZONE	SECTION 106/278	DFT SCE	Bus Lane Surplus	CENTRO	LGF PREP COSTS	Cycle City Ambition Grant	LGF MAJOR	ADDITIONAL LGF PREP COST APP	TOTAL 2016/17
1. Major Schemes and Local Growth Fund			£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's
			872	1976	340	869	0	1000	2884	480	0	10440	120	18981
	Asted Circus	CA-02569	50	21	300							3129		3500
	Battery Way Extension - Tyseley	CA-02711										450	50	500
	Dudley Road	CA-02715							150					150
	Iron Lane / Station Road / Flaxley Road	CA-02709	500	655				1000				961	60	3176
	Journey Time Reliability Improvements to Growth Areas	CA-02713	50									250		300
	Longbridge Connectivity Scheme - Highways Improvements	CA-02712				869						3258		4127
	Perry Barr Subways	CA-02376	72	32						90		200		304
	Selly Oak New Road Phase 1b	CA-02722		20										110
Local Growth Fund	Tame Valley Viaduct - Stage 2	CA-02606		1000										1000
	Tame Valley Viaduct - Stage 3	CA-02718		48										48
	Unlocking Birmingham's SUE - Minworth Island	CA-02710										1930		1930
	Unlocking Birmingham's SUE - Peddimore Access	CA-02730								240		262	10	512
Metro Extension / Paradise Circus	Ladywell Walk													0
	Navigation Street Link	CA-02703-07			40									40
Major Schemes	Heartlands Spine Rd Land			200										200
	Sutton Coldfield Bypass Maintenance Project	CA-02710	200						2884					3084
2. Economic Growth			1060	74	461	0	100	0	1300	0	0	0	0	2995
	2a. Economic Growth Zones		217	74	461	0	0	0	1300	0	0	0	0	2652
City Centre Enterprise Zone	Bordesley Circus	CA-02570	82											82
	Hadden Circus	CA-02572	75	38	69									182
	Holloway Circus	CA-02581	60	36	392				1300					1788
	2b. Enabling Growth and Tackling Congestion		843	0	0	0	100	0	0	0	0	0	0	943
Future Schemes	City Centre		100											100
	King Heath High Street	CA-02777	50											50
	Inner Circle / Route 8		25											25
	Stratford Road / Highgate Road	CA-01563	25											25
	Washwood Heath / Bromford		50											50
	Yew Tree	CA-02408												0
	Supporting Public Transport		50											50
Parking / Management	Bus Lane Enforcement - Expansion	CA-02552					100							100
	Car Clubs		15											15
	Digbeth CPZ													0
	Erdington CPZ	CA-02229	318											318
	St Andrews CPZ	CA-02604	0											0
	Westside CPZ	CA-02393	180											180
	Waterside Road Parking	CA-02767	30											30
	3. Walking, Cycling and Local Accessibility		1309	751	0	0	536	0	0	376	9395	1604	0	13971
	3a. Walking and Cycling		1134	751	0	0	536	0	0	376	9395	1604	0	13796
			632	751			367			376		1604		1750
3b. Local Accessibility	Birmingham Cycle Revolution Phase 1	CA-02526												
	Birmingham Cycle Revolution Phase 2	CA-02714	160											160
	Birmingham Cycle Revolution Phase 3	CA-02752	177				169				9395			9741
	Cycle Parking Stands	CA-02753	20											20
	Definitive Map Statement	CA-01439	75											75
	LSTF	CA-02102												0
	Walking Measures		70											70
		175	0	0	0	0	0	0	0	0	0	0	175	
	Castle Road	CA-02674	30											30
	Long Nuke		30											30
	Trinity Road		30											30

2016-17														
			ITB FUNDING (SHA)	ITB PREVIOUS YEARS	ENTERPRISE ZONE	SECTION 106/278	DTF SCE	Bus Lane Surplus	CENTRO	LGF PREP COSTS	Cycle City Ambition Grant	LGF MAJOR	ADDITIONAL LGF PREP COST APP	TOTAL 2016/17
Programme	Sub projects	Project Code	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's
4. Road Safety	Oulton Boulevard East	CA-02673	85											85
			488	0	0	0	0	0	0	0	0	0	0	488
			0	0	0	0	0	0	0	0	0	0	0	0
	4b. Local Safety Schemes		488	0	0	0	0	0	0	0	0	0	0	488
	New Schemes		50											50
	Gibbons Rd-Sally Oak	CA-02751	89											89
	Linden Road Area package		30											30
	Stanley Lane / Gregory Avenue / Long Nuke Road	CA-02543	100											100
	Vehicle Activated Safety Signs		30											30
	Warrick Road / Stockfield Road area	CA-02768	189											189
5. Safer Routes to Schools			300	0	0	0	0	0	0	0	0	0	0	300
Larger Schemes	New Schemes		172											172
	Starbank School Sites	CA-02771	78											78
	Minor Measures		50											50
6. Network Integrity and Efficiency			605	0	0	0	0	0	0	0	0	0	0	605
6a. Network Integrity and Efficiency			105	0	0	0	0	0	0	0	0	0	0	105
			25											25
	Aston Road North Bridge		50											50
	HMM/FI Network Integrity and Safety Report Alignment/Decline	CA-02773/2567/256	30											30
6b. Ward Minor Transport Measures	Standards Compliance		500	0	0	0	0	0	0	0	0	0	0	500
	Ward Minor Transport Measures		500											500
7. Infrastructure Development			525	0	0	0	0	0	0	0	0	0	0	525
	Birmingham Connected Infrastructure	CA-01586	250											250
	Highway Improvement Lines	CA-01579	25											25
	JDT Costs, Assessment and Data	CA-01106	250											250
	Total		5159	2801	801	869	636	1000	4184	856	9395	12044	120	37865

ANNEX H  
TRANSPORTATION AND HIGHWAYS CAPITAL PROGRAMME - 2015/16 to 2020/21  
2017/18

2017/18																
Programme	Sub projects	Project Code	ITB FUNDING (3HB)	DFT SCE	ITB PREVIOUS YEARS	ENTERPRISE ZONE	SECTION 106/278	Funding source TBC	CENTRO	LGF PREP COSTS	Cycle City Ambition Grant	LGF MAJOR	ADDITIONAL LGF PREP COST APP	ADDITIONAL LGF	Corporate Resources	TOTAL 2017/18
1. Major Schemes and Local Growth Fund			£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's
	Aerial Circus	CA-02589	1588	0	1578	2586	2484	3019	500	300	0	16543	157	717	0	29472
	Battery Way Extension, Tysley	CA-02711			1527									717		2962
	Dudley Road	CA-02715	113				157					1830				2100
	Iron Lane/ Station Road / Flaxley Road	CA-02708	567							300		2700				3000
Local Growth Fund	Journey Time Reliability Improvements to Growth Areas	CA-02713	60													4151
	Longbridge Connectivity Scheme - Highways Improvements	CA-02712			51		1170					240				300
	Selly Oak New Road Phase 1b	CA-02722					1157					1490				2647
	Tame Valley Viaduct - Stage 3	CA-02718	685									4000				4885
	Unlocking Birmingham's SUE - Peddimore Access	CA-02730						3019				1981	157			5157
Metro Extension / Paradise	Navigation Street Link	CA-02703.07				2586			500							3086
Major Schemes	Sutton Coldfield Bypass Maintenance Project	CA-02710	163													163
	Future projects to be determined		360	0	0	0	0	0	200	0	0	0	0	0	0	0
	2a. Economic Growth Zones		0	0	0	0	0	0	200	0	0	0	0	0	0	200
	Future projects to be determined															0
	City Centre Enterprise Zone	CA-02581	360	0	0	0	0	0	200	0	0	0	0	0	0	200
	Halloway Circus															0
	City Centre		75													75
	King Heath High Street	CA-02777														0
	Inner Circle / Route 8															0
	Stratford Road / Highgate Road	CA-01563														0
Future Schemes	Washwood Heath / Bromford															0
	Yew Tree	CA-02408														0
	Supporting Public Transport		75													75
Parking / Management	Bus Lane Enforcement - Expansion															0
	Car Clubs		10													10
	Future parking schemes		200													200
	3. Walking, Cycling and Local Access		1481	152	0	0	200	0	0	0	11705	1000	0	0	865	15403
	3a. Walking and Cycling		1381	152	0	0	200	0	0	0	11705	1000	0	0	865	15303
	Birmingham Cycle Revolution Phase 1	CA-02526	152													152
	Birmingham Cycle Revolution Phase 2	CA-02714	10								11705	1000				1010
	Birmingham Cycle Revolution Phase 3	CA-02752	1052	152			200									13874
	Cycle Parking Stands	20														20
	Definitive Map Statement	CA-01438	75													75
3b. Local Accessibility	Walking Measures		72													72
	Future projects to be determined		100	0	0	0	0	0	0	0	0	0	0	0	0	100
4. Road Safety	Future projects to be determined		100													100
	3a. Safety Cameras		300	0	0	0	0	0	0	0	0	0	0	0	0	300
4b. Local Safety Schemes	Future projects to be determined		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Future projects to be determined		300	0	0	0	0	0	0	0	0	0	0	0	0	300
5. Safer Routes to Schools	Future projects to be determined		300													300
	Larger Schemes		300	0	0	0	0	0	0	0	0	0	0	0	0	300
Small Measures Schemes	Future projects to be determined		250													250
	Minor measures		50													50
6. Network Integrity and Efficiency		605	0	0	0	0	0	0	0	0	0	0	0	0	0	605
6a. Network Integrity and Efficiency																
	Asdon Road North Bridge		165	0	0	0	0	0	0	0	0	0	0	0	0	165
	HMP/PT Network Integrity and Safety Report Alignment Data	CA-02773/2567/258	25													25
	Standards Compliance		50													50
6b. Ward Minor Transport Measures			500	0	0	0	0	0	0	0	0	0	0	0	0	500
	Ward Minor Transport Measures		500													500
7. Infrastructure Development			525	0	0	0	0	0	0	0	0	0	0	0	0	525
	Birmingham Connected Infrastructure	CA-01586	250													250
	Highway Improvement Lines	CA-01579	25													25
	JDT Costs, Assessment and Data	CA-01108	250													250
	Total		5159	152	1578	2586	2684	3019	700	300	11705	17543	15	717	865	4765

ANNEX H  
TRANSPORTATION AND HIGHWAYS CAPITAL PROGRAMME - 2015/16 to 2020/21  
2018/19

2018/19									
Programme	Sub projects	Project Code	ITB FUNDING (3HC)	SECTION 106/278	Funding source TBC	CENTRO	LGF MAJOR	ADDITIONAL LGF	TOTAL 2018/19
1. Major Schemes and Local Growth Fund			£000's	£000's	£000's	£000's	£000's	£000's	£000's
Local Growth Fund	Dudley Road	CA-02715	60	1803	3021	0	38363	1692	44939
	Ion Lane / Station Road / Flaxley Road	CA-02709					6500		6500
	Journey Time Reliability Improvements to Growth Areas	CA-02713	60				240	1692	1692
	Selly Oak New Road Phase 1b	CA-02722		1803			1623		3426
	Tame Valley Viaduct - Stage 3	CA-02718					30000		30000
	Unlocking Birmingham's SUE - Peddimore Access	CA-02730			3021				3021
Metro Extension / Paradise City	Future projects to be determined								0
Major Schemes	Future projects to be determined								0
2. Economic Growth			735	0	0	0	0	0	735
2a. Economic Growth Zones			0	0	0	0	0	0	0
City Centre Enterprise Zone	Future projects to be determined								0
2b. Enabling Growth and Tackling Congestion			735	0	0	0	0	0	735
Tackling Congestion	City Centre		75						75
	Supporting Public Transport		450						450
	Car Clubs		10						10
	Future parking schemes		200						200
Parking / Management									
3. Walking, Cycling and Local Accessibility			2634	0	0	3000	1000	0	7494
3a. Walking and Cycling			2534	0	0	3000	1000	0	7394
	Birmingham Cycle Revolution Phase 2	CA-02714	1360				1000		2360
	Birmingham Cycle Revolution Phase 3	CA-02752	640			3000			4500
	Cycle Parking Stands	CA-02753	20						20
	Definitive Map Statement	CA-01439	75						75
	Walking Measures		439						439
	Future projects to be determined		100	0	0	0	0	0	100
4. Road Safety			300						300
4a. Safety Cameras			0	0	0	0	0	0	0
4b. Local Safety Schemes			300	0	0	0	0	0	300
5. Safer Routes to Schools			300	0	0	0	0	0	300
			250						250
	Minor measures		50						50
6. Network Integrity and Efficiency			605	0	0	0	0	0	605
6a. Network Integrity and Efficiency			105	0	0	0	0	0	105
6b. Ward Minor Transport Measures	Aston Road North Bridge		25						25
	HMM/FFI Network Integrity and Safety Report Alignment/Declut	CA-02773/2567/256	50						50
	Standards Compliance		30						30
7. Infrastructure Development			500	0	0	0	0	0	500
	Birmingham Connected Infrastructure	CA-01586	525	0	0	0	0	0	525
	Highway Improvement Lines	CA-01579	250						250
	JDT Costs, Assessment and Data	CA-01106	250						250
	Total		5159	1803	3021	3000	39363	1692	54898

ANNEX H  
TRANSPORTATION AND HIGHWAYS CAPITAL PROGRAMME - 2015/16 to 2020/21  
2019\_20

			2019_20			
Programme	Sub projects	Project Code	ITB FUNDING (3HO)	LGF MAJOR	Corporate Resources	TOTAL 2019/20
1. Major Schemes and Local Growth Fund			£000's	£000's	£000's	£000's
	Dudley Road	CA-02715	2162	42231	-1725	42688
	Iron Lane/Station Road / Flexley Road	CA-02709	200	12711		12711
	Journey Time Reliability Improvements to Growth Areas	CA-02713	60	240		300
	Solly Oak New Road Phase 1b	CA-02722	300	300		300
	Tanne Valley Viaduct - Stage 3	CA-02718		29000		29000
	Repayment to Corporate Resources		1725		-1725	0
Metro Extension	Future projects to be determined					0
Major Schemes	Future projects to be determined		177			177
			485	0	0	485
2a. Economic Growth Zones						
	Future projects to be determined		0	0	0	0
City Centre Enterprise Zone						
	Future projects to be determined		485	0	0	485
2b. Enabling Growth and Tackling Congestion	City Centre		75			75
	King Heath High Street	CA-02777				0
	Inner Circle / Route 8					0
	Stratford Road / Highgate Road	CA-01563				0
	Washwood Heath / Bromford					0
	Yew Tree	CA-02408				0
	Supporting Public Transport		200			200
Parking / Management	Car Clubs		10			10
	Future parking schemes		200			200
3. Walking, Cycling and Local Accessibility			782	1000	0	1782
			584	1000	0	1584
3a. Walking and Cycling	Birmingham Cycle Revolution Phase 2	CA-02714	320	1000		1320
	Cycle Parking Stands	CA-02753	20			20
	Definitive Map Statement	CA-01439	75			75
	Walking Measures		169			169
	Future projects to be determined		198	0	0	198
3b. Local Accessibility			198			198
			300	0	0	300
4. Road Safety						
			0	0	0	0
4a. Safety Cameras			300	0	0	300
			300	0	0	300
4b. Local Safety Schemes			300			300
			300	0	0	300
5. Safer Routes to Schools			300	0	0	300
			250			250
Larger Schemes			605	0	0	605
			105	0	0	105
6. Network Integrity and Efficiency			25			25
			50			50
6a. Network Integrity and Efficiency			30			30
			500	0	0	500
6b. Ward Minor Transport Measures			500			500
			525	0	0	525
7. Infrastructure Development			25			25
			250			250
Highway Improvement Lines			25			25
			5159	43251	-1725	46685
JDT Costs, Assessment and Data			5159	43251	-1725	46685
			5159	43251	-1725	46685

ANNEX H  
TRANSPORTATION AND HIGHWAYS CAPITAL PROGRAMME -2015/16 to 2020/21  
2020-21

		2020-21				
Programme	Sub projects	Project Code	ITB FUNDING (3HD)	SECTION 106/278	PRUDENTIAL BORROWING	TOTAL 2020/21
Local Growth Fund	1. Major Schemes and Local Growth Fund		£000's 2000	£000's 3530	£000's 16611	£000's 31251
	Dudley Road	CA-02715		3530	3514	7044
	Tame Valley Viaduct - Stage 3	CA-02718			13097	22207
	New Projects		2000			2000
Metro Extension	Future projects to be determined					
						0
Major Schemes	Future projects to be determined					0
	2. Economic Growth		785	0	0	785
	2a. Economic Growth Zones		0	0	0	0
	City Centre Enterprise Zone					0
	Future projects to be determined					
	2b. Enabling Growth and Tackling Congestion		785	0	0	785
	City Centre		75			75
	King Heath High Street	CA-02777				0
	Inner Circle / Route 8					0
	Stratford Road / Highgate Road	CA-01563				0
Tackling Congestion	Washwood Heath / Bromford					0
	Yew Tree	CA-02408				0
	Supporting Public Transport		500			500
Parking / Management	Car Clubs		10			10
	Future parking schemes		200			200
3. Walking, Cycling and Local Accessibility			644	0	0	644
3a. Walking and Cycling			544	0	0	544
	Cycle Parking Stands	CA-02753	20			20
	Definitive Map Statement	CA-01439	75			75
	Walking Measures		449			449
3b. Local Accessibility			100	0	0	100
3 year programme	Future projects to be determined		100			100
4. Road Safety			300	0	0	300
4a. Safety Cameras			0	0	0	0
4b. Local Safety Schemes			300	0	0	300
3 year programme	Future projects to be determined		300			300
5. Safer Routes to Schools			300	0	0	300
Larger Schemes	Future projects to be determined		250			250
Small Measures Schemes	Minor Measures		50			50
6. Network Integrity and Efficiency			605	0	0	605
6a. Network Integrity and Efficiency			105	0	0	105
	Aston Road North Bridge		25			25
	HMMPTI Network Integrity and Safety Report Alignment/Declut	CA-02773/256725	50			50
	Standards Compliance		30			30
6b. Ward Minor Transport Measures			500	0	0	500
Ward Minor Transport Measures			500			500
7. Infrastructure Development			525	0	0	525
	Birmingham Connected Infrastructure	CA-01586	250			250
	Highway Improvement Lines	CA-01579	25			25
	JDT Costs, Assessment and Data	CA-01106	250			250
	Total		5159	3530	16611	34410



**Appendix B: Alignment of the Transportation and Highways Capital Funding Strategy with the Council's proposed Capital Expenditure Programme for 2016/17 to 2018/19**

**Transportation & Highways Capital Funding Strategy**

	2015/16 £'000	2016/17 £'000	2017/18 £'000	2018/19 £'000	2019/20 £'000	2020/21 £'000	Total £'000
Integrated Transport Block 15/16	5,159	0	0	0	0	0	5,159
Integrated Transport Block 16/17	0	5,159	0	0	0	0	5,159
Integrated Transport Block 17/18	0	0	5,159	0	0	0	5,159
Integrated Transport Block 18/19	0	0	0	5,159	0	0	5,159
Integrated Transport Block 19/20	0	0	0	0	5,159	0	5,159
Integrated Transport Block 20/21	0	0	0	0	0	5,159	5,159
DFT Major Schemes	1,516	0	0	0	0	0	1,516
DFT Pinch Points	1,686	0	0	0	0	0	1,686
Prior Years Integrated Transport Block	4,937	2,801	1,578	0	0	0	9,316
DFT SCE	119	636	152	0	0	0	907
Enterprise Zone	1,649	801	2,586	0	0	0	5,036
Section 106/278	44	869	2,684	1,803	0	3,530	8,930
Bus Lane Surplus	0	1,000	0	0	0	0	1,000
Prudential Borrowing	0	0	0	0	0	16,611	16,611
Funding sources to be confirmed	0	0	3,019	3,021	0	0	6,040
Centro Grants	1,856	4,184	700	3,000	0	0	9,740
Local Growth Fund Prep Costs	1,321	856	300	0	0	0	2,477
Cycle City Ambition Grant	10,105	9,395	11,705	0	0	0	31,205
Local Growth Fund Major	3,268	12,044	17,543	39,363	43,251	9,110	124,579
Addl Local Growth Fund Prep Costs App	233	120	157	0	0	0	510
Additional Local Growth Fund	1,000	0	717	1,692	0	0	3,409
Corporate Resources	0	0	865	860	(1,725)	0	0
<b>Total Funding</b>	<b>32,893</b>	<b>37,865</b>	<b>47,165</b>	<b>54,898</b>	<b>46,685</b>	<b>34,410</b>	<b>253,916</b>

**Comprising:**

1. Total Combined Transportation & Highways Capital Expenditure Programme as per Business Plan and Budget 2016+ 35,752 22,003 6,459
2. Resources not yet approved in the Capital Expenditure Programme 21,008 37,858 49,739
3. Less Transportation & Highways Schemes outside the scope of this report (18,895) (12,696) (1,300)

<b>37,865</b>	<b>47,165</b>	<b>54,898</b>
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**Notes:**

1. This brings together Transportation and Highways budgets shown in the proposed Council Business Plan & Budget 2016+ elsewhere on this Cabinet agenda.
2. The Funding Strategy includes potential resources that are not included in the Council Business Plan & Budget 2016+.
3. The Funding Strategy excludes a number of Transportation and Highways projects included in the Council Business Plan & Budget 2016+ but that are outside the scope of this report.

# Equality Analysis

## Birmingham City Council Analysis Report

<b>EA Name</b>	UPDATED TRANSPORTATION AND HIGHWAYS CAPITAL FUNDING STRATEGY 2015/16 TO 2020/21
<b>Directorate</b>	Economy
<b>Service Area</b>	Transportation Services Growth And Transportation
<b>Type</b>	New/Proposed Function
<b>EA Summary</b>	<p>The Transportation and Highways Capital Funding Strategy (THCFS) aims to deliver capital transport and highway improvements that support the policies, priorities and targets of the Council; as set out in the Leader's Policy Statement, the Council Business Plan and Budget 2015+, the West Midlands Local Transport Plan and Birmingham Connected. These policy documents and associated reports have already been subject to equalities analysis.</p> <p>Subject to Cabinet approval, The West Midlands Local Transport Plan will be replaced by 'Movement for Growth', the West Midlands Integrated Transport Authority's Strategic Transport Plan, during 2016/17 (this document has been subject to an Equalities Analysis by the ITA).</p> <p>The intended outcomes of the THCFS include:</p> <ul style="list-style-type: none"> <li>supporting economic growth,</li> <li>reducing congestion,</li> <li>increasing active travel,</li> <li>improving physical fitness and health,</li> <li>improving road safety, improving accessibility,</li> <li>improving air quality, and</li> <li>maintaining and improving the integrity of the highway network.</li> </ul> <p>Transportation and highway improvements will benefit all districts and wards across the city, with further benefits to visitors and those who commute into the city. Measures implemented will benefit all ages and communities across the city. Many schemes are prioritised in terms of need, in addition to detailed data analysis, consultation and reference to existing Council, Integrated Transport Authority, Department for Transport and other guidance or policy. Schemes will cover a broad spectrum of modes including the private car, public transport, walking, cycling and freight/business movement.</p> <p>This Equalities Assessment is an update of the EA for the Transportation and Highways Capital Programme 2014/15 To 2016/17; ref. EA000194.</p>
<b>Reference Number</b>	EA001086
<b>Task Group Manager</b>	Peter.A.Bethell@birmingham.gov.uk
<b>Task Group Members</b>	Chloe.Taylor@birmingham.gov.uk, philip.edwards@birmingham.gov.uk, Andrew.Radford@birmingham.gov.uk
<b>Date Approved</b>	2016-01-31 00:00:00 +0000
<b>Senior Officer</b>	philip.edwards@birmingham.gov.uk
<b>Quality Control Officer</b>	Lesley.Edwards@birmingham.gov.uk

### Introduction

The report records the information that has been submitted for this equality analysis in the following format.

### **Overall Purpose**

This section identifies the purpose of the Policy and which types of individual it affects. It also identifies which equality strands are affected by either a positive or negative differential impact.

## **Relevant Protected Characteristics**

For each of the identified relevant protected characteristics there are three sections which will have been completed.

- Impact
- Consultation
- Additional Work

If the assessment has raised any issues to be addressed there will also be an action planning section.

The following pages record the answers to the assessment questions with optional comments included by the assessor to clarify or explain any of the answers given or relevant issues.

## 1 Activity Type

The activity has been identified as a New/Proposed Function.

## 2 Overall Purpose

### 2.1 What the Activity is for

<p>What is the purpose of this Function and expected outcomes?</p>	<p>The Transportation and Highways Capital Funding Strategy (THCFS) will improve access to employment and services in the city for residents and visitors, including enabling growth and the creation of new jobs in the Enterprise Zone, the Aston Advanced Manufacturing Hub, the Food Hub, Longbridge, Tyseley and Selly Oak. The THCFS will also support access and enable new housing development, whilst improving access to other employment locations.</p> <p>All relevant stakeholders will be identified and given the opportunity to be involved in the scheme consultation processes for individual projects. All members of the local community, including groups of people whose first language is not English, will be invited to comment on the proposals during the public consultations. All proposals will be designed in accordance with national design standards, which give consideration to the needs of disabled people; helping to promote positive attitudes towards disabled people.</p> <p>The Access Committee for Birmingham (a recognised forum for disabled people) will be invited to comment and contribute during the detailed design stage of any new infrastructure.</p> <p>Schemes will be designed to enable better access for all to employment, health, retail, education and leisure facilities across the city.</p> <p>The THCFS will have a positive impact on users of the highway, residents and businesses across the city by reducing congestion, improving road safety, increasing the use of sustainable modes, improving accessibility and improving air quality. Employment growth in the city, enabled by schemes within the THCFS, will assist in tackling worklessness and current levels of high unemployment. Users of the highway include vehicle drivers, vehicle passengers, pedestrians, cyclists, and bus users.</p> <p>The proposals will benefit vulnerable users, particularly the elderly and people with disabilities. Enhanced pedestrian facilities will help these groups cross the road. Any bus stops affected will be upgraded to DDA / Equalities Act standards, with tactile paving provided at dropped crossing points, to assist blind and partially sighted people locate and use the crossings. All measures will improve access to local facilities including employment, health, education, retail and leisure.</p> <p>Funding provided by the THCFS directly supports the ongoing employment of officers within the Economy directorate. Officers will also benefit from proposed schemes within the THCFS which reduce congestion, improve road safety, increase the use of sustainable modes, improve accessibility, improve air quality and enhance or protect the integrity of the highway network.</p>
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For each strategy, please decide whether it is going to be significantly aided by the Function.

Public Service Excellence	Yes
A Fair City	Yes
A Prosperous City	Yes
A Democratic City	Yes

## **2.2 Individuals affected by the policy**

Will the policy have an impact on service users/stakeholders?	Yes
Will the policy have an impact on employees?	Yes
Will the policy have an impact on wider community?	Yes

## **2.3 Analysis on Initial Assessment**

All schemes proposed within the Transportation and Highways Capital Funding Strategy (THCFS) are provided as a public good and are available for all members of the community and visitors alike to use. Transport proposals are supported by promotional and educational training provided by the Transport Behavioural Change Team within Transportation Services, particularly in relation to road safety and active travel. Individual schemes will be subject to further screening for equalities analysis.

It is considered that there are no aspects of the THCFS that could contribute to inequality. The facilities and measures proposed are for all users and none are excluded. No measures are considered to discriminate against protected groups in terms of age, race, gender reassignment, sexual orientation, sex, pregnancy or maternity, or disability.

Individual scheme proposals will be further screened for equalities analysis as part of standard Council governance and approval processes, and EAs will be completed at Product Definition Document and Full Business Case stage for individual projects and programmes.

### **3 Concluding Statement on Full Assessment**

All schemes proposed within the Transportation and Highways Capital Funding Strategy (THCFS) are provided as a public good and are available for all members of the community and visitors alike to use. Transport proposals are supported by promotional and educational training provided by the Transport Behavioural Change Team within Transportation Services, particularly in relation to road safety and active travel. Individual schemes will be subject to further screening for equalities analysis.

It is considered that there are no aspects of the THCFS that could contribute to inequality. The facilities and measures proposed are for all users and none are excluded. No measures are considered to discriminate against protected groups in terms of age, race, gender reassignment, sexual orientation, sex, pregnancy or maternity or disability. Individual scheme proposals will be further screened for equalities analysis as part of standard Council governance and approval processes.

The initial screening for the THCFS has indicated no adverse impacts or discrimination; it is concluded that a full EA is not necessary at this time. This position will be reviewed for individual scheme Product Definition Documents / Full Business Cases as they progress through standard Council governance and approval processes.

### **4 Review Date**

02/01/17

### **5 Action Plan**

There are no relevant issues, so no action plans are currently required.

## BIRMINGHAM CITY COUNCIL

## PUBLIC REPORT

<b>Report to:</b>	<b>CABINET</b>
<b>Report of:</b> <b>Date of Decision:</b>	<b>Chief Executive</b> <b>16<sup>th</sup> February 2016</b>
<b>SUBJECT:</b>	<b>GBSLEP YOUTH EMPLOYMENT INITIATIVE YOUTH PROMISE PLUS: FULL BUSINESS CASE</b>
<b>Key Decision: YES</b>	<b>Relevant Forward Plan Ref: 000295/2015.</b>
<b>If not in the Forward Plan: (please "X" box)</b>	<b>Chief Executive approved</b> <input type="checkbox"/> <b>O &amp;S Chairman approved</b> <input type="checkbox"/>
<b>Relevant Cabinet Member(s):</b>	<b>Councillor Penny Holbrook – Cabinet Member for Skills, Learning and Culture</b> <b>Councillor Stewart Stacey – Cabinet Member for Commissioning, Contracting and Improvement</b>
<b>Relevant O&amp;S Chairman:</b>	<b>Councillor Victoria Quinn, Economy, Skills and Sustainability</b>
<b>Wards affected:</b>	<b>All</b>

<b>1. Purpose of report:</b>	
1.1	To seek approval to the Full Business Case (FBC) to develop and deliver a European Union funded Youth Promise Plus project, at a total gross value of £50.4m in line with the arrangements detailed in this report.
1.2	The project will seek to provide personalised employment support linked to recruitment pathways to specific vacancies for 16,610 young people aged 15 to 29 years across Birmingham and Solihull, who are not in employment, education or training (i.e. NEET) and/or are claiming unemployment related benefits. It will deliver three main strands of intervention.
1.3	To seek approval to accept anticipated offers of grant funding from the Department for Work and Pensions and to act as Accountable Body for this project on behalf of the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP). At the time of writing the offers of funding had not been confirmed; decisions will be subject to this confirmation.
<b>2. Decision(s) recommended:</b>	
	It is recommended that Cabinet:
2.1	Authorises the Council to become the Accountable Body for the GBSLEP in respect of the Birmingham and Solihull Youth Promise Plus project and to hold and manage European Union grant funding, subject to approval by the Department for Work and Pensions as detailed in this report.
2.2	Authorises the Acting Strategic Director for the Economy Directorate, on behalf of the Birmingham City Council as the Accountable Body, to accept the grant offer from the Department for Work and Pensions (DWP) of up to £33.6m representing a combined European Structural Fund (ESF)/Youth Employment Initiative (YEI) contribution to part fund the proposed Youth Promise Plus project.
2.3	Approves the Full Business Case, attached as the Annex and Appendices to this report, at a total cost of up to £50.4m, of which up to £33.6m will be derived from EU grant and £16.8m will be made up of a package of BCC and other local matched expenditure and activity.

<p>2.4</p> <p>2.5</p> <p>2.6</p>	<p>Delegates the approval of the procurement strategy for this project to the Cabinet Members for Commissioning, Contracting and Improvement, and Skills, Learning and Culture jointly with the Acting Strategic Director for the Economy Directorate.</p> <p>Authorises the Acting Strategic Director for the Economy Directorate, in conjunction with the Strategic Director for Finance and Legal to enter into grant arrangements with DWP and the delivery partners named in section 4.2.1 of this report in a manner compliant with EU funding regulations and the national guidance.</p> <p>Authorises the City Solicitor to negotiate, execute and complete all relevant legal documents necessary to give effect to the project.</p>
<p><b>Lead Contact Officer(s):</b></p>	<p>Shilpi Akbar Assistant Director for Employment, Economy Directorate Tel: 0121 303 4571 E mail: <a href="mailto:Shilpi.akbar@birmingham.gov.uk">Shilpi.akbar@birmingham.gov.uk</a></p>
<p><b>3. Consultation</b></p>	
<p>3.1</p>	<p><u>Internal:</u> The Cabinet Member for Development Transport &amp; The Economy has been consulted and it has been shared with the relevant Scrutiny Committee Chairs, and they support it going forward to the Executive for a decision. The Executive Management Team have been informed of the project since following a report of November 2014 where Youth Promise was identified as a strong opportunity for adding benefit through EU funds. Officers from City Finance and Legal and Democratic Services have been involved in the preparation of this report.</p>
<p>3.2</p>	<p><u>External.</u> External partners involved in the project development include Solihull MBC, The Prince's Trust, Queen Elizabeth University Hospital Hub, Centro, WM Police and Crime Commissioner's Office, The Best Network, BVSC, Birmingham and Solihull FE Consortium, West Midlands Learning Provider Network, St Basils and People Plus. A specific "Youth Voice" consultation with Young People and potential service users was undertaken by St Basils from the results of which are included in Appendix F.</p>
<p><b>4. Compliance Issues:</b></p>	
<p>4.1</p>	<p>The proposal contributes towards the strategic outcomes outlined in the 'Council Business Plan 2015+', specifically for a 'Prosperous City' through delivery of a project of significant scale focused on upskilling and actively supporting up to 16,610 NEET or unemployed young people into sustainable employment. It also encapsulates the Council values to work with public services, businesses and the people of Birmingham to create a city that is fairer, more prosperous and more democratic and builds on and deepens the Council's current "Youth Promise" policy commitment.</p>



4.1.2 All contracted providers within the Project will be required to comply with the principles within the Council's Birmingham Business Charter for Social Responsibility. The nature of the project interventions will specifically focus on activities which support the "local employment" and "good employer" principles within the Charter. Where applicable the project will operate within the State Aid General Block Exemption regulations (GBER). In providing additional EU funded activity the project has a neutral effect on budget savings but is expected to impact strongly on reducing demand on a wide range of future services through improving the life prospects of NEET young people.

## 4.2 Financial Implications

4.2.1 The total value of this project proposal over four financial years is £50.4m, with an end date of 31st December 2018. Some £33.6m of this expenditure will be derived through grant via the Department for Work and Pensions under the European Social Fund and Youth Employment Initiative process (subject to DWP appraisal and approval). There will be a further contribution of £16.8m derived through the matching of existing local activity and resource into the project delivery. This match funding package will be made up as follows:

Partner/ Match funding source		<b>Total Match funding (£m)</b> in the period from 1 <sup>st</sup> Sep 2015- July 2018
BCC- Birmingham Careers service	Up to	2.2
BCC- Destination Work Contracts	Up to	2.8
BCC- Supporting people Contracts	Up to	5.8
<b>Youth Promise policy contingency</b>	<b>Up to</b>	<b>0.2</b>
<b>Birmingham Jobs Fund policy contingency</b>	<b>Up to</b>	<b>1.4</b>
	<b>Maximum available</b>	<b>12.4</b>
<b>BCC- Total match required</b>		<b>12.0</b>
<b>The Prince's Trust</b>	<b>Confirmed</b>	<b>0.8</b>
<b>Solihull MBC</b>	<b>Confirmed</b>	<b>2.1</b>
<b>University Hospital UHB consortium</b>	<b>Confirmed</b>	<b>0.9</b>
<b>Police Crime Commissioner's office</b>	<b>Confirmed</b>	<b>1.0</b>
<b>Total Match</b>	<b>Required</b>	<b>16.8</b>

Budgetary provision for the Council's element of the match funding is in place. There is some flexibility with the funding within the table above, but where spend is considered ineligible or match is not available for the full project year period, the amount of grant drawn down can be reduced and consequently the scope of the project would reflect this. Arrangements with grant recipients will ensure that claw-back and repayment of grant will be achievable.

This project will require the submission by the Council to DWP of regular performance, monitoring and financial information. The project will be subject to EU commission procedural guidelines and audit. The financial operational model detailing how the resource will be used and monitored forms part of this Full Business Case Annex to this report (including **Appendices A and B**).

4.2.2. The project will be managed by the Employment & Skills Service within the Economy Directorate. The Council will act as Accountable Body for the GBSLEP, steered by a project partnership group drawn from local partner agencies (detailed in **Annex 1** of this report). The EU guidance allows for up to 10% of the total project value to underpin Management and Administration (M & A) costs. More detail on the proposed use of this M & A allocation is given in **Appendix B** of this report; currently 8% of the budget is proposed for M&A activities to be delivered by BCC and other partners. All new posts recruited by Birmingham City Council in this respect will be offered on a fixed term basis in line with the limited lifespan of the project

4.2.3 As the Accountable Body for this project, the Council will be required to ensure compliance with DWP grant conditions and will seek to mitigate these through appropriate contractual agreements with service providers (of the newly funded activity) or via the Council's own Conditions of Grant Aid (COGA) for Delivery Partners as listed in 4.2.1. above. New contracts and COGAs will transfer the ESF/YEI liabilities for eligible activity to the provider. Existing contracts will not contain these clauses so activity will be closely managed to ensure compliance. To this end central project data collection templates have been developed for all delivery organisations to use. Performance will be closely monitored by officers within the Economy Directorate on a monthly basis because for the first time projects will be performance tested by DWP on outputs as well as spend. All delivery arrangements will be subject to monitoring and performance checks and project compliance visits. There are no further on-going revenue implications as a consequence of accepting this grant funding other than the persisting risk of audit and clawback on the basis of eligibility or poor document/data retention, which is a major consideration for over 16,000 participants and the reason for an investment in the proposed database system.

#### **4.3 Legal Implications**

4.3.1 The Council's primary focus in respect of this service function is concerned with assisting local young people in accessing the labour market and remaining in employment, education and/or training. Specifically, the project will enhance the delivery of employment support and job matching services for 16,610 young people in Birmingham and other surrounding YEI eligible areas. The project management function will include measures to ensure that services are of sufficient quality and are appropriately tailored and targeted to address barriers faced by communities which are demonstrably and disproportionately excluded from the labour market. The Council has the power to enter into this activity in accordance with the general power of competence conferred by Section 1 of the Localism Act 2011 (LA 2011). The proposed activity is within the boundaries and limits on the general power set out in Section 2 and 4 of LA 2011 respectively.

#### **4.4 Public Sector Equality Duty**

4.4.1 An Equality Assessment (EA000677) screening has been completed on 28 January 2016 as part of the Full Business Case process for this project (**see Appendix F**). The project is specifically focused on supporting NEET and unemployed young people, a cohort for which the volume and claimant rate remains disproportionately high in Birmingham as compared with other UK Core Cities. The full equality assessment has identified that the project should have a positive impact on the following protected characteristics: Age and Disability; through providing additional specialist employment pathway support that is person-centred and flexible enough to include employment, education and training outcomes.

4.4.2 Within the development phase of the project, a Youth Voice consultation activity has been taken forward to derive feedback from young people including potential service users on the detail of the proposed delivery model. Findings from this process are set out in **Appendix F** of this report. Ongoing Youth Voice consultation to inform continuous service improvement is built into the proposed project on an on-going basis within the Learning and Practice Hub strand of the project delivery plan.

4.4.3 Any company or external body selected for funding or to manage delivery within the project arrangements will be required to comply with the terms of the Equalities Act 2010, the City Council's Equal Opportunities policy, and additional ESF/YEI policy standards as required.

## 5. Relevant background/chronology of key events:

5.1 In 2012/13 Birmingham City Council set up the Birmingham Commission on Youth Unemployment which in its final report scoped out the level of need within the City around young people who are either not engaged in employment education or training (i.e. NEETs) or who are unemployed and claiming Job Seekers Allowance (or latterly Universal Credit). Since that report the Council has identified employment and skills support for 16-24 year olds as a key priority with a raft of measures being delivered in this context including;

- **Birmingham Jobs Fund** – providing financial incentives to employers recruiting unemployed young people into apprenticeships and substantive jobs
- **Destination Work-** a joint BCC/ DWP project around the provision of enhanced personal coach mentoring support to 18-24 year old JSA claimants to facilitate their progression to into jobs, and offering in work support to underpin the sustainment of that employment.
- **Youth Promise-** corporate coordination of Council services, including Birmingham Careers Service, Employment & Skills Service, Youth Service, HR, Youth Offending team and Education infrastructure, in order to facilitate a support offer to all young people in the City at transition points between Education , Further Education & training and the Labour market.

5.2 Since the original Commission report, levels of youth unemployment and NEETs in Birmingham have reduced substantially:

Unemployment; At the time of the application for funds (August 2015) Birmingham had 6,409 unemployed 18-24 year old benefit claimants This represents a significant reduction from two years ago (in July 2013 this was 11,790). This downward trend mirrors national reductions but also represents a closing of the gap between Birmingham and national rates of youth unemployment. However, this still leaves Birmingham with the highest volume of young unemployed of all UK Core Cities with a claimant rate of 8.8% (August 2015) compared with a UK rate of 4.6% and a core cities average of 6.6%.

NEETS: Birmingham Careers Service estimates a core volume of around 2,700 NEETS in Birmingham at any given time (although absolute volumes do fluctuate at different stages of the academic year) and that the numbers of unknown or 'hidden' NEETS are increasing. As such continuation and deepening of the Council's Youth Promise approach and the extension of this in the GBSLEP area remains a key priority. A more detailed summary of policy and statistical context, is shown in **Appendix G** of this report.

5.3 Officers have been working within the GBSLEP arrangements to explore the potential within the 2014+ European Structural Investment Fund programme (ESIF) to draw down additional resources in order to develop and deepen the Council's approach to tackling youth unemployment. Specifically, agreement has been reached to request that Birmingham City Council acts as Accountable Body on behalf of GBSLEP in developing, submitting and delivering an integrated project proposal covering Birmingham and Solihull (as the LEP's youth unemployment priority areas) under the Youth Employment Initiative (YEI) strand linked to the ESIF programme.

5.4 In May 2015 Cabinet received a composite report via the Council's European and International Division setting out potential funding opportunities within the ESIF programme, and gave approval to submit an application for up to £50.4 m (gross value) under the ESF/YEI arrangements. A first stage outline application was submitted to DWP on 22<sup>nd</sup> May 2015.

5.5 Following a call for Delivery Partner expressions of Interest and match funding on the "Find it in Birmingham" website, a range of delivery partners were identified and a wider group supported the project development. A detailed list of partners is shown in **Annex 1** ("Project Description" section). Partners have been drawn in to give skilled delivery and representation from a range of relevant sectors (Public, Private and not-for profit), and to provide links into a width of employers and growth areas within the local economy.

5.6 A full application was submitted on 11<sup>th</sup> September 2015 and a final funding decision from DWP national office is anticipated. Cabinet is now asked to consider and approve this current report and full business case for the proposed project. The detail of the project is shown in the Annex and Appendices of this report. The key features are as follows:

**Birmingham and Solihull Youth Promise Plus- Summary of project proposal**

5.6.1 The project is based on a gross value of £50.4m over four financial years (2015/16, 2016/17, 2017/18 and 2018/19), with retrospection allowing for an envisaged start date (for existing matched activity) in September 2015 and delivery running until June 2018 with a closedown period to December 2018. In line with EU guidance, this gross value is to be made up as follows:

	£
Youth Employment Initiative grant	16,800,000
ESF grant	16,800,000
Existing local activity/ expenditure as matched funding	<u>16,800,000</u>
	50,400,000

5.6.2 The project aims to support 16,610 Birmingham & Solihull young people (15-29 years) who are either NEET (Not engaged in Employment Education or Training) or unemployed and claiming Job Seekers Allowance, Universal credit or other work related benefits. The aims are to upskill and create integrated and supported pathways to sustainable employment, and the project targets supporting at least 7,309 (44%) of its beneficiaries into further education, training and/or employment by the end of the delivery period. All beneficiaries (including those not progressing into positive outcomes immediately) will be tracked and supported for at least 6 months and, through the proposed Learning and Practice Hub function, the project will aim to leave legacy of a better, and more integrated/responsive set of delivery partnerships within the local employment support structure that will persist and have impact beyond the period of funded project delivery.

The project will be informed by the Birmingham Skills Investment Plan by seeking to raise the skills of Young People to secure jobs in key sectors and set young people on a path to achieve the skills levels required to deliver a world class workforce by;

- Integration of service provision across providers
- Personal holistic support driven by a relationship of trust between beneficiaries and lead professionals
- Work First: Introduction of young people into some form of supported work environment within 6 weeks of their entry to the project. This programme seeks to bring opportunity for employment much earlier on to aid participant confidence and experience.
- Dedicated support to employers to ensure the creation of work environments that are conducive and responsive to beneficiaries support needs but also remain positive for the businesses themselves.

5.6.3 Therefore, the Youth Promise Plus project has the following delivery elements (more detail shown in the **Annex** to this report):

**STRAND ONE – Engagement and intervention with young people (holistic and tailored personal support and in work support)**

Newly commissioned Intervention Workers will be embedded within a range of agencies across the sub-region who work directly with disadvantaged young people. The project will also commission teams of outreach intervention works to engage with “hidden” NEETs and provide local responsiveness covering the Birmingham and Solihull areas.

**STRAND TWO – Employment Development** (Improving Employer Engagement and Support):

Through the commissioning of specific Employment Development workers the project will establish services to employers which provide ‘wrap-around’ support to young people achieving employment/work experience to address personal barriers and challenges, enabling the sustainment of employment. These contracts will provide supported pathways through employer-led training programmes leading directly to jobs upon completion.

**STRAND THREE- The Learning and Practice Hub**

To ensure the required level of service integration between providers and crucially to ensure smooth transition of young beneficiaries to and through supported employment, education and training pathways and into sustainable jobs, the project design incorporates a newly formed Learning and Practice Hub addressing quality, coordination and development support for all Youth Promise Plus frontline providers and staff.

5.6.4 **Commissioning implications:** Subject to DWP approval, it is envisaged that the first phase of Youth Promise Plus delivery will commence (based on an allowed retrospective start date) in September 2015 through refocused delivery of existing match funded contracts and services. The process of commissioning of new services will commence from late February 2016 with phased tender submission and appraisal dates up until June 2016 when the first tranche of contracts will be let for delivery. A detailed procurement strategy for the project is being developed and will be subject to Cabinet Member/Chief Officer approval as referred to in recommendation 2.4.

5.6.5 **DWP Grant Terms and Conditions and mitigation of risk:** Detailed DWP terms and conditions are expected in the anticipated DWP approval. To minimise/ mitigate financial risk, the Council will therefore adopt the following principles:

- All BCC terms and conditions issued to delivery partners/contracted providers will also reflect the European/DWP requirements around payment and clawback, and all payments from the Council to delivery partners will be made in arrears on receipt of verified satisfactorily evidenced claims.
- Regular monthly monitoring of all delivery arrangements will be put in place, with additional spot check visits and formal half and full year reviews.
- Deployment of YEI grant allocation around management and administration will include posts embedded with partner agencies to directly assist with the effective and on-going implementation of EU compliant finance and activity recording.
- Use of a balanced payment by results model for an element of the total value of commissioned contracts in order to incentivise and maximise achievement of target outcomes. (detail to be set out in the project's procurement strategy referred to in section 5.6.4).
- Outputs and participant progress will be monitored and performance managed within newly commissioned activity (existing contracts being used as match activity already have these measures within them). This reflects the performance management and the pro-rata clawback methodology that may be implemented by DCLG in relation to any underperformance on outputs which the Council will then be able to pass on to the provider
- Within Grant agreements performance management will need to be very closely monitored as grant recipients will not be directly liable for pro-rata underperformance, but further grant may need to be withdrawn if performance is not acceptable; this poses a delivery risk for BCC that will be monitored.

More detail around risk management and mitigation is shown in the risk register forming **Appendix C** of this report.

<b>6.</b>	<b>Evaluation of alternative option(s):</b>													
6.1	<b>Examine alternative options:</b> A range of alternative delivery mechanisms have been discussed with GBSLEP and other external strategic/ delivery partners within the project steering group established to develop this funding application and delivery plan. The current proposals are felt to be the best option in terms of improving and deepening employment support delivery to young NEET and unemployed residents in Birmingham and Solihull and in terms of maximising the use of resources in this respect.													
6.2	<b>Do Nothing:</b> The Council and GBSLEP would miss the opportunity to obtain significant external funding for a key economically-focused project which would contribute strongly to Council policies around promoting a fair, prosperous and democratic City and the Leader's Policy Statement.													
<b>7.</b>	<b>Reasons for Decision(s):</b>													
7.1	To enable the GBSLEP Youth Promise Plus project to be progressed and delivered on a timely and successful basis. This approach should maximise resources for partnership based Youth unemployment delivery and provide intensive support at scale to at least 16,610 NEET and unemployed young people to access further education, training, work experience and jobs in local labour markets.													
<table style="width: 100%; border: none;"> <thead> <tr> <th style="width: 40%;"></th> <th style="width: 30%; text-align: center;"><b>Signatures</b></th> <th style="width: 30%; text-align: center;"><b>Date</b></th> </tr> </thead> <tbody> <tr> <td>Cabinet Member for Skills, Learning and Culture</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">.....</td> </tr> <tr> <td>Cabinet Member for Commissioning, Contracting and Improvement</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">.....</td> </tr> <tr> <td>Chief Executive</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">.....</td> </tr> </tbody> </table>				<b>Signatures</b>	<b>Date</b>	Cabinet Member for Skills, Learning and Culture	.....	.....	Cabinet Member for Commissioning, Contracting and Improvement	.....	.....	Chief Executive	.....	.....
	<b>Signatures</b>	<b>Date</b>												
Cabinet Member for Skills, Learning and Culture	.....	.....												
Cabinet Member for Commissioning, Contracting and Improvement	.....	.....												
Chief Executive	.....	.....												

<b>List of Background Documents used to compile this Report:</b>	
1.	Full Application GBSLEP Youth Promise Plus (ESIF YEI) 11 <sup>th</sup> September 2015
<b>List of Appendices accompanying this Report (if any):</b>	
1.	Full Business Case (Annex 1)
2.	Detailed Delivery structure (Appendix A)
3.	Management & Administration Structure (Appendix B)
4.	Risk Register (Appendix C)
5.	Stakeholder Analysis (Appendix D)
6.	Milestone Dates and Project Critical Path (Appendix E)
7.	Equalities Impact Assessment Summary (Appendix F)
8.	Policy and Statistical context: Evidence of employment support need (Appendix G)

Full Business Case (FBC)			
1. General Information			
Directorate	Economy	Portfolio/Committee	Skills, Learning & Culture
Project Title	GREATER BIRMINGHAM & SOLIHULL LOCAL ENTERPRISE PARTNERSHIP: YOUTH EMPLOYMENT INITIATIVE: YOUTH PROMISE PLUS	Project Code	Forward Plan ref: 000295/2015
Project Description	<p><b>Background</b></p> <p>The policy and statistical context for this project proposal is summarised in Appendix G of this Full Business Case report.</p> <p>In May 2015, Cabinet received a composite report via the Council's European and International Division setting out potential funding opportunities within the European Structural Investment Fund (ESIF) programme, and gave approval to submit an application for up to £50.4 million pounds (gross value over 3 financial years) under the Youth Employment Initiative (YEI) element. A first stage outline application was therefore submitted to the Department for Work and Pensions (DWP) on 22<sup>nd</sup> May 2015. This received a positive appraisal and the Council was invited to develop and submit a full application September 2015.</p> <p>Following a call for Delivery Partner expressions of Interest and match funding on the "Find it in Birmingham" website, the following delivery partners were identified and they and others pulled together into a Project Development Group through which the full application was developed; The Project Delivery/Funding Partners are:</p> <ul style="list-style-type: none"> <li>• Birmingham City Council (Employment &amp; Skills, Housing infrastructure, Birmingham Career and Youth Services and through them their contracted providers)</li> <li>• Solihull MBC</li> <li>• The Prince's Trust</li> <li>• University Hospital UHB</li> <li>• Centro</li> <li>• Police Commissioner's Office</li> </ul> <p>Project Development Group:</p> <ul style="list-style-type: none"> <li>• The Best Network</li> <li>• BVSC</li> <li>• West Midlands Learning Provider Network</li> <li>• Birmingham &amp; Solihull FE Consortium</li> <li>• People Plus</li> <li>• St Basils</li> <li>• Ahead Partnership (CSR City)</li> <li>• DWP Birmingham &amp; Solihull District Office</li> </ul>		



A full application was duly submitted on 11<sup>th</sup> September 2015 and appraisal feedback in the form of clarification questions have been shared and responded to in several iterations, the last submission being made by the Council on 30<sup>th</sup> December 2015. A funding decision and detailed grant conditions from DWP national office are anticipated to be received by the Cabinet meeting date. Cabinet is now asked to consider and approve this Full Business Case for the project.

### **Project Proposals**

The key principles within the Youth Promise Plus delivery model are:

- Integration of service provision across providers
- Personal holistic support driven by a relationship of trust between beneficiaries and lead professionals
- Work First: Introduction of young people into some form of supported work environment, as early as possible, and certainly within 6 weeks of their entry to the project. Many previous employment support programmes have been formed with job search and matching activities built-in towards the end of a programme of training and upskilling support. This programme seeks to bring opportunity for employment much earlier on to aid participant confidence and experience.
- Dedicated support to employers to ensure the creation of work environments that are conducive and responsive to beneficiaries support needs but also remain positive for the businesses themselves.

Therefore, the Youth Promise Plus project has the following delivery elements:

### **STRAND ONE – Engagement and intervention with young people (holistic and tailored personal support and in work support)**

In addition to the activity delivery of BCC and partners, newly commissioned Intervention Workers will be embedded within a range of agencies across the sub-region who work directly with disadvantaged young people. The Project will work with both sub-regional agencies working across Birmingham and Solihull and those smaller agencies working in specific wards or neighbourhoods. These agencies include:

- Care leaver teams in Birmingham and Solihull
- Youth Offending Teams
- St Basil's (youth homeless service operating across Birmingham and Solihull)
- Midland Heart (youth homeless service operating across the sub-region)
- Trident (youth homeless service operating across the sub-region)
- Accord (youth homeless service operating across the sub-region)
- Local Jobcentres
- The Prince's Trust
- Local Authority Youth Centres
- Birmingham Careers Service
- Local multi-agency NEET panels
- Voluntary and faith sector organisations

The project will also commission teams of outreach intervention works

to engage with “hidden” NEETs and provide local responsiveness in 5 localities sub-dividing the total Birmingham and Solihull area.

Accessing specialist services where necessary, the Intervention Workers will provide intensive mentoring and pastoral support, providing a ‘wrap-around’ service enabling the young people to address a myriad of barriers including debt, health, housing, basic skills and personal development challenges. The aim is to resolve these barriers swiftly keeping the focus on gaining employment or workplace experience or training leading directly to employment within 6 weeks. The workers will seek to link beneficiaries directly into opportunities generated through the employer-facing aspects of this project, but where appropriate will also signpost and refer into a wider range of external training and employment opportunities. The Intervention workers will also provide continuity of support and in-work support to seek to ensure maximum sustainability of employment for beneficiaries.

In addition, to this newly commissioned activity the project will engage with young people through the following existing programmes and services:

**Destination Work** –existing procured contracts delivered through People Plus, Standguide and The Best Network providing intensive coaching and mentoring support to 18-24 years olds referred by 7 Jobcentres in the area. This will be extended to include all 14 Jobcentres in the sub-region.

**Supporting People** - enhancing existing procured contracts delivered through Accord Housing, Midland Heart, St Basil’s and Trident Housing providing personal and employment support to young people at risk of homelessness.

**Birmingham Careers Service-** enhancing existing council managed service offering Careers and information Advice and guidance to NEETS.

**Solihull MBC direct employment & Skills provision-** enhancing existing employment support and job matching activities with a focus on young people distanced from the labour market resident in Solihull

**STRAND TWO – Employment Development** (Improving Employer Engagement and Support):

The aim of this strand is to ensure employers are prepared and supported to provide work opportunities/apprenticeships/traineeships to the most disadvantaged. Through the commissioning of specific Employment Development workers the project will establish services to employers which provide ‘wrap-around’ support to young people achieving employment/work experience to address personal barriers and challenges, enabling the sustainment of employment. These contracts will provide supported pathways through employer-led training programmes leading directly to jobs upon completion.

The YEI delivery will include strengthening and deepening the following existing employment pathways:

- **The Prince’s Trust:** “Get into” programmes and tailored support leading to vacancies with the Trust’s large National employer accounts
- **Queen Elizabeth University Hospital UHB:** supported pathways to NHS and Health and Life Sciences opportunities.

In addition the project will commission new supported pathways and embedded Employment Development workers through external providers and employers in the following work areas:

- **Employment growth and natural market turnover in Small and Medium sized Enterprises (SMEs)** – with a particular emphasis on work in Business Improvement Districts
- **Sector Based employment pathways in areas of growth** – e.g. Construction, Manufacturing, Food and Tourism, Professional sector.

### **STRAND THREE- The Learning and Practice Hub**

In order to ensure the required level of service integration between providers and crucially to ensure smooth transition of young beneficiaries to and through supported employment, education and training pathways and into sustainable jobs, the project design incorporates a newly formed Learning and Practice Hub to deliver the following elements

- **A quality development & coordination support function** (including provider theme groups/quality circles; and Employer Engagement coordination to ensure linkage to GBSLEP priorities and identified growth sectors).
- **Bespoke Coach/mentor practice techniques and support** (Continuous professional development for front line staff)
- **Evaluation & Continuous service improvement framework**
- **Spot purchasing fund** to respond to specialist support needs and demand expressed through service users and Intervention workers.
- **Travel training and support to beneficiaries**
- **Youth Voice-** service users and wider young people's consultation to inform service improvement.

### **Outcomes**

The project aims to support 16,610 Birmingham & Solihull young people (15-29 years) who are either NEET (Not engaged in Employment Education or Training) or unemployed and claiming Job Seekers Allowance, Universal credit or other work related benefits. The aims are to upskill and create integrated and supported pathways to sustainable employment, and the project targets supporting at least 7,309 (44%) of its beneficiaries into further education, training and/or employment by the end of the delivery period. All beneficiaries (including those who don't progress to a positive destination) will be tracked and supported for at least six months.

In order to hit these targets it is envisaged that providers will need to deliver a higher number of client case engagements in order to:

- a) Plan around potential dropout rates
- b) Translate recorded "case contacts" into individual beneficiaries in instances where individuals access support from more than once YEI contracted provider (e.g. an Intervention Worker and a supporting People provider) in order to fulfil their agreed action plan.

### **Management**

Birmingham City Council will act as Lead Accountable Body on behalf of the Greater Birmingham and Solihull Local enterprise partnership (GBSLEP) in respect of this project. The management of the project will be driven through the Council's Employment & Skills Service in the Economy Directorate, and activity will be steered by a Project Partnership group made up of a range of identified strategic and delivery partners (see earlier list)..

In addition to the delivery strands set out above, an element of the YEI income in respect of this project will be used to create and underpin a number of posts providing management and administration services to ensure the smooth and EU compliant running of the project. The details of the envisaged management & administration structure of the project are shown in **Appendix B** of this report. This function will involve staff being embedded and hosted in the following ways:

- **BCC Employment and Skills Service:** Central team of posts around project and contract management, compliance/support and monitoring, administration and data inputting. Project income will be used both to underpin the staff costs of some existing posts and to create additional capacity for fixed term/secondment roles.
- **BCC Housing infrastructure and Careers Service:** Additional fixed term posts around YEI monitoring and data imputing roles for the Supporting People and Careers Service activity.
- **Solihull MBC-** fixed term management, monitoring and support roles
- **Management and administration roles embedded in external delivery partners** (i.e. The Princes' Trust, UHB)

The total grant available for project management and administration costs is set out below:

	£
Staff and Employee costs	3,710,831
Marketing	100,000
Hospitality	50,000
Evaluation	50,000
Database	<u>137,500</u>
	<b>4,048,331</b>

All new posts recruited by Birmingham City Council in this respect will be offered on a fixed term basis in line with the limited lifetime of the funding.

### Procurement

Subject to DWP approval, it is envisaged that the first phase of Youth Promise Plus delivery will commence through an allowed retrospective start date in September 2015 through refocused delivery of existing match funded contracts and services. The commissioning of new services will commence from late February 2016 with phased tender submission and appraisal dates up until June 2016 when the first tranche of contracts will be let for delivery. The details of this approach will be set out in a procurement strategy to be approved by the Cabinet Members for Commissioning, Contracting and Improvement, and Skills, Learning and Culture jointly with the Acting Strategic Director for the Economy Directorate.

### Contract Management and Monitoring

The detail of the project's contract management and monitoring will be set out in the procurement strategy.

### Funding Package

The project is based on a gross value of £50,400,000 over four

financial years (2015/16, 2016/17 2017/18 and 2018/19), with an envisaged start date of September 2015 (retrospection is allowed so that existing matched activity can be countered from date of invitation to submit a full application) and delivery running until June 2018 with a closedown period to December 2018. In line with EU guidance, this gross value is to be made up as follows:

	£
Youth Employment Initiative income	16,800,000
ESF income	16,800,000
Existing local activity/ expenditure as matched funding	<u>16,800,000</u>
	<b>50,400,000</b>

The package of **local match funding** that has been confirmed is as follows:

Partner/ Match funding source		£ Total Match funding (£m) in the period from 1 <sup>st</sup> Sep 2015- July 2018
BCC- Birmingham Careers service	Up to	2.2
BCC- Destination Work Contracts	Up to	2.8
BCC- Supporting people Contracts	Up to	5.8
Youth Promise policy contingency	Up to	0.2
Birmingham Jobs Fund policy contingency	Up to	1.4
	Maximum available	12.4
<b>BCC- Total match required</b>		<b>12.0</b>
<b>The Prince's Trust</b>	<b>Confirmed</b>	<b>0.8</b>
<b>Solihull MBC</b>	<b>Confirmed</b>	<b>2.1</b>
<b>University Hospital UHB consortium</b>	<b>Confirmed</b>	<b>0.9</b>
<b>Police Crime Commissioner's office</b>	<b>Confirmed</b>	<b>1.0</b>
<b>Total Match</b>	<b>Required</b>	<b>16.8</b>

Commitment to the match funding outlined above from external partners has been confirmed in writing by all partners. Budgetary provision for the Council's element of the match funding is in place. It is recognised that the staffing elements of this match within the Birmingham Careers Service could be subject to change as a result of their current Service review. As shown in the table above, allocations in respect of policy contingency (Youth Promise and Birmingham Jobs Fund) have therefore been identified which can be accessed to underwrite the total City Council match if required ( for example due to service changes or reduced eligibility of match activity) . An alternative option would be to negotiate with DWP around reducing the scale of delivery but this is not

	<p>preferred due to the scale of need identified in the development of this project.</p> <p><b>Revenue Consequences</b></p> <p>There are no ongoing revenue consequences for Birmingham City Council beyond those identified in this report.</p> <p>The City Council will be the Accountable Body for the EU/DWP grant which will involve receiving grant on behalf of Solihull MBC and other delivery partners. To minimise the risk of claw back the Accountable Body will ensure that all grant conditions are enforced through back to back partnership agreements with all Delivery Partners. This will be managed so as to ensure that there are, no ongoing capital/revenue implications for BCC. Further details as to how such risks will be managed are included in the Risk Register (<b>Appendix C</b>).</p> <p><b>Consultation</b></p> <p>Following an Expression of Interest call for Strategic/delivery partners conducted through "Find it in Birmingham" in May 2015 a range of partner agencies (detailed in the "background" section above) were invited to form a group through which stakeholder consultation was undertaken around the development of a full application and delivery plan.</p> <p>In addition, through partnership with St Basils, a Youth Voice consultation was undertaken with young people and potential service users, the feedback from which is included in the Equalities Assessment forming <b>Appendix F</b> of this report. It is envisaged that the Youth Voice forum will be developed on an on-going basis to form part of the Learning and Practice Hub delivery strand in the project with young people's feedback being used actively to inform continuous service improvement as the project progresses.</p>		
<b>Links to Corporate and Service Outcomes</b>	<p>The proposal contributes towards the strategic outcomes outlined in the 'Council Business Plan 2015+', specifically 'Prosperous City'; the recommendations will deliver a project of significant scale focused on upskilling and actively supporting up to 16,610 NEET or unemployed young people around creating pathways to sustainable employment. It also deepens the Council's current "Youth Promise" policy commitment. Where applicable the project will operate within the State Aid General Block Exemption regulations (GBER).</p>		
<b>Project Definition Document Approved by</b>	N/A	<b>Date of Approval</b>	N/A
<b>Benefits Quantification- Impact on Outcomes</b>	<b>Measure</b>		<b>Impact</b>
	Increase Employment and Training Opportunities for NEETs and others with complex barriers	<p>Supporting the rise in participation age by providing additional traineeships and apprenticeships in the area by:</p> <ul style="list-style-type: none"> <li>• Providing a substantial increase in the numbers of employers prepared and supported to offer work experience and employment to the most disadvantaged young people.</li> <li>• Improving the co-ordination of current employer engagement</li> </ul>	

		work across the sub-region.
	Address Marginalisation and Disadvantage	<p>Engaging marginalised 15-18 year olds in the area to support them to re-engage with education or training by:</p> <ul style="list-style-type: none"> <li>• Working directly with those area-wide and local agencies which work with the most disadvantaged young people aged 15-18 to identify and engage them.</li> <li>• Providing an intense and tailored personalised support to these young people to address the challenges faced by the young people to ensure that they receive interventions in an effective and timely manner.</li> </ul>
	Improve the Basic and employability Skills of Young People	<p>Addressing the basic skills needs of young NEETs in the area so that they can compete effectively in the labour market by:</p> <ul style="list-style-type: none"> <li>• Developing a common and genuinely holistic sub-regional approach which is tailored to the needs of each disadvantaged young person.</li> <li>• Swift and effective removal of young person's educational, personal and social barriers to the workplace through support into existing and newly commissioned services and an early introduction to employer-led opportunities for development and employment.</li> </ul>
	Work With Employers to Increase Opportunity for the unemployed	<p>Providing additional work experience and pre-employment training opportunities for unemployed 18-24 year olds by:</p> <ul style="list-style-type: none"> <li>• Providing an increase in the numbers of employers prepared and supported to offer work experience and employment to the most disadvantaged young people.</li> <li>• Improving the co-ordination of current employer engagement work across the sub-region.</li> <li>• Direct support to employers to enable workplace issues to be resolved simply and effectively, at an early stage to prevent any impact on business operations</li> </ul>

	Address the Specific Needs of young Lone Parents	<p>Supporting lone parents in the area to overcome the barriers they face in the labour market by:</p> <ul style="list-style-type: none"> <li>• Working directly with those area-wide and local agencies which work with young lone parents such as Children's Centres, JCP and other VCO provision identify and engage them.</li> <li>• Providing an intense and tailored personalised support to young lone parents to address the challenges they face in an effective and timely manner</li> <li>• Swift and effective removal of a young lone parent's educational, personal and social barriers to the workplace through support into existing and newly commissioned services and an early introduction to employer-led opportunities for development and employment</li> <li>• Providing childcare where not available through other public resources wherever it is a barrier to engagement and participation.</li> </ul>
<b>Project Deliverables</b>	<p>Client case contacts recorded: 19,000</p> <p>Individual beneficiaries engaged and supported: 16,610</p> <p>Clients completing YEI intervention 11,212</p> <p>Job starts achieved 4,000</p> <p>No of beneficiaries in FE, training or employment on leaving the project 7,309</p>	
<b>Scope</b>	<p>The Project proposes to work with the most disadvantaged young people in Birmingham and Solihull who are unemployed (i.e. not in paid employment and claiming JSA, Universal Credit ESA or other work related benefits) or are NEET or 'inactive'/'Not Known' (i.e. not in education, employment or training). The age range for the project will be 15-29 year olds.</p>	
<b>Scope exclusions</b>	<p>Project delivery will be restricted to operate within EU guidelines around eligibility around both beneficiary status and expenditure including being resident in Birmingham and Solihull. No exclusions to these criteria will be permitted except where young people are in care /fostering arrangements and are living in local authority endorsed residences which are outside of the area.</p>	
<b>Dependencies on other projects or activities</b>	<p>The project is dependent upon the following:</p> <ul style="list-style-type: none"> <li>• Funding awards and approvals from DWP Procurement of service contracts with external providers</li> <li>• Changes in economic/labour market context affecting demand or ability to achieve positive employment outcomes</li> <li>• Pledged match funding and delivery from partners and within BCC services</li> </ul>	



<b>Achievability</b>	<p>Significant progress has been made in developing an effective delivery partnership and securing the required match funding package at a local level. An outline application has been submitted and positively appraised. A full application has also been submitted to the required timescale and has been appraised and approved at LEP level. Final approval is now awaited from DWP, and is anticipated by or before the Cabinet meeting date of 16 February 2016</p> <p><b>Key risks</b></p> <ul style="list-style-type: none"> <li>- Restrictive funding conditions restrictions (e.g. relating to phasing of spend and eligibility of costs or inflexibility over profile changes)</li> <li>- Being Accountable Body for Delivery Partner spend</li> <li>- Challenging timescales</li> <li>- Cost overrun and/or quality issues (both expenditure and outputs will be performance managed by DWP)</li> <li>- Recruiting sufficiently skilled staff within BCC and Partner organisations to deliver the additional activity.</li> </ul> <p>Risks will be managed to remove or mitigate them as far as possible and a risk register is included at <b>Appendix C</b></p>		
<b>Project Managers</b>	Andrew Barnes, 0121 303 3740, <a href="mailto:andrew.barnes@birmingham.gov.uk">andrew.barnes@birmingham.gov.uk</a> Tara Verrell <a href="mailto:tara.verrell@birmingham.gov.uk">tara.verrell@birmingham.gov.uk</a>		
<b>Budget Holder</b>	Shilpi Akbar, 0121 303 4571, <a href="mailto:Shilpi.akbar@birmingham.gov.uk">Shilpi.akbar@birmingham.gov.uk</a>		
<b>Sponsor</b>	Shilpi Akbar, 0121 303 4571, <a href="mailto:Shilpi.akbar@birmingham.gov.uk">Shilpi.akbar@birmingham.gov.uk</a>		
<b>Project Accountant</b>	Alison Jarrett, 0121 675 5431, <a href="mailto:Alison.jarrett@birmingham.gov.uk">Alison.jarrett@birmingham.gov.uk</a>		
<b>Project Board Members</b>	Shilpi Akbar, Stuart Evans, Andrew Barnes, Alison Jarrett, Mark Reed, external partnership steering group		
<b>Head of City Finance (HoCF)</b>	Alison Jarrett	<b>Date of HoCF Approval:</b>	04/02/2016

## 2. Budget Summary

	<b>Voyager Code</b>	<b>Financial Year 2015/16</b>	<b>Financial Year 2016/17</b>	<b>Later Years</b>	<b>Totals £</b>
Engagement & Intervention strand		2,145,926	15,190,336	17,834,823	<b>35,171,085</b>
Learning & Practice Hub		119,551	846,265	993,587	<b>1,959,403</b>
Employment Development		562,620	3,982,615	4,675,946	<b>9,221,181</b>
<b>Totals</b>		<b>2,828,097</b>	<b>20,019,216</b>	<b>23,504,356</b>	<b>46,351,669</b>

<b>Other revenue Consequences</b>					
Management & Administration Costs		247,005	1,748,468	2,052,858	<b>4,048,331</b>
<b>Totals</b>		<b>3,075,102*</b>	<b>21,767,684</b>	<b>25,557,214</b>	<b>50,400,000</b>

\* If slippage to expenditure occurs; approval to reprofile expenditure into future years will be sought.

<b>Funded By:</b>					
YEI Income		1,025,034	7,255,894*	8,519,071*	16,800,000
ESF income		1,025,034	7,255,894*	8,519,071*	16,800,000
Local Matched Funding		1,025,034	7,255,894*	8,519,071*	16,800,000
<b>Totals</b>		<b>3,075,102</b>	<b>21,767,684</b>	<b>25,557,214</b>	<b>50,400,000</b>
<b>Planned Start date for delivery of the project</b>	<i>December 2015 (with provision for retrospection from September 2015)</i>	<b>Planned Date of Technical completion</b>		<i>Expenditure ends July 2018 with monitoring to December 2018</i>	

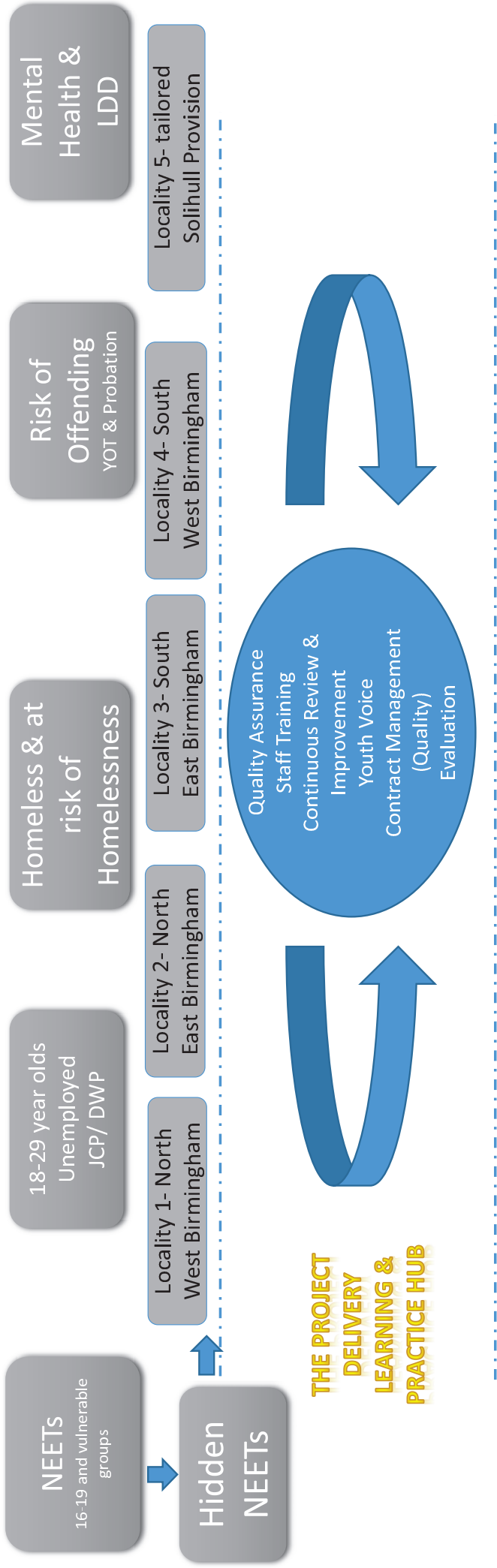
\*rounded figures.

### 3. Checklist of Documents Supporting the FBC

Item	Mandatory attachment	Number attached
<b>Other Attachments (list as appropriate)</b>		
Full list of Appendices to FBC		
Appendix A – Detailed delivery structure	Y	A
Appendix B - Management & Administration Structure	Y	B
Appendix C – Risk Register	Y	C
Appendix D – Stakeholder Analysis	Y	D
Appendix E – Milestone dates/ Project critical path	Y	E
Appendix F- Equalities Impact assessment summary	Y	F
Appendix G- Policy and Statistical context: Evidence of employment support need	Y	G

## APPENDIX A: YEI Delivery Structure

## Engagement & Intervention



## YEI Management and Administration – APPENDIX B

Birmingham City Council							
Solihull MBC	EMPLOYMENT & SKILLS	CAREERS SERVICE	SUPPORTING PEOPLE TEAM	EMPLOYMENT & SKILLS SERVICE	EUROPEAN & INTERNATIONAL AFFAIRS	FINANCE	PROCUREMENT
0.25 x Employment & Skills Lead Officer (Band F) (\$13)	1 x Grant Claim/Compliance Monitoring (Gr 4) (ESS7)	1 x Business Support Analyst Manager (Gr 4) (SP1)	0.2 x AD for Employment (ESS1)	0.2 Funding Manager (Gr 6) (EA11)	1 x Assistant Procurement Manager (Gr 5) (BCCP1)	1 x Central England Director (P26)	1 x Head of Regeneration (Gr 8C) (UHB1)
0.5 x Assistant Accountant (Finance & Monitoring) (Band E) (\$17)	PSS Admin/Data Inputting (Gr 2) (ESS8)	1 x Grant Claim/Compliance Monitoring (Gr 4) (ESS7)	1 x Project Manager (Gr 6) (ESS2)	0.8 ESIF Monitoring & Compliance Officer (Gr 4) (EA12)	1 x Assistant (Gr 5) (BCCF1)	1 x Head of Contracts (P29)	1 x Learning Hub Manager (Gr 8A) (UHB2)
1 x Employment & Skills Project Officer (Band E) (\$16)		1 x PSS Admin & Data Inputting (Gr 2) (ESS8)	3 x Employment & Skills Officer (Gr 5) (ESS5)	3 x Employment & Skills Officer YE1 Contract & Compliance Management (Gr5) (ESS4)		1x Contracts Manager (P30)	1 x Regeneration Finance & Compliance Manager (Gr 8A) (UHB3)
0.5 x Project Support Officer (Band D) (\$15)			3 x Employment & Skills Officer YE1 Contract & Compliance Management (Gr5) (ESS4)	3 x Grant Claim, Compliance & Monitoring Officer (Gr 4) (ESS7)		1 x Contracts Executive (P31)	
				1 x Employment & Skills Support Officer (Gr 4) (ESS6)		1 x Head of Finance (P32)	
				1 x Database Management Officer (Gr 4) (ESS9)		1 x Finance Executive (P33)	
				1 x Admin for L & P Hub (Gr 3) (ESS10)			
				3 x PSS Admin & Monitoring (Gr 3) (ESS10)			
				1 x PSS Admin (Gr 2) (ESS8)			
				1 x PSS Admin/Data Inputting (Gr 2) (ESS8)			

**APPENDIX C- YEI Risk register**

No	Item of Risk	Inherent Risk		Control Measures	Control Measure Managed by	Residual Risk	
		Impact	Likelihood			Impact	Likelihood
1.0	<b>Funding</b>						
1.1	Application to DWP is unsuccessful	High	Low	Outline application submitted in May 2015 was positively appraised resulting in invite to submit full application. Detailed delivery planning underway to prepare for any due diligence questions arising from application appraisal- Positive project appraisal and endorsement anticipated at ESIF committee in January	Assistant Director for Employment/ Skills Team	Medium	Low
1.2	Funding from DWP is below Application levels and Target cost	Med	Med	Advocacy by BCC within Due diligence discussion with DWP and/or scaling down of project delivery activity and cost within delivery planning process	Assistant Director for Employment/ Skills Team	low	Med
1.3	Potential funding exposure for BCC by acting as Accountable Body through clawback	High	Med	BCC will closely monitor and manage contracted project delivery on a monthly basis. Funding and Legal Agreements to be put in place with Delivery partners and contracted providers to ensure that all DWP contract responsibilities, terms and conditions are mirrored with partners and financial risks to BCC are minimised.	Assistant Director for Employment and YEI Project manager once appointed	Med	Low
2.0	<b>Delivery</b>						
2.1	Lack of demand – difficulty accessing and engaging eligible young people	High	Low	Delivery partners have established relationships with JCP, Locally embedded third sector orgs and statutory services such as YOS, Social Care. The DPs have excellent track records for engaging the most vulnerable and 'hard to reach' young people. • Marketing costs have been included in the project. • Clear PR and publicity plan will be developed and implemented. • Project wide publicity resources will be developed alongside partners' existing materials as appropriate. • Intervention workers will raise awareness of the programme offer to all relevant organisations and services.	Employment & Skills Service/ YEI project Manager once appointed	med	Low
2.2	Wide partnership structures making consistent management more difficult	High	Med	Robust plans for contract management and quality assurance are in place through the inclusion of a Learning and Practice Hub strand within the delivery plan. • Experienced staff in place • Robust internal audit and QA systems • Robust and compliant procurement procedures • Common and agreed operating standards • Common IT system for management of entire project across partners.	Employment & Skills Service/ YEI Project manager once appointed	Med	Low
2.3	Over demand – too many eligible young people	Med	Med	Numbers of potential young people have been carefully calculated using current data and delivery planned accordingly. • Strict criteria and processes for ensuring only eligible young people are supported. • Potential to commission additional support as required through Spot purchasing fund in the project's Learning & Practice Hub.	Employment & Skills Service/ YEI manager once appointed/ all delivery partners	Med	Low

[illegible]

## YEI Stakeholder analysis and Governance structure

### APPENDIX D

Stakeholder	Stake in Project	Potential Impact on Project	What does the Project expect from Stakeholder	Perceived attitudes and/or risks	Stakeholder management strategy	Responsibility
Cabinet Member	Portfolio holder Councillor Penny Holbrook (Skills, Learning & Culture)  Linked Portfolio Councillor Stewart Stacey (Commissioning, Contracting and Improvement)	High	Political support for project	Supportive	Ongoing involvement through consultation	Portfolio holder
Ward Councillors	Knowledge of issues affecting local community-informing service specifications for commissioning and delivery of Hidden NEETS Locality contracts	High	Political support for project	Supportive- details of activities need to be reflected in on-going development of District Jobs and Skills Plans.	Ongoing involvement through consultation and District Jobs and Skills Plans	Represent Community Interest
Birmingham Youth Partnership Members	Consultative input and “critical” friend in development of funding application and delivery mode	Medium	Expertise and knowledge to inform development of project delivery plan	Supportive	Regular reporting to BYP forum meetings	Feed in provider and service user views on service design and delivery

Birmingham & Solihull Youth Promise Plus (YEI) project development group	<p>Following submission and assessment of expressions of interest selected strategic and delivery partner agencies have been formed into a project development group:</p> <p>Roles include:</p> <p><b>Strategic direction:</b> to assist the lead accountable body in driving forward bidding and delivery planning</p> <p><b>Delivery:</b> Specific delivery partners bringing match funding and delivery capacity will deliver prescribed elements of the project under Partnership agreements managed by the City Council under Conditions of Grant aid.</p> <p><b>Alignment and destinations for participants:</b> Key external partners will be FE/training providers and employers who can provide progression routes for Project participants</p>	High	<p>Expertise and knowledge to inform development of project delivery plan and direct input into delivery from the following group members:</p> <ul style="list-style-type: none"> <li>Birmingham City Council (Employment &amp; Skills, Housing infrastructure, Birmingham Careers and Youth Services)</li> <li>Solihull MBC</li> <li>The Prince's Trust</li> <li>University Hospital UHB</li> <li>The Best Network</li> <li>BVSC</li> <li>Centro</li> <li>Police Commissioner's Office</li> <li>West Midlands Learning Provider Network</li> <li>Birmingham &amp; Solihull FE Consortium</li> <li>The Best Network</li> <li>People Plus</li> <li>Ahead Partnership (CSR City)</li> <li>St Basil's</li> <li>DWP Birmingham &amp; Solihull District Office</li> </ul>	<p>Supportive- will need to effectively manage declarations of interest where delivery partner may also seek to bid into commissioning and procurement opportunities.</p>	<p>Regular group meetings and Quality/theme groups around individual delivery strands</p> <p><b>To inform the setting up of the project's ongoing governance structure involving:</b></p> <ul style="list-style-type: none"> <li>Establishment of Strategic Project steering group with reporting lines to the GBSLEP through their Employment &amp; Skills Board structures</li> <li>Day to day operational group</li> </ul> <p><b>See following Governance Structure diagram</b></p>	<p>Project oversight and direction- for some members direct delivery relationship will be established through Partnership agreements and /or contracts.</p>
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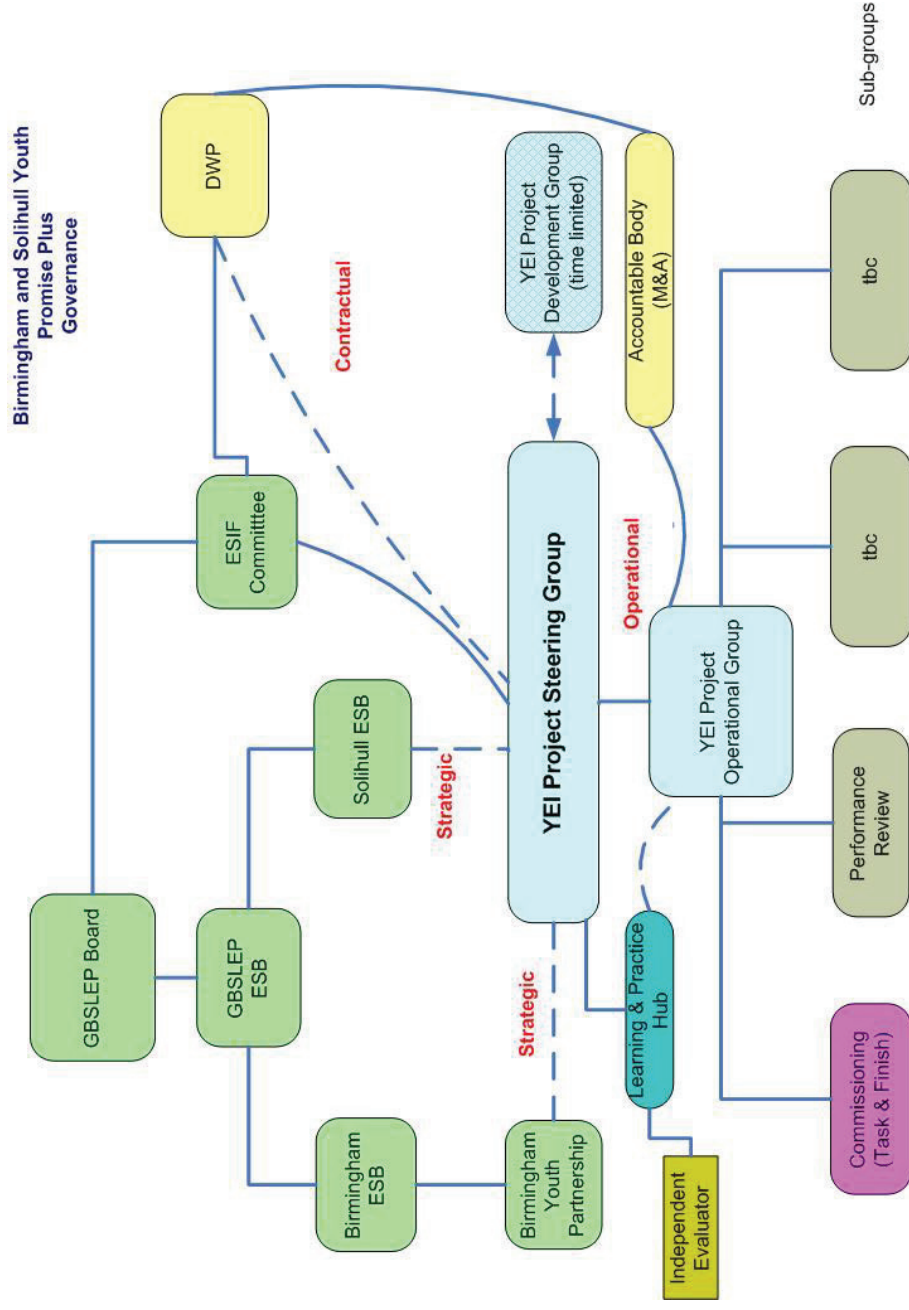


## YEI Stakeholder analysis and Governance structure

### APPENDIX D

Greater Birmingham and Solihull Local Enterprise Partnership	Strategic ownership of project	High	Regular briefing and directional steer	Supportive.	Through reporting line to Birmingham and Solihull LEP Employment & Skills Boards Strategy team	Project Sponsor
DWP (National)	Head contract holder and funder on behalf of EU Commission	High	Funding, monitoring and audit framework	Awaiting DWP feedback on Full application	Establish regular dialogue around contract management and compliance	Funder
Youth Voice consultation- St Basil's	Coordinating consultation with Youth People and potential and existing service users	High	Continuous feedback from Young people and service users to inform service design and continuous improvement	St Basil's have managed and initial consultation process to inform the project equalities assessment. This needs to be developed and regularised as an on-going process	Regular reports back through Project Steering group	Consultation and Service users feedback

Birmingham and Solihull Business community	Employers providing job opportunities and work experience placements for Young People	Medium	<p>Direct links to recruitment and vacancies.</p> <p>Feedback on Employer perceptions and needs to inform service delivery</p>	<p>Delivery partners already have significant relationships established with key employers around recruitment</p>	<p>Continuation and deepening of existing employer relationships through Prince's Trust, UHB, Birmingham City Council and Solihull MBC</p> <p>Development of strategic relationships with employer representative bodies such as Chambers of Commerce.</p>	<p>Direct Employers and representatives of Employer perceptions and needs</p>
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## Appendix E MILESTONE DATES and RESOURCES

Milestone	Start Date	Completion Date
Destination Work contract implementation	December 2014	Ongoing
Supporting People contract implementation	December 2014	Ongoing
Establishment of Project Development Group to engage partners and stakeholders in project development and bid submission	July 2015	December 2015
Establishment of Project Steering Group (top tier governance) and second tier governance (integrated support operational group; employer group)	February 2016	On-going
Risk assessment completed and mitigations in place/built in to project implementation framework	September 2015	December 2015
Agreement of communication and policies and frameworks	December 2015	December 2015
Project final sign off by BCC Cabinet	February 2016	February 2016
DWP appraisal feedback and due diligence – decision and offer letter and project implementation framework agreed	January 2016	February 2016
Detailed Project Delivery Partner Guidance and commissioning frameworks and service specifications produced	January 2016	February 2016
Monitoring framework agreed to include:  Project outputs  Beneficiary data  Financial data for partner audits/claims checking	November 2015	February 2016
Delivery / activity “counting” commences for existing match funded contracts	September 2015	On-going
Procurement phase commences, with non-OJEU level contracts completing first	February 2016	June 2016
Activity by existing/ interim project staff	December 2015	March 2016
Recruitment of new staff on fixed term contracts	February 2016	April 2016

Project brand/logo agreed and initial publicity	January 2016	February 2016
Agreement of monitoring and evaluation framework	November 2015	November 2015
Operational 'go-live' date	September 2015	Phased from September to February 2016
Initial impact assessment/interim evaluation	December 2016	February 2017
Second Stage impact assessment/evaluation	November 2017	December 2018
Final impact assessment/evaluation	June 2018	July 2018 (with finalisation of targets achieved in December 2018)
Dissemination strategy launched to include policy makers, employers, and service providers.	March 2017	March 2017
Sustainment strategy agreed if applicable	March 2018	March 2018
Project wind down and closure	December 2018	December 2018

## STATEMENT OF RESOURCES REQUIRED

<b>People</b>	Project Sponsor Project Manager BCC YEI Management and Administration team- through deployment of some existing posts within the Employment and Skills service as match funding and the use of the M&A income element of the project to underpin other existing salaries and grow capacity through the funding of fixed term post and/or secondments. Legal Services Finance Officers Corporate Procurement European and International Division
<b>Equipment</b>	None over and above standard equipment e.g lap tops, issued to officers and members of Birmingham City Council staff.

## PROGRAMME TEAM

See Management and Administration structure including Delivery Partner structures see Appendix B of this report

# Equality Analysis

## Birmingham City Council Analysis Report

<b>EA Name</b>	Birmingham And Solihull Youth Promise Plus Project (Youth Employment Initiative)
<b>Directorate</b>	Economy
<b>Service Area</b>	STP Employment
<b>Type</b>	Reviewed Policy
<b>EA Summary</b>	Equality impact of the EU funded Birmingham and Solihull Youth Promise Plus Project - (ESF Youth Employment Initiative (YEI)) on behalf of a wider collaborative partnership (including: Princes Trust; University Hospital Birmingham Consortium; Solihull MMBC; CENTRO and the Police Commissioners Office) as lead applicant. The project will specifically target employment support activity for up to 16,610 young people between the ages of 15 and 29 within Birmingham and Solihull, who are Not in Employment Education or Training (NEET) or are unemployed. It will embed Intervention Workers in key service access points through which the project will engage with those most distanced from the labour market, including care leavers, those at risk of offending, those who are homeless, and those with mental ill health and learning difficulties.
<b>Reference Number</b>	EA000677
<b>Task Group Manager</b>	alison.fiddes@birmingham.gov.uk
<b>Task Group Member</b>	
<b>Date Approved</b>	2016-01-28 00:00:00 +0000
<b>Senior Officer</b>	Shilpi.Akbar@birmingham.gov.uk
<b>Quality Control Officer</b>	Lesley.Edwards@birmingham.gov.uk

### Introduction

The report records the information that has been submitted for this equality analysis in the following format.

### **Overall Purpose**

This section identifies the purpose of the Policy and which types of individual it affects. It also identifies which equality strands are affected by either a positive or negative differential impact.

### **Relevant Protected Characteristics**

For each of the identified relevant protected characteristics there are three sections which will have been completed.

- Impact
- Consultation
- Additional Work

If the assessment has raised any issues to be addressed there will also be an action planning section.

The following pages record the answers to the assessment questions with optional comments included by the assessor to clarify or explain any of the answers given or relevant issues.

## **1 Activity Type**

The activity has been identified as a Reviewed Policy.

## **2 Overall Purpose**

### **2.1 What the Activity is for**

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<p>What is the purpose of this Policy and expected outcomes?</p>	<p>Birmingham and Solihull Youth Promise Plus primary aim is to reduce both youth unemployment and the number of young people classified as NEET (Not in Employment Education &amp; Training), by intensively supporting 16,610 young people into employment education or training by July 2018. By targeting more intensive support to those with the most disadvantage, and furthest from the labour market (such as those at risk of offending, care leavers, those experiencing homelessness and those suffering mental ill health or learning difficulties) it aims to significantly improve positive outcomes for these groups.</p> <p>The project also aims to address issues of fragmentation and silo working which are identified in the Greater Birmingham and Solihull Local Enterprise Partnership European Structural and Investment Funds (GBSLEP ESIF) Strategy 2014 - 2020, by bringing together sub regional partners, such as DWP, community and voluntary organisations, major employers and the FE sector, to create an entirely new system of employment and skills support.</p> <p>The project will be delivered through three key strands:</p> <p>STRAND ONE Engagement and intervention with young people (holistic and tailored personal support and in work support): Existing Supporting People and Destination Work contract provision will be matched and aligned into the Youth Promise Plus delivery. Newly commissioned Intervention Workers will be embedded within a range of agencies across the sub-region who work directly with disadvantaged young people. The project will also commission teams of outreach intervention works to engage with hidden NEETs and provide local responsiveness in 5 localities covering the Birmingham and Solihull areas. The aim is that a significant number of these beneficiaries will access the supported pathways to jobs created through the Employment Development strand of the project (described below) and signposting/ supported referral to wider range of external destinations in jobs, education and training.</p> <p>STRAND TWO Employment Development (Improving Employer Engagement and Support): Through the commissioning of specific Employment Development workers the project will establish services to employers which provide wrap-around support to young people achieving employment/work experience to address personal barriers and challenges, enabling the sustainment of employment. These contracts will provide supported pathways through employer-led training programmes leading directly to jobs upon completion. The YEI delivery will include strengthening and deepening the existing employment pathways delivered through the Princes Trust and UHB Hospital consortium.</p> <p>STRAND THREE- The Learning and Practice Hub: To ensure the required level of service integration between providers and crucially to ensure smooth transition of young beneficiaries to and through supported employment pathways and into sustainable jobs, the project design incorporates a newly formed Learning and Practice Hub to be managed through the City Council addressing quality, coordination and development support for all Youth Promise Plus frontline providers and staff.</p>
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**For each strategy, please decide whether it is going to be significantly aided by the Function.**

Public Service Excellence	Yes
A Fair City	Yes



A Prosperous City	Yes
A Democratic City	Yes

## 2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	Yes
Will the policy have an impact on employees?	Yes
Will the policy have an impact on wider community?	Yes

## 2.3 Analysis on Initial Assessment

All attempts to promote equality have been made during the planning and completion of the bid (during July - September 2015), by ensuring that consultation and delivery mechanisms are inclusive and that the views of the primary beneficiary group (young people) have informed the development of the project. Robust equality procedures are part of the delivery model, through the Learning and Practice Hub that will drive forward continuous improvement and maintain input from the "Youth Voice" (input from young people, including those who are being supported through the project); and a Gender Equality and Equal Opportunities Policy and Implementation Plan.

The policy is meant to directly benefit young people from a specific age bracket (15 - 29) who share particular economic and social characteristics and so the AGE characteristic is relevant. The project policy includes specifically targeted support for young people with significant barriers to employment, including those who experience Mental Ill Health and Learning Disabilities. Therefore the DISABILITY characteristic is relevant.

Other protected characteristics are not relevant to this policy for the following reasons:

**GENDER:** There should be no negative impact on individuals as the Policy gives equal access to both genders;

**RACE:** All assessments, planning and outcomes related to the implementation of the policy will be individualised and address issues specific to the individual which will include issues related to race. There should be no negative impact on individuals;

**RELIGION OR BELIEF:** All assessment, planning and outcomes related to the implementation of the policy will be individualised and address issues specific to the individual which will include issues related to religion or belief. The service will be non-discriminatory, irrespective of an individuals religion or belief. There should be no negative impact on individuals;

**SEXUAL ORIENTATION:** All assessment planning and outcomes related to the implementation of the policy will be individualised and address issues specific to the individual which will include issues related to sexual orientation. The policy is sensitive to the needs of a wide range of people and ensures compliance with data protection policies and procedures. There should be no negative impact on individuals;

**TRANSGENDER:** All assessment planning and outcomes related to the implementation of the policy will be individualised and address issues specific to the individual which will include transgender issues. The new service will be sensitive to the needs of a wide range of people and ensure compliance with data protection policies and procedures. There should be no negative impact on individuals;

The policy does not disadvantage young people who are not eligible for support through the project, as they will be already engaged in work, training or education and are able to access other relevant support.

Because this policy affects two groups with protected characteristics, a Full Analysis will be undertaken. This will detail consultation that has been undertaken, what supporting data is available, issues raised and how mitigating actions will be implemented.

### 3.1 Age

#### 3.1.1 Age - Differential Impact

Age	Relevant
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#### 3.1.2 Age - Impact

<p>Describe how the Policy meets the needs of Individuals of different ages?</p>	<p>The Youth Promise Plus project will support young people aged 15 - 29 who are unemployed or NEET, helping them address personal barriers and provide access to employment and pathway support. The project comprises two strands of direct delivery activity, specifically designed to meet the needs of young people and address barriers:</p> <p>STRAND ONE Engagement and intervention with young people (holistic and tailored personal support and in work support) specifically designed to meet the needs of young people; and</p> <p>STRAND TWO Employment Development (Improving Employer Engagement and Support) to improve access to jobs and employer-led training programmes leading directly to jobs.</p> <p>This project aims to have a positive impact on age equality as it will help redress the balance of Birmingham's young people having a higher unemployment rate than the Birmingham and National averages.</p> <p>As at August 2015 Birmingham had 6,409 unemployed 18-24 year old benefit claimants, representing a claimant rate of 8.8% compared with a UK rate of 4.6%. (ONS/NOMS), and highest of all the UK Core Cities: Birmingham; Liverpool; Nottingham; Glasgow; Manchester; Newcastle; Sheffield; Cardiff; Leeds; and Bristol</p>
Do you have evidence to support the assessment?	Yes

Please record the type of evidence and where it is from?	<p>The main body of evidence is contained in the ESF Project bid, submitted to DWP in September 2015, and for which we are currently awaiting approval (following approval of the outline application). The Bid sets out the thinking and rationale behind the policy and this is supported by reference to local, regional and national research and evaluations, including findings from evaluation of partner activities.</p> <p>The longstanding statistical inequalities in unemployment rates for Birmingham's young people is evidenced through the Office for National Statistics and regular local Unemployment Bulletins produced by BCC for Birmingham;</p> <p>Birmingham Commission on Youth Unemployment, in their report January 2013, scoped out the level of need within the City around young people who are either not engaged in employment education or training (i.e. NEETs) or who are unemployed and claiming Job Seekers Allowance (or latterly Universal Credit).</p>
Have you received any other feedback about the Policy in meeting the needs of Individuals of different ages?	Yes
Please record the nature of such feedback.	<p>Significant consultation was undertaken with relevant internal and external stakeholders in the design and development of the project, including: Birmingham Youth Partnership Members; Birmingham City Council (Employment &amp; Skills, Housing infrastructure, Birmingham Careers and Youth Services); Solihull MBC; The Princes Trust; University Hospital UHB; The Best Network; BVSC; Centro; Police Commissioners Office; West Midlands Learning Provider Network; Birmingham &amp; Solihull FE Consortium; The Best Network; People Plus; Ahead Partnership (CSR City); DWP Birmingham &amp; Solihull District Office; and St Basils who held a Youth Voice event to obtain the views of young people on the proposed delivery model.</p>
You may have evidence from more than one source. If so, does it present a consistent view?	Yes
Is there anything about the Policy and the way it affects Individuals of different ages which needs highlighting?	No

### 3.1.3 Age - Consultation

Have you obtained the views of Individuals of different ages on the impact of the Policy?	Yes
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<p>If so, how did you obtain these views?</p>	<p>Consultation was undertaken with a group of young people aged between 16 and 29 (Youth Voice) in Sept 2015, by St Basils, a prominent Youth charity based in Birmingham. The consultation consisted of an informal discussion with the group, as well as an explanation of the proposed Birmingham and Solihull Youth Promise Plus delivery model. A series of open questions were posed regarding the groups experiences and opinions of previous and existing provision, designed to address youth unemployment in Birmingham and Solihull. Feedback about the delivery model was positive and the young people identified the following areas for consideration:</p> <p>Interventions must lead to results  The programme must create sustainable change  Young people desire recognition for all progress, including soft outcomes, such as improved confidence etc  Young people want consistent messaging and communication across agencies, particularly, with regards to the provision of information, advice and guidance  An assigned worker, present throughout the duration of the young persons journey, working on a one-to-one basis is deemed important  An appropriately qualified support worker/mentor is important, as is the concept of peer mentoring, whereby young people support and mentor other young people  The mentor must work at the young persons pace  Work trials were identified as the best way forward. Concerns were raised around the disclosure of convictions  The importance of the young persons wellbeing and health must be incorporated into the programme  Young people preferred the job title Intervention Mentor, as opposed to words such as worker or advisor, which they felt implied a hierarchical relationship  Pathways must be joined up. This ties in with the need for consistency across agencies</p>
<p>Have you obtained the views of relevant stakeholders on the impact of the Policy on Individuals of different ages?</p>	<p>Yes</p>

<p>If so, how did you obtain these views?</p>	<p>A range of internal and external stakeholders have been involved in developing the project, including internal BCC Departments, including Housing Services, Youth Services, Careers Service, and other public and voluntary/community organisations, including Solihull MBC; The Princes Trust; University Hospital UHB (on behalf of Consortium members); The Best Network; BVSC; Centro; Police Commissioners Office; West Midlands Learning Provider Network; Birmingham &amp; Solihull FE Consortium; The Best Network; People Plus; Ahead Partnership (CSR City); St Basils; DWP Birmingham &amp; Solihull District Office. Initially consultation was via separate internal officer meetings and external stakeholder meetings due to the numbers of individuals involved. These group meetings took place over the project development phase between July to September 2015. As a part of the project development task and finish sub groups were established to shape the delivery model. This included the "Youth Voice" task group to obtain the views of young people.</p> <p>A Delivery Partner Group was established in December 2015 to further develop the implementation of the delivery model and inform future commissioning. This includes internal and external delivery partners: Birmingham Careers Service; Housing; Solihull MBC; UHB Consortium; Princes Trust; CENTRO. This group has met regularly from December to continue to shape the development and implementation of the project.</p> <p>Relevant elected members have been informed of project's development and progress.</p>
<p>Is there anything about the Policy and the way it affects Individuals of different ages which needs highlighting?</p>	<p>No</p>

### 3.1.4 Age - Additional Work

<p>Do you need any more information to complete the assessment?</p>	<p>No</p>
<p>Please explain how individuals may be impacted.</p>	<p>The Employer focussed element of this project aims to increase employment opportunities available to young people, by promoting to employers the value of investing in young people and engaging them in the workplace</p>

Please explain how.	The policy will promote activities within the workplace and wider community. There will be a sharing of work/ knowledge and skills between different age groups and one to one mentoring.
Is there any more work you feel is necessary to complete the assessment?	No
Do you think that the Policy has a role in preventing Individuals of different ages being treated differently, in an unfair or inappropriate way, just because of their age?	Yes
Do you think that the Policy could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it?	Yes

## 3.2 Disability

### 3.2.1 Disability - Differential Impact

Disability	Relevant
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### 3.2.2 Disability - Impact

Describe how the Policy meets the needs of Individuals with a disability?	The project policy includes specifically targeted support for young people with significant barriers to employment, including those who experience Mental Ill Health and Learning Disabilities. These young people will be supported by specialist workers offering an holistic and tailored service to meet their needs. The employment strand of the project will seek to improve the employment opportunities available to these individuals.
Do you have evidence to support the assessment?	Yes
Please record the type of evidence and where it is from?	The main body of evidence is contained in the ESF Project bid, which sets out the thinking and rationale behind the policy and this is supported by reference to local, regional and national research from academic and other sources.
Have you received any other feedback about the Policy in meeting the needs of Individuals with a disability?	No
You may have evidence from more than one source. If so, does it present a consistent view?	Yes
Is there anything about the Policy and the way it affects Individuals with a disability which needs highlighting?	No

### 3.2.3 Disability - Consultation

Have you obtained the views of Individuals with a disability on the impact of the Policy?	No
If not, why not?	There are no plans to consult relevant individuals
Have you obtained the views of relevant stakeholders on the impact of the Policy on Individuals with a disability?	Yes

<p>If so, how did you obtain these views?</p>	<p>As previously described, a range of internal and external stakeholders have been involved in developing the project, including internal BCC Departments and other public and voluntary/community organisations. Initially consultation was via separate internal officer meetings and external stakeholder meetings due to the numbers of individuals involved during the project development phase (July - Sept 2015). External Partner meetings included organisations that have significant experience of delivering employment support to young people with disadvantage in the labour market, including: The Princes Trust; University Hospital UHB (on behalf of Consortium members); The Best Network; BVSC; St Basils; DWP Birmingham &amp; Solihull District Office. As a part of the project development task and finish sub groups were established to shape the delivery model. This included the "Youth Voice" task group to obtain the views of young people.</p> <p>A Delivery Partner Group was established in December 2015 to further develop the implementation of the delivery model and inform future commissioning. This includes internal and external delivery partners, again including organisations experienced in delivering employment support to young people with mental ill health and learning difficulties, including: Birmingham Careers Service; BCC Supporting People contract providers - St Basils, Trident, Midland Heart and Ashram Housing Assocs; Solihull MBC; UHB Consortium; Princes Trust.</p>
<p>Is there anything about the Policy and the way it affects Individuals with a disability which needs highlighting?</p>	<p>No</p>

### 3.2.4 Disability - Additional Work

<p>Do you need any more information to complete the assessment?</p>	<p>No</p>
<p>Please explain how individuals may be impacted.</p>	<p>The Employer focussed element of this project aims to increase employment opportunities available to young people suffering from Mental Ill Health or with a Learning Disability, by promoting to employers the value of investing in these young people and engaging them in the workplace</p>



Please explain how.	The policy will promote activities within the workplace and wider community, supporting the creation of a more diverse workforce and raising the visibility of young people with disabilities in the work place, thereby fostering good relations.
Is there any more work you feel is necessary to complete the assessment?	No
Do you think that the Policy has a role in preventing Individuals with a disability being treated differently, in an unfair or inappropriate way, just because of their disability?	Yes
Do you think that the Policy could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it?	Yes
Do you think that the Policy will take account of disabilities even if it means treating Individuals with a disability more favourably?	No
Do you think that the Policy could assist Individuals with a disability to participate more?	Yes
Do you think that the Policy could assist in promoting positive attitudes to Individuals with a disability?	Yes

### **3.3 Concluding Statement on Full Assessment**

The proposed Youth Promise Plus project will specifically target employment support activity for up to 16,610 NEET or unemployed young people between the ages of 15 and 29. In addition the project will embed Intervention Workers in key service access points through which the project will, via appropriately qualified partners and contractors, engage with those most distanced from the labour market with a specific focus on Care leavers, those at risk of Homeless, those at risk of offending, Young people with mental Health support needs or Learning difficulties and Hidden NEETS.

The equality assessment has therefore identified that the project should have a positive impact on the following protected characteristics: Age and Disability, through providing additional specialist employment pathway support that is person-centred and flexible enough to include employment, education and training outcomes.

As Birmingham is the UK core city with the highest volume and claimant proportion of unemployed 18-24 year olds, this project seeks to redress this inequality by targeting at scale and intensity a client cohort which is demonstrably disproportionately excluded from the current labour market.

Young people who are not identified as potential beneficiaries of the project will not be impacted upon as they are likely to be engaged in work, education or training and will be able to access existing Council, voluntary and community provision.

The Equality Assessment has demonstrated that significant consultation has been undertaken with relevant internal and external stakeholders in the design and development of the project, including: Birmingham Youth Partnership Members; Birmingham City Council (Employment & Skills, Housing infrastructure, Birmingham Careers and Youth Services); Solihull MBC; The Princes Trust; University Hospital UHB; The Best Network; BVSC; Centro; Police Commissioners Office; West Midlands Learning Provider Network; Birmingham & Solihull FE Consortium; The Best Network; People Plus; Ahead Partnership (CSR City); DWP Birmingham & Solihull District Office; and St Basils who held a Youth Voice event to obtain the views of young people on the proposed delivery model.

Feedback has demonstrated that the model adopted is appropriately focused and represents a positive option in addressing inequalities for the proposed user group.

The project has ongoing equality monitoring arrangements as a requirement of its EU funding. This includes statistical equality monitoring and the production of a Gender Equality and Equal Opportunities Policy and Implementation Plan. A key strand of the project is the Learning and Practice Hub which will undertake ongoing consultation with stakeholders (including Young People, through the Youth Voice), evaluation and feedback to drive forward continuous improvement. Therefore equality monitoring be ongoing throughout the project and mitigating actions will be implemented to address any issues identified

## **4 Review Date**

01/07/16

## **5 Action Plan**

There are no relevant issues, so no action plans are currently required.

## APPENDIX G: Estimate of the potential client base for Birmingham and Solihull Youth Employment Initiative

### Introduction and 'Health Warnings'

The YEI has ambitious targets to engage 16,610 young people aged 16-29 in Birmingham and Solihull, with the bulk of the activity over the period February 2016-July 2018. This short report uses a range of datasets to estimate how many clients are potentially available to engage with the programme.

There is no one source that can provide this information, so the report draws on a range of datasets, that each provides partial information. Due to methodological and timing differences an overall figure can therefore be regarded as indicative only.

Also, the report assumes the continuation of broadly similar economic and labour market conditions. If conditions improve the available cohort is likely to be smaller, but if economic conditions worsen, then the cohort will increase.

This report does not include a detailed analysis of the characteristics of the cohort, but this could be carried out at a later date if required.

### Methodology

The report initially estimates the size of the client base as it currently stands. It then estimates what proportion of these potential clients are claiming out of work benefits. Finally it provides an estimate of the additional numbers created by churn.

All numbers have been rounded to the nearest 500. Numbers may not add up due to rounding.

Data is principally drawn from the ONS Annual Population Survey and from DWP out of work claimant datasets.

### Current estimated client base – Birmingham and Solihull (see Table 1 for details)

- 20,500 residents aged 16-29 are unemployed (including those ineligible for benefits)
- A further 111,000 are economically inactive
- But of the economically inactive an estimated 94,000 will be in full time education
- **Total available cohort estimated at 37,500** (20,500+111,000-94,000)
- **Of these 22,000 are aged 25-29.**

Note that of these some will not be engaged with any agencies, , and others may have such significant issues that even engagement may not be likely or appropriate during the timescale of the project.

### Numbers on benefit (see Table 2 for details)

- **Just over half (21,000) of the total 16-29 client base is currently claiming an out-of work benefit. Of these 9,500 are aged 25-29**
- 7,500 claim Job Seekers Allowance (December 2015). Of these 3,500 are aged 25-29.

- A further 3,500 claim the 'out of work' element of Universal Credit (December 2015). Of these 800 are aged 25-29.
- 10,000 claim Employment Support Allowance (May 2015). Of these 5,000 are aged 25-29.

### **Estimation of additional client available through churn**

The project is programmed to run for two and a half years. During that time new clients will become available for engagement for two main reasons:

- They become eligible through age (those currently age 14 will become eligible by 2018).
- Their labour market or educational status changes and renders them eligible.

Others will become ineligible as they move into work or education without assistance from the programme. Finally, numbers will be affected by those moving in and out of the area.

This is not a straight forward calculation and a large number of assumptions have been made, so conclusions should be treated with caution.

Over the period of the two years of the operation of the project around 70,000 young people will reach their 16<sup>th</sup> birthday (*ONS 2014 population estimates*). If we assume a NEET average of around 5%, then around 3,500 further potential clients would become available to engage. Although, of course, others would become too old for the project during the same period. This is however less of an issue, as there is a larger cohort of 25-29 year olds compared to the target for engagement.

In addition young people will become available through labour market churn, for instance as they leave education without employment or become unemployed from temporary work. Analysis of JSA data from the year to April 2015 (more recent data cannot be used as the introduction of UC has affected JSA flows) shows that over that period in Birmingham and Solihull there were a total of 37,000 on-flows of clients aged 16-29. This averages at around 3,000 each month, with around one half being in the 18-24 age range. The average monthly number of claimants aged 18-24 in Birmingham and Solihull over that period was around 13,000. Note that unemployment is higher then, than it is now, so current numbers are likely to be lower.

The evidence therefore shows that the unemployment register is very dynamic. However, it is not possible to state how many of these are 'real' opportunities to engage totally new clients, as some will be repeats, as young people move repeatedly in and out of employment and unemployment. Also, there will be a partial overlap with the 3,500 estimated to reach their 16<sup>th</sup> birthday. But the on-flow data suggests that the potential client base is larger than the absolute numbers of unemployed.

### **Contact officer**

Lesley Bradnam

Economic Research & Policy Team, Birmingham City Council

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Web: [www.birmingham.gov.uk/birminghameconomy](http://www.birmingham.gov.uk/birminghameconomy)

## DATA APPENDIX

**Table 1: YEI – estimation of size of current client base**

Source: ONS APS Oct 14-Sept 15

Unemployed									
Age	Birmingham			Solihull			Total		
	No.	Total cohort	Proportion	No.	Total cohort	Proportion	No.	Total cohort	Proportion
16-19	5,000	18,100	28%	800	4,200	19%	5,800	22,300	26%
20-24	9,500	52,500	18%	1,300	8,700	14%	10,800	61,200	18%
25-29 estimated*	3,500	64,000	5%	450	8,400	5%	3,950	72,400	5%
<b>Estimate 16-29</b>	<b>18,000</b>	<b>134,600</b>	<b>13%</b>	<b>2,550</b>	<b>21,300</b>	<b>12%</b>	<b>20,550</b>	<b>155,900</b>	<b>13%</b>
Economically inactive									
Age	Birmingham			Solihull			Total		
	No.	Total cohort	Proportion	No.	Total cohort	Proportion	No.	Total cohort	Proportion
16-19	43,300	61,400	71%	7,600	11,800	65%	50,900	73,200	70%
20-24	33,800	86,200	39%	3,500	12,200	29%	37,300	98,400	38%
25-29 estimated*	21,200	85,200	25%	1,600	10,000	16%	22,800	95,200	24%
<b>Estimate 16-29</b>	<b>98,300</b>	<b>232,800</b>	<b>42%</b>	<b>12,700</b>	<b>34,000</b>	<b>37%</b>	<b>111,000</b>	<b>266,800</b>	<b>42%</b>
In full time education (subset of inactive)									
Age	Birmingham			Solihull			Total		
	No.	Total cohort	Proportion	No.	Total cohort	Proportion	No.	Total cohort	Proportion
Estimated 16-17**	27,000	30,000	90%	5,310	5,900	90%	32,310	35,900	90%
18-24	50,400	117,600	42.9	6,500	18,100	35.8	56,900	135,700	42%
Estimated 25-29***	4,260	85,200	5%	500	10,000	5%	4,760	95,200	5%
<b>Estimate 16-29</b>	<b>81,660</b>	<b>232,800</b>	<b>35%</b>	<b>12,310</b>	<b>34,000</b>	<b>36%</b>	<b>93,970</b>	<b>266,800</b>	<b>35%</b>

\*Based on 50% of the 25-34 cohort

\*\*Based on 90% of the total 16-17 cohort

\*\*\* Based on 5% of the total 25-29 cohort

**Table 2: Out of work benefit claimants aged 16-29 Birmingham and Solihull**

Source: DWP/ONS/BCC

Job Seekers Allowance Dec 15				Universal Credit 'not in work' Dec 15				Employment Support Allowance May 15			
Age	B'ham	S'hull	Total	Age	B'ham	S'hull	Total	Age	B'ham	S'hull	Total
16-19	675	55	730	16-19	758	107	865	Under 18	90	20	110
20-24	2,770	210	2,980	20-24	1,609	130	1,744	18-24	4,420	570	4,990
25-29	3,415	190	3,605	25-29	781	64	844	25-29	4,520	505	5,025
<b>16-29</b>	<b>6,860</b>	<b>455</b>	<b>7,315</b>	<b>16-29</b>	<b>3,150</b>	<b>307</b>	<b>3,455</b>	<b>16-29</b>	<b>9,030</b>	<b>1,095</b>	<b>10,125</b>

## BIRMINGHAM CITY COUNCIL

## PUBLIC REPORT

<b>Report to:</b>	<b>CABINET</b>	
<b>Report of:</b>	<b>Strategic Director for People</b>	
<b>Date of Decision:</b>	<b>16 February 2016</b>	
<b>SUBJECT:</b>	<b>UPDATE REPORT ON ACADEMY CONVERSIONS FOR PERIOD – SEPTEMBER TO DECEMBER 2015</b>	
<b>Key Decision: No</b>	<b>Relevant Forward Plan Ref:</b>	
<b>If not in the Forward Plan: (please "X" box)</b>	<b>Chief Executive approved</b>	<input type="checkbox"/>
	<b>O&amp;S Chairman approved</b>	<input type="checkbox"/>
<b>Relevant Cabinet Member(s):</b>	<b>Cllr Brigid Jones, Children Services</b>	
<b>Relevant O&amp;S Chairman:</b>	<b>Cllr Susan Barnett, Education and Vulnerable Children</b>	
<b>Wards affected:</b>	<b>Lozells &amp; East Handsworth, Aston, Weoley, Kings Norton, Ladywood, Washwood Heath, Nechells, Stechford &amp; Yardley North, Acocks Green and Bournville</b>	

<b>1. Purpose of report:</b>
1.1 To provide an update to Cabinet to ensure that Members are fully aware of all of the schools that have converted to Academy status during the period September – December 2015 and advise Cabinet on the number of schools that are in the process of conversion and the proposed target conversion dates for those schools.

<b>2. Decision(s) recommended:</b>
Cabinet is recommended to:
2.1 Note that individual Academy Conversion Reports will no longer be received by Cabinet and that this report will be received quarterly.
2.2 Note that the following schools have converted to Academy status between September and December 2015: Heathfield Primary School, Prince Albert Junior & Infant School, Jervoise Junior & Infant School, Wychall Junior & Infant School and St Thomas CE Primary School – for full details see attached as Appendix 1.
2.3 Note that 125 year leases and Commercial Transfer Agreements (CTAs) are now in place for all of the schools listed above with the exception of St Thomas CE Primary School due to this being a Voluntary Aided School, for which the land and buildings were already vested with the Diocese of Birmingham.
2.4 Note that there are currently 7 other schools in the process of conversion and these are: Highfield Junior & Infant School, Manor Park Primary School, Harper Bell School, Cockshut Hill Technology College, St Francis CE Aided School, Aston Tower Community Primary School and Cottesbrooke Junior School – for full details see attached as Appendix 2.

<b>Lead Contact Officer(s):</b>	<b>Jaswinder Didially</b> Head of Education & Skills Infrastructure
<b>Telephone No:</b> <b>E-mail address:</b>	0121 303 8847 <a href="mailto:Jaswinder.didially@birmingham.gov.uk">Jaswinder.didially@birmingham.gov.uk</a>

### **3. Consultation**

Consultation should include those that have an interest in the decisions recommended:

#### **3.1 Internal**

The Interim Executive Director for Education has been consulted on the report and agrees its content.

The former Deputy Chief Executive, Deputy Leader, Chair of the Education & Vulnerable Children Overview & Scrutiny Committee and relevant Ward Councillors were consulted on all of the individual Academy conversion reports and any comments were recorded in those reports.

#### **External**

The Secretary of State issued Academy Orders attached as Appendix 3 requiring the conversion of these schools.

### **4. Compliance Issues:**

#### **4.1 Are the recommended decisions consistent with the Council's policies, plans and strategies?**

The Academies Conversion Programme is a Central Government Policy.

#### **4.2 Financial Implications**

The corporate legal costs and potential external legal costs associated with the conversion of these schools will be met from individual school contributions and earmarked resources within the Education & Skills Infrastructure Budget (total gross budget of £2,698k) for the purposes of the Academy conversion process.

In line with the Charging Policy which was implemented on 1<sup>st</sup> October 2013 schools will pay a contribution towards the costs associated with conversion, for Community Schools the charge is £5,000, for Community PFI Schools the charge is £10,000 and for transfers associated with VA, VC or Foundation Schools individual charges are applied dependent on work required.

All of the schools that have converted were in surplus at the point of conversion. Any surplus budget remaining at the point of conversion will transfer to the Academy. There are no other financial implications for the City Council associated with these conversions.

#### **4.3 Legal Implications**

The Secretary of State for Education has issued the Orders under the Academies Act 2010, which requires all concerned parties to facilitate the creation of the Academies. The Council has power under Sections 120 – 123 of the Local Government Act 1972 to hold and dispose of land, including the use of General Disposals Consent 2003.

#### **4.4 Public Sector Equality Duty**

The Academies Conversion Programme is a Central Government Policy.

An initial Equality Analysis was undertaken in February 2014 (EA000046) and the outcome indicated that a Full Equality Analysis was not required.

<b>5.</b>	<b>Relevant background / chronology of key events:</b>
5.1	The Academies Act 2010 empowered the Secretary of State for Education to create Academies through Academy Orders.
5.2	Academy Orders were received for the schools identified in Section 2.2. (see Appendix 3) and the relevant processes were completed to enable the schools to convert
5.3	The land and assets were transferred to the Academies via a lease in the form prescribed by the DfE for 125 years at a peppercorn rent. The terms of the lease state that the land must be used for educational purposes.
5.4	Where an Academy is failing or the Funding Agreement has been terminated there is now an option contained in the Funding Agreement in favour of the Secretary of State to acquire land at nil consideration without Local Authority (landlord) consent. The purpose of this option is to ensure the Secretary of State is able to arrange for the continuing education of the pupils between the period where the existing trust has failed and handover to another Academy Trust has not been affected. There is an expectation that another Academy Trust may take over the running of the Academy but if there is no alternative trust, then the Secretary of State may decide the land reverts back to the Local Authority
5.5	In addition, members of staff that were currently employed by the City Council have transferred under the Transfer of Undertakings (Protection of Employment) Regulations 2006 to the Academy Trust as well as the assets of the school under Commercial Transfer Agreement (CTA). The statutory TUPE consultation process with Staff and the Unions took place for all of the schools listed in Section 2.2.
5.6	In the case of some Academy conversions scheduled maintenance works, funded from the DfE grant, may take place after the school has converted. However, no works have been identified on these Schools in the Capital Maintenance Programme 15 / 16.

<b>6.</b>	<b>Evaluation of alternative option(s):</b>
6.1	A do nothing option is not available, as the Secretary of State has reserved powers in the Academies Act 2010 which enable her to make directions to override any ability of the City Council to make executive decisions with regard to land.

<b>7.</b>	<b>Reasons for Decision(s):</b>
7.1	The reason for the report is to ensure Members are aware of all of the schools that have converted to or are in the process of converting to Academies within the 3 month period.



Signatures		<u>Date</u>
Cabinet Member Children Services: Cllr Brigid Jones	.....	.....
Strategic Director for People: Peter Hay	.....	.....

List of Background Documents used to compile this Report:
Relevant Officer's file(s).

List of Appendices accompanying this Report :
1. Schools converted to Academy status between September and December 2015
2. Schools in the process of conversion post December 2015
3. Various Academy Orders

Report Version	<u>V4</u>	Dated	<u>02/02/16</u>
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**APPENDIX 1 – SCHOOLS CONVERTED BETWEEN SEPTEMBER AND DECEMBER 2015**

<b>SCHOOL</b>	<b>CATEGORY</b>	<b>WARD</b>	<b>SPONSOR</b>	<b>CONVERSION DATE</b>
Heathfield Primary School	Community	Aston	Prince Albert Community Trust	1 <sup>st</sup> September 2015
Prince Albert Junior & Infant School	Community	Lozells & East Handsworth	Prince Albert Community Trust	1 <sup>st</sup> September 2015
Jervoise Junior & Infant School	Community	Weoley	Drb Ignite Academy Trust	1 <sup>st</sup> October 2015
Wychall Primary School	Community	Kings Norton	Drb Ignite Academy Trust	1 <sup>st</sup> October 2015
St Thomas CE Primary School	Voluntary Aided	Ladywood	Diocese of Birmingham	1 <sup>st</sup> November 2015

## APPENDIX 2 – SCHOOLS IN THE PROCESS OF CONVERSION

SCHOOL	CATEGORY	WARD	SPONSOR	TARGET CONVERSION DATE
Highfield Junior & Infant School	Community	Washwood Heath	Prince Albert Community Trust	1 <sup>st</sup> February 2016
Manor Park Primary School	Foundation	Nechells	ReaCH2 Academy Trust	1 <sup>st</sup> February 2016
Harper Bell School	Voluntary Aided	Nechells	Diocese of Birmingham	1 <sup>st</sup> March 2016
Aston Tower Community Primary School	Community	Aston	N / A	1 <sup>st</sup> April 2016
Cottesbrooke Junior School	Community	Acocks Green	Joining Robin Hood Academy Trust	1 <sup>st</sup> April 2016
St Francis CE Primary School	Voluntary Aided	Bournville	Diocese of Birmingham	1 <sup>st</sup> April 2016
Cockshut Hill Technology College	Community PFI	Stechford & Yardley North	Ninestiles Academy Trust	1 <sup>st</sup> September 2016



Rt Hon Nicky Morgan MP  
Secretary of State for Education

Sanctuary Buildings Great Smith Street Westminster London SW1P 3BT  
tel: 0370 000 2288 [www.education.gov.uk/help/contactus](http://www.education.gov.uk/help/contactus)

To: The Chair of Governors of Heathfield Primary School

Birmingham City Council

### ACADEMY ORDER

1. This is an Academy Order made further to section 4 of the Academies Act 2010.
2. I hereby order that on the conversion date Heathfield Primary School shall be converted into an Academy.
3. The conversion date shall be the date that the school opens as an Academy further to and as provided for in Academy arrangements made further to section 1 of the Academies Act 2010.
4. On the conversion date Birmingham City Council shall cease to maintain Heathfield Primary School.
5. The independent school standards (as defined in section 157(2) of the Education Act 2002) are to be treated as met in relation to the Academy on the conversion date.

Signed on behalf of the Secretary of State for Education by:

Signed:..... Date: 19 March 2015

Pank Patel,  
Regional Schools Commissioner



Rt Hon Nicky Morgan MP  
Secretary of State for Education

Sanctuary Buildings Great Smith Street Westminster London SW1P 3BT  
tel: 0370 000 2288 · [www.education.gov.uk/help/contactus](http://www.education.gov.uk/help/contactus)

To: The Chair of Governors of Prince Albert Junior and Infant School  
Birmingham City Council

#### ACADEMY ORDER

1. This is an Academy Order made further to section 4 of the Academies Act 2010.
2. I hereby order that on the conversion date Prince Albert Junior and Infant School shall be converted into an Academy.
3. The conversion date shall be the date that the school opens as an Academy further to and as provided for in Academy arrangements made further to section 1 of the Academies Act 2010.
4. On the conversion date Birmingham City Council shall cease to maintain Prince Albert Junior and Infant School.
5. The independent school standards (as defined in section 157(2) of the Education Act 2002) are to be treated as met in relation to the Academy on the conversion date.

Signed on behalf of the Secretary of State for Education by:

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Signed:.....  Date: 19 March 2015

Pank Patel,  
Regional Schools Commissioner



**Rt Hon Nicky Morgan MP**  
**Secretary of State for Education**

Sanctuary Buildings Great Smith Street Westminster London SW1P 3BT  
tel: 0370 000 2288 [www.education.gov.uk/help/contactus](http://www.education.gov.uk/help/contactus)

**To: The Chair of Governors of St Thomas' Church of England VA Primary School**  
**Birmingham City Council**

**ACADEMY ORDER**

1. This is an Academy Order made further to section 4 of the Academies Act 2010.
2. I hereby order that on the conversion date St Thomas' Church of England VA Primary School shall be converted into an Academy.
3. The conversion date shall be the date that the school opens as an Academy further to and as provided for in Academy arrangements made further to section 1 of the Academies Act 2010.
4. On the conversion date Birmingham City Council shall cease to maintain St Thomas' Church of England VA Primary School.
5. The independent school standards (as defined in section 157(2) of the Education Act 2002) are to be treated as met in relation to the Academy on the conversion date.

Signed on behalf of the Secretary of State for Education by:

Signed:.....

Date: 6 November 2014

**Pank Patel,**  
**Regional Schools Commissioner**





Rt Hon Nicky Morgan MP  
Secretary of State for Education

Sanctuary Buildings, Great Smith Street, Westminster, London, SW1P 3BT  
tel: 0370 000 2288 [www.education.gov.uk/help/contactus](http://www.education.gov.uk/help/contactus)

**To: The Chair of Governors of Jervoise School**

**Birmingham City Council**

### **ACADEMY ORDER**

1. This is an Academy Order made further to section 4 of the Academies Act 2010.
2. I hereby order that on the conversion date Jervoise School shall be converted into an Academy.
3. The conversion date shall be the date that the school opens as an Academy further to and as provided for in Academy arrangements made further to section 1 of the Academies Act 2010.
4. On the conversion date Birmingham City Council shall cease to maintain Jervoise School.
5. The independent school standards (as defined in section 157(2) of the Education Act 2002) are to be treated as met in relation to the Academy on the conversion date.

Signed on behalf of the Secretary of State for Education by:

Signed: \_\_\_\_\_

Date: 15 January 2015

**Pank Patel,  
Regional Schools Commissioner**



**Rt Hon Nicky Morgan MP**  
**Secretary of State for Education**

Sanctuary Buildings Great Smith Street Westminster London SW1P 3BT  
tel: 0370 000 2288 [www.education.gov.uk/help/contactus](http://www.education.gov.uk/help/contactus)

**To: The Chair of Governors of Wychall Primary School**

**Birmingham City Council**

### **ACADEMY ORDER**

1. This is an Academy Order made further to section 4 of the Academies Act 2010.
2. I hereby order that on the conversion date Wychall Primary School shall be converted into an Academy.
3. The conversion date shall be the date that the school opens as an Academy further to and as provided for in Academy arrangements made further to section 1 of the Academies Act 2010.
4. On the conversion date Birmingham City Council shall cease to maintain Wychall Primary School.
5. The independent school standards (as defined in section 157(2) of the Education Act 2002) are to be treated as met in relation to the Academy on the conversion date.

Signed on behalf of the Secretary of State for Education by:

Signed: .....

Date: 15 January 2015

**Pank Patel,**  
**Regional Schools Commissioner**





**Rt Hon Nicky Morgan MP**  
Secretary of State for Education


Sanctuary Buildings Great Smith Street Westminster London SW1P 3BT  
tel: 0370 000 2288 [www.education.gov.uk/help/contactus](http://www.education.gov.uk/help/contactus)

**To: The Chair of Governors of Aston Tower Community Primary School**  
**Birmingham City Council**

### **ACADEMY ORDER**

1. This is an Academy Order made further to section 4 of the Academies Act 2010.
2. I hereby order that on the conversion date Aston Tower Community Primary School shall be converted into an Academy.
3. The conversion date shall be the date that the school opens as an Academy further to and as provided for in Academy arrangements made further to section 1 of the Academies Act 2010.
4. On the conversion date Birmingham City Council shall cease to maintain Aston Tower Community Primary School.
5. The independent school standards (as defined in section 157(2) of the Education Act 2002) are to be treated as met in relation to the Academy on the conversion date.

Signed on behalf of the Secretary of State for Education by:

Signed:.....

Date: 21 December 2015

**Pank Patel,**  
**Regional Schools Commissioner**



**Rt Hon Nicky Morgan MP**  
Secretary of State for Education

Sanctuary Buildings Great Smith Street Westminster London SW1P 3BT  
tel: 0370 000 2288 [www.education.gov.uk/help/contactus](http://www.education.gov.uk/help/contactus)

**To: The Chair of Governors of Cockshut Hill Technology College**  
**Birmingham City Council**

**ACADEMY ORDER**

1. This is an Academy Order made further to section 4 of the Academies Act 2010.
2. I hereby order that on the conversion date Cockshut Hill Technology College shall be converted into an Academy.
3. The conversion date shall be the date that the school opens as an Academy further to and as provided for in Academy arrangements made further to section 1 of the Academies Act 2010.
4. On the conversion date Birmingham City Council shall cease to maintain Cockshut Hill Technology College.
5. The independent school standards (as defined in section 157(2) of the Education Act 2002) are to be treated as met in relation to the Academy on the conversion date.

Signed on behalf of the Secretary of State for Education by:

Signed:.....

Date: 9 July 2015

**Pank Patel,**  
**Regional Schools Commissioner**



**Rt Hon Nicky Morgan MP**  
Secretary of State for Education

Sanctuary Buildings Great Smith Street Westminster London SW1P 3BT  
tel: 0370 000 2288 [www.education.gov.uk/help/contactus](http://www.education.gov.uk/help/contactus)

**To: The Chair of Governors of Cottesbrooke Junior School**

**Birmingham City Council**

**ACADEMY ORDER**

1. This is an Academy Order made further to section 4 of the Academies Act 2010.
2. I hereby order that on the conversion date Cottesbrooke Junior School shall be converted into an Academy.
3. The conversion date shall be the date that the school opens as an Academy further to and as provided for in Academy arrangements made further to section 1 of the Academies Act 2010.
4. On the conversion date Birmingham City Council shall cease to maintain Cottesbrooke Junior School.
5. The independent school standards (as defined in section 157(2) of the Education Act 2002) are to be treated as met in relation to the Academy on the conversion date.

Signed on behalf of the Secretary of State for Education by:

Signed:.......... Date: 21 December 2015

**Pank Patel,**  
**Regional Schools Commissioner**



Rt Hon Nicky Morgan MP  
Secretary of State for Education

Sanctuary Buildings Great Smith Street Westminster London SW1P 3BT  
tel: 0370 000 2288 [www.education.gov.uk/help/contactus](http://www.education.gov.uk/help/contactus)

To: The Chair of Governors of Manor Park Primary School  
Birmingham City Council

### ACADEMY ORDER

1. This is an Academy Order made further to section 4 of the Academies Act 2010.
2. I hereby order that on the conversion date Manor Park Primary School shall be converted into an Academy.
3. The conversion date shall be the date that the school opens as an Academy further to and as provided for in Academy arrangements made further to section 1 of the Academies Act 2010.
4. On the conversion date Birmingham City Council shall cease to maintain Manor Park Primary School.
5. The independent school standards (as defined in section 157(2) of the Education Act 2002) are to be treated as met in relation to the Academy on the conversion date.

Signed on behalf of the Secretary of State for Education by:

Signed:.....*C. Menashe-Jones*..... Date: 25 March 2015

Claudine Menashe-Jones,  
Director, Academies Group





**Rt Hon Nicky Morgan MP**  
Secretary of State for Education

Sanctuary Buildings Great Smith Street Westminster London SW1P 3BT  
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**To: The Chair of Governors of St Francis Church of England Aided  
Primary School and Nursery**

**Birmingham City Council**

**ACADEMY ORDER**

1. This is an Academy Order made further to section 4 of the Academies Act 2010.
2. I hereby order that on the conversion date St Francis Church of England Aided Primary School and Nursery shall be converted into an Academy.
3. The conversion date shall be the date that the school opens as an Academy further to and as provided for in Academy arrangements made further to section 1 of the Academies Act 2010.
4. On the conversion date Birmingham City Council shall cease to maintain St Francis Church of England Aided Primary School and Nursery.
5. The independent school standards (as defined in section 157(2) of the Education Act 2002) are to be treated as met in relation to the Academy on the conversion date.

Signed on behalf of the Secretary of State for Education by:

Signed:.......... Date: 9 November 2015

**Pank Patel,**  
**Regional Schools Commissioner**

## BIRMINGHAM CITY COUNCIL

## PUBLIC REPORT

<b>Report to:</b>	<b>CABINET</b>
<b>Report of:</b>	<b>STRATEGIC DIRECTOR FOR PEOPLE</b>
<b>Date of Decision:</b>	<b>16 February 2016</b>
<b>SUBJECT:</b>	<b>SCHEME FOR CO-ORDINATED ADMISSIONS TO SCHOOLS, ADMISSION NUMBERS AND ADMISSION ARRANGEMENTS FOR 2017/18</b>
<b>Key Decision: Yes</b>	<b>Relevant Forward Plan Ref: 000851/2016</b>
<b>If not in the Forward Plan: (please "X" box)</b>	Chief Executive approved <input type="checkbox"/> O&S Chairman approved <input type="checkbox"/>
<b>Relevant Cabinet Member(s):</b>	<b>Councillor Brigid Jones, Children and Family Services</b>
<b>Relevant O&amp;S Chairman:</b>	<b>Councillor Susan Barnett, Education and Vulnerable Children</b>
<b>Wards affected:</b>	<b>All</b>

<b>1. Purpose of report:</b>
<p>1.1 To report the outcome of consultation on primary and secondary school admission numbers and the proposed scheme for co-ordinated admissions to schools and admission arrangements for community and voluntary controlled schools for the academic year 2017/2018.</p> <p>1.2 To agree the admission numbers detailed in Appendix 1(a) and agree the proposed scheme for co-ordinated admissions to schools and admission arrangements for community and voluntary controlled schools as detailed in Appendix 2 and 3 for the academic year 2017/2018.</p>

<b>2. Decision(s) recommended:</b>
<p>That Cabinet</p> <p>2.1 Approve the school admission numbers for community and voluntary controlled schools set out in Appendix 1(a) and note the admission numbers for academies and foundation and voluntary aided schools set out in Appendix 1(b).</p> <p>2.2 Approve the proposed scheme for co-ordinated admissions to schools and admission arrangements for community and voluntary controlled schools for the academic year 2017/2018 as set out in Appendix 2 and 3.</p>

<b>Lead Contact Officer(s):</b>	Julie Newbold – Head of School Admissions and Pupil Placements
<b>Telephone No:</b>	303 2268
<b>E-mail address:</b>	<a href="mailto:julie.newbold@birmingham.gov.uk">julie.newbold@birmingham.gov.uk</a>

### **3. Consultation**

Consultation should include those that have an interest in the decisions recommended. To this end, consultation on proposed admission numbers, admission arrangements and admission criteria for the September 2017 intake has taken place with the following:-

#### **3.1 Internal**

- An email was sent to all members inviting comments on the proposed admission arrangements.

#### **3.2 External**

- Governing Bodies of community and voluntary controlled primary and secondary schools in Birmingham.
- Governing Bodies of academies, voluntary aided and foundation primary and secondary schools (admission authorities) in Birmingham.
- Neighbouring local authorities (admission authorities that share a boundary with Birmingham).
- A public notice was placed in the Birmingham Mail informing the public that the proposed arrangements were available to view online and at the Council House Reception.
- An email was sent to all Birmingham schools asking them to include in their newsletters details of where parents could view the proposed admission arrangements.
- Information regarding the consultation was included on the Schools Noticeboard.
- The consultation was published on the Be Heard website.

Consultation was based on the proposed admission numbers set out in Appendices 1a and 1b. The proposed scheme for coordinated admissions to schools (Appendix 2) and proposed admission arrangements for community and voluntary controlled schools (Appendix 3).

Seven comments were received during the consultation. These comments and responses are included in Appendix 4.

Comments were received in respect of five voluntary aided schools admission arrangements. The comments were passed to the relevant governing body which is the admission authority for the school.

### **4. Compliance Issues:**

#### **4.1 Are the recommended decisions consistent with the Council's policies, plans and strategies?**

Yes – consistent with the Council's policies around education and safeguarding.

#### **4.2 Financial Implications**

There are no additional costs for these admission arrangements, all costs will be met from the School Admissions and Pupil Placements budget, Directorate for People.

#### 4.3 Legal Implications

This report exercises powers contained in Part III of the School Standards and Framework Act 1998 and discharges the duties contained in sections 88C and 88M of the Act and regulations made under the Act (the School Admissions (Admission Arrangements and Co-ordination of Admission Arrangements) (England) Regulations 2012 in relation to, respectively, determining the admission arrangements for maintained schools for which the authority is the admission authority and formulating a scheme for co-ordinating the arrangements for the admission of pupils to maintained schools and academies in the authority's area. All admission authorities, of which the local authority is one, are required to set ('determine') admission arrangements annually by 28 February. The arrangements so determined will apply to the next-but-one academic year (i.e. arrangements determined on 28 February 2016 will apply to the academic year 2017/18). Where changes are proposed to admission arrangements, the admission authority must first publicly consult on those arrangements by 31 January. If no changes are made to admission arrangements, they must be consulted on at least every 7 years. The local authority is also required to consult on and thereafter determine on an annual basis a co-ordinated admissions scheme which is to apply to the next-but-one academic year and to inform the Secretary of State that such a scheme has been adopted by no later than 28 February each year.

#### 4.4 Public Sector Equality Duty

The local authority has a statutory duty to co-ordinate centrally the admission arrangements of all maintained schools and academies in its area. The admission arrangements aim to provide for equality of access by parents and their children. The authority's objective admission criteria do not disadvantage particular social groups or those with special educational needs. An initial Equality Impact Assessment has been completed on 8 July 2014 (EA000124). and the need for a full assessment was not indicated.

The Equality Impact Assessment will be carried forward as part of the School Admissions & Pupil Placements Business Plan. The School Admissions and Pupil Placements Business Plan will monitor actions including; managers monitoring the use of the comments, compliments and complaints process taking particular account of equality and diversity; managers to monitor the number of preferences not received and the number of unrealistic preferences received; managers to monitor staff accreditation of the language increment allowance to allow communication with parent/carers in their first language

### **5. Relevant background/chronology of key events:**

- 5.1 The Local Authority has a statutory duty to determine admission arrangements and publish admission numbers on an annual basis for each community and voluntary controlled school. For voluntary aided and foundation schools, the admission arrangements are determined and an admission number published by each school's governing body following consultation between governing bodies of such schools and the local authority. Admission numbers are based upon the available accommodation in each school and Appendix 1 (a) and (b) sets out the number of places proposed for September 2017. Appendix 2 sets out the proposed scheme for coordinated admissions to schools for 2017 and Appendix 3 sets out the proposed admission arrangements for community and voluntary controlled schools for 2017.



5.2 Consultation has taken place between 23 November 2015 and 8 January 2016 (minimum 6 weeks), as detailed in paragraph 3 above.

**6. Evaluation of alternative option(s):**

6.1 The consultation has not identified any support for alternative admission arrangements to those proposed.

**7. Reasons for Decision(s):**

7.1 To comply with the local authority's duties to determine primary and secondary admission numbers and admission arrangements and to have a single scheme for co-ordinating admissions to schools for 2017/18.

**Signatures**

**Date**

Councillor Brigid Jones  
Cabinet Member for Children  
Services .....

Peter Hay  
Strategic Director for People .....

**List of Background Documents used to compile this Report:**

School Standards and Framework Act 1998

School Admissions (Admission Arrangements and Co-ordination of Admission Arrangements)  
(England) Regulations 2012

School Admissions Code Issued by DfE - December 2014

**List of Appendices accompanying this Report (if any):**

1. (a) Community and voluntary controlled primary and secondary admission numbers for September 2017-18 intake.  
(b) Academies, foundation and voluntary aided and free schools admission numbers for September 2017-18 intake.
2. Proposed Scheme for Co-ordinated Admissions to Schools – September 2017-18
3. Proposed admission arrangements for community and voluntary controlled schools September 2017-18.
4. Comments and responses from consultation.

<b>Report Version</b>	<b><u>V4</u></b>	<b>Dated</b>	<b><u>02/02/2016</u></b>
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## Appendix 1a

### Proposed Published Admission Numbers September 2017

**DfE = Department for Education Number**

**PAN = Published Admission Number**

#### Reception Intake - Community and Voluntary Controlled Schools

#### Infant, Primary & All-through Schools

<b>DfE</b>	<b>School Name</b>	<b>PAN Sep 2016</b>	<b>PAN Sep 2017</b>	<b>Comments</b>
2010	Adderley Primary School	90	90	
2153	Allens Croft Primary School	60	60	
2062	Anderton Park Primary School	90	90	
2479	Anglesey Primary School	90	90	
2300	Arden Primary School	90	90	
2443	Aston Tower Community Primary School	60	60	
3412	Audley Primary School	120	120	
2026	Banners Gate Primary School	60	60	
2014	Barford Primary School	60	60	
2239	Bellfield Infant School (NC)	60	60	
2456	Bells Farm Junior & Infant School	30	30	
2435	Benson Community School	60	60	
2025	Birches Green Infant School	60	60	
2297	Birchfield Community School	90	90	
2254	Blakesley Hall Primary School	90	90	
2402	Boldmere Infant School & Nursery	90	90	
2030	Bordesley Green Primary School	90	90	
2002	Bordesley Village Primary School	60	60	
2238	Broadmeadow Infant School	60	60	
2034	Brookfields Primary School	60	60	
2465	Calshot Primary School	60	60	
2039	Canterbury Cross Primary School	60	60	
2312	Chad Vale Primary School	60	60	
2305	Chandos Primary School	60	60	
2040	Cherry Orchard Primary School	60	60	
2251	Chilcote Primary School	60	60	
3002	Christ Church CofE Controlled Primary School	30	30	
3432	Clifton Primary School	120	120	
2185	Colebourne Primary School	60	60	
2052	Colmers Farm Infant School	60	60	
2054	Colmore Infant & Nursery School	120	120	
2082	Conway Primary School	60	60	
2055	Cotteridge Junior & Infant School	60	60	
2191	Court Farm Primary School	30	30	
2060	Cromwell Junior & Infant School	30	30	

DfE	School Name	PAN Sep 2016	PAN Sep 2017	Comments
2284	Deykin Avenue Junior & Infant School	30	30	
2454	Elms Farm Community Primary School	60	60	
2294	Featherstone Primary School	60	60	
2475	Firs Primary School	60	60	
2486	Forestdale Primary School	30	30	
2079	George Dixon Primary School	60	60	
2081	Gilbertstone Primary School	60	60	
2296	Glenmead Primary School	60	60	
2448	Gossey Lane Junior Infant & Nursery School	30	30	
2086	Greet Primary School	120	120	
2087	Grendon Junior & Infant School (NC)	60	60	
2466	Grove School	90	90	
2091	Gunter Primary School	30	30	
2093	Hall Green Infant School	120	120	
2477	Harborne Primary School	150*	90	In light of the changes introduced by the School Organisation (Prescribed Alterations to Maintained Schools) (England) Regulations 2013, governing bodies of all categories of mainstream school can now make expansions (enlargement of premises) to their schools without following a formal statutory process. Due to complications with securing land approvals for the additional build however, LA is due to submit an in-year variation to reduce PAN for 2016 to 90. This variation is currently out for consultation until 4 <sup>th</sup> March 2016 before seeking a decision from Schools Adjudicator.
2099	Hawthorn Primary School	30	30	
2313	Heath Mount Primary School	60	60	
2101	Highfield Junior & Infant School	120	120	
2438	Highters Heath Community School	30	30	
3430	Hodge Hill Primary	120	120	
2429	Holland House Infant School & Nursery	60	60	
2288	Hollywood Primary School	60	60	
2015	James Watt Primary School	60	60	
2005	Kings Heath Primary School	90	90	
2118	Kings Norton Junior & Infant School	60	60	
2115	Kingsland Primary School (NC)	45	45	
2441	Kingsthorpe Primary School	60	60	

DfE	School Name	PAN Sep 2016	PAN Sep 2017	Comments
2321	Kitwell Primary School and Nursery Class	30	30	
2189	Ladypool Primary School	60	60	
2119	Lakey Lane Junior & Infant School	60	60	
2127	Lozells Junior & Infant School and Nursery	60	60	
2129	Lyndon Green Infant School	90	90	
2420	Maney Hill Primary School	60	60	School Organisation proposal approved at Cabinet in December 2015 for permanent expansion from September 2016.
2004	Mapledene Primary School	45	45	
2132	Marlborough Infant School	90	90	
2133	Marsh Hill Primary School	60	60	
2246	Meadows Primary School (The)	90	90	
2406	Minworth Junior & Infant School	30	30	
2142	Nelson Junior & Infant School	60	60	
2457	Nelson Mandela School	60	60	
2469	New Hall Primary	45	45	
3431	New Oscott Primary School	90	90	
2315	Nonsuch Primary School	30	30	
2018	Oaks Primary School (The)	60	60	
2436	Osborne Primary School	30	30	Plans underway with LA on an expansion from Sept 2016 which will increase PAN to 60. This expansion is pending school organisation approval
2447	Oval Primary School (The)	90	90	
2021	Paganel Primary School	60	60	
2149	Paget Primary School	60	60	
2150	Park Hill Primary School	90	90	Subsequent discussion with LA regarding a cap of 60 for 2016 PAN (only) in line with local need, pending subsequent approvals
2425	Penns Primary School	30	30	
2017	Perry Beeches Infant School	90	90	
2156	Princethorpe Infant School	60	60	
3004	Quinton Church Primary School	30	30	
2157	Raddlebarn Primary School	60	60	
2159	Redhill Junior & Infant School	30	30	
2161	Rednal Hill Infant School	90	90	
2063	Regents Park Community Primary School	90	90	
2169	Severne Junior Infant and Nursery School	60	60	
2008	Shaw Hill Primary School	60	60	
2174	Sladefield Infant School	120	120	
2176	Somerville Primary (NC) School	90	90	
3413	Springfield Primary School	90	90	

DfE	School Name	PAN Sep 2016	PAN Sep 2017	Comments
2183	St Benedict's Infant School	150	150	
3010	St James Church of England Primary School, Handsworth	60	60	
3025	St Mary's Church of England Primary School	60	60	
3016	St Matthew's CofE Primary	30	30	
3428	St Peter's CofE Primary School	60	60	
3019	St Saviour's CofE Primary School	60	60	
2178	Stanville Primary School	30	30	
2179	Starbank School	180	180	
2184	Stechford Primary School	60	60	
2188	Stirchley Community School	30	30	
2097	Story Wood School & Children's Ctr	30	30	
2067	Summerfield Junior & Infant School	60	60	
2190	Sundridge Primary School	30	30	
2192	Thornton Primary School	30	30	
2273	Topcliffe Primary School	30	30	
2442	Turves Green Primary School	60	60	
2108	Ward End Primary School	120	120	
2306	Water Mill Primary School	30	30	
2482	Wattville Primary School	60	60	
2308	Welford Primary School	60	60	
2245	Welsh House Farm Community School	30	30	
2019	West Heath Primary School	60	60	
2471	Westminster Primary School	60	60	
2011	Wheeler's Lane Primary School	90	90	
2276	Wilkes Green Infant School (NC)	90	90	
2445	Woodcock Hill Primary School	30	30	
2278	Woodgate Primary School	60	60	
2314	Woodthorpe Junior & Infant School	30	30	
2317	World's End Infant & Nursery School	90	90	
2412	Wylde Green Primary School	60	60	
3421	Yardley Primary School	120	120	
2227	Yardley Wood Community Primary School	60	60	
2485	Yenton Primary School	90	90	School Organisation proposal approved at Cabinet in December 2015 for permanent expansion from September 2016.
2180	Yew Tree Community Junior & Infant School (NC)	60	60	
2231	Yorkmead Junior & Infant School	60	60	
-	<b>Total</b>	<b>8625</b>	<b>8565</b>	

### Year 3 Intake - Community and Voluntary Controlled Schools Junior & Primary Schools

DfE	School Name	PAN Sep 2016	PAN Sep 2017	Comments
2241	Bellfield Junior (SU) School	60	60	
2024	Birches Green Junior School	60	60	
2401	Boldmere Junior School	90	90	
2236	Broadmeadow Junior School	60	60	
2051	Colmers Farm Junior School	60	60	
2053	Colmore Junior School	120	120	
2226	Cottesbrooke Junior School	90	90	
2092	Hall Green Junior School	120	120	
2128	Lyndon Green Junior School	90	90	
2283	Marlborough Junior School	90	90	
2016	Perry Beeches Junior School	90	90	
2155	Princethorpe Junior School	60	60	
2160	Rednal Hill Junior School	90	90	
2192	Thornton Primary School	150	150	Thornton Primary School has a smaller Infant than Junior capacity (30 / 150) therefore pupils already on roll in the School's Year 2 will automatically be transferred into Year 3. The remaining vacancies in Year 3 will be offered to applicants in accordance with the School's admissions criteria
2293	Wilkes Green Junior School	90	90	
2225	World's End Junior School	90	90	
-	<b>Total</b>	<b>1410</b>	<b>1410</b>	

### Year 7 Intake - Community Schools Secondary & All-through Schools

DfE	School Name	PAN Sep 2016	PAN Sep 2017	Comments
4333	Balaam Wood School	97	97	
4115	Bordesley Green Girls' School & Sixth Form	120	120	
4233	Cockshut Hill Technology College	270	270	Discussion underway with LA on potential reduction to PAN from Sept 2016.
4201	Hodge Hill College	240	240	
4015	Hodge Hill Girls' School	150	150	
4223	Holte School	192	192	
4244	International School (The)	*180	120	Discussion underway with LA on reduction

DfE	School Name	PAN Sep 2016	PAN Sep 2017	Comments
				of PAN to 120 from Sept 2016.
4301	John Willmott School	195	195	
4063	Kings Heath Boys'	120	120	
4330	Kingsbury School & Sports College	180	180	
4177	Selly Park Technology College for Girls'	140	140	
2179	Starbank School	180	180	Starbank Primary School is an 'all-through' school (with effect from Sept 2014) therefore pupils already on roll in the School's Year 6 will automatically be transferred into Year 7 from September 2015 and September 2016. Any remaining vacancies in Year 7 will be offered to applicants in accordance with the School's admissions criteria.
4237	Swanshurst School	300	300	
4188	Turves Green Boys' School	150	150	School Organisation proposal determined for expansion under the Priority Schools Building Programme from Sept 2016.
4193	Wheelers Lane Technology College	*125	125	Discussion underway with LA on potential increase of PAN to 130 from Sept 2016.
-	<b>Total</b>	<b>2639</b>	<b>2579</b>	



## **PROPOSED SCHEME FOR THE CO-ORDINATED ADMISSIONS TO SCHOOLS AND ACADEMIES – SEPTEMBER 2017 / 2018**

### **Contents**

1. Background
2. Admission authority for each type of school
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4. The application process for in-year admission
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8. Late applications
9. Foundation, trust and voluntary aided schools
10. Academies and free schools
11. Selective schools
12. Fair Access Protocol
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## **1. Background**

- 1.1 This scheme applies to all primary and secondary maintained schools, academies and free schools (excluding special schools) in Birmingham for the academic year 2017 / 2018 and is made under the provisions of the School Standards and Framework Act 1998, as amended by the Education Act 2002, and The School Admissions (Co-ordination of Admission Arrangements) (England) Regulations 2012.
- 1.2 The School Admissions and Pupil Placements Service, on behalf of the Local Authority and other admission authorities in Birmingham, will co-ordinate applications made during the normal admissions round (i.e. applications for Reception Year, Year 3 at a Junior School, Year 7 and, in the case of 14-19 Academies, Year 10). Parents/carers resident in Birmingham who are applying for a place for their child in September 2016 will make a single application to the Local Authority (School Admissions and Pupil Placements Service) for any Birmingham maintained school, academy or free school or any such school or academy in a neighbouring authority.
- 1.3 For the academic year 2017 / 2018 and subsequent years, subject to any review, applications made outside the normal admissions round (i.e. in-year applications) will be made directly to individual schools or academies.
- 1.4 Birmingham City Council is the relevant admission authority for all community and voluntary controlled schools within the City.
- 1.5 For voluntary aided and foundation schools (including Trust schools), academies and free schools, governing bodies of such schools are the admission authority.
- 1.6 Co-ordination schemes do not affect the rights and duties of the governing bodies of voluntary aided and foundation schools (including Trust schools), academies and free schools to set and apply their own admission arrangements and oversubscription criteria, but they must ensure that their own arrangements are compatible with the Local Authority's admission arrangements and co-ordinated scheme.

## **2. Admission Authority for each type of school in Birmingham**

There are a number of different school types in Birmingham:

<b>Type of School</b>	<b>Who is the admission authority?</b>
Academies (inc. Free Schools)	Academy Trust
Community Schools	Local Authority
Foundation Schools	Governing Body
Voluntary Aided Schools	Governing Body

### 3. **Parents' right to apply for a school**

Birmingham City Council, as a Local Authority, must enable parents and carers to say where they would prefer their child to go to school. The law does not give parents a right to “choose” which school their child will attend.

Subject to certain exceptions an admission authority must comply with any preference expressed by a parent/carers as to the school at which their child should be educated.

#### **Exceptions**

The law recognises that it may not always be possible to carry out parents' wishes, for a number of reasons:

- because this would “prejudice the provision of efficient education or the efficient use of resources”, e.g. because a particular school may be full (i.e., it has already admitted pupils up to the Published Admission Number for the child's year group);
- because it is a selective (grammar) school and the child has not reached the required academic standard for entry to a selective school;
- because the child has been permanently excluded from two or more schools and the most recent of the exclusions took place within the last two years;
- because the school's statutory infant class size limit of 30 has been reached.

### 4. **The application process for in-year admissions**

- 4.1 In-Year applications may arise for a number of reasons, for example, where a family has moved to Birmingham or if a parent/carers wishes to move their child from one school to another at a time outside the normal admissions round.
- 4.2 The Local Authority, schools and academies will work together to coordinate in-year applications.
- 4.3 The local authority will provide a Local Authority Preference Form for parents to complete when applying for a school place and will provide details of schools with places available.
- 4.4 In the first instance, parents will be requested to make applications directly to the school(s) concerned. Parents/carers can apply for a place for their child at any time and to any school.
- 4.5 The law relevant to admissions states schools and academies must, on receipt of an in-year application, notify the local authority of both the application and its outcome, this will also allow the local authority to

keep up to date with figures on the availability of school places in Birmingham.

- 4.6 Parent/carers who live in Birmingham who have not been offered their preferred school will be advised of their right of appeal.
- 4.7 Children who are not offered a place at any of their preferred schools, following consultation with another admission authority if appropriate, will be offered a place at a Birmingham Local Authority maintained school, academy or free school near to the child's home address, that has a vacancy.
- 4.8 The Local Authority will be informed by schools and academies of any child who has not taken up a school place so that appropriate action can be taken.
- 4.9 Children who live in Birmingham whose parents have refused the school place offered may be issued with a formal notice advising of their legal requirement to ensure that their child is in receipt of a suitable education whether in school or otherwise.
- 4.10 Where a child is not receiving suitable education, further action may be taken against a parent under Birmingham Local Authority's School Attendance process.

## **5. The application process for primary and secondary normal admission rounds**

### **5.1 All rounds**

- 5.1.1 Applications made on behalf of children with Statements of Special Educational Needs or an Education Health and Care Plan will be considered by the Special Educational Needs Assessment and Review Service (SENAR), in accordance with parental preference and each child's individual needs, taking account of Birmingham City Council's inclusion policy and any consultation required with school governing bodies.
- 5.1.2 Birmingham Local Authority's School Admissions and Pupil Placements Service will obtain names of all children who are looked after and will verify details for those applicants who indicate that their child was previously looked after but ceased to be so because they were adopted (or became subject to a residence or special guardianship order) within the appropriate age range, from the Looked After Children Education Service (LACES). Places for these children will be considered in accordance with each school's admission criteria.

### **5.2 Starting Reception Class**

- 5.2.1 If a child attends a nursery class, this does not mean that he or she will automatically get a place in the primary or infant school to which the nursery is linked or attached. Parents with children in a nursery class must apply for a Reception Class place at the school in the same way as other parents.
- 5.2.2 By law, parents must ensure that their children are receiving suitable full-time education at the beginning of the term after their 5<sup>th</sup> birthday. However, in Birmingham, children are admitted to Reception Class in the September at the start of the academic year in which they reach five years of age.
- 5.2.3 Parents may, however, defer their child's admission to primary or infant school until later in the school year, but not beyond the beginning of the first academic term after the child's fifth birthday (the time when the child reaches compulsory school age). Alternatively, a parent may make a request for their child to be admitted on a part-time basis during the Reception Class year but not beyond the point that they reach compulsory school age.
- 5.2.4 A child who reaches the age of five during the 2017 / 2018 summer term would reach compulsory school age in September 2018. However, it is not possible to accept a place in the Reception Class for 2017 / 2018 but defer the child's admission until the beginning of the 2018 / 2019 academic year, and if a child did not take up their place in a Reception Class in 2017/18 a separate application would need to be made for the child to enter the school in Year 1.
- 5.2.5 Parents of children who reach the age of five during the summer term of the 2017 / 2018 academic year who are considering deferring their child's admission to primary or infant school until the beginning of the 2018 / 2019 academic year should note that, as the overwhelming majority of children in Birmingham start school at the start of the academic year in which they reach the age of five, it is likely that some or all of the parents' preferred schools will not have vacancies in their child's year group if they apply for a place in Year 1 (these places having been allocated to children who started school the previous year).
- 5.2.6 On very rare occasions, for example due to a child's ill health, premature birth or children born in the summer, parents/carers may believe it to be in their child's best interests to be admitted to Reception Class rather than Year 1, outside their child's normal age group. These requests will be considered by the admission authority of the school(s) and a decision made on the basis of the circumstances of each case and also in the best interests of the child concerned. Parents do not have the right to insist that their child is admitted to a particular age group.
- 5.2.7 Where a parent wishes to request admission out of the normal age group for their child, they should still make an application for their child's normal age group at the usual time. At the same time, the parent

should submit their request for their child to be admitted out of their normal age group to the relevant admission authority, together with supporting evidence.

- 5.2.8 The admission authority will then consider the request, taking into account the views of the head teacher at the relevant school. The admission authority must ensure that the parent receives the response to their request before primary national offer day.
- 5.2.9 If the request is agreed, the application for the normal age group may be withdrawn and the parent must make a new application for a place in Reception Class as part of the main admissions round the following year. If the request is refused, the parent must decide whether to accept the offer of a place for the normal age group, or to refuse it and make an in year application for admission to Year 1 for the September following the child's fifth birthday.
- 5.2.10 One admission authority cannot be required to honour a decision made by another admission authority on admission out of the normal age group. Parents, therefore, should consider whether to request admission out of the normal year group at all their preference schools, rather than just their first preference schools.
- 5.2.11 In October 2016, the local authority will write to parents/carers of children who are on roll at a community or private nursery advising them of how to apply for a Reception Class place online and of where to obtain the primary information booklet. Copies of the booklet and posters advertising the process will be displayed at all Birmingham primary schools, libraries, private and community nurseries.
- 5.2.12 Parents should apply on-line, however Local Authority Preference Forms will also be available from schools and the School Admissions and Pupil Placements Service for parents who do not have access to the internet. Applications should be completed by 2 December 2016. Proof of address will be required to be provided to the School Admissions and Pupil Placements Service. The School Admissions and Pupil Placements Service will accept applications until 16 January 2017. Applications received after this date will be treated in accordance with the procedure for late applications.
- 5.2.13 Parents will be allowed to express up to three preferences for their child to be admitted to any maintained primary or infant school or academy or free school inside or outside the Birmingham Local Authority area.
- 5.2.14 Applications made online will receive an immediate email confirmation when the application is submitted. Applications made on a paper form and those online applicants who have not provided an email address will receive an acknowledgment letter through the post.

- 5.2.15 Data will be exchanged with other admission authorities and other local authorities as detailed in Section 7.
- 5.2.16 The School Admissions and Pupil Placements Service will send sibling reports to schools and academies for verification.
- 5.2.17 The School Admissions and Pupil Placements Service will compare ranked parental preferences for each school. All ranked preferences will be given equal consideration against schools' admission criteria. If the child ranks sufficiently highly within the admission criteria for two or more schools and could therefore potentially be offered a place at either school, the school the parent ranked highest will be offered.
- 5.2.18 Children who live in Birmingham that have not been offered one of their parents' three preferences, following consultation with another admission authority if appropriate, will be offered a place at one of their closest Birmingham Local Authority maintained primary or infant schools or academies or free schools with a vacancy.
- 5.2.19 Primary / infant schools will verify the child's date of birth at either the time of acceptance of the offer or at the school's induction day. Offers will be conditional on providing valid proof of date of birth.

### 5.3 Transfer from Infant School to Junior School (Year 2 to Year 3)

- 5.3.1 If a child attends an infant school, it is necessary for the child to transfer to a different school for his/her junior education.
- 5.3.2 In October 2016, parents/carers with a child in Year 2 at an infant school will be sent a letter advising them how to apply online for a Year 3 place at a junior school or any other primary. A supply of application forms will also be available from infant schools, junior schools and the Local Authority for those who do not have access to the internet. The same timetable and process as Reception Class admissions above will be used.
- 5.3.3 Applications made online will receive an immediate email confirmation when the application is submitted. Applications made on a paper form and those online applicants who have not provided an email address will receive an acknowledgment letter through the post.
- 5.3.4 If a child attends a primary school (rather than an infant school) it is not necessary to apply for him / her to transfer at the end of Year 2.

### 5.4 Transfer from Year 6 to Secondary School

- 5.4.1 At the end of the Summer Term 2016, Birmingham Local Authority will invite parents of children who will transfer to secondary education in September 2017 to complete an online application form. The online system will be available from September 2016. Local Authority Preference Forms will also be available from schools and School

Admissions and Pupil Placements Service for parents who do not have access to the Internet.

- 5.4.2 All parents will be required to make an application to the Local Authority in which they live. By the second week in July 2016, all maintained primary and junior schools, academies and free schools and, where possible, the majority of independent primary schools in Birmingham, will be forwarded a letter for each Year 5 child living in Birmingham, inviting their parents/carers to make their application for a secondary school place online. A supply of the parents' information booklets will also be made available for each school and will also be available to view on the Birmingham City Council's website.
- 5.4.3 Parents of children who live in Birmingham but whose children attend a primary school outside Birmingham will be advised to make their application online or return a preference form to School Admissions and Pupil Placements Service by 31 October 2016.
- 5.4.4 Online applications and those submitted by post will be accepted up until 31 October 2016, which will be the absolute deadline for the submission of applications. Applications received after this date will be treated in accordance with the procedures for late applications as detailed in Section 8.
- 5.4.5 Applications to sit any selective or assessment tests are to be made via separate forms, to be returned by dates specified by the admission authority for the school concerned (i.e., the governing body of a foundation or voluntary aided school or Academy Trust for academies and free schools). No other separate application form will be required by admission authorities in Birmingham; however, some voluntary schools (particularly those with a religious character) have a Supplementary Information Form, which needs to be completed to determine which category a child should be placed in. These schools will be listed in the parents information booklet 'Secondary Education – Opportunities for your child in Birmingham' and on the School Admissions website.
- 5.4.6 Parents may express up to six preferences for their child to be admitted to any maintained school, Academy or Free School inside or outside Birmingham Local Authority.
- 5.4.7 Applications made online will receive an immediate email confirmation when the application is submitted. Applications made on a paper form and those online applicants who have not provided an email address will receive an acknowledgment letter through the post.
- 5.4.8 Data will be exchanged with other admission authorities and other local authorities as detailed in Section 7.
- 5.4.9 The School Admissions and Pupil Placements Service will compare ranked parental preferences for each school. All ranked preferences will be given equal consideration against schools' admission criteria. If

the child meets the admission criteria for two or more schools and could therefore potentially be offered a place at either school, the school the parent ranked highest will be offered.

- 5.4.10 Children who live in Birmingham who have not been offered one of their parents' six preferences, following consultation with another admission authority if appropriate, will be offered a place at one of their closest Birmingham Local Authority maintained secondary schools or academies or free schools with a vacancy.

## **5.5 Year 10 (in the case of 14-19 academies)**

- 5.5.1 At the start of the Autumn Term 2016, parents who wish to make an application for their child to transfer to Year 10 at a 14 -19 Academy in September 2017 will be able to make their application online. A supply of Local Authority Preference forms will be available from 14-19 Academies and School Admissions and Pupil Placements Service for those who do not have access to the Internet.
- 5.5.2 Applications to sit any selective or aptitude tests are to be made via separate forms, to be returned by dates specified by the Academy concerned.
- 5.5.3 Parents may express up to three preferences for their child to be admitted to any 14 - 19 Academy inside or outside of the Birmingham Local Authority area.
- 5.5.4 Applications made online will receive an immediate email confirmation when the application is submitted. Applications made on a paper form and those online applicants who have not provided an email address will receive an acknowledgment letter through the post.
- 5.5.5 Data will be exchanged with other admission authorities and other local authorities as detailed in Section 7.
- 5.5.6 The School Admissions and Pupil Placements Service will compare ranked parental preferences for each Academy. All ranked preferences will be given equal consideration against Academies' admission criteria. If the child meets the admission criteria for two or more 14 - 19 Academies and could therefore potentially be offered a place at either Academy, the Academy the parent ranked highest will be offered.
- 5.5.7 Children who live in Birmingham who have not been offered one of their parents' three preferences will continue to have a place at their current school and they will be added to the Academies' waiting lists and their parents/carers informed of their right of appeal.

## **6. Determining the offer of school places**

- 6.1 In determining applications for school places admission authorities must usually comply with parental preference.



In accordance with Section 86 of the School Standards and Framework Act 1998, with the exception of designated grammar schools, all maintained schools and Academies that have enough places available must offer a place to every child that has applied for one, without condition or the use of any criteria.

6.2 Children with challenging behaviour and those who have been excluded twice

Admission authorities must not refuse to admit children in the normal admissions round on the basis of their poor behaviour elsewhere. Where a child has been permanently excluded from two or more schools there is no need for an admission authority to comply with parental preference for a period of two years from the last exclusion. The twice excluded rule does not apply to children who were below compulsory school age at the time of the exclusion, children who have been re-instated following a permanent exclusion (or would have been had it been practicable to do so), and children with special educational needs statements/EHC plans.

## 7.

<b>Timetable for primary and secondary normal admissions rounds for 2017/2018</b>				
	<b>Reception</b>	<b>Junior (Yr 2- 3)</b>	<b>Secondary (Yr 6 –7)</b>	<b>Year 10 (14-19 academies)</b>
<b>Birth range</b>	01/09/12-31/08/13	01/09/09-31/08/10	01/09/05-31/08/06	01/09/02-31/08/03
<b>Final closing date for receipt of applications</b>	16 January 2017	16 January 2017	31 October 2016	30 January 2017
<b>Data exchange with other Local Authorities</b>	30 January 2017	30 January 2017	14 November 2016	6 February 2017
<b>Unranked preferences forwarded to Birmingham Admission Authorities</b>	6 February 2017	6 February 2017	23 November 2016	13 February 2017
<b>Sibling reports sent to schools and academies</b>	6 February 2017	6 February 2017	23 November 2016	13 February 2017
<b>Ranked preferences from Birmingham Admission Authorities and sibling reports from community schools/academies to be returned to Birmingham LA</b>	27 February 2017	27 February 2017	14 December 2016	27 February 2017
<b>Offer exchange with other Local Authorities</b>	6 March 2017 20 March 2017 27 March 2017	6 March 2017 20 March 2017 27 March 2017	6 January 2017 20 January 2017 30 January 2017 6 February 2017	20 March 2017
<b>Offer day – letters posted</b>	18 April 2017 (During Easter)	18 April 2017 (During Easter)	1 March 2017	3 April 2017
<b>Acceptance of any offer should be made by this date</b>	5 May 2017	5 May 2017	16 March 2017	17 April 2017
<b>Any appeal should be received by this date. (20 school days following notification that application was unsuccessful)</b>	22 May 2017	22 May 2017	29 March 2017	16 May 2017
<b>Appeals received on-time should be considered by this date (40 school days)</b>	18 July 2017	18 July 2017	9 June 2017	18 July 2017

## **8. Late applications**

In exceptional circumstances, Birmingham Local Authority may consider applications received after the final closing date, but before the exchange of data with other admission authorities, at the same time as those which were received by the final closing date. The Local Authority will use its discretion when considering the individual circumstances. For example where;

- There were exceptional reasons which prevented the parent/carer from applying by the closing date.
- A child and the person with parental responsibility have moved home.
- Where the local authority has contacted that parent/carer regarding the information contained within their application, for example, an incomplete application or potentially misleading information requiring further investigation.

All late applications received after the exchange of data with admission authorities, but before the offer of places, will only be considered after those applications which were received on time have been considered. Such applicants may therefore be less likely to be offered a place at one of their preferred schools.

All late applications received after the offer of places will be considered by Birmingham Local Authority.

In the event that a late application is made for a place at an undersubscribed school, a place will be offered.

Applications made on or after the start of the Autumn Term 2017 will need to be submitted to their preferred school on an 'Application for a Change of School' form and will be treated as an in-year application.

## **9. Foundation, trust and voluntary aided schools**

For each voluntary aided and foundation school (including Trust schools), the Governing Body is the admission authority and decides its own published oversubscription admission criteria.

## **10. Academies and Free Schools**

Admission arrangements for academies and free schools are approved by the Secretary of State for the Department for Education as part of an Academy's Funding Agreement, which requires compliance with admissions legislation and relevant Codes.

## **11. Selective schools**

The selection of children for admission to grammar schools in Birmingham is by reference to ability and for this purpose there are tests held in the Autumn Term of the 2016/15 academic year for admission to these selective secondary schools in September 2017.

Arrangements relating to selective testing for admission to Sutton Coldfield Grammar School for Girls, Bishop Vesey's Grammar School and Handsworth Grammar School are made jointly with The Schools of King Edward the Sixth in Birmingham. This will be known as "The Grammar Schools in Birmingham"

The Grammar Schools in Birmingham shall consist of the following schools:

Bishop Vesey's Grammar School  
Handsworth Grammar School  
King Edward VI Aston School  
King Edward VI Camp Hill School for Boys  
King Edward VI Camp Hill School for Girls  
King Edward VI Five Ways School  
King Edward VI Handsworth School  
Sutton Coldfield Grammar School for Girls

Parents will be required to complete a test registration form to sit the selective test for a school that forms part of The Grammar Schools in Birmingham.

Pupils will only be required to sit one test to be considered for a place at a school that forms part of The Grammar Schools in Birmingham. Parents must also name any school(s) in The Grammar Schools in Birmingham on their Local Authority Preference Form to be considered for a place there.

Details and application dates will usually be publicised widely within the City from March each year with a closing date for applications to sit the test in July. The test will be at the beginning of September.

Admission authorities for grammar schools must inform parents of the outcome of selection tests prior to the final closing date for applications each year, so that parents can make an informed decision as to whether they should name a selective school as one of their preferences.

## **12. Fair Access Protocol**

The operation of the Fair Access Protocol is outside the arrangements of co-ordination and is triggered when a parent of an eligible child has not secured a school place under the in-year admission arrangements.

Fair Access Protocols exist to ensure that unplaced children outside the normal admissions round, especially the most vulnerable, are offered a suitable school as quickly as possible and to ensure that all schools in an area admit their fair share of children with challenging behaviour.

In the event of a governing body refusing to admit a pupil with challenging behaviour outside the normal admissions round, even though places are available, a referral will be made to the Local Authority for action under the Fair Access Protocol.

This provision will not apply to a looked after child, a previously looked after child or a child with a statement of special educational needs/EHC plan naming the school in question, as these children must be admitted.

All admission authorities must participate in the Fair Access Protocol in order to ensure that unplaced children are allocated a school place quickly. There is no duty for local authorities or admission authorities to comply with parental preference when allocating places through the Fair Access Protocol.

## **13. Relevant area**

In accordance with The Education (Relevant Areas for Consultation on Admission Arrangements) Regulations 1999, Birmingham Local Authority has determined its relevant area as that contained within the administrative area of the City of Birmingham. It is proposed that this arrangement will continue for 2017/2018.



## **PROPOSED ADMISSION ARRANGEMENTS FOR COMMUNITY AND VOLUNTARY CONTROLLED SCHOOLS FOR SEPTEMBER 2017 / 2018**

### **1. Birmingham Local Authority (community and voluntary controlled schools) over-subscription criteria**

- 1.1. Any child with a Statement of Special Educational Needs or Education, Health and Care Plan is required to be admitted to the school that is named in the statement or plan. This gives such children overall priority for admission to the named school. This is not an oversubscription criterion.

The local authority is the admission authority for community and voluntary controlled schools. Children are admitted to schools in accordance with parental preference as far as possible. However, where there are more applications than there are places available, places at community and voluntary controlled schools will be offered based on the following order of priority:

- 1.2. Looked after children or children who were previously looked after children
- 1.3. Children (siblings) with a brother or sister already at the school who will still be in attendance at the time the child enters the school.
- 1.4. In the case of Voluntary Controlled Church of England primary schools: children whose parents have made applications on denominational grounds. This will be confirmed by a letter from the Vicar / Minister of the relevant Church. Details of schools that use denominational criteria can be viewed at section 6.
- 1.5. Children who live nearest the school.

Within each of the categories above, priority is given to those who live nearest to the school.

Admission to a nursery school or nursery class does not give the child priority or an extra right to transfer to the Reception year of the primary or infant school to which the nursery is linked or attached.

### **2. Chilcote Primary, Hall Green Infant and Hall Green Junior schools**

Chilcote Primary, Hall Green Infant and Hall Green Junior schools each have catchment areas. At these schools, the order of priority for admission is as follows:

- 2.1. Looked after or previously looked after children.
- 2.2. Children living within the catchment area of the school who will have a sibling in attendance at the school at the time of admission.
- 2.3. Children living within the catchment area of the school who live nearest the school.
- 2.4. Children living outside the catchment area of the school who will have a sibling in attendance at the school at the time of admission.
- 2.5. Children living outside the catchment area who live nearest the school.

Within each of the categories above, priority is given to those who live nearest to the school.

### **3. Over-subscription criteria for Year 2 to Year 3 Transfers**

- 3.1. Looked after or previously looked after children.
- 3.2. Linked Schools: Children who will be attending the linked Infant School at the time of application and will still be in attendance at the end of Year 2. (A list of linked infant and junior schools is available in the parents information booklet 'Primary Education – Opportunities for your child in Birmingham' and on the School Admissions website).
- 3.3. Children with a sibling already at the Infant / Junior School and who will still be in attendance at the time the sibling enters the school.
- 3.4. Children who live nearest the school.

Within each of the categories above, priority is given to those who live nearest to the school.

### **4. Over-subscription criteria for Year 2 to Year 3 Transfer - Hall Green Junior**

- 4.1. Looked after or previously looked after children.
- 4.2. Children attending Hall Green Infant School
- 4.3. Children who will be attending the School at the time of the application and will still be in attendance at the end of Year 2.
- 4.4. Children living within the catchment area of the school who will have a sibling in attendance at the school at the time of admission.

- 4.5. Children living within the catchment area of the school who live nearest the school.
- 4.6. Children living outside the catchment area of the school who will have a sibling in attendance at the school at the time of admission.
- 4.7. Children living outside the catchment area who live nearest the school.

Within each of the categories above, priority is given to those who live nearest to the school.

## **5. Year 12 entry requirements for Community Schools**

Each school which admits pupils into Year 12 is required to publish in the school prospectus the minimum academic entry criteria for entry in the sixth form. This is the same for both external and internal places. Details of the academic requirements for each course can be obtained by contacting the school.

Children and their parents applying for sixth form places may use the Local Authority Preference Form although if they are already on the roll they are not required to do so in order to transfer into year 12. Internal applicants who meet the minimum academic entrance requirements will be offered a place automatically.

The following oversubscription criteria will be used for external applicants who meet the minimum academic entry criteria when there are more applications than places available:

1. Looked after or previously looked after child (in public care).
2. Proximity of the child's home to school with those living nearer accorded the higher priority.

Applicants refused a place in Year 12 are entitled to appeal to an independent appeal panel.

Year 12 places are not coordinated by the Local Authority and applications should be made directly to the school(s) concerned.

The secondary community schools listed below will admit the following number of children externally into Year 12.

Bordesley Green Girls' School - 10  
Holte Visual and Performing Arts College - 20  
John Willmott School - 20  
Swanshurst School – 20



## **6. Voluntary controlled Church of England denominational criteria**

### **Christ Church CE Primary School**

Anybody whose parent/guardian regularly attends the local Church of England Parish Church. We define regular as meaning once a month for a twelve month period and this will be confirmed by a letter from the local minister.

No supplementary information form is used at Christ Church CE Primary School.

### **Quinton Church Primary School**

Children whose parents have made a claim on denominational grounds in that they desire a Church of England school education and for whom this is the nearest Church of England school from home.

Applicants are required to send a letter of support from their vicar/minister/elder/preacher as evidence of regularly attending worship at their church.

Applications under this heading will be placed in this order of priority:

- a) Children who worship regularly\* at Christ Church, The Quinton or whose parent or carer does.
- b) Children who worship regularly at another Church of England church, or whose parent or carer does.
- b) Children who worship regularly at another Christian church (that is, a church which is affiliated to either the Evangelical Alliance or Churches Together in Britain), or whose parent or carer does.

\* For the purposes of this application, 'regularly' is taken to be at least twice a month for a minimum of one year.

A supplementary Information Form is used at Quinton Church Primary School – please see below.

### **St James CE Primary School**

Anybody whose parent/guardian regularly attends St James Church, Handsworth. Regular is defined as meaning once a month for a twelve month period and this will be confirmed by Fr. David Isiorho, our parish priest.

A supplementary Information Form is used at St James CE Primary School – please see below.

### **St Mary CE Primary School (B29)**

Children who regularly worship at St Mary's Church, Selly Oak. We define regular as meaning at least twice a month for at least two consecutive years and this will be confirmed by a letter from the minister on headed note paper.

NB: Only 10% of places within each cohort are eligible for faith claims and these shall be ranked according to distance from the school.

A supplementary Information Form is used at St Mary's CE Primary School (B29) – please see below.

**St Matthew's CE Primary School**

- a) Anybody whose parent/guardian regularly attends the local Church of England Parish Church. We define regular as meaning once a month for a twelve month period and this will be confirmed by a letter from the local minister.
- b) Anybody whose parent/guardian regularly attends any other Church of England Church. We define regular as meaning once a month for a twelve month period and this will be confirmed by a letter from the local minister.
- c) Anybody whose parent/guardian regularly attends any other Christian denomination (defined as a Church who are members of Churches together in England or the Evangelical Alliance). We define regular as meaning once a month for a twelve month period and this will be confirmed by a letter from the local minister.

No supplementary information form is used at St Matthew's CE Primary School.

**St Peter's CE Primary School (B17)**

- a) Anybody whose parent/guardian regularly attends the local Church of England Parish Church which is St. Peters C of E Church. We define regular as meaning once a month for a twelve month period and this will be confirmed by a letter from the local minister.
- b) Anybody whose parent/guardian regularly attends any other Church of England Church. We define regular as meaning once a month for a twelve month period and this will be confirmed by a letter from the local minister. Also the child of anyone who studies at Queens Theological College.
- c) Anybody whose parent/guardian regularly attends any other Christian denomination (defined as a Church who are members of Churches together in England or the Evangelical Alliance). We define regular as meaning once a month for a twelve month period and this will be confirmed by a letter from the local minister.

A faith claim for this school will not be accepted for this school if another Church of England school is closer to the applicants address or they do not have a Birmingham postal code.

A supplementary Information Form is used at St Peter's CE Primary – please see below, this should only be completed if applying on denominational/ faith criterion.

**St Saviour's CE Primary School**

- a) Anybody whose parent/guardian regularly attends the local Church of England Parish Church. We define regular as meaning once a month for a twelve month period and this will be confirmed by a letter from the local minister.

- b) Anybody whose parent/guardian regularly attends any other Church of England Church. We define regular as meaning once a month for a twelve month period and this will be confirmed by a letter from the local minister.
- c) Anybody whose parent/guardian regularly attends any other Christian denomination (defined as a Church who are members of Churches together in England or the Evangelical Alliance). We define regular as meaning once a month for a twelve month period and this will be confirmed by a letter from the local minister.

No supplementary information form is used at St Saviour's CE Primary School.

## **7. Waiting lists**

Parents whose children have not been offered a place at one or more of their preferred schools will be informed of their right of appeal and will be added to their preferred schools' waiting lists. Parents will be advised that inclusion on a school's waiting list does not mean a place will eventually become available there.

Waiting lists will not be fixed following the offer of places; they are subject to change. Any new applicants to whom it is not possible to offer a place will be added to each school's waiting list in accordance with the relevant oversubscription criteria. This means that a child's waiting list position during the year could go up or down.

There will be a period of two weeks after the published offer date whereby any available places will not be reallocated. If places become available after this date they will be offered according to the schools oversubscription criteria.

School Admissions and Pupil Placements Service, on behalf of the Local Authority, will maintain waiting lists for community and voluntary controlled schools for the first term of the academic year.

At the start of the Spring Term each year, School Admissions and Pupil Placements will pass community and voluntary controlled school waiting lists to the schools themselves. Schools may wish to write to parents/carers to establish if they wish for their child to remain on a waiting list. Waiting lists do not close.

Waiting lists for voluntary aided and foundation schools, Academies and free schools in Birmingham will be maintained by the schools and Academies on behalf of their Governing Bodies. The Local Authority may require sight of the waiting lists at these schools, in order to determine that the co-ordinated scheme is operating effectively.

## **8. Appeals**

Where parents are not satisfied with the school offered, arrangements exist for appeals to be heard by an Appeals Panel, which is independent of the admission authority for the school.

Parents can only appeal for schools for which they have expressed a preference.

In the case of infant class size appeals, because infant classes have a legal limit of 30, Appeals Panels are limited in the matters they can take into account when considering Reception, Year 1 and Year 2 appeals in which the admission of more pupils would cause this limit to be exceeded. In this type of appeal, an Appeal Panel can only uphold an appeal if it is satisfied that:

- the admission of additional children would not breach the infant class size limit; or
- the child would have been offered a place if the arrangements had been correctly and impartially applied; or
- the child would have been offered a place if the arrangements had not been contrary to the School Admissions Code and legislation; or
- the decision to refuse admission was not one which a reasonable admission authority would have made in the circumstances of the case.

Appeals in respect of community, voluntary controlled schools and those academies who have delegated responsibility for the administration of appeals to Birmingham Local Authority, should be sent to Birmingham's School Admissions and Pupil Placements Service. Appeals in respect of voluntary aided and foundation schools, the King Edward VI schools, Ninestiles, Holyhead School should be sent to the Governing Body of the school(s) concerned. A comprehensive list of which schools administer their own appeals is available in the parents' information booklet and the School Admissions website.

## **9. Definitions**

### Looked After and previously looked after children

Children who are looked after or immediately after being looked after became subject to an adoption, residence or special guardianship order. This includes any child / young person who is subject to a Full Care Order, an interim Care Order, accommodated under Section 22(1) of the Children Act 1989, is remanded or detained into Local Authority accommodation under Criminal Law or who has been placed for adoption. Birmingham Local Authority's School Admissions and Pupil Placements Service will obtain names of all children who are looked after or will verify details for those applicants who indicate that their child was previously looked after, within the appropriate age range, from the Looked After Children Education Service (LACES). Places for

these children will be considered in accordance with each school's admission criteria.

### Siblings

Siblings (brothers or sisters) are considered to be those children who live at the same address and either:

- i. have one or both natural parents in common;
- or ii. are related by a parent's marriage;
- or iii. are adopted or fostered by a common parent.

Unrelated children living at the same address, whose parents are living as partners, are also considered to be siblings.

Children not adopted or fostered or related by a parents' marriage or with one natural parent in common, who are brought together as a family by a same sex civil partnership and who are living at the same address, are also considered to be siblings.

Children who attend either a linked infant or junior school and will still be in attendance at the time of admission are considered as sibling claims.

Separate boys' and girls' schools are not considered to be linked for the purposes of sibling claims.

### Distance measurements to schools

Distances are calculated on the basis of a straight-line measurement between the applicant's home address and a point decided by the school (usually the front gates). The Local Authority uses a computerised system, which measures all distances in metres. Ordnance Survey supplies the co-ordinates that are used to plot an applicant's home address and the address of the school.

### Tie-Breaker

In a very small number of cases where a school is oversubscribed, it may not be possible to decide between the applications of those pupils who are the final qualifiers for a place, when applying the published admission criteria.

For example, this may occur when children in the same year group live at the same address, or if the distance between the home and school is exactly the same, for example, blocks of flats. If there is no other way of separating the application according to the admissions criteria and to admit both or all of the children would cause the Published Admission Number for the child's year group to be exceeded, the Local Authority will use a computerised system to randomly select the child to be offered the final place.

### Home Address

A pupil's home address is considered to be a residential property that is the child's only or main residence and is either;

- Owned by the child's parent(s), or the person with parental responsibility for the child;
- Leased to or rented by the child's parent(s), or the person with parental responsibility under lease or written rental agreement of not less than twelve months duration.

Evidence of ownership or rental agreement may be required, plus proof of permanent residence at the property concerned.

Parents who are unable to provide proof of permanent residence should contact a member of School Admissions and Pupil Placements Service to discuss providing other acceptable proof of address.

Where parents have shared responsibility for a child, and the child lives with both parents for part of the week then the main residence will be determined as the address where the child lives the majority of the week. Parents may be requested to supply documentary evidence to satisfy the authority that the child lives at the address put forward by the parents.

If a school is offered on the basis of an address that is subsequently found to be different from a child's normal and permanent home address, then that place is liable to be withdrawn.

## Comments received on consultation and responses for school admissions in 2017/18

The consultation received seven responses from the following wards:

**Sutton Trinity** – 1 respondent (two comments)

**Sutton Vesey** – 5 respondents

The comments received are detailed below with Birmingham City Council's response to each.

<p><b>Comment 1 – Sutton Trinity Ward</b></p> <p>Applying for a reception place in Sutton Coldfield has become a terrifying lottery with few people knowing what school they will get into, if any locally, due to a lack of required places. This is due mostly to 'school tourism'.... it is obvious that large numbers of people continue to move in to Sutton Coldfield from outside of the area based on its reputation for "good schools" , making any number of places unsustainable for the population on going. Young families disproportionately reside in highly concentrated numbers around the schools. I would ask that it is considered that all Admissions authorities would have "time living in area " as one of their priority criteria to support genuine locals and more importantly to serve as a deterrent to this increasing &amp; unsustainable practice, which pushes long-term local residents out of local schools all together.</p> <p>There are also a few local schools still with only a single form entry that must be able to be required to expand due to the overwhelming demand.</p> <p>We failed to get any of our preferences and of the 5 schools acceptable to us and suitable for us, within around 1.5 miles of our home it is hit and miss if we would get a place at any of them at all, so the preference system of 3 is totally pointless. If it's fair for long term locals to end up having to travel further a field and have no preference over their children's schooling at all then it is fairer that those who move in, only for school places, know that they will not get the same level of priority in their preferences as those children already in the area planning to attend local schools from birth. It</p>	<p><b>Birmingham City Council Response 1</b></p> <p>There is a recognition that demand for places is increasing as a result of birth rate increase and cohort growth. The Local Authority's position is that schools will only be expanded if there is a need for additional places; we do not expand schools purely to meet parental preference but when we do expand schools, parental preference is a key consideration. There is an annual cycle of activity which sets out what places we expect to need on a 3-year planning horizon.</p> <p>A report was presented by the Education Link Officer to the Education &amp; Vulnerable Children Overview and Scrutiny Committee in September 2015 detailing an update regarding the sufficiency of places in Birmingham, plans to meet growth in demand and parental preference, and known areas of pressure. The report can be found at the following link:  <a href="https://birmingham.cmis.uk.com/birmingham/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/90/Committee/11/SelectedTab/Documents/Default.aspx">https://birmingham.cmis.uk.com/birmingham/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/90/Committee/11/SelectedTab/Documents/Default.aspx</a> <i>(see pages 14 -15 of this report for document)</i></p> <p>All schools across the City are invited to express interest in expanding and there are clear criteria for identifying preferred options for expansion through our approved Basic Need process (location in relation to Basic Need, standards in the school, capacity and feasibility of the school to provide suitable accommodation on site, popularity of the school and potential to create overprovision in the area). The Local Authority's overarching priority is to support every school on its journey to good or</p>
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has become a competition of who can buy the closest house to the school of choice and a sick lottery as to where there will be any places for us at all, this hits hard for those of us who have lived here all of our lives & would, if not for retaining our jobs and familial support network, be considering moving out of the town to find available school places elsewhere.

I also believe parents are not given enough information upon which to make their preferences. With such limited choices it is important to know where one stands a chance of getting a place, so as not to waste a vote on a school where you don't stand a chance. This could be helped by schools being required to make enquiries and then a best estimate of what siblings they will be likely to be getting in the next round.

A greater number of preferences per application are also required, at least then if you don't get any of your top 3 you stand some chance of getting a school you find acceptable and suitable for your child and your family. I would suggest 6 preferences would be more realistic. I would also find it useful if you could state 1 school which you would not accept, so if you know a particular schools environment or ethos doesn't fit with your values you can save wasted time of being offered a place somewhere where you would not wish to accept a place. When you don't get any of your preferences.

Regarding summer born admissions I would hope that Birmingham will be making positive changes to their previous prohibitive policies, to realign them

With Nick Gibb Schools Ministers proposed Admissions Code changes and open letter to LEAs, which encourages Admission Authorities and schools to make immediate proper use of the available flexibility for summer born for the protection of the children under their care.

outstanding provision. When places are provided to meet growth in pupil numbers, the first priority is to ensure those places will be close to the increased demand.

Sutton Coldfield continues to be a popular area for families and demand on school places reflect this. However, in terms of sufficiency of places to meet resident population, Sutton Coldfield is well served. The following primary schools in Sutton Coldfield have been expanded to date.

School Name	Ward	First Year of Expansion	Type of Expansion, (if bulge in what year group)	Total places created / to be created
Maney Hill Primary School	Sutton Trinity	2015	Permanent	210 (1FE)
Mere Green Primary School	Sutton Four Oaks	2015	Permanent	210 (1FE)
New Hall Primary and Children's Centre	Sutton Trinity	2015	Bulge Y1-5	75
St Joseph's RC Primary School	Sutton Trinity	2014	Permanent	210 (1FE)
Whitehouse Common Primary School	Sutton Trinity	2012	Bulge R	30

The Local Authority feels it would be unfair to introduce a 'time living in area' priority as this would be unfair on families, who through no fault of their own, may have to move in or out of an area within Birmingham. Therefore in the event of a school receiving more applications than places available, Birmingham Local Authority remains committed to giving priority to looked after children, followed by siblings, then to those children who live closest to that school.

The Local Authority produces a composite prospectus each year detailing information on the final child admitted to a school in the previous three years. Following your suggestion, we will be asking all schools to write to parents/carers each summer term to establish how many siblings will be joining the school in the following September. This information will then be



	<p>available to parent/carers during open sessions in the autumn term prior to submitting preferences by 15 January in the offer year.</p> <p>Parents/carers are advised in the guidance to submit at least one preference where they would have met the admission criteria in previous years. However, parents are also advised that this is merely a guide and there is no guarantee that the same admission pattern will apply in future years.</p> <p>All local authorities must allow parent/carers to submit a minimum of three preferences in rank order. In Birmingham, parents are permitted to submit three preferences and the data for entry to Reception Class shows that almost 95% of parent/carers who applied by the final closing date were offered one of their three preferred schools.</p> <p>In addition, of those who were not offered one of their three preferred schools, there were a number of parent/carers who did not name a school where they would have been offered a place if they had included it as a preference.</p> <p>Birmingham City Council does not believe that increasing the number of preferences parent/carers can submit will have any benefit over the current three preference system.</p> <p>In accordance with the current School Admissions Code and DfE guidance 'advice on the admission of summer born children', all requests for children to be admitted outside of their normal age group must be considered by the admission authority concerned on a case by case basis and a decision made in the best interest of the child concerned. Following legal advice, Birmingham Local Authority cannot change the current system until such a time that there is a change to the School Admissions Code. However, to date, following consideration by admission authorities in Birmingham, all requests from parents of summer born children for deferred entry have been accepted.</p>
<p><b>Comment 2 - Sutton Vesey Ward</b></p> <p>There continue to be catchment hotspots that don't seem to be being</p>	<p><b>Birmingham City Council Response 2</b></p> <p>Sutton Coldfield continues to be a popular area for families and demand on</p>

<p>tackled properly. Sutton Vesey is a particularly problematic ward with nowhere near enough school places. A much higher percentage of parents don't get one of their preferred choices in Sutton Vesey compared with the rest of the city. There are now a couple of schools that are being considered for expansion but this is too little and plans are not forward looking enough. It feels as if decisions are being made in response to crisis rather than looking ahead and planning in order to avoid crisis. Families in these areas have no real options or choices and their preferences are almost irrelevant meaning they are offered whatever is left when all the places are offered.</p> <p>Parents who are not given one of their preferences are not given priority on waiting lists. This seems grossly unfair and mean that these families are given no choices and end up being given school places outside their communities a long way from their homes. Surely some kind of tiered system would be fairer where parents who are offered none of their preferences are kept at the top of the waiting lists for their chosen schools.</p> <p>The appeals process seems to be very stressful, difficult and unlikely to end in favour of the parents.</p> <p>We have been given conflicting and unhelpful advice from the LEA when asking for information about admissions "Just apply for your nearest 3 schools and we'll find you a place somewhere within Birmingham..." Not very reassuring as we know we're in a hotspot and are unlikely to be given a place at any of our closest schools.</p>	<p>school places reflect this. However, in terms of sufficiency of places to meet resident population, Sutton Coldfield is well served.</p> <p>Our school place forecast represents the best estimate of the number and location of places that will be needed if most recent patterns of parental preference, cohort growth, housing proposals and supply of places were to remain constant. However, any of these variables can change considerably from one year to the next, sometimes with limited predictability. There is therefore always a level of expected variance between our forecasts and the actual demand.</p> <p>Appendix 3 of the Educational Development Plan (view at link below) provides information on how well parental preference is met in the 40 Birmingham wards. It shows that for 2015 entry, Sutton Trinity ward falls into the top 10 most served to meet first preference for Year 7 but in the least well served wards for Reception. The other 3 Sutton wards fall in the middle for both Reception and Year 7.  <a href="https://birmingham.cmis.uk.com/birmingham/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/90/Committee/11/SelectedTab/Documents/Default.aspx">https://birmingham.cmis.uk.com/birmingham/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/90/Committee/11/SelectedTab/Documents/Default.aspx</a> (see pages 14 -15 of this report for document)</p> <p>In accordance with the School Admissions Code, waiting lists must be managed in line with a school's published oversubscription criteria. If a system was introduced to give priority to children who had not been offered any of their preferred schools, it may encourage more parent/carers to submit unrealistic preferences knowing that their child would remain at the top of the waiting list(s) ahead of another child who was offered a lower preferred school but meets the admission criteria better.</p> <p>All appeals must to be considered in accordance with the School Admission Appeals Code. The Code sets out minimum requirements which ensure fairness and transparency. For infant class appeals, regulations made under Section 1 of the School Standards and Framework Act 1998 limit the size of an infant class to 30 pupils per school teacher. This means that only in very limited circumstances can admission over the limit be permitted.</p>
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	<p>The Local Authority produces a composite prospectus each year detailing information on the final child admitted to a school in the previous three years. Following a suggestion from another responder, we will be asking all schools to write to parents/carers each summer term to establish how many siblings will be joining the school in the following September. This information should then be available to parent/carers during open sessions in the autumn term prior to submitting preferences by 15 January in the offer year.</p>																				
<p><b>Comment 3 - Sutton Vesey Ward</b></p> <p>Not enough school places</p> <p>No realistic preferences for parents in B73</p> <p>No policy around bulge year places and their allocation</p> <p>No school places available at nearest 6 schools for the past four years</p> <p>No decent advice for parents with no realistic preference, despite following guidelines</p> <p>No waiting list tier for parents who do not receive any preference</p> <p>No mention in admissions procedures that school waiting lists will be amended to day one on discovery of fraudulent applications.</p>	<p><b>Birmingham City Council Response 3</b></p> <p>Sutton Coldfield continues to be a popular area for families and demand on school places reflect this. However, in terms of sufficiency of places to meet resident population, Sutton Coldfield is well served.</p> <p>Reception Numbers:</p> <table><tr><th>Ward</th><th>Number of Available Places Sept 2016</th><th>Resident Numbers May 2015</th><th>Variance</th></tr><tr><td>Sutton Four Oaks</td><td>300</td><td>251</td><td>+49</td></tr><tr><td>Sutton New Hall</td><td>300</td><td>215</td><td>+85</td></tr><tr><td>Sutton Trinity</td><td>375</td><td>286</td><td>+89</td></tr><tr><td>Sutton Vesey</td><td>270</td><td>235</td><td>+35</td></tr></table> <p>Both Sutton Four Oaks and Sutton Trinity wards have benefitted from investment into a school expansion commencing in 2015 by 1FE each at Mere Green Primary and Maney Hill Primary respectively. There is recognition that a majority of secondary schools in Sutton Coldfield are selective or denominational however the majority of these secondary schools have been through or are about to embark on expansion to</p>	Ward	Number of Available Places Sept 2016	Resident Numbers May 2015	Variance	Sutton Four Oaks	300	251	+49	Sutton New Hall	300	215	+85	Sutton Trinity	375	286	+89	Sutton Vesey	270	235	+35
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Year 7 Numbers:

District	Number of Available Places Sept 2016	Resident Numbers May 2015	Variance
Sutton Coldfield	1385	889	+496

Appendix 3 of the Educational Development Plan (view at link below) provides information on how well parental preference is met in the 40 Birmingham wards. It shows that for 2015 entry, Sutton Trinity ward falls into the top 10 most served to meet first preference for Year 7 but in the least well served wards for Reception. The other 3 Sutton wards fall in the middle for both Reception and Year 7.

<https://birmingham.cmis.uk.com/birmingham/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/90/Committee/11/SelectedTab/Documents/Default.aspx> (see pages 14 -15 of this report for document)

A strategy explored over the last 18 months to create additional places where needed has been to open some “bulge” classes during the year and not at the start of a term. When a school opens a new class, all places have to be offered in strict waiting list order in accordance with School Admissions legislation. At times this has meant that children have moved from a neighbouring school based on parental preference particularly if places are offered before summer holidays.

The Local Authority produces a composite prospectus each year detailing information on the final child admitted to a school in the previous three years. Following a suggestion from another responder, we will be asking all schools to write to parents/carers each summer term to establish how many siblings will be joining the school in the following September. This information should then be available to parent/carers during open sessions in the autumn term prior to submitting preferences by 15 January in the offer year.

	<p>In accordance with the School Admissions Code, waiting lists must be managed in line with a school’s published oversubscription criteria. If a system was introduced to give priority to children who had not been offered any of their preferred schools, it may encourage more parent/carers to submit unrealistic preferences knowing that their child would remain at the top of the waiting list(s) ahead of another child who was offered a lower preferred school but meets the admission criteria better.</p> <p>I can confirm that, if following the offer of school places, it is discovered that a place has been offered to a child on the basis of fraudulent or intentionally misleading information, that place will be withdrawn and offered to the child who would have been first on the school’s waiting list at the time of the offer of places.</p>																				
<p><b>Comment 4 - Sutton Vesey Ward</b></p> <p>Not enough school places</p> <p>No realistic preferences for parents in B73</p> <p>No policy around bulge year places and their allocation</p> <p>No school places available at nearest 6 schools for the past four years</p> <p>No decent advice for parents with no realistic preference, despite following guidelines</p> <p>No waiting list tier for parents who do not receive any preference</p> <p>No mention in admissions procedures that school waiting lists will be amended to day one on discovery of fraudulent applications.</p> <p>No thorough checks for fraudulent Address claims unless someone whistle blows</p>	<p><b>Birmingham City Council Response 4</b></p> <p>Sutton Coldfield continues to be a popular area for families and demand on school places reflect this. However, in terms of sufficiency of places to meet resident population, Sutton Coldfield is well served.</p> <p>Reception Numbers:</p> <table><tr><th>Ward</th><th>Number of Available Places Sept 2016</th><th>Resident Numbers May 2015</th><th>Variance</th></tr><tr><td>Sutton Four Oaks</td><td>300</td><td>251</td><td>+49</td></tr><tr><td>Sutton New Hall</td><td>300</td><td>215</td><td>+85</td></tr><tr><td>Sutton Trinity</td><td>375</td><td>286</td><td>+89</td></tr><tr><td>Sutton Vesey</td><td>270</td><td>235</td><td>+35</td></tr></table>	Ward	Number of Available Places Sept 2016	Resident Numbers May 2015	Variance	Sutton Four Oaks	300	251	+49	Sutton New Hall	300	215	+85	Sutton Trinity	375	286	+89	Sutton Vesey	270	235	+35
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<p><b>Comment 5 - Sutton Vesey Ward</b></p> <p>For children who live in the Boldmere area, there are no realistic choices for parents to make for primary school place, particularly in the B73 5 area. I live in Sunnybank Road and this puts my son out of the catchment area for Boldmere School one year and in it another year - this has been the case for the past 5 years. I should be able to choose a school that my son and I can walk to. However, if we have to go to Yenton School, this will be impossible</p>	<p><b>Birmingham City Council Response 5</b></p> <p>In terms of B73 postcode area specifically:</p> <table><tr><th>Postcode</th><th>Number of Available Reception Places Sept 2016</th><th>Births 11-12 to commence school 2016-17</th><th>Variance</th></tr><tr><td></td><td></td><td></td><td></td></tr></table>	Postcode	Number of Available Reception Places Sept 2016	Births 11-12 to commence school 2016-17	Variance				
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and he will be with children from another area. We are aware that Maney School and St Nicholas RC School will be providing additional places, but these are the wrong schools to do this for. Maney School is too far to walk and will increase vehicular traffic. St Nicholas is a Catholic school and so will give priority to Catholic pupils and I would not be happy with my son going to a Catholic School, although I would be happy with a Church of England or other church free school.

The arrangements do not account for issues where there may be a one-off increase in population and how places will be allocated.

There is a severe shortage of school places in Boldmere where the family population has increased and yet there is no real consideration being given to this and no sensible advice is being given to parents who live in the 'pockets' without school places.

Parents who do not receive any preference should be put to the top of the waiting list for schools rather than being a general part of that waiting list.

The system of catchment areas based on the closest addresses to schools works to a certain extent, but a percentage of places at schools should be available for those parents who have not been able to get into any local schools because they are in a 'pocket' that is not covered by the catchment areas. These places should be available to ensure that children can at least go to one of their 3 closest schools rather than having to travel several miles to an under-performing school that is under-subscribed.

Secondary school places are also a problem in Boldmere with the closest non-selective and non-VC school being Plantsbrook which is over-subscribed every year. There need to be more secondary school places available in the north of Sutton Coldfield for children to access.

I would urge those making decisions to look closely at the catchment circles (prior to appeals) and consider what should be done for those parents who are in 'pockets' that are not covered by their 3 closest schools and even more so for those who are in 'pockets' that are not covered by even more

B73

330

195

+135

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Sutton Coldfield continues to be a popular area for families and demand on school places reflect this. However, in terms of sufficiency of places to meet resident population, Sutton Coldfield is well served.

Reception Numbers:

Ward	Number of Available Places Sept 2016	Resident Numbers May 2015	Variance
Sutton Four Oaks	300	251	+49
Sutton New Hall	300	215	+85
Sutton Trinity	375	286	+89



<p>of their closest schools. It is no good shipping them out to a school 2 or 3 miles away. Something should be done to ensure that children can be admitted to a nearby school and not be let down by a failing 'circles' system.</p> <p>The admissions system must address children who are unable to get into their 3 closest schools and include a mechanism for enabling them to get into one of those schools.</p>	<table><tr><td>Sutton Vesey</td><td>270</td><td>235</td><td>+35</td></tr></table>	Sutton Vesey	270	235	+35				
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<p><b>Comment 6 – Sutton Trinity Ward</b></p> <p>Summer born children arrangements need to be brought into line with Nick Gibbs open letter to admissions authorities. Parents who need / choose to send their children to start school at the legal starting age of 5 should not</p>	<p><b>Birmingham City Council Response 6</b></p> <p>In accordance with the current School Admissions Code and DfE guidance ‘advice on the admission of summer born children’, all requests for children to be admitted outside of their normal age group must be considered by</p>								

have their children's education shortened or be penalised with loss of the child's important reception year of education. All children should receive the full course of education available, as per the flexibility already prescribed for summer borns and in line with Nick Gibbs advice.	the admission authority concerned on a case by case basis and a decision made in the best interest of the child concerned. Following legal advice, Birmingham Local Authority cannot change the current system until such a time that there is a change to the School Admissions Code. However, to date, following consideration by admission authorities in Birmingham, all requests from parents of summer born children for deferred entry have been accepted.																												
<p><b>Comment 7 – Sutton Vesey Ward</b></p> <p>Not enough places available for the amount of children in our area.</p> <p>No realistic preference for B73 - a pointless exercise, our house is outside the catchment of any school.</p> <p>No priority on the waiting list for parents that don't get any of their preferences.</p> <p>Over the last three years, we would have had to go to our seventh nearest school to have a realistic chance of getting a place.</p> <p>No realistic advice available for anyone in our position.</p>	<p><b>Birmingham City Council Response 7</b></p> <p>Sutton Coldfield continues to be a popular area for families and demand on school places reflect this. However, in terms of sufficiency of places to meet resident population, Sutton Coldfield is well served.</p> <table><tr><th>Ward</th><th>Number of Available Places Sept 2016</th><th>Resident Numbers May 2015</th><th>Variance</th></tr><tr><td>Sutton Four Oaks</td><td>300</td><td>251</td><td>+49</td></tr><tr><td>Sutton New Hall</td><td>300</td><td>215</td><td>+85</td></tr><tr><td>Sutton Trinity</td><td>375</td><td>286</td><td>+89</td></tr><tr><td>Sutton Vesey</td><td>270</td><td>235</td><td>+35</td></tr></table> <table><tr><th>District</th><th>Number of Available Places Sept 2016</th><th>Resident Numbers May 2015</th><th>Variance</th></tr><tr><td>Sutton Coldfield</td><td>1385</td><td>889</td><td>+496</td></tr></table> <p>Both Sutton Four Oaks and Sutton Trinity wards have benefitted from investment into a school expansion commencing in 2015 by 1FE each at Mere Green Primary and Maney Hill Primary respectively.</p>	Ward	Number of Available Places Sept 2016	Resident Numbers May 2015	Variance	Sutton Four Oaks	300	251	+49	Sutton New Hall	300	215	+85	Sutton Trinity	375	286	+89	Sutton Vesey	270	235	+35	District	Number of Available Places Sept 2016	Resident Numbers May 2015	Variance	Sutton Coldfield	1385	889	+496
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District	Number of Available Places Sept 2016	Resident Numbers May 2015	Variance																										
Sutton Coldfield	1385	889	+496																										

	<p>In terms of B73 postcode area specifically:</p> <table><tr><th>Postcode</th><th>Number of Available Reception Places Sept 2016</th><th>Births 11-12 to commence school 2016-17</th><th>Variance</th></tr><tr><td>B73</td><td>330</td><td>195</td><td>+135</td></tr></table> <p>In accordance with the School Admissions Code, waiting lists must be managed in line with a school’s published oversubscription criteria. If a system was introduced to give priority to children who had not been offered any of their preferred schools, it may encourage more parent/carers to submit unrealistic preferences knowing that their child would remain at the top of the waiting list(s) ahead of another child who was offered a lower preferred school but meets the admission criteria better.</p> <p>In previous years, all children in the Sutton Vesey ward who were not offered one of their preferred schools were offered a school within 1 mile of their home address.</p>	Postcode	Number of Available Reception Places Sept 2016	Births 11-12 to commence school 2016-17	Variance	B73	330	195	+135
Postcode	Number of Available Reception Places Sept 2016	Births 11-12 to commence school 2016-17	Variance						
B73	330	195	+135						

**Table A: Reception Entry 2015 – Preference Information**

Green - 10 highest parental preference measures / Orange - 10 lowest parental preference measures

DISTRICT	WARD	FIRST PREF	%	SECOND PREF	%	THIRD PREF	%	LA PLACED	%	Total Apps	Appeals Received	% Appeals
Edgbaston	Bartley Green	301	82.02%	33	8.99%	13	3.54%	20	5.45%	367	10	2.72%
Edgbaston	Edgbaston	124	75.15%	12	7.27%	4	2.42%	25	15.15%	165	8	4.85%
Edgbaston	Harborne	205	85.06%	15	6.22%	6	2.49%	15	6.22%	241	17	7.05%
Edgbaston	Quinton	293	80.49%	21	5.77%	12	3.30%	38	10.44%	364	24	6.59%
Erdington	Erdington	263	75.57%	26	7.47%	22	6.32%	37	10.63%	348	37	10.63%
Erdington	Kingstanding	333	81.82%	35	8.60%	12	2.95%	27	6.63%	407	27	6.63%
Erdington	Stockland Green	261	76.32%	29	8.48%	16	4.68%	36	10.53%	342	24	7.02%
Erdington	Tyburn	303	85.11%	25	7.02%	9	2.53%	19	5.34%	356	16	4.49%
Hall Green	Hall Green	299	81.69%	37	10.11%	10	2.73%	20	5.46%	366	19	5.19%
Hall Green	Moseley And Kings Heath	241	87.00%	21	7.58%	5	1.81%	10	3.61%	277	6	2.17%
Hall Green	Sparkbrook	542	89.29%	41	6.75%	10	1.65%	14	2.31%	607	22	3.62%
Hall Green	Springfield	491	87.52%	39	6.95%	8	1.43%	23	4.10%	561	14	2.50%
Hodge Hill	Bordesley Green	696	93.80%	25	3.37%	4	0.54%	17	2.29%	742	20	2.70%
Hodge Hill	Hodge Hill	461	88.15%	21	4.02%	15	2.87%	26	4.97%	523	14	2.68%
Hodge Hill	Shard End	399	83.65%	32	6.71%	14	2.94%	32	6.71%	477	24	5.03%
Hodge Hill	Washwood Heath	594	90.83%	36	5.50%	18	2.75%	6	0.92%	654	22	3.36%
Ladywood	Aston	522	87.88%	47	7.91%	9	1.52%	16	2.69%	594	19	3.20%
Ladywood	Ladywood	185	70.08%	28	10.61%	19	7.20%	32	12.12%	264	6	2.27%
Ladywood	Nechells	474	85.10%	45	8.08%	11	1.97%	27	4.85%	557	8	1.44%
Ladywood	Soho	430	87.76%	26	5.31%	8	1.63%	26	5.31%	490	12	2.45%
Northfield	Kings Norton	287	78.63%	35	9.59%	19	5.21%	24	6.58%	365	22	6.03%
Northfield	Longbridge	295	77.84%	51	13.46%	11	2.90%	22	5.80%	379	6	1.58%
Northfield	Northfield	270	85.44%	31	9.81%	5	1.58%	10	3.16%	316	15	4.75%
Northfield	Weoley	318	85.25%	29	7.77%	9	2.41%	17	4.56%	373	14	3.75%
Perry Barr	Handsworth Wood	274	80.59%	27	7.94%	17	5.00%	22	6.47%	340	16	4.71%
Perry Barr	Lozells And East Handsworth	503	92.80%	27	4.98%	5	0.92%	7	1.29%	542	10	1.85%
Perry Barr	Oscott	297	88.39%	20	5.95%	8	2.38%	11	3.27%	336	19	5.65%
Perry Barr	Perry Barr	324	87.80%	23	6.23%	6	1.63%	16	4.34%	369	21	5.69%
Selly Oak	Billesley	294	86.22%	22	6.45%	13	3.81%	12	3.52%	341	8	2.35%
Selly Oak	Bournville	278	80.12%	26	7.49%	18	5.19%	25	7.20%	347	23	6.63%
Selly Oak	Brandwood	300	85.71%	21	6.00%	13	3.71%	16	4.57%	350	9	2.57%
Selly Oak	Selly Oak	161	84.74%	17	8.95%	3	1.58%	9	4.74%	190	15	7.89%
Sutton Coldfield	Sutton Four Oaks	247	80.98%	26	8.52%	11	3.61%	21	6.89%	305	15	4.92%
Sutton Coldfield	Sutton New Hall	194	81.86%	12	5.06%	10	4.22%	21	8.86%	237	9	3.80%
Sutton Coldfield	Sutton Trinity	219	77.94%	30	10.68%	14	4.98%	18	6.41%	281	19	6.76%
Sutton Coldfield	Sutton Vesey	211	82.42%	20	7.81%	8	3.13%	17	6.64%	256	36	14.06%
Yardley	Acocks Green	381	83.92%	33	7.27%	14	3.08%	26	5.73%	454	14	3.08%
Yardley	Sheldon	264	82.76%	29	9.09%	7	2.19%	19	5.96%	319	14	4.39%
Yardley	South Yardley	513	85.50%	39	6.50%	20	3.33%	28	4.67%	600	21	3.50%
Yardley	Stechford And Yardley North	328	85.64%	22	5.74%	14	3.66%	19	4.96%	383	23	6.01%
<b>Grand Total (ave %)</b>		<b>13375</b>	<b>83.72%</b>	<b>1134</b>	<b>7.45%</b>	<b>450</b>	<b>3.04%</b>	<b>826</b>	<b>5.78%</b>	<b>15785</b>	<b>678</b>	<b>4.66%</b>

**Table B: Year 7 Entry 2015 – Preference Information**

Green - 10 highest parental preference measures / Orange - 10 lowest parental preference measures

DISTRICT	WARD	FIRST PREF	%	SECOND PREF	%	THIRD PREF	%	FOURTH PREF	%	FIFTH PREF	%	SIXTH PREF	%	LA PLACED	%	Total Apps	Appeals Received	% Appeals
Edgbaston	Bartley Green	265	75.93%	47	13.47%	8	2.29%	14	4.01%	1	0.29%	0	0.00%	14	4.01%	349	17	4.87%
Edgbaston	Edgbaston	75	44.91%	32	19.16%	21	12.57%	4	2.40%	6	3.59%	3	1.80%	26	15.57%	167	23	13.77%
Edgbaston	Harborne	111	50.92%	32	14.68%	24	11.01%	13	5.96%	7	3.21%	8	3.67%	23	10.55%	218	27	12.39%
Edgbaston	Quinton	225	69.88%	40	12.42%	21	6.52%	7	2.17%	2	0.62%	5	1.55%	22	6.83%	322	15	4.66%
Erdington	Erdington	175	67.31%	27	10.38%	21	8.08%	15	5.77%	3	1.15%	8	3.08%	11	4.23%	260	13	5.00%
Erdington	Kingstanding	249	63.36%	35	8.91%	20	5.09%	11	2.80%	11	2.80%	10	2.54%	57	14.50%	393	54	13.74%
Erdington	Stockland Green	186	66.91%	33	11.87%	13	4.68%	14	5.04%	1	0.36%	3	1.08%	28	10.07%	278	27	9.71%
Erdington	Tyburn	235	68.51%	35	10.20%	23	6.71%	6	1.75%	10	2.92%	6	1.75%	28	8.16%	343	17	4.96%
Hall Green	Hall Green	250	64.27%	59	15.17%	26	6.68%	18	4.63%	13	3.34%	10	2.57%	13	3.34%	389	8	2.06%
Hall Green	Moseley And Kings Heath	167	67.89%	36	14.63%	21	8.54%	5	2.03%	4	1.63%	1	0.41%	12	4.88%	246	16	6.50%
Hall Green	Sparkbrook	393	67.64%	79	13.60%	36	6.20%	9	1.55%	14	2.41%	3	0.52%	47	8.09%	581	68	11.70%
Hall Green	Springfield	423	68.56%	71	11.51%	38	6.16%	29	4.70%	21	3.40%	6	0.97%	29	4.70%	617	69	11.18%
Hodge Hill	Bordesley Green	427	62.43%	87	12.72%	54	7.89%	34	4.97%	11	1.61%	8	1.17%	63	9.21%	684	112	16.37%
Hodge Hill	Hodge Hill	377	75.70%	49	9.84%	26	5.22%	6	1.20%	11	2.21%	6	1.20%	23	4.62%	498	27	5.42%
Hodge Hill	Shard End	252	68.11%	60	16.22%	19	5.14%	8	2.16%	3	0.81%	5	1.35%	23	6.22%	370	12	3.24%
Hodge Hill	Washwood Heath	451	62.64%	89	12.36%	51	7.08%	37	5.14%	23	3.19%	7	0.97%	62	8.61%	720	156	21.67%
Ladywood	Aston	426	73.45%	73	12.59%	20	3.45%	16	2.76%	16	2.76%	5	0.86%	24	4.14%	580	46	7.93%
Ladywood	Ladywood	118	65.56%	24	13.33%	11	6.11%	6	3.33%	4	2.22%	0	0.00%	17	9.44%	180	10	5.56%
Ladywood	Nechells	387	71.93%	40	7.43%	27	5.02%	23	4.28%	10	1.86%	7	1.30%	44	8.18%	538	101	18.77%
Ladywood	Soho	320	68.09%	61	12.98%	35	7.45%	10	2.13%	15	3.19%	2	0.43%	27	5.74%	470	40	8.51%
Northfield	Kings Norton	225	78.95%	30	10.53%	16	5.61%	2	0.70%	2	0.70%	1	0.35%	9	3.16%	285	12	4.21%
Northfield	Longbridge	271	85.49%	25	7.89%	11	3.47%	2	0.63%	2	0.63%	1	0.32%	5	1.58%	317	10	3.15%
Northfield	Northfield	211	74.30%	43	15.14%	6	2.11%	7	2.46%	2	0.70%	1	0.35%	14	4.93%	284	11	3.87%
Northfield	Weoley	223	62.99%	52	14.69%	27	7.63%	12	3.39%	1	0.28%	2	0.56%	37	10.45%	354	39	11.02%
Perry Barr	Handsworth Wood	227	64.67%	44	12.54%	31	8.83%	11	3.13%	11	3.13%	6	1.71%	21	5.98%	351	22	6.27%
Perry Barr	Lozells And East Handsworth	349	65.97%	75	14.18%	33	6.24%	17	3.21%	10	1.89%	8	1.51%	37	6.99%	529	36	6.81%
Perry Barr	Oscott	218	73.65%	35	11.82%	14	4.73%	4	1.35%	3	1.01%	3	1.01%	19	6.42%	296	20	6.76%
Perry Barr	Perry Barr	203	65.06%	44	14.10%	21	6.73%	8	2.56%	6	1.92%	3	0.96%	27	8.65%	312	47	15.06%
Selly Oak	Billesley	218	68.13%	55	17.19%	19	5.94%	7	2.19%	1	0.31%	3	0.94%	17	5.31%	320	8	2.50%
Selly Oak	Bournville	214	74.31%	52	18.06%	10	3.47%	5	1.74%	5	1.74%	0	0.00%	2	0.69%	288	7	2.43%
Selly Oak	Brandwood	212	66.25%	47	14.69%	18	5.63%	20	6.25%	4	1.25%	4	1.25%	15	4.69%	320	7	2.19%
Selly Oak	Selly Oak	96	67.13%	24	16.78%	9	6.29%	6	4.20%	1	0.70%	1	0.70%	6	4.20%	143	13	9.09%
Sutton Coldfield	Sutton Four Oaks	242	71.39%	38	11.21%	18	5.31%	14	4.13%	5	1.47%	4	1.18%	18	5.31%	339	25	7.37%
Sutton Coldfield	Sutton New Hall	172	69.64%	32	12.96%	14	5.67%	10	4.05%	4	1.62%	3	1.21%	12	4.86%	247	19	7.69%
Sutton Coldfield	Sutton Trinity	240	81.36%	36	12.20%	7	2.37%	7	2.37%	3	1.02%	0	0.00%	2	0.68%	295	8	2.71%
Sutton Coldfield	Sutton Vesey	168	72.73%	23	9.96%	16	6.93%	4	1.73%	3	1.30%	2	0.87%	15	6.49%	231	12	5.19%
Yardley	Acocks Green	261	68.68%	58	15.26%	18	4.74%	10	2.63%	9	2.37%	6	1.58%	18	4.74%	380	7	1.84%
Yardley	Sheldon	229	84.81%	15	5.56%	6	2.22%	3	1.11%	3	1.11%	4	1.48%	10	3.70%	270	1	0.37%
Yardley	South Yardley	290	57.54%	75	14.88%	33	6.55%	23	4.56%	10	1.98%	15	2.98%	58	11.51%	504	58	11.51%
Yardley	Stechford And Yardley North	235	65.83%	51	14.29%	22	6.16%	16	4.48%	4	1.12%	0	0.00%	29	8.12%	357	13	3.64%
<b>Grand Total (ave %)</b>		<b>10016</b>	<b>68.57%</b>	<b>1863</b>	<b>12.93%</b>	<b>864</b>	<b>5.96%</b>	<b>473</b>	<b>3.14%</b>	<b>275</b>	<b>1.75%</b>	<b>170</b>	<b>1.15%</b>	<b>964</b>	<b>6.49%</b>	<b>14625</b>	<b>1233</b>	<b>7.54%</b>

## Appendix 1b

### Proposed Published Admission Numbers September 2017

**DfE = Department for Education Number**

**PAN = Published Admission Number**

#### Reception Intake - Foundation and Voluntary Aided Schools

#### Infant, Primary & All-through Schools

<b>DfE</b>	<b>School Name</b>	<b>PAN Sep 2016</b>	<b>PAN Sep 2017</b>	<b>Comments</b>
3318	Abbey RC Primary School (The)	60	60	
5949	Al-Furqan Primary School	90	90	
4334	Al-Hijrah School	60	60	
3354	Bournville Infant School	90	90	
3319	Christ the King Catholic Primary School	45	45	
2289	Cofton Primary School	60	60	School undergoing expansion under LA Basic Need programme to become 2FE throughout.
2464	Coppice Primary School	60	60	
3320	Corpus Christi Catholic Primary School	60	60	
3321	English Martyrs' Catholic Primary School	60	60	
3435	Four Oaks Primary School	60	60	
3316	Guardian Angels Catholic Primary School	30	30	School took a bulge class in 2015 to accommodate 60 Reception pupils
3436	Harper Bell Seventh-Day Adventist School	30	30	
3411	Holly Hill Methodist CofE Infant School	60	60	
2474	Hollyfield Primary School	60	60	
3317	Holy Family Catholic Primary School	30	30	
3327	Holy Souls Catholic Primary School	60	60	
3352	King David Junior & Infant School	30	30	
2462	Little Sutton Primary School	60	60	
5204	Manor Park Primary School	60	60	
3322	Maryvale Catholic Primary School	30	30	
2416	Moor Hall Primary School	30	30	
3003	Moseley Church of England Primary School	30	30	
3323	Oratory Roman Catholic Primary (The)	30	30	
3351	Our Lady and St Rose of Lima	30	30	

<b>DfE</b>	<b>School Name</b>	<b>PAN Sep 2016</b>	<b>PAN Sep 2017</b>	<b>Comments</b>
	Catholic Primary School			
3328	Our Lady of Lourdes Catholic Primary School	30	30	
3357	Our Lady's Catholic Primary School	30	30	
3325	Rosary Catholic Primary School (The)	60	60	
3409	Sacred Heart Catholic Primary	30	30	
3381	St Alban's Catholic Primary School	30	30	
3380	St Ambrose Barlow Catholic Primary School	30	30	
3335	St Anne's Catholic Primary School	30	30	
3329	St Augustine's Catholic Primary School	30	30	
3302	Saint Barnabas CE Primary School	60	60	
3372	St Bernadette's Catholic Primary School	90	90	
3375	St Bernard's Catholic Primary School	60	60	
3331	St Catherine of Siena Catholic Primary School	30	30	
3337	St Chad's Catholic Primary School	30	30	
3406	St Clare's Catholic Primary School	60	60	
3386	St Cuthbert's RC Junior & Infant (NC) School	30	30	
3363	St Dunstan's Catholic Primary School	60	60	
3347	St Edmund's Catholic Primary School	30	30	
3355	St Edward's Catholic Primary School	60	60	
3342	St Francis Catholic Primary School	60	60	
5205	St Francis Church of England Aided Primary School	30	30	
3367	St Gerard's RC Junior & Infant School	30	30	
3410	St John and St Monica Catholic Primary School	30	30	
3360	St John Fisher Catholic Primary	30	30	
3339	St Joseph's Catholic Primary School (B7)	30	30	
3377	St Jude's Catholic Primary School	30	30	
3371	St Laurence Church Infant School	90	90	
3361	St Margaret Mary Catholic Primary School	30	30	School took a bulge expansion in 2015. Discussions underway with LA on the potential for any further expansion from Sept 2016 in light of latest sufficiency data

DfE	School Name	PAN Sep 2016	PAN Sep 2017	Comments
				and pending any further approvals.
3383	St Mark's Catholic Primary School	30	30	
3382	St Martin de Porres Catholic Primary School	30	30	
3350	St Mary and St John Junior & Infant School	60	60	
3344	St Mary's Catholic Primary School	60	60	
3346	St Patrick's Catholic Primary School	30	30	
3362	St Peter and St Paul RC Junior & Infant School	30	30	
3385	St Peter's Catholic Primary School	30	30	
3365	St Teresa's Catholic Primary School	30	30	
3349	St Thomas More Catholic Primary	45	45	School took a bulge expansion in 2015. Plans underway with LA on an expansion from Sept 2016 which will increase PAN to 60. This expansion is pending school organisation approval.
3310	St Vincent's Catholic Primary School	30	30	
3359	St Wilfrid's Catholic Junior & Infant School	60	60	
5203	Walmley Infant School	90	90	
2478	Whitehouse Common Primary School	60	60	
-	<b>Total</b>	<b>2955</b>	<b>2955</b>	

**Reception Intake - Academies & Free Schools**  
**Infant, Primary & All-through Schools**

DfE	School Name	PAN Sep 2016	PAN Sep 2017	Comments
2020	Acocks Green Primary School	60	60	
3433	Albert Bradbeer Academy	60	60	
2144	Alston Primary School	90	90	
2041	ARK Rose Primary Academy	30	30	
2056	ARK Tindal Primary Academy	60	60	
2072	Billesley Primary School	90	90	
4017	Bournville School and Sixth Form Centre	*60	60	School conducting a consultation to become an all-through school taking primary provision from 2016, pending consultation outcomes and Secretary of State approval



DfE	School Name	PAN Sep 2016	PAN Sep 2017	Comments
2295	Brookvale Primary School	30	30	
2152	Brownmead Junior & Infant School	30	30	
2047	Chilwell Croft Academy	60	60	
2140	Chivenor Primary School	60	60	
2134	City Road Primary School	60	60	
2299	Cottesbrooke Infant School	90	90	
5201	Deanery Church of England Primary School (The)	60	60	
2065	Dorrington Academy	90	90	
2036	Erdington Hall Primary	60	60	
2310	Fairway Primary School	30	30	
2109	Four Dwellings Primary Academy	60	60	
2450	Great Barr Primary	60	60	
2451	Green Meadow Primary	60	60	
2085	Greenholm Primary	90	90	
2138	Grestone Academy	90	90	
2121	Hawkesley Church Primary Academy	30	30	
2309	Heathfield Primary School	60	60	
2455	Heathlands Primary Academy	60	60	
2434	Hillstone Primary School	60	60	
3429	Hill West Primary School	60	60	
3402	Holy Cross Catholic Primary School	30	30	
3303	Holy Trinity CE Primary Academy (Handsworth)	30	30	
2111	Jervoise School	30	30	
4020	King Solomon International Business School	60	60	All-through free school opened with effect from Sept 2015. Coordinating Admissions through LA.
2073	Kings Rise Academy	45	45	
2096	Lea Forest Primary Academy	60	60	
2453	Leigh Primary School	60	60	
2075	Mansfield Green E-ACT Academy	60	60	
2463	Mere Green Primary School	60	60	Secretary of State approval was received for the Academy Trust proposal which expanded the school with effect from Sept 2015. The new PAN is 60 (from 30).
2100	Merritts Brook E-ACT Academy	30	30	
2070	Montgomery Primary Academy	90	90	
2078	Moor Green Primary School	60	60	
2038	Nansen Primary School - A Park View Academy	*180	120	Discussion underway with LA on reduction of PAN to 120 from Sept 2016.
2048	Nechells Primary E-ACT Academy	30	30	
2032	Nishkam Primary School	60	60	

DfE	School Name	PAN Sep 2016	PAN Sep 2017	Comments
	Birmingham			
2263	Northfield Manor Primary Academy	60	60	
2064	Oaklands Primary (The)	60	60	
2102	Oasis Academy Blakenhale Infants	90	90	
2117	Oasis Academy Boulton	30	30	
2141	Oasis Academy Foundry	30	30	
2110	Oasis Academy Hobmoor	60	60	
2103	Oasis Academy Short Heath	60	60	
2105	Oasis Academy Woodview	60	60	
TBC	<i>Olive Primary School</i>	90	90	<i>Primary free school proposed to open with effect from Sept 2016 taking admissions across 4 nodal points. Pending formal Funding Agreement.</i>
3374	Our Lady of Fatima Catholic Primary School	30	30	
2249	Orchards Primary Academy (The)	30	30	
2458	Parkfield Community School	90	90	
2452	Pegasus Primary School	30	30	
2057	Percy Shurmer Academy	60	60	
TBC	<i>Perry Beeches - The Primary School I</i>	100	100	<i>Primary free school proposed to open with effect from Sept 2016. Pending formal Funding Agreement. Co-ordinating own Admissions in first year.</i>
4019	Perry Beeches V - The All Through Family Free School	100	100	All-through free school opened with effect from Sept 2015. Coordinating own Admissions in first year.
TBC	<i>Perry Beeches VI - The Free School</i>	-	100	<i>All-through free school proposed to open with effect from Sept 2017. Pending formal Funding Agreement. Co-ordinating own Admissions in first year.</i>
2003	Prince Albert Junior & Infant School	90	90	
2460	Robin Hood Academy	90	90	
2481	Rookery School	60	60	
2058	Shirestone Academy (The)	30	30	
2037	Slade Primary School	60	60	
3330	St Brigid's Catholic Primary School	60	60	
2059	St Clement's Church of England Academy	30	30	
2154	St Columba's Catholic Primary School	30	30	
2104	St Georges Church of England Academy, Newtown	60	60	

DfE	School Name	PAN Sep 2016	PAN Sep 2017	Comments
2120	St George's Church of England Primary School	30	30	
3358	St James Catholic Primary School	30	30	
3306	St John's CofE Primary School	60	60	
2071	St John's & St Peter's CofE Academy	30	30	
2158	St Joseph's Catholic Primary (B30)	30	30	
3401	St Joseph's RC Primary School	60	60	
3015	St Mary's C of E Primary and Nursery Academy, Handsworth	60	60	
2061	St Michael's CofE Primary Academy, Handsworth	30	30	
3311	St Michael's Church of England Aided Primary School	60	60	
3403	St Nicholas Catholic Primary School	30	30	
3366	St Pauls Catholic Primary School	30	30	
3314	St Thomas' Church of England VA Primary School	30	30	
2098	Tame Valley Academy	30	30	
2195	Timberley Primary School	90	90	
2126	Tiverton Academy	30	30	
2449	Twickenham Primary School	60	60	
2068	Warren Farm Primary School	45	45	
4009	Waverley School	90	90	
2136	Woodhouse Primary Academy	60	60	
2480	Wychall primary School	60	60	
2146	Wyndcliffe Primary School	90	90	
2122	Yarnfield Primary School	90	90	
-	<b>Total</b>	<b>5180</b>	<b>5190</b>	

### **Year 3 Intake - Foundation and Voluntary Aided Schools** **Junior Schools**

DfE	School Name	PAN Sep 2016	PAN Sep 2017	Comments
3353	Bournville Junior School	96	96	
3307	St Laurence Church Junior School	90	90	
5202	Walmley Junior School	90	90	
-	<b>Total</b>	<b>276</b>	<b>276</b>	

### Year 3 Intake – Academies

#### Junior Schools

DfE	School Name	PAN Sep 2016	PAN Sep 2017	Comments
2182	ARK Chamberlain Primary Academy	150	150	
2107	Oasis Academy Blakenhale Junior	90	90	
2080	Reaside Academy	60	60	
2408	Town Junior School	60	60	
-	<b>Total</b>	<b>360</b>	<b>360</b>	

### Year 7 Intake - Foundation and Voluntary Aided Schools

#### Secondary Schools

DfE	School Name	PAN Sep 2016	PAN Sep 2017	Comments
4804	Archbishop Ilsley Catholic	210	210	
5413	Bishop Challoner Catholic College	180	180	
4801	Cardinal Wiseman Catholic Technology College	*129	110	Discussion underway with LA on reduction of PAN to 110 from Sept 2016.
5416	Colmers School and Sixth Form College	210	210	
4129	Dame Elizabeth Cadbury Technology College	125	125	
5403	Great Barr School	422	422	Discussion underway with LA on potential reduction to PAN from Sept 2016.
5402	Handsworth Grammar School	150	150	
4664	Holy Trinity Catholic Media Arts College	126	126	
5415	Kings Norton Boys' School	128	128	
4245	Moseley School	250	250	Discussion underway with LA on potential reduction to PAN from Sept 2016.
4173	Queensbridge School	170	170	
5401	Small Heath School	210	240	School proposing an increase of PAN to 240 from Sept 2016.
4663	St Edmund Campion Catholic School & Sixth Form Centre	186	186	
4625	St John Wall Catholic School - A Specialist Humanities College	120	120	
4606	St Paul's School for Girls	165	165	
4187	Turves Green Girls' School & Technology College	150	150	
-	<b>Total</b>	<b>2931</b>	<b>2942</b>	

**Year 7 Intake - Academies & Free Schools**  
**Secondary & All-through Schools**

DfE	School Name	PAN Sep 2016	PAN Sep 2017	Comments
4013	Golden Hillock School - A Park View Academy	180	180	
4001	ARK Kings Academy	120	120	
6908	St Alban's Academy	120	120	
4307	Arthur Terry School (The)	240	240	
4220	Aston Manor Academy	150	150	
4108	Bartley Green School - A Specialist Technology College	185	185	
5400	Baverstock Academy (The)	240	240	
4660	Bishop Vesey's Grammar School	160	160	
4661	Bishop Walsh Catholic School	150	150	
4017	Bournville School and Sixth Form Centre	210	210	
4227	Broadway School	210	210	
TBC	Eden Boys' School	100	100	Secondary free school opened with effect from Sept 2015. Coordinating Admissions through LA.
5410	Fairfax	250	250	
4005	Four Dwellings Academy	150	150	
5412	George Dixon Academy	180	180	
4006	Greenwood Academy	180	180	
5409	Hall Green School	180	180	
4240	Hamstead Hall Academy	180	180	
4207	Handsworth Wood Girls' Academy	*150	160	School proposing an increase of PAN to 160 from Sept 2016.
6910	Harborne Academy	120	120	
6905	Heartlands Academy	150	150	
4012	Hillcrest School - A Specialist Mathematics and Computing College & Sixth Form Centre	120	120	
4241	Holyhead School	210	210	
5408	King Edward VI Aston School	120	120	
5407	King Edward VI Camp Hill School for Boys	120	120	
5406	King Edward VI Camp Hill School for Girls	150	150	
5405	King Edward VI Five Ways School	180	180	
5404	King Edward VI Handsworth School	160	160	
6906	KE VI Sheldon Heath Academy	210	210	
4020	King Solomon International Business School	90	90	All-through free school opened with effect from Sept 2015. Coordinating Admissions

DfE	School Name	PAN Sep 2016	PAN Sep 2017	Comments
				through LA.
5414	Kings Norton Girls' School	160	160	
4057	Lordswood Boys' School	130	130	
4060	Lordswood Girls School & Sixth Form Centre	132	154	School proposing an increase of PAN to 154 from Sept 2017.
5411	Ninestiles School, an Academy	300	300	
4004	Nishkam High School	100	100	
6909	North Birmingham Academy	180	180	
4323	Rockwood Academy	120	120	
4109	Perry Beeches The Academy	180	180	
4002	Perry Beeches II – The Free School	100	100	
4011	Perry Beeches III – The Free School	100	100	
4016	Perry Beeches IV – The Free School	100	100	
4019	Perry Beeches V – The All Through Family Free School	100	100	All-through free school opened with effect from Sept 2015. Coordinating own Admissions in first year.
TBC	<i>Perry Beeches VI – The Free School</i>	-	100	<i>All-through free school proposed to open with effect from Sept 2017. Pending formal Funding Agreement. Co-ordinating own Admissions in first year.</i>
4331	Plantsbrook School	210	240	Secretary of State approval was received for the Academy Trust proposal for expansion under the Priority Schools Building Programme from Sept 2016.
4018	Saltley Academy	210	210	
6907	Shenley Academy	180	180	
4616	St Thomas Aquinas Catholic School	210	210	
4206	Stockland Green School	150	150	
4300	Sutton Coldfield Grammar School for Girls	180	180	
4014	University of Birmingham Free School (The)	150	150	Secondary free school opened with effect from Sept 2015 taking admissions across 4 nodal points. Coordinating Admissions through LA.
4084	Washwood Heath Academy	260	260	
4009	Waverley School	180	180	
4246	Yardleys School	180	180	
-	<b>Total</b>	<b>8577</b>	<b>8679</b>	

**Secondary Schools – Year 10 Intake**  
**14 – 19 Academies & Free Schools**

<b>DfE</b>	<b>School Name</b>	<b>PAN Sep 2016</b>	<b>PAN Sep 2017</b>	<b>Comments</b>
4003	Aston University Engineering Academy	120	120	
4000	Birmingham Ormiston Academy	150	150	
4010	Waverley Studio College	75	75	
-	<b>Total</b>	<b>345</b>	<b>345</b>	

## BIRMINGHAM CITY COUNCIL

## PUBLIC REPORT

<b>Report to:</b>	<b>CABINET</b>
<b>Report of:</b>	<b>Strategic Director of Place</b>
<b>Date of Decision:</b>	<b>16 February 2016</b>
<b>SUBJECT:</b>	<b>Council Housing Rent, Service Charges and Other Charges 2016/17</b>
<b>Key Decision: Yes</b>	<b>Relevant Forward Plan Ref: 001220/2016</b>
<b>If not in the Forward Plan: (please "X" box)</b>	Chief Executive approved <input type="checkbox"/> O&S Chairman approved <input type="checkbox"/>
<b>Relevant Cabinet Member(s):</b>	<b>Cllr. John Cotton - Cabinet Member for Neighbourhood Management and Homes</b> <b>Cllr Ian Ward, Deputy Leader</b>
<b>Relevant O&amp;S Chairman:</b>	<b>Cllr. Zafar Iqbal - Neighbourhood and Community Services Overview and Scrutiny Committee</b>
<b>Wards affected:</b>	<b>All</b>

**1. Purpose of Report:**

- 1.1 The report seeks approval for the council housing rent and service charges and garage rents that will be implemented from 4 April 2016. The proposals are consistent with the Chancellor of the Exchequer's Budget Statement in July 2015 and Spending Review and Autumn Statement in November 2015.
- 1.2 The proposals are subject to the approval of the Budget for 2016/17 by Council on 1 March 2016 and are consistent with the HRA Business Plan 2016+ and the proposed HRA Budget for 2016/17.

**2. Decision(s) Recommended:**

Cabinet is requested to:

- 2.1 Approve the changes to rents, service charges and garage rents to be implemented from 4 April 2016 (as set out in paragraphs 5.11, 5.12, 5.14 and 5.16).

<b>Lead Contact Officer(s):</b>	Robert James
	Service Director – Housing Transformation Place Directorate
<b>Telephone No:</b>	0121 464 7699
<b>E-mail address:</b>	Robert.James@birmingham.gov.uk



### **3. Consultation**

#### **3.1 Internal:**

The Director of Finance has also been fully consulted and is supportive of the recommendations. Officers from City Finance and Legal Services have been involved in the drafting of this report.

#### **3.2 External:**

City Housing Liaison Board considered the rent proposals contained within this report at their meeting on 15 October 2015 and 21 January 2016.

### **4. Compliance Issues:**

#### **4.1 Are the recommended decisions consistent with the Council's policies, plans and strategies?**

This decision is consistent with the housing priorities set out in the Council Business Plan and Budget 2016+ and the HRA Business Plan 2016+.

#### **4.2 Financial Implications**

The revised charges will be implemented through existing approved resources for staffing and IT. The net reduction in income as a result of the proposed revised charges amounts to £2.4million and is included in the proposed HRA Budget for 2016/17.

#### **4.3 Legal Implications**

The Local Government and Housing Act 1989 sets out the obligations for annual reviews of rent and service charges and to ensure that there is a balanced budget for the ring-fenced HRA. This is supplemented by the national rent restructuring policy and the HRA Self-Financing Determination.

#### **4.4 Public Sector Equality Duty**

A copy of the initial screening is attached at Appendix 1 of this report. There are no specific issues identified, as the changes will be implemented for all tenants of the Council and all service users. It is estimated that 75% of council tenants will be insulated from the full impact of the revised charges from 4 April 2016 as they are eligible for support towards their housing costs through housing benefit or universal credit. Those tenants who require assistance will continue to be offered additional financial planning advice through the Central Housing Rents Team and Debt Advice Services in order to reassess and maximise benefit entitlement, and to help tenants to budget effectively.

## **5. Relevant Background/Chronology of Key Events:**

### **National Rent and Service Charge Policy**

#### **New Rent Policy – Effective from April 2015**

- 5.1 A new framework for social rents was confirmed in May 2014, setting out revised guidance to be followed by local authorities from April 2015 for a 10 year period. Whilst not mandatory, there was a firm expectation from central government that the guidance will be followed, and this is necessary to ensure that there are no consequential adverse impacts in relation to housing benefit regulations (if rents are increased above the government guidance then there is a loss of housing benefit reimbursement to the Council equivalent to 77% of the additional rent charged to tenants). This new rent policy affected rent setting in three ways, as set out below.
- 5.2 Firstly, the annual rent increase was changed from RPI + 0.5% to CPI + 1% (for 2015/16 – the first year of operation of this revised framework - the increase was calculated by reference to inflation in September 2014, and both of these calculations resulted in an increase of 2.2%). This amendment was consistent with the increasing adoption of CPI as the inflation measure for welfare benefits.
- 5.3 Secondly, “across the board” rent convergence increases were removed, with rents instead only increased to formula rents when a property is relet. This represented a substantial reduction in future rent levels for the Council, as the previous rent policy required convergence increases in both 2015/16 and 2016/17 to achieve formula rent levels. It is estimated that this represents an annual cost to the HRA of up to £10million per annum, and that it is now likely to take in excess of 20 years for all rents to be increased to formula rents on relet.
- 5.4 Thirdly, the new policy allowed local authorities the flexibility, but not the obligation, to charge market rents for properties with a household income in excess of £60,000. Whilst this would result in higher rents being charged for those properties affected, this element of the revised guidance in Birmingham was not implemented as it was considered that this was unlikely to affect tenants and the cost of administering such a system would outweigh the additional income that might be collected.

#### **New National Rent Policy – Effective from April 2016**

- 5.5 On 8 July 2015 the Chancellor of the Exchequer set out a substantial revision to the National Rent Policy that had only taken effect from April 2015. These changes were subsequently confirmed as a part of the Autumn Statement in November 2015. It is anticipated that these changes will become mandatory, with the underlying legislation incorporated into the proposed Welfare Reform Bill. This new policy will affect rents as set out below.
- 5.6 Rents to tenants are required to reduce by 1% per annum for four years commencing from April 2016, replacing the previous regime of annual increases of CPI + 1%. Over the four years to 2019/20, this will result in tenants’ rents being approximately 13% lower than would have been the case under the previous policy as assumed in the HRA Business Plan 2015+. The resources available to each local authority’s HRA will however be reduced on an ongoing basis as a result of this change and the impact in Birmingham is estimated at £42m per annum by 2019/20.

- 5.7 The strategy that has been adopted to balance the HRA Self Financing Business Plan 2016+ to reflect this new rent policy is outlined in the HRA Section of the City Council Business Plan and Budget 2016+.
- 5.8 There are no changes to the existing national guidelines in respect of service charges to tenants. The principle continues to be the recovery of the cost of services provided, including an appropriate proportion of overhead costs. This policy will continue to be applied by the Council.

#### Draft Housing and Planning Bill

- 5.9 The Housing and Planning Bill is currently being progressed through Parliament (including the House of Lords) and this is likely to introduce further changes that will affect the current rent policy.
- 5.10 In particular, this will include proposals that are referred to as 'Pay to Stay'. In effect, local authorities and housing associations will be required to charge market rents to tenants where household income exceeds £30,000. The details of how this requirement will be administered have not yet been finalised, but the requirement is likely to be effective from April 2017. Housing Associations will be allowed to retain any additional income as a result of this change, but local authorities will be required to pass on any additional income generated (net of administration costs) to central government. The Cabinet Member for Neighbourhood Management and Homes has submitted a response to the consultation paper by the CLG setting out his concerns on the proposals and the City Council has also expressed its opposition to the policy through a resolution passed at a meeting held on 1 December 2015.

#### **Birmingham City Council Rent and Service Charge Proposals for 2016/17**

- 5.11 It is proposed that rents for existing tenants are reduced by 1% in line with the new policy, with effect from 4 April 2016. The average weekly rent to be implemented as a result of this revision will be £81.78 per week compared to £82.61 for 2015/16 (this equates to a rent of £88.58 per week over a 48 week cycle, with 4 weeks rent payment holidays, 2 weeks in each of December 2016 and March 2017). It is further proposed that rents for new tenants are set at formula rents as set out in the Government publication "Guidance on Rents for Social Housing" as published in May 2014.
- 5.12 It is proposed that rents charged for properties let at affordable rents continue to be calculated by reference to formula rents, with uplift on a 52 week basis of £2.70 per week (reduced by 1% from 2015/16), with the overall rent charged representing approximately 71% of market rents in Birmingham. This is being implemented to comply with the conditions for the receipt of Affordable Housing Grant from the Homes and Communities Agency.
- 5.13 The table overleaf shows the key elements of expenditure funded from the weekly rent, including a comparison between the projected outturn for 2015/16 and the proposed budget for 2016/17. The exemplifications of typical rent levels on a 52 week basis for the main property types and sizes are set out in Appendix 2.

	<b>2015/16 £pw</b>	<b>2016/17 £pw</b>	<b>Change £pw</b>	<b>%</b>
Repairs	19.65	19.31	-0.34	-1.7%
Local Housing Costs	18.41	18.80	+0.39	+2.1%
Voids & Arrears	3.39	2.29	-1.10	-32.4%
Debt Financing Costs	15.98	15.76	-0.22	-1.4%
Debt Repayment	5.29	0.34	-4.95	-93.6%
Contributions for Capital Investment	15.77	22.83	+7.14	+45.3%
Other	4.12	2.45	-1.67	-40.5%
<b>Total Weekly Rent (52 wk basis)</b>	<b>82.61</b>	<b>81.78</b>	<b>-0.83</b>	<b>-1.0%</b>

The analytical and comparative work with other local authorities (Core Cities, Metropolitan Authorities and London Boroughs) that was undertaken as a part of the Service Review Programme has been updated using the latest published figures for 2013/14. The conclusions from this work are summarised below:

- the Council is delivering an efficient local housing service – spending only 21% of all rent on delivering the Service (compared to 41% in London, 29% in Metropolitan Districts, 28% in Unitary Authorities and 26% in Districts)
- the Council spent 25% of all rent on the Repairs Service (compared to 21% in London and in line with the other family groups – in part, for the Council, this is a reflection of the investment made in the stock and therefore reducing day to day repairs expenditure).
- the Council also spent considerably more of the rent income for long term investment and reduction of debt at 50% (compared to 33% in London, 34% in Metropolitan Districts, 39% in Unitary Authorities and 45% in Districts).

5.14 It is proposed that service charges are increased to reflect changes in costs of service delivery as a result of pay and price inflation. The service charges are separately calculated for each District for Caretaking and Cleaning charges, with other charges calculated on a Citywide basis and in all cases will be levied over a 48 week cycle alongside the weekly rent, with the major average charges on a 52 week basis as follows:

<b>Service Charge</b>	<b>April 2015 Average Charge</b>	<b>April 2016 Average Charge</b>	<b>Change from 2015/16</b>
Door Entry / Night-time Security	£8.97	£9.05	0.9%
Traditional Concierge / Night-time Security (Bloomsbury EMB only)	£19.26	£19.43	0.9%
Cleaning	£2.52	£2.58	2.4%
Multi-Storey Communal Areas	£6.29	£6.35	0.1%
Caretaking	£8.81	£8.89	0.9%
Sheltered – high rise	£4.55	£4.59	0.9%
Sheltered – low rise	£6.65	£6.71	0.9%
Careline	£1.85	£1.87	1.1%

- 5.15 The rent and service charge variation proposals will ensure that the debt allocation to Birmingham City Council through the implementation of Self-Financing from 1 April 2012 remains affordable, whilst ensuring that services to tenants can be maintained at an appropriate level.
- 5.16 It is proposed to increase garage rents from 6 April 2016 to £6.45 per week (currently £5.91 per week) over a 52 week cycle, equivalent to an increase of 9.1%. This represents the fifth year of a 10-year programme to improve the Council's garage provision, including a rationalisation of holdings, improvements to retained garages and a realignment of garage rents to become closer to market levels and garage rents levied by other local authorities.

## **6. Evaluation of Alternative Option(s):**

- 6.1 As a part of the annual Budget setting process, the Council is required to consider the appropriate level of variation to be implemented for rents and service charges to ensure that expenditure plans are affordable.
- 6.2 The proposed rent reduction for 2016/17 is consistent with national rent setting policy. HRA rents will continue to be around 70% of market rents in Birmingham, and also compare favourably with those charged by Registered Providers.
- 6.3 Implementing a higher rent increase than proposed may be unlawful and would be likely to have an adverse impact on the ability of HRA tenants to pay their rent, and have a consequential adverse impact on levels of arrears. Taken together with the impact on tenants' financial wellbeing, this option is not considered appropriate.
- 6.4 Implementing a lower rent increase than proposed would create additional financial pressures on the HRA, and result in a reduction in levels of service provided to tenants. This represents a substantial risk to the effective management of council housing, and is not recommended.

## **7. Reasons for Decision(s):**

- 7.1 The annual changes to the rent and service charges are a key decision and require the approval of Cabinet. The changes are consistent with the approved HRA Business Plan 2016+.
- 7.2 The rent and service charge income is a key component of the ring fenced HRA Budget that is scheduled for consideration of the overall Budget for 2016/17. The reduced income that will be generated in the HRA in 2016/17 and future years from the proposed changes, when taken alongside other compensating budget savings proposals, will ensure that the HRA Self-Financing Settlement continues to be affordable.

<b>Signatures</b>	<b><u>Date</u></b>
Cllr John Cotton Cabinet Member for Neighbourhood Management and Homes	.....
Cllr Ian Ward Deputy Leader	.....
Jacqui Kennedy: Acting Strategic Director for Place	.....

<b>List of Background Documents used to compile this Report:</b>
Report to Cabinet Member for Housing (16 January 2012) – HRA Municipal Garage Strategy
CLG Publication – HRA Self-Financing Determination (February 2012)
CLG Publication – Guidance on Rents for Social Housing (May 2014)
Council Business Plan and Budget 2016+ (including HRA Business Plan 2016+)

<b>List of Appendices accompanying this Report (if any):</b>
1. Appendix 1 – Equalities Assessment
2. Appendix 2 – Exemplifications of typical rents by property type and size

## Exemplification of Typical Rent by Property Type and Size

Property type	Property Size	Existing Tenants				New Tenants
		2015/16	2016/17	Decrease		Formula Rent
		£ per week	£ per week	£ per week	%	2015/16 £ per week
Flat	1 bedroom	69.11	68.42	0.69	1.0%	69.72
	2 bedroom	74.74	73.99	0.75	1.0%	75.69
	3 bedroom	85.34	84.49	0.85	1.0%	87.53
House	2 bedroom	85.31	84.46	0.85	1.0%	86.97
	3 bedroom	95.16	94.21	0.95	1.0%	98.79
	4 bedroom	103.41	102.38	1.03	1.0%	105.18
Bungalow	1 bedroom	76.82	76.05	0.77	1.0%	77.86
	2 bedroom	87.28	86.41	0.87	1.0%	89.68
Maisonette	2 bedroom	79.68	78.88	0.80	1.0%	81.54
	3 bedroom	86.17	85.31	0.86	1.0%	96.36

Note: the above table sets out the proposed rent charges (excluding service charges) on a 52 week basis, for the main categories of property held within the HRA (representing in excess of 98% of the homes held within the HRA).

# Equality Analysis

## Birmingham City Council Analysis Report

EA Name	Council Housing Rent, Service Charges And Other Charges 2016/17
Directorate	Place
Service Area	Landlord Services
Type	Reviewed Policy
EA Summary	Impact on service users of changes to Housing Rent, Service Charges and other Charges 2016/17 financial year.
Reference Number	EA001088
Task Group Manager	mark.simpson@birmingham.gov.uk
Task Group Member	
Date Approved	2016-01-14 00:00:00 +0000
Senior Officer	guy.olivant@birmingham.gov.uk
Quality Control Officer	PlaceEAQualityControl@birmingham.gov.uk

### Introduction

The report records the information that has been submitted for this equality analysis in the following format.

### **Overall Purpose**

This section identifies the purpose of the Policy and which types of individual it affects. It also identifies which equality strands are affected by either a positive or negative differential impact.

### **Relevant Protected Characteristics**

For each of the identified relevant protected characteristics there are three sections which will have been completed.

- Impact
- Consultation
- Additional Work

If the assessment has raised any issues to be addressed there will also be an action planning section.

The following pages record the answers to the assessment questions with optional comments included by the assessor to clarify or explain any of the answers given or relevant issues.



## 1 Activity Type

The activity has been identified as a Reviewed Policy.

## 2 Overall Purpose

### 2.1 What the Activity is for

What is the purpose of this Policy and expected outcomes?	<p>Aims: These proposals for 2016/17 do not propose to alter the ring-fenced HRAs core activity which is to provide and support the delivery of Council housing as part of an overall balanced budget.</p> <p>Objectives: Fully consistent with the housing priorities set out in the Council Business Plan and Budget 2016+ and the HRA Business Plan 2016+ to provide affordable and sustainable housing for residents.</p> <p>Outcomes: The rent and service charge income is the key component of the HRA Budget and the reduced income that will be generated for both 2016/17 and future years from these proposals, when taken alongside other budget proposals, will ensure that the HRA Self-Financing Settlement continues to be affordable.</p> <p>The proposals are consistent with the revised National Rent Policy that was confirmed in July 2015 for implementation from April 2016.</p> <p>Benefits: Proposals will ensure that services to Council tenants can continue to be maintained at an appropriate level and also may provide potential regeneration opportunities.</p>
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For each strategy, please decide whether it is going to be significantly aided by the Function.

Public Service Excellence	No
A Fair City	No
A Prosperous City	No
A Democratic City	No

### 2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	Yes
Will the policy have an impact on employees?	No
Will the policy have an impact on wider community?	No

### 2.3 Analysis on Initial Assessment

The Housing Rent & Service Charges for 2016/17 will be applied, without exception, to all tenants of the Council. The other charges reviewed as a part of this report will be applied for all service users requesting the underlying services. Additionally, the Service Charges are subject to regular reviews to ensure they remain appropriate and that they offer value for money for all users of these services.

There will be no negative effect on people in respect of disability, gender, including gender identity, race, age, religion and belief and sexual orientation as a result of these proposals.

A Full Equality Assessment is not required.

It is estimated that 75% of council tenants will be insulated from the full impact of the increased charges from 4 April 2016 as they are eligible for support towards their housing costs through housing benefit or universal credit. Those tenants who require assistance will continue to be offered additional financial planning advice through the Central Housing Rents Team and Debt Advice Services in order to reassess and maximise benefit entitlement, and to help tenants to budget effectively.

The income that will be generated in the HRA in 2016/17 and future years from the proposed changes, when taken alongside other budget proposals, will ensure that the HRA Self-Financing Settlement continues to be affordable, whilst ensuring that services to tenants can be maintained at an appropriate level.

#### Consultation

##### Internal:

The Deputy Leader has been consulted on the proposed charges for 2016/17 and supports this report proceeding to executive decision. The Director of Finance has also been fully consulted and is supportive of the recommendations. Officers from City Finance and Legal Services have been involved in the drafting of this report.

##### External:

City Housing Liaison Board considered the rent proposals contained within this report at their meeting on 15 October 2015 and 21 January 2016.

### **3 Concluding Statement on Full Assessment**

There is no potential for discrimination or adverse impact arising from these proposals.

The Housing Rent & Service Charges for 2016/17 will be applied, without exception, to all tenants of the Council. The other charges reviewed as a part of this report will be applied for all service users requesting the underlying services. Additionally, the Service Charges are subject to regular reviews to ensure they remain appropriate and that they offer value for money for all users of these services.

There will be no negative effect on people in respect of disability, gender, including gender identity, race, age, religion and belief and sexual orientation as a result of these proposals.

### **4 Review Date**

01/10/16

### **5 Action Plan**

There are no relevant issues, so no action plans are currently required.

<b>Report to:</b>	<b>CABINET</b>
<b>Report of:</b>	<b>Acting Strategic Director of Place</b>
<b>Date of Decision:</b>	<b>16 February 2016</b>
<b>SUBJECT:</b>	<b>BIRMINGHAM COUNCIL HOUSING INVESTMENT PROGRAMME 2016/17.</b>
<b>Key Decision: Yes</b>	<b>Relevant Forward Plan Ref: 001368/2016</b>
<b>If not in the Forward Plan: (please "X" box)</b>	Chief Executive approved <input type="checkbox"/> O&S Chairman approved <input type="checkbox"/>
<b>Relevant Cabinet Member(s):</b>	<b>Councillor John Cotton – Neighbourhood Management and Homes and Councillor Stewart Stacey – Cabinet Member for Commissioning, Contracting and Improvement</b>
<b>Relevant O&amp;S Chairman:</b>	<b>Councillor Zafar Iqbal – Neighbourhood and Community Services Councillor Waseem Zaffar – Corporate Resources</b>
<b>Wards affected:</b>	<b>All</b>

<b>1. Purpose of report:</b>
<p>1.1 To seek approval for the Full Business Case for the scope of work to be included in the Birmingham Council Housing Investment Programme 2016/17 of £59.108 million within a total Housing Investment Capital budget of £133.463 million, including clearance and redevelopment costs.</p> <p>1.2 To inform Cabinet that this programme will deliver improvements to around 5,800 existing council properties and will include the provision of new kitchens and bathrooms, upgraded central heating systems, door, window, roof replacements and structural works to non-traditional construction type properties including thermal efficiency works, replacement double glazed PVCU windows, replacement heating system (Eco Pod) and roof replacement works to 16 high-rise tower blocks across the city, with works to be delivered through the recently awarded contracts for Housing Repairs, Gas Servicing, Capital Works and Major Adaptations.</p>

<b>2. Decision(s) recommended:</b>
That Cabinet:
<p>2.1 Approves the Full Business Case (<b>Appendix 1</b>) for the scope of works to be included in the Birmingham Council Housing Investment Programme 2016/17 at an estimated capital cost of £59.108 million after taking account of slippage and acceleration from the 2015/16 programme.</p> <p>2.2 Authorises the Service Director, Housing Transformation and Head of Capital Investment to allocate the Housing Investment works and place orders with the recently procured service providers as shown in Appendix 6 in accordance with the scope of those contracts.</p> <p>2.3 Notes the allocation of £74.355 million for clearance and new build activity included within the Housing Investment Capital Finance budget of £133.463 million, with specific scheme details to be the subject of further reports as appropriate sites are identified.</p>

- 2.4 Notes the indicative Capital Programme for 2018/19 and 2019/20 of £115.380 million and £98.534 million respectively.
- 2.5 Authorises the City Solicitor to negotiate, execute, seal and complete all necessary documents to give effect to the above recommendations.

<b>Lead Contact Officer(s):</b>	Martin Tolley – Head of Capital Investment
<b>Telephone No:</b>	0121 303 3974
<b>E-mail address:</b>	<a href="mailto:martin.tolley@birmingham.gov.uk">martin.tolley@birmingham.gov.uk</a>

### 3. Consultation

#### 3.1 Internal

The proposals for the Housing Investment Programme for 2016/17 are consistent with the budget report presented to Cabinet. The following members have been consulted and support the proposals going forward for Executive decision.

Councillor Ian Ward	Deputy Leader
Councillor Zafar Iqbal	Neighbourhood and Community Services Overview and Scrutiny Committee Chairman.

3.2 District Committees will continue to prioritise the District Environmental Works Investment Projects for their area, as detailed in **Appendix 2** and in paragraph 5.5 below.

3.3 Officers in Legal Services and City Finance have been involved in the preparation of this report.

#### 3.4 External

The City Housing Liaison Board have been consulted and endorse the programme as outlined in this report.

### 4 Compliance Issues

#### 4.1 Are the recommended decisions consistent with the Council's policies, plans and strategies?

Improving the Council owned housing stock directly contributes to the strategic outcomes of the Sustainable Community Strategy, the proposed Council Business Plan and Budget 2016+. In particular there is a specific target under the theme of securing a high quality of life for residents. Stock improvements will also impact upon the other strategic outcomes, most notably on the aspiration for healthier communities and carbon reduction.

The Council will upgrade its stocks thermal performance by energy efficient measures that may include whole property retrofit in line with the City's wider sustainability strategy

set by Birmingham's Green Commission through the Carbon Roadmap. These works will include the replacement of existing older inefficient heating systems, external insulation, hard to treat cavity wall and loft insulation and any other innovative energy efficiency works. This will further contribute to targets within the Commission's Carbon Roadmap to reduce carbon dioxide emissions by 60% by 2027 and alleviate fuel poverty. The Council's approach will be to identify additional funding routes such as Energy Company Obligation (ECO), Renewable Heat Incentive (RHI) and any other funding routes that may become available in the future.

#### 4.2 Financial Implications

The total capital funding for these schemes is contained within the proposed Housing Public Sector Capital Budget 2016/17. The programme will be funded in line with the anticipated resources set out in the Council's Business Plan and Budget 2016+, which is scheduled for consideration at the Council Meeting on 1 March 2016.

This capital expenditure will ensure that the properties remain available for letting, hence protecting the net rental income to the Housing Revenue Accounts (HRA) in line the Council's proposed Business Plan and Budget 2016+.

In the event that capital resource availability for these purposes is changed, the programme will be amended to reflect such changes through the existing quarterly review process with detailed approval to be sought through Cabinet and Strategic Director reports, as appropriate.

#### 4.3 Legal Implications

The proposed allocation of work is consistent with the effective management of the Council's housing stock under Part II Housing Act 1985. The award of new contracts for Responsive Repairs and Maintenance Services, Gas Servicing and Capital Improvement Work Programmes (including Major Adaptations to Council Housing Stock) in the North, South, West-Central and East areas of Birmingham. (Contract Ref F0239) was approved by Cabinet in November 2015, with a commencement date for the new contracts of 1 April 2016 **Appendix 6**.

#### 4.4 Public Sector Equality Duty

In making its decision Cabinet is required to have due regard to the public sector equality duty, the outcome of the screening is attached as **Appendix 5A**. In relation to the programme, due regard has been paid to the requirements of the Equality Act 2010 and an Equality Assessment has been carried out which has shown that the programme will not have any adverse effects due to the resulting extended lifecycles of the housing stock and improvements to the thermal comfort and the quality of life for the Council's tenants.

The requirements of Standing Order No. 9 in respect of the Council's Equal Opportunity Policy will be incorporated in the contracts for projects carried out within the programme.

#### 4.5 Public Services (Social Value) Act 2012

The Public Services (Social Value) Act has been considered. The recently procured service providers have signed up to the Birmingham Business Charter for Social Responsibility and have all provided action plans. Any sub-contractors/new suppliers will be required to sign the Birmingham Business Charter for Social Responsibility.

## 5. Relevant background/chronology of key events:

### The Council's Stock

- 5.1 The City Council currently owns and manages a portfolio of 63,138 residential properties (as at December 2015). This includes a high proportion of non- traditionally built homes and the average age of our properties is approaching 70 years. The majority of this year's capital investment programme is proposed to be funded from revenue contribution from the Housing Revenue Account (£75.143 million).
- 5.2 To safe-guard the condition/asset value of our stock achieved through previous capital investment programmes, all future investment programmes will be targeted on the principle of expired component lifecycles. This is achieved by holding detailed stock condition information within the asset management database (Apex). In an effort to ensure that the initial programme identified by Apex is targeted and appropriate, all properties proposed to be included will be pre surveyed. If the lifecycle of the component can be extended the property will not be included in the programme and will be re-inspected in future years. In essence, the housing stock will self-select for inclusion in the programme based upon the expired lifecycle rule. All programmes are shared across the Place and Economy Directorates to ensure the appropriateness of the investment.

### HRA Self Financing Business Plan 2016+ and Asset Management Principles

- 5.3 The HRA Self Financing Business Plan 2016+ is included in the overall draft Council Business Plan and Budget which sets out the long term service and financial strategy. The key asset management principles are set out below:
- Continued maintenance to protect the investment already undertaken as to avoid impairment/disrepair charges and to allow retention of affordable future debt levels. This will include the lifecycle replacement of major property components (e.g. windows, heating, kitchens, bathrooms, roofs and electrical wiring) and an estimated average of £50-55m will need to be spent annually on this programme. The outcome of this expenditure is detailed in **Appendix 2**.
  - To deliver bespoke structural investment packages including, external wall insulation, roofing, windows, heating change and lighting to 16 tower blocks across the city.
  - To provide an annual programme of a minimum of £3.286 million to provide adaptations to Council dwellings to promote independent living.
  - Clearance of obsolete and unviable dwellings together with a new build programme to provide replacement affordable housing.

Under the HRA Self Financing regime, expenditure must be allied to these principles.

Delivery of the Investment Programme for 2016/17

- 5.4 The Investment Programme will be delivered through the recently awarded contracts for Responsive Repairs & Maintenance Services, Gas Servicing, Capital Improvement Work Programmes including Major Adaptations to Council Housing Stock in the North, South, West-Central and East areas of Birmingham **Appendix 6.**
- 5.5 A sum of £0.800 million has been identified in Appendix 2 for capital environmental works to HRA assets in neighbourhoods. It is proposed that this sum be allocated on a district basis based on the housing stock in that locality and that Landlord services consult with District Committees and the Housing Liaison Boards to prioritise investment projects.

Performance of 2015/16 Investment Programme

- 5.6 The 2015/16 investment programme budget allocation will result in 100% budget spend. Further details are set out in Appendix 1.

**6. Evaluation of alternative option(s):**

- 6.1 The option of not investing in the improvement of our housing stock is discounted as it would result in an increasing number of properties becoming unlettable and increasing levels of disrepair litigation.
- 6.2 The allocation of resources between different components within the programme is derived from detailed stock condition information. Whilst it would be possible to allocate resources differently between priorities within the proposed programme, the current arrangement represents the best fit in terms of value for money and protecting the Council's assets.

**7. Reasons for Decision(s):**

- 7.1 To progress the Birmingham Council Housing Investment Programme 2016/17 of £59.108 million within a total budget of £133.463 million.

**Signatures**

**Date**

Cabinet Members:

.....  
Councillor John Cotton -  
Cabinet Member for Neighbourhood Management and Homes

.....  
Councillor Stewart Stacey –  
Cabinet Member for Commissioning, Contracting and Improvement

Chief Officer:

.....  
Jacqui Kennedy – Acting Strategic Director of Place



<b>List of Background Documents used to compile this Report:</b>	
Council's Business Plan and Budget 2016+	
<b>List of Appendices accompanying this Report (if any):</b>	
1.	Appendix 1 Full Business Case
2.	Appendix 2 Public Sector Housing Capital Investment 2016/17
3.	Appendix 3 Risk Assessment
4.	Appendix 4 Stakeholder Analysis
5.	Appendix 5A Equality Assessment, 5B Public Sector Equality Duty Statement
6.	Appendix 6 New Repair contract map

<b>Report Version</b>		<b>Dated</b>	
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<b>Full Business Case (FBC)</b>			
<b>1. General Information</b>			
<b>Directorate</b>	Place	<b>Portfolio/Committee</b>	Neighbourhood Management and Homes
<b>Project Title</b>	Birmingham Council Housing Investment Plan 2016/17	<b>Project Code</b>	Various
<b>Project Description</b>	<p>The investment set out in this report represents the detailed proposals for improvements in the condition of Council housing in 2016/17 as a part of the ongoing programme of capital investment as outlined in the HRA Business Plan and Budget 2016+.</p> <p>The annual programme for 2016/17 forms a part of a continued programme of investment in Council housing in Birmingham, which has been under way for many years and that is expected to continue for as long as the Council retains ownership of Council housing. The HRA Business Plan sets out an overall financial plan for ongoing housing investment over a 30-year period, showing the continuation of this programme throughout that period, with the investment fully funded throughout the Business Plan period.</p> <p>With 63,138 homes currently held within the HRA (as at 11 December 2015), many of which are over 70 years old, it is inevitable that there is an extremely high demand for capital works to the properties, to such an extent that it would not be possible to address all needs in any single year, either from an affordability or a delivery perspective. For each annual investment programme, it is therefore important that the properties to benefit from investment are prioritised to ensure maximum benefit across the City.</p> <p>The City's estates are prioritised according to investment need driven by expired lifecycle elements derived from detailed stock condition information held for each property. Investment is then directed to the appropriate areas within each District. Individual elements for renewal are identified from a combination of urgent need to ensure properties are at a lettable standard and overall investment need as identified from the stock condition data, taking account of any plans for regeneration of estates or other investment being undertaken.</p> <p>Financial and non-financial delivery of the overall investment programme is reported to the Housing Transformation Board (chaired by the Service Director of Housing Transformation) as an integral part of the established reporting process.</p> <p>As the annual programme is delivered, and resource availability changes (whether through identification of additional funding opportunities or changes in levels of generation of capital receipts etc.), changes to the approved programme and associated outputs will be reported through the existing capital budget reporting structure, including quarterly reports to Cabinet.</p> <p>As a part of this programme, it is anticipated that around 5,800 properties will receive improvements during 2016/17. The key elements to be improved include kitchens, bathrooms, central heating systems, doors, windows, roofs and fire protection works as set out in the Benefits Quantification section below. Actual performance against these targets will be reported as a part of the 2017/18 programme report.</p> <p>For the 2015/16 programme, the following programmes show an indicative</p>		

	level completion. Key outputs as compared to the approved Full Business Case for 2015/16 are summarised in the following table.					
		FBC Target	Actual completions December 2015	Estimated Completions 31 March 2016		
	Kitchens	445	211	360		
	Bathrooms	445	211	360		
	Central Heating/Boilers	1,000	790	1,000		
	Windows	555	655	655		
	Doors	1,220	1,574	1,574		
	Roofs	286	211	230		
	Fire Protection	750	217	750		
Links to Corporate and Service Outcomes	Improving the Council owned housing stock directly contributes to the strategic outcomes of the Sustainable Community Strategy, the Council Business Plan and Budget 2016+. Stock improvements will also impact upon the other strategic outcomes, most notably on the aspiration for healthier communities. The report is also consistent with the policy priorities for Housing as set out in the Housing Business Plan and Budget Plan 2016+. The replacement of existing older heating systems with new condensing boilers, installation of external insulation, cavity wall and loft insulation will contribute to targets within the Council's Climate Change Strategy to reduce carbon dioxide emissions and fuel poverty.					
Project Definition Document Approved by	N/A	Date of Approval	N/A			
Benefits Quantification- Impact on Outcomes	Measure		Impact (units)			
	The housing improvement programme is delivered to improve/replace as individual elements reach the end of their useful lives, and is focused on ensuring that our stock is fit for purpose and maintains its asset value for future years with investment targeted to further reflect tenant aspirations as to which aspects of property improvements are most valued.					
	Key elements of properties to be renewed / improved are set out in the table below.					
	Measures	North	South	East	Central west	Total
	Kitchens	71	154	126	16	367
	Bathrooms	59	102	107	5	273
	Central Heating/Boilers	185	390	280	280	1,135
	Windows	112	167	178	69	526
	Doors	128	487	396	421	1,432
	Roofs	67	135	91	28	321
	Fire Protection	55	563	116	252	986
	Soffits and Facia Replacement & External Painting	NIL	21	16	NIL	37
	To deliver bespoke structural investment packages including, external wall insulation, roofing, windows, heating change and lighting to 16 tower blocks across the city, this will benefit circa 700 properties					
	To deliver an electrical inspect and test programme to circa 7,600 properties and installation of 75 door entry systems plus 8 common rooms in sheltered housing schemes.					

<b>Project Deliverables</b>	The investment set out in this report will ensure the continued replacement/improvement of expired elements ensuring a lettable standard with improvements focussed on those aspects most valued by our tenants and identified through our asset management software as being in need of renewal.		
<b>Scope</b>	Capital works to Council housing, including structural works, kitchen and bathroom renewals, modernisation of heating systems, and clearance of properties.		
<b>Scope exclusions</b>	<ul style="list-style-type: none"> <li>• Site Clearance &amp; Acquisitions Activity</li> <li>• New Build</li> <li>• Revenue / Responsive Repairs</li> <li>• Complementary works to non-HRA assets</li> </ul>		
<b>Dependencies on other projects or activities</b>	Appointment and capacity of Strategic Partners / Repairs contractors to undertake work Planning permission – particularly for structural works Approval of future phases of BMHT new build programme Availability of additional or complementary funding including ECO initiatives Consultation with / agreement from key stakeholders including tenants, freeholders, Ward Members		
<b>Achievability</b>	<p>The detailed proposals covered by this report represent the continuation of an ongoing investment programme to maintain the physical condition of Birmingham's Council Housing.</p> <p>There is significant in-house expertise in managing and delivering a successful programme of this nature and size; although it should be noted that slippage/acceleration of certain elements of the programme can occur.</p> <p>The newly procured contractors were tendered with a view to delivering programmes of this size and it is therefore considered to be reasonable to expect that the programme as set out in this report can be delivered within the existing framework.</p> <p>There is a well-developed tenant engagement structure in place for delivering capital improvement programmes, as have been delivered for a number of years. It is anticipated that this will continue to be effective for 2016/17 through ongoing consultation.</p>		
<b>Project Manager</b>	Martin Tolley – Head of Capital Investment 0121 303 3974 <a href="mailto:Martin.tolley@birmingham.gov.uk">Martin.tolley@birmingham.gov.uk</a>		
<b>Budget Holder</b>	Martin Tolley – details as above		
<b>Sponsor</b>	Robert James – Service Director 0121 464 9819 <a href="mailto:robert.james@birmingham.gov.uk">robert.james@birmingham.gov.uk</a>		
<b>Project Accountant</b>	Nick Ward – Finance Manager 0121 464 4282 <a href="mailto:Nick.ward@birmingham.gov.uk">Nick.ward@birmingham.gov.uk</a>		
<b>Project Board Members</b>	As above, plus members of the Place Directorate Senior Management Team.		
<b>Head of City Finance (HoCF)</b>	Guy Olivant	<b>Date of HoCF Approval:</b>	29 January 2016

**PUBLIC SECTOR HOUSING CAPITAL INVESTMENT 2016/17**

	<b>2016/17</b>	<b>2017/18</b>	<b>2018/19</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>
<b>Council Housing Investment</b>			
Central Heating	3,094		
Windows	2,020		
Soffits & Fascias / External Painting	1,000		
Front Doors Secure by Design	1,000		
Rewires	5,349		
Structural Works - Tower Blocks/ECO/Green	15,200		
Kitchens	2,912		
Bathrooms	2,900		
Roofing	2,000		
<b>Housing Improvement Programme</b>	<b>35,475</b>		
Door Entry	2,300		
Communal Decorations	896		
Fire Protection Chutes and Soil Stacks	2,500		
Lift Refurbishments	1,500		
District Environmental Works	800		
Legionella	500		
Structural Investigations/ Advanced Design Fees	300		
Mains Electrical Rewire	2,500		
Rewire Communal Areas	1,962		
Fuel Poverty Initiatives	100		
Concierge Upgrade	300		
Garage Investment	772		
<b>Other Essential/Statutory Schemes</b>	<b>14,430</b>		
Desktop Refresh	250		
Major Works Voids – Kitchens	3,194		
Major Works Voids – Bathrooms	529		
Major Works Voids – Rewires	818		
Voids into Use	653		
Internal Fees	473		
Adaptations - Council Tenants	3,286		
<b>Other Programmes</b>	<b>9,203</b>		
<b>Council Housing Investment Programme</b>	<b>59,108</b>	<b>60,543</b>	<b>76,007</b>
<b>Redevelopment</b>			
New Build Programme	<b>63,565</b>	<b>47,996</b>	<b>18,527</b>
Clearance and Acquisitions Programme	<b>10,790</b>	<b>6,769</b>	<b>4,000</b>
<b>Redevelopment</b>	<b>74,355</b>	<b>54,765</b>	<b>22,527</b>
<b>Total Public Sector Housing Capital</b>	<b>133,463</b>	<b>115,308</b>	<b>98,534</b>

	2016/17 £000	2017/18 £000	2018/19 £000
<b>Financing</b>			
Revenue Contributions	(75,143)	(63,641)	(69,510)
New Borrowing	(26,983)	(12,434)	(5,139)
Other Resources	(31,337)	(39,233)	(23,885)
<b>Total Capital Financing</b>	<b>(133,463)</b>	<b>(115,308)</b>	<b>(98,534)</b>
<b>Net (Surplus) / Deficit</b>	<b>0</b>	<b>0</b>	<b>0</b>

Note:

The revenue implications of the proposed programme are accounted for in the HRA Business Plan and Budget 2016+ as part of the HRA dwellings repair costs which will be delivered on a fixed price per property basis through the new contractual arrangements due to start in April 2016. The 2016/17 budget allocation includes net slippage of £3.4m from the 2015/16 programme.

### Appendix 3

Description of Risk	impact	Probability	Score	Mitigation Measures	impact	Probability	Score
Contractor Capacity	4	2	8	Early discussion with contractors about programme of works.	2	2	4
Planning Approval Delays	4	1	4	Early engagement with Planners. This only applies to structural works.	2	1	2
Delays Due to Site Conditions	4	2	8	Outdoor work is planned during summer periods to avoid snow, heavy rain and inclement weather	2	1	2
Costs of Programme Delivery exceed available Resources	3	3	9	Recently awarded contracts include fixed prices for most elements of the planned investment programme. Programme performance will be monitored through the year and works accelerated or slipped to future years to fit resource availability.	3	1	3
Programme of Works not Delivered Within Timescale	4	2	8	Monthly contractor performance meeting and financial reviews. Service Improvement notice process within the contract.	2	1	2
No Access to Properties/Refusals of Work	3	4	12	Extensive consultation with tenants and robust procedures in place to deal with legal requirements (e.g. gas / electrical testing)	3	2	6

Possible Disrepair Litigation	4	4	16	Specific programmes to prevent successful challenge (reducing court & legal costs to allow focus of investment on improvements to properties) – key elements include soil stacks, heating & windows replacement programmes.	4	1	4
Customer satisfaction/expectations undeliverable	4	4	16	Successful delivery of programme in previous years has been reflected in consistently high levels of customer satisfaction. In forthcoming years a new programme of customer involvement for those that have had Capital Investment Works will be centred on reality checks, Customer Service User Panels and collation of Partners' satisfaction data.	4	1	4
Unforeseen additional works arise in course of undertaking improvements	3	3	9	Re-profile delivery programme as required. Also capacity is built within the programme running order and all foreseen risks are checked at programme issue.	2	2	4



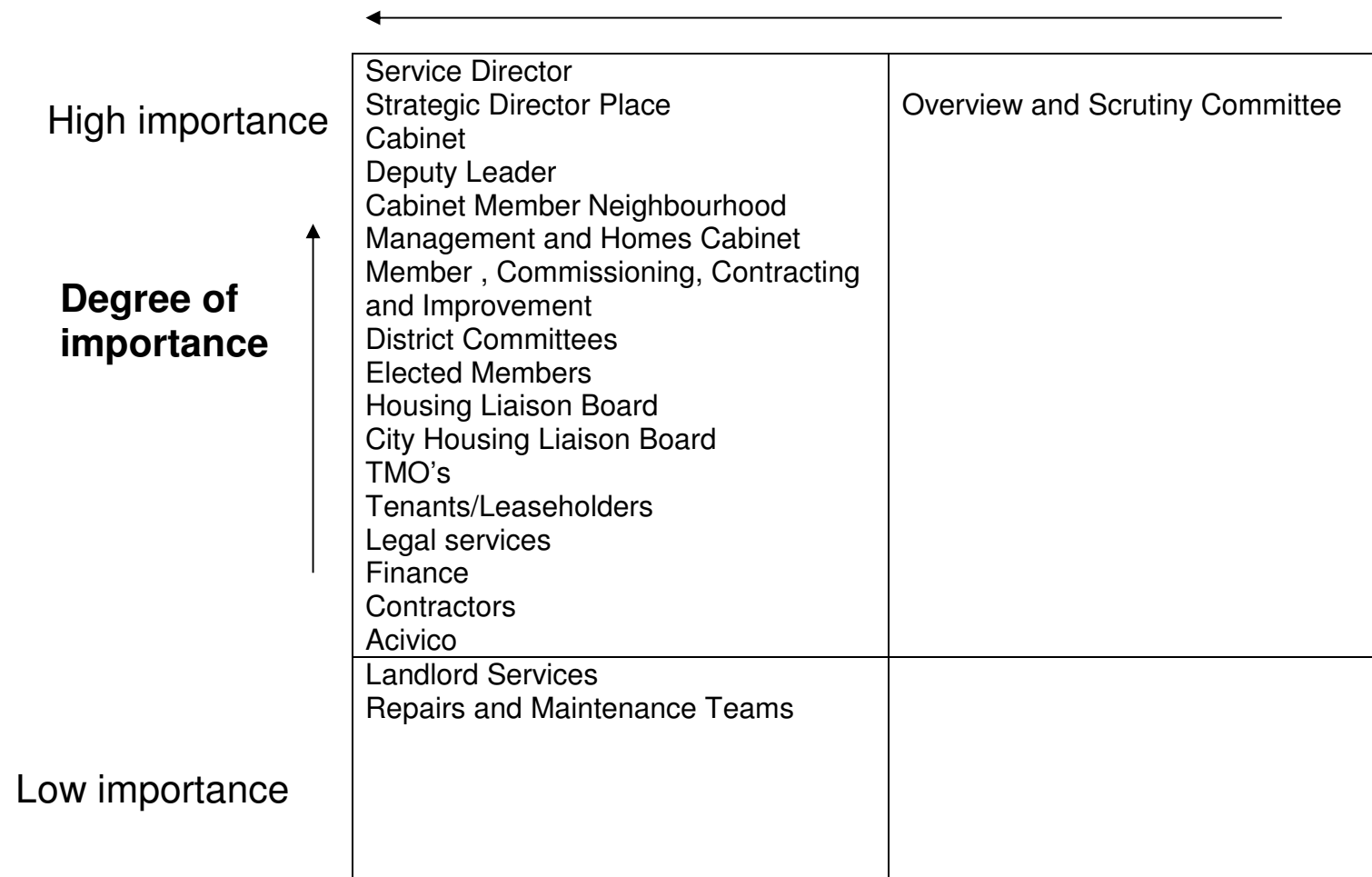
**Capital Investment Programme**  
**Stakeholder Analysis****Birmingham City Council**

Service Director
Strategic Director Place
Cabinet Member, Commissioning, Contracting and Improvement and Cabinet Member Neighbourhood Management and Homes
Legal services
Finance
Cabinet
Deputy Leader
District Committees
Elected Members
Landlord Services
Repairs and Maintenance Teams
City Housing Liaison Board
Housing Liaison Board
TMO's
Tenants/Leaseholders
Contractors
Acivico

### Degree of influence

High influence

Low influence



<b>Stakeholder</b>	<b>Stake in project</b>	<b>Potential impact on project</b>	<b>What does the project expect from the stakeholder</b>	<b>Perceived attitudes and/or risks</b>	<b>Stakeholder management strategy</b>	<b>Responsible</b>
Head of Service	Head of service	High	Approval of Capital Investment Programme Report	Positive attitude, minimal risk of report rejection	Review report and Contents, including regular review, briefings/meetings with members and other stakeholders	Head of Capital Investment
Strategic Director Place	Strategic Director	High	Approval of Capital Investment Programme Report and signature	Positive attitude, minimal risk of report rejection	Review report and Contents, including regular review, briefings/meetings with members and other stakeholders	Head of Capital Investment
Cabinet	Cabinet	High	Approval of Capital Investment Programme Report	Positive attitude, minimal risk of report rejection	Review report and Contents, including regular review, briefings/meetings with members and other stakeholders	Head of Capital Investment
Cabinet Member Neighbourhood Management and Homes, Cabinet Member Commissioning, Contracting and Improvement	Cabinet Members	High	Recommending the approval of Capital Investment Programme Report and signature	Positive attitude, minimal risk of report rejection	Review report and Contents, including regular review, briefings/meetings with members and other stakeholders	Head of Capital Investment
Deputy Leader	Deputy Leader	High/Low	To inform/Consult the Capital Investment programme	To comment and identify any questions on behalf of the electorate	Note the report and contents	Head of Capital Investment
Overview and Scrutiny Committee	Electorate representatives	High/Low	To inform/Consult the Capital Investment programme	To comment and identify any questions on behalf of the electorate	Note the report and contents	Members of the Capital Investment Team
District Committees	Electorate representatives	High	To inform/Consult the Capital Investment programme	To comment and identify any questions on behalf of the electorate	Note the report and contents	Members of the Capital Investment Team
Elected Members	Electorate representatives	High	To inform/Consult the Capital	To comment and identify any questions on behalf	Note the report and contents	Members of the Capital

			Investment programme	of the electorate		Investment Team
City Housing Liaison Board	Tenant Representatives	High	To inform/Consult the Capital Investment programme	To inform on the scope and content overall of the Capital Investment Programme	Note the report and contents	Members of the Capital Investment Team
Housing Liaison Board	Tenant Representatives	High	To inform/Consult the Capital Investment programme	To inform on the scope and content overall of the Capital Investment Programme	Note the report and contents	Members of the Capital Investment Team
TMO's	Tenant Management organisation	High	To inform/Consult the Capital Investment programme	To inform on the scope and content overall of the Capital Investment Programme	Note the report and contents	Members of the Capital Investment Team
Tenants/Leaseholders	Customers	High	To inform of Capital Investment Programme	To inform of the scope	Information sharing in the public domain	Members of the Capital Investment Team
Legal Services	Legal	High	Approval of Capital Investment Programme Report	Positive attitude, minimal risk of report rejection	Review report and Contents, including regular review, briefings/meetings with members and other stakeholders	Head of Capital Investment
Finance	Finance	High	Approval of Capital Investment Programme Report	Positive attitude, minimal risk of report rejection	Review report and Contents, including regular review, briefings/meetings with members and other stakeholders	Head of Capital Investment
Contractor	Contractor	High	Implement Capital works/Report progress	Positive attitude, minimal risk of report rejection	Note the report and contents	Members of the Capital Investment Team
Acivico	Contractor	high	Implement Capital works/Report progress	Positive attitude, minimal risk of report rejection	Note the report and contents	Members of the Capital Investment Team
Landlord Services	Service Representatives	Low/High	To inform/Consult the Capital Investment programme	To comments and identify any works included locally	Note the report and contents	Members of the Capital Investment Team
Repairs and Maintenance Teams	Service Representatives	Low/High	To inform/Consult the Capital Investment programme	To comments and identify any works included locally	Note the report and contents	Members of the Capital Investment Team

# Equality Analysis

## Birmingham City Council Analysis Report

EA Name	Capital Investment Programme
Directorate	Place
Service Area	Asset Management
Type	Reviewed Function
EA Summary	This EA document describes the function of the Capital Investment Programme including how it relates to the Cabinet report.
Reference Number	EA001120
Task Group Manager	Ray.A.Jones@birmingham.gov.uk
Task Group Member	
Date Approved	2016-01-27 00:00:00 +0000
Senior Officer	Paul.mcgrath@birmingham.gov.uk
Quality Control Officer	PlaceEAQualityControl@birmingham.gov.uk

### Introduction

The report records the information that has been submitted for this equality analysis in the following format.

### **Overall Purpose**

This section identifies the purpose of the Policy and which types of individual it affects. It also identifies which equality strands are affected by either a positive or negative differential impact.

### **Relevant Protected Characteristics**

For each of the identified relevant protected characteristics there are three sections which will have been completed.

- Impact
- Consultation
- Additional Work

If the assessment has raised any issues to be addressed there will also be an action planning section.

The following pages record the answers to the assessment questions with optional comments included by the assessor to clarify or explain any of the answers given or relevant issues.

## **1 Activity Type**

The activity has been identified as a Reviewed Function.

## **2 Overall Purpose**

### **2.1 What the Activity is for**

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<p>What is the purpose of this Function and expected outcomes?</p>	<p>The Housing Capital Investment Plan is part of Birmingham City Councils (BCC) budget approval process for maintaining and improving the condition of the City Councils stock, i.e. residential Properties.</p> <p>Each financial year, a Cabinet report is compiled by the Asset Management and Maintenance Divisions Capital investment Team and submitted to Cabinet.</p> <p>The Cabinet report seeks approval for the scope of work to be included in BCC Housing Investment Programme which includes clearance and redevelopment costs. We also seek authority for the Strategic Director of Place in consultation with the Cabinet Member for Health and Wellbeing to allocate the Investment Programme between the Constructing West Midlands Framework, other housing repair service Partners and other specialist providers.</p> <p>The report also contains an outline proposal as to how the budget will be allocated to the different type of works to be carried out. Once approved, the identified programme of work, e.g. stock improvement to windows, doors, kitchens, bathrooms, roofs etc, along with the allocated budget will form the framework for delivery known as the Capital Investment Programme.</p> <p>The Capital Investment Programme is essentially driven by stock data targeting expired building elements (e.g. windows, doors, kitchens, bathrooms, roofs etc) that have reached the end of their design life cycle.</p> <p>As the Capital Investment Programme determines where and how the actual programme works should be delivered, the focus is initially on how to improve the actual property and as such generally does not take into account who the occupant is or what their circumstances maybe.</p> <p>Historically, Customers generally experience an improvement in the quality of their lives directly proportionate to the improvement to their property. Additionally, once the programme is determined the focus soon centres on the needs of the Customer and how the process will need to be adapted to suit their requirements.</p> <p>The work that is required for each property is prioritised according to expired element life cycles:</p> <p>The Capital Investment Programme work that is required falls into three headings:</p> <ul style="list-style-type: none"> <li>o Expired Lifecycles,Essential Capital Investment works and statutory obligations, Additional Programme works.</li> </ul> <p>Expired Lifecycles will include:</p> <p>Roofs flat &amp; pitched, Kitchen &amp; Bathrooms, Structural Works, Rewires,Complete the work to the common areas in the sheltered schemes,Central Heating Systems &amp; boilers,Secure By Design Doors, Window replacement.</p> <p>Essential Capital Investment works and statutory obligations include:</p> <p>D.D.A, Fire Protection Work, Lift Refurbishment, Door Entry systems, Environmental work, Legionella,Communal area electrical testing, Refuse Chutes / Soil Stacks, Smoke Detectors,Internal decoration of fire retardant paint to communal areas in tower blocks.</p> <p>Additional Programme works include:</p> <p>Major Works voids, Adaptations.</p> <p>Do we need to include Green deal/EWI Carillion arrangements?</p> <p>The proposed district programmes will be consulted upon with Landlord Services, Customers, (via Housing Liaison Boards) and Development and Joint Venture Officers.</p>
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For each strategy, please decide whether it is going to be significantly aided by the Function.

Public Service Excellence	Yes
A Fair City	Yes
A Prosperous City	Yes
A Democratic City	Yes

## 2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	Yes
Will the policy have an impact on employees?	Yes
Will the policy have an impact on wider community?	Yes

## 2.3 Analysis on Initial Assessment

Document updated as part of process of reporting 2015/16 Capital Programme to Cabinet.

It is not anticipated that any aspects of this proposal will directly or indirectly contribute to inequality on the grounds of age, disability, gender, gender reassignment, race, religion or belief, sexual orientation, marriage and civil partnership, pregnancy and maternity or human rights.

However, there may be times when we are unable to meet our Customers additional non-standard requirements, due to the nature of the dwelling or the design or construction:

We usually offer Customers the choice on whether they require electrical cables to be chased in or hidden behind trunking. If a property is constructed from concrete then we have no choice but to use trunking. Therefore we cannot offer the Customer a choice.

Technical and all resource restrictions sometimes detract from our ability to deliver an exact product to Customers. Where technically possible we locate radiators where Customers require them.

Sometimes due to health and safety reasons or due to the property type we cannot install the radiators where the Customer requires them.

When providing a Secured by Design door the Customer chooses from a pre determined range of styles and colours. The standard specification meets most needs; however, sometimes we work outside of these constraints to meet any additional needs. Please note low level threshold is standard.

Ultimately our aim is to meet specific needs where possible and also accommodate individual requirements across all our programmes.

In conjunction with our team of Contract Works Officers we strive to meet the individual needs of our Customers by carrying our work scoping as part of the inspection programme.

Some Customers experience problems operating door and window handles. We can offer them handles that they can operate easily.

To aid communication:

We give Visually Impaired Customers the option of having Braille thermostat controls to assist them in operating their Central Heating.

We use large font and Braille scheme signage upgrades.

Language line a translation service.

To provide information for the Capital Investment Programme, Customer Liaison Officers and Operatives are instructed to report back any specific requirements identified on site which can help to improve BCC Customer profile knowledge.

Additional support:

In order to reduce the number of refusals by our vulnerable Customers, we assist them to prepare for works by offering to lift carpets and remove furniture. We also provide them with information sheets explaining the health benefits of having these work done.

Partners will provide boxes, bubble wrap etc to pack valuables. It is also possible in some cases to offer limited



storage facilities.

BCC will also offer walk in showers to the vulnerable who are residents of sheltered schemes and assess the needs of those who are also included on our Kitchen and Bathroom programmes.

### **3 Concluding Statement on Full Assessment**

Full assessment not required.

### **4 Review Date**

20/01/16

### **5 Action Plan**

There are no relevant issues, so no action plans are currently required.

## Equality Act 2010

The Executive must have due regard to the public sector equality duty when considering Council reports for decision.

The public sector equality duty is as follows:

1	<p>The Council must, in the exercise of its functions, have due regard to the need to:</p> <ul style="list-style-type: none"> <li>(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act;</li> <li>(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;</li> <li>(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.</li> </ul>
2	<p>Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:</p> <ul style="list-style-type: none"> <li>(a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;</li> <li>(b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;</li> <li>(c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.</li> </ul>
3	<p>The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.</p>
4	<p>Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:</p> <ul style="list-style-type: none"> <li>(a) tackle prejudice, and</li> <li>(b) promote understanding.</li> </ul>
5	<p>The relevant protected characteristics are:</p> <ul style="list-style-type: none"> <li>(a) age</li> <li>(b) disability</li> <li>(c) gender reassignment</li> <li>(d) pregnancy and maternity</li> <li>(e) race</li> <li>(f) religion or belief</li> <li>(g) sex</li> <li>(h) sexual orientation</li> </ul>

Appendix 6



## BIRMINGHAM CITY COUNCIL

## PUBLIC REPORT

<b>Report to:</b>	<b>CABINET</b>
<b>Report of:</b>	<b>ASSISTANT DIRECTOR PROCUREMENT</b>
<b>Date of Decision:</b>	<b>16<sup>th</sup> FEBRUARY 2016</b>
<b>SUBJECT:</b>	<b>PLANNED PROCUREMENT ACTIVITIES (APRIL 2016 – JUNE 2016) AND QUARTERLY CONTRACT AWARD SCHEDULE (OCTOBER 2015 – DECEMBER 2015)</b>
<b>Key Decision: No</b>	<b>Relevant Forward Plan Ref: n/a</b>
<b>If not in the Forward Plan: (please "tick" box)</b>	Chief Executive approved <input type="checkbox"/> O&S Chairman approved <input type="checkbox"/>
<b>Relevant Cabinet Member(s):</b>	<b>Cabinet Member, Commissioning, Contracting &amp; Improvement</b>
<b>Relevant O&amp;S Chairman:</b>	<b>Cllr Waseem Zaffar, Corporate Resources</b>
<b>Wards affected:</b>	<b>All</b>

<b>1. Purpose of report:</b>
<p>1.1 This report provides details of the planned procurement activity for the period April 2016 – June 2016 and all contract award decisions made under Chief Officer's delegation during the previous quarter. Planned procurement activities reported previously are not repeated in this report.</p>

<b>2. Decision(s) recommended:</b>
That Cabinet
<p>2.1 Notes the planned procurement activities under officer delegations set out in the Constitution for the period April 2016 – June 2016 as detailed in Appendix 1.</p> <p>2.2 Notes the contract award decisions made under Chief Officers delegation during the period October 2015 – December 2015 as detailed in Appendix 2.</p>

<b>Lead Contact Officer (s):</b>	
<b>Telephone No:</b> <b>E-mail address:</b>	Nigel Kletz Corporate Procurement Services Economy Directorate 0121 303 6610 Nigel.kletz@birmingham.gov.uk

### **3. Consultation**

#### **3.1 Internal**

This report to Cabinet is copied to Cabinet Support Officers and to Corporate Resources Overview & Scrutiny Committee and is the process for consulting with and taking soundings from relevant cabinet and scrutiny members. At the point of submitting this report Cabinet Members/ Corporate Resources Overview & Scrutiny Committee have not indicated that any of the planned procurement activity needs to be brought back to Cabinet for executive decision.

#### **3.2 External**

None

### **4. Compliance Issues:**

#### **4.1 Are the recommended decisions consistent with the Council's policies, plans and strategies**

Details of how the contracts listed in Appendix 1 and Appendix 2 support relevant Council policies, plans or strategies, will be set out in the individual reports.

#### **4.2 Financial Implications**

Details of how decisions will be carried out within existing finances and resources will be set out in the individual reports.

#### **4.3 Legal Implications**

Details of all relevant implications will be included in individual reports.

#### **4.4 Public Sector Equality Duty**

Details of Risk Management, Community Cohesion and Equality Act requirements will be set out in the individual reports.

## **5. Relevant background/chronology of key events:**

- 5.1 At the 19 July 2011 meeting of Council Business Management Committee changes to procurement governance were agreed which gives Chief Officers the delegated authority to approve procurement contracts up to the value of £2.5m over the life of the contract. Where it is likely that the award of a contract will result in staff employed by the Council transferring to the successful contract under TUPE, the contract award decision has to be made by Cabinet.
- 5.2 In line with the Procurement Governance Arrangements that form part of the Council's Constitution, this report acts as the process to consult with and take soundings from Cabinet Members and the Corporate Resources Overview & Scrutiny Committee. It also informs members of the contracts awarded under Chief Officers delegation between the period October 2015 – December 2015.
- 5.3 This report sets out the planned procurement activity over the next few months where the contract value is between the EU threshold (£164,176) and £2.5m. This will give members visibility of all procurement activity and the opportunity to identify whether any procurement reports should be brought to Cabinet for approval even though they are below the delegation threshold.
- 5.4 Individual contracts can be referred to Cabinet for an executive decision at the request of Cabinet, a Cabinet Member or the Corporate Resources Overview & Scrutiny Committee where there are sensitivities or requirements that necessitate a decision being made by Cabinet.
- 5.5 Procurements below £2.5m contract value that are not listed on this or subsequent monthly reports can only be delegated to Chief Officers if specific approval is sought from Cabinet. Procurements above £2.5m contract value will still require an individual report to Cabinet in order for the award decision to be delegated to Chief Officers if appropriate.

## **6. Evaluation of alternative option(s):**

- 6.1 The report approved by Council Business Management Committee on 19 July 2011 set out the case for introducing this process. The alternative option is that individual procurements are referred to Cabinet for decision.

## **7. Reasons for Decision(s):**

- 7.1 To enable Cabinet to identify whether any reports for procurement activities should be brought to this meeting for specific executive decision, otherwise they will be dealt with under Chief Officer delegations up to the value of £2.5m, unless TUPE applies to current Council staff.
- 7.2 To inform Cabinet of contract award decisions made under Chief Officers delegation during the period October 2015 – December 2015 as detailed in Appendix 2.

**Signatures:****Date:**

Name of Officer: .....  
Nigel Kletz – Assistant Director (Procurement)

.....  
Councillor Stewart Stacey, Commissioning, Contracting & Improvement

**List of Background Documents used to compile this Report:****List of Appendices accompanying this Report (if any):**

1. Appendix 1 - Planned Procurement Activity April 2016 – June 2016
2. Appendix 2 – Quarterly Award Schedule October 2015 – December 2015

<b>Report Version</b>	1	<b>Dated</b>	29/01/2016
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**APPENDIX 1 – PLANNED PROCUREMENT ACTIVITIES (APRIL 2016 – JUNE 2016)**

Type of Report	Title of Procurement	Ref	Brief Description	Contract Duration	Directorate	Portfolio Commissioning, Contracting & Improvement Plus	Finance Officer	Contact Name	Planned CO Decision Date	Comments - including any request from Cabinet Members for more details	Living Wage apply Y / N
Strategy / Award	Books Supply & Associated Services	P0297	The purchase of books and audio visual media for Birmingham Library and Archive Services and other Community Libraries.	4 years	Economy	Skills, Learning and Culture	Jayne Bench	Lisa Haycock	04/04/2016		Y
Strategy / Award	Security for Events	F0240	The Council holds a number of events every year for which security and/or stewarding requirements need to be fulfilled.	3 years	Place	Skills, Learning and Culture	Paul Quinney	Lisa Haycock	28/03/2016		Y
Delegated Extension Award	Parks Catering Licences	F0164	(i) Licences to sell Ice Creams in various Parks (ii) Lease agreements to run the tea rooms at Bham Nature Centre & Banners Gate, Sutton Park.	(i) Mobile catering - 3 years & 5 months (ii) Tea rooms - 2 years & 9 months	Place	Sustainability	Simon Hunt	Andrea Webster	31/03/2016		Y

## Appendix 2 – Quarterly Contract Award Schedule (OCTOBER 2015 – DECEMBER 2015)

Type of Report	Title of Procurement	Ref	Brief Description	Contract Duration	Directorate	Portfolio Commissioning, Contracting & Improvement Plus	Finance Officer	Contact Name	Comments - including any request from Cabinet Members for more details	Contractor(s) Awarded to	Chief Officer	Actual Go Live date
Delegated Contract Award	Supply & Distribution of Fresh Fruit and Vegetables and Free Range Eggs	F251	Supply and distribution of fresh fruit and vegetables and free range eggs.	3 years plus 1 year option to extend	Economy	Deputy Leader	John Barr	Richard Tibbatts / Simon Gurney	Cabinet approved the Approval To Tender Strategy Report on <b>16/03/2015</b> and delegated the award to CO. Delegated Award Report signed <b>21/10/2015</b> .	Arthur Bretts Ltd	Nigl Kletz	02/11/2015
Delegated Extension Award	Provision of Cleaning Services for Temporary Accommodation and Communal Areas of Sheltered and Low Rise Accommodation	F0136	Cleaning Services for Temporary Accommodation and Communal areas of Sheltered and Low Rise Accommodation for 3 quadrants of the City. These quadrants are East, South and West & Central.	1 year, 1 month	People / Place	Neighbourhood Management & Homes and Commissioning	Guy Olivant	Jane Piovesana	Cabinet approved the Approval to Tender Strategy Report <b>10/12/2012</b> and delegated the award and extension to CO. Delegated Contract Award Report signed <b>19/09/2013</b> . Contract Extension signed <b>22/10/2015</b> .	1) Hi-Spec Facilities Services Plc 2) Superclean Services Wothorpe Limited	Jacqui Kennedy	01/12/2015
Delegated Contract Award	Specialist Support Services for the Childcare Sector 2015/16 (now called Extension of Six Specialist Services to Support Early Years and Out of School Sectors)	C0141	Provide targeted support to childcare organisations in Birmingham in order to raise and maintain the quality of Early Years and Out of School childcare provision, to ensure that childcare and early education provision is sufficient, affordable and of high quality to last until outcome of early years review is implemented.	1 year	People	Children's Services	Anil Nayyar	Tajinder Bharj	Presented to Cabinet for info 29/06/2015. Delegated Contract Report signed <b>23/10/2015</b> .	1) Birmingham Playcare Network - (Contract 1) 2) 4Children - (Contract 2) 3) National Day Nurseries Assoc - (Contract 4 & 5) 4) Birmingham Pre-School Learning Alliance (Contract 7) 5) Birmingham Community Healthcare NHS Trust - (Contract 8)	Peter Hay / Nigel Kletz	01/10/2015
Delegated Contract Award	Deliver Orientation, Accommodation and Support Services for Vulnerable Syrian Refugees	C0235	Service to deliver orientation, accommodation and support services for vulnerable syrian refugees.	3 years plus option to extend for a further 2 years	People	Health and Social Care	Peter Woodall	Parveen Mercer / Robert Cummins	Cabinet approved the Approval to Tender Strategy <b>20/10/2015</b> and delegated the award to CO. Delegated Contract Award Report signed <b>20/11/2015</b> .	Refugee Action	Peter Hay / Nigel Kletz	01/12/2015
Strategy / Award	Birmingham Gateway and Grand Central	TBC	Birmingham Gateway and Grand Central: Project Governance; Funding, Finance and Construction Monitoring and Control; Property Matters; Employment and Skills Outcomes.	18 months	Economy	Development, Transport and the Economy	Alison Jarrett	Philip Edwards / Charlie Short	Presented to Cabinet for info 27/07/2015. Strategy/Award Report signed <b>23/11/2015</b> .	Turner & Townsend Project Management Limited	Nigel Kletz / Paul Dransfield	01/12/2015
Delegated Contract Award	Miscellaneous Drainage Works and Footway Crossings (Light Duty)	TBC	Miscellaneous Drainage Works Framework Agreement works include flood defence, reservoir maintenance, watercourse improvement and maintenance and Footway Crossings works not part of the Highways Maintenance and Management PFI contract. During the 12 months an open tender will be held to establish a new framework agreement.	1 year	Economy	Development, Transport and the Economy	Paul Quinney	Mohammed Yahiah / Iqbal Sangha	Presented to Cabinet for info 29/06/2015. SCN signed <b>08/10/2015</b> . Delegated Contract Report signed <b>27/11/2015</b> .	<b>Footway Crossings (Light Duty):</b> 1) Keane Construction (Midlands) Ltd 2) J Dodd & Sons (Contractors) Ltd 3) RW Services Plant Hire Ltd 4) Erris (Builders) Ltd 5) Durolas (Contractors) Ltd  <b>Miscellaneous Drainage Works:</b> 1) Haystoun Construction Ltd 2) RW Services Plant Ltd 3) Erris (Builders) Ltd	Nigel Kletz / John Blakemore	30/11/2015
Delegated Contract Award	Arboriculture Services (Trees)	F131	The maintenance of trees on non-highway land. The Council's requirement for Arboriculture Services is wide ranging e.g. various tree pruning operations, tree felling etc. The negotiated framework agreements will be while a full options appraisal takes place.	15 months	Place	Sustainability	Paul Quinney	Andrea Webster	Presented to Cabinet for info 29/06/2015. SCN signed <b>17/11/2015</b> . Delegated Contract Report signed <b>30/11/2015</b> .	Blythe Valley Ltd (North & South Contract)	Jacqui Kennedy / Nigel Kletz	14/12/2015

continued > .....

Type of Report	Title of Procurement	Ref	Brief Description	Contract Duration	Directorate	Portfolio Commissioning, Contracting & Improvement Plus	Finance Officer	Contact Name	Comments - including any request from Cabinet Members for more details	Contractor(s) Awarded to	Chief Officer	Actual Go Live date
Delegated Contract Award	Legal Entitlement Advice Services: Welfare Benefit & Debt Management (Phases 1,2 & 3)	C0140	Commission of partnership (of advice providers) and independent advice providers to deliver advice service relating to Welfare Benefits and Debt Management to the citizens of Birmingham.	2 years, plus 1 year option to extend	Place	Inclusion and Community Safety	Parmjeet Jassal	Aftab Inayat / Robert Cummins	Presented to Cabinet for info 22/09/2015. Approval to Tender Strategy (C0224) Report signed <b>22/10/2015</b> and delegated the award to CO. The extension element of Strategy Report (C0140) signed <b>22/10/2015</b> with the Delegated Contract Award signed <b>15/12/2015</b> .	1) Age Concern Birmingham 2) Birmingham Citizens Advice Bureaux 3) Birmingham Settlement 4) Castle Vale Tenants & Residents Alliance 5) Freshwinds 6) Cole Valley Advice Services	Ifor Jones / Nigel Kletz	01/01/2016
Delegated Extension Award	Joint Data Team Contract	P0187	Provides strategic planning and transportation planning data for the seven West Midland Metropolitan District Councils.	2 years	Economy	Deputy Leader	Simon Ansell	Andrea Webster	Presented to Cabinet for info 17/11/2015. Delegated Extension Award Report signed <b>16/12/2015</b> .	Mott McDonald Ltd	Paul Dransfield	01/04/2016
Delegated Contract Award	Independent Visitors Service	TBC	The provision of a high quality and effective Independent Visitors Service is a statutory duty under the Children Act 1989 and contributes to the strategic priority of protecting children from significant harm by providing children in care who do not have contact with their birth families with an adult to visit, advise and befriend them.	2 years plus 2 years option to extend	People	Children's Services	Denise Wilson	John Freeman	Presented to Cabinet for info 18/05/2015. Approval to Tender Strategy Report signed <b>25/08/2015</b> And delegated the award to CO. Delegated Contract Award Report signed <b>22/12/2015</b> .	The Children's Society	Nigel Kletz / Peter Hay	01/02/2016
Delegated Contract Award	Homelessness Prevention	P0286	Provide a range of specialist advice services aimed at meeting the housing and wider needs of persons who are homeless or at risk of homelessness.	2 years	People	Health and Social Care	Margaret Ashton-Gray	Lisa Haycock	Presented to Cabinet for info 15/09/2014. Approval to Tender Strategy Report signed <b>31/07/2015</b> and delegated the award to CO. Delegated Contract Award signed 22/12/2015. This award is for the first part of the services as presented to Cabinet on 15/9/2014. The award for the remaining services will be reported in the next Quarterly Award Schedule. C0237 yet to be awarded.	Theam Security Limited	Nigel Kletz / Peter Hay	01/01/2016
Delegated Contract Award	Pilot Early Help Delivery Model	TBC	To demonstrate that the right type of investment and the right type of service delivery in early help harnesses additional resources from partners, amplifies impact and reduces demand for high cost intensive and specialist services and improves outcomes for children (and their families).	17 months	People	Children's Services	David Waller	Rita Adams / Mike Smith	Presented to Cabinet for info 18/05/2015. SCN signed <b>23/10/2015</b> . Delegated Contract Award Report signed <b>22/12/2015</b> .	Malachi Community Trust	Nigel Kletz / Peter Hay	April 2015

<b>Report to:</b>	<b>CABINET</b>
<b>Report of:</b>	<b>City Solicitor</b>
<b>Date of Decision:</b>	<b>16 February 2016</b>
<b>SUBJECT:</b>	<b>APPOINTMENTS TO OUTSIDE BODIES</b>
<b>Key Decision: No</b>	<b>Relevant Forward Plan Ref:</b>
<b>If not in the Forward Plan: (please "X" box)</b>	<b>Chief Executive approved</b> <input type="checkbox"/>
	<b>O&amp;S Chairman approved</b> <input type="checkbox"/>
<b>Relevant Cabinet Member(s):</b>	<b>Cllr John Clancy</b>
<b>Relevant O&amp;S Chairman:</b>	<b>Cllr Waseem Zaffar, Corporate Resources O &amp; S Committee</b>
<b>Wards affected:</b>	<b>City Wide</b>

<b>1. Purpose of report:</b>
The report seeks the approval of the Cabinet to the appointment of representatives to serve on outside bodies detailed in the appendix to this report.

<b>2. Decision(s) recommended:</b>
That representatives be appointed to serve on the Outside Bodies detailed in the appendix to this report.

<b>Lead Contact Officer(s):</b>	Celia Janney
<b>Telephone No:</b>	Committee Services
<b>E-mail address:</b>	Tel: 0121 303 7034
	e-mail: celia.janney@birmingham.gov.uk

<b>3. Consultation</b>
<p>3.1 <u>Internal</u></p> <p>Councillor John Clancy, Leader of the Council.</p> <p>For appropriate items, the Secretaries to the Political Groups represented on the Council.</p> <p>3.2 <u>External</u></p>
<b>4. Compliance Issues:</b>
<p>4.1 <u>Are the recommended decisions consistent with the Council's policies, plans and strategies?</u></p> <p>The appointments are consistent with the legal and constitutional requirements of the City Council.</p> <p>4.2 <u>Financial Implications</u> <u>(Will decisions be carried out within existing finances and Resources?)</u></p> <p>There are no additional resource implications.</p> <p>4.3 <u>Legal Implications</u></p> <p>See paragraph 4.1.</p> <p>4.4 <u>Public Sector Equality Duty</u></p> <p>The main risk of not making appointments might lead to the City Council not being represented at meetings of the bodies concerned. It is always important in making appointments to have regard to the City Council's equal opportunities policies.</p>

**5. Relevant background/chronology of key events:**

At the Annual General Meeting on 22 May, 2012, the City Council approved changes to the Constitution and Article 11 sets out those appointments that are reserved to the full City Council to determine. All other appointments of Members and officers to outside bodies shall be within the remit of Cabinet to determine and the proportionality rules will not automatically apply.

**6. Evaluation of alternative option(s):**

Not applicable, as these appointments are a matter for the Cabinet to determine.

**7. Reasons for Decision(s):**

To approve the appointment of representatives to serve on Outside Bodies

**Signatures****Date**

Cabinet Member

.....

Chief Officer

.....

**List of Background Documents used to compile this Report:**

1. Report of the Council Business Management Committee to City Council on 24 May 2005 "Annual Review of the City Council's Constitution"; along with relevant e-mails/ file(s)/correspondence on such appointments.

**List of Appendices accompanying this Report (if any):**

1. Appendix to Report to Cabinet 16 February 2016 – Appointments to Outside Bodies

**APPENDIX TO REPORT TO CABINET 16 February 2016**  
**APPOINTMENTS TO OUTSIDE BODIES**

**1. Summary of Decisions**

With reference to those bodies included in this report where the terms of office of City Council representatives expire, the Cabinet is asked to note that, where appropriate, the representatives have been contacted and in accordance with the practice agreed by Resolution No. 2769, of the former General Purposes Committee unless indicated, are not willing to be re-appointed. Accordingly, unless indicated in this report, such representatives are not willing to be re-appointed.

**2. West Midlands Rail Ltd (W M R Ltd)**

To appoint Councillor John Clancy in his capacity as Leader of the Council, in place of Councillor Sir Albert Bore. This is a set appointment which was agreed at Cabinet on 17 November 2015.

**RECOMMENDED:-**

That Councillor John Clancy (Lab) be appointed to serve on West Midlands Rail Ltd.

**3. Yardley Educational Foundation**

Further to the discussion at the meeting on 26 January 2016, Mrs Penny Wagg has subsequently confirmed her wish to continue. Cabinet is asked to confirm its approval of this appointment.

**RECOMMENDED:-**

That Mrs Penny Wagg (Lib Dem) be re-appointed to serve on Yardley Educational Foundation for a period of three years until 30 January 2019.