Members are reminded that they must declare all relevant pecuniary and nonpecuniary interests relating to any items of business to be discussed at this meeting

BIRMINGHAM CITY COUNCIL

ECONOMY, SKILLS AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE

THURSDAY, 27 APRIL 2017 AT 14:00 HOURS IN COMMITTEE ROOM 1, COUNCIL HOUSE, VICTORIA SQUARE, BIRMINGHAM, B1 1BB

AGENDA

1 NOTICE OF RECORDING/WEBCAST

The 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) and that members of the press/public may record and take photographs except where there are confidential or exempt items.

2 APOLOGIES

3 ECONOMY, SKILLS AND TRANSPORT: ACTION NOTES - 16 AND 21 MARCH 2017

To confirm the action notes of the meetings held on the 16 and 21 March 2017.

4QUARTERLY KEY PERFORMANCE INDICATOR REPORT ON SKILLS
PROGRAMMES

Shilpi Akbar, Assistant Director, Employment.

25 - 62 5 HS2 BENEFITS REALISATION

Ashley Innis, Major Projects Manager and Sandeep Shingadia, Head of Programme Development, Transport for West Midlands.

This is a draft presentation.

6WORK PROGRAMME FOR THE ECONOMY, SKILLS AND TRANSPORT
OVERVIEW AND SCRUTINY COMMITTEE 2016/2017

To note the work programme.

7 REQUEST(S) FOR CALL IN/COUNCILLOR CALL FOR ACTION/PETITIONS RECEIVED (IF ANY)

To consider any request for call in/councillor call for action/petitions (if received).

8 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.

9 AUTHORITY TO CHAIRMAN AND OFFICERS

Chairman to move:-

'In an urgent situation between meetings, the Chair jointly with the relevant Chief Officer has authority to act on behalf of the Committee'.

BIRMINGHAM CITY COUNCIL

ECONOMY, SKILLS AND TRANSPORT O&S COMMITTEE

1400 hours on 16th March 2017, Committee Room 2 – Actions

Present:

Councillor Zafar Iqbal (Chair)

Councillors David Barrie, Zaker Choudhry, Phil Davis, Diane Donaldson, Josh Jones, Ziaul Islam, John O'Shea, Eva Phillips, Timothy Huxtable, Sharon Thompson and Ken Wood.

Also Present:

Councillor Brett O'Reilly, Cabinet Member for Transport and Roads

Ian MacLeod, Assistant Director, Regeneration

Doug Lee, East Development Planning Manager

Baseema Begum, Research & Policy Officer, Scrutiny Office

Rose Kiely, Overview & Scrutiny Manager, Scrutiny Office

1. NOTICE OF RECORDING

The Chairman advised that this meeting would be webcast for live or subsequent broadcast via the Council's Internet site (which could be accessed at "<u>www.birminghamnewsroom.com</u>") and members of the press/public may record and take photographs.

The whole of the meeting would be filmed except where there were confidential or exempt items.

2. APOLOGIES

Apologies were received from for lateness from Councillors John O'Shea and Sharon Thompson.

3. ECONOMY, SKILLS AND TRANSPORT: ACTION NOTES 16TH FEBRUARY 2017/ISSUES ARISING

The Chair, Cllr Iqbal confirmed that:

- 1. In relation to outstanding actions relating to the Quarterly Key Performance Indicator Report on Skills:
 - Information relating to the Birmingham Jobs Fund in terms of where young people are living and where it is having the most impact as requested by Members at January's meeting would be circulated shortly.
- 2. Councillor Huxtable asked for further information on how the City Council is dealing with orphan lighting columns and non-BCC assets with respect to the Highways PFI contract. Cllr Huxtable had a meeting scheduled for 16th March.
- Councillor Wood requested a member briefing on the Highways PFI contract. This has been scheduled for Thursday 6th April at 2pm in Committee Room 1.
- 4. Councillor O'Shea requested further information on the City Council's tree policy with respect to the pruning schedule. This will be picked up at the informal briefing.
- 5. B'ham Cycle Revolution Councillor Islam asked what progress has been made on the £500k allocated for Top Cycle Locations. Cllr Islam should have received an email with that information.
- Councillor Huxtable asked if the Committee could also receive further information on the West Midlands Connectivity Package as part of the HS2 Benefits Realisation item scheduled for April. Officers will liaise with officers due to present to Committee in April on this.

Cllrs Wood and Huxtable requested if it was possible for Amey representatives were able to attend future meetings with Members to answer queries on Highways issues.

4. CABINET MEMBER FOR JOBS AND SKILLS – ANNUAL REPORT

The Cabinet Member stated that his report was an update on the progress made on his three strategic priorities [closing the jobs gap, closing the skills gap and supporting inclusive growth) as set out to the Committee in October 2016 when he first attended.

He made reference to his report outlining in particular the work on:

- Closing the Jobs Gap Focus on young people that are NEETs. Continues to be a focus and have had some significant successes in this area.
- Closer working with partners including the re-establishment of the B'ham Employment and Skills Board with key players from the local economy and private sector involvement. Next step is to set up a task & finish group to see how we move forward.
- Closing the Skills Gap Lack of awareness is a barrier to citizens gaining. Making people aware and promotion of major projects is where the focus is being put in communities.
- The Combined Authority is leading on a kitemark on careers advice and guidance working with providers.
- Youth Employment Initiative budget spend is currently less than the allocated £50.4m but the focus is on achieving outcomes efficiently. Target is crucial in getting 16,600 young people to be engaged in the project and into positive outcomes.

- Officers are looking how we can get more for our money with the Birmingham Jobs Fund.
- Apprenticeship Levy is a long needed and positive policy. Query on how it is used however there may be teething issues. We want to be trailblazers on this in the city. Looking to re-write the apprenticeship strategy for the City Council to include under-represented groups. A draft of this strategy will be circulated to Committee in due course for feedback. A City wide strategy on the apprenticeship levy is needed not just a City Council one.
- The Step Forward programme is set to be launched at the end of March. An invitation was made for members of the Committee to attend if they wish to.
- The work on the COG agenda is being re-focused and a re-launch will take place in due course. Would like it to be the number 1 jobs portal for young people in the future.
- The NEET figure for Birmingham is 2.7% against a target of 3%. Last year's figure was 3.2% so we are the joint best performing core city.
- Possible ESF fund for work with NEETs and over 30's to address the skills and jobs gap. Currently being worked on with Council Officers.

RESOLVED:-

That the report be noted.

5. EAST BIRMINGHAM AND NORTH SOLIHULL REGENERATION STRATEGY

Ian MacLeod outlined the key points from his report. During discussion with Members he highlighted that

- A range of key partners have been involved. A more robust and technical approach has been taken.
- The strategy covers the City Centre to Solihull.
- Reports have been made to the HS2 Delivery Board
- The strategy is at the initial stages of being developed. He will be attending Committee in the future to update on the next stage of development most likely to be in the Autumn.
- He will be taking all the points that members have raised around linking in with other strategies, connectivity issues and wider engagement once the strategy is in place. The next step will then to hold stakeholder/member workshops.

RESOLVED:-

That the report be noted.

6. WORK PROGRAMME FOR THE ECONOMY, SKILLS AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE 2016-17

Cllr Huxtable requested that local BIDs and Sutton Town Council representatives are invited to the call-in meeting scheduled for Tuesday 21st March on Proposed Off-Street Parking Charges – Local Car Parks 2017/18.

RESOLVED:-

That the local BID and Sutton Town Council representatives are notified of the meeting on 21^{st} March.

That the work programme be noted.

7. REQUEST(S) FOR CALL IN/COUNCILLOR CALL FOR ACTION/PETITIONS

None.

8. OTHER URGENT BUSINESS

Cllr Choudhry raised the issue of preventing damage to grass verges. The Chair outlined that as the matter was due to funding it was something that currently can only be resolved through the current funding available to Members through their wards/districts.

9. AUTHORITY TO CHAIRMAN AND OFFICERS

RESOLVED:-

That in an urgent situation between meetings the Chair, jointly with the relevant Chief Officer, has authority to act on behalf of the Committee.

Agreed.

The meeting ended at 15:51 hours.

BIRMINGHAM CITY COUNCIL

ECONOMY, SKILLS & TRANSPORT O&S COMMITTEE –

PUBLIC MEETING

2.00PM hours on 21st March 2017, Committee Room 2 – Action Notes

Present:

Councillor Zafar Iqbal (Chair)

Councillors Phil Davis, David Barrie, Zaker Choudhry, Diane Donaldson, Timothy Huxtable, Ken Wood, Josh Jones, John O'Shea and Sharon Thompson

Also Present:

Cllr Stewart Stacey, Cabinet Member Transport & Roads

Karl Randall, Constituency Senior Engineer

Ravinder Sahota, Local Engineering & Asset Maintenance Manager

Baseema Begum, Research & Policy Officer

Rose Kiely, Group O&S Manager

1. NOTICE OF RECORDING

The Chairman advised the meeting to note that members of the press/public may record and take photographs.

2. APOLOGIES

Apologies were submitted on behalf of ClIrs Eva Phillips and Ziaul Islam and for lateness from ClIr Phil Davis.

3. REQUEST FOR CALL-IN: PROPOSED OFF-STREET PARKING CHARGES – LOCAL CAR PARKS 2017-18

(See document No 1)

Cllr Huxtable outlined the reasons for the call-in and made the following specific points:

- The decision was posted on 9th March however the accompanying report was not added to CMIS (Committee Management Information System) in line with City Council procedures.
- The budget proposals for on-street parking contained within the consultation stated that the annual increase would be an estimated 2% per annum. The Cabinet report however states a 5% increase. This is misleading as there are some examples contained within the appendix to the report showing a much higher increase in some cases.
- A severe and over and above inflation increase would discourage people from visiting shopping centres and therefore have an adverse effect on district centres.
- Those people still wishing to visit shopping centres are more likely to park on the road therefore increasing congestion with people not wanting to pay the increased charges.
- The report takes a very narrow view of disability as only blue badge holders are referenced. It should be noted that there is also an adverse effect on those with a disability (as defined under the Equalities Act) that don't meet the threshold for a blue badge.
- Questions were raised about the consultation carried out on the proposals. The proposals were shared with relevant BIDs but was there consultation with BIDs? Also was there consultation with effected wards and Councillors in those wards? Was there consultation with Sutton Coldfield Town Council as a democratically elected body? What were the responses from all these parties?
- The point was also made that the money raised is not revenue but must be reinvested in the service.

The Cabinet Member, Councillor Stewart Stacey responded:

- The proposed increase in charges is line with the Local Authority Traffic Orders Regulations 1996
- The proposed increase in charges has been shared with BIDs. They have not been consulted as there is no formal requirement to do so.
- There is no requirement for the City Council to consult externally. The requirement is for a statutory notice procedure after the decision has been made.
- The statutory process of the charges coming into effect will start following a notice period of 21 days prior to implementation.
- The increase equates to approximately 5% across all tariffs overall with the money raised being used to carry out duties under the various traffic acts.

Members of the Committee raised the following points:

• The Members of the Committee accepted that legally consultation was not required under the relevant regulations in this case but that there were lessons to be learned from this exercise.

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- It was felt that as part of the work to be done on developing a strategy, the City Council should to go beyond what is legally required, especially by taking account of the views of external partners.
- It would demonstrate good practice and aid the formulation of the strategy to consult all councillors, relevant Town Councils and BIDs even if the City Council is not currently legally required to do so.

The Cabinet Member and officers then left the room. Following a discussion amongst Committee members it was

RESOLVED:-

That the decision taken by the respective Cabinet Members and Lead Officer on 9th March 2017 approving the introduction of revised parking charges for Local car parks, effective from 1st April 2017 that will support the Council's traffic management responsibilities should not be "called in".

That the Chair should write on behalf of the Committee to the Chair of the Corporate Resources & Governance Overview & Scrutiny Committee asking them to consider a piece of work reviewing the procedures in place that the City Council uses to consult with stakeholders.

4. OTHER URGENT BUSINESS

None

5. AUTHORITY TO CHAIRMAN AND OFFICERS

Agreed

The meeting finished at 1520 hours.

Economy, Skills and Transport Overview and Scrutiny Committee

Key Performance Indicators (KPIs) – Youth Promise

Report of the Assistant Director, Employment

27th April 2017

1 Purpose of Report

1.1 To provide Committee with an overview of progress to date on the key performance indicators (KPIs) associated with the Council's Youth Promise.

2 Background

- 2.1 The Council's Youth Promise was launched in November 2014. The promise stated that every young person in Birmingham aged 14-25 years old would have access to employment, education, training, apprenticeship or experience of work within four months of leaving education, employment or training. The commitment was to be delivered through existing and new initiatives as well as improved links with partners in the public, private and voluntary sector. A number of City Council activities were deployed to deliver the Council's Youth Promise, including the relaunched Birmingham Careers Service, deployment of the Devolved Youth Fund, additional mentoring support for vulnerable groups and the development of Cog. a digital platform and gateway providing support to young people.
- **2.2** The Council's KPIs are based on **closing the gap** for youth unemployment against national figures and the Birmingham average and; the Birmingham average and worst performing districts. We also measure the outcomes related to the activities of Birmingham City Council and our partners.
- 2.3 The outcomes of delivery and funded activities are regularly reported back to Committee through the Cabinet member's update reports and are amalgamated into the Youth Promise dashboard. The impact of the Youth Promise itself is reflected in the broader context of quantitative evidence regarding youth unemployment, the level of NEET and the closing of the gap. This is the purpose of the Youth Promise dashboard which places delivery in the wider context of youth unemployment and progress for specific cohorts for vulnerable young people such as careleavers.

3 The Youth Promise Dashboard

3.1 This is attached as **Appendix 1.** The source and availability of the available data does sometimes make comparison difficult and warrants further explanation. **Appendix 2** provides a written commentary to aide understanding in the datasets and projects and designed to be read in conjunction with the Dashboard.

Appendix 1, Page 1 shows the high level indicators of the employment and education rates of young people, youth unemployment and young people classified as NEET (not in employment, education or training). Comparison of data sets is sometimes problematic as figures are often dependent on a number of factors:

- Frequency of collection
- Changes in measures
- Changes in definitions
- 3.2 Data on youth unemployment is derived from government sources, the ONS claimant count dataset for those aged 18-29. Where possible, we have extended the historic definition of youth unemployment traditionally deployed by DWP (18 -24) to align with the eligible cohort for Youth Promise Plus project.

The Youth claimant figures are based on those who claim Job Seekers Allowance plus those who claim Universal Credit for unemployment reasons. Proportions have been calculated as the percentage of the total population aged 18-29 who claim these benefits. The rollout of Universal Credit will inevitably skew figures for a comparison on a year by year basis.

- 3.3 Data on NEETS is the Council's own data as there is a statutory requirement to collect this. Timing can be problematic in the tracking of NEETs. The charts demonstrate the peaks and troughs in the number of NEETs. At some times of year the postion can rapidly change, until figures settles down after the beginning of each academic year. Often it depends as much on the speed of finding out who is NEET as how many there actually are.
- 3.4 The DfE have recently changed the way that they measure NEETs. Previously the measure was for Years 12-14 cohort. The figure now reflects years 12-13, bringing it in line with the participation age but also includes the non-participation (Unknown) figure. Being unknown does not necessarily mean the young people are NEET, just that there is no information on what they are actively doing. These changes may make comparisons on a year on year basis problematic.
- 3.5 The most significant current local intervention is the European Funded Youth Promise Plus (YPP) project. This is now closely aligned with other initiatives such as the Birmingham Jobs Fund and delivery of other partners such as Talent Match and the Princes Trust.

YPP is profiled to engage in excess of 16,000 young people (Birmingham & Solihull) and place over 7,000 young people into positive outcomes over the duration of the project. The project is due to end in July 2018. It is reasonable to expect that the successful delivery of YPP will impact, to some degree, on NEET and youth unemployment figures over time. However the performance data is reported on a project basis still needs to filter through to the national high level indicators, particularly given time lags for the production of national data.

- 3.6 **Appendix 1, Page 2** of the dashboard shows the performance of the actual KPIs themselves, together with other indicators which are relevant to moving young people into education and training.
- 3.7 Apprenticeship vacancy data varies from month to month but has to date appeared to be consistent between 200-400. The data is provided by the Skills Funding Agency, but more current data is not available due to a major overhaul of the systems of the Skills Funding Agency. It is anticipated that the introduction of the Apprenticeship Levy (in April 2017) will see a substantial increase in the number of apprenticeship vacancies. Alongside this we would expect to see a rise in the number of apprenticeship starts with the full effect of the YPP programme contributing to this.
- 3.8 **Appendix 1, Page 3** of the dashboard provides the available City Council data on NEETS for particular cohorts of young people. Specifically, young people in care and care leavers, young

offenders, young people with learning difficulties. Under YPP, specific delivery and support for these groups has been contracted, and we would expect to see an improvement in outcomes by July 2018.

4 Performance against KPIs

The figures show a divergence from the target, although performance in Quarter 3 has seen an improvement. Closing the gap in youth unemployment is a measure that at least in part demonstrates a seasonal effect, and the full impact of YPP has still to be fed through. Normally numbers fall through the autumn as young people enter education/training and employment picks up in the run up to Christmas and beyond.

The number of people assisted through BCC and partner activity remains close to the Quarter 3 target with 1,385 young people helped into work through Birmingham Jobs Fund Initiative, Destination work and the Youth Promise - Devolved Youth Fund. Once again as YPP contracted provision ramps up, we expect to see figures reach targets. We also expect to see that filtered through into broader KPIs as soon as the government data sets catch up.

Contact Officers:

Shilpi Akbar, Assistant Director Employment Tel: 0121 303 4571 Shilpi.akbar@birmingham.gov.uk

Lesley Bradnam, Senior Research Officer, Economic Research & Policy Tel: 0121 464 2114 Lesley.bradnam@birmingham.gov.uk

Birmingham Youth Promise Dashboard

April 2017

Top Level Measures \triangle = updated this month Young people aged 18-24 year olds in Employment & 85% of young people in Birmingham Education 2012-2016 Source: ONS/APS 100 are in employment or education 90 compared to the core city average 80 of 96%, and 93% for the UK. 70 Although the overall trend in the 60 city is of improvement, the gap with 50 the core city average is not closing. 40 30 20 10 0 Apr 2012-Oct 2012- Apr 2013- Oct 2013- Apr 2014-Oct 2014- Apr 2015-Oct 2015-Mar 2013 Sep 2013 Mar 2014 Sep 2014 Mar 2015 Sep 2015 Mar 2016 Sep 2016 Employed B'ham Ful-time education B'ham Unemployed B'ham Employed & education B'ham Employed & Education GB Employed & Education Core Cities The chart has been amended to Youth (18-29) Claimant Proportion in Birmingham and the 2 worst performing constituencies show 18-29 age group (was Source: DWP/NOMIS/BCC 15% previously 18-24) to bring it in line with the YEI target group, and the Council business plan targets. The 10% 18-29 claimant proportion in the city is 4.9%, compared to 3.1% for the core city average & 2.6% for GB. 5% There are signs the gap with the core city average may be stabilising after a period of increase though 0% 2015/16. The 2 districts with the Oct-15 Oct-16 lan-17 Jul-14 15 15 Apr-16 Jan-13 13 13 Oct-13 14 Apr-14 Oct-14 15 16 -prh Jan-Apran--Inl lan-'n highest proportions are also shown -Erdington (6.3%) & Hodge Hill Erdington 18-29 Hodge Hill 18-29 B'ham 18-29 Core City 18-29 (6.3%). B'ham 30-64 GB 18-29 As from Feb'17 figures reflect the Proportion of young people in Yr 12 & 13 who are NEET new cohort of years 12-13 not year & Not Known Source: BCC 12-14 as previously reported. In 8.0% March 2017 NEETs were at 2.9 % 7.0% and Not Knowns at 6.3%. 6.0% Birmingham is still the joint top 5.0% performing core city against NEET 4.0% this month and at the same rate as 3.0% the national average. The Not 2.0% Known figure however is still 1.0% concerning. 0.0% Feb-17 Mar-17 • NEETs — — Not known Page 15 of 68

Council Plan KPIs



Q3 has seen an improvement in performance although the measure is not on target. The decrease is likely to be at least in part a seasonal effect. The major Youth Employment Initiative project is reaching full delivery capacity in Q 4 & will impact on performance from Quarter 4 onwards.



Q3 has seen an improvement in performance although the measure is not on target. The decrease is likely to be at least in part a seasonal effect. The major Youth Employment Initiative project is reaching full delivery capacity in Q 4 & will impact on performance from Quarter 4 onwards.



The KPI is very close to its Q3 target , with 1,385 young people helped into work through Birmingham JobPage 16 Fund Initiative, Destination work and the Youth Promise - Devolved Youth Fund.

Apprenticeships & Adult Education



The number of vacancies varies from month to month, but usually stands somewhere between 200 and 400. Due to major system developments the SFA is not able to update this data until further notice.



Figures for the 2016/17 academic year to date (Jan 17) show there have been 1,400 apprenticeship starts aged 16-18, 20 and 1,730 aged 19-24. The 16-18 figure is 20 lower than the same time last year, but the 19-24 figure is 300 higher.

Adult Education 2016/17 to date											
16/17 Academic Year to Date	Starts	Full L2	Full L3	English	Maths						
16-18	321	9	2	56	86						
19-24	1,733	33	8	313	433						
Total to date											
2016/17	2,054	42	10	369	519						
2015/16 Total	3,204	79	35	454	258						

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The Jul-Sept 2016 figure of 201 is lower than the same period last year, but higher than for April-June. Figure sourced from BCS currently but further discussion needed with all other services present and within portfolio to ensure all data captured and fed into BCS database.



The engagement of Statutory School Age Young Offenders into Education remains consistently around the 80% and above mark. There continues to be a small number not engaged within the time-frame of the YOT intervention. This is often because of their risk levels, learning needs, or uncertainty around their accommodation. A fuller explanation has been provided separately.

NEETS who are LDD Oct 2	NEETS who are LDD Oct 2016							
	201	.5	2016					
LDD Category	No.	%	No.	%				
LDD - Not SEN	299	10%	134	12%				
School Action	5	1%	9	1%				
School Action Plus	25	1%	20	2%				
Statemented	24	1%	36	3%				
LDD - Confirmed Post Stat Ed	177	7%	0	0%				
Post 19 Extended Cohort	51	2%	87	8%				
Total NEET Cohort 2/10/15	2,380		1,117					
Total LDD Cohort	581	24%	289	26%				
The LDD Categories reflect a mix	x of forma	al assess	ed SEN ar	nd				
informally identified LDD. Follow	wing the c	hanges	brought a	bout by				
the 2014 Childrens and Families	Act we w	ill in tim	ne see a re	eduction				
in the numbers of young people in these categories with the								
exception of those with an EHCP. We would expect that there would								
be comparatively low numbers of YP Statemented / EHCP NEET								
clients to be low as many will st	ay on unti	il 19.		Page 1				



The big improvement on previous years is partly due to the Youth Promise funded NEET engagement mentors, who have been working since last summer. The funding for this will continue for another year.



The latest figure (2016) show the city had a rate of 46%, just below the rate for its statistical neighbours and the national rate (both 49%).Note from 2014 this refers to the activity of care leavers on or around their 19th, 20th or 21st birthday.

Data Appendix

Top Level Measures

											^					^			
	Ye	outh Prop	nise Sourc	e ONS APS				Youth (18-29) Unemployment Source: Claimant Count						٢	IEETs and N	ot Knowns	Source: BC	∞	
Date	Employed Birmingham	run-unue education Birmingham	Unemployed Birmingham	Employed & education Birmingham	Етроува & education Core Cities	Employed and Education GB	Date	Erdington %	Hodge Hill %	Birmingham Nos	Birmingham %	Core Cities %	GB %	Birmingham 30-64 %	Date	NEETS NS	NEETS %	Not Knowns Nos	Not known %s
Apr 2012-Mar 2013	37.9	37.4	17.7	75.3	87.7	89.0	May-15	6.3%	7.1%	10,890	4.8%	3.5%	2.8%	4.1%	Apr-15	2,656	7.0%	6,060	15.6%
Jul 2012-Jun 2013	39.4	34.3	23.1	73.7	86.8	88.7	Jun-15	6.3%	6.9%	10,590	4.7%	3.4%	2.7%	4.1%	May-15	2,715	7.2%	6,355	16.3%
Oct 2012-Sep 2013	41.0	30.4	23.9	71.4	85.9	88.3	Jul-15	6.4%	7.1%	10,925	4.8%	3.4%	2.7%	4.0%	Jun-15	2,676	7.1%	5,792	14.9%
Jan 2013-Dec 2013	42.3	35.6	20.7	77.9	87.6	88.9	Aug-15	6.9%	7.1%	11,285	5.0%	3.5%	2.8%	4.0%	Jul-15	2,608	6.9%	4,381	11.3%
Apr 2013-Mar 2014	42.0	34.8	22.1	76.8	87.5	89.8	Sep-15	6.8%	7.3%	11,320	5.0%	3.4%	2.7%	4.0%	Aug-15	2,760	7.2%	3,580	9.0%
Jul 2013-Jun 2014	42.0	35.9	20.1	77.9	87.1	90.3	Oct-15	6.9%	7.2%	11,200	5.0%	3.3%	2.6%	3.9%	Sept-15	4,500	11.8%	25,408	65.5%
Oct 2013-Sep 2014	39.6	37.6	19.6	77.2	88.9	91.4	Nov-15	6.3%	6.8%	10,590	4.7%	3.1%	2.5%	3.9%	Oct-15	4,061	11.1%	23,706	63.6%
Jan 2014-Dec 2014	42.2	34.8	19.1	77.0	87.9	91.5	Dec-15	6.2%	6.4%	10,190	4.5%	3.0%	2.4%	3.9%	Nov-15	2,167	5.7%	10,980	28.30%
Apr 2014-Mar 2015	44.5	37.4	15.4	81.9	91.0	91.9	Jan-16	6.6%	6.4%	10,490	4.6%	3.1%	2.6%	4.1%	Dec-15	2,024	5.35%	7,250	18.70%
Jul 2014-Jun 2015	42.1	42.7	12.1	84.8	92.2	92.5	Feb-16	6.9%	6.6%	11,095	4.9%	3.3%	2.7%	4.1%	Jan-15	2,014	5.32%	7,108	18.30%
Oct 2014-Sep 2015	45.3	42.5	10.6	87.8	94.4	93.4	Mar-16	7.3%	6.7%	11,420	5.1%	3.3%	2.7%	4.2%	Feb-16	1,928	5.18%	4,641	11.97%
Jan 2015-Dec 2015	42.9	43.8	11.1	86.7	95.9	93.9;	Apr-16	7.3%	6.6%	11,320	5.0%	3.3%	2.7%	4.3%	Mar-16	1,932	5.19%	4,478	11.55%
Apr 2015-Mar 2016	43.2	42.6	12.2	85.8	94.5	93.5	May-16	7.1%	6.5%	11,285	5.0%	3.2%	2.6%	4.3%	Apr-16	1,953	5.28%	4,198	10.83%
Jul 2015-Jun 2016	42.5	37.5	16.4	80.0	94.6	93.2	Jun-16	6.8%	6.5%	11,125	4.9%	3.2%	2.6%	4.3%	May-16	1,987	5.37%	4,143	10.60%
Oct 2015-Sep 2016	45.2	39.4	14.3	84.6	95.8	92.9	Jul-16	6.7%	6.5%	11,230	5.0%	3.2%	2.6%	4.2%	Jul-16	2,041	5.57%	4,809	12.30%
							Aug-16	6.7%	6.9%	11,595	5.1%	3.3%	2.6%	4.3%	Sep-16	3884	10.83%	35,393	92.90%
							Sep-16	6.7%	7.0%	11,615	5.1%	3.3%	2.6%	4.3%	Nov-16	1,157	4.36%	10,803	28.94%
							Oct-16	6.6%	7.0%	11,550	5.1%	3.2%	2.6%	4.3%	Dec-16	1,274	4.39%	8,311	22.24%
							Nov-16	6.4%	6.7%	11,200	5.0%	3.1%	2.6%	4.2%	Jan-17	1,331	4.37%	6,921	18.50%
							De c-16	6.1%	6.4%	10,655	4.7%	3.0%	2.5%	4.2%	Feb-17		2.7%		7.1%
							Jan-17	6.2%	6.1%	10,645	4.7%	3.0%	2.5%	4.4%	Mar-17		2.9%	ı	6.3%
							Feb-17	6.3%	6.3%	11,030	4.9%	3.1%	2.6%	4.5%		s			

KPIs

KPI: unempl Bi	Closing the oyment gap rmingham {	e youth o between & UK	KPI: KF unempl worst p	Pl: Closing th oyment gap erforming d Birmingham	e youth between istricts & 1	KPI: Numb helped i throug	er of youn nto emplo h BCC & pa activity	g people yment ırtner	Bi	rmingham Job 2016/17 Young People ork/apprentic	T os Fund into ceships	hese three	programme Dev Fargets are to	s feed into the ugh BCC & pa volved Youth F 2016/17 o the end of th	KPI Number artner activit Fund ne programn	r of young p y Updated ne	people helped into employment thro d Quarterly, Youth Employment Initiative				
Quarter	Actual Gap	Target Gap	Quarter	Actual Gap	Target Gap	Quarter	Actual	Target (cumulative)	Quarter	Jobs	Apprentice-ship	Quarter	Engaged &	& supported Target	Young pe wo Actual	ople into ork Target	Quarter	Total participa nts engaged	BME participants engaged	Participants with disabilities engaged	Participants who are in education/train ing, gaining a qualification, or in employment on leaving.
Q1	+0.6pp	+0.7pp	Q1	2.0pp	2.1pp	Q1			Q1	11	116	Q1	671		68		Q1				
Q2	+0.4pp	+0.9pp	Q2	1.8pp	2.3pp	Q2	660	655	Q2	19	304	Q2	671		68		Q2	628	355	168	0
Q3	-0.4pp		Q3	1.3pp		Q3	1,385	1,455	Q3	42	554	Q3	902		468	185	Q3	1,464	711	352	124
Q4	-1.2pp		Q4	0.8pp		Q4		2,210	Q4			Q4		914		237	Q4				

Discontinuity from Feb 17 onwards

Yr 12 & 13 now measured instead of 12-14 in line with changes in measurement nationally

Apprentio	eships					Adult Education					
		Apprent Source:	iceships SFA/BIS		\bigtriangleup		Adu Sc	lt Educat ource: BC	ion C		
Month	Vacancies	Month	Starts (16-18)	Month	Starts (19-25)	Age	Total	Full Level 2	Full Level 3	English	Maths
Apr-15	285	Jan-15	1,300	Jan-15	1,810	2016/17 to date		1			
May-15	364	Apr-15	1,810	Apr-15	2,810	16-18	321	9	2	56	86
Jun-15	240	Jul-15	2,340	Jul-15	3,610	19-24	1,733	33	8	313	433
Jul-15	342	Oct-15	880	Oct-15	840	Total	2,054	42	10	369	519
Aug-15	No data	Jan-16	1,420	Jan-16	1,430	2015/16 Total		T			
Sep-15	360	Apr-16	1,980	Apr-16	2,390	Total	2,528	88	35	278	173
Oct-15	286	Jul-16	2,470	Jul-16	3,060						
Nov-15	377	Oct-16	910	Oct-16	840						
Dec-15	304	Jan-17	1,400	Jan-17	1,730						
Jan-16	297										
Feb-16	176										
Mar-16	168										
Apr-16	223										
May-16	205										
Jun-16	227										

NEETs and EETs

NEETs Off-f EET Source:	lows to BCC		Υοι	ung offend Sou	ers engage rce: BCC	ed in EET			Destination of l	ooked aft 13 20: Source	er childi L5/16 e: BCC	ren in Yea	ars 12 &	Proport Note from 20 a	<i>ource: BCC</i> re leacers on or nday		
Quarter	Off-flow	Quarter	Under 16 Nos	Under 16 %	16-18 Nos	16-18 %	Total Nos	Total %	Year	Yr	12	Yr	13	Year	Birmingham	Statistical neighbour	England
Q1 15/16	231	Q1 15/16	54	81%	60	65%	114	71%	2013/14	30	20%	52	33%	2006	57%	66%	63%
Q2 15/16	259	Q2 15/16	53	80%	57	61%	110	70%	2014/15	22	10%	52	24%	2007	45%	63%	67%
Q3 15/16	289	Q3 15/16	45	98%	82	70%	127	78%	2015/16	20	10%	54	25%	2008	50%	67%	65%
Q4 15/16	235	Q4 15/16	65	84%	71	70%	136	76%	2016/17	9	5%	35	16%	2009	55%	64%	63%
Q1 16/17	182	Q1 16/17	73	91%	66	70%	139	80%						2010	46%	70%	62%
Q2 16/17	201	Q2 16/17	88	89%	63	64%	150	77%						2011	42%	66%	61%
														2012	48%	62%	58%
														2013	54%	57%	58%
														2014	38%	50%	45%
														2015	39%	52%	48%
														2016	46%	49%	49%

Youth Promise Dashboard – Supplementary Commentary April 2017

Introduction

The Youth Promise Dashboard was developed to provide the Cabinet Member for Jobs and Skills with an overview of youth unemployment in the city and the performance of activities supporting the delivery of the Youth Promise, including the Youth Employment Initiative (YEI).

Although a short commentary is included with each measure, it's not possible to explain much in the way of context without making the dashboard too unwieldy.

This report is written for those who may be less familiar with the datasets and projects to provide more context and explanation for some of the charts and graphs. It is designed to be read in conjunction with the Dashboard.

Top Level Measures Page 1

Young People in Birmingham in employment and education

The unemployment claimant count is used widely to measure unemployment in the city. This data can be broken down by age and to neighbourhoods, so it allows detailed comparison between groups and areas. But it omits large numbers of the unemployed who are not eligible for benefits.

The Office for National Statistics produces figures covering all young people who are employed, unemployed and in education, irrespective of whether they can claim benefits. However, it is based on a very small survey of residents, so data below a city level is not very robust. We use this survey to measure the total percentage of young people who are employed or in education (i.e. are not NEET). The chart shows the percentage in Birmingham is 85% and the general trend is upwards, but the core city average (96%) is rising too, and the gap is not closing. Because of the small sample size quarter on quarter variations may not be statistically significant, it is advisable to look at the long term trends

Youth (18-29) Claimant Proportion

This chart measures the proportion of all aged 18-29 who claim unemployment benefits, and has recently been amended from the 18-24 age group, to bring it in line with target groups for major programmes such as the Youth Employment Initiative.

It shows that all areas including Birmingham, its two worst performing constituencies and the core city average have shown the same overall trend, but at different levels. Youth unemployment fell rapidly during the post-recession economic recovery, but has levelled off since around mid-2015.

The seasonal variations are visible, with a rise in claimant numbers after the end of the academic year, when young people finish their education, and again after Christmas when temporary labour is laid off.

The impact of the YEI programme on the figures is not yet visible, as it has not yet reached full capacity. But it is important to note that YEI can only take on clients once they have become unemployed, so the peaks are likely to continue even when the project is working well.

NEETs (not in education employment or training)

The Government has changed the way it measures NEETs from Years 12-14 to Years 12-13. In March it was agreed with the Cabinet Member for Jobs and Skills that the Youth Promise Dashboard measure would be brought in line with this revision. To avoid confusion, only the new measure is shown in the chart, although the table has retained historical data.

Tracking the destination of every young person is a very resource intensive process, hence the large peaks of 'not knowns'. To obtain good data on destinations BCC is reliant on other training providers passing on details of their students. But this only covers part of the cohort. There are no lists of businesses employing young people. Young people may work or be educated outside the city; they may move provider or employer; they may be doing nothing and not in the system at all. There are also issues of data sharing.

Council Plan KPIs Page 2

KPI: Closing the Gap between Birmingham and the UK

This KPI uses claimant count unemployment data for those aged 18-29 to track the gap between Birmingham and the UK. The figures are not seasonally adjusted, so the Q2 increase in the proportion is not unexpected. However, when the target was set it was anticipated that the YEI programme would be up to speed and would be able to cause a decrease. Unfortunately the programme has experienced delays. But it is hoped that Q4 will see an improvement.

KPI: Closing the year UK – numbers req	outh unem uired to m	ployment ga eet target	p between	Birmingham	and the
	A				
Date	B'ham Number	B'ham Proportion	B'ham Number	B'ham Proportion	Shortfall
Baseline Mar-16	11,420	5.1%			
Q1 Jun-16	11,125	4.9%	10,841	4.8%	284
Q2 Sep-16	11,615	5.1%	10,390	4.6%	1,225
Q3 Dec-16	10,665	4.7%	9,260	4.1%	1,405
Q4 Mar-17			8,131	3.6%	

As of December 2016 (Quarter 3) there were 10,665 young people aged 18-29 claiming unemployment benefits in Birmingham. The Q3 target figure is 9,260. The gap, or shortfall, between the two is 1,405.

KPI: Closing the Gap between the 7 worst performing Districts and Birmingham

This is a similar measure to the KPI above, but looks at the gap between the Birmingham average and the worst performing districts. The same issues around seasonal effects and the impact of YEI apply to this measure.

KDI. Closing the youth unemployment gen between the 7 worst performing Districts

and Birmingham – numbers required to meet target										
	Act	ual	Targ	Target						
Date	7 Districts Number	7 Districts Proportion	7 Districts Number	7 Districts Proportion	Shortfall					
Baseline Mar-16	9,500	5.9%								
Q1 Jun-16	9,255	5.7%	9,235	5.7%	20					
Q2 Sep-16	9,645	6.0%	8,911	5.5%	734					
Q3 Dec-16	8,780	5.4%	7,615	4.7%	1,165					
Q4 Mar-17			6,319	3.9%						

As of December 2016 (Quarter 3) there were 8,780 young people aged 18-29 claiming unemployment benefits in the 7 worst performing Districts in the city. The Q3 target figure is 7,615. The gap, or shortfall, between the two is 1,165.

Apprenticeships Page 2

Live Apprenticeship vacancies

This dataset is not currently being updated, but we understand data may become available in the future, so for now it's been retained in the Dashboard.

The number of vacancies is a product both of how many are apprenticeships are on offer and how many are being taken up. So a reduction in the number may not necessarily be a bad thing.

Apprenticeship Starts

The line chart has been replaced with a bar chart in the hope that this makes the data easier to interpret.

Data is shown quarterly from January 2016, with the solid bar giving numbers for those aged 16-18 and the hatched bar those aged 19-25. Numbers are cumulative through the year, and are reset to zero at the start of each academic year.

Due to possible timing differences in reporting starts to the SFA, comparisons to the same quarter the previous year may be misleading, except for the end of year (Q4) figure).

Adult Education Page 2

The table shows the number of young people engaged in Adult Education. It shows that of those studying English and Maths, few are studying at Level 2 or 3. Not all 2016/7 learners are yet recorded, so it is not significant that the figures are lower than the totals for 2015/16.

WMCA HS2 Growth Delivery Programme

Ashley Innis & Sandeep Shingadia April 2017



Content

- 1. Overview
- 2. Key Themes
- 3. Key Outcomes
- 4. People
- 5. Business
- 6. Place
- Curzon Street Masterplan '5 Big Moves' & Commercialisation
- UK Central Growth & Infrastructure Plan
- Wider Connectivity Revised connectivity programme
- 7. Environmental & Landscape
- 8. Digital Technologies



HS2 Growth Delivery Programme Overview



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Key Themes



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WEST MIDLANDS COMBINED AUTHORITY

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Analysis by the WMCA and other stakeholders suggests the HS2 Growth Strategy can deliver:

- Jobs 104,000 new or safeguarded
- 10% of all jobs for local residents currently unemployed created on the construction of HS2
- Skills 36% local population qualified to NVQ level 4+
- 2000 apprenticeships provided via the National College for High Speed Rail
- 700 businesses supported nationally
- GVA £14bn additional



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- To ensure that local people can benefit from the investment in, and employment opportunities created or enabled by HS2
- Achieved through creating a series of training and development pathways to support uplift in skills, and, providing access to job opportunities

Achievements to date

- Supported delivery of NCHSR due to open in September 2017
- Forging relationships with key partners; HS2 Ltd, JV Partners, other Local Authorities across CA area, Training Providers

Alignment to CA

skills, to draw upon the expertise of local delivery and ensure synergy of approach Developing a 'golden thread' alignment with CA objectives on productivity and across the sector and region.



People

Key challenges

- Clarity about skills and employment requirements and timescales
- Multiple stakeholders
- HS2 & Region wide challenge
- Understanding demand, supply and changing needs
- Communication broad stakeholder groups different audiences by location and type

Next steps

- Understanding requirements engagement with key stakeholders
- Proposed provision
- Identifying gaps
- Design new interventions



People

National College for High Speed Rail

- Be led by employers, for employers with private sector support I
- Lead the sector setting industry standards for training & qualifications |
- Operate a hub and spoke model of delivery
- Support 2000+ learners across 2 sites (Birmingham and Doncaster) I
- Deliver increased flow of technical skills at Levels 4+
- Cultivate innovation & enable student progression
- Opening September 2017





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Business

Key Objectives

- To develop a blue print for how to engage with local businesses, building capacity and capabilities so as to capitalise on the delivery of HS2.
 - To generate significant economic growth in our local supply chain and create new jobs in supply chain businesses across the WMCA.

Achievements to date

- Increased collaboration and co-ordination of HS2 related activities across the WMCA 3 LEP Growth Hubs
- The £20m National Rail Supply Growth Fund launched, offering loan finance of between £0.5m – £2m.
- Development of a technical platform which includes the use of BIM support and training with links to HS2 contract portal.



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Business

Next Steps

- To launch a WMCA HS2 enhanced Business Support and Supply Chain Programme, to:
- Include improved integration with Employment and Skills workstreams I
- Clear defined engagement channels for JV's, HS2 and central government I
- An extensive marketing, communications and engagement plan I
- Alignment to wider programme activity including network resilience; digital technologies; business relocation I
- Improved links to wider regional and sub regional activity including Midlands Engine, WMCA Growth Company. I



Curzon Street Station Master Plan

- 5 Big Moves:
- Creating a 'world class' destination
- Paternoster Place
- Metro Extension to Digbeth
- Station Square & Moor Street
- Curzon Promenade & Curzon Square
- Development of commercialisation opportunities with options for 'over-station design' (OSD)



Curzon Street Station Master Plan Place



East Birmingham & North Solihull



East Birmingham and North Solihull

- attainment and skills, poor connectivity, poor housing, limited **Challenge:** High unemployment, low levels of academic employment land, limited development activity, poor environment I
- **Opportunity:** HS2, Airport & NEC growth, Metro, A45 Sprint, Investment in cycling, walking and green travel districts and Local Centre Regeneration, Improving Digital Connectivity, Bordesley AAP, Yardley Brook, Birmingham Business Park, wider Jobs and Skills initiatives



East Birmingham and North Solihull

- Washwood Heath
- Rolling Stock Maintenance Depot
- Employment and Skills opportunities (circa 500 jobs)
- Employment Land Development (circa 24 hectares of development land available)

North Solihull

- Linking to UK Central Masterplan
- Linking to Interchange Station and wider UGC plan



UK Central

- UGC Growth & Infrastructure Plan
- Value Capture



Wider Connectivity

- Improving access to the Station Masterplan sites for appropriately qualified labour markets;
- Improving access to HS2 for key business sectors; •
- Improving access to a wider range of opportunities for disadvantaged areas



Wider Connectivity

Developing the Connectivity Package:

- Fit with strategic transport objectives and policies
- Market Demand
- Economic Exclusion
- Wider Economic Impact





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Environmental & Landscape

Opportunity:

'Capitalise on the opportunities presented by the HS2 environmental and wider growth agenda'

Innovation:

'Create the right conditions for innovation recognising it plays a key role in greening growth'

Collaboration:

that will lead to a smarter, more advanced and sustainable 'Work collaboratively with partners and the community to ensure we create a range of mechanisms to find solutions economy

Benefit Focus:

' Ensure that for any green infrastructure that is proposed, each intended benefit is clearly listed. It is vital we meet the local needs and local priorities.



- WELCOMING HIGH SPEED RAIL TO THE WEST MIDLANDS
- ENVIRONMENTAL & PROSPECTUS LANDSCAPE





Environmental & Landscape Progress to date:

Establishment of HS2 Growth Strategy Environmental & Landscape Board

- Chaired by Chief Executive Birmingham and Black Country Wildlife Trust
- Workstreams, LEPs, Environment Agency, Natural Capital Roundtable, Warwickshire/Ecology Membership: representatives from HS2 Ltd, Local Nature Partnerships, Growth Strategy **Technical Group** I

Scope – to embed principles, best practice and identify wider opportunities

- Identify opportunities to introduce, enhance and/or influence early design stage.
 - Capitalising on the benefits at an early stage and add value and wider benefits
 - A technical advisory group for project prioritisation within Growth Strategy
- Raise the profile of the environmental and landscape opportunities within design briefs
 - Explore, promote and enhance opportunities to secure additional funding
- Natural Capital promotion of assets being valued as a resource and not a cost burden
 - See the bigger picture identify and link to wider projects and share resources

Developing a partnership approach to delivery and HS2 legacy



Digital Technologies

HS2 Digital Roadmap

- HS2 Digital Demonstrator Projects
- Enabling Infrastructure
- Enabling Innovation



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COMBINED AUTHORITY

QUESTIONS?







West Midlands Combined Authority Board

Date	17 February 2017						
Report title	HS2 Connectivity Package						
Cabinet Member Portfolio Lead	Councillor Roger Lawrence – Transport Councillor Bob Sleigh – WMCA Chair						
Accountable Chief Executive	Keith Ireland, Managing Director – Wolverhampton Email: keith.ireland@wolverhampton.gov.uk Tel: 01902 554500						
Accountable Employee	Sandeep Shingadia, Head of Programme Development - TfWM Email: sandeepshingadia@wmita.org.uk Tel: 0121 214 7169						
Report has been considered by	STOG, HS2 Growth Delivery Board & WMCA Programme Board						

Recommendation(s) for action or decision:

WMCA Board is recommended to:

- Note the principles for reallocating HS2 Connectivity Package funding as set out in Section 5.
- 2. Note the criteria that has been used to assess the HS2 Connectivity Package in Section 6.
- 3. Agree the revised HS2 Connectivity Package as set out in Section 7.
- 4. Agree that Government is lobbied to ensure that dependant national programmes are delivered by Network Rail.

1.0 Purpose

1.1 This report sets out a revised HS2 Connectivity Package following a review of scheme viability. The report has previously been considered by STOG on 5 December 2016.

2.0 Background

- 2.1 Following the submission of the HS2 Growth Strategy to government in April 2015, an agreement was reached within the West Midlands Combined Authority (WMCA) Devolution Deal to fund the key proposals contained within the strategy.
- 2.2 Strategic partners across the region have worked together to identify a robust set of schemes aimed at delivering excellent local and sub-regional connectivity to HS2 stations. This has been achieved by following the methodology highlighted below.
- 2.3 The evidence based methodology was used to identify the HS2 Connectivity Package in order to maximise the benefits flowing from HS2 to the wider region by focusing on:
 - improving access to the Station Masterplan sites for appropriately qualified labour markets;
 - improving access to HS2 for key business sectors; and
 - improving access to a wider range of opportunities for disadvantaged areas.
- 2.4 The HS2 Connectivity Package currently comprises of 20 major transport infrastructure schemes to seamlessly connect Curzon Street and Interchange stations to the wider area. These schemes are set out below.

Infrastructure	Scheme	Benefitting			
Туре		Station			
	East Birmingham / North Solihull				
Metro	Brierley Hill Line 1 Metro Extension				
	Bordesley Chords and local enhancement]			
	Water Orton and local enhancements				
Hoover Poil	Snow Hill line improvements				
neavy naii	Aldridge Station and Electrification				
	Walsall to Rugely rail line speed improvements	Curzon Street			
	Shrewsbury to Wolverhampton rail electrification				
	Longbridge to Birmingham				
	Sutton Coldfield (potential CityLink);				
	Walsall to Birmingham				
	Bartley Green				
	Extension to Halesowen				
Sprint	i54 (including extension to Penn and Merry Hill				
Sprint	A45 UK Central to Coventry				
	Solihull to Interchange				
	Interchange to Coleshill Parkway	Intorohango			
	Sutton Coldfield to Interchange	Interchange			
	Warwick to Interchange				
	Hall Green to Solihull				

- 2.5 As part of the Devolution Deal discussions, an Implementation Plan for the HS2 Growth Strategy was submitted to government in May 2016, which included the HS2 Connectivity Package element. The Implementation Plan is fundamental to ensuring central government is confident that the final package is underpinned by a robust evidence base, will assist in optimising the economic potential of the region and is affordable and deliverable within the broader HS2 delivery timeframes.
- 2.6 The Implementation Plan set out key milestones for the development of the HS2 Connectivity Package schemes. These milestones were established based on the initial work that was done to develop the schemes for inclusion into the original HS2 Connectivity Package.
- 2.7 It was made clear within the Implementation Plan that assessments of scheme deliverability and associated milestones would be subject to change as further feasibility and development work was undertaken. It was necessary to caveat the HS2 Connectivity Package within the Implementation Plan in this way as the original work was based on initial scheme identification and desk top feasibility information generated during 2014. Alongside this, it is recognised that other changes have happened since the original work. This includes new opportunities to enhance connectivity, assumptions regarding schemes likely to be in place and delivery of schemes through other funding sources.
- 2.8 At the HS2 Growth Delivery Board meeting in August, it was agreed that work would be undertaken to review the HS2 Connectivity Package.
- 2.9 It was recognised that the outcome of further feasibility work will indicate that some schemes are not viable and therefore existing earmarked funding to be reallocated. It was agreed at the September 5 STOG meeting that a Working Group would develop the formulation of key principles for reallocation of funding and to work up the detail of an assessment and prioritisation process. This would allow for an evidence led consideration of potential changes to the HS2 Connectivity Package including additional schemes.
- 2.10 The Working Group consists of the following officers:
 - Stuart Everton Black Country Authorities
 - Phillip Edwards Birmingham City Council
 - Paul Boulton Coventry City Council
 - Perry Wardle Solihull Metropolitan Borough Council
 - Sandeep Shingadia Transport for West Midlands

3.0 Impact on the Delivery of the Strategic Transport Plan

- 3.1 The impact of the contents of this report on delivery of the 15 STP Policies and/or the development/operation of:
 - The National & Regional Tier
 - The Metropolitan Tier: Rail and Rapid Transit Network, Key Route Network, Strategic Cycle Network
 - The Local Tier
 - Smart Mobility Tier

- 3.2 The policies that are supported include:
 - Policy 1 Accommodate increased travel demand by existing transport capacity and new sustainable transport capacity;
 - Policy 2 Use existing transport capacity more effectively to provide greater reliability and average speed for the movement of people and goods;
 - Policy 3 Maintain existing transport capacity more effectively to provide greater resilience and greater reliability for the movement of people and goods.
 - Policy 4 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.
 - Policy 8 To improve connections to new housing development locations to help them flourish, primarily through sustainable transport connections.

4.0 Wider WMCA Implications

4.1 The report deals with the HS2 Connectivity Package which is largely located within the Metropolitan Area, but will serve to improve connectivity across the wider WMCA through improved links on key corridors to HS2 Stations at Curzon and Interchange.

5.0 Principles for Re-allocation of Funding

- 5.1 The Working Group has established a number of principles which need to be considered for the re-allocation of funding:
 - The WMCA Board would agree any re-allocation of funding in relation to the connectivity package and associated schemes.
 - The HS2 Connectivity Package objectives and key corridors remain an overarching priority. Any schemes being considered for funding through the connectivity package need to enhance access to HS2 Stations at Curzon or Interchange. This will ensure that the overall benefits of the HS2 Connectivity Package remain or are further enhanced.
 - Supporting existing schemes that have a funding gap for implementation. The HS2 Connectivity Package was developed on the assumption that a number of transport investments would be in place. Funding should be earmarked where existing schemes need support and demonstrate benefits for HS2 connectivity.
 - If a scheme is not viable, then alternatives should be considered within the corridor that can provide connectivity benefits e.g. if a Sprint corridor is not viable as a scheme then alternatives such as highway junction improvements could be considered. Through this an improvement can still be delivered in terms of journey time and journey time reliability.
 - In a scenario where a scheme in Local Authority A is not viable, it does not mean that an alternative has to be earmarked for that same Local Authority.
 - To work within the existing WMCA funded envelope for the HS2 Connectivity Package.

6.0 Assessment Process and Prioritisation

- 6.1 Alongside the headline principles set out above, work has been undertaken on assessing potential new schemes within the HS2 Connectivity Package. This has been done to ensure that there is an evidence base to support a revised HS2 Connectivity Package and that the overall benefits can be maximised.
- 6.2 The approach for assessing and prioritising the HS2 Connectivity builds on the original scheme prioritisation protocol which was developed for the original package. By utilising this approach, there is a degree of consistency.
- 6.3 The assessment of the existing HS2 Connectivity Package and additional schemes has utilised the following criteria:

Fit with strategic transport objectives and policies

- Access to International Gateways and HS2
- Freight and Business Efficiency
- Access to Growth
- Access to Labour and Skills
- Local Transport Plans
- HS2 Growth Strategy
- LEP & WMCA Strategic Economic Plan
- Local Plans and Core Strategies
- Other relevant adopted plans/strategies

Market Demand

- Evidence/analysis to demonstrate that there is user demand for the scheme
- Evidence/analysis of the market demand for the development or growth area that the scheme supports (in addition to the growth associated with the two station sites)

Economic Exclusion

• Measured by the benefits to areas with high Indices of Multiple Deprivation (IMD)

Wider Economic Impact

- Additional benefits to the economy from the scheme
- 6.4 The assessment against the identified criteria has been undertaken utilising existing scheme information e.g. strategic cases for the existing schemes as well as a number of additional schemes. The assessment has allowed a prioritisation exercise to be conducted which sets out the relative priority of the schemes based on the criteria set out above.

7.0 Revised HS2 Connectivity Package

7.1 In line with the principles and prioritisation process identified, it is proposed that the HS2 Connectivity Package is revised to reflect the following types of scheme:

- Base Schemes existing/committed schemes within identified HS2 Connectivity corridors that need support to get them implemented
- Core Schemes original HS2 Connectivity Package schemes
- New Schemes additional schemes which provide a new opportunity to support HS2 Connectivity Package objectives
- Reserve Schemes original HS2 Connectivity Package schemes which are currently not viable
- 7.2 The revised HS2 Connectivity Package is set out below:

Scheme			Strategy	Economy
Status	Mode	Name	Rank	Rank
Base	Metro	Centenary Square/Edgbaston extension	15	15
Base	Metro	Wolverhampton Interchange	15	2
Base	Rail	Coventry station Masterplan	8	9
Base	Sprint	Sprint – Hagley Road	8	7
Core	Rail	Bordesley Chords	0	-1
Core	Rail	Camp Hill Line Local Enhancements	0	I
Core	Rail	Water Orton	4	0
Core	Rail	Water Orton Local Enhancements		5
Core	Rail	Snow Hill Lines	3	16
Core	Metro	Wednesbury to Brierley Hill Extension	8	17
Core	Metro	East Birmingham to Solihull	3	5
Core	Sprint	Longbridge to Birmingham	15	9
Core	Sprint	A34 Walsall to Birmingham	21	23
Core	Sprint	Hall Green to Interchange via Solihull	21	21
Core	Sprint	Hagley Road Extension	8	20
Core	Sprint	Sutton Coldfield to Birmingham via Langley	15	17
Core	All	Sutton Coldfield Interchange and City Link	15	17
Core	Sprint	A45 Airport	2	13
New	Rail	Walsall to Wolverhampton Local Enhancements	3	22
New	Rail	Stourbridge to Round Oak Line Canal St Station	8	11
New	Rail	Coventry Very Light Rail	15	14
New	Rail	Tile Hill Park and Ride Expansion	15	8
New	Sprint	Hagley Road Phase 2	8	4
New	Sprint	Dudley to Birmingham	3	12
New	All	Interchange Hub	3	5
Reserve	Rail	Aldridge station and electrification	24	24
Reserve	Rail	Shrewsbury to Wolverhampton electrification	28	26
Reserve	Sprint	Bartley Green	21	28
Reserve	Sprint	i54	26	27
Reserve	Sprint	A45 UK Central to Coventry	27	19
Reserve	Sprint	Interchange to Coleshill Parkway	24	25
Reserve	Sprint	Sutton Coldfield to Interchange	28	30
Reserve	Sprint	Warwick to Interchange	28	29

- 7.3 A detailed schedule is attached as Appendix 1. This sets out total cost and funding sources. Further work will be undertaken to develop the funding profiles for the schemes.
- 7.4 The assessment and prioritisation matrix for the schemes is attached at Appendix 2.
- 7.5 Commentary on the 'Reserve' schemes that have been categorised as currently not viable is attached at Appendix 3. It is recognised that these schemes could be reconsidered under the HS2 Connectivity Package should the opportunity arise, however no development funding will be made available through the HS2 Connectivity Package funding.
- 7.6 Further work will be undertaken on updating the HS2 Implementation Plan once the revised HS2 Connectivity Package is agreed.
- 7.7 It is noted that WMCA Assurance Framework will need to be satisfied for schemes within the HS2 Connectivity Package to secure funding. Schemes will need to develop Strategic Outline Business Cases (SOC), Outline Business Case (OBC) and Full Business Case (FBC) as required. Alongside this regular programme monitoring will be undertaken and any further changes to the HS2 Connectivity Package schemes will be addressed through a change control process.

8.0 Financial implications

- 8.1 The initial HS2 Connectivity Package as included within the Devolution Deal totalled £0.938bn with a WMCA debt funding requirement of £0.570bn with the remainder being funded from a combination of DfT (Edgbaston Metro and A45 Airport Sprint), Network Rail and commercial arrangements in respect of the Sprint routes.
- 8.2 The revised HS2 Connectivity Package reflecting the latest assessment of viability is attached as Appendix 1 showing a total programme value of £1.257bn with a marginally reduced WMCA funding requirement of £0.553bn. The financial requirements of the initial and current programmes are summarised below:

	HS2 Connectivity Package	
	Devolution Deal £m	Revised Programme £m
Programme Cost	938	1,257
Funded By:		
WMCA Debt	570	553
Other Funding	368	704
Total Funding	938 F	Page 55 of 68

- 8.3 The 'Other Funding' listed above can include contributions from (and is not limited to) DfT, Network Rail, Enterprise Zones, Local Growth Fund, private sector and Local Authority contributions. Further work will need to be undertaken on the detail of these contributions as part of the development of individual schemes.
- 8.4 It should be noted that the favourable differential in WMCA debt financing as a result of the revised HS2 Connectivity Package will be used to support the associated dependent Metro work along the Bilston Road.
- 8.5 All schemes which feature within the revised HS2 Connectivity Package will be expected to adhere to the WMCA Assurance Framework prior to being awarded WMCA devolution deal financing. It is currently expected that the first schemes to progress through the framework will do so in 2017/18.

9.0 Legal implications

9.1 There are no immediate legal implications flowing from the contents of this report.

10.0 Equalities implications

9.1 No equality implications arising from this report. Individual schemes will need to be impact assessed for any equality implications.

Appendix 1 – Revised HS2 Connectivity Package

	Project	Total (£m)	HS2 Growth Strategy*	Other Funding**	Network Rail
Base Schemes	METRO - CSQ/EDGE Metro Extension	148.2	58.9	89.3	
	METRO - Wolverhampton Interchange	51.8	12.4	39.4	
	RAIL - Coventry Station Masterplan	89.0	15.0	74.0	
	SPRINT - Hagley Road	15.3	3.0	12.3	
Core Schemes	RAIL - Bordesley Chords	200.0	50.0		150.0
	RAIL - Camp Hill Line Local Enhancements	40.0	28.0	12.0	
	RAIL - Water Orton	50.0	15.0		35.0
	RAIL - Water Orton Local Enhancements	55.0	40.0	15.0	
	RAIL - Snow Hill Lines	20.5	7.0		13.5
	SPRINT - Longbridge to Birmingham	42.6	38.4	4.2	
	SPRINT - A34 Walsall to Birmingham	33.1	29.8	3.3	
	SPRINT - Hall Green to Interchange via Solihull	32.1	28.9	3.2	
	SPRINT - Hagley Road Extension	10.4	9.4	1.0	
	SPRINT - Sutton Coldfield to Birmingham via Langley	27.1	24.4	2.7	
	ALL - Sutton Coldfield Interchange and City Link	21.6	19.5	2.1	
	SPRINT - A45 Airport	50.0	15.0	35.0	
New Schemes	RAIL - Walsall to Wolverhampton Local Enhancements	18.0	12.6	5.4	
	RAIL - Stourbridge to Round Oak Line Canal St Station	20.0	14.0	6.0	
	RAIL - Coventry Very Light Rail	55.0	15.0	40.0	
	RAIL - Tile Hill P&R Expansion	8.0	7.2	0.8	
	SPRINT - Hagley Road Phase 2	50.0	45.0	5.0	
	SPRINT - Dudley to Birmingham	19.3	14.8	4.5	
	ALL - Interchange Hub	200.0	50.0	150.0	
TOTAL HS2 CONN	ECTIVITY PACKAGE	1,257.0	553.3	505.2	198.5
* Funded through the WI ** Includes DfT, LGF, EZ	VICA Investment Programme , Private Sector and Local Authority contributions				
NOTE : HS2 CONN	ECTIVITY RELATD SCHEMES INCLUDED IN WIDER INVESTME	NT PROGRAMI	ИĒ		
METRO - Wednesbu	ury to Brierley Hill Extension	310.0		310.0	
METRO - East Birm	ingham to Solihull	735.0		735.0	





Appendix 2 – Assessment Matrix

Scheme	Cost and funding (Em)		Strategy					Economy									
Status Mode Name	Total Strate	rowth Network Rail	Other funding Alignment	Rank Strategic	policy Ra	nk Local policy	Rank S	um BCR	Ran	PVB (£m)	Rank	Market demand	Rank Exclusion	Rank	Wider impacts	ank Sum	~
Base Metro Centenary Square/Edgbaston extension	148.2	58.9	89.3	2 - 2 15	3	1		17	1.6	18 4	.8 22	3	1	2 11	3	-	53
Base Metro Wolverhampton Interchange	51.8	12.4	39.4 4	8 - 2 15	3	1		17	2.9	9 14	.6 7	3	1	3 1	3	+	19
Base Rail Coventry station Masterplan	0.68	15.0	74.0 12,17,	8 - 3 8	3	1	-	10	2.5	10 5	5 18	3	1	2 11	3	+	41
Base Sprint Sprint – Hagley Road	15.3	3.0	12.3 1,2	6 - 3 8	n	-	-	10	4.0	6 6	.0 15	3	1	2 11	e	÷	34
Core Rail Bordesley Chords	200.0	50.0 150	10	0	¢	•	Ŧ	10	- V	0	-	c	+	•	c	Ŧ	7
Core Rail Camp Hill Line Local Enhancements	40.0	28.0	12.0	0	0	-	-	2	, t	o <u>o</u> ,	-	0	-	- 0	°,	-	
Core Rail Water Orton	50.0	15.0 35	3,9,1	.13,	¢	-	Ŧ	¢	000		u 0	c	Ŧ	Ţ	c	Ŧ	č
Core Rail Water Orton Local Enhancements	55.0	40.0	15.0 15,16,	8 - 7	n	-	-	°	0.2	13	0.	n	-	- n	n	-	17
Core Rail Snow Hill Lines	20.5	7.0 13	5,6,7,	6 - 4 3	e	-	-	5	1.7	16 3	.9 26	e	+	2 11	e		55
Core Metro Wednesbury to Brierley Hill Extension	310*		5.6	6 - 3 8	e	1		10	1.0	24 31	.0	2	15	3	2	13	57
Core Metro East Birmingham to Solihull	735*		5,6,11,	6 - 4 3	e	-	-	5	1.0	24 43	۰. ۵	e	+	،	e		30
Core Sprint Longbridge to Birmingham	42.6	38.4	4.2	2 - 2 15	e	-	-	17	3.0	8	8	e		2 11	2	13	41
Core Sprint A34 Walsall to Birmingham	33.1	29.8	3.3	3 - 1 23	e	1	-	25	1.9	15 6	.3 16	2	15	2 11	-	25	82
Core Sprint Hall Green to Interchange via Solihull	32.1	28.9	3.2	0 - 1 23	n	1	-	25	2.4	11 6	.3 14	2	15	2	-	25	76
Core Sprint Hagley Road Extension	10.4	9.4	1.0	6 - 3 8	e	1	-	10	7.2	-	.6 20	-	26	2 11	2	13	71
Core Sorint Sutton Coldfield to Birmingham via Langlev	27.1	24.4	2.7					-									1
Core AI Sutton Coldfield Interchange and City Link	21.6	19.5	r,	1 - 2 15	m	-	-	71	2.0	13	.0	m		2	01	13	21
Core Sprint A45 Airport	50.0	15.0	35.0 1.2.6.11.	6 - 5 2	e	-	-	4	1.5	19	5 12	2	15	5	e	-	48
New Rail Walsall to Wolverhampton Local Enhancements	18.0	12.6	5.4 3.4.8	4 - 4 3	n	-	-	2	1.4	21 2	.7 29	2	15	1	2	13	79
New Rail Stourbridge to Round Oak Line Canal St Station	20.0	14.0	6.0 5.6	6 . 3	e	-	+	10	5.1	2	7 11	2	15	3	2	13	42
New Rail Coventry Very Light Rail	55.0	15.0	40.0 12	7 - 2 15	n	-	-	17	1.7	16	5	0		11		13	20
New Rail Tile Hill Park and Ride Expansion	8.0	7.2	0.8	7 - 2 15	n	-	-	17	4.7		1 24	e	-	11	0	-	40
New Sorint Hadley Road Phase 2	50.0	45.0	5.0 1.2	6 - 3 8	n	-	-	10	4.0	6	9	°	-	11	0		25
New Sprint Dudlev to Birminoham	19.3	14.8	4.5 1.2.5	6 - 4 3	e	-	-	5	4.2	2	10	2	15	- -	2	13	44
New All Interchance Hub	200.0	50.0	150.0 11.12.17	8 - 4 3	0	-	-	5	2.4	11 46	2	2	15	-	. 62	·	30
Total for revised packa	de 1.257.0	553.3 198	505.2					1									
Not viable Rail Aldridde station and electrification	38.7			5 - 1 23	3	1	24	48	1.2	22 4	21	-	26	11	2	13	93
Not viable Rail Shrewsburv to Wolverhamoton electrification	100.0			8 - 1 23	2	26	24	73	0.6	30	.0 17	-	26	11	2	13	97
Not viable Sprint Bartley Green	41.6			2 - 1 23	n	-	-	25	1.5	20	0 25	2	15	1 28	-	25 1	113
Not viable Sprint 154	18.0			8 - 2 15	0	26	24	65	1.0	24	30		15	11	-	25 1	105
Not viable Sprint A45 LIK Central to Coventry	47.6		19	7 - 2 15	0	26	30	71	12	22	13	1 03	-	11	. 0	13	60
Not viable Sprint Interchance to Coles hill Parkwav	15.0			8 - 1 23	n	-	24	48	0.9	28	.0 27	2	15	11	2	13	94
Not viable Scriet Sutton Coldfield to Interchance	27.7			1 - 1 23	0	26	24	73	6.0	28	0 27	-	26	1 28	C	30	139
Not viable Sprint Warwick to Interchance	43.6			2 - 1 23	0	26	24	73	1.0	24 4	6 23	-	26	0 30	0	30	133
aç																	1
Notes	: 																
"The cost of the dischemes is not included in the totals of the HS2 Connectiv	vity Package, but are included	the WMCA wider Investment	Programme														
Strategy and economy scores are seven-point; 3, 2, and 1 are large, modera.	e, and slight beneficial respect	ively, negative numbers are the	e same grades of adverse impact -	zero scores are neutral													
Italicis ed rigures de la sumates																	1
Colinzon Street	Interct	anne															
1 South Rirminorham - I on chridde Northfield Kinos Norton Edor	aston 10	Hall Green Shirle	ev Solihull														
2 Barren Green, Harborne, Edobaston	E	North Birmingha	m - Lichfield. Sutton Coldfield. Wal	nlev. Castle Bromwich. Chelr	Islev Wood												
3 Sutton Coldfield, Walmlev	5	Warwick. Leamin	naton Spa. Kenilworth. Coventry														
4 West Wolverhampton, Wolverhampton	5	Burton, Tamwort															
5 Breney Hill, Dudley	14	Walsall, Rugeley	r, Cannock														
6 Worcester, Kidderminster, Stourbridge	15	Brownhills, Aldric	dge, Streetly														
7 Stratford- upon-Avon	16	Worcester, Kidd	erminster, Stourbridge														
8 Shrewsbury, Telford, Wolverhampton	11	South Coventry,	University of Warwick, A45														
9 East Molands centres – Leroy, Nottingnam and Leicester	18	East Midiands ce	entres – Derby, Nottingnam and Lei	cester	_	_	_	_	_		_			_		_	1

Appendix 3 – Reserve Schemes Not Currently Included in HS2 Connectivity Package

RAIL – Aldridge Station and Electrification

Within the original strategy there were assumptions made in order to provide a new station at Aldridge that will deliver direct access to the rail network via Walsall and Birmingham New St. Electrification would be required along three miles of double track as part of the scheme alongside the construction of a new station with bay platform at Aldridge. The anticipated costs for electrification works are likely to have increased to at least £15m based upon similar works being undertaken along the Walsall to Rugeley line, which cost more than double the originally forecast amount.

RAIL – Walsall to Rugeley Rail Line Speed Improvements (In Delivery)

Electrification works expected to be completed by December 2017, with line speed improvements estimated to be operational by May 2018. These works are currently being implemented by Network Rail.

RAIL – Shrewsbury to Wolverhampton Rail Electrification

This scheme was originally envisaged as a follow-on from the proposed electrification of key rail routes through the West Midlands (notably: Derby – Birmingham New St – Bristol; Birmingham Moor St to London Marylebone; Nuneaton – Coventry – Leamington – Oxford –Reading – Southampton; and the Snow Hill Lines between Stratford/Leamington – Birmingham Moor St – Stourbridge – Worcester). However, proposals for these priority electrification schemes have now been indefinitely deferred following the problems with the national Great Western and Midland Main Line electrification schemes.

The £60m estimated cost of the electrification and line speed improvements from Wolverhampton to Shrewsbury is also no longer valid based on more recent outturn costs from other schemes. Line speed improvement costs were anticipated by Network Rail to be circa £28m in 2013 and these remain relatively robust. However, the cost of electrification of the circa 30 miles of double track plus Shrewsbury Station area is now expected to be up to £150m.

Furthermore, many of stated objectives of the scheme are now set to be achieved without the expense of electrification. Virgin Trains now runs direct London to Shrewsbury services using diesel-powered trains, whilst the frequency of local services between Shrewsbury, Telford and Wolverhampton and Birmingham is set to double under the new West Midlands franchise.

Little or no further development work has been undertaken to scope this intervention. Opportunities for future line speed improvements and electrification will continue to be kept under review, however, the case for electrification will now need to be based on the increased cost estimates and considered in the context of other regionally significant electrification priorities.

SPRINT – Bartley Green

It is apparent that the case for serving Bartley Green via the Bristol Road is stronger than the alternative route via the Hagley Road, and the strategic case for serving the QE Hospital also makes this route a more attractive option. However, the BCR is marginal for this scheme and there are some key risks that could reduce the journey time savings if they transpire.

SPRINT – 154

The i54 to Wolverhampton Sprint route is felt to not currently be feasible due to significant congestion and constraints along the A449 corridor. A 20% improvement on conventional bus journey times will not achieved without significant bus priority infrastructure being implemented

(such as highway widening), which is currently unachievable due to budgetary and highway boundary constraints.

TfWM and Wolverhampton City Council will continue to liaise about the corridor, and the possibility of funding bus priority measures. Although it is recommended that no further work be undertaken on developing Sprint services on the corridor at this time, such proposals should be incorporated within the corridor improvement scheme to support the introduction of Sprint at a later date.

SPRINT – A45 UK Central to Coventry

Whilst Tile Hill, Eastern Green and Warwick University all generate a reasonable level of patronage for service, there are not enough other areas on the route with a consistent level of demand to sustain Sprint. Based upon the high level appraisal undertaken, which includes optimistic growth projections for trips into and out of UK Central, a Sprint service operating between Coventry and HS2 Interchange would represent low value for money.

The journey time savings achieved on the route are only 15%, which is less than the minimum Sprint standard. Furthermore, this journey time saving would be difficult to achieve without good support from Coventry City Council.

SPRINT – Interchange to Coleshill Parkway & Sutton Coldfield to Interchange

The Sutton Coldfield to Interchange (including Coleshill to Interchange) corridor will create a key link to the predicted growth at HS2 Interchange. Whilst there is expected to be an increase in demand by 2031, the BCR for a Sprint scheme on this route remains weak. The semi-rural nature of the route means the low level of patronage does not cover the investment required to meet the Sprint Standards. However, the demand for an improved public transport link between these strategic centres is evident and Warwickshire are supportive of a scheme that provides a link from Coleshill Parkway to HS2 Interchange, although it is unlikely to warrant a Sprint route until further growth materialises after 2030.

SPRINT – Warwick to Interchange

An initial review of the corridor shows this route to have its population concentrated in a small number of centres, with large rural sections between. Congestion is focussed on a few specific locations, mainly in the urban areas, with the sections between being generally free-flowing. The Warwick to Interchange Sprint route is not currently considered deliverable due to the pattern of population along the corridor which gives rise to low levels of demand. The route may be able to support a different, high-quality bus service.



Economy, Skills & Transport O&S Committee: Work Programme 2016/17

Chair:	Cllr Zafar Iqbal
Committee Members:	Cllrs David Barrie, Zaker Choudhry, Phil Davis, Diane Donaldson, Timothy Huxtable, Ziaul Islam, Josh Jones, John O'Shea, Eva Phillips, Sharon Thompson and Ken Wood
Officer Support:	Scrutiny Officers: Rose Kiely (303 1730) & Baseema Begum (303 1668) Committee Manager: Errol Wilson (675 0955)

1 Meeting Schedule

Date	What	Officer Contact / Attendees
30th June 2016 (informal) 1400 hours Committee Room 6	Work Programme discussion including: Updates from Senior Officers on key Planning and Regeneration, Transportation and Skills and Learning issues.	Shilpi Akbar, Richard Cowell, Kevin Hicks, Ian MacLeod and Anne Shaw
21st July 2016 1400 hours Committee Room 1	A38 Expressway closure	Anne Shaw, Assistant Director, Transport & Connectivity; Mel Jones, Transportation Behaviour Change Manager; Andrew Butterfield, Highways England; Jon Hayes, Transport for West Midlands
	Preventing damage to grass verges	Kevin Hicks, Assistant Director, Highways & Infrastructure
22 nd September 2016 1400 hours	Cabinet Member for Transport & Roads: Portfolio priorities & upcoming work areas	Chris Brockie, Cabinet Support Officer
Committee Room 2	Road Safety Strategy Consultation	Philip Edwards, Head of Growth & Transportation
20th October 2016 1400 hours	Cabinet Member for Jobs & Skills: Portfolio priorities & upcoming work areas	Chris Brockie, Cabinet Support Officer
Committee Room 1	Birmingham Development Plan update	Uyen-Phan Han, Strategic Planning Manager

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Date	What	Officer Contact / Attendees
17th November 2016 1400 hours Committee Rooms 3&4	Midland Metro – Review of first phase, lessons learnt and plans for extension	Phil Hewitt, Metro Programme Director, Transport for West Midlands; James Aspinall, Corporate Services Director, West Midlands Combined Authority; Kevin Hicks, Assistant Director, Highways & Infrastructure
	Dropped Kerb applications	Paul O'Day, Street Services Manager
15th December 2016 1400 hours	GBSLEP Strategic Economic Plan 2016-2030	Katie Trout, Director, GBSLEP
Committee Rooms 3&4	Closing the skills gap: 'What opportunities does the National College for High Speed Rail present for Birmingham residents'	Daniel Locke-Wheaton, Interim Academic Director, National College for High Speed Rail.
	Adult Progression Pathways into HSR	Joanne Keatley, Head of Adult Education Services;
19th January 2017 **1500 hours**	Budget Scrutiny	Councillor Brett O'Reilly Councillor Stewart Stacey
Committee Rooms 3&4	Quarterly Key Performance Indicator report on skills programmes	Jane Newman, Employment and Skills Manager/Lesley Bradnam, Project Leader - Economic Policy
16th February 2017 1400 hours	Cabinet Member for Transport & Roads: Annual Report	Chris Brockie, Cabinet Support Officer
Committee Room 2	Update on Birmingham Cycle Revolution Programme	Varinder Raulia, Head of Infrastructure Projects/ Andy Middleton, Cycling Programme Manager
16th March 2017 1400 hours	Cabinet Member for Skills & Learning: Annual Report	Chris Brockie, Cabinet Support Officer
Committee Room 2	East Birmingham & North Solihull Regeneration Strategy	Ian MacLeod, Assistant Director, Regeneration
27th April 2017 1400 hours	Quarterly Key Performance Indicator report on skills programmes	Shilpi Akbar, Assistant Director, Employment
Committee Room 1	HS2 Benefits Realisation	Ashley Innis, Major Projects Manager Sandeep Shingadia, Head of Programme Development, Transport for West Midlands



2 Further work areas of interest/Work to be programmed

- 2.1 The following items could be scheduled into the work programme if members wish to investigate further:
 - Other Executive Members attending as required;
 - Grand Central/New Street Station issues for access and disabilities
 - Draft Local Centres Strategy (TBC)
 - Review of Safety Cameras To be programmed into the 2017/2018 municipal year work programme
 - 20mph limits Impact & evaluation of areas where it has been implemented To be programmed into the 2017/2018 municipal year work programme
 - Invitation to Amey to attend a future Committee meeting to answer queries relating to Highways issues.
 - Draft corporate Apprenticeship Strategy
 - East Birmingham and North Solihull Regeneration Strategy October 2017

3 Other Meetings

Call in Meetings

'Response to the consultation on the implementation of Clean Air Zones in England' Thursday 5th January 2017, 2pm, Committee Room 6, Council House

'Proposed Off-Street Parking Charges – Local Car Parks 2017-2018' Tuesday 21st March 2017, 2pm, Committee Room 2, Council House

Petitions

None scheduled

Councillor Call for Action requests

None scheduled

It is suggested that the Committee approve Thursday at 1400 hours as a suitable day and time each week for any additional meetings required to consider 'requests for call in' which may be lodged in respect of Executive decisions.

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Economy, Skills & Transport O&S Committee, 27 April 2017



Contact Officers

Rose Kiely, Group Overview and Scrutiny Manager, <u>rose.kiely@birmingham.gov.uk</u> – 0121 303 1730 Baseema Begum, Research & Policy Officer, <u>baseema.begum@birmingham.gov.uk</u> – 0121 303 1668

4 Forward Plan for Cabinet Decisions

The following decisions, extracted from the Cabinet Office Forward Plan of Decisions, are likely to be relevant to the Economy, Skills & Transport O&S Committee's remit. **Please note this is correct at the time of publication. Highlighted rows show a change to the previously listed cabinet proposed date.**

Reference	Title	Portfolio	Proposed Date of Decision
003541/2017	003541/2017 BCR A34 Birchfield Road (City Centre to Heathfield Road) FBC	Leader	01 May 2017
003543/2017	003543/2017 BCR A38 Bristol Road (Selly Oak to City Centre) FBC	Leader	01 May 2017
003361/2017	Commonwealth Games Bid - Public	Deputy Leader	16 May 2017
003295/2017	Innovation Birmingham Ltd Site Development (Maker Wharf)	Leader	16 May 2017
003545/2017	Development of an investment vehicle for commercial property and the disposal of surplus properties	Leader	16 May 2017
003575/2017	Birmingham Smithfield Development Procurement	Leader	16 May 2017
000315/2015	Iron Lane – Stechford Junction Improvements – Full Business Case	Transport & Roads	16 May 2017
000934/2016	Local Growth Fund Transport and Connectivity Hagley Road SPRINT Scheme	Transport & Roads	16 May 2017
003077/2017	Transportation and Highways Capital Programme 2017/18 to 2022/23 PDD	Transport & Roads	16 May 2017
003555/2017	Battery Way Extension LGF Improvements - Revised Financial Appraisal	Transport & Roads	16 May 2017
000318/2015	Discharge of Accountable Body Arrangements for AMSCI - Standing Item	Leader	27 June 2017
002536/2016	Former Curzon Street Station Refurbishment	Leader	27 Jun 2017
002864/2017	Snow Hill Square Improvement Scheme (Tranche 1)	Leader	27 Jun 2017
001228/2016	Swallow Street Metro Complementary Highway Works - Project Update and Delivery Strategy	Transport & Roads	27 Jun 2017
002498/2016	HS2 Birmingham Interchange - update	Leader	25 Jul 2017

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Reference	Title	Portfolio	Proposed Date of Decision
003203/2017	Enterprise Zone – Skills and Employment Investment Programme	Leader	25 Jul 2017
001904/2016	Selly Oak New Road Phase 1B Full Business Case	Transport & Roads	19 Sep 2017

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Economy, Skills & Transport O&S Committee, 27 April 2017