

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 May 2017 at 1000 hours
in Committee Rooms 3 and 4,
Council House, Birmingham

PUBLIC AGENDA

1. NOTICE OF RECORDING

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

Attached 3. VISION AND FORWARD PLAN

Report of the Chief Operating Officer.

Attached 4. FINANCIAL OUTTURN 2016/17

Report of the Interim Chief Finance Officer.

Attached 5. PETPS (BIRMINGHAM) LIMITED

Report of the Assistant Director (Corporate Finance).

Attached 6. COMMISSIONING STRATEGY FOR THE FUTURE OF BUILDING CONSULTANCY SERVICES

Report of the Director of Commissioning and Procurement.

Attached 7. WEST MIDLANDS GROWTH COMPANY SERVICE LEVEL AGREEMENT 2017/18

Report of the Corporate Director - Economy.

8. **TRANSPORTATION AND HIGHWAYS FUNDING STRATEGY 2017/18 TO 2022/23 PDD**

Report of the Corporate Director - Economy.

9. **IRON LANE – STECHFORD JUNCTION IMPROVEMENTS – FULL BUSINESS CASE**

Report of the Corporate Director - Economy.

Attached 10. **CARERS GRANTS - PERMISSION TO CONSULT**

Report of the Interim Corporate Director - Adult Social Care and Health.

Attached 11. **UPDATE REPORT ON ACADEMY CONVERSIONS FOR PERIOD 1ST DECEMBER – 30TH APRIL 2017**

Report of the Corporate Director - Children and Young People.

Attached 12. **PLANNED PROCUREMENT ACTIVITIES (JUNE 2017 - AUGUST 2017)**

Report of the Director of Commissioning and Procurement.

Attached 13. **APPOINTMENTS TO OUTSIDE BODIES**

Report of the City Solicitor.

14. **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.

15. **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 16. **PETPS (BIRMINGHAM) LIMITED**

Report of the Assistant Director (Corporate Finance).

(Exempt Paragraph 3)

Attached

17. COMMISSIONING STRATEGY FOR THE FUTURE OF BUILDING CONSULTANCY SERVICES

Report of the Director of Commissioning and Procurement.

(Exempt Paragraph 3)

18. IRON LANE – STECHFORD JUNCTION IMPROVEMENTS – FULL BUSINESS CASE

Report of the Corporate Director - Economy.

(Exempt Paragraph 3)

Attached

19. PLANNED PROCUREMENT ACTIVITIES (JUNE 2017 - AUGUST 2017)

Report of the Director of Commissioning and Procurement.

(Exempt Paragraph 3)

20. 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

Report to:	CABINET 2017	<i>Exempt information paragraph number – if private report:</i>
Report of: Date of Decision:	Chief Operating Officer 16 May 2017	
SUBJECT:	Vision and Forward Plan	
Key Decision: Yes	Relevant Forward Plan Ref: 003509/2017	
If not in the Forward Plan: (please "X" box)	Chief Executive approved <input type="checkbox"/>	
	O&S Chairman approved <input type="checkbox"/>	
Relevant Cabinet Member(s) or Relevant Executive Member for Local Services:	Councillor Ian Ward – Deputy Leader	
Relevant O&S Chairman:	Corporate Resources and Governance - Councillor Mohammed Aikhlaq MBE	
Wards affected:	All	

1. Purpose of report:
<p>This report is:</p> <p>1.1 To seek approval with Cabinet for the vision and strategic priorities for Birmingham City Council.</p> <p>1.2 To provide a summary of the proposed Council Plan measures to be used to monitor progress against the Vision and Forward Plan for the financial year 2017/18.</p> <p>1.3 To seek approval for the for the organisational health measures for 2017/18</p>

2. Decision(s) recommended:
<p>That the Cabinet:</p> <p>2.1 Approve the Vision and Forward Plan set out in section 5 as a statement of Birmingham City Council's strategic priorities.</p> <p>2.2 Approve the measures included in the Vision and Forward Plan, set out in section 6, as the basis for monitoring progress on Birmingham City Council's strategic priorities for 2017/18 this to be part of the Council's performance management framework.</p> <p>2.3 Approve the measures set out in section 7 as the basis for monitoring the organisational health of Birmingham City Council</p>

Lead Contact Officer(s):	Angela Probert
Telephone No: E-mail address:	0121 303 2793 angela.probert@birmingham.gov.uk

3. Consultation

3.1 Internal

Extensive discussion has taken place with all Cabinet Members on the development of the Vision and Forward Plan in recent months, including work to agree the associated performance measures to monitor progress against stated outcomes.

The Leaders of both the Conservative and Liberal Democrat groups have been consulted on the Vision and Forward Plan.

Work was undertaken with over 700 managers across Birmingham City Council (BCC) over the Summer and Autumn of 2016 to agree what needs to be in place to deliver the Vision and Forward plan, and to be an effective and efficient 'Council of the Future'.

3.2 External

Public consultation – including that undertaken as part of the 2017+ Budget process – has influenced the development of the Vision and Forward Plan.

Multi-agency workshops were held in the Summer of 2016 to help develop the priorities set out in the Vision and Forward Plan.

4. Compliance Issues:

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

The Vision and Forward Plan provides a refreshed statement of key priorities and high level performance measures to be used to develop the Council's policies, plans and strategies.

A clear Vision and Forward Plan is a strong step in the development of a broader Birmingham city vision by partners and sets out clearly the ambitions of the City Council.

4.2 Financial Implications (Will decisions be carried out within existing finance and resources?)

There are no direct financial implications arising from this report, though in adopting the Vision and Forward Plan the Council commits to a new framework against which resource allocation and spending decisions will be made in the future.

4.3 Legal Implications

There are no legal implications arising from this report.

4.4 Public Sector Equality Duty (see separate guidance note)

The Vision and Forward Plan commits BCC to act to ensure that every child, citizen and place matters. Birmingham City Council will address the many challenges and opportunities the diverse City of Birmingham faces, such as the disparities in health, but also the opportunities that being a very young and diverse city brings. The analysis of these challenges and opportunities plots how issues need to be addressed at several stages of citizens' lives.

Inclusivity is acknowledged as one of the key drivers of change. Birmingham's diversity of culture, faith and ethnicity means that the city will strive to be a place where all live, work and play together and value and respect difference.

5. Relevant background/chronology of key events:
<div data-bbox="135 376 1484 481"><p>5.1 The Vision and Forward Plan aims to “reset” the longer term position of the City Council. It recognises the challenges and opportunities Birmingham as a city faces and our citizens.</p></div> <div data-bbox="135 521 1484 1310"><p>5.2 The Vision and Forward Plan sets out the City Council’s vision for Birmingham:</p><p>‘A city of growth where every child, citizen and place matters’</p><p>and sets out clear priorities for the City Council:</p><ul style="list-style-type: none">• Children – a great place to grow up in: Make the best of our diversity and create a safe and secure city for our children and young people to learn and grow.• Housing – a great place to live in Provide housing in a range of types and tenures to meet the housing needs of all the current and future citizens of Birmingham.• Jobs and Skills – a great place to succeed in Build on our assets, talents, and capacity for enterprise and innovation to shape the market and harness opportunity.• Health – a great place to grow old in Help people become healthier and more independent with measurable improvement in physical activity and mental wellbeing.</div> <div data-bbox="135 1339 1484 2112"><p>5.3 The drivers of change for Birmingham are set out below and create a link with the priorities set out above. A city that is:</p><ul style="list-style-type: none">• Connected The desire to connect and be connected is one of the big drivers in our city. This has particular importance for connecting local neighbourhoods and for positioning Birmingham at the heart of the UK’s rail and road networks, alongside our emerging role as an incubator of digital talent and new businesses.• Inclusive Birmingham is the most youthful city in Europe, with a wide range of cultural, faith, ethnic and new communities across many of our neighbourhoods. We need to strive for a city and neighbourhoods where young and old, families and individuals live, work and play together, valuing and respecting the difference each brings.• Sustainable As the city and its population continues to grow we need to look at how we support a high quality of life for our citizens within environmental limits. This will require new ways of planning city systems in relation to transport, energy, buildings and resources for social and natural capital alongside economic growth.</div>

5.4 The importance neighbourhoods and place have in shaping the lives of citizens and the city we share is recognised:

- Better, more efficient services, shaped to address local need and requirements.
- Councillors, council officers, partners and communities sharing a common endeavour to influence services and policy.
- The assets and talents of local communities and neighbourhoods are recognised and valued.

6. Key performance measures

6.1 To be clear on what will be different and how we will know we are on track, outcomes have been developed and key performance measures (KPIs) identified to monitor progress:

Children – a great place to grow up in:

What this means:

- An environment where our children have the best start in life.
- Our children and young people are able to realise their full potential through great education and training.
- Our children and young people are confident about their own sense of identity.
- Families are more resilient and better able to provide stability, support, love and nurture for their children.
- Our children and young people have access to all the city has to offer.

KPIs to monitor progress:

- The number of children and young people with access to 'good' or 'outstanding' educational provision - termly.
- Percentage of children making at least expected progress across each stage of their education – annual.
- A reduction in the number of children in care – monthly.
- A higher proportion of children in need supported to live in their own family – monthly.
- Number of schools progressing a Mode “STARS” (Sustainable Travel Accreditation & Recognition for Schools) programme - annual
- Perception of safety on public transport – annual

Housing – a great place to live in:

What this means:

- Making the best use of our existing stock.
- Delivering through a range of partnerships to support a strong supply of new high quality homes in a mix of tenures. Affordable?
- Supporting the people of Birmingham to access good quality housing provision.
- Working with our partners to reduce homelessness.

KPIs to monitor progress:

- 51,000 new-build homes by 2031– annual.
- Homelessness will be prevented or relieved – quarterly.
- Minimise the number of households living in temporary accommodation per 1,000 households – monthly.
- Number of homes built that are affordable - half yearly
- Empty properties that are brought back into use – monthly
- Available council housing as a percentage of stock – monthly

Jobs and skills – a great place to succeed in:

What this means:

- Creating the conditions for inclusive and sustainable growth that delivers and sustains jobs and homes across Birmingham.
- Investment in infrastructure and improved connectivity.
- Growth of sectors / clusters of activity where Birmingham has competitive strengths.
- The development of a modern sustainable transport system that promotes and prioritises sustainable journeys.
- Birmingham residents will be trained and up-skilled appropriately to enable them to take advantage of sustainable employment.

KPIs to monitor progress:

- Number of young people not in education, employment or training – monthly.
- Reducing the unemployment gap between wards – quarterly.
- Proportion of the population aged 16 to 24 qualified to at least level 1 and level 3 – annual.
- Land developed (hectares), jobs created and new employment floor space created as a result of investment in infrastructure and development activity – annual.
- Increased number of BCC apprenticeships directly within the City Council and other organisations through our influence on contract management – monthly.
- Improved digital offer across Birmingham – quarterly.

Health – a great place to grow old in:

What this means:

- Creating a healthier environment for Birmingham.
- Increased use of public spaces for physical activity; more people walking and cycling; greater choice of healthy places to eat in Birmingham.
- Leading a real change in individual and community mental wellbeing.
- Promoting independence of all our citizens.
- Joining up health and social care services so that citizens have the best possible experience of care tailored to their needs.
- Preventing, reducing and delaying dependency and maximising the resilience and independence of citizens, their families and the community.

KPIs to monitor progress:

- More people will exercise independence, choice and control over their care

through the use of a Direct Payment – monthly.

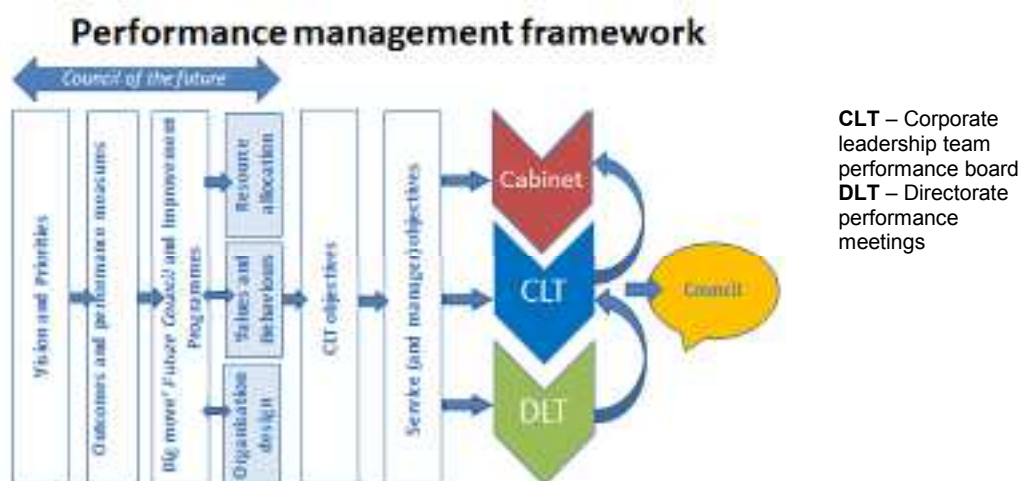
- The quality of care provided in the city will improve so that more people receive a standard of care that meets or exceeds the quality threshold – quarterly.
- Increase in the number of our most deprived citizens who have engaged with our wellbeing services – quarterly.
- More people will receive the care they need in their own home – monthly.
- Develop a methodology for counting the number of cycle journeys – quarterly.

Cross Cutting

- Reduction in the percentage of households in fuel poverty - annual
- Reduction in the percentage of workless households overall and Implement the recommendations from the Child Poverty Commission - annual
- Improved cleanliness – streets and green spaces - annual
- Increase in the percentage of total trips by public transport - annual
- Reduction in health inequality - annual
- Improved air quality - annual

6.2 Attached as appendix 1 is the working document that has been built over the last six months through discussions with Cabinet members and will inform the formal Council Business Plan. A formal Council Business Plan will now be drafted as a document to share with all councillors, staff and partners, and delivery plans developed that set out key milestones in the delivery of the outcomes set out in paragraph 6.1.

6.3 As part of the Council's performance management framework set out below, the above Vision and Forward Plan measures will be reported to Cabinet on a quarterly basis and built into the objectives for Corporate Directors and Directorate leadership teams:



6.4 This approach will create a golden thread between the vision and priorities of the Council and activity that is undertaken at a service level. It also pulls together the different elements set out below, and will enable the Council to allocate resources to focus on and deliver the stated priorities:

- i. 'Council of the Future' transformation – the significant programmes to deliver:
 - a. transformation programmes e.g Children's Trust,
 - b. high risk budget delivery plans,

- c. business improvement e.g culture change,
The Council of the Future programme, and how it will support the delivery of the Council's priorities will be subject to a future report to Cabinet.
- ii. Resource allocation – reflecting our vision and priorities and articulating in the Financial Plan how all of our resources will be allocated to deliver these. The Financial Plan forms the legally required 'council budget' framework for decisions during the year, and was formally approved by Full Council in February 2017.
- iii. Directorate/Service Plans setting out how:
 - a. priority outcomes will be built into particular service delivery plans and line management objectives
 - b. associated service measures will be used to track and manage day-to-day service improvements at operational level.

7.0 In line with the principles of strong and effective performance management, there are two further blocks of KPIs that make up the Council's performance management framework:

7.1 **Organisational health measures**

To cover matters relating to:

- Workforce
- Citizen
- Governance

Performance against the measures set out below will be reported to Cabinet alongside Council Plan measures on a quarterly basis:

Workforce

- Workforce expenditure i.e. within budget – monthly
- Workforce attendance and sickness absence rates - monthly
- Number of accidents/incidents per 1,000 employees - quarterly
- Volume & type of referrals to Occupational Health per 1,000 employees - quarterly
- Increase in the number of people completing the staff survey -annual
- Increase in the feeling of engagement - annual
- Increase in the trust rating - annual
- Increase in confidence in the Council to implement changes - annual
- Increase level of pride for working for the Council - annual

Citizen

- Your views complaints receiving a full response within 15 working days - monthly
- Channel shift (overall) - monthly
- Customer satisfaction - call email quality score - monthly
- Increase in people trusting the Council to make right decisions - annual

- Increase in people feeling they can influence decision making - annual
- Increase in people feeling satisfied with the Council - annual
- Increase in people feeling informed by the Council - annual
- Increase in people feeling involved in making decisions affecting their local area - annual

Governance

- The percentage of council plan measures achieved - monthly
- Whistleblowing requests received that progress under the boundaries of the Policy (% by directorate) - monthly
- FOI requests responded to within deadline (% by directorate) - monthly
- Ombudsman complaints resulting in reports issued (% by directorate) - monthly
- High Risk Audit Reports issued (simple count by directorate) - monthly
- Judicial Review challenges successfully defended (% by directorate) - monthly
- Maintain/improve compliance with ICT and procurement policies and governance- quarterly
- Council Tax collection (in year) - monthly
- Business Rates collection (in year) - monthly

Performance against budget delivery plans will be reported through the monthly budget monitoring report to Cabinet

7.2

Service measures

To reflect specific service performance at a directorate level and reported through leadership teams and relevant Portfolio Holders – to be elevated to the Corporate Leadership Team and the quarterly Executive Management Team if performance deteriorates and corporate support is required to get back on track. A quarterly update will also be shared with all Group Leaders.

Specific measures to be used to monitor service performance are currently being finalised and will be reported to the June meeting of Cabinet.

7.3

The focus of this report and the business of the Cabinet is on the Council's vision, priorities and KPIs to monitor progress. In developing the Council Vision and Forward Plan measures, full consideration was given to:

- Providing the best proof of the City Council's ability towards delivering the outcomes of our Vision and Forward Plan, ensuring that resources are in place to deliver what we set out to achieve.
- Limiting the set to only the highest level measures that the Executive (Cabinet Members and Corporate Leadership Team) need to focus on during 2017/18.
- Including key performance indicators where it is more important that we stabilise or improve, rather than hit a target but miss the point.
- The frequency that new data is available. Measures that are updated

annually will only be reported annually; those updated quarterly will only be reported quarterly, and so on.

- Only including perception-based surveys where essential, as these can be volatile and subject to varied external influences outside of our control.
- Reducing the gap measures to ensure that we are aiming to close the gap between our worst and best performance.
- Excluding measures where the City Council has only minor or no influence/control.

8. Evaluation of alternative option(s):

- 8.1 Do nothing – the Council will be unable to evaluate and monitor progress against the stated Vision and Forward Plan outcomes.
- 7.2 Continue to use current KPIs – The current KPIs reported to Cabinet do not reflect the new priorities and outcomes and therefore will not ensure the necessary progress is being achieved.

8. Reasons for Decision(s):

- 8.1 The Vision and Forward Plan document, and the associated measures, provide a clear statement of priorities for Birmingham City Council, as it has to have greater focus due to the continuing decline in available resources.

Signatures

Date

Councillor Ian Ward – Deputy
Leader

Angela Probert
Chief Operating Officer

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List of Appendices accompanying this Report (if any):

1. Council Vision and Forward plan 2017-18

Report Version

V 0.12
AP

Dated

04/05/17

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">(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act;(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
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">(a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;(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;(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.
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">(a) tackle prejudice, and(b) promote understanding.
5	<p>The relevant protected characteristics are:</p> <ul style="list-style-type: none">(a) Marriage & civil partnership(b) Age(c) Disability(d) Gender reassignment(e) Pregnancy and maternity(f) Race(g) Religion or belief

	(h) Sex
	(i) Sexual orientation



Birmingham City Council

Vision and Forward Plan

May 2017 – Appendix 1

A vision for the future of Birmingham City Council

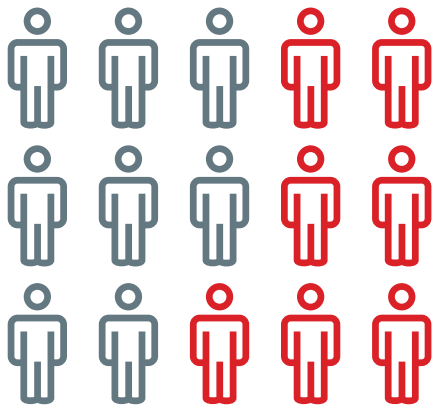


Birmingham:

a city of growth where
every child, citizen and
place matters

To make this real we will need to address the many challenges and opportunities we face

1.1m
RESIDENTS



46%

under the age of 30

DIVERSE

we are the most diverse core city

170,000

Expected growth in Birmingham's population through to 2031

6.3%

UNEMPLOYMENT

above the national average of 2.3%



89k

The number of homes that need to be built through to 2031 – the city only has the capacity for 51,000

29%

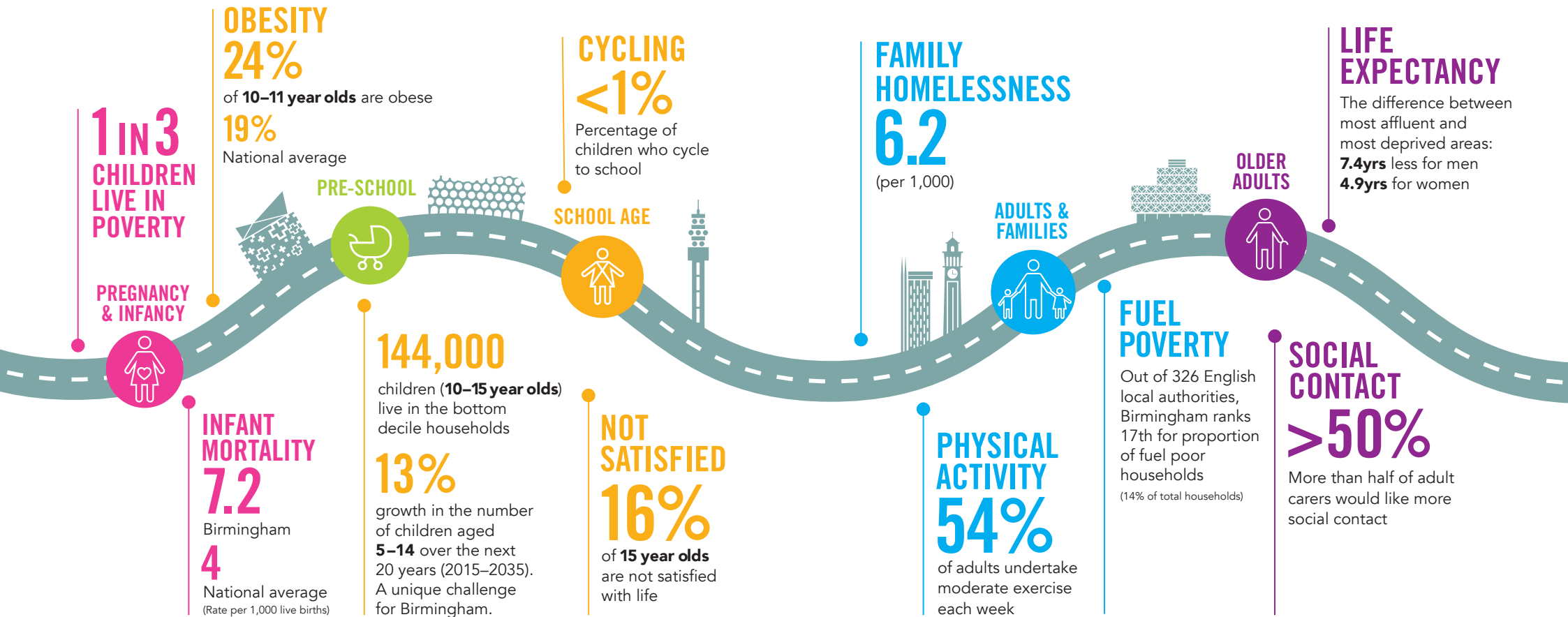
of Birmingham's children live in a
DEPRIVED HOUSEHOLD

RATE OF FAMILY HOMELESSNESS

6.2 **PER 1,000**

well above national average

We also need to understand the life journey for many in the city



We have identified four clear priorities for Birmingham and our citizens



CHILDREN

A great place to grow up

Make the best of our diversity and create a safe and secure city for our children and young people to learn and grow.



HOUSING

A great place to live in

Provide housing in a range of types and tenures, to meet the housing needs of all of the current and future citizens of Birmingham.



JOBS & SKILLS

A great place to succeed in

Build upon our assets, talents and capacity for enterprise and innovation to shape the market and harness opportunity.



HEALTH

A great place to grow old in

Help people become healthier, and more independent with measurable improvement in physical activity and mental wellbeing.

Creating a link between our priorities and the drivers of change



The drivers of change in Birmingham

Connected



The desire to connect and be connected is one of the big drivers of our city. This has particular importance for connecting local neighbourhoods and for positioning Birmingham at the heart of the UK's rail and road networks; alongside our emerging role as an incubator of digital talent and new businesses.


Inclusive



 Birmingham is the most youthful city in Europe with a wide range of cultural, faith, ethnic and new communities across many of our neighbourhoods. We need to strive for a city and neighbourhoods where young and old, families and individuals live, work and play together; valuing and respecting the difference each brings.

Sustainable


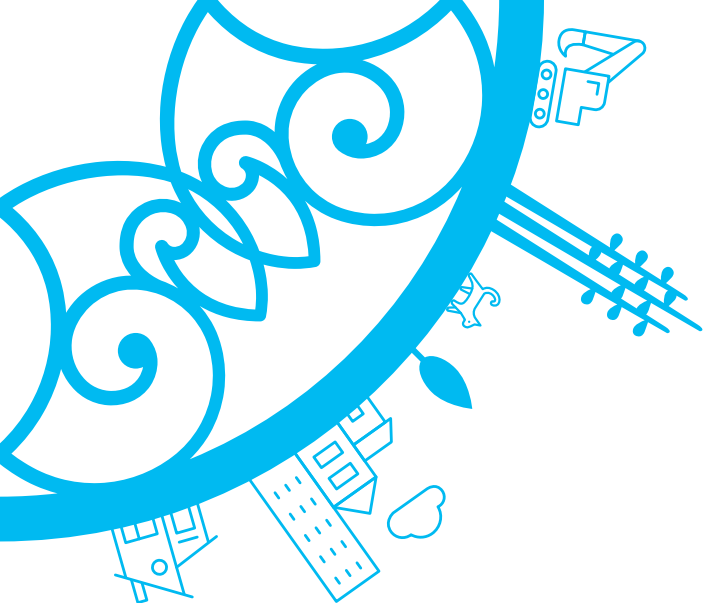


 As the city and its population continues to grow we need to look at how we support a high quality of life for our citizens within environmental limits. This will require new ways of planning city systems in relation to transport, energy, buildings and resources for social and natural capital alongside inclusive economic growth.



Whilst recognising the importance neighbourhoods and place have in shaping the lives of citizens and the city we share



- Better, more efficient services – shaped to address local need and requirements.
- Councillors, council officers, partners and communities having a shared endeavour to influence services and policy.
- The assets and talents of local communities and neighbourhoods are recognised and valued.



**So what will be different
and how do we know
we are on track?**



CHILDREN

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- Our children and young people are confident about their own sense of identity.
- Families are more resilient and better able to provide stability, support, love and nurture for their children.
- Our children and young people have access to all the city has to offer.

What will we use to monitor progress?

- The number of children and young people with access to 'good' or 'outstanding' educational provision – termly.
- Percentage of children making at least expected progress across each stage of their education – annual.
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HOUSING

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JOBS AND SKILLS

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HEALTH

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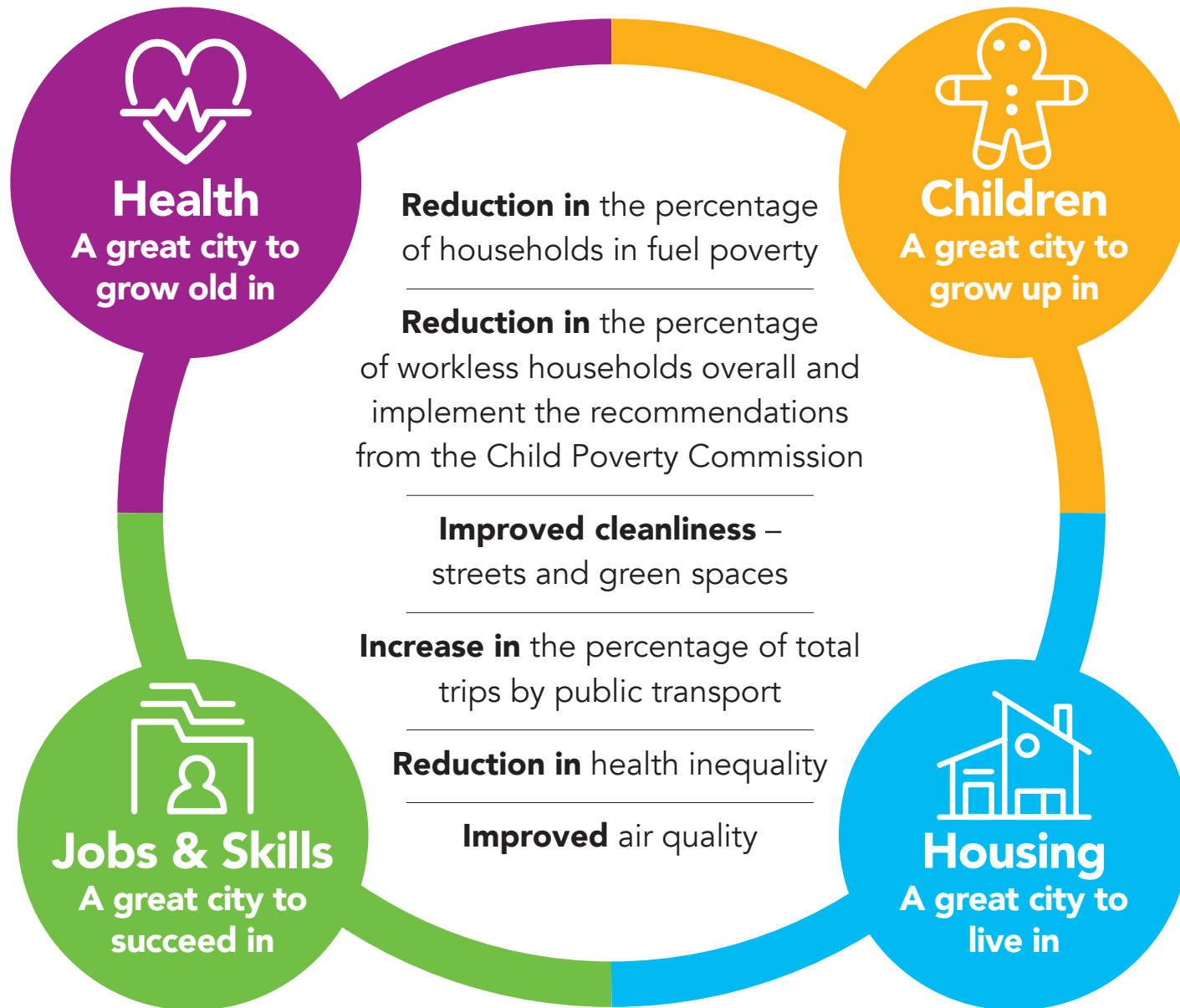
- Creating a healthier environment for Birmingham.
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- Develop a methodology for counting the number of cycle journeys – quarterly.



Cross-cutting



The top of the page features two large, stylized swirls. The left swirl is blue and contains icons of a house, a tree, a musical staff, and a building. The right swirl is green and contains icons of a chair, a leaf, a pencil, a book, and a person.

Making a positive difference everyday to people's lives

The bottom of the page features two large, stylized swirls. The left swirl is orange and contains icons of a kite, a teddy bear, a clock tower, a balloon, a gingerbread man, and a pig. The right swirl is purple and contains icons of a person on a bicycle, a soccer ball, a fork, a heart, a person walking, and a person sitting.

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BIRMINGHAM CITY COUNCIL

PUBLIC REPORT

Report to:	CABINET	
Report of:	Director of Finance	
Date of Decision:	16 May 2017	
SUBJECT:	FINANCIAL OUTTURN 2016/17	
Key Decision: No	Relevant Forward Plan Ref: 001933/2017	
If not in the Forward Plan: (please "X" box)	Chief Executive approved	<input type="checkbox"/>
	O&S Chairman approved	<input type="checkbox"/>
Relevant Cabinet Member(s):	Councillor Ian Ward	
Relevant O&S Chairman:	Councillor Mohammed Aikhlaq	
Wards affected:	All	

1. Purpose of report:
<p>1.1 To present the City Council financial outturn for 2016/17, including the Revenue Outturn and Capital Outturn for the General Fund; the Treasury Management Annual Report; the Housing Revenue Account Outturn and the Collection Fund Outturn.</p>

2. Decision(s) recommended:
<p>2.1 Note the City Council's Outturn position for 2016/17, as detailed in the report and appendices (the finalisation of the figures are subject to External Audit).</p> <p>2.2 Approve the approach to the use of Corporate and Directorate reserves and balances set out in Appendix 1, including the net transfer of £2.2m to Directorate reserves and transfer £8.1m of Policy Contingency to reserves</p> <p>2.3 Approve the utilisation of corporate funding of £30.0m to address the year end revenue outturn pressure</p> <p>2.4 Approve the allocations from Policy Contingency as set out in paragraph 1.16 of Appendix 1</p> <p>2.5 Approve the financing of capital expenditure for 2016/17 as set out in Appendix 2.</p> <p>2.6 Approve an increase of £1.3m in the use of capital receipts to fund additional expenditure on existing revenue reform projects under the Government's capital receipts flexibility, as described in Appendix 2 paragraph 2.1.</p> <p>2.7 Approve a HRA debt repayment provision of £2.9m in 2016/17 as set out in Appendices 3 and 4.</p>

Lead Contact Officer(s):	Mike O'Donnell
Telephone No: E-mail address:	0121 303 2950 mike.o'donnell@birmingham.gov.uk

3. Consultation	<p>Consultation should include those that have an interest in the decisions recommended.</p> <p>3.1 <u>Internal</u></p> <p>The Deputy Leader, Cabinet Members, the Chief Executive, Corporate Directors and Assistant Directors of Finance have been consulted in the preparation of this report.</p> <p>3.2 <u>External</u></p> <p>There are no requirements for external consultation on this report.</p>
4. Compliance Issues:	<p>4.1 <u>Are the recommended decisions consistent with the Council's policies, plans and strategies?</u></p> <p>The Financial Outturn gives a summary of the City Council's financial activity during 2016/17 and the financial position at 31 March 2017. The budget against which the outturn position is compared was initially set out in the Business Plan 2016+ to Council and has been revised throughout the year. The outturn position is therefore in the context of a gross revenue budget of £3.1bn, with a savings requirement of £123.2m for the year 2016/17. This outturn report builds on the budget monitoring reports to Cabinet throughout the year.</p> <p>4.2 <u>Financial Implications</u> <u>(Will decisions be carried out within existing finances and Resources?)</u></p> <p>This report compares the actual financial performance in 2016/17 with the agreed revised budgets for Directorates. Although the overall outturn position of £29.8m represents a significant overspend, it is some £5m less than the position forecast at Month 10, with the call on reserves also therefore being reduced by this amount. It is essential that steps are now taken to manage ongoing budget pressures and the delivery of agreed savings for 2017/18 and beyond in order to reduce the risk of further calls on reserves in the current and future years. Detailed work is being undertaken by CLT and the Interim Chief Finance Officer to provide further assurance on this, and consider additional control measures to help mitigate the risk of further calls on reserves.</p> <p>4.3 <u>Legal Implications</u></p> <p>Section 151 of the 1972 Local Government Act requires the Director of Finance (as the responsible officer) to ensure proper administration of the City Council's financial affairs. This report forms the concluding part of the City Council's budgetary control cycle for 2016/17. Budgetary control, which includes the regular monitoring of and reporting on budgets, is an essential requirement placed on Cabinet Members, committees and members of the Corporate Leadership Team by the City Council in discharging the statutory responsibility.</p>

4.4 Public Sector Equality Duty

There are no additional specific Equality Duty or Equality Analysis issues beyond any already assessed and detailed in the budget setting process and monitoring issues that have arisen in the year to date.

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

- 5.1 The appendices of this report provide information about the 2016/17 outturn position of the City Council, which will subsequently be incorporated into the 2016/17 Statement of Accounts of the Council, submitted to the Audit Committee for approval at the end of May 2017.
- 5.2 **Appendix 1 is the Revenue Outturn.** The overall outturn position is a £29.8m overspend compared with forecast year end net pressures of £35.4m reported at Month 10.
- 5.3 There was an overspend of £69.7m in Directorates. After recommended Directorate net transfers to reserves of £2.2m, services have net overspends of £71.9m.
- 5.4 There was an underspend position of £34.7m on corporate accounts. There was also an underspend of £7.4m on Policy Contingency after transfers to reserves of £8.1m to allow approved allocations for specific purposes to be carried forward.
- 5.5 It is proposed to utilise of £30.0m corporate funding (made up of use of the Capital Fund and the Organisation Transition Reserve) to address the year end pressure.
- 5.6 **Appendix 2 is the Capital Outturn.** For 2016/17, the outturn was £335.4m, £130.1m less than the capital budget of £465.5m. The Capital Outturn Report provides a narrative of the major variations for each Directorate.
- 5.7 The variation includes £136.3m of slippage, and £6.3m of net overspends.
- 5.8 It is important to note that no resources will be lost as a result of slippage. Both the resources and planned expenditure will be rolled forward into future years. Given the long term nature of such capital projects, it is always necessary to manage capital budgets across a number of financial years. The proposed financing of City Council capital expenditure in 2016/17 of £335.4m is summarised in Paragraph 3 of Appendix 2.

- 5.9 **Appendix 3** is the **Treasury Management Annual Report**. The City Council's net loan debt at 31 March 2017 stood at £3,064.8m, the Council staying within the prudential limit set by the Council in accordance with CIPFA's Prudential Code for Capital Finance. The treasury risks relating to borrowing and investment portfolios were managed in accordance with the approved strategy. The City Council had £358.7m of gross short-term and variable rate borrowing at 31 March 2017. This takes advantage of low short-term interest rates and is kept under regular review. The net corporate revenue costs of borrowing were £16.9m lower than the budget for the year.
- 5.10 **Appendix 4** summarises the **Housing Revenue Account Outturn**. This shows a year end surplus of £0.1m which is explained in Appendix 4. The surplus has been transferred to accumulated balances.
- 5.11 **Appendix 5** summarises the **Collection Fund Outturn**. The 2016/17 Council Tax outturn shows that the position, including the brought forward balance, gave a surplus of £5.6m. This was a slight deficit of £0.2m compared with the £5.8m surplus forecast when setting the 2017/18 budget. The Council's share of this outturn surplus was £4.9m (which was £0.2m less than that assumed when setting the budget).
- 5.12 The 2016/17 Business Rates outturn deficit was £23.9m compared with the £20.2m forecast when setting the 2017/18 budget. The variation from the forecast position was mainly as a result of the total estimated cost of appeals, deficit on Empty Property Relief and an increase in the provision for doubtful debts. The Council's share of this outturn deficit was £11.7m (which was £1.8m more than that assumed when setting the budget).
- 5.13 The change in the net outturn position for Council Tax and Business Rates compared to the forecast will not impact on the General Fund until 2018/19 and will be taken into account as part of the 2018/19 budget setting process.

6. Evaluation of alternative option(s):

- 6.1 The report formally presents the outturn position on the Council's main financial accounts for 2016/17.

7. Reasons for Decision(s):

- 7.1 The report concludes the financial reporting cycle for the 2016/17 year. It considers the outturn position and any impact on the resourcing of the 2017/18 budget.
- 7.2 This report seeks approval for
- (a) The approach to the use of Corporate and Directorate reserves and balances set out in Appendix 1, including the net transfer of £2.2m to Directorate reserves and transfer £8.1m of Policy Contingency to reserves
 - (b) utilisation of corporate funding of £72.1 to address the year end revenue outturn pressure
 - (c) The allocations from Policy Contingency as set out in paragraph 1.16 of Appendix 1.
 - (d) The financing of capital expenditure for 2016/17 as set out in Appendix 2.
 - (e) An increase of £1.3m in the use of capital receipts to fund additional expenditure on existing revenue reform projects under the Government's capital receipts flexibility, as described in Appendix 2 paragraph 2.1.
 - (f) A HRA debt repayment provision of £2.9m in 2016/17 as set out in Appendices 3 and 4.

Signatures

Date

Director of Finance

Deputy Leader

List of Background Documents used to compile this Report:

List of Appendices accompanying this Report (if any):

1. Revenue Outturn
2. Capital Outturn
3. Treasury Management Annual Report
4. Housing Revenue Account Outturn
5. Collection Fund Outturn

Report Version	0.1	Dated	5 th May 2017
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1 Summary Outturn

Overview

- 1.1 The City Council's final revenue outturn position is a net overspend of £29.8m after recommended transfers to and from reserves compared with the final budget. This is a reduction in the forecast overspend of £5.6m since Month 10 (£35.4m).
- 1.2 Directorates overspent in total by £69.7m before year end recommended net transfers to earmarked reserves. Following recommended net transfers to earmarked reserves of £2.2m, services have net overspends of £71.9m. Table 2 overleaf provides a breakdown by Directorate.
- 1.3 There was a net underspend of £34.7m in corporate accounts. There was also an underspend of £7.4m in Policy Contingency after transfers to reserves of £8.1m to allow some approved allocations for specific purposes to be carried forward.
- 1.4 It is proposed to utilise the underspend in both the Policy Contingency and corporate accounts to partially address the year end overspend in People and Place Directorates. In addition, a further £27.0m from the Capital Fund and £3.0m of Organisation Transition Reserve will be required to mitigate the overall position for the year. This is slightly lower than was previously anticipated in the Month 10 Revenue Monitoring report and in the expected level of reserves set out in the Financial Plan 2017+. The other Directorates have minor net in year underspends of £0.2m, after reserve movements.
- 1.5 The outturn overspend is in context of demanding savings targets of £123.2m including finding 2016/17 solutions for £35.0m largely for savings achieved on a one off basis in 2015/16.
- 1.6 The City Council had a General Fund net revenue budget in 2016/17 of £835.3m. Table 1 overleaf summarises the outturn position for 2016/17 against the revised budget, with further details in Annexes 1 to 3.

APPENDIX 1

Table 1 – Summary Outturn	£m
Year End Directorate net overspend	69.701
Year End Recommended Transfers to / (from) Directorate reserves	2.200
Net Directorate overspends	71.901
Year End Corporate net underspend	(34.711)
Sub-total net overspend position before Policy Contingency	37.190
Year End Policy Contingency net underspend	(15.465)
Year End Policy Contingency underspends to reserves for use in 2017/18	8.061
Net Policy Contingency underspends	(7.404)
Total net overspend	29.786
Comprising: Directorate underspends (to Directorate year end balances – Economy and Corporate Resources) Required use of Capital Fund to balance overall position Required use of Organisation Transition Reserve to balance overall position	(0.215) 27.001 3.000

Directorate Outturn

- 1.7 The outturn for each Directorate is shown in Table 2 below, with further details in Annex 1. A comparison of the outturn position with Month 10 is shown in Annex 2.

Table 2	A	B	C = B - A	D			E = C + D
Directorate	Final Revised Budget	Outturn Position	Outturn Variation [+ over / - (under)]	Year End Transfers to / (from) reserves			In Year Variation (to) / from balances
				Grant	Other	Total	
	£m	£m	£m	£m	£m	£m	£m
People Directorate	481.654	559.479	77.825	(12.846)	(11.992)	(24.838)	52.987
Place Directorate	141.079	154.540	13.461	3.325	2.343	5.668	19.129
Economy Directorate	68.901	51.994	(16.907)	13.722	2.971	16.693	(0.214)
Corporate Resources	50.557	45.879	(4.678)	0.447	4.230	4.677	(0.001)
Directorate Total	742.191	811.892	69.701	4.648	(2.448)	2.200	71.901
Less: Transfer from Schools Balances				9.062	13.138	22.200	
Directorate Total excluding Schools Balances				13.710	10.690	24.400	

- 1.8 Section 2 of this appendix details the main issues in each Directorate that have resulted in the final net revenue position.

Corporate Account Outturns

- 1.9 The variations in corporate accounts, totalling a net underspend of £42.1m (before use of the capital fund and Organisation Transition Reserve to mitigate the overall position) are listed in Table 3.

Table 3 – Corporate Accounts Outturn		
	£m	Ref
Explanation of total outturn variation		
Treasury Management	(16.904)	Paragraph 1.10
NEC Loan Income	(2.030)	Paragraph 1.11
Airport Dividend 2016/17	(1.028)	Paragraph 1.11
Flexible use of Capital Receipts Strategy	(5.255)	Paragraph 1.12
Use of balances brought forward from prior years	(8.262)	Paragraph 1.14
Charging orders	(1.814)	Paragraph 1.15
Other	0.582	
Sub-total Net Corporate underspend	(34.711)	
Policy Contingency	(7.404)	Paragraph 1.17
Total Corporate Variations	(42.115)	
Use of Capital Fund to mitigate overall position	(27.001)	Paragraph 1.13
Use of Organisation Transition Reserve to mitigate the overall position	(3.000)	Paragraph 1.13
Total	(72.116)	

- 1.10 There was an underspend of £16.9m in Treasury Management. A forecast underspend of £14.2m was reported at Month 10. There have been further movements of £2.7m at year end. The overall year end variation for Treasury Management is explained within Appendix 3 of the report.
- 1.11 £2.0m receipts from the sale of deferred NEC revenue assets and £1.0m relating to a dividend declared by the Airport were included as mitigations towards the Directorate overspend position as part of the Month 8 Revenue Monitoring report.
- 1.12 A corporate budget saving was identified relating to a revised flexible use of Capital Receipts policy as part of the in year Revenue Monitoring. At outturn £5.3m of flexible use of capital receipts were identified.
- 1.13 Funding of £27.0m has been used to address the residual year end overspend from the Capital Fund and £3.0m from the Organisation Transition Reserve.
- 1.14 As part of the 2014/15 Outturn Report, £5.5m of corporate underspending was identified. A further £2.8m of corporate underspending was identified within the 2015/16 Outturn Report. These were carried forward as part of balances to be used to mitigate future savings and / or deliver the transformational change of the future Council and have been used to assist in addressing the overspend in year.
- 1.15 A change in accounting policy in relation to costs incurred in the City in securing Council Tax debts on properties owned by charge payers has produced a one-off benefit of £1.8m.

Policy Contingency

1.16 When the Business Plan and Budget 2016+ was approved, this included funds held corporately for a number of items that need to be agreed following finalisation of the year end position. Cabinet is therefore requested to endorse the following allocations from 2016/17 Contingencies:

- £1.0m from the Carbon Reduction Commitment (CRC) contingency to fund the existing CRC charges liability
- £1.5m Future Council Programme – agreed expenditure as per the programme relating to 2016/17
- £0.2m CITR / SITR (Arts Fund) – funding of £0.5m has been agreed over three years

The outturn figures have been completed after taking account of these items.

1.17 There is a proposed transfer to reserves of £8.1m from Policy Contingency for approved funding which will enable them to be carried forward and this relates to the following:

- West Midlands Combined Authority (£0.1m) – as agreed within the Financial Plan 2017+
- Future Council Programme (£1.4m) – to fund the proposed programme in future years
- Birmingham Museum and Art Gallery (£0.5m) – the work is expected to take place within 2017/18
- (£0.2m) CITR / SITR (Arts Fund) - the project timescales have slipped into 2017/18
- Workforce changes (£0.5m) – as agreed within the Financial Plan 2017+ to fund workforce savings
- High Speed 2 College (£0.3m) – the project is not yet complete and there are ongoing compensation, decommissioning and relocation claims
- Birmingham Jobs Fund (£1.7m) – the allocation is committed for 2016/17. However, as payments are not made until 26 weeks after the employment start date, a significant proportion of expenditure falls into the following financial year
- Mobile Investment Fund (£2.2m) – required to fund legal commitments
- Youth Strategy (£0.4m) – Cabinet agreed in February 2016 that this funding is ring-fenced to support the additional development and running costs of COG (a digital access point for young people in Birmingham to access careers and employment support)
- Other (£0.8m)

1.18 After these proposed transfers to reserves, there is a net underspend in Policy Contingency of £7.4m. This relates primarily to:

APPENDIX 1

- Underspending on Specific Policy Contingency following a detailed review of commitments was included as part of the Month 8 Revenue Monitoring report (£1.9m)
- Underspend of (£1.0m) relating to improvement expenditure (reflected as part of the corporate mitigation identified within the Month 6 Revenue Monitoring report)
- Underspend on the Service Birmingham contract as a result of improved profit share (£1.8m)
- Various underspends on inflation (£0.4m)
- Underspend of the General Policy Contingency (£1.8m)
- Other policy contingency underspends (£0.5m)

Balances and Reserves

- 1.19 The movements in accumulated General Fund balances and reserves are shown in Table 4.

Table 4 – Balances and Reserves Movements

	Opening Balance	Movements in 2016/17			Outturn
	1st April 2016	Planned	Year End	Total Movement	31st March 2017
Balances	£m	£m	£m	£m	£m
General Fund Working Balance	27.5	1.5	0.0	1.5	29.0
Organisation Transition Reserve	72.8	0.0	(3.0)	(3.0)	69.8
Transformational Change - Future Council	8.3	(8.3)	0.0	(8.3)	0.0
Directorate Balances	2.3	(0.5)	0.2	(0.3)	2.0
Total Balances	110.9	(7.3)	(2.8)	(10.1)	100.8
Reserves					
General Reserves Directorate	70.3	(12.9)	10.7	(2.2)	68.1
General Reserves Corporate	117.8	(20.4)	(29.3)	(49.7)	68.1
Sub Total General Reserves	188.1	(33.3)	(18.6)	(51.9)	136.2
Grants Reserves	137.7	(19.1)	13.7	(5.4)	132.3
Sub - Total Earmarked Reserves	325.8	(52.4)	(4.9)	(57.3)	268.5
Schools balances (net of amounts borrowed)	63.6	1.1	(22.2)	(21.1)	42.5
Total Reserves	389.4	(51.3)	(27.1)	(78.4)	311.0

Note: Positive number = balance in hand or contribution and negative number = overdrawn or use of balance

- 1.20 The City Council has increased the General Fund Working Balance by the planned amount of £1.5m. This continues the regular contributions made over recent years.
- 1.21 The Minimum Revenue Provision (MRP) policy changed in 2013/14 and the Organisation Transition Reserve was established from the savings in the first two years. The reserve is available to mitigate future savings difficulties and ensure a stable and deliverable transformational transition to new ways of delivering services, and also as a risk contingency. £28.6m was utilised in 2015/16 and £3.0m in 2016/17, leaving a balance of £69.8m at year end. £12.5m has been planned for use in 2017/18.
- 1.22 As explained in Paragraph 1.14, £8.3m of corporate underspending from previous years has been used to assist in addressing the overspend in year.

APPENDIX 1

- 1.23 The balances attributed to each Directorate are detailed in Annex 3. In total, at the end of 2016/17, there are net surplus balances of £2.0m after taking account of brought forward balances, the year end overspend position of £71.9m and corporate mitigations of £72.1m.
- 1.24 General reserves and grant reserves are resources that have been set aside to be spent in 2016/17 or future years for specific purposes. There is £268.5m relating to non-school earmarked reserves covering grant related reserves of £132.3m and other general reserves of £136.2m. This is a net decrease in year of £57.3m in other general reserves (Directorate and Corporate).
- 1.25 Directorates have transferred a planned net total of £12.9m from reserves in year (excluding grants and schools balances) and are proposing to transfer £10.7m to reserves at year end. This is explained in more detail in Section 2 of this report.
- 1.26 There is a decrease of £49.7m in corporate reserves and this comprises the following components:

	Opening Balance	Movements in 2016/17			Outturn
	1st April 2016	Planned	Year End	Total Movement	31st March 2017
General Reserves Corporate	£m	£m	£m	£m	£m
Treasury Management	6.3	(1.4)	0.0	(1.4)	4.8
Capital Fund	80.7	3.9	(36.1)	(32.2)	48.5
One-off Resources from previous year	10.5	(9.1)	(0.6)	(9.7)	0.8
Policy Contingency	5.1	(5.1)	8.1	3.0	8.1
Airport Dividend	14.5	(12.3)	(1.9)	(14.2)	0.3
Cyclical Maintenance	3.4	1.8	0.7	2.5	5.9
Other Corporate Reserves	(2.7)	1.8	0.4	2.2	(0.5)
Total Reserves	117.8	(20.4)	(29.3)	(49.7)	68.1

- Treasury Management decrease of £1.4m largely due to planned support of the 2016/17 budget
- Net movement from the Capital Fund of £32.2m relating largely to the balancing of the 2016/17 revenue position as planned, on the temporary resources to fund the Council's potential liabilities in respect of NEC pension costs and sums earmarked to fund costs of Equal Pay offset by better than expected profit share on the Service Birmingham contract.
- Resources brought forward from 2015/16 for application as part of the approved budget of £9.1m have been used as planned and a further £0.6m was utilised at the year end
- Policy Contingency transfers of £8.1m for approved allocations for specific purposes not yet spent (see paragraph 1.17)
- Airport Dividend £14.2m brought forward from 2015/16 and used as reported in 2016/17

- General cyclical maintenance totalling £2.5m
- Other net movements to reserves of £2.2m relating largely to future superannuation costs

1.27 There was a net transfer from reserves of £5.4m for Grants. The majority of grants were expected and planned for during the year.

1.28 During 2017/18 there will be a review of Reserves and Balances to consider the potential to release resources as part of the management of budget risks.

Commentary on budget areas

The following paragraphs comment on the major financial issues identified during the financial year compared with the final revised budget.

2.1 People Directorate

There is a recommended net transfer from reserves of £24.8m, which would result in an overspend position of £53.0m after transfers.

The net overspend position is explained below.

	Overspend / (Underspend) £m
Net expenditure (+ over / - under)	77.825
Transfers to / (from) reserves	
Schools	(13.138)
Other	(11.700)
Transfers to / (from) reserves	(24.838)
Net overspend	52.987
Explanation of variation after transfers	
Adult Social Care Packages	22.960
Business Change	(2.377)
Specialist Care Services	3.946
Adult Other Net Variations	(1.586)
Travel Assist	4.864
Education Services Grant	0.711
Early Help & Children's Social Care	(4.398)
Unattached Playing Fields	0.298
Early Years	(0.641)
Other Minor Variations	0.810
Better Care Fund	8.400
Sustainability Transformation Plan	20.000
Net overspend	52.987

The key elements of the recommended net transfer from reserves of (£24.8m) are detailed below.

Proposed Transfers to / (from) reserves

Grants – (£12.8m) transfer to / (from) reserves

- Non-Schools Direct Schools Grant (DSG) carry forward £1.3m
- Deficit balance on Non-Schools DSG (£9.1) due to increase in pupils with special educational needs
- Section 256 (£2.9m) to support community based services
- Section 256 Frail Elderly Fund (£0.8m)
- Section 256 Pump Priming for Better Care Fund (£1.6m)

- Other net transfers to reserves £0.3m

Other transfers – (£12.0m) transfer to / (from) reserves

- Special Education Needs Reform Grant £0.4m – in line with the budget plan and in order to provide the funds for spend in future years
- High Needs Strategic Planning Fund £0.5m – grant was not notified until December 2016 and the majority of the review and implementation of outcomes is expected to be carried out in 2017/18
- Transfer from schools balances (£13.1m)
- Other net transfers to reserves £0.2m

The explanations for the £53.0m overspend after proposed transfers to reserves are as follows:

Adults - £22.9m Overspend

- Adult Social Care Packages - £23.0m overspend
The demand for placements based on assessed needs continued to rise and the numbers of service users supported following hospital discharges increased during the year. While there are undoubtedly pressures due to demographic growth, this has been taken account of for 2017/18 and subsequent years and it is essential that Adult Social Care put in place measures to manage demand more effectively. The Adult Social Care Service has delivered significant savings in recent years whilst tackling the continued increases in demand and it must continue to do so. However, the scale and pace of the savings targets have proved to be very challenging and there was a shortfall against the figures included in the budget. The Directorate implemented a number of actions during the year to mitigate these pressures. These included:
 - the tightening of controls on care related contracts to ensure best value was achieved from care providers
 - ensuring application of national frameworks by Clinical Commissioning Groups (CCGs) to secure health related contributions, thereby expediting joint working and decision making
 - reviews of current practice, uses of certain care approaches and the use of panels to enhance the value and effectiveness were considered and developed
 - robust challenge of existing and planned care including those clients being transferred from the NHS
 - review of workforce prioritisation
 - ensuring all available income to the service was realised
 - ensuring care data was cleansed to improve accuracy and hence commitments and forecasting were in line with expected care requirements
 - increased efforts to work with other parties to reduce the unmet needs of citizens in Birmingham

- Business Change - £2.4m underspend
The underspend related to delays in the recruitment of staff of £1.1m and further savings of £1.3m in supplies and services due to expenditure being lower than initially anticipated
- Specialist Care Services - £3.9m overspend
The overspend related to the following areas:
 - Enablement £1.5m - a review of the enablement service was undertaken during the year. Efficiency gains within the service required a number of further stages of planning, consultation and approval, and hence the saving of £1.5m was expected to be delivered from 2017/18
 - Older Adults Day Care provision and Learning Disability Short Breaks £0.4m - Cabinet on 13th December 2016 agreed the Full Business Cases for the changes to these service areas. This included revised implementation plans which indicated that it would not be possible to deliver any savings from these projects in 2016/17
 - Care Centres £0.5m - Cabinet on 26th July 2016 agreed to consult on changes in the use of two of the four Care Centres. The outline Business Case identified that the preferred option would not deliver the savings target of £0.3m in 2016/17 and that there were expected one-off costs of £0.2m
 - Day Care provision £0.7m - Changes to the internal day care provisions are currently subject to consultation. The Directorate is also considering a wider review of Day Care opportunities across both internal and external provision. A report will be presented to a future Cabinet meeting, discussing the findings of the consultation and making recommendations
 - Telecare £0.8m - A report was received by Cabinet on 18th October 2016 outlining the way forward for the Telecare service. The overspend is an assessment of the costs relating to 2016/17, as there are a number of outstanding contractual issues being dealt with as part of the changeover to the new arrangements
- Other Net Variations - £1.6m underspend
There were pressures due to higher than anticipated increases in the bad debt provision and pension fund strain payments. These were partially offset by reductions in the use of agency staff, employee costs and other non-care contracts. In order to mitigate these and other cost pressures, the Directorate reviewed expenditure on equipment and adaptations to assist service users and a higher proportion was charged to capital.

Children - £1.7m overspend

- Travel Assist - £4.9m overspend
The overspend was primarily attributable to increases in contractors rates, increases in the number of pupils being transported to settings outside of the authority and an increase in numbers of high cost pupils resulting in pressures of £2.5m. There was also a pressure of £0.8m on pupil guides that arose from increased demand for Guiding hours, and increase of casual

cover for additional routes not covered by permanent Guides and an overspend of £1.6m on contract hire.

An approach was originally identified that involved three implementation phases, but it was accepted that full delivery was not achievable in 2016/17. Events over the summer term regarding the appeals to proposed changes prompted a more thorough top down review of Travel Assist's operational capacity. This has resulted in fundamental changes in support and practice in order to ensure future year's savings are not compromised.

- Education Service Grant (ESG) - £0.7m overspend
Reductions of £2.4m were required in 2016/17 to offset the impact of changes in ESG grant. Various mitigations were identified and applied but there was still a residual amount of £0.7m for which mitigations were not identified.
- Early Help & Children's Social Care - £4.4m underspend
There were underspends across a number of service areas and these related mainly to the following:
 - Employee underspends of £2.3m. This related to an underspend of £0.8m within the Family Support Service and £0.2m within Youth Offending due to vacancies held earlier in year pending the Service implementing a revised structure, £0.4m underspend on employee budgets for the five children's homes that have now transferred to an external provider and £0.9m underspends within Fostering, Adoption, Care Leavers and Contact and Escort Services
 - There was an underspend of £0.2m due to lower than expected costs for the repairs and maintenance of children's homes prior to transfer to the provider
 - £1.7m underspend in internal foster care payments. The service undertook a review of current internal foster care capacity in readiness for implementation of the next phase of the improvement plan to grow the in-house service
 - An underspend of £1.5m due to a longer mobilisation period on the phased go live of the residential block contract due to securing planning permission and OFSTED registration for individual properties
 - An underspend of £0.2m due to a reduction in the number of externally commissioned residential and community based assessments and £0.1m due to fewer external assessments of carers
 - The extension of the Department of Education Interagency funding scheme for adoption placements to March 2017 meant additional income of £0.5m was received for cases which meet the specific eligibility criteria

These underspends were partially offset by pressures relating primarily to:

- Secure Remand beds with additional costs of £0.5m as a result of decrease in the Youth Justice Board Secure Grant and an increase in bed nights at Secure Training Centres and Secure Children's homes
- Increased costs of £0.7m relating to accommodation and support to No Recourse to Public Fund families
- An overspend in legal services costs of £0.9m due to costs of disbursements being greater than planned and several high cost

cases requiring counsel input including one Deprivation of Liberty Case

- Unattached Playing Fields - £0.3m overspend
Progress against delivering the savings associated with unattached Playing fields was slow due to different complex issues and timelines. This was further exacerbated by costs that have been historically in excess of the budget.
- Early Years £0.6m underspend
This was a combination of underspends on children centres, childcare packages and lower than anticipated IT system costs. In addition savings arose from the cessation of a childcare contract.
- Other net variations £0.8m overspend
These included pressures on other Education and Skills and schools budgets, partially offset by savings in City Serve as a result of reduced agency costs and generation of additional income plus other savings in areas such as Disabled Childrens Social Care.

Health - £28.4m overspend

The 2016/17 Budget included proposals for savings arising from Health and Social Care integration, including through the Government's Better Care Fund programme. The position across the health and care system meant that this saving was not delivered.

2.2 Economy Directorate

There is a recommended net transfer to reserves of £16.7m which would result in an underspend of £0.2m after transfers. The net underspend position is summarised below:

	Overspend / (Underspend) £m
Net expenditure (+ over / - under)	(16.907)
Transfers to / (from) reserves	16.693
Net overspend	(0.214)
Explanation of variation after transfers	
Highways	(0.929)
Transport & Connectivity	0.367
Other	0.348
Net underspend	(0.214)

The key elements of the recommended net transfer to reserves of £16.7m are detailed below.

Proposed Transfers to / (from) reserves

Grants – £13.7m transfer to / (from) reserves

- Repayment of borrowing from Highways PFI - £10.5m for Corporate repayment and net transfer to reserves in respect of contract payment reduction relating to Highways PFI
- Section 106 - £1.5m
- Community Infrastructure Levy - £0.6m
- Clean Air Zone - £1.0m
- Other net grant movements - £0.1m

Other transfers – £3.0m to / (from) reserves

- Economy Future Operating Model (FOM) implementation - £0.7m
- Transport and Highways initiatives - £0.6m for surplus from the provision of car parking, in line with regulation
- Bus Lane Enforcement - £0.8m for surplus from the enforcement of bus lane restrictions to fund future expenditure, in line with regulation
- Graduate Hub Programme - £0.6m
- Other net movements - £0.3m

The explanation for the year end underspend of £0.2m after proposed transfers to reserves is shown below:

Highways – 0.9m underspend

There was increased income from chargeable services for developers' fees and Fixed Penalty Notice income previously collected by Amey. This was offset by a transfer to reserves of £0.7m relating to the Economy Future Operating Model implementation.

Transport and Connectivity - £0.4m overspend

This related largely to a residual pressure on Local Land Charges after corporate mitigations.

Other Services - £0.3m overspend

There was a £0.3m overspend relating largely to other minor variations in Development Management Services (DMS).

2.2 Corporate Resources

There is a recommended net transfer to reserves of £4.7m which would result in a break-even position after transfers. This is summarised overleaf:

APPENDIX 1

	Overspend / (Underspend) £m
Net expenditure (+ over / - under)	(4.678)
Transfers to / (from) reserves	4.677
Net underspend	(0.001)
Explanation of variation after transfers	
Acivico surplus target	0.619
Other	(0.620)
Net underspend	(0.001)

The key elements of the recommended net transfer to reserves of £4.7m are detailed below.

Proposed Transfers to / (from) reserves

Grants – £0.5m transfer to / (from) reserves

- Elections individual registration grant - £0.3m
- Department for Communities and Local Government (DCLG) Communities fund grant - £0.1m
- Other net grant movements - £0.1m

Other transfers – £4.2m to / (from) reserves

- Unidentified in year income pending further investigation - £0.6m
- Grand Central net income being held post sale prior to final agreement £0.6m
- Strategic repairs for commercial property portfolio - £0.4m
- Birmingham Property Services repairs and maintenance - £0.4m
- Feasibility reserve for land sales - £0.2m
- Insurance - £0.3m
- Other net movements £1.7m

Corporate Resources had a balanced outturn position. There was an overspend of £0.6m relating to Acivico relating largely to Design, Consultancy and Facilities Management (DCFM). The service was expected to break-even and therefore was not able to return the planned surplus of £0.5m to the Council largely due to the loss of fees on capital projects. There were also additional pressures on Security Services as a result of agency costs incurred for sickness absence. These were offset by unidentified income from previous years of £0.5m and other net mitigations of £0.1m.

2.4 Place Directorate

There are recommended net transfers to reserves of £5.7m which would result in an overspend position of £19.1m after transfers. The key reasons are identified overleaf.

	Overspend / (Underspend) £m
Net expenditure (+ over / - under)	13.461
Transfers to / (from) reserves	5.668
Net underspend	19.129
Explanation of variation after transfers	
Waste Management Services	11.929
Housing Options	2.562
Community Sports and Events	2.612
Equalities and Community Cohesion	0.955
Regulatory Services	1.149
Parks and Nature Services	1.050
Private Sector Housing	0.656
Neighbourhood and Community Services	0.523
Culture and Visitor Economy	(0.477)
Other Services	(1.830)
Net overspend	19.129

The key elements of the recommended net transfer to reserves of £5.7m are detailed below.

Proposed Transfers to / (from) reserves

Grants – £3.4m transfer to / (from) reserves

- Section 106 £1.7m – to meet future revenue costs of Section 106 schemes
- Lifelong learning skills fund agency - £0.9m to fund future development in Birmingham Adult Education Service (BAES)
- Trail Blazer Housing Option Grant - £0.3m
- Revenue Health and Wellbeing Business Plan - £0.3m
- Other net movements to reserves - £0.2m

Other transfers – £2.3m transfer to / (from) reserves

- Local Innovation Fund - £1.8m to fund the programme in 2017/18
- Hackney Carriages - £0.6m ringfenced funding to be used as part of the fee setting strategy
- Other net movements to reserves - (£0.1m)

The explanation of the net year end overspend of £19.1m after proposed transfers to reserves is shown below:

Waste Management - £11.9m overspend

This was due in the main to employment of additional temporary staff to deliver the operational services for waste collection and street cleansing compared to the assumptions that were made in the Business Case to Cabinet in September 2013 (these costs totalled £8.4m). The other major components included hire and maintenance of vehicles of £1.6m and additional landfill tax due to the operational

performance of the Energy from Waste plant of £1.3m (after taking into account the recovery of £0.5m from Veolia). There was also other net expenditure of £0.6m on IT and premises after this had been offset by savings in self-funded prudential borrowing costs and higher income from green waste due to additional customers. Additional resources have been allocated to the service in 2017/18 and this together with a new operational model will help in mitigating these pressures in 2017/18.

Housing Options - £2.5m overspend

There was a £2.5m overspend position that related primarily to the provision of temporary bed and breakfast accommodation for homeless people (a reflection of national trends including reform of welfare benefits). The projected pressure on this service was £4.7m when this was transferred to the Place Directorate in October 2016. A number of management actions implemented since that time has reduced this pressure to £2.5m and these have included the completion of the refurbishment of Council hostels, work carried out with partners to secure more accommodation and the conversion of properties for use as temporary accommodation.

Community Sport and Events - £2.6m overspend

The major components included £1.2m revision and rescheduling of the potential externalisation of Alexander Stadium, £0.2m support on the future of Sutton Town Hall, £0.2m additional net expenditure on the festive markets and £1.0m of pressures on the residual portfolio of community leisure centres operated internally / commissioning Health & Wellbeing Services.

Equalities and Community Cohesion - £1.0m overspend

The major components of the overspend included delays in the implementation of the full operating model for the Equalities Service of £0.4m and additional expenditure on the public space CCTV service of £0.6m.

Regulatory Services - £1.1m overspend

This related to a range of services including £0.4m on Coroners and base budget issues on ring-fenced Licensing Services of £1.5m, offset by £0.6m underspends on Environmental Health and other service underspends of £0.2m including Trading Standards. The service budgets for Licensing have been re-aligned in 2017/18 to ensure that these are operated on a cost recovery basis only as required by legislation.

Parks and Nature Services - £1.1m overspend

The overspend related to lower than planned income at Cofton Nursery of £0.3m, higher than planned operational supplies and services costs of £0.6m and delays in the disposal of open space and under-utilised park spaces of £0.2m.

Private Sector Housing - £0.7m overspend

The overspend related primarily to the Safer Places Team reflecting potential contributions of £0.3m from the Community Safety Fund that were not considered appropriate to pursue with the Police and Crime Commissioner. The residual component related to the under-recovery of income from the development of housing for market rent through the Council's wholly owned company 'INReach' (there was some slippage in 2016/17 and the scheme will be completed in 2017/18).

Neighbourhood and Community Services - £0.5m overspend

There was an overspend in Community Libraries of £1.0m due to delays in the introduction of the new operating model. This was approved by Cabinet in February 2017 and therefore the pressure will be mitigated in 2017/18. In addition Community Play overspent by £0.4m. These pressures were offset by £0.4m lower spend on the operational costs and £0.5m re-alignment of the funding for Neighbourhood Advice Services.

Culture and Visitor Economy - £0.5m underspend

There were savings of £0.3m on Major Events and Arts / Museums of £0.3m, offset by additional expenditure of £0.1m on the Library of Birmingham.

Other Services £1.8m underspend

There were pressures of £0.5m relating to Markets including the Indoor Markets, Cleaning Services and the existing Wholesale Market. This was offset by £0.4m in Bereavement Services due mainly to savings in interest as a result of slippage in the Sutton New Hall site, £0.7m for Business Support from savings by maintaining vacancies and £1.2m re-alignment of central service operational costs.

REVENUE OUTTURN SUMMARY

	Budget £m	Outturn £m	Variance £m
Directorates	774.227	843.928	69.701
Policy Contingency	3.872	(11.593)	(15.465)
Corporate Accounts	147.838	113.127	(34.711)
Total	925.937	945.462	19.525
<u>Recommended transfers to / (from) reserves</u>			
Directorate (including schools balances)	(12.903)	(15.351)	(2.448)
Grants	(19.133)	(14.485)	4.648
Policy Contingency	0.000	8.061	8.061
Corporate	(51.858)	(51.858)	0.000
Use of Capital Fund to balance in year out-turn	0.000	(27.001)	(27.001)
Sub-total transfers to / (from) reserves	(83.894)	(100.634)	(16.740)
<u>Directorate transfers to / (from) balances</u>			
Use of Organisation Transition Reserve to balance in year out-turn	0.000	(3.000)	(3.000)
Use of previous year's balances	(8.262)	(8.262)	0.000
Contribution to General Fund Working Balance	1.500	1.500	0.000
Sub-total transfers to / (from) balances	(6.762)	(9.762)	(3.000)
SUB-TOTAL	835.281	835.066	(0.215)
Council Tax	(287.962)	(287.962)	0.000
Business Rates	(187.884)	(187.884)	0.000
Top Up Grant	(127.067)	(127.067)	0.000
Revenue Support Grant	(226.587)	(226.587)	0.000
Collection Fund	(5.781)	(5.781)	0.000
Sub Total	(835.281)	(835.281)	0.000
Position after final transfers	0.000	(0.215)	(0.215)

A positive figure is expenditure / overspend or transfer to reserves / balances

A negative figure is income / underspend or transfer from reserves / balances

Comparison to Month 10 Revenue Monitoring Report

The comparison of outturn position to Month 10 Revenue Monitoring Report is summarised in the table below:

	Forecast Variation at Month 10 £m	Outturn Variation £m	Movement from M10 £m
People Directorate	51.901	52.987	1.086
Place Directorate	15.898	19.129	3.231
Economy Directorate	0.000	(0.214)	(0.214)
Corporate Resources	0.807	(0.001)	(0.808)
Directorate Total overspend / (underspend)	68.606	71.901	3.295
Other Corporate Items	(33.213)	(42.115)	(8.902)
City Council Total overspend / (underspend)	35.393	29.786	(5.607)

The principal areas of change compared with the Month 10 reported position were:

- People – adverse movement of £1.1m. This related primarily to:
 - Adult Care Packages of £1.9m arising from continued increase in assessed need and increased numbers of service users supported following hospital discharge
 - Business Change (£0.8m) due to IT and other non-pay expenditure being lower than anticipated
- Place – adverse movement of £3.2m. This related primarily to:
 - Waste Management adverse movement of £2.5m due in the main to landfill tax and transport costs, offset by additional income generated on fees and charges, paper and trade waste
 - Community Sport and Events of £1.2m largely due to additional costs for Events and pressures on the residual portfolio of community leisure centres operated internally / commissioned Health & Wellbeing Services
 - Housing Options reduction of £1.0m arising from securing more accommodation and converting properties for use as temporary accommodation
 - Other net variations of £0.5m
- Economy – favourable movement of (£0.2m). This related to minor movements across the Directorate
- Corporate Resources – net favourable movement of (£0.8m) related to:
 - Acivico profit share net favourable movement of (£0.2m)
 - Unidentified income from previous years and other net variations of (£0.6m)

- Other Corporate Items – net favourable movement of (£8.9m) related to:
 - Additional underspend on Policy Contingency of (£4.5m)
 - Additional Treasury Management underspend of (£2.7m)
 - Charging Orders of (£1.8m)
 - Other net mitigations of £0.1m

Directorate Carry Forward Balances

	Balance Brought Forward 01-Apr-16 £'000	In-year Transfers £'000	Corporately addressed £'000	Outturn £'000	Carry Forward Balance 31-Mar-17 £'000
BALANCES B/FWD					
People Directorate	(294)		(52,987)	52,987	(294)
Corporate Resources	(3,040)	1,271		(1)	(1,770)
Economy Directorate	1,217	(1,014)		(214)	(11)
Place Directorate	(201)	201	(19,129)	19,129	0
TOTAL	(2,318)	458	(72,116)	71,901	(2,075)

Capital Outturn 2016/17**1.0 Overview**

- 1.1 The total capital outturn was £335.375m. This is £(130.079)m below the planned expenditure of £465.454m as follows:

	£m Previous Quarter 3	£m Qtr 4 Movements	£m Annual Total
2016/17 Original Budget	451.210		451.210
Change in budget	10.559	3.685	14.244
2016/17 Revised Budget	461.769	3.685	465.454
Less: Cumulative Slippage	(87.434)	(50.189)	(137.623)
Less: Forecast/actual (under) / overspends	(3.165)	10.709	7.544
Equals: Outturn	371.170	(35.795)	335.375

- 1.2 The City Council's capital monitoring analyses budget variations between:

- (1) Changes in the timing of budgeted expenditure, where the expenditure is still required but takes place later than planned (slippage) or earlier than planned (acceleration); and
- (2) Underspends or overspends, which represent a decrease or increase in the total capital cost of a project (which may be over several years).

Slippage of £(87.434)m and an underspend of £(3.165)m were reported previously at Quarters 2 & 3. Further slippage of £(50.189)m and a net overspend of £10.709m are now being reported at outturn 2016/17.

It is important to note that no resources will be lost as a result of the slippage. The resources and planned expenditure will be "rolled forward" into future years.

2. Reasons for variations

- 2.1 Annex 1 summarises actual capital expenditure for 2016/17 by Directorate. It also shows the further variations against the final budget over and above what has been reported previously.

Annex 2 describes the reasons for major variations in Quarter 4, by Directorate.

Annex 3 provides a full listing of the Capital Expenditure Programme outturn 2016/17.

The major variations in Annex 2 below report an overspend of £1.278m in the Revenue Reform Projects budget due to higher than budgeted redundancy and pension fund strain costs incurred in 2016/17. It is proposed to capitalise this cost and fund it from capital receipts using the Government's capital receipts flexibility, as the Council is already doing in relation to previously approved redundancy costs and pension fund strain. The additional costs will contribute to the delivery of future years' revenue savings plans.

3. Financing of Capital Expenditure

- 3.1 The proposed financing arrangements in respect of City Council capital expenditure in 2016/17 of £335.375m are summarised below:

Financing method	£m
Borrowing	151.109
Government Grants	102.529
Capital Receipts	32.016
Other Grants and Contributions	6.597
HRA use of Revenue Resources (incl. MRR)	36.390
Use of Revenue Resources	6.734
Total financing	335.375

- 3.2 The Budget 2016+ included a strategy to maximise the availability of capital receipts to fund equal pay liabilities, and to use the Government's capital receipts flexibility to meet the cost of eligible projects generating revenue savings in later years. Accordingly, borrowing has been used to finance the outturn capital programme in place of capital receipts where possible, in order to maximise the availability of receipts for equal pay and the capital receipts flexibility.
- 3.3 Actual prudential borrowing of £151.109m is less than the £171.5m originally planned in the City Council Business Plan and Budget 2016+. This is due largely to slippage in the capital programme described above in relation to projects funded from prudential borrowing. Monitoring of the full prudential indicators at outturn is set out in Annex 6 to the Treasury Management annual report (Appendix 3).

Capital Monitoring as at 31st March 2017								
Capital Expenditure 2016/17 by Directorate								
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	
	2016/17	New	2016/17	Previously	Further	Previously	Over/	2016/17
	Quarter 3	Schemes	Quarter 4	Reported	Slippage	Reported	(under)	Outturn
	Approved	&	Revised	Slippage	Quarter 4	Over/	spend	
	Budget	Resources	Budget			(under)	Quarter 4	
			(a+b)			spend		(e+f+g)
	£'000's	£'000's	£'000's	£'000's	£'000's	£'000's	£'000's	£'000's
People								
Adults & Communities	12,045	0	12,045	(5,633)	2,374	0	0	8,786
Children, Young People & Families	71,879	0	71,879	(20,285)	(8,864)	18	2,679	45,427
Place								
Non Housing Services	80,923	0	80,923	(17,970)	(2,749)	(153)	682	60,733
Housing Revenue Account	115,741	0	115,741	(5,804)	(11,499)	637	(3,404)	95,671
Housing Private Sector	9,284	0	9,284	(2,792)	(2,036)	0	8,155	12,611
Economy								
Planning & Regeneration	79,523	0	79,523	(23,929)	(3,349)	(403)	240	52,082
Transportation	41,805	97	41,902	(5,128)	(12,141)	102	838	25,573
Highways	5,916	0	5,916	(3,048)	(739)	0	55	2,184
Corporate Resources								
Corporate Resources	44,653	3,588	48,241	(2,845)	(11,186)	(3,366)	1,464	32,308
	461,769	3,685	465,454	(87,434)	(50,189)	(3,165)	10,709	335,375

PEOPLE DIRECTORATE - ADULTS & COMMUNITIES		2016/17 £'000	Project Officer Narratives
Property Schemes	Previous Budget at Q3 New resources in Q4 <i>Previously Reported Variance</i> (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	413 0 (121) (81) 0 211	Programme of Refurbishments of Older Adults Services and Learning Disability Services. All schemes are grant funded. <i>Reported in previous Quarterly Monitoring Reports</i> Minor variation
IT Schemes	Previous Budget at Q3 New resources in Q4 <i>Previously Reported Variance</i> (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	745 0 (425) (185) 0 135	New and enhanced IT systems to support the delivery of Adults & Communities services. <i>Reported in previous Quarterly Monitoring Reports</i> The ICT strategy review of the device purchasing model has currently delayed the replacement of equipment. There is currently no impact on service delivery or funding.
Better Care	Previous Budget at Q3 New resources in Q4 <i>Previously Reported Variance</i> (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	5,387 0 (5,087) 1,459 0 1,759	The Better Care Fund provides funding to local services for the provision of improved health and social care services for elderly and vulnerable adults. <i>Reported in previous Quarterly Monitoring Reports</i> Disabled Facilities Grants, CSDPA Equipment & Equipment Loans Stores - acceleration of budget from 2017/18 to fund adaptations for service users (e.g. stair lifts, widened doorways, wheelchair ramps etc) and assistive equipment (e.g. hoists, wheelchairs and beds). In light of the additional resources available under the Better Care Fund grant it has been agreed with the Better Care Fund Commissioning Executive that expenditure on these adaptations and equipment can be charged against the capital element of the Better Care Fund.

Independent Living	Previous Budget at Q3	5,500	<p>Delivery of major adaptation schemes through the Disabled Facilities Grant.</p> <p><i>Reported in previous Quarterly Monitoring Reports</i></p> <p>In 2016/17 the Better Care Funding has combined the Disabled Facilities Grant with other capital funding and allowed more flexibility in the use of the combined capital resources. This has enabled more applications to be processed which has resulted in an acceleration of spend against the budget level.</p>
	New resources in Q4	0	
	<i>Previously Reported Variance</i>		
	(slippage) /acceleration at Q4	1,181	
	(Under) / Overspend in Q4	0	
	Outturn	6,681	
TOTAL ADULTS & COMMUNITIES	Previous Budget at Q3	12,045	
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	(5,633)	
	(slippage) /acceleration at Q4	2,374	
	(Under) / Overspend in Q4	0	
	Outturn	8,786	

PEOPLE DIRECTORATE - CHILDREN, YOUNG PEOPLE AND FAMILIES		2016/17 £'000	Project Officer Narratives
Aiming Higher for Disabled Children	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> <i>Variance</i> (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	300 0 0 0 0 300	Scheme to provide better access to short breaks provision by providing equipment, adaptations and facilities for disabled children's and young people.
Devolved Capital	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> <i>Variance</i> (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	2,525 0 0 41 0 2,566	Allocated to Maintained Schools to fund capital works. Minor variation
School Condition Allowance (Capital Maintenance)	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> <i>Variance</i> (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	15,454 0 0 (723) 2,741 17,472	School Condition Allowance programme covering programmed capital works, dual funded schemes, improvements to access and kitchen works. Slippage into 2017/18 due to delays in receipt of relevant information from schools to enable the reimbursement of school led dual funded schemes. There is no loss of resources and payments will be made in 2017/18. The increased spend of £2.741m relates to capital costs paid by schools and initially charged to their revenue accounts. This was not included in the budget as it was funded from revenue resources and the exercise to identify costs did not take place until school forecast returns had been received in Q4 2016/17.

Basic Need/Additional Primary Places	Previous Budget at Q3	49,753	Building programme aimed at expanding school provision in order to meet pupil place requirements. <i>Reported in previous Quarterly Monitoring Reports</i>
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(20,110)</i>	
	(slippage) / acceleration at Q4	(6,095)	This is a long term programme to provide statutory additional places as a result of an increased birth rate and increased net migration and is funded via the DfE's Basic Need capital grant. Q3 forecast was based on information supplied by EdSI project managers as a result of their monitoring in conjunction with Acivico. Basic Need schemes to the value of £(6.095)m have slipped into 2017/18 as a result of delays in getting approvals on the Harborne Primary School scheme due to extended consultation with the land owner; delays in six Lean Review Pilot schemes; carry forward of contingencies and additional works on the newly built Pines School not yet undertaken.
	(Under) / Overspend in Q4	(62)	Minor variation
	Outturn	23,486	
Early Years Schemes	Previous Budget at Q3	2,590	Funding for additional places in the nursery sector - mainly based at primary schools. This is a long term programme to provide additional places for 2 year olds in early years settings funded via the Early Years capital grant. The Q3 forecast was based on further grant funding being received in December 2016 to support a number of identified schemes. Although the bid was successful for 2 schemes, Jervoise and Wilson Stuart, notification was not received until March 2017. This has had an impact on project start dates and the budget is being slipped into 2017/18.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	0	
	(slippage) / acceleration at Q4	(1,770)	
	(Under) / Overspend in Q4	0	
	Outturn	820	
Other Minor Schemes	Previous Budget at Q3	108	Minor value schemes - Burford Community Development; Victoria Special School and Salix Energy Efficiency (this is a loan scheme to fund energy efficiency projects at schools).
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	0	
	(slippage) / acceleration at Q4	(52)	Minor variation
	(Under) / Overspend in Q4	1	Minor variation.
	Outturn	57	
Business Transformation - Children's	Previous Budget at Q3	700	IT Investment in Children's Services. <i>Reported in previous Quarterly Monitoring Reports</i>
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(175)</i>	
	(slippage) / acceleration at Q4	(114)	Slippage into 2017/18 due to the upgrade of the Education recovery system which has limited the pace at which other ICT Improvement expenditure can be deployed due to the rate of change the operational services can accept. In terms of service provision the funding is currently being used on priority projects as set by the business and change is taking place as quickly as possible.
	(Under) / Overspend in Q4	0	
	Outturn	411	

Section 106 schemes	Previous Budget at Q3	334	Various minor schemes funded by S106 receipts. <i>Reported in previous Quarterly Monitoring Reports</i> The highway works required for the Education Funding Agency's Priority School Building Programme (PSBP) scheme at Plantsbrook School was due to be funded from S106 monies from Duttons Lane. However, the scheme has been delayed due to extended consultation before the works are carried out and therefore the funding is being slipped into 2017/18.
	New resources in Q4	0	
	<i>Previously Reported</i>	26	
	<i>Variance</i> (slippage) / acceleration at Q4	(151)	
	(Under) / Overspend in Q4	0	
	Outturn	209	
Universal Free School Meals	Previous Budget at Q3	114	Capital funding to support free school meals for children in reception and years 1 and 2. <i>Reported in previous Quarterly Monitoring Reports</i> Minor variation.
	New resources in Q4	0	
	<i>Previously Reported</i>	(8)	
	<i>Variance</i> (slippage) / acceleration at Q4	0	
	(Under) / Overspend in Q4	(1)	
	Outturn	105	
TOTAL CHILDREN, YOUNG PEOPLE & FAMILIES	Previous Budget at Q3	71,879	
	New resources in Q4	0	
	<i>Previously Reported</i>	(20,267)	
	<i>Variance</i> (slippage) / acceleration at Q4	(8,864)	
	(Under) / Overspend in Q4	2,679	
	Outturn	45,427	
PEOPLE DIRECTORATE - OVERALL MOVEMENTS	Previous Budget at Q3	83,924	
	New resources in Q4	0	
	<i>Previously Reported</i>	(25,900)	
	<i>Variance</i> (slippage) / acceleration at Q4	(6,490)	
	(Under) / Overspend in Q4	2,679	
	Outturn	54,213	

PLACE DIRECTORATE - HOUSING PRIVATE SECTOR GENERAL FUND		2016/17 £'000	Project Officer Narratives
Affordable Housing / Empty Homes	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> <i>Variance</i> (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	550 0 0 (147) 0 403	Expenditure to bring privately owned long term void properties back into use through compulsory acquisition. Slippage on the demand-led Empty Properties programme due to a lower number of acquisitions completed in year. The Empty Properties programme is funded on an on-going basis from a revolving fund as properties are bought and sold.
Homeless Services	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> <i>Variance</i> (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	2,571 0 0 (717) 80 1,934	Programme of refurbishment of temporary accommodation to improve services for the homeless. Transferred from People Directorate - Adults Services. Slippage on the refurbishment of properties at Newtown due to the late agreement of specifications with the contractor. Minor variation on the refurbishment of homeless centres. This has been funded from additional revenue contributions.
Housing Related Loans - InReach	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> <i>Variance</i> (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	6,003 0 (2,692) (1,112) 0 2,199	Provision of loans to InReach (Birmingham) Limited - a wholly owned company of BCC which has been set up to develop and operate market rent accommodation in Birmingham. <i>Reported in previous Quarterly Monitoring Reports</i> Increased slippage of £1.1m due to the development at St Vincent Street by InReach being slower than anticipated resulting in lower level of loan drawdown in 2016/17.

Other Programmes	Previous Budget at Q3	160	<p>Compensation payable in respect of historic slum clearance schemes.</p> <p><i>Reported in previous Quarterly Monitoring Reports</i></p> <p>Existing 10-year Kickstart loans have been brought onto the balance sheet for Birmingham City Council. Prior to 2016/17 these loans were not recognised on the balance sheet due to the uncertainty over the timing or extent of any receipt. This has been fully funded from Regional Housing Executive (RHE) grant.</p>
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(100)</i>	
	(slippage) / acceleration at Q4	(60)	
	(Under) / Overspend in Q4	8,075	
	Outturn	8,075	
TOTAL HOUSING PRIVATE SECTOR	Previous Budget at Q3	9,284	
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(2,792)</i>	
	(slippage) / acceleration at Q4	(2,036)	
	(Under) / Overspend in	8,155	
	Outturn	12,611	

PLACE DIRECTORATE - OTHER GENERAL FUND		2016/17 £'000	Project Officer Narratives
Swimming Pool Facilities	<p>Previous Budget at Q3</p> <p>New resources in Q4</p> <p><i>Previously Reported Variance</i></p> <p>(slippage) /acceleration at Q4</p> <p>(Under) / Overspend in Q4</p> <p>Outturn</p>	<p>28,029</p> <p>0</p> <p>(4,633)</p> <p>201</p> <p>278</p> <p>23,875</p>	<p>Sport and physical activity review programme for the new build of Sparkhill Pool, Stechford Leisure Centre, Icknield Port Loop, Erdington Pool and Northfield Pool and the refurbishment of Wyndley Leisure Centre, Beeches Pool, Fox Hollies Leisure Centre, Billesley ITC and Cocks Moor Wood Leisure Centre.</p> <p><i>Reported in previous Quarterly Monitoring Reports</i></p> <p>Minor variations <£100 across a number of schemes</p> <p>Minor variations <£100 across a number of schemes</p>
Waste Management Services	<p>Previous Budget at Q3</p> <p>New resources in Q4</p> <p><i>Previously Reported Variance</i></p> <p>(slippage) /acceleration at Q4</p> <p>(Under) / Overspend in Q4</p> <p>Outturn</p>	<p>2,502</p> <p>0</p> <p>(814)</p> <p>(1,106)</p> <p>1</p> <p>583</p>	<p>Waste Depot Modernisation Programme and Mobile IT project. Phase 1 of the Depot Modernisation Programme will deliver improvements to Perry Barr and Lifford Depots and the Mobile IT Project.</p> <p><i>Reported in previous Quarterly Monitoring Reports</i></p> <p>Waste Mgt Depot Redevelopment Programme – Planning permission has been deferred for Lifford Lane Depot due to an issue with traffic controlled measures in the vicinity of the Household Recycling Centre. This has meant that the order for development works could not be placed and the original programme has slipped by approximately 2-3 months. Planning application was approved by the Planning Committee on the 30th March.</p> <p>Minor variation.</p>
Parks	<p>Previous Budget at Q3</p> <p>New resources in Q4</p> <p><i>Previously Reported Variance</i></p> <p>(slippage) /acceleration at Q4</p> <p>(Under) / Overspend in Q4</p> <p>Outturn</p>	<p>4,254</p> <p>0</p> <p>(1,836)</p> <p>(747)</p> <p>(38)</p> <p>1,633</p>	<p>Various schemes including - Cofton Nurseries replacement glasshouses; Cofton Park Pavillion; Reservoirs & Pools; Perry Park Skate Park; Highgate Park Improvements; Minworth Sports Facilities; Kings Heath Park Hub; Blackroot Pool and other schemes <£100k.</p> <p><i>Reported in previous Quarterly Monitoring Reports</i></p> <p>Minor variations <£100 across a number of schemes</p> <p>Minor variations.</p>

Bereavement Services	Previous Budget at Q3	8,195	Development of the Cemetery at Sutton New Hall for the provision of additional burial plots.
	New resources in Q4	0	
	Previously Reported Variance	(6,195)	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) /acceleration at Q4	559	Sutton New Hall Cemetery - After a delayed start on site (reported at Quarter 3) works progressed more quickly than estimated which has enabled some of the lost time to be recovered.
	(Under) / Overspend in Q4	191	Revenue funding of £0.191m approved by Delegated Authority 22.12.16 for a new drainage system at Handsworth Cemetery to prevent flooding.
	Outturn	2,750	
Markets	Previous Budget at Q3	30,868	Relocation of Birmingham Wholesale Markets to Witton including purchase of land and construction of a building at a new site.
	New resources in Q4	0	
	Previously Reported Variance	(1,850)	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) /acceleration at Q4	(1,113)	In November 2016, Cabinet approved an additional capital budget of £1.314m for the Wholesale Market project, including £1.000m for a sprinkler system to be procured via the joint venture company set up to operate the new market, Birmingham Wholesale Market Company (BWMC), and for other client change requests via the main contractor, IM Properties Development Ltd. Negotiations, documentation and formal approvals by BWMC to procure the sprinkler have proved more onerous and time consuming than anticipated and it is now planned for the sprinkler installation and all other outstanding works to be completed in the first part of 2017/18, within the approved capital budget.
	(Under) / Overspend in Q4	0	
	Outturn	27,905	
Community Initiatives	Previous Budget at Q3	245	Lozells Community Development Initiative.
	New resources in Q4	0	
	Previously Reported Variance	(245)	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) /acceleration at Q4	0	
	(Under) / Overspend in Q4	0	
	Outturn	0	

Regulation and Enforcement	Previous Budget at Q3	372	Health and Safety Works to the mortuary ventilation system and flooring.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	(366)	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) / acceleration at Q4	(1)	Minor variation.
	(Under) / Overspend in Q4	121	Illegal Money Laundering Team Vehicles - new approval for purchase of additional vehicles for non BCC fleet hosted on behalf of National Trading Standards Institute, fully funded by Illegal Money Lending grant from the National Trading Standards Board. The report for the vehicle purchase was completed in December 2016 and signed off by the Acting Service Director in consultation with Procurement.
	Outturn	126	
Brasshouse Relocation	Previous Budget at Q3	2,081	Relocation of Brasshouse Adult Education Centre to the Library of Birmingham.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	0	
	(slippage) / acceleration at Q4	(75)	Minor variation.
	(Under) / Overspend in Q4	0	
	Outturn	2,006	
Civic House Refurbishment	Previous Budget at Q3	1,564	Major refurbishment of Civic House to create a new Learning Centre in the Erdington Ward.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	0	
	(slippage) / acceleration at Q4	(132)	The refurbishment of Civic House is complete and the building is open. The slippage into 2017/18 is to cover IT costs at Civic House and payment of the final account.
	(Under) / Overspend in Q4	(14)	Minor variation.
	Outturn	1,418	
Strategic Libraries	Previous Budget at Q3	742	Library of Birmingham - residual budgets to complete the fit out of a wide range of relatively small items and to complete works to doors and flooring.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	(592)	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) / acceleration at Q4	(136)	The further slippage is due mainly to delayed scheduling of third party suppliers to undertake the required work, in turn due to the availability of contractors to undertake the work, the longer than expected time to negotiate fees and the need to re-schedule some outdoor work.
	(Under) / Overspend in Q4	0	
	Outturn	14	

Land Drainage & Flood Defences	Previous Budget at Q3	1,105	River Tame Flood Defence Scheme.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(1,088)</i>	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) / acceleration at Q4	(2)	Minor variation.
	(Under) / Overspend in Q4	43	Minor variation.
	Outturn	58	
Other Minor Schemes	Previous Budget at Q3	189	Minor Schemes <£100k.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	0	
	(slippage) / acceleration at Q4	22	Minor variation.
	(Under) / Overspend in Q4	0	
	Outturn	211	
TOTAL OTHER GENERAL FUND	Previous Budget at Q3	80,146	
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(17,619)</i>	
	(slippage) / acceleration at Q4	<i>(2,530)</i>	
	(Under) / Overspend in Q4	582	
	Outturn	60,579	

PLACE DIRECTORATE - NEIGHBOURHOODS & COMMUNITIES		2016/17 £'000	Project Officer Narratives
Community Sport	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> <i>Variance</i> (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	135 0 0 (135) 0 0	Community Sports - minor schemes. Minor adjustments <£100k across a number of schemes.
Community Libraries	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> <i>Variance</i> (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	576 0 (456) (76) (2) 42	West Heath Library rebuild and other minor schemes. <i>Reported in previous Quarterly Monitoring Reports</i> Minor variation. Minor variation.
Community Development & Play	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> <i>Variance</i> (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	4 0 (48) 0 136 92	Minor Schemes. <i>Reported in previous Quarterly Monitoring Reports</i> Overspend at Bournville Baths due to additional costs incurred due to the building being in a much worse condition than originally anticipated. The true condition was only realised once works had commenced on site following the removal of debris and a structural scaffold erected to allow intrusive surveys to be carried out. Serious structural issues with the frontage were identified together with asbestos. The funding for the overspend has been identified from other capital resources, i.e. underspends on capital schemes now completed.
Community Chest	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> <i>Variance</i> (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	56 0 0 (2) (49) 6	Minor Schemes. Minor variation. Minor variation.

Districts and Neighbourhoods	Previous Budget at Q3	6	Minor Schemes.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	0	
	(slippage) / acceleration at Q4	(6)	Minor variation.
	(Under) / Overspend in Q4	14	Minor variation.
	Outturn	14	
TOTAL NEIGHBOURHOODS & COMMUNITIES	Previous Budget at Q3	777	
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	(504)	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) / acceleration at Q4	(219)	
	(Under) / Overspend in Q4	100	
	Outturn	154	

PLACE DIRECTORATE - HOUSING REVENUE ACCOUNT		2016/17 £'000	Project Officer Narratives
Housing Improvement Programme	Previous Budget at Q3 New resources in Q4 <i>Previously Reported Variance</i> (slippage) /acceleration at Q4 (Under) / Overspend in Q4 Outturn	54,967 0 150 (2,440) (3,405) 49,272	Capital Investment Programme - various projects to carry out improvements to stock including major structural works. <i>Reported in previous Quarterly Monitoring Reports</i> Net slippage of £2.4m as a result of an imbalance between planned levels of work and contractor capacity for individual components of the programme. Key elements include Central Heating, Windows, Environmental Works, Kitchens & Bathrooms, Complex Voids and Door Entry. Net underspend of £3.4m due to lower level of rewire and electrical remedial works following results from test and inspection programme, previously reported overspend on Structural Investment no longer expected to occur and other minor variations.
Redevelopment	Previous Budget at Q3 New resources in Q4 <i>Previously Reported Variance</i> (slippage) /acceleration at Q4 (Under) / Overspend in Q4 Outturn	56,046 0 (6,124) (9,034) 55 40,943	Birmingham Municipal Housing Trust (BMHT) new build housing Stock Replacement Programme and Affordable Rent Programmes, together with related housing development, including sales and clearance. <i>Reported in previous Quarterly Monitoring Reports</i> Slippage on BMHT on various schemes due to delays in signing land sale (Kings Norton), issues with materials suppliers and utility contractors (Jarvis Road), dispute with contractor (Birchfield, Trafalgar Road and Douglas Road), awaiting permission from central government to change use of land (Lyndhurst), protracted tender negotiations (Meadway), late completion of design of infrastructure and safety plan (Newtown) and other minor variations. Slippage on the demolition programme due to delays in gaining vacant possession of properties and difficulties in finding an alternative site for telecommunications equipment. Slippage on the acquisitions programme as a result of difficulty of current owners finding alternative accommodation in line with anticipated timescales. Minor overspend funded from additional RTB receipts
Other Programmes	Previous Budget at Q3 New resources in Q4 <i>Previously Reported Variance</i> (slippage) /acceleration at Q4 (Under) / Overspend in Q4 Outturn	4,728 0 807 (25) (54) 5,456	Mainly capital works to void properties and major adaptation works to HRA properties. <i>Reported in previous Quarterly Monitoring Reports</i> Minor variation. Minor variation.

TOTAL HRA	Previous Budget at Q3	115,741	Reported in previous Quarterly Monitoring Reports
	New resources in Q4	0	
	Previously Reported Variance	(5,167)	
	(slippage) / acceleration at Q4	(11,499)	
	(Under) / Overspend in Q4	(3,404)	
	Outturn	95,671	

PLACE DIRECTORATE - OVERALL MOVEMENTS	Previous Budget at Q3	205,948	
	New resources in Q4	0	
	Previously Reported Variance	(26,083)	
	(slippage) / acceleration at Q4	(16,284)	
	(Under) / Overspend in Q4	5,433	
	Outturn	169,014	

ECONOMY DIRECTORATE - REGENERATION		2016/17 £'000	Project Officer Narratives
Paradise Circus Redevelopment	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> <i>Variance</i> (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	23,358 0 0 (3,359) 0 19,999	The major redevelopment of the Paradise Circus site. An investment plan resourced by the LEP for projects / programmes delivering development and long term growth. Although the project made significant progress in delivery of its objectives for 2016/17, the overall level of slippage for the Paradise project at the year end reflects the cumulative delays in the programme caused by key highways changes and delays to the demolition programme as a result of unforeseen historic structural issues. Many of these issues have now been resolved and a project review is underway and will formally report back during 2017.
Site Development & Access	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> <i>Variance</i> (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	2,500 0 (2,100) (45) 0 355	Investment plan resourced by the LEP for projects / programmes delivering development and long term growth. This part of the scheme supports property development coming forward on EZ Sites (other than Paradise Circus). <i>Reported in previous Quarterly Monitoring Reports</i> Minor variation
Connecting Economic Opportunities	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> <i>Variance</i> (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	75 0 0 (75) 0 0	Investment plan resourced by the LEP for projects / programmes delivering development and long term growth. This scheme funds a range of projects to improve connectivity and create safe and attractive routes to EZ sites in the Snowhill, Digbeth, Jewellery Quarter and Eastside Areas. Minor variation

Southern Gateway Site	Previous Budget at Q3	1,000	Investment plan resourced by the LEP for projects / programmes delivering development and long term growth. The Southern Gateway site supports the relocation of the Wholesale Markets to enable the redevelopment of this City Centre Site.
	New resources in Q4	0	<i>Reported in previous Quarterly Monitoring Reports</i>
	<i>Previously Reported Variance</i>	(1,000)	
	(slippage) / acceleration at Q4	0	
	(Under) / Overspend in Q4	0	
	Outturn	0	
Snow Hill Public Realm	Previous Budget at Q3	601	Investment plan resourced by the LEP for projects / programmes delivering development and long term growth. Office development at Two Snowhill.
	New resources in Q4	0	Acceleration of budget to fund additional engineering design works & surveys. This was approved in March 2017 and is funded by the Colmore Business Improvement District.
	<i>Previously Reported Variance</i>	0	
	(slippage) / acceleration at Q4	239	
	(Under) / Overspend in Q4	0	
	Outturn	840	
Southside Links	Previous Budget at Q3	161	Provision of high quality pedestrian links stretching from Upper Hurst St, Ladywell Walk and Dudley St. This supports the newly opened southern portal at New Street Station to the Birmingham Smithfield development.
	New resources in Q4	0	The development phase started later than anticipated due to protracted negotiations with the third party about the treatment of the area under Suffolk Queensway bridge and prolonged governance issues with the appointment of the consultant. Therefore the bulk of the invoices will be received during 2017/18. This project is being developed in parallel with Making the Connections (see below) so cost savings are anticipated by using the same consultant for both projects.
	<i>Previously Reported Variance</i>	0	
	(slippage) / acceleration at Q4	(161)	
	(Under) / Overspend in Q4	0	
	Outturn	0	
One Station	Previous Budget at Q3	93	Enhancement of the areas linking New Street Station and Moor Street Station.
	New resources in Q4	0	<i>Reported in previous Quarterly Monitoring Reports</i>
	<i>Previously Reported Variance</i>	114	
	(slippage) / acceleration at Q4	(197)	
	(Under) / Overspend in Q4	0	
	Outturn	10	Delays due to information relating to the load structures on underground railway tunnels was not available and engineers have been called in to assess this before designs can be finalised and a full business case report produced.

Centenary Square	Previous Budget at Q3	2,239	This project is complementary to the Metro project and will enhance the public square in line with the new Paradise Circus and Arena Central developments. This budget relates to Phase 1 of the programme of works.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(2,070)</i>	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) /acceleration at Q4	(17)	Minor variation
	(Under) / Overspend in Q4	0	
	Outturn	152	
Making the Connection	Previous Budget at Q3	552	Making the Connection - Public Realm Enhancements around New Street, linking Paradise Circus, Arena Central and Southern Gateway.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(84)</i>	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) /acceleration at Q4	(430)	The development phase has started later than anticipated (Oct 17) as priority has been given to the Southside Link project (see above). The bulk of the design fees will be in 2017/18.
	(Under) / Overspend in Q4	0	
	Outturn	38	
Curzon Extension	Previous Budget at Q3	1,500	Curzon Investment Plan to deliver regeneration of local infrastructure over and above the High Speed Rail 2 that will integrate the new Curzon rail terminus and unlock wider development. This is to be delivered by 2026.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(1,500)</i>	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) /acceleration at Q4	0	
	(Under) / Overspend in Q4	0	
	Outturn	0	
East Aston RIS	Previous Budget at Q3	4,856	East Aston Regional Investment Site - Advanced Manufacturing Hub (AMH). Programme of land acquisition, demolitions, remediation and site assembly to enable developers to relocate to a strategically important manufacturing site.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(2,000)</i>	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) /acceleration at Q4	(587)	Local Growth Fund - Further slippage of £(0.587m) on top of the quarter 3 slippage as reported to Cabinet. This is due to complex negotiations with partners. The spend is committed, as it relates to the demolition and remediation programme currently on site for a number of plots within the AMH. It is expected that the majority of the spend will be achieved in Q1 2017/18.
	(Under) / Overspend in Q4	0	
	Outturn	2,269	

Life Sciences	Previous Budget at Q3	12,920	Creation of a new Life Science Campus.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(1,300)</i>	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) / acceleration at Q4	(138)	Disposal of the site was completed in March 2017. Slippage relates to a contractual payment towards infrastructure works to the site subject to works being progressed by the new owners.
	(Under) / Overspend in Q4	0	
	Outturn	11,482	
Women's Enterprise Centre	Previous Budget at Q3	100	Redevelopment of the east wing of the Southside Business Centre, Sparkbrook into a Women's Enterprise Centre.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(97)</i>	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) / acceleration at Q4		
	(Under) / Overspend in Q4	(1)	Minor variation
	Outturn	2	
Longbridge Regeneration	Previous Budget at Q3	872	Regeneration of Longbridge and the former Rover sites. This comprises a number of projects - upgrades to existing rail facilities (being delivered by Network Rail), improvements to existing bus interchanges and the extension of existing park and ride site (being delivered by Transport for West Midlands - TFWM). BCC is the Accountable body for this project as we are acting as an applicant for the Local Growth Fund Grant funding.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(664)</i>	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) / acceleration at Q4	(208)	Longbridge Bus Shelters & Wayfinders - 10 month delay by Transport For West Midlands procurement of contractor. Award of contract in April 2017. Payment by July 2017 Longbridge Public Art - 4 month delay as a new site for the sculpture had to be found due to STW sewers preventing installation.
	(Under) / Overspend in Q4	2	Minor variation.
	Outturn	1	
Local Centres	Previous Budget at Q3	995	Improvements to Local Centres, including shop frontages.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(625)</i>	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) / acceleration at Q4	(124)	Minor variations <£100k across various schemes.
	(Under) / Overspend in Q4	(30)	Minor variation.
	Outturn	216	

Conservation	Previous Budget at Q3	326	Improvements to Warstone Lane Cemetery including repairs, conservation and new building works, reinstatement of historical boundary railings, stones piers and entrance gates and the restoration of catacombs.
	New resources in Q4	0	<i>Reported in previous Quarterly Monitoring Reports</i>
	<i>Previously Reported Variance</i>	(261)	
	(slippage) / acceleration at Q4	37	Minor variation.
	(Under) / Overspend in Q4	0	
	Outturn	102	
Business Growth Programme	Previous Budget at Q3	427	The ERDF Business Support Programme comprises two projects - Business Growth Programme and Property Investment Programme to provide grant assistance targeted at up to 576 existing small and medium enterprises.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	0	
	(slippage) / acceleration at Q4	474	Acceleration of future years budget - this is a demand led project for the ERDF Business Growth Programme. Take up of grant has been quicker than expected.
	(Under) / Overspend in Q4	0	
	Outturn	901	
Planning Other	Previous Budget at Q3	370	Various minor schemes <£100k.
	New resources in Q4	0	<i>Reported in previous Quarterly Monitoring Reports</i>
	<i>Previously Reported Variance</i>	(107)	
	(slippage) / acceleration at Q4	63	Minor variation.
	(Under) / Overspend in Q4	269	Minor variations <£100k across various schemes.
	Outturn	595	
A34 Perry Barr Corridor	Previous Budget at Q3	1,360	A34 Perry Barr Corridor Developments - Phase 1. Infill of Subways (delivered by Transportation); Design of Replacement Bus Interchange; Acquisition of Warehouse and office premises at Gailey Park to unlock development land.
	New resources in Q4	0	<i>Reported in previous Quarterly Monitoring Reports</i>
	<i>Previously Reported Variance</i>	(430)	
	(slippage) / acceleration at Q4	(5)	Minor variation.
	(Under) / Overspend in Q4	0	
	Outturn	925	

Unlocking Housing Sites	Previous Budget at Q3	3,180	<p>Project for providing grants and/or loans to property developers to unlock sites with problems which make them uneconomical to develop. This project is demand led.</p> <p><i>Reported in previous Quarterly Monitoring Reports</i></p>
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(3,180)</i>	
	(slippage) / acceleration at Q4	0	
	(Under) / Overspend in Q4	0	
	Outturn	0	
TOTAL REGENERATION	Previous Budget at Q3	57,485	
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(15,304)</i>	
	(slippage) / acceleration at Q4	<i>(4,533)</i>	
	(Under) / Overspend in Q4	240	
	Outturn	37,887	

ECONOMY DIRECTORATE - EMPLOYMENT & SKILLS		2016/17 £'000	Project Officer Narratives
National College for High Speed Rail	Previous Budget at Q3	22,038	<p>Construction of a new building that will serve as the operational training headquarters for High Speed Rail College at Birmingham.</p> <p><i>Reported in previous Quarterly Monitoring Reports</i></p> <p>Accelerated spend following enhanced work being undertaken by the contractor to facilitate an earlier completion date of July 2017.</p>
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(9,028)</i>	
	(slippage) / acceleration at Q4	1,185	
	(Under) / Overspend in Q4	0	
	Outturn	14,195	

ECONOMY DIRECTORATE - TRANSPORTATION		2016/17 £'000	Project Officer Narratives
Gateway/Grand Central residual budgets	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> <i>Variance</i> (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	6,725 0 0 (4,929) 0 1,796	Budget to support the residual costs of the Gateway and Grand Central schemes. This budget represents resources for contingencies following the sale of Grand Central. Spending has been slower than expected and therefore the budget will slip into future years.
A34 North Perry Barr	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> <i>Variance</i> (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	673 0 0 (44) 0 629	The project is for the infilling of the Perry Barr subway and creation of a new pedestrianised route. This is part of the Public Realm & Infrastructure Plan for Aston, Newton and Lozells Area. Minor variation.
Inner Ring Road schemes - Iron Lane, Ashted Circus	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> <i>Variance</i> (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	1,038 0 41 (608) 0 471	Iron Lane / Ashted Circus - projects to reduce congestion on the Inner Ring Road. Budgets are allocated for Development costs awaiting Full Business Cases which are in progress. <i>Reported in previous Quarterly Monitoring Reports</i> Ashted Circus - slippage of £(0.713m). The budget was approved and added in quarter 3 but there have been delays in placing orders and thus there is slippage into future years. The is no overall impact to the project. Other minor variations - £0.105m
Minworth A38 & Peddimore Access	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> <i>Variance</i> (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	1,929 0 (300) (366) 0 1,263	Major project in conjunction with Highways to improve traffic management at Peddimore including safety and accessibility for pedestrians and cyclists. Works are also being undertaken on the A38 Sutton Coldfield Bypass to repair and replace a number of life expired assets. <i>Reported in previous Quarterly Monitoring Reports</i> Slippage of £0.366m as a result of delays to the works start due to the A38 being used as a diversion by Highways England for M42 traffic. However, construction works are now progressing well on site.

Battery Way	Previous Budget at Q3	550	Unlocking access to development sites and an alternative route between Warwick Road and Reddings Lane which bypasses residential areas improving safety and access for road users.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(230)</i>	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) / acceleration at Q4	(5)	Minor variation.
	(Under) / Overspend in Q4	0	
	Outturn	315	
Longbridge Connectivity	Previous Budget at Q3	370	A number of schemes at Longbridge to improve traffic management and accessibility for pedestrians and cyclists.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>393</i>	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) / acceleration at Q4	45	Minor variation.
	(Under) / Overspend in Q4	0	
	Outturn	808	
Dudley Road	Previous Budget at Q3	1,150	A457 Dudley Road Improvements including road widening to a dual carriageway and improving pedestrian and cyclist facilities to reduce congestion and improve reliability.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(1,000)</i>	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) / acceleration at Q4	(2)	Minor variation.
	(Under) / Overspend in Q4	0	
	Outturn	148	
Other Minor Schemes	Previous Budget at Q3	1,253	Minor schemes comprising Journey Reliability; Peddimore Improvement Works; Heartlands Spine Road; Selly Oak New Road and other minor schemes <£0.100m.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(216)</i>	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) / acceleration at Q4	(375)	Minor variations <£100k across a number of schemes.
	(Under) / Overspend in Q4	47	
	Outturn	709	

Selly Oak Relief Road - Improved Access at Birmingham & Worcester Canal	Previous Budget at Q3	421	Project for improving cycling and pedestrian access at the Worcester & Birmingham Canal adjacent to the University Railway Station In Edgbaston
	New resources in Q4	0	
	<i>Previously Reported</i>	0	
	Variance (slippage) /acceleration at Q4	22	Minor variation.
	(Under) / Overspend in Q4	0	
	Outturn	443	
Chester Road	Previous Budget at Q3	0	Works to improve traffic congestion on the Chester Road.
	New resources in Q4	0	
	<i>Previously Reported</i>	597	<i>Reported in previous Quarterly Monitoring Reports</i>
	Variance (slippage) /acceleration at Q4	0	
	(Under) / Overspend in Q4	1,001	The Cabinet Report of 19th April 2016 authorised a budget increase to fund this overspend and conclude the contractual position. A further report on 13th January 2017 identified a number of budgets to be used to fund this agreed overspend. The overspend is due to a significant number of unforeseen events which impeded the completion of the project by 9 months as reported in the 19th April report to Cabinet.
	Outturn	1,598	
Tame Valley Viaduct	Previous Budget at Q3	516	Phase 2 and 3 of the A38 (M) Tame Valley Viaduct Management Strategy.
	New resources in Q4	0	
	<i>Previously Reported</i>	0	
	Variance (slippage) /acceleration at Q4	(236)	The appointment of professional consultancy services to complete the Department for Transport analysis took longer than expected to progress through procurement and a re-tendering process which has resulted in some slippage into future years.
	(Under) / Overspend in Q4	0	
	Outturn	280	
Metro Extension	Previous Budget at Q3	9,248	This is a multi year multi funded programme to build a metro system across the City Centre from New Street Station to Centenary Square. The major funding sources are Enterprise Zone and Local Growth Fund.
	New resources in Q4	0	
	<i>Previously Reported</i>	0	
	Variance (slippage) /acceleration at Q4	(2,171)	There has been a delay on this scheme due to changes in the design to tie into the Centenary Square public realm works and the adjacent Arena Central development. The works are expected to start in the summer of 2017.
	(Under) / Overspend in Q4	0	
	Outturn	7,077	

Infrastructure Development	Previous Budget at Q3	3,689	Projects and activities to develop future year programmes. ITB Match funding - to be allocated to projects as and when schemes are approved.
	New resources in Q4	97	
	<i>Previously Reported Variance</i>	<i>(2,215)</i>	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) /acceleration at Q4	(46)	Slippage <£100k across a number of schemes.
	(Under) / Overspend in Q4 Outturn	(378) 1,147	Minor variations <£100k across a number of schemes.
S106/278 Schemes	Previous Budget at Q3	616	Projects funded from S106 and S278 funds.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(21)</i>	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) /acceleration at Q4	(38)	Minor variations across a number of schemes.
	(Under) / Overspend in Q4 Outturn	120 677	Minor variations <£100k across a number of schemes.
Walking & Cycling	Previous Budget at Q3	11,252	Projects to reduce congestion, improve air quality, improve access and improve health and physical fitness as part of a country-wide government initiative. This programme is made up of many smaller schemes which in total create a significant programme of works.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(1,823)</i>	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) /acceleration at Q4	(2,289)	Slippage has occurred on elements of the programme as a result of a change in scope following initial implementation and feedback from stakeholders. A number of schemes have been delayed or deleted as identified in the report approved by Cabinet in December 2016 in respect of a revised delivery strategy including changes to the programme from those originally approved in the PDD documents for Phases 1, 2 & 3. Budgets have been reallocated to a reduced number of higher quality proposals. As a result of the changed strategy funding will need to be slipped and utilised in future years to deliver the revised programme which remains in line with the DfT's overall funding allocations.
	(Under) / Overspend in Q4 Outturn	20 7,160	
Local Accessibility	Previous Budget at Q3	705	Local Accessibility schemes programme, which seeks to improve accessibility for local people wishing to access education, employment, retail and leisure facilities in their local area; Bike North Birmingham Projects and ITB funding to support projects as allocated by the Transport and Highways Capital Programme approved in February 2016.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(330)</i>	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) /acceleration at Q4	(124)	Minor variations <£100k across a number of schemes.
	(Under) / Overspend in Q4 Outturn	0 251	

Inner Ring Road schemes - Bordesley, Curzon, Haden, Holloway and Circus	Previous Budget at Q3	637	Projects to reduce congestion on the Inner Ring Road - includes Curzon Circle, Bordesley Circus, Haden Circus and Holloway Circus.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	0	
	(slippage) /acceleration at Q4	(295)	Haden Circus £(0.227)m slippage - the discussions on the settlement of the main works and Statutory Undertakers (SU) accounts are taking longer than envisaged. The final works and SU payments will not be made until early 2017/18 hence the slippage. £(0.068)m other minor variations.
	(Under) / Overspend in Q4 Outturn	3 345	
Economic Growth Zone	Previous Budget at Q3	327	Projects to take forward the Councils' 6 economic growth zones and other schemes to unlock growth and reduce congestion across the city.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	(67)	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) /acceleration at Q4	(281)	Minor variations <£100k across a number of schemes.
	(Under) / Overspend in Q4 Outturn	14 (7)	Minor variation.
Enabling Growth & Tackling Congestion	Previous Budget at Q3	221	ITB funding to support projects comprising measures to address congestion and public transport issues as allocated by the Transport and Highways Capital Programme approved in February 2016.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	78	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) /acceleration at Q4	(150)	Minor variations <£100k across a number of schemes.
	(Under) / Overspend in Q4 Outturn	11 160	Minor variation.
Road Safety	Previous Budget at Q3	485	Road safety schemes to reduce accidents across the City by redesigning roads or the implementation of safety measures.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	67	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) /acceleration at Q4	(249)	The safety camera project is now complete and all cameras are now installed. The project was funded by Intergrated Transport Block grant and the residual funding is to be slipped and utilised on other projects.
	(Under) / Overspend in Q4 Outturn	0 303	

TOTAL TRANSPORTATION	Previous Budget at Q3	41,805	
	New resources in Q4	97	
	Previously Reported	(5,026)	
	Variance		
	(slippage) / acceleration	(12,141)	
	at Q4		
	(Under) / Overspend in	838	
	Outturn	25,573	

ECONOMY DIRECTORATE - HIGHWAYS		2016/17 £'000	Project Officer Narratives
Safer Routes to School	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> <i>Variance</i> (slippage) / acceleration at (Under) / Overspend in Q4 Outturn	607 0 (59) (173) 30 405	Highway engineering schemes to improve safety and sustainable access in the vicinity of schools across the City. This programme is funded by an allocation of Integrated Transport Block grant. <i>Reported in previous Quarterly Monitoring Reports</i> Minor slippage of <£0.100m over a number of schemes. Minor variation.
Ward Minor Transport Measures	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> <i>Variance</i> (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	667 0 0 (147) 7 527	Projects across all wards to deliver reactive high priority highways services to improve highways infrastructure. Works include provision of parking bays for people with disabilities, speed humps, and pedestrian crossings. These are funded from the Integrated Transport Block grant. Schemes within this programme are spread across 40 wards. Some contain Traffic Regulation Orders which have statutory consultation and long legal procedures to follow. Implementation commenced in 16/17 but won't be completed until summer 2017 so slippage is required.
Minworth A38 Improvements	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> <i>Variance</i> (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	3,069 0 (2,618) (69) 0 382	Joint delivery of the Minworth Island Improvement scheme delivered by Transportation and A38 Sutton Coldfield Bypass scheme delivered by Highways as approved by Cabinet on 20/10/2015. <i>Reported in previous Quarterly Monitoring Reports</i> Minor variation.
Network Integrity	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> <i>Variance</i> (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	378 0 (115) (190) 6 79	The Network Integrity and Efficiency programme is made up of relatively small value schemes to enhance and protect the highway network and support the localism agenda through measures to address local transport issues identified at ward level. This is all funded by the Integrated Transport Block grant. It also includes a holding budget of ITB resources for funding the various schemes including Ward Minor Transport Measures above. <i>Reported in previous Quarterly Monitoring Reports</i> Minor slippage of <£0.100m over a number of schemes. Minor variation.

Road Safety	Previous Budget at Q3	601	Road safety schemes to reduce accidents across the city by the redesigning of roads or implementation of safety measures. These schemes are funded by Integrated Transport Block Grant.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(73)</i>	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) / acceleration at Q4	(165)	Schemes within this programme are spread across many wards of the City. Some contain Traffic Regulation Orders which have statutory consultation and long legal procedures to follow. Implementation commenced in 16/17 but won't be completed until summer 2017 so slippage is required.
	(Under) / Overspend in Q4	12	Minor variation.
	Outturn	375	
Section 106 & 278 Schemes	Previous Budget at Q3	0	
	New resources in Q4		
	<i>Previously Reported Variance</i>		
	(slippage) / acceleration at Q4	28	Minor variation.
	(Under) / Overspend in Q4		
	Outturn	28	
District Schemes	Previous Budget at Q3	594	S278 works at Perry Beeches and other minor schemes <£100k.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(183)</i>	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) / acceleration at Q4	(23)	Minor variation.
	(Under) / Overspend in Q4	0	
	Outturn	388	
TOTAL HIGHWAYS	Previous Budget at Q3	5,916	
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	<i>(3,048)</i>	
	(slippage) / acceleration at Q4	(739)	
	(Under) / Overspend in Q4	55	
	Outturn	2,184	

ECONOMY DIRECTORATE - OVERALL MOVEMENTS	Previous Budget at Q3	127,244	
	New resources in Q4	97	
	<i>Previously Reported</i>	<i>(32,406)</i>	
	<i>Variance</i>		
	(slippage) / acceleration	(16,228)	
	at Q4		
	(Under) / Overspend in	1,133	
	Outturn	79,839	

CORPORATE RESOURCES DIRECTORATE		2016/17 £'000	Project Officer Narratives
Revenue Reform Projects	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> Variance (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	8,274 0 0 0 1,278 9,552	Costs of redundancy, pension strain and revenue costs of transformation funded by capital receipts as part of the Government's capital receipts flexibility scheme. Additional spend as the number and costs of redundancies and pension strain, particularly in the last quarter, were more than originally anticipated, when compared to the to the general trend for the financial year.
Digital Districts	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> Variance (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	3,688 0 (3,239) (138) 169 480	ERDF funding for the Big Data Corridor - A New Business Economy. <i>Reported in previous Quarterly Monitoring Reports</i> Minor variations <£100 over a number of schemes. Minor variations <£100 over a number of schemes.
IT Projects	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> Variance (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	2,170 0 (92) (140) (1) 1,937	Various IT projects to support and update the Council's IT Infrastructure. <i>Reported in previous Quarterly Monitoring Reports</i> Minor variations <£100 over a number of schemes. Minor variation.
Birmingham Property Services Projects	Previous Budget at Q3 New resources in Q4 <i>Previously Reported</i> Variance (slippage) / acceleration at Q4 (Under) / Overspend in Q4 Outturn	14,499 0 (751) (1,549) (17) 12,182	Projects as part of the Attwood Green area redevelopment; Arena Central; Red Rose Shopping Centre redevelopment; Access to Buildings; Council House Complex Refurbishment Work and other Minor schemes. <i>Reported in previous Quarterly Monitoring Reports</i> Arena Central slippage of £1.364m. This project is externally managed and funded from a number of sources including a capital loan from Birmingham City Council. Work on the project is progressing well, but loan funding will only be drawn down when necessary to minimise project costs hence the slippage into future years. Other minor variances totalling £0.185m. Minor variation.

Corporate Resources - Software	Previous Budget at Q3	919	Software developments in the Corporate Resources Directorate due to legislative or increased capacity requirements.
	New resources in Q4	0	<i>Reported in previous Quarterly Monitoring Reports</i>
	<i>Previously Reported</i>	(121)	
	<i>Variance</i>		
	(slippage) / acceleration at Q4	39	
ICentrum	(Under) / Overspend in Q4	0	Minor variations <£100 over a number of schemes.
	Outturn	837	
	Previous Budget at Q3	519	Residual budget for a loan of £7.5m to Birmingham Technology (Property) Ltd for the Innovation Birmingham Icentrum Building. The final instalment has been paid in 2016/17.
	New resources in Q4	0	
	<i>Previously Reported</i>	0	
Capital Loans & Equity	<i>Variance</i>		
	(slippage) / acceleration at Q4	0	
	(Under) / Overspend in Q4	0	
	Outturn	519	
	Previous Budget at Q3	9,606	Capital Equity Investments.
Barberry Perry Barr CIF	New resources in Q4	0	
	<i>Previously Reported</i>	0	
	<i>Variance</i>		
	(slippage) / acceleration at Q4	(8,321)	Slippage of £(8.321)m - the fund drawdown is applicant led and therefore difficult to predict with certainty. The Council operates 3 equity funds, fewer deals have progressed through this general fund than anticipated.
	(Under) / Overspend in Q4	0	
Barberry Perry Barr CIF	Outturn	1,285	
	Previous Budget at Q3	0	West Midlands Combined Authority (WMCA) Collective Investment Fund (CIF) - loans to organisations funded from prudential borrowing. Birmingham City Council is acting as the Accountable Body until the WMCA Constitution is complete.
	New resources in Q4	864	Loan Paid out on behalf of WMCA for the Collective Investment Fund funded by Prudential Borrowing - as per Cabinet Report dated 22nd March 2016.
	<i>Previously Reported</i>	0	
	<i>Variance</i>		
Barberry Perry Barr CIF	(slippage) / acceleration at Q4	0	
	(Under) / Overspend in Q4	0	
	Outturn	864	

Kingswood Lakeside CIF	Previous Budget at Q3	0	West Midlands Combined Authority (WMCA) Collective Investment Fund (CIF) - loans to organisations funded from prudential borrowing. Birmingham City Council is acting as the Accountable Body until the WMCA Constitution is complete.
	New resources in Q4	2,724	Loan Paid out on behalf of WMCA for the Collective Investment Fund funded by Prudential Borrowing - as per Cabinet Report dated 22nd March 2016.
	<i>Previously Reported Variance</i>	0	
	(slippage) / acceleration at Q4	0	
	(Under) / Overspend in Q4	0	
	Outturn	2,724	
ICT Infrastructure	Previous Budget at Q3	2,197	A ten year programme for enhancements to the Core ICT across Birmingham City Council made up of various projects including replacement servers, infrastructure and enhancements to software.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	(510)	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) / acceleration at Q4	(505)	The scope of the project is being reconsidered. It is expected that the slippage will be spent in 2017/18.
	(Under) / Overspend in Q4	34	Minor variation.
	Outturn	1,216	
SAP Development	Previous Budget at Q3	1,813	New developments to SAP software.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	(1,498)	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) / acceleration at Q4	(280)	The additional slippage is as a consequence of an ongoing review of the SAP Customer Relationship Management (CRM) solution which has impacted on the delivery of associated projects. In addition, the development of the wider SAP estate is being considered as part of the Corporate ICT & D Strategy and until completed other projects cannot be taken forward.
	(Under) / Overspend in Q4	0	
	Outturn	35	
SAP Technical Upgrade	Previous Budget at Q3	652	New developments to SAP software.
	New resources in Q4	0	
	<i>Previously Reported Variance</i>	0	<i>Reported in previous Quarterly Monitoring Reports</i>
	(slippage) / acceleration at Q4	24	Minor variation.
	(Under) / Overspend in Q4	0	
	Outturn	676	

Integrated Support Services	Previous Budget at Q3	316	<p>New developments to SAP software.</p> <p><i>Reported in previous Quarterly Monitoring Reports</i></p> <p>The additional slippage is as a consequence of an ongoing review of the SAP Customer Relationship Management (CRM) solution which has impacted on the delivery of associated projects. In addition, the development of the wider SAP estate is being considered as part of the Corporate ICT & D Strategy and until completed other projects cannot be taken forward.</p>
	New resources in Q4	0	
	<i>Previously Reported</i>	0	
	<i>Variance</i>		
	(slippage) / acceleration at Q4	(316)	
	(Under) / Overspend in Q4	0	
	Outturn	0	
TOTAL CORPORATE RESOURCES DIRECTORATE - OVERALL	Previous Budget at Q3	44,653	
	New resources in Q4	3,588	
	<i>Previously Reported</i>	(6,211)	
	<i>Variance</i>		
	(slippage) / acceleration at Q4	(11,186)	
	(Under) / Overspend in Q4	1,464	
	Outturn	32,308	
OVERALL MOVEMENTS	Previous Budget at Q3	461,769	
	New resources in Q4	3,685	
	<i>Previously Reported</i>	(90,599)	
	<i>Variance</i>		
	(slippage) / acceleration at Q4	(50,189)	
	(Under) / Overspend in Q4	10,709	
	Outturn	335,375	

	2016/17 Qtr 4 Revised Budget	2016/17 Outturn	2016/17 Variance	2016/17 Previously Reported Variance	2016/17 Further Variance at Outturn
	£'000's	£'000's	£'000's	£'000's	£'000's
PEOPLE DIRECTORATE					
<u>Adults & Communities</u>					
Property Schemes	413	211	(202)	(121)	(81)
IT Schemes	745	135	(610)	(425)	(185)
Improvements to Social Care	5,387	1,759	(3,628)	(5,087)	1,459
Independent Living	5,500	6,681	1,181	0	1,181
Total Adults & Communities	12,045	8,786	(3,259)	(5,633)	2,374
<u>Children, Young People & Families</u>					
Aiming Higher for Disabled Children	300	300	0	0	0
Devolved Capital Allocation to Schools	2,525	2,566	41	0	41
Capital Maintenance	15,454	17,472	2,018	0	2,018
Basic Needs / Additional Primary Places	49,753	19,713	(30,040)	(20,110)	(9,930)
Special Schools - Additional Places	0	3,774	3,774	0	3,774
Early Years	2,590	820	(1,770)	0	(1,770)
Other minor schemes	28	14	(14)	0	(14)
IT Investment - Children's Services	700	411	(289)	(175)	(114)
Section 106	335	209	(126)	26	(152)
Universal Infant Free School Meals	114	105	(9)	(8)	(1)
Salix Energy Efficiency	80	43	(37)	0	(37)
Total Children, Young People & Families	71,879	45,427	(26,452)	(20,267)	(6,185)
TOTAL CAPITAL - PEOPLE DIRECTORATE	83,924	54,213	(29,711)	(25,900)	(3,811)
<u>PLACE DIRECTORATE</u>					
<u>Private Sector Housing</u>					
Empty Homes / Affordable Housing	550	403	(147)	0	(147)
Housing Related Loans / InReach	6,003	2,199	(3,804)	(2,692)	(1,112)
Homeless Centres	2,571	1,934	(637)	0	(637)
Other Programmes	160	8,075	7,915	(100)	8,015
Total Private Sector Housing GF	9,284	12,611	3,327	(2,792)	6,119
<u>Other - General Fund</u>					
Sport - Swimming Pool Facilities	28,029	23,875	(4,154)	(4,633)	479
Fleet & Waste Management	2,502	583	(1,919)	(814)	(1,105)
Parks	4,254	1,633	(2,621)	(1,836)	(785)
Bereavement Services	8,195	2,750	(5,445)	(6,195)	750
New Wholesale Market	30,868	27,905	(2,963)	(1,850)	(1,113)
Community Initiatives	245	0	(245)	(245)	0
Regulation & Enforcement	372	126	(246)	(366)	120
Adult Education - Brasshouse Relocation	2,081	2,006	(75)	0	(75)
Adult Education - Civic House	1,564	1,418	(146)	0	(146)
Strategic Libraries	742	14	(728)	(592)	(136)
Museums & Arts	189	211	22	0	22
Other Services	0	0	0	0	0
Highways - Land Drainage & Flood Defence	1,105	58	(1,047)	(1,088)	41
Total Place Other GF	80,146	60,579	(19,567)	(17,619)	(1,948)

	2016/17 Qtr 4 Revised Budget	2016/17 Outturn	2016/17 Variance	2016/17 Previously Reported Variance	2016/17 Further Variance at Outturn
	£'000's	£'000's	£'000's	£'000's	£'000's
<u>District Services</u>					
Community Sport	135	0	(135)	0	(135)
Community Libraries	576	42	(534)	(456)	(78)
Community Development & Play	4	92	88	(48)	136
Community Chest	56	6	(50)	0	(50)
Districts and Neighbourhoods	6	14	8	0	8
Total District Services	777	154	(623)	(504)	(119)
<u>HRA</u>					
Housing Improvement Programme	54,967	49,272	(5,695)	150	(5,845)
Redevelopment	56,046	40,943	(15,103)	(6,124)	(8,979)
Other Programmes	4,728	5,456	728	807	(79)
Total HRA	115,741	95,671	(20,070)	(5,167)	(14,903)
TOTAL CAPITAL - PLACE DIRECTORATE	205,948	169,015	(36,933)	(26,082)	(10,851)
<u>ECONOMY DIRECTORATE</u>					
Enterprise Zone - Paradise Circus	23,358	19,999	(3,359)	0	(3,359)
Enterprise Zone - Site Development & Access	2,500	355	(2,145)	(2,100)	(45)
Enterprise Zone - Connect Economic Opportunities	75	0	(75)	0	(75)
Enterprise Zone - Southern Gateway Site	1,000	0	(1,000)	(1,000)	0
Enterprise Zone - LEP Investment Fund	0	0	0	0	0
Enterprise Zone - Snow Hill Public Realm	601	841	240	0	240
Enterprise Zone - Southside Links	161	0	(161)	0	(161)
Enterprise Zone - One Station	93	10	(83)	114	(197)
Enterprise Zone - Metro Centenary Square	2,239	152	(2,087)	(2,070)	(17)
Enterprise Zone - Making the Connection	552	0	(552)	(84)	(468)
Enterprise Zone Phase II - Curzon Extension	1,500	0	(1,500)	(1,500)	0
Enterprise Zone - HS2 Curzon St Site	0	0	0	0	0
Enterprise Zone - HS2 Interchange Site	0	0	0	0	0
Total Enterprise Zone	32,079	21,357	(10,722)	(6,640)	(4,082)
<u>Regeneration</u>					
East Aston RIS	4,856	2,270	(2,586)	(2,000)	(586)
Aston Advance Manufacturing Hub Landscape	0	106	106	0	106
Life Sciences	12,920	11,482	(1,438)	(1,300)	(138)
Women's Enterprise	100	2	(98)	(97)	(1)
Longbridge Regeneration	872	1	(871)	(664)	(207)
Local Centres	995	216	(779)	(625)	(154)
Conservation	326	102	(224)	(261)	37
Business Support Programme	427	901	474	0	474
ERDF Land & Property	0	(3)	(3)	0	(3)
Planning - Other	370	528	158	(107)	265
A34 Corridor - Perry Barr	1,360	925	(435)	(430)	(5)
Unlocking Housing Sites	3,180	0	(3,180)	(3,180)	0
National College for HS2	22,038	14,195	(7,843)	(9,028)	1,185
Total Other Planning & Regeneration Projects	47,444	30,725	(16,719)	(17,692)	973
Total Planning & Regeneration Schemes	79,523	52,082	(27,441)	(24,332)	(3,109)
<u>Highways</u>					
Safer Routes to Schools	607	405	(202)	(59)	(143)
Ward Minor Transport Measures	667	527	(140)	0	(140)
Minworth A38 Improvements	3,069	382	(2,687)	(2,618)	(69)
Network Integrity	378	79	(299)	(115)	(184)
Road Safety	601	375	(226)	(73)	(153)
Section 106 & S278 Schemes	0	28	28	0	28
District Schemes	594	388	(206)	(183)	(23)
Total Highways	5,916	2,184	(3,732)	(3,048)	(684)

	2016/17 Qtr 4 Revised Budget	2016/17 Outturn	2016/17 Variance	2016/17 Previously Reported Variance	2016/17 Further Variance at Outturn
	£'000's	£'000's	£'000's	£'000's	£'000's
Transportation					
Grand Central	6,725	1,796	(4,929)	0	(4,929)
A34 North Perry Barr	673	629	(44)	0	(44)
Inner Ring Road - Ashted Circus / Iron Lane	1,038	471	(567)	41	(608)
Minworth & Peddimore Access	1,929	1,263	(666)	(300)	(366)
Battery Way Extension	550	315	(235)	(230)	(5)
Longbridge Connectivity	370	808	438	393	45
A457 Dudley Road	1,150	148	(1,002)	(1,000)	(2)
Selly Oak Relief Road	421	443	22	0	22
Chester Road	0	1,598	1,598	597	1,001
Tame Valley Viaduct Phase 2 & 3	516	280	(236)	0	(236)
Metro Extension	9,248	7,077	(2,171)	0	(2,171)
Other minor schemes	1,253	709	(544)	(216)	(328)
Infrastructure Development	3,786	1,147	(2,639)	(2,215)	(424)
Section 106/278 Schemes	616	677	61	(21)	82
Walking & Cycling	11,252	7,160	(4,092)	(1,823)	(2,269)
Local Accessibility	705	251	(454)	(330)	(124)
Inner Ring Road - Bordesley / Curzon / Haden / Holloway	637	345	(292)	0	(292)
Economic Growth Zone	327	(7)	(334)	(67)	(267)
Enabling Growth & Tackling Congestion	221	160	(61)	78	(139)
Road Safety	485	303	(182)	67	(249)
Total Transportation	41,902	25,573	(16,329)	(5,026)	(11,303)
TOTAL CAPITAL - ECONOMY DIRECTORATE	127,341	79,839	(47,502)	(32,406)	(15,096)
CORPORATE RESOURCES DIRECTORATE					
Birmingham Property Services					
Access to Buildings	50	0	(50)	0	(50)
Business Transformation - Working for the Future	17	0	(17)	0	(17)
Attwood Green Park	59	0	(59)	(59)	0
Attwood Green - Holloway Head	862	787	(75)	(100)	25
Attwood Green - Woodview CC	92	3	(89)	0	(89)
Red Rose Shopping Centre	11,493	10,950	(543)	(592)	49
Arena Central	1,676	312	(1,364)	0	(1,364)
Council House Complex - Development Costs	250	130	(120)	0	(120)
Total Birmingham Property Services Projects	14,499	12,182	(2,317)	(751)	(1,566)
Revenue Reform Projects	8,274	9,552	1,278	0	1,278
Digital Districts	3,688	480	(3,208)	(3,239)	31
Corporate Resources	919	837	(82)	(121)	39
IT Projects	2,170	1,937	(233)	(92)	(141)
ICentrum	519	519	0	0	0
Capital Loans & Equity Funds	9,606	1,285	(8,321)	0	(8,321)
Barberry Perry Barr CIF	864	864	0	0	0
Kingswood Lakeside CIF	2,724	2,724	0	0	0
Corporate ICT Infrastructure	2,197	1,216	(981)	(510)	(471)
SAP New Developments	2,781	712	(2,069)	(1,498)	(571)
Total Other Corporate Resources	33,742	20,126	(13,616)	(5,460)	(8,156)
TOTAL CAPITAL - CORPORATE RESOURCES DIRECTORATE	48,241	32,308	(15,933)	(6,211)	(9,722)
TOTAL CAPITAL PROGRAMME	465,454	335,375	(130,079)	(90,599)	(39,480)

TREASURY MANAGEMENT ANNUAL REPORT**1. Outline**

This report reviews the results of the full financial year as well as providing quarter 4 monitoring information in line with normal quarterly management reporting. The most significant elements of treasury management activity during 2016/17 were:

- At 31st March 2017, the Council's total loan debt net of treasury investments stood at £3,064.8m, compared to the net loan debt of £2,986.8m as at 31st March 2016.
- The increase in loan debt is largely due to cash outflows from the capital receipts and other reserves which had been accumulated in previous years (including capital receipts from the sale of the NEC and Grand Central in 2015/16).
- City Council treasury investments held at 31st March 2017 were £29.3m. The Council also held investments of £36.3m as accountable body.
- The City Council did not breach any of its prudential limits set under the Local Government Act 2003 and the CIPFA Prudential Code for Capital Finance.
- Loan interest, repayment charges and associated costs totalled £257.0m gross, and £20.1m to corporate budgets after recharges to other services. This was £16.9m below the revised budget of £37.0m.

2. Background

- 2.1 The City Council, like all local authorities, is permitted by government to finance capital investment and day to day cash flows from borrowing, in accordance with the prudential borrowing system. The Council's net loan debt at 31st March 2017 stood at £3,064.8m (excluding accountable body investments). This report reviews how the debt and associated investments were managed during the financial year 2016/17.
- 2.2 The City Council has adopted CIPFA's Code of Practice for Treasury Management in the Public Services which includes the requirement to present a treasury management Annual Report.
- 2.3 Loans and investments are shown at nominal value unless otherwise indicated, consistent with budget and monitoring reports and the Prudential Indicators. The basis of accounting in the Financial Accounts is different in some cases where required by proper accounting practices.

3. The objective of treasury management

- 3.1 CIPFA defines the objective of Treasury Management as "the management of the organisation's cash flows, its banking, money market and capital market transactions; the effective control of the risks associated with those activities; and the pursuit of optimum performance consistent with those risks". In balancing risk against return, Local Authorities should be more concerned to avoid risks than to maximise return. In particular, this requires a balance to be struck when borrowing between:
 - a) The security offered by long term fixed rate funding;
 - b) The expected cost of short term and variable rate funding, compared with long term funding

Similarly, when investing surplus funds the emphasis should be on the security of capital invested rather than maximising the rate of return.

4. Financial markets during 2016/17

- 4.1 A significant event that had an influence on financial markets in the 2016-17 financial year was the UK EU referendum on 23 June. The result had an immediate impact in terms of market expectations of when the first increase in Bank Rate would happen, pushing it back from quarter 3 2018 to quarter 4 2019. At its 4 August meeting, the Monetary Policy Committee (MPC) cut Bank Rate from 0.5% to 0.25% and the Bank of England's Inflation Report produced forecasts warning of a major shock to economic activity in the UK, which would cause economic growth to fall almost to zero in the second half of 2016. The MPC also warned that it would be considering cutting Bank

Rate again towards the end of 2016 in order to support growth. In addition, it restarted quantitative easing with purchases of £60bn of gilts and £10bn of corporate bonds, and also introduced the Term Funding Scheme whereby potentially £100bn of cheap financing was made available to banks. The impact of the referendum vote and the subsequent market reaction can be seen in the PWLB borrowing rates available to local authorities (see chart at Annex 1).

Actual performance was significantly better than the Bank's pessimistic forecasts of August. After a disappointing quarter 1, the three subsequent quarters produced an annual growth for 2016 overall, compared to 2015, of 1.8%, which was the second fastest rate of growth of any of the G7 countries. This meant that the MPC did not cut Bank Rate again after August, however inflation has risen rapidly due to the effects of the sharp devaluation of sterling after the referendum. By the end of March 2017, sterling was 17% down against the dollar but had not fallen as far against the euro. In February 2017, the latest CPI inflation figure had risen to 2.3%, above the MPC's inflation target of 2%. However, the MPC's view was that it would not raise Bank Rate, despite forecasting that inflation would reach nearly 3% during 2017 and 2018. This outlook, however, is dependent on domestically generated inflation, (i.e. wage inflation), continuing to remain subdued despite the fact that unemployment is at historically very low levels and is on a downward trend. Market expectations for the first increase in Bank Rate moved forward to quarter 3 2018 by the end of March 2017, in response to increasing concerns around inflation.

Market developments elsewhere also impacted the UK economy

- quarterly growth in the USA was very volatile but there was a strong performance since mid-2016, and strongly rising inflation, prompted the Fed into raising rates in December 2016 and March 2017. The US is the first major western country to start on a progressive upswing in rates. Overall growth in 2016 was 1.6%.
- The EU is furthest away from an upswing in rates; the European Central Bank (ECB) has cut rates into negative territory, provided huge tranches of cheap financing and been doing major quantitative easing purchases of debt during 2016-17 in order to boost growth from consistently weak levels, and to get inflation up from near zero towards its target of 2%. The action taken by the ECB has resulted in economic growth improving significantly in the eurozone to an overall figure of 1.7% for 2016, with Germany achieving a rate of 1.9% as the fastest growing G7 country.

- 4.2 Credit risks for the Council's investments remained relatively stable during the year, reflecting continued recovery from the worst of the credit crunch.

5. Treasury strategy and activities during the year

- 5.1 The City Council's actual net loan debt at 31st March 2017 was £3,064.8m compared to the expected net loan debt at the time of the Original Budget in March 2016 of £3,450.5m. This is due to a combination of a difference in the opening budget on 1st

April 2016 compared to that forecast when the 2016/17 budget was set, and slippage in the capital expenditure and other cashflow movements across the Council. New long term loans taken amounted to £40.0m compared to the original assumption of £150.0m new long term borrowing. The lower than planned level of long term borrowing is due to the lower overall borrowing requirement.

5.2 The treasury strategy for the year:

- Maintained a balanced strategy which enabled the Council to benefit from current low short term interest rates, maintaining a significant short term and variable rate loan portfolio
- Acknowledged the risk that maintaining a significant short term and variable rate loan debt may result in increasing borrowing costs in the longer term, but balanced this against the savings arising from cheaper variable rates in the short term
- Reviewed treasury management activity in the context of the Council's current financial position together with the outlook for interest rates
- Continuously reviewed the advantages and disadvantages of different sources of borrowing.

5.3 Opportunities to improve risk management or make savings by prematurely repaying loans are kept under review. No loans were prematurely repaid during 2016/17.

5.4 The City Council's Treasury Strategy in recent years has sought to maintain a significant exposure to short-term and variable-rate borrowing in order to take advantage of cheaper short-term rates at around bank base rate. The variable and short term borrowing of £358.7m at 31st March 2017 (see Table 7.1) was borrowed at an average rate of 0.40% versus the new long-term loan taken out during the year at 2.56% (see Annex 2) which generated a saving of £7.75m per annum.

5.5 The majority of the Council's borrowing needs during the year were met from short term borrowing, minimising interest costs. £40.0m of long term fixed rate borrowing was taken during the year, all from the PWLB (details are provided at Annex 2).

5.6 HRA loan debt is accounted for separately in accordance with the two pool debt system, which the City Council introduced following the reform of Housing Subsidy. The level of HRA loan debt has increased from £1,094.7m to £1,122.3m, taking account new capital investment and HRA debt repayment provision (or MRP) in the year. No long term loans were taken for the HRA during the year, in order to maximise the HRA's exposure to cheaper short term interest rates.

6. Investment management

6.1 Under the current treasury strategy, a working balance of around £40m short term investments is targeted in order to provide liquidity to meet cash flow fluctuations.

- 6.2 Treasury Investments are made in accordance with the creditworthiness criteria in the Treasury Management Policy and are also reported to Cabinet as part of the quarterly capital monitoring reports. Lending has continued to be limited to very short periods (of no longer than three months) to the institutions within the Treasury Management Policy's criteria. A range of information has been used to assess investment risk, in addition to credit ratings. Regular meetings are held to review outstanding investments and criteria for new investments in the light of developments in market conditions. None of the City Council's treasury investments has been impaired or suffered default.
- 6.3 Actual investments are reported quarterly to Cabinet as part of accountability for decisions made under treasury management delegations. Annex 3.1 lists all investments made during Quarter 4 of 2016/17 for the City Council.
- 6.4 Investments outstanding at 31st March 2017 are summarised as follows.

Period Outstanding	Value Invested £m	Interest Rate %
Instant Access	29.28	0.22%
Fixed Overnight	0.00	-
Up to 3 months	0.00	-
3 to 6 months	0.00	-
Total	29.28	-

- 6.5 The Council also continues to manage substantial funds as Accountable Body for an increasing number of Government programmes, the Growing Places Fund, the Regional Growth Fund and the Advanced Manufacturing Supply Chain Initiative (AMSCI). These funds are managed by the City Council but are not the Council's own money. The unspent balance of the funds at 31st March 2017 was £36.3m as set out in Annex 3.2. These funds are being invested in accordance with the Accountable Body agreements in very low-risk deposits with the UK Government (predominantly in the DMADF).

7. **Debt profile**

- 7.1 Long term borrowing is taken at a range of maturities to ensure that debt maturing in any year does not generally exceed 10% of total external debt, and that short-term/variable rate debt does not exceed the limit of 30% set in the City Council's prudential indicators (full maturity profile at Annex 4). This ensures that the Council is not overly exposed to the risk of high refinancing costs in any year. The following table summarises how the maturity profile of the Council's debt changed within the year.

Debt Profile (General Fund and HRA combined)	31.03.16	31.03.17	Average Interest Payable at 31.03.17 %
	£m	£m	
Fixed rate over 40 years	444.0	430.0	4.1
Fixed rate 20 to 40 years	1,155.7	1,189.7	4.6
Fixed rate 10 to 20 years	700.9	654.4	6.4
Fixed rate 5 to 10 years	229.0	270.3	5.7
Fixed rate 1 to 5 years	165.9	146.0	5.5
Fixed < 1 year (note 1)	82.7	45.0	9.3
Variable and short term	267.3	358.7	0.4
Gross Debt	3,045.5	3,094.1	
Investments < 1 year	(58.7)	(29.3)	0.2
Net Debt	2,986.8	3,064.8	

Nominal value of debt and excluding accruals; LOBO loans at final maturity

The average interest rate paid on all the City Council's debt in 2016/17 was 4.76%. This includes the cost of historic debt taken when fixed interest rates were higher.

The average maturity profile of 22.3 years assumes that Lender's Option Borrower's Option loans with options are repaid at their final maturity date. A full maturity profile at 31st March 2017 compared to 31st March 2016 is given in Annex 4.

- 7.2 At 31st March 2017, the gross loan debt of the HRA and General Fund pools is summarised by maturity as follows:

Debt Profile	31.03.17 HRA £m	31.03.17 GF £m	31.03.17 TOTAL £m
Fixed rate over 40 years	248.7	181.3	430.0
Fixed rate 20 to 40 years	510.0	679.7	1,189.7
Fixed rate 10 to 20 years	131.2	523.2	654.4
Fixed rate 5 to 10 years	60.8	209.5	270.3
Fixed rate 1 to 5 years	50.7	95.3	146.0
Fixed < 1 year	17.5	27.5	45.0
Variable and short term	103.3	255.4	358.7
Total Debt	1,122.3	1,971.8	3,094.1

Note: LOBOS shown at FINAL Maturity Date

The Council's short term loan debt at 31 March is more balanced between the General Fund and the HRA than in previous years. The loans attributed to the HRA at the Reform in April 2012 were all long term loans, but no additional long term borrowing has been taken for the HRA during the year, in order to maximise the HRA's exposure to cheaper short term interest rates.

8. Revenue cost of borrowing

- 8.1 The actual net cost of borrowing to corporate treasury budgets was £20.1m. This is £16.9m below the budget, due largely to interest savings arising from lower than budgeted interest rates, and recovery of additional prudential borrowing costs from services. The Treasury Management outturn is summarised in the table below:

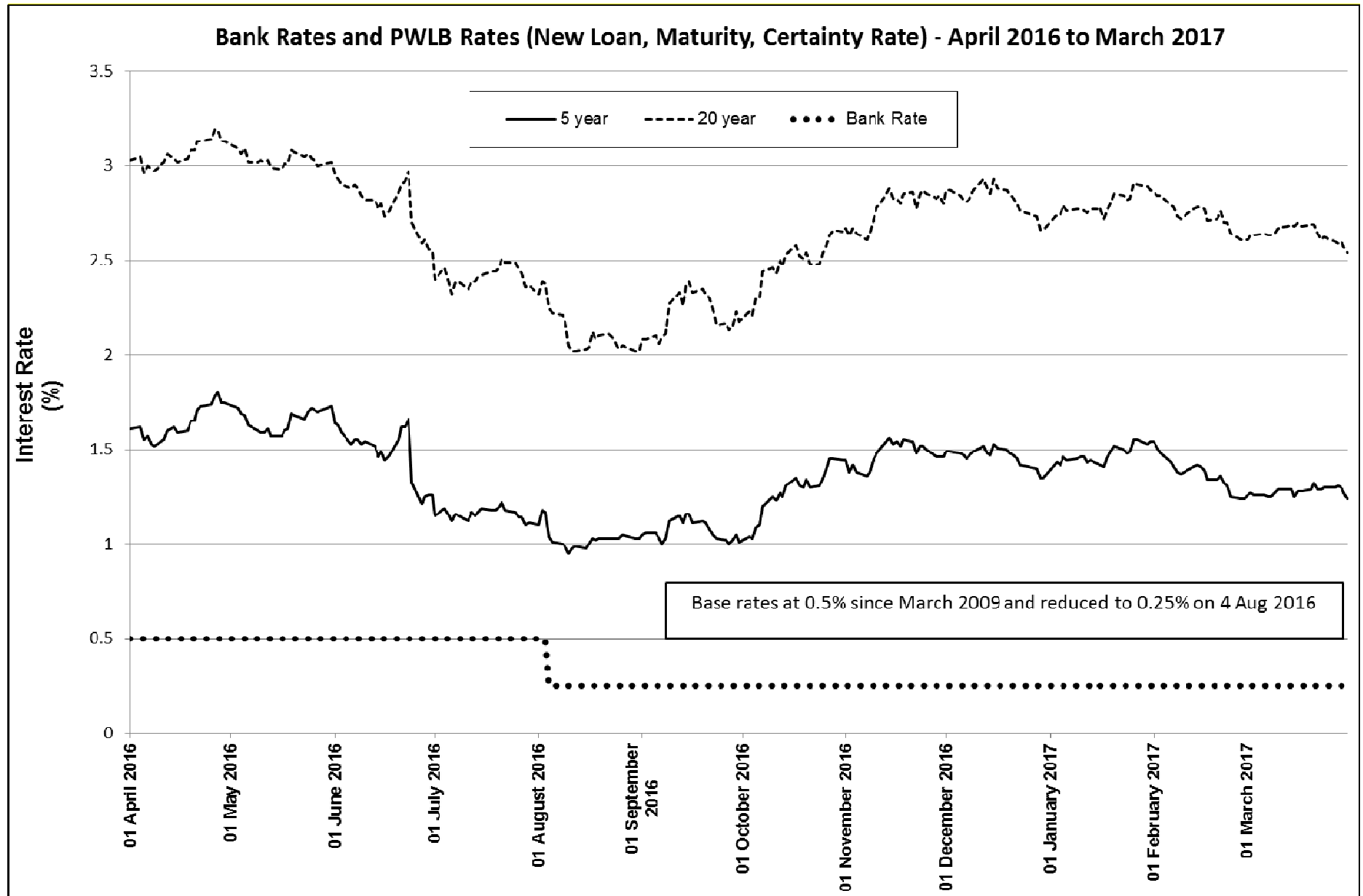
	Budget £'m	Actual £'m	Variation £'m	Narrative
Gross interest payable	152.0	138.5	(13.5)	Interest savings arising from lower than budgeted interest rates, offset by the cost of additional service prudential borrowing not included in original budget
Interest receivable	(0.4)	(0.5)	(0.1)	Interest received on additional investment balances
Revenue charge for debt repayment	120.1	118.4	(1.7)	Reduced HRA debt repayment provision funded from the HRA
Early payment discount - Pension	(2.3)	(2.3)	0.0	
Contributions to (from) reserves	2.0	2.0	0.0	
Other Costs	1.1	0.8	(0.3)	Lower than budgeted Debt Management Expenditure
Total Treasury Management Budget	272.5	257.0	(15.6)	
<i>Less recharges to:</i>				
HRA	(54.2)	(53.1)	1.1	Decrease in MRP
General Fund	(181.4)	(183.7)	(2.3)	Additional prudential borrowing costs not included in original budget
Net Corporate Treasury	37.0	20.1	(16.9)	

9. Prudential Indicators

- 9.1 At the time of setting the Budget the City Council is required under the Local Government Act 2003 and the CIPFA Prudential Code for Capital Finance in Local Authorities to set various prudential indicators and limits covering capital finance and treasury management. The outturn position against the Council's approved prudential indicators are attached at Annex 5 and 6. The City Council did not breach any of its prudential limits set under the Local Government Act 2003 and the CIPFA Prudential Code for Capital Finance.

10. Risk management arrangements

- 10.1 Treasury management activities are regulated by law and under the CIPFA Treasury Management Code. The adequacy of risk control arrangements are tested regularly by internal and external audit. The Treasury Management Policy and Strategy set out policies, limits and strategies for managing treasury risks, which have been reviewed throughout this report.



1st April 2016 - 31st March 2017**Annex 2****New Long Term Loans taken out during the year.**

Date of loan	Loan	Counter Party	Interest Rate	Maturity Date
16 June 2016	£40m	PWLB	2.56%	16 June 2059

Long Term Loans prematurely repaid during the year.

Date of repayment	Loan/ (Repayment)	Counter Party	Interest Rate	Maturity Date	Premia/ (Discounts)
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No long term loans were prematurely repaid during the year.

Annex 3.1

Treasury Management Investment Details
1st January 2017 to 31st March 2017

New Investments Market Fixed Term Deposits

Date Out	Date In	Borrower	Amount £	Interest Rate
No fixed term deposits in this quarter				

In addition to the above deposits with individual institutions the Council uses money market funds and other call accounts where money may be added or withdrawn usually without notice. A summary of transactions for the quarter is as follows:

New Investments Call Accounts

	<u>No of Transactions</u>		Average Balance £	Average Rate Earned
	Investments	Withdrawals		
Barclays Bank PLC FIBCA A/C	24	24	3,410,833	0.30%
Svenska Handelsbanken	4	8	1,394,444	0.20%
HSBC	6	4	2,163,962	0.30%

New Investments Money Market Funds

	<u>No of Transactions</u>		Average Balance £	Average Rate Earned
	Investments	Withdrawals		
Aberdeen (SWIP)	5	6	4,427,778	0.27%
Amundi Money Market Fund	11	9	21,228,333	0.33%
Federated Money Market Fund	3	5	2,238,889	0.28%
LGIM	5	8	18,033,333	0.28%
Standard Life (Ignis) Sterling Liquidity	5	6	16,897,778	0.29%

Note

Investment activity in previous quarters has been reported in the relevant quarterly Capital & Treasury Monitoring to Cabinet.

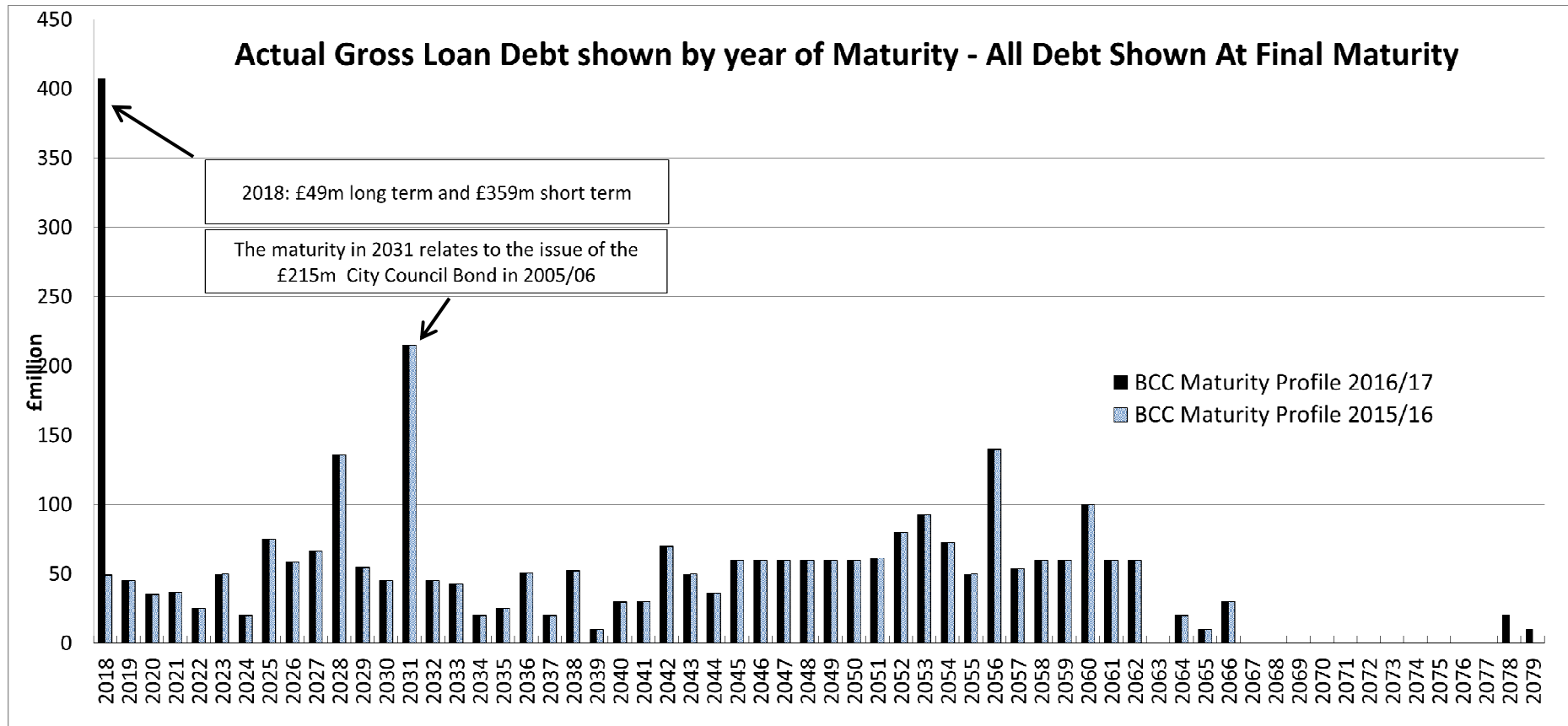
Annex 3.2

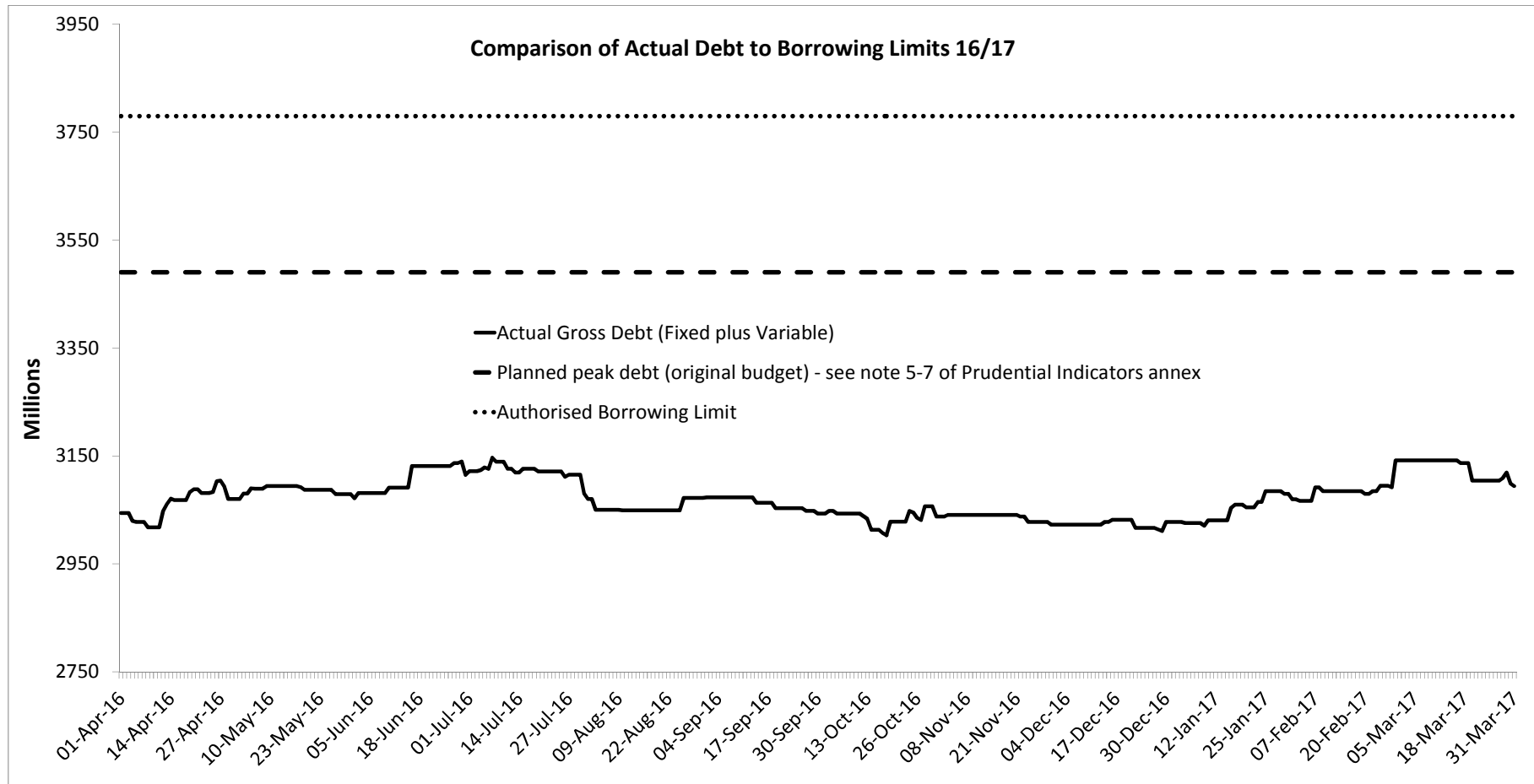
Accountable Body Investments - 31st March 2017

	Growing Places Fund	Advanced Manufacturing Supply Chain Initiative	Regional Growth Fund	Total
	£000	£000	£000	£000
Goldman Sachs Money Market Fund	2,981	3,391		6,372
JP Morgan Money Market Fund			9,942	9,942
Total Money Market Funds	2,981	3,391	9,942	16,313
Debt Management Office	10,000	10,000		20,000
Treasury Bills				0
Total Accountable Body investments	12,981	13,391	9,942	36,313

Note

This appendix shows amounts invested externally by the City Council as Accountable Body. These are separate from the Council's own investments.





DEBT AND PRUDENTIAL INDICATORS

Annex 6A

WHOLE COUNCIL

16/17 Indicators £m	16/17 Outturn £m
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Capital Finance

1	Capital Expenditure - Capital Programme	451.2	335.4
2	Capital Expenditure - other long term liabilities	27.4	27.0
3	Capital expenditure	478.6	362.3
4	Capital Financing Requirement (CFR)	4,682.6	4,574.6

Planned Debt

5	Peak loan debt in year	3,490.5	3,147.0
6	+ Other long term liabilities (peak in year)	492.9	494.6
7	= Peak debt in year	3,983.4	3,641.6
8	does peak debt exceed year 3 CFR?	no	no

Prudential limit for debt

9	Gross loan debt	3,780.0	3,147.0
10	+ other long term liabilities	520.0	494.6
11	= Total debt	4,300.0	3,641.6

Notes

- 4 The Capital Financing Requirement represents the underlying level of borrowing needed to finance historic capital expenditure (after deducting debt repayment charges). This includes all elements of CFR including Transferred Debt.
- 5-7 These figures represent the forecast peak debt (which may not occur at the year end). The Prudential Code calls these indicators the Operational Boundary.
- 8 It would be a cause for concern if the Council's loan debt exceeded the CFR, but this is not the case due to positive cashflows, reserves and balances. The Prudential Code calls this Borrowing and the capital financing requirement.
- 11 The Authorised limit for debt is the statutory debt limit. The City Council may not breach the limit it has set, so it includes allowance for uncertain cashflow movements and potential borrowing in advance for future needs.

DEBT AND PRUDENTIAL INDICATORS**Annex 6B****HOUSING REVENUE ACCOUNT**

	16/17 Indicators £m	16/17 Outturn £m
Capital Finance		
1 Capital expenditure	133.5	95.7
HRA Debt		
2 Capital Financing Requirement (CFR)	1,129.3	1,122.3
3 Statutory cap on HRA debt	1,150.4	1,150.4
Affordability		
4 HRA financing costs	97.5	100.6
5 HRA revenues	287.0	288.3
6 HRA financing costs as % of revenues	34.0%	34.9%
7 HRA debt : revenues	3.9	3.9
8 Forecast Housing debt per dwelling	£18,056	£18,023
9 Estimate of the incremental impact of new capital investment decisions on housing rents.	£0.00	£0.00
(expressed in terms of ave. weekly housing rent)		

Notes

- 2-3 The HRA Capital Financing Requirement (CFR) is being used by the Government as the measure of HRA debt for the purposes of establishing a cap on HRA borrowing for each English Housing
- 4 Financing costs include interest and MRP (or depreciation in the HRA)
- 7 This indicator is not in the Prudential Code but is a key measure of long term sustainability. This measure is forecast to fall below 2.0 by 2026/27, which is two years later than previously forecast.
- 8 This indicator is not in the Prudential Code but is a key measure of affordability: the HRA debt per dwelling should not rise significantly over time
- 9 The cost of borrowing for the Capital Programme represents the interest and repayment costs arising from any new prudential borrowing introduced in the capital programme since the last quarter, expressed in terms of an average weekly rent. The calculation excludes the cost of borrowing which is funded from additional income or savings. As all planned HRA borrowing is funded from additional income in this way, the impact is zero. The Prudential Code calls this the Estimate of the incremental impact of capital investment decisions on housing rents.

DEBT AND PRUDENTIAL INDICATORS

Annex 6C

GENERAL FUND

	16/17 Indicators £m	16/17 Outturn £m
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Capital Finance

1	Capital expenditure (including other long term liabilities)	345.1	266.7
2	Capital Financing Requirement (CFR)	3,553.3	3,452.3

General Fund debt

3	Peak loan debt in year	2,361.2	2,024.7
4	+ Other long term liabilities (peak in year)	492.9	494.6
5	= Peak General Fund debt in year	2,854.1	2,519.3

General Fund Affordability

6	Total General Fund financing costs	261.9	255.4
7	General Fund net revenues	835.3	835.3
8	General Fund financing costs (% of net revenues)	31.4%	30.6%
9	Estimate of the incremental impact of new capital investment decisions on Council Tax.	N/A	£0.00

Expressed in terms of Council Tax (Band D equiv)

(impact already included in Council Tax increases assumed in LTFP)

Note

- 4 Other long term liabilities include PFI, finance lease liabilities, and transferred debt liabilities
- 6 Financing costs include interest and MRP (in the General Fund), for loan debt, transferred debt, PFI and finance leases
- 8 This indicator includes the gross revenue cost of borrowing and other finance, including borrowing for the Enterprise Zone and other self-supported borrowing.
- 9 The incremental impact of new capital investment decisions represents the interest and repayment implications arising from any changes in forecast prudential borrowing in the capital programme since the last quarter, expressed in terms of Council Tax at Band D. Any implications are cumulative in later years as successive years' borrowing is added. Any impact has been funded within the Long Term Financial Plan and assumed Council Tax charges up to 2017/18. The calculation excludes the cost of borrowing which is funded from additional income or savings. All the changes in forecast prudential borrowing relate to self-funding projects, so there is no net incremental impact on Council Tax.

PRUDENTIAL INDICATORS

Annex 6D

TREASURY MANAGEMENT

16/17	16/17
Indicators	Outturn

CIPFA Treasury Management Code

1	Has the authority adopted the TM Code?	Yes	Yes
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Interest rate exposures

	Limit	Outturn Maximum
2 upper limit on fixed rate exposures	130%	96%
3 upper limit on variable rate exposures	30%	14%
4 Gross Debt as a percentage of Net Debt	130%	101%

Maturity structure of borrowing

(lower limit and upper limit)

	Limit	Outturn Year End
5 under 12 months	0% to 30%	14%
6 12 months to within 24 months	0% to 30%	3%
7 24 months to within 5 years	0% to 30%	6%
8 5 years to within 10 years	0% to 30%	9%
9 10 years to within 20 years	5% to 40%	21%
10 20 years to within 40 years	10% to 60%	38%
11 40 years and above	0% to 40%	10%

Investments longer than 364 days

upper limit on amounts maturing in:

	Limit	Outturn
12 1-2 years	200	-
13 2-3 years	100	-
14 3-5 years	100	-
15 later	0	-

Note

2-10 These indicators assume that LOBO loan options are exercised at the earliest possibility, and are calculated as a % of net loan debt.

HOUSING REVENUE ACCOUNT – FINANCIAL COMMENTARY 2016/17

1. Financial Background – 2016/17

- 1.1. The HRA Self Financing Business Plan and Budget 2016+ formed a part of the overall Council Plan 2016+ that was approved at a full Council meeting on 1 March 2016 and this set out the long term financial strategy, asset management plans including new build, treasury management strategy, future rent projections and performance targets.
- 1.2. This HRA Self Financing Business Plan and Budget 2016+ established the budget strategy for 2016/17 and a balanced budget was approved for the financial year.
- 1.3. A small number of budget revisions were undertaken during the year, which had the overall effect of retaining a balanced budget for the year. These substantially related to a realignment of budgets between direct expenditure and recharges.

2. HRA Outturn 2016/17

- 2.1. An in-year break-even position was projected for the HRA (as reported to Cabinet as part of the monthly corporate revenue monitoring reports), maintaining the retained balance at £4.691m (including the minimum balance of £4.000m in accordance with previous External Audit recommendations).
- 2.2. The table below summarises the final approved budget for the year and compares this to the actual outturn (of a net in-year surplus of £0.043m) for all the key services.

Housing Revenue Account

	Revised Budget £'m	Actual Outturn £'m	Variation £'m
Rent Income/Recharge Income	(283.445)	(283.191)	0.254
Repairs	65.571	61.690	(3.881)
Local Housing Management Costs	61.094	63.036	1.942
Estate Services Costs	18.502	16.234	(2.268)
Revenue Funding of Capital (including MRR)	75.143	75.359	0.216
Capital Financing	53.669	53.335	(0.334)
Debt Repayment Provision	1.166	2.887	1.721
Equal Pay Costs	8.300	10.607	2.307
Net Position	0.000	(0.043)	(0.043)

- 2.3 The major variations during the year included:

- Lower than budgeted expenditure on repairs to Council dwellings, due to lower than budgeted performance related payments to contractors following the letting of new contracts effective from 1 April 2016.
- Increased local housing management costs, primarily as a result of a realignment of recharges from the General Fund (£2.000m)
- Reduced Estate Services costs, substantially due to a significant number of vacancies not filled as service redesigns are progressed.

- Higher than anticipated costs in relation to equal pay liabilities paid in year as settlements slipped from prior years.

2.4 A debt repayment provision of £2.887m is proposed for 2016/17. Taken together with new borrowing of £10.250m as a part of the Local Growth Fund (funding new build council housing, as referred to above) and short term borrowing to fund new build housing for market sale of £11.769m, this will increase total HRA borrowing to £1.122bn at the year-end. This compares to a borrowing cap of £1.150bn. This strategy is proposed as this is considered the most financially efficient option for the HRA and maximises its capital financing flexibility. This also affords a future option for further new borrowing in the future at lower rates if this is necessary to support the capital expenditure programme.

3. Key Service Highlights for 2016/17

The following service achievements for 2016/17 should be noted:

3.1. Investment (further details are set out in the Capital Section of the Report)

- handover of a further 208 new affordable homes under the BMHT programme
- completion of the programme for the replacement of windows, heating systems, rewires to continue the on-going maintenance of properties
- External funding of £1.408m secured including DCLG (£0.154m) and grants from the Homes and Communities Agency (£0.956m)

3.2. Repairs Service

- the annual gas servicing programme was completed for all properties
- emergency repairs were completed in line with agreed timescales
- all responsive and right to repair jobs were undertaken or issued to repairs contractors for completion in line with agreed timescales
- all empty properties requiring repairs (where the property is to be relet) were completed or issued to repairs contractors for completion in line with agreed timescales
- commencement of new integrated contracts for Repairs, Gas Servicing and Capital investment in retained HRA properties from 1 April 2016 for a minimum period of 4 years, generating savings to the HRA compared to previous contracts of a minimum of £13million over the next 4 years

3.3. Local Housing and Estate Services

- year end current tenants arrears of £12.277m (or 4.4% of the total rent due) in line with the target
- delivery of key local estate services – concierges, caretaking, older people accommodation
- continuation of a low level of voids (531 at 31 March 2017 – equivalent to 0.8% of total dwellings) compared to a budget of 700 properties.

3.4 Equal Pay costs

- A total of £10.607m for Equal Pay payments were made during 2016/17 for all HRA funded staff, with future costs (including taxation liabilities) anticipated to amount to

a further £3.816m. These costs are being funded in their entirety from revenue resources generated from a combination of efficiency savings in service delivery and rephasing of self-financing debt repayments.

4. Housing Revenue Account Balances

- 4.1. The balances on the HRA are also accounted for separately and the position is set out in the table below.

	£'m
Balances at 31 March 2016	(4.691)
Surplus in year (see section 2.2 above)	(0.043)
Balances at 31 March 2017	(4.734)

COLLECTION FUND OUTTURN – 2016/17**1. Background**

- 1.1. The Council is required to establish and maintain a Collection Fund under the Local Government Finance Acts 1988 and 1992. The Fund represents the collection of Council Tax and Business Rates or National Non-Domestic Rates (NNDR) and the distribution of sums received to relevant authorities. These amounts are kept separate from the main activities of the Council which are accounted for in the General Fund. Transfers from the Collection Fund to the General Fund are made at a planned level and, therefore, if the actual position is better or worse than planned leading to a surplus/deficit, this will be rolled forward to be taken into account in the next budget setting round; which will be 2018/19 in this instance.

2. Council Tax**2.1. Council Tax Summary**

The Collection Fund position for 2016/17 applicable to the Council Tax element of the Fund is summarised below:

Table 1	£m	£m
Income:		
Council Tax Income due in 2016/17	(344.516)	
Adjustment to sums due for prior years	1.485	
Contribution to Bad Debt Provision	9.096	
Total Income		(333.935)
Budgeted Precepts 2016/17		
Birmingham City Council	287.962	
New Frankley in Birmingham Parish	0.044	
Sutton Coldfield Town Council	1.824	
West Midlands Police & Crime Commissioner	26.665	
West Midlands Fire and Rescue Authority	13.393	
Total Expenditure		329.888
2016/17 In Year Surplus		(4.047)
2015/16 Surplus b/fwd		(1.519)
Cumulative Council Tax Surplus c/fwd		(5.566)

- 2.2. The actual in-year surplus on the Council Tax element of the Collection Fund for 2016/17 was £4.1m. The cumulative balance brought forward from 2015/16 amounted to a surplus of £1.5m, giving a closing cumulative surplus at the end of 2016/17 of £5.6m.

2.3. A £5.8m cumulative surplus was forecast when setting the 2017/18 budget, resulting in a small deficit of £0.2m to be carried forward into future years. The make-up of this is summarised in table 2:

Table 2	£m	£m
Forecast Cumulative Surplus for 2017-18 Budget Setting		(5.750)
Decreased in year net growth after exemptions and discounts	1.292	
Improvement for reduced prior year adjustments	(1.108)	
		0.184
Cumulative Council Tax Surplus c/fwd		(5.566)

2.4. The Council's share of the surplus is £4.9m, which compares to a £5.1m surplus anticipated when the Council Tax for 2017/18 was set. This is a reduction of £0.2m which will be taken into account when setting the budget for 2018/19. The allocation of the total accumulated surplus, from Council Tax at 31 March 2017 is outlined in Table 3:

Table 3	Forecast	Outturn	Variance
	£m	£m	£m
Council	(5.052)	(4.890)	0.162
Police & Crime Commissioner	(0.465)	(0.450)	0.015
Fire & Rescue Authority	(0.233)	(0.226)	0.007
Total Surplus	(5.750)	(5.566)	0.184

2.5. Council Tax Arrears

A summary of the Council Tax Arrears position for the end of 2016/17 is shown in Table 4.

Table 4	Prior Years	2016/17	Total
	£m	£m	£m
Balance b/f prior years	96.707		96.707
Adjustments	(1.485)		(1.485)
Due in year		344.516	344.516
Collected	(13.539)	(317.610)	(331.149)
Amounts Written Off	(11.289)	0.000	(11.289)
Credits Written On	1.062	0.005	1.067
Council Tax Arrears	71.456	26.911	98.367

A summary of the Council Tax Arrears position for 2016/17 compared with 2015/16 is shown in Table 5.

Table 5	31 March 2016	31 March 2017	Change
	£m	£m	£m
Council Tax Arrears Prior Years	71.568	71.456	(0.112)
Council Tax Arrears In Year	25.139	26.911	1.772
Council Tax Debtors	96.707	98.367	1.660

2.6. Provision for Doubtful Debts

The provision for bad and doubtful debts stands at £37.4m as at 31 March 2017, a slight decrease from the £38.5m set aside at the end of 2015/16. The 2016/17 year end provision is compared in Table 6 to the prior year:

Table 6	31 March 2016	31 March 2017	Change
	£m	£m	£m
Council Tax Arrears Debtors (Gross)	96.707	98.367	1.660
Less Provision for Bad or Doubtful Debts	(38.491)	(37.360)	1.131
Council Tax Debtors (Net)	58.216	61.007	2.791
Bad Debt Provision as % of Gross Debtors	39.8%	38.0%	-1.8%

During the year there has been a net amount of £10.2m written off relating to Council Tax debts (£11.3m debt write offs less £1.1m of credits written on) compared with £11.1m net write-offs in 2015-16. After making a further contribution to the provision for bad and doubtful debts of £9.1m in 2016/17, the overall provision has decreased by £1.1m.

2.7. Collection Performance

Set out below is the in-year collection performance for the past three years. This shows the in-year collection rates as reported to the Department for Communities and Local Government (DCLG) as required by the Final Quarterly Return for Collection of Council Tax and Business Rates (QRC4).

The adjusted actual in year collection rate was 94.6% which includes adjustments as per DCLG guidelines.

Table 7 shows the comparative prior year rates:

Table 7	Actual In Year Council Tax Collection Rates		
	2014/15	2015/16	2016/17
QRC4 Base	94.6%	94.6%	94.6%

3. Business Rates - National Non-Domestic Rates (NNDR)**3.1. Business Rates Summary**

The Collection Fund position for 2016/17 applicable to the Business Rates element of the Fund excluding the Enterprise Zone is summarised below:

Table 8	£m	£m
Business Rates Income due for 2016/17	(443.725)	
Adjustments for Prior Years	4.071	
Contribution to Appeals Provision	17.792	
		(421.862)
Contribution to Bad Debt Provision	8.531	
Cost Of Collection Allowance	1.924	
		10.455
Total Income		(411.407)
Expenditure:		
Budgeted Proportionate Shares 2016/17:		
Central Government	210.042	
Birmingham City Council	205.842	
West Midlands Fire and Rescue Authority	4.201	
Total Expenditure		420.085
2016/17 In Year Deficit		8.678
2015/16 Deficit b/fwd	5.531	
Back Dated Appeals Spread Adjustment	9.698	
		15.229
Cumulative Business Rates Deficit c/fwd		23.907

3.2. The actual in-year deficit on the Business Rates element of the Collection Fund for 2016/17 was £8.7m. The cumulative balance brought forward from 2015/16 amounted to a deficit of £15.2m after allowing for the annual impact of spreading the backdated appeals element of the deficit that was forecast in January 2014. The closing deficit at the end of 2016/17 is, therefore, £23.9m. A £20.2m cumulative deficit was forecast when setting the 2017/18 budget. The additional £5.0m over and above the £15.2m deficit brought forward was mainly due to a prudent assumption of additional anticipated reductions expected for back dated appeals in the city centre based upon previous experience. The final outturn position now includes a further deficit of £3.7m that will be carried forward into future years, of which the City Council's share is £1.8m.

3.3. The main reasons for the additional further deficit can be explained as follows:

- In January 2017 the valuation office indicated that as a result of the Grand Central development a number of rating agents representing hereditaments in the City Centre, in particular those in and around the immediate development area, had lodged appeals against their rateable values (RV) due to the potential loss of income as a result of the development. Based upon similar developments in other Cities in the UK the VOA indicated that the loss in RV could be between 0 and 25%. Adopting a prudent approach, our own analysis indicates a further provision required of £5.8m. However, in the event that actual appeal reductions are lower than anticipated, the provision will be released, all else being equal and taken as a surplus in future years.
- Analysis of the end of year arrears position and associated provision for doubtful debts has resulted in a decrease required in the provision for older years debts outstanding rather

than an anticipated increase resulting in an improvement of £2.4m compared with the forecast position.

- An aggregate of other adverse variations relating to net growth after reliefs of £0.3m over and above the forecast position has been realised.

Table 9 shows the movement between the forecast and outturn deficit positions:

Table 9	£m	£m
Forecast Cumulative Deficit for 2017-18 Budget Setting		20.227
Forecast Deficit due to Appeals	3.022	
Actual Deficit due to Appeals	8.792	
		5.770
Forecast Deficit due to increase in provision for doubtful debts	1.125	
Actual Surplus due to decrease in provision for doubtful debts	(1.294)	
		(2.419)
Forecast Deficit due to reduced Net Growth after Reliefs	0.843	
Actual Deficit due to reduced Net Growth after Reliefs	1.172	
		0.329
Cumulative Business Rates Deficit c/fwd		23.907

- 3.4. The following table shows the proportionate shares of the 2016/17 Business Rates deficit compared with the forecast for the 2017/18 budget setting process:

Table 10:	Forecast	Outturn	(Improvement)/ Decline
	£m	£m	£m
Central Government	10.114	11.954	1.840
Fire	0.202	0.239	0.037
BCC	9.911	11.714	1.803
Total	20.227	23.907	3.680

3.5. Business Rates Arrears 2016/17

A summary of the Business Rates Arrears position for the end of 2016/17, including the element attributable to the Enterprise Zone, is shown in Table 11:

Table 11	Prior Years	2016-17	Total
	£m	£m	£m
NNDR Arrears b/fwd	97.661		97.661
Prior Year Adjustments/Net of Refunds	(4.071)		(4.071)
Due in year:			
Non EZ		443.725	443.725
Enterprise Zone (EZ)		3.677	3.677
Collected	(10.826)	(424.176)	(435.002)
Amounts Written Off	(12.212)	(0.011)	(12.223)
Credits Written On	1.465		1.465
Business Rates Arrears	72.017	23.215	95.232

A summary of the Business Rates Arrears position for 2016/17 compared with 2015/16 is shown in Table 12:

Table 12	31 March 2015	31 March 2016	Change
	£m	£m	£m
Business Rates Arrears Prior Years	74.229	72.017	(2.212)
Business Rates Arrears In Year	23.432	23.215	(0.217)
Business Rates Debtors	97.661	95.232	(2.429)

3.6. Provision for Doubtful Debts

The Business Rates Bad Debt provision has moved from £55.3m to £53.2m, a decrease of £2.1m. The 2016/17 year end provision is compared in Table 13 to the previous year:

Table 13	31 March 2016	31 March 2017	Change
	£m	£m	£m
Business Rates Arrears (Gross)	97.661	95.232	(2.429)
Less Provision for Bad or Doubtful Debts	(55.348)	(53.194)	2.154
Business Rates Debtors (Net)	42.313	42.038	(0.275)
Bad Debt Provision as % of Gross Debtors	56.7%	55.9%	(0.8%)

During the year there has been a net amount of £10.7m written off relating to Business Rates debts (£12.2m debt write offs less £1.5m of credits written on) compared with £10.9m net write-offs in 2015-16. After making a further contribution to the provision for bad and doubtful debts in 2016/17 of £8.6m, including £0.1m relating to the Enterprise Zone, the overall provision has decreased by £2.1m.

3.7. Collection Performance

For Business Rates the adjusted actual in year collection rate calculated was 97.2% (2015/16: 96.7%). This is the in-year collection rate as reported to the Department for Communities and Local Government as required by the Final Quarterly Return for Collection of Council Tax and Business Rates (QRC4) and is inclusive of allowable adjustments. Set out below is the QRC4 in-year collection performance for the past three years.

Table 14	Actual In Year Business Rates Collection Rates		
	2014/15	2015/16	2016/17
QRC4 Base	96.7%	96.7%	97.2%

BIRMINGHAM CITY COUNCIL

PUBLIC

Report to:	CABINET
Report of:	Assistant Director (Corporate Finance)
Date of Decision:	16th May 2017
SUBJECT:	PETPS(BIRMINGHAM)LIMITED
Key Decision: Yes	Relevant Forward Plan Ref: 003260/2017
If not in the Forward Plan: (please "X" box)	Chief Executive approved <input type="checkbox"/> O&S Chairman approved <input type="checkbox"/>
Relevant Cabinet Member	Leader
Relevant O&S Chairman:	Councillor Aikhlaq
Wards affected:	Ladywood and outside of the City boundary

1. Purpose of report:
<p>1.1 To provide background to the proposed strategy in relation to the latest triennial valuation for The NEC Limited Pension Fund and The NEC Executive Pension Scheme. The exempt matters for consideration are set out in the accompanying report on the private agenda</p>

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

Lead Contact Officer(s):	Elaine Peach
Telephone No:	0121 303 3938
E-mail address:	Elaine.peach@birmingham.gov.uk

3. Consultation

Consultation should include those that have an interest in the decisions recommended

3.1 Internal

Officers from Legal and Democratic Services and City Finance have been involved in the preparation of this report

The Directors of PETPS(Birmingham)Limited have been consulted

3.2 External

The Trustees of NEC Pension Schemes and City Council External Auditors Grant Thornton UK LLP have been involved in the detailed proposals

4. Compliance Issues:

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

Providing value for money is part of the Financial Plan 2017+. The outcome of the work will help the City Council's efficient management of its resources

4.2 Financial Implications

The detail is set out in the accompanying private report

4.3 Legal Implications

The detail is set out in the accompanying private report

4.4 Public Sector Equality Duty

An Equality Assessment has been undertaken and is attached at Appendix 1. There are no adverse implications identified from the actions recommended in this report.

5.	Relevant background/chronology of key events:
5.1	Following the sale of the NEC Group on 1 st May 2015, the City Council took responsibility for the two NEC defined benefit pension schemes which had ceased to provide future service accrual
5.2	The pension schemes are The NEC Limited Pension Fund (the “Fund”) and The NEC Executive Pension Scheme (the “Scheme”)
5.3	The City Council set up a wholly owned company limited by guarantee PETPS(Birmingham)Limited as sponsoring employer which assumed the funding obligation of the Fund and Scheme with the agreement of the Pension Trustees
5.4	At the same time, guarantees were provided by the City Council to the Trustees of the Fund and the Scheme to meet the current and future contingent funding obligations that may arise in respect of the liabilities
5.5	The most recently completed formal actuarial valuations of the Fund and Scheme were at 5 th April 2013. The triennial valuations have an effective date of 5 April 2016.
5.6	An accompanying private report sets out a proposed strategy in relation to the latest triennial valuation in order to ensure that the City Council’s full obligations to the Fund and Scheme are met.

6.	Evaluation of alternative option(s):
6.1	As set out in the accompanying private report

7.	Reasons for Decision(s):
7.1	As set out in the accompanying private report

Signatures	<u>Date</u>
Cabinet Member
Chief Officer

List of Background Documents used to compile this Report:
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None

List of Appendices accompanying this Report
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- | |
|--------------------------|
| 1. Equalities Assessment |
|--------------------------|

Report Version	<u>3</u>	Dated	<u>3rd May 2017</u>
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Equality Analysis

Birmingham City Council Analysis Report

EA Name	PETPS (Birmingham) Limited
Directorate	Corporate Resources
Service Area	CR - Financial Services - Finance & Legal
Type	New/Proposed Function
EA Summary	To provide background to the proposed strategy in relation to the latest triennial valuation for The NEC Limited Pension Fund and The NEC Executive Pension Scheme.
Reference Number	EA001990
Task Group Manager	felicia.saunders@birmingham.gov.uk
Task Group Member	
Date Approved	2017-04-28 00:00:00 +0100
Senior Officer	eden.ottley@birmingham.gov.uk
Quality Control Officer	eden.ottley@birmingham.gov.uk

Introduction

The report records the information that has been submitted for this equality analysis in the following format.

Initial Assessment

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 Initial Assessment

2.1 Purpose and Link to Strategic Themes

What is the purpose of this Function and expected outcomes?

To produce a strategy in relation to the triennial valuation for The NEC Limited Pension Fund and The NEC Executive Pension Scheme.

For each strategy, please decide whether it is going to be significantly aided by the Function.

Children: A Safe And Secure City In Which To Learn And Grow	No
Health: Helping People Become More Physically Active And Well	No
Housing : To Meet The Needs Of All Current And Future Citizens	No
Jobs And Skills: For An Enterprising, Innovative And Green City	Yes

2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	No
Will the policy have an impact on employees?	No
Will the policy have an impact on wider community?	No

2.3 Relevance Test

Protected Characteristics	Relevant	Full Assessment Required
Age	Not Relevant	No
Disability	Not Relevant	No
Gender	Not Relevant	No
Gender Reassignment	Not Relevant	No
Marriage Civil Partnership	Not Relevant	No
Pregnancy And Maternity	Not Relevant	No
Race	Not Relevant	No
Religion or Belief	Not Relevant	No
Sexual Orientation	Not Relevant	No

2.4 Analysis on Initial Assessment

There has been dialogue with Officers from Legal and Democratic Services and City Finance, Directors of PETPS (Birmingham) Limited, Trustees of NEC Pension Schemes and City Council External Auditors Grant Thornton UK LLP.

All of the above have been involved and consulted in the development of the strategy in relation to triennial valuation for the NEC Limited Pension Fund and the NEC Executive Pension Scheme.

As this proposal relates to the development of a strategy for the two defined benefit pension schemes which have ceased to provide future service accrual, there are no direct equality implications. Therefore there is no requirement for a full equality analysis to be completed.

3 Full Assessment

The assessment questions below are completed for all characteristics identified for full assessment in the initial assessment phase.

3.1 Concluding Statement on Full Assessment

The City Council has provided guarantees to the Trustees to meet the current and future contingent funding obligations that may arise in respect of the NEC Limited Pension Fund and NEC Executive Pension Scheme.

The consultation with all relevant Officers from Legal and Democratic Services and City Finance, Directors of PETPS (Birmingham) Limited, Trustees of NEC Pension Schemes and City Council External Auditors Grant Thornton UK LLP will continue.

There have been no equality implications identified in relation to the development of a strategy for the future financial arrangements for the pension fund and scheme. Therefore there is no requirement for a full equality analysis to be completed.

4 Review Date

27/10/17

5 Action Plan

There are no relevant issues, so no action plans are currently required.

Report to:	CABINET
Report of:	DIRECTOR OF COMMISSIONING AND PROCUREMENT
Date of Decision:	16th May 2017
SUBJECT:	COMMISSIONING STRATEGY FOR THE FUTURE OF BUILDING CONSULTANCY SERVICES
Key Decision: Yes	Relevant Forward Plan Ref: 003034/2017
If not in the Forward Plan: (please "X" box)	Chief Executive approved <input type="checkbox"/> O&S Chairman approved <input type="checkbox"/>
Relevant Cabinet Member(s):	Cllr Ian Ward, Deputy Leader and Cllr Majid Mahmood, Cabinet Member, Value for Money & Efficiency
Relevant O&S Chairman:	Cllr Mohammed Aikhlaq, Corporate Resources and Governance
Wards affected:	All

1. Purpose of report:
<p>1.1. To provide details of the process undertaken to assess and confirm the benefits of Building Consultancy being out of scope of the proposal to engage a Joint Venture partner for the delivery of Design, Construction and Facilities Management services, including integrated or direct services, with Building Consultancy potentially operating as an independent Wholly owned Company (WOC) for the provision of Building Consultancy services, or a variation of the service being brought back in house where Approved Inspector status can be continued.</p> <p>1.2 To propose a further extension of the Council's current agreement with Acivico Building Consultancy Services Ltd for the provision of Building Consultancy Services.</p> <p>1.3 The Private agenda report contains any confidential market information that has informed the decision.</p>

2. Decision(s) recommended:
That Cabinet:
2.1 Notes the contents of this report.

Lead Contact Officer(s):	Mike Smith – Head of Commissioning - Corporate Procurement
Telephone No: E-mail address:	Corporate Procurement Services, Economy Directorate 0121 303 7519 mike.smith@birmingham.gov.uk

3. Consultation
Consultation should include those that have an interest in the decisions recommended

3.1 Internal

Acivico Ltd, including its Directors, have been consulted on the contents of this report and are supportive of the proposals.

Acivico Ltd has carried out initial communications and engagement with affected staff, trade unions (by Acivico) in respect of the commissioning of Building Consultancy services.

Officers from Planning and Regeneration, Legal, Finance, Corporate Procurement and HR have been involved in the preparation of this report.

Further consultation, including statutory consultation obligations, will be undertaken with service users, all affected employees, trade unions, Elected members and stakeholders as the process advances.

3.2 External

None.

4. **Compliance Issues:**

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

4.1.1 This decision will support the Council's priorities to create a fair, prosperous and democratic city that is committed to protecting vulnerable citizens and maintaining essential services. This arrangement will support the following specific objectives:

- Transforming the City Council so that we can continue to work towards our objectives with significantly reduced resources.
- Working in partnership with our neighbouring councils.

4.2 Financial Implications

4.2.1 Acivico (Building Consultancy Ltd) is currently a special purpose trading vehicle within the wider wholly Owned Acivico Ltd Company business structure. It shares corporate / operational functions with Acivico DCFM Ltd, therefore if there was a formation of a Building Consultancy WOC independent of Acivico DCFM Ltd, this will lead to a separation of the shared corporate / operational functions and any consequential costs of this will be further determined at a later stage. 4.2.2 Building Consultancy Ltd's fees for the delivery of statutory services for which an external fee is prohibited are paid quarterly in advance based on budget and cash flow projections provided by Acivico Ltd and are approved by the Assistant Director of Finance, Economy.

4.2.2 A significant part of the budgeted income is received from external clients through charges. Charges are determined in accordance with the Building (Local authority charges) Regulations 2010 SI 2010 No 404 which authorises the recovery of reasonable cost of providing the principal operational functions, design assessment and site compliance inspections and are approved by the Planning Committee who hold the authority to set a scheme of fees for these services.

4.2.3 The remaining income is received from externally traded work. If Building Consultancy remained as a WOC it will be able to build on its success in achieving Approved Inspector (AI) status and allow them to trade nationally against private sector providers for building consultancy services and demonstrate solid growth in externally traded work. Having the AI status has led to a significant increase of initial notices being served and attracts an income stream considered excellent for a start-up in this field. AI activity and related income is forecast to continue growing in excess of 20% per annum over the next 3-5 years. At a later stage, it will have to be determined as to whether this additional income is sufficient to outweigh the costs of remaining as a Wholly Owned company, along with other considerations.

4.2.5 There should not be any change in the VAT implications for Building Consultancy in the event of remaining as a WOC. Building Consultancy would charge VAT on its services to BCC and other customers and can reclaim VAT on its costs. BCC would be able to reclaim any VAT charged to it by Building Consultancy.

4.2.6 There will need to be some extrication of support services, currently provided within Acivico for the Building Consultancy service. This will be fully revealed and concluded as the procurement process develops for the Acivico DC&FM service and will inform the decision as to whether the service remains as a WOC or reverts back to the Council. Likewise there are some overheads within Acivico, charged across DCFM and Building Consultancy that are a direct charge from the Council and not necessarily incurred in the operation of the business, e.g. the sharing of the council's overhead on the ICT contract. An analysis of those applicable to Building Consultancy will also be undertaken as part of this exercise and their treatment will also inform the outcome of the service structure.

4.3 Legal Implications

4.3.1 If a decision is taken for Acivico Building Consultancy Company to continue to be a company that is wholly owned and controlled by the Council (otherwise known as a Teckal company) then it will be exempt for the purposes of EU procurement regulations (OJEU) as long as all but a de minimus proportion of its work is for the public sector.

4.3.2 The precise structure of any independent WOC is still to be determined and will be subject to a future Cabinet report.

4.4.1 An initial Equalities Assessment has been completed to decide whether revising the structure of Building Consultancy for the provision of the services currently provided under the Acivico Ltd contracts has any relevance to the equality duty contained in Section 149 of the Equality Act 2010. The initial screening identified that there was no requirement to assess it further at this stage. (See Appendix 1)

4.4.2 The requirements of Standing Order No. 9 in respect of the Council's Equal Opportunities Policy and the Equality Act 2010 will be incorporated into the terms of the extended contracts, as they are incorporated in the terms of the current Building Consultancy Contracts and any subsequent contract.

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

- 5.1 Acivico Ltd (a Wholly Owned Company (WOC)) comprises of 2 special purpose vehicles Acivico Design, Construction and Facilities Management (DCFM) Ltd and Acivico Building Consultancy (BC) Ltd.
- 5.2 Acivico Building Consultancy delivers the (Building Act 1984) services for which the Council has statutory responsibility in accordance with its contractual performance obligations. As well as the building regulation fee earning duties, these statutory services include dealing with dangerous buildings in the city, safety of sports grounds, enforcement action and the competent persons scheme.
- 5.3 The key reason this service was moved to Acivico Ltd was to improve the Council's ability to trade with the private sector as well as public sector clients and grow new income streams thereby increasing business and shareholder value.
- 5.4 In August 2014 Acivico Building Consultancy successfully gained a licence to operate as an Approved Inspector (AI). This allowed Acivico Building Consultancy to offer their regional and national clients continuity of service provider because as an Approved Inspector it is able to operate outside the Birmingham geographic area. This has led to a significant increase of initial notices being served and attracts an income stream considered excellent for a start-up in this field. If Building Consultancy remained as a WOC it could retain its AI status.
- 5.5 Acivico Building Consultancy services supports an array of high profile private and public sector clients including national retailers, regional health authorities, central government departments, other city and local authorities, universities and charitable trusts.
- 5.6 In addition, Acivico Building Consultancy has provided management, technical and operational support services to other local authorities to help meet their statutory obligations. This support service has also proved successful and has resulted in increased trading income. Clients receiving such services are Solihull MBC, Coventry City Council and Liverpool City Council.
- 5.7 Building Consultancy's performance is subject to robust levels of scrutiny through a quarterly Performance Management and Monitoring Board. This is chaired by a representative from the Economy Directorate (City Council Statutory Functions Officer) and is supported by officers from Corporate Procurement Services.
- 5.8 Service performance in relation to externally funded operations is also monitored against an agreed series of Key Performance Indicators and internally funded functions are subject to a comprehensive schedule of activity outputs. Building Consultancy Ltd has consistently demonstrated a high level of achievement against all KPIs
- 5.9 The Council's initial agreement with Acivico Ltd for the undertaking of Building Consultancy services was for a 5 year term expiring on 31 March 2017. This was extended following a Cabinet decision in March 2014, to continue the contract until 31 March 2019. The agreement however, allowed for an annual review of the expiry date and as such, following a Cabinet decision in March 2016, the contract was extended once again until 31 March 2021. This demonstrated the Council's confidence in Building Consultancy services and supported the Council's trading objectives.
- 5.10 The rolling Agreement approach demonstrates to major developers Birmingham City Council's continued confidence in Building Consultancy Ltd. The risk for Building Consultancy Ltd if the current Agreement is merely allowed to run its normal course

without extension is that major developers may lose confidence that Acivico Ltd will continue to have an on-going relationship with the City Council. As the Agreement term reduces this could reduce the overall turnover and this in turn would impact upon the amount of allowable trading and ultimately any profit that could be achieved. It is therefore proposed that a further extension to March 2023 is agreed.

- 5.11 In December 2016 a report was presented to Cabinet recommending the procurement of a Joint Venture (JV) partner with Acivico for the delivery of the Design, Construction and Facilities Management (DCFM) service. This report also recommended that an options appraisal be undertaken to establish the best model for the future delivery of Building Consultancy Services.

Future delivery options considered

- 5.12 Given the above, the Commissioning team have explored a range of options. The following section outlines each option considered, whilst the private report includes an evaluation of each option.

The options that were considered as part of the overall Commissioning strategy were as follows:

1. The setting up of a new Council function – or a variation of bringing the service back in-house where Approved inspector status can be continued.
2. Tender / Commission the market to deliver the service
3. The re-negotiation of existing arrangements with current providers - continue as an independent WOC.
4. Joint Venture - the creation of a public-private partnership, through a strategic contract
5. The joint commissioning or delivery of the service outcomes – LA collaboration

- 5.11 The options appraisal was undertaken by officers from Building Consultancy, Planning and Regeneration, Legal and Procurement.

- 5.12 Following the options appraisal, the Commissioning team recommend that two options are now explored further to deliver Building Consultancy services, either the establishment of a WOC for Building Consultancy services independent of the proposed Acivico DCFM Ltd JV or to enable the Building Consultancy service to come back in house with the ability to retain its approved inspector status.

- 5.14 A decision as to whether a WOC is established or whether the service will be brought back in house, will be reported to Cabinet at a later stage after considering financial, tax and legal implications etc.

6. Evaluation of alternative option(s):

- 6.1 A detailed assessment of each of the commissioning options has been used to inform the decision to further explore the establish a WOC for Building Consultancy services, independent of Acivico, which is set out in the Private Report.

7. Reasons for Decision(s):

- 7.1 To seek agreement that Building Consultancy services are out of scope of the proposal to engage a Joint Venture delivery partner for the delivery of Design, Construction and Facilities Management services, including integrated or direct services and to explore two further options for the delivery of Building Consultancy services.
- 7.2 To seek agreement to a further extension of the Council's current agreement with Acivico Building Consultancy Services Ltd for the provision of Building Consultancy Services.

Signatures

Date

Councillor Ian Ward
Deputy Leader

.....

Councillor Majid Mahmood,
Cabinet Member for Value
for Money and Efficiency

.....

.....

Nigel Kletz,
Director,
Commissioning &
Procurement

.....

.....

List of Background Documents used to compile this Report:

1. Cabinet report 14th March 2014 – Agreement extension for Acivico Building Consultancy Ltd
2. Cabinet report 22nd March 2016 – Extension of contracts with Acivico
3. Cabinet report 13th December 2016 – Commissioning strategy for Construction related and Facilities management services

List of Appendices accompanying this Report (if any):

1. Equality Assessment
- 2.
- 3.

Report Version	4	Dated	3rd May 2017
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Appendix 1.

Equality Analysis

Birmingham City Council Analysis Report

EA Name	Building Consultancy
Directorate	Acivico
Service Area	Acivico - Building Consultancy
Type	New/Proposed Function
EA Summary	An options appraisal was undertaken to determine the best future model for the Building Consultancy service. The recommendation is that the BC service is established as an independent wholly owned company (WOC) in its own right and will not form part of the Acivico joint venture.
Reference Number	EA001998
Task Group Manager	carol.woodfield@birmingham.gov.uk
Task Group Member	
Senior Officer	mike.smith@birmingham.gov.uk
Quality Control Officer	mike.smith@birmingham.gov.uk

Introduction

The report records the information that has been submitted for this equality analysis in the following format.

Initial Assessment

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 Initial Assessment

2.1 Purpose and Link to Strategic Themes

What is the purpose of this Function and expected outcomes?

Building Consultancy services is divided into two separate sections:-

.Domestic projects - This team deals with any general domestic project that requires Building Regulations, anything from installing a supporting steel in to your property to Building the house of your dreams, as well as small Commercial projects up to £100,000.

.Commercial Projects - This team has expansive knowledge across all commercial sectors, providing a full range of services from pre-application all the way through to completion.

For each strategy, please decide whether it is going to be significantly aided by the Function.

Children: A Safe And Secure City In Which To Learn And Grow	No
Health: Helping People Become More Physically Active And Well	No
Housing : To Meet The Needs Of All Current And Future Citizens	Yes
Jobs And Skills: For An Enterprising, Innovative And Green City	Yes

2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	No
Will the policy have an impact on employees?	Yes
Will the policy have an impact on wider community?	No

2.3 Relevance Test

Protected Characteristics	Relevant	Full Assessment Required
Age	Not Relevant	No
Disability	Not Relevant	No
Gender	Not Relevant	No
Gender Reassignment	Not Relevant	No
Marriage Civil Partnership	Not Relevant	No
Pregnancy And Maternity	Not Relevant	No
Race	Not Relevant	No
Religion or Belief	Not Relevant	No
Sexual Orientation	Not Relevant	No

2.4 Analysis on Initial Assessment

The service provided to stakeholders and service users will not be impacted by this proposed change. The recommendation recognises the good work and reputation the service has and this recommendation to establish the Building Consultancy services as an independent WOC will enable the high quality of work to continue.

3 Full Assessment

The assessment questions below are completed for all characteristics identified for full assessment in the initial assessment phase.

3.1 Concluding Statement on Full Assessment

4 Review Date

02/10/17

5 Action Plan

There are no relevant issues, so no action plans are currently required.

Work In Progress

BIRMINGHAM CITY COUNCIL

PUBLIC REPORT

Report to:	CABINET
Report of:	Corporate Director of Economy
Date of Decision:	16 May 2017
SUBJECT:	WEST MIDLANDS GROWTH COMPANY CONTRACT 2017-18
Key Decision: Yes	Relevant Forward Plan Ref: 003447/2017
If not in the Forward Plan: (please "X" box)	Chief Executive approved <input type="checkbox"/> O&S Chairman approved <input type="checkbox"/>
Relevant Cabinet Member	Deputy Leader – Cllr Ian Ward
Relevant O&S Chairman:	Economy, Skills and Transport – Cllr Zafar Iqbal
Wards affected:	All

1. Purpose of report:
<p>1.1 To seek approval for the programme of activity to be delivered under contract by the West Midlands Growth Company (formerly Marketing Birmingham) in 2017-18, to support inward investment and the continued growth of the visitor economy.</p> <p>1.2 To seek approval to increase the amount of City Council funding earmarked towards funding pre-existing pension fund liabilities of former and existing employees in the West Midlands Growth Company following a recent actuarial valuation.</p>

2. Decision(s) recommended:
That the Cabinet:-
<p>2.1 Approves the programme to be delivered by the West Midlands Growth Company (WMGC) in 2017-18 (outlined at Appendix One) at a cost of £871,700.</p> <p>2.2 Delegates to the Deputy Leader, together with the Corporate Director (Economy) to agree the terms of an agreement to deliver the programme, including establishing appropriate key performance indicators.</p> <p>2.3 Approves an increase in City Council funding earmarked to meet pre-existing pension fund liabilities of former and existing employees in the WMGC of £44,600 above that previously approved by Cabinet, for the reason given in 4.2.</p> <p>2.4 Authorises the City Solicitor to negotiate, execute, complete and seal all necessary documents to give effect to the above recommendations.</p>

Lead Contact Officer:	Val Birchall, Assistant Director Culture & Visitor Economy
Telephone No:	0121 303 2919
E-mail address:	val.birchall@birmingham.gov.uk

3. Consultation

3.1 Internal

Officers in Finance, Legal and Procurement Services have contributed to the preparation of this report. The Corporate Director (Place) has responsibility for the visitor economy and supports the report progressing to decision.

3.2 External

Cllr John Clancy is the Council-nominated director of the company and has been sent a copy of this report for information.

4. Compliance Issues:

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

The proposals will contribute to enabling investment in infrastructure and the growth of sectors where Birmingham has competitive strengths. The services provided by the WMGC will assist in the delivery of the inward investment strategy and business growth and contribute to the Council's priority of economic growth and jobs. The proposals will support the development of the visitor economy in Birmingham and the implementation of the Destination Management Plan for the city. WMGC will be required to comply with the Birmingham Business Charter for Social Responsibility.

4.2 Financial Implications

The recommendations in this report are fully funded from the Council's approved revenue resources for this purpose in the Council Financial Plan 2017+. The budget of £1,613,000 includes £664,000 committed by the City Council for ERDF match-funding up to the 2018/19 financial year. The Cabinet report of 21st March 2017 approved the deduction of £32,700 per annum for pre-existing pension fund liabilities relating to past and existing local government pension fund members of Marketing Birmingham. In April 2017, the West Midlands Pension Fund advised that this requirement had increased to £77,300, following an actuarial valuation. This leaves a balance of £871,700 to commission the services set out in Appendix One.

4.3 Legal Implications

Under the general power of competence, Section 1 of the Localism Act 2011, the Council has the power to enter into the arrangements set out in this report, which are also within the boundaries and limits of the general power of competence Section 2 and Section 4 of the same Act.

4.4 Public Sector Equality Duty

A copy of the Equality Act 2010 – Public Sector Duty statement is appended at Appendix 2, together with the initial equality assessment screening Ref EA001999 at Appendix 3.

5. Relevant background/chronology of key events:

- 5.1 In September 2010, the Council entered into a contract for services to promote inward investment and visitor economy, and to deliver destination management, with Marketing Birmingham, which has since been extended. This agreement expired at the end of April 2017.
- 5.2 On 26 April 2017, the corporate entity of Marketing Birmingham which was established in 1982 as a not-for-profit organisation, made a transition into the new West Midlands Growth Company (WMGC). At its meeting on 21st March 2017 Cabinet approved the treatment of company separation relating to the new governance arrangements and provision for funding the WMGC over the next three years, alongside the novation to WMGC of a series of arrangements in place with Marketing Birmingham, including a loan, cash flow facility and support for pre-existing pension fund liabilities.
- 5.3 The budget for services to support inward investment and the visitor economy has reduced by £426,000 in 2017-18 to £1,613,000 in line with the Council's agreed budget. The Council's Financial Plan 2017+ includes further reductions of £250,000 in 2018-19 and £300,000 in 2019-20.
- 5.4 On 8 December 2015, Cabinet approved a report which provided match funding to Marketing Birmingham for a European Regional Development Fund programme of £664,000 pa in 2017-18 and 2018-19.
- 5.5 The total budget available for services outlined in Appendix One is £871,700. The services have been developed to support schemes for occupier attraction and for the promotion and development of the visitor economy in Birmingham, including provision of information for tourists to the city, to be developed in partnership with the Library of Birmingham (subject to Cabinet Member approval).
- 5.6 In relation to the Inward Investment strand, WMGC will build on the city's success in securing record levels of overseas investment, by focussing on attracting more businesses and occupiers to expand and/or relocate to the city. As well as increasing employment opportunities for local residents, the focus on targeting occupiers will have a positive impact on attracting investment by stimulating supply chains and customer networks which will support local firms more widely.
- 5.7 Appendix One sets out the functions and planned activities to be delivered by WMGC 2017-18. These will be delivered under a contract for services, which will set out the key performance indicators, together with the arrangements for monitoring, managing the contract, payment and resolution of disputes.

6. Evaluation of alternative option:

- 6.1 WMGC has been established as a successor organisation to Marketing Birmingham and Cabinet has already approved changes to the structure of the company and the allocation of funds to support these activities.
- 6.2 The services set out in Appendix One have been specified to complement activities planned as part of the WMGC's regional approach, providing Birmingham-specific support for inward investment and the visitor economy.

7. Reasons for Decision:

- 7.1 To support the Council's strategic priorities relating to jobs and skills, by attracting investment into the city and promoting Birmingham as a place to visit.

Signatures**Date**

Cabinet Member

.....
Cllr Ian Ward, Deputy Leader

.....

Chief Officer

.....
Waheed Nazir, Corporate Director (Economy)

.....

List of Background Documents used to compile this Report:

Cabinet Report – Marketing Birmingham Business Plan (approved 21 March 2017)
Cabinet Report – Marketing Birmingham Service Level Agreement 2016-17 (approved 16 February 2016)
Cabinet Report – European Regional Development Fund Application: Investing in Greater Birmingham (approved 8 December 2015)

List of Appendices accompanying this Report (if any):

1. Programme for inward investment & visitor economy support 2017-18
2. Public Sector Equality Duty
3. Equality Assessment Ref EA001999

APPENDIX ONE

PROGRAMME FOR INWARD INVESTMENT AND VISITOR ECONOMY SUPPORT 2017-18

The West Midlands Growth Company (WMGC) proposes to deliver the following functions and activities in 2017-18. The programme will be developed into detailed delivery plans, accompanied by key performance indicators to be agreed by Birmingham City Council, and incorporated into a contract for services. Further services are being delivered by the company as part of its work on the Enterprise Zone and European Regional Development Fund (ERDF) programme.

INWARD INVESTMENT

Function: To attract occupiers and businesses to Birmingham			
Activity	Target Market	Output/measures	Fee
1) Market intelligence - liaison with Birmingham agents and investors	Large UK and international companies	20 additional occupiers and businesses attracted to the city	£425,000
2) Account management - Birmingham clients	All sectors and SME's with particular focus on advanced manufacturing and automotive companies	1,800 additional jobs secured for the city	
3) Commission external lead generation for larger advanced manufacturing projects	City-wide	Promote city both locally and internationally to generate and maintain a consistent base pipeline of a minimum of 73 potential end occupiers at all times, despite churn.	
4) Update and maintain project pipeline of target occupiers based on intelligence from DIT and analysis of lease expiry events			
5) Sector sales support team			
6) Commission lead generation/advanced engineering lead generation in US, Germany, India			
7) Attend trade events/missions (number to be agreed with			

Management Board)			
8) Represent the City with regard to the Midlands Engine Inward Investment Group			

VISITOR ECONOMY

Function: To increase the number and value of visitors to Birmingham, to support the Visitor Economy Strategy and aligned to the Birmingham Destination Management Plan and city Major Events programme.

Activity	Target Market	Output/measures	Fee
1) Digital presence via VisitBirmingham.com and social media channels (£55,000)	Leisure and business tourism Domestic and international visitors in person	Visitor volumes and value City reputation and perception	£446,700
2) Promotion, gateway and welcome (£165,000)	Domestic – regional and key UK source markets	International events world ranking	
3) Promotion – international trade (£100,000)	International – primary markets in Asia Pacific and North America, secondary markets in Europe	Business visits and events ranking	
4) Sector skills plan (£10,000)	Support business development opportunities with the business tourism sector	Social media visits, followers, reach	
5) Research and evaluation (£30,000)	Align events, congresses exhibitions with key investment and economic growth sectors	Media value, volume, reach and sentiment	
6) Develop tourism information solution at Library of Birmingham to be agreed (£86,700)			

ENTERPRISE ZONE (SEPARATELY FUNDED)

Function: inward investment to attract occupiers and businesses into EZ sites.

Activity	Target Market	Output/measures	Fee
1) Market intelligence – liaison with Birmingham agents and investors	SMEs and larger companies suited for relocation to city centre/EZ sites	Additional occupiers attracted to EZ	n/a
2) Account management – Birmingham clients	Foreign and UK companies BPFS, digital, creative, HS2 supply chain professional services	Jobs secured for the city/EZ Maintain consistent base pipeline of projects	
3) Update and maintain project pipeline of target occupiers based on intelligence from IT and analysis of lease expiry events	City centre EZ sites		
4) Sector sales			
5) Relocation service			

ERDF (SEPARATELY FUNDED)

Function: inward investment to attract occupiers and businesses into the city and business support

Activity	Target Market	Output/measures	Fee
1) As in Inward Investment above but with focus on foreign SMEs	SME growth sectors (BPFS, environmental technology, food and drink, life sciences, digital and creative)	Number of additional occupiers attracted to the GBS LEP area	BCC is providing £664,000 match funding in 2017-18 under a separate
2) Commission lead generation support in Asia Pacific, Europe and North	Excludes UK firms, advanced manufacturing and automotive citywide	Jobs secured for the GBS LEP area and city	

<p>America</p> <p>3) Provide 12 hours of support to inward investment businesses to facilitate landing within the city</p>	<p>Greater Birmingham LEP area</p>	<p>Maintain consistent base pipeline of projects</p> <p>Businesses supported</p>	<p>agreement</p>
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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"> (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
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"> (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; (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; (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.
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"> (a) tackle prejudice, and (b) promote understanding.
5	<p>The relevant protected characteristics are:</p> <ul style="list-style-type: none"> (a) age (b) disability (c) gender reassignment (d) pregnancy and maternity (e) race (f) religion or belief (g) sex (h) sexual orientation

Equality Analysis

Birmingham City Council Analysis Report

EA Name	WEST MIDLANDS GROWTH COMPANY SERVICE LEVEL AGREEMENT 2017-18
Directorate	Place
Service Area	Place - Culture And Visitor Economy
Type	Reviewed Function
EA Summary	We are proposing a programme of activity to be delivered under contract by the West Midlands Growth Company (formerly Marketing Birmingham) in 2017-18, to support inward investment and the growth of the visitor economy. We are also proposing to increase the earmarking of funding to meet the pre-existing pension fund liabilities of the West Midlands Growth Company following a recent revaluation.
Reference Number	EA001999
Task Group Manager	caroline.alexander@birmingham.gov.uk
Task Group Member	
Date Approved	2017-05-04 00:00:00 +0100
Senior Officer	val.birchall@birmingham.gov.uk
Quality Control Officer	caroline.alexander@birmingham.gov.uk

Introduction

The report records the information that has been submitted for this equality analysis in the following format.

Initial Assessment

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 Initial Assessment

2.1 Purpose and Link to Strategic Themes

What is the purpose of this Function and expected outcomes?

The proposals will contribute to the Council's vision of "a great place to succeed in", by enabling investment in infrastructure and the growth of sectors where Birmingham has competitive strengths. The services provided by the WMGC will assist in the delivery of the inward investment strategy and business growth and contribute to the Council's priority of economic growth and jobs. The proposals will support the development of the visitor economy in Birmingham and the implementation of the Destination Management Plan for the city. WMGC will be required to comply with the Birmingham Business Charter for Social Responsibility.

For each strategy, please decide whether it is going to be significantly aided by the Function.

Children: A Safe And Secure City In Which To Learn And Grow	Yes
Health: Helping People Become More Physically Active And Well	Yes
Housing : To Meet The Needs Of All Current And Future Citizens	Yes
Jobs And Skills: For An Enterprising, Innovative And Green City	Yes

2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	No
Will the policy have an impact on employees?	No
Will the policy have an impact on wider community?	No

2.3 Relevance Test

Protected Characteristics	Relevant	Full Assessment Required
Age	Not Relevant	No
Disability	Not Relevant	No
Gender	Not Relevant	No
Gender Reassignment	Not Relevant	No
Marriage Civil Partnership	Not Relevant	No
Pregnancy And Maternity	Not Relevant	No
Race	Not Relevant	No
Religion or Belief	Not Relevant	No
Sexual Orientation	Not Relevant	No

2.4 Analysis on Initial Assessment

Based on the information provided a full assessment will not be required as the proposal is considered to carry no significant risk to equalities.

We are working with WMGC in order to deliver services specified to complement activities planned, providing Birmingham-specific support for inward investment and the visitor economy.

This supports the Council's strategic priorities relating to jobs and skills, by attracting investment into the city and promoting Birmingham as a place to visit.

3 Full Assessment

The assessment questions below are completed for all characteristics identified for full assessment in the initial assessment phase.

3.1 Concluding Statement on Full Assessment

Based on the information provided a full assessment will not be required as the proposal is considered to carry no significant risk to equalities.

We are working with WMGC in order to deliver services specified to complement activities planned, providing Birmingham-specific support for inward investment and the visitor economy.

This supports the Council's strategic priorities relating to jobs and skills, by attracting investment into the city and promoting Birmingham as a place to visit.

This will be reviewed again in the next twelve months.

4 Review Date

31/03/18

5 Action Plan

There are no relevant issues, so no action plans are currently required.

BIRMINGHAM CITY COUNCIL

PUBLIC REPORT

Report to:	CABINET
Report of:	CORPORATE DIRECTOR, ECONOMY
Date of Decision:	16th May 2017
SUBJECT:	UPDATED TRANSPORTATION AND HIGHWAYS FUNDING STRATEGY 2017/18 TO 2022/23 PROGRAMME DEFINITION DOCUMENT
Key Decision: Yes	Relevant Forward Plan Ref: 003077/2017
If not in the Forward Plan: (please "X" box)	Chief Executive approved <input type="checkbox"/> O&S Chairman approved <input type="checkbox"/>
Relevant Cabinet Member(s):	Councillor Stewart Stacey – Cabinet Member for Transport and Roads Councillor Ian Ward – Deputy Leader Councillor Majid Mahmood – Cabinet Member for Value for Money and Efficiency
Relevant O&S Chairman:	Councillor Zafar Iqbal – Economy, Skills, and Transport Councillor Mohammed Aiklaq – Corporate Resources and Governance
Wards affected:	ALL

1.	Purpose of report:
1.1	To seek approval to the Programme Definition Document (PrDD) updating the Transportation and Highways Funding Strategy for the period 2017/18 to 2022/23 at a total estimated cost of £218.835m. The PrDD reflects new resources, revised project costings and programmes, slippage and policy changes that have occurred since approval of the previous strategy in February 2016. Within this update, approval is sought to allocate new Integrated Transport Block capital funding available through the West Midlands Combined Authority devolved transport grant process (£5.170m in 2017/18) to support a range of projects and programmes that contribute towards key Council priorities set out in the West Midlands Strategic Transport Plan, Birmingham Development Plan and Birmingham Connected transport strategy.
1.2	To seek approval to a funding strategy to meet cost pressures, local contribution commitments and opportunities relating to Department for Transport major schemes, Network Rail programmes and Local Growth Fund projects.
1.3	To seek approval to accept Air Quality Grant funding from the Department for Environment, Food and Rural Affairs to support the development of a Clean Air Zone in the city (£0.990m revenue) and from the West Midlands Combined Authority (£1.897m capital) for transportation schemes to be delivered as part of the National Productivity Investment Fund (NPIF).
1.4	To seek approval to release development funding of £2.793m for 2017/18 (£1.628m ITB, £0.990m Air Quality Grant and £0.175m NPIF) to progress individual projects to Project Definition Document or Full Business Case stage in accordance with the Council's Gateway and Related Financial Approval Framework and to the delegations proposed within this report to expedite project delivery and enable a rapid response to be made to emerging grant funding opportunities.
2.	Decision(s) recommended:
	That Cabinet:
2.1	Approves the Programme Definition Document (PrDD) provided as Appendix A (including annexes A to F setting out schemes, programme governance and prioritisation criteria) to this report at a total estimated cost of £218.835m.

2.2	Approves an allocation of £5.170m in 2017/18 of new Integrated Transport Block (ITB) funding provided through the devolved transport grant process and notes that allocations from 2018/19 will become a West Midlands Combined Authority Mayoral budget responsibility.
2.3	Approves acceptance of £0.990m Air Quality Grant (revenue) from the Department for Environment, Food and Rural Affairs (DEFRA) and £1.897m capital grant from the West Midlands Combined Authority (WMCA) as part of the National Productivity Investment Fund (NPIF).
2.4	Approves the release of development funding of £2.793m for 2017/18 (£1.628m ITB, £0.990m Air Quality Grant and £0.175m NPIF) to progress individual projects to Project Definition Document (PDD) and Full Business Case (FBC) stage in accordance with the Council's Gateway and Related Financial Approval Framework (GRFAF) or the delegations set out below in recommendations 2.8, 2.9, 2.10 and 2.11.
2.5	Approves prudential borrowing of £6.0m to meet cost pressures, local contribution commitments and opportunities associated with Local Growth Fund and Network Rail programmes for repayment over a 15 year period from net surplus bus lane enforcement income.
2.6	Notes that prudential borrowing will be formally committed at project Full Business Case stage in accordance with the Council's GRFAF, with new resources and windfalls used to offset the requirement for borrowing wherever possible.
2.7	Notes that a funding strategy will be developed over the next 6 months to establish how local contribution requirements will be met in respect of the A38 (M) Tame Valley Viaduct and A457 Dudley Road Local Growth Fund major projects.
2.8	Delegates approval of all Project Definition Documents and Full Business Cases for named projects and programmes detailed in Appendix A (Annex F) of this report to the Corporate Director, Economy, up to a maximum value of £1.0m.
2.9	Delegates approval of all Project Definition Documents and Full Business Cases for named projects and programmes detailed in Appendix A (Annex F) of this report to the relevant portfolio holders, jointly with the Corporate Director, Economy, up to a maximum value of £10.0m.
2.10	Delegates authority to bid for and accept external capital and revenue resources consistent with the policies and objectives of the West Midlands Strategic Transport Plan, Birmingham Development Plan and Birmingham Connected transport strategy to the Corporate Director, Economy, in conjunction with the Chief Finance Officer, up to a maximum value of £1.0m
2.11	Delegates authority to bid for and accept external capital and revenue resources consistent with the policies and objectives of the West Midlands Strategic Transport Plan, Birmingham Development Plan and Birmingham Connected transport strategy to the relevant portfolio holders, jointly with the Corporate Director, Economy, in conjunction with the Chief Finance Officer, up to a maximum value of £10.0m.
2.12	Notes that budgets will be updated via the quarterly monitoring processes at quarter one to reflect the above recommendations and resourcing set out in Appendix A (Annex F).
2.13	Authorises the City Solicitor to negotiate, execute and complete any necessary legal documentation to give effect to the above recommendations.

Lead Contact Officer(s):	Phil Edwards – Head of Growth and Transportation
Telephone No:	0121 303 7409
E-mail address:	Philip.edwards@birmingham.gov.uk

3. Consultation	
	<u>Internal</u>
3.1	Consultation has been undertaken with the Cabinet Member for Clean Streets, Recycling and Environment, Corporate Director Place, Assistant Director Highways and Infrastructure, Assistant Director Planning, Assistant Director Development and the 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, WMCA/Transport for West Midlands and the Cycling Forum. Consultation will also be undertaken with Sutton Town Council and Frankley Parish Council where appropriate.
3.4	Consultation has been undertaken with the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) in respect of Local Growth Fund resources.

4. Compliance Issues:	
	<u>Are the recommended decisions consistent with the Council's policies, plans and strategies?</u>
4.1	The Transportation and Highways Funding Strategy (THFS) 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 West Midlands Strategic Transport Plan, Birmingham Development Plan and the Birmingham Connected transport strategy.
	<u>Financial Implications (Will decisions be carried out within existing finance and Resources?)</u>
4.2	ITB capital funding of £17.618m is to be provided to the WMCA for 2017/18 as part of a multi-year transport funding settlement agreed as part of the West Midlands Devolution Deal. The WMCA is responsible for acceptance and adherence to conditions associated with this settlement and for reallocating ITB funding to Metropolitan District Councils and Transport for West Midlands. The Council will receive £5.170m of ITB in 2017/18 as approved by the WMCA Board on 9 December 2016.
4.3	ITB funding is significantly supplemented by bidding activities to Government and GBSLEP for funding including Local Growth Fund (LGF), Cycle City Ambition Grant (CCAG), Air Quality Grant, National Productivity Investment Fund (NPIF) and Enterprise Zone (EZ). The total estimated capital cost of all projects and programmes utilising these resources over the 6 year period covered is £218.835m.
4.4	Detailed financial information is provided in Appendix A to this report including a funding strategy to enable the Council to meet opportunities, costs pressures and local funding contribution commitments relating to Department for Transport, Network Rail and GBSLEP programmes. This strategy includes a requirement to prudentially borrow £6.0m from 2018/19 to meet cost pressures and local contribution commitments associated with the Local Growth Fund programme and take advantage of Network Rail's bridge renewal programme in respect of increased inclusive economic growth. Repayments of up to £0.486m per annum will be made over a 15 year period and resourced from net surplus bus lane enforcement income. Further detail is provided in Appendix B to this report. A further funding strategy will be developed over the next 6 months to establish how local contribution requirements will be met in respect of the A38 (M) Tame Valley Viaduct and A457 Dudley Road Local Growth Fund major projects. It should be noted that budgets will be updated at quarter one through the relevant quarterly monitoring processes.
4.5	New capital transport projects by nature attract additional ongoing costs in respect of maintaining new highway assets. For projects approved in 2017/18 an approved annual corporate policy contingency allocation of £0.250m is in place to accommodate inventory growth. All projects and schemes will need to identify revenue maintenance commitments and funding as part of the Project Definition Document (PDD) and Full Business Case (FBC) processes.

	<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>
	<p><u>Public Sector Equality Duty (see separate guidance note)</u></p>
4.7	<p>An initial screening for an Equality Assessment (EA) has been undertaken for the THFS 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.</p>

5. Relevant background/chronology of key events:	
5.1	<p>The Transportation and Highways Funding Strategy (THFS) 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 West Midlands Strategic Transport Plan, Birmingham Development Plan and the Birmingham Connected transport strategy. The THFS is also relevant to the Future Council Transformation programme and the requirement to develop a Clean Air Zone (CAZ) to comply with the provisions of the Ambient Air Quality and Cleaner Air for Europe Directive 2008, which sets limiting values for a range of pollutants to protect public health.</p>
5.2	<p>In the context of inclusive economic growth, the THFS has a strong focus on supporting the Council's core mission to be a city of growth where every child, citizen and place matters. In addition, the programme seeks to make a significant contribution towards the key priorities of children, jobs and skills, housing and health by reducing congestion, enabling growth, improving road safety, improving accessibility, improving air quality and encouraging active and sustainable modes of travel.</p>
5.3	<p>The THFS was previously updated and approved by Cabinet on 16 February 2016 for a rolling 6 year period up to 2021/22. This report reflects new resources, priorities, opportunities, revised project costings and programmes, slippage and policy changes that have occurred since this time. Such changes include the Council's requirement to develop a CAZ, work undertaken by the Economy, Skills and Transport Overview and Scrutiny Committee on 'Preventing Damage to Grass Verges', programme alignment opportunities with Network Rail and a need to increase investment in local road safety schemes.</p>
5.4	<p>As part of the West Midlands Devolution Deal, HM Government agreed to devolve a consolidated local transport budget and provide a multi-year transport funding settlement, which will come under the West Midlands Combined Authority (WMCA) Mayor moving forward. Devolved grant resources comprising Integrated Transport Block (ITB), Highways Maintenance Block, Highways Maintenance Incentive Funding and Bus Services Operating Grant (BSOG) have been confirmed until 2020/21, with annual allocations of £35.2m to be paid to the WMCA as the relevant 'accountable body'.</p>
5.5	<p>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). BSOG will be paid directly to Transport for West Midlands as revenue funding for tendered bus services.</p>

- | | |
|------|--|
| 5.6 | The WMCA have allocated ITB funding to Birmingham and the other Metropolitan District Councils to be used for 'small transport improvement projects' on a per capita basis. This is in accord with the intention of Government that funding is used by transport authorities to help stimulate local economies by reducing congestion, improving road safety, improving accessibility and supporting the use of active and sustainable modes of travel. Further to WMCA Board approval on 9 December 2016, a total of £5.170m of new ITB capital funding has been allocated to Birmingham for integrated transport projects in 2017/18. |
| 5.7 | It should be recognised that ITB funding is significantly supplemented by bidding activities to Government, Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) and the WMCA for resources including Local Growth Fund (LGF), Cycle City Ambition Grant (CCAG), Air Quality Grants, National Productivity Investment Fund (NPIF) and Enterprise Zone (EZ) funding. |
| 5.8 | For 2017/18 new supplementary resources have been secured by the Council to support the development of a CAZ in the city to comply with the provisions of the Ambient Air Quality and Cleaner Air for Europe Directive 2008. In consultation with the relevant portfolio holders £0.990m of revenue Air Quality Grant has been provided by DEFRA to take forward feasibility, traffic modelling, communications and programme management activities associated with the CAZ. It is proposed that Cabinet accepts and approves expenditure of this grant ahead of the national air quality plan being published by Government on the 31 July 2017. A breakdown of resources is provided in Appendix A. |
| 5.9 | A further £1.897m of NPIF capital grant has been secured from the WMCA in consultation with the relevant portfolio holder to complete improvement works at Holloway Circus (£0.7m), undertake interim improvements to Bromford Gyratory (£0.569m), carry out traffic signal improvements across the city (£0.530m) and develop a further tranche of bus lane enforcement activity (£0.98m). These projects were selected on the basis of WMCA eligibility criteria as explained in greater detail in Appendix A. It is proposed that Cabinet accepts these supplementary resources and agrees for NPIF projects to proceed straight to FBC stage given that funding must be spent in 2017/18 and that an options appraisal has effectively been undertaken by the WMCA in allocating funding. It should be noted that the Holloway Circus project already has FBC approval and is proposed to be delivered within its original funding envelope, albeit with amended resourcing. |
| 5.10 | The structure of the THFS comprises the following programmes as described in Appendix A: Major Schemes; Inclusive and Sustainable Growth; Walking and Cycling; Road Safety; Safer Routes to Schools; Ward Minor Transport Measures; Grass Verge Protection Pilot; and Infrastructure Development. A summary of ITB allocations is provided below. |

	Confirmed	Provisional			Forecast	
ITB Programme Allocations	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
	£000's	£000's	£000's	£000's	£000's	£000's
Major Schemes	1,059	663	60	1,152	0	0
Inclusive and Sustainable Growth	618	93	225	875	1,575	1,575
Walking and Cycling	662	1,939	2,400	1,000	1,500	1,000
Road Safety	525	525	525	525	525	525
Safer Routes to Schools	300	300	300	300	300	300
Ward Minor Measures	500	500	500	500	500	500
Grass Verge Protection Pilot	500	250	250	0	0	0
Infrastructure Development	1,006	900	910	818	770	1,270
Total	5,170	5,170	5,170	5,170	5,170	5,170

The above allocations have been determined on the basis of previously agreed commitments, particularly in relation to the Major Schemes, Inclusive and Sustainable Growth and Walking and Cycling programmes. Other allocations reflect rolling programmes in respect of Road Safety and Safer Routes to Schools, albeit with increased resources for local safety schemes in response to more locations citywide meeting the intervention criteria set out in the Council's Road Safety Strategy. It should be noted that the Infrastructure Development programmes holds contingency sums for in year allocation as required.

5.11	As set out in paragraph 5.3, the process of updating the THFS provides an opportunity to reflect new resources, priorities, opportunities, revised project costings and programmes, slippage and policy changes. In this context it is proposed to introduce a new three year pilot programme to prevent damage to grass verges following work by the Economy, Skills and Transport Overview and Scrutiny Committee. This programme will provide £1.0m of ITB funding to introduce prevention, regulation and accommodation measures over the next three financial years, with specific projects to be determined by Ward Councillors and implemented by the Local Engineering service. Further detail in respect of this programme is provided in Appendix A.
5.12	The Council continues to be highly successful in securing external grant resources to support and expand the THFS. 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 and 2016/17. This has been a lengthy and complex process, which has also had to consider general cost increases within the construction and engineering industries following Brexit and the impacts of HS2 on the market in respect of resources.
5.13	Further to the above exercise, the following pressures have been identified totalling an estimated £10.488m over the next 4 financial years: Battery Way Extension £2.0m; Iron Lane/Flaxley Road/Station Road £6.038m; Longbridge Connectivity (Highway Works) £1.0m; and Selly Oak New Road Phase 1B £1.450m. In addition, an opportunity to align with Network Rail's bridge replacement programme has arisen to improve access to the Tyseley employment area by enhancing the Wharfdale Road bridge. This enhancement is a 'one off' opportunity that requires a £2.5m Council contribution to match a £8-9m investment by Network Rail. While a scheme specific PDD and FBC will be prepared for this project accordingly, early financial commitment from the Council is required.
5.14	<p>In the above context, a range of funding options have been considered in discussion with funding partners as follows:</p> <ul style="list-style-type: none"> • Further allocation and direct use of net bus lane enforcement surplus – balance at 31 March 2017 - £4.862m; • Extension of programmes to profile local contribution commitments over a longer period; • Further applications for additional LGF resources from GBSLEP; • Short term loans from the GBSLEP Revolving Investment Fund (RIF); • Expressions of interest for GBSLEP Local Growth Fund 3 resources; • Prudential Borrowing; and • Reduced local programme ITB allocations for road safety, safer routes to schools and ward measures, with ITB reallocated to meet cost pressures on LGF projects.
5.15	Having evaluated the above options with funding partners, potential solutions involving the GBSLEP were discounted on the basis of highly restricted resource availability (for both additional funding and LGF3) and the three year repayment term for RIF loans, which would divert substantial future allocations of ITB away from key projects and programmes. Similarly, reducing local programme ITB allocations for road safety measures and locally determined improvements was rejected in the context of the Council's localism and devolution agendas.
5.16	<p>As such, the following project and programme funding strategies are proposed in this report:</p> <ul style="list-style-type: none"> • Battery Way Extension: up to £2.0m prudential borrowing; • Iron Lane/Flaxley Road/Station Road: £6.038m additional direct allocation of net bus lane enforcement surplus; • Longbridge Connectivity (Highway Works): up to £0.5m prudential borrowing and additional direct allocation of £0.5m net bus lane enforcement surplus; • Selly Oak New Road Phase 1B: up to £1.0m prudential borrowing and additional direct allocation of £0.450m of net bus lane enforcement surplus; and • Wharfdale Road Bridge: up to £2.5m prudential borrowing.

5.17	<p>In respect of prudential borrowing, it is proposed that annual repayments of up to £0.486m are resourced from net surplus bus lane enforcement (BLE) income from both current and planned BLE schemes over a 15 year period. It should be noted that the exact quantum of prudential borrowing will be confirmed and fully agreed at FBC stage for each relevant project, with further detail around cost variances handled at a project level in accordance with the Council's GRFAF. In addition, it should be further noted that prudential borrowing requirements will be minimised wherever possible through the wider ongoing management of the THFS and the offsetting of borrowing with new or windfall resources as they become available. Further information on prudential borrowing is provided as Appendix B to this report.</p>
5.18	<p>In addition to the LGF projects discussed above, the Council also has two major projects within its LGF programme, which comprise critical strengthening works to the A38 (M) Tame Valley Viaduct and major transportation improvements to the A457 Dudley Road. Final approval of these projects is retained by the Department for Transport (DfT), with approval based upon the submission of green book compliant major scheme business cases. On the basis of current estimates, the Council will be required to provide a local funding contribution of £20.566m towards these projects, split £13.522m (Tame Valley Viaduct) and £7.044m (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 2021/22 and 2022/23 to lever a total of £94.450m from the LGF Growth Deal One programme.</p>
5.19	<p>To enable funding bids to be submitted to the DfT (which will be subject to specific PDD reports covering all relevant detail to Cabinet) it is now necessary to establish a funding strategy in respect of the local contribution. This strategy will be developed over the next 6 months. It should be noted that no bid submissions will be made unless a 'high value for money' case can be demonstrated to the DfT, with a minimum benefit to cost ratio of two to one. In addition, both schemes must clearly demonstrate affordability and deliverability in respect of funding, scheme benefits, alignment with the policies of the BDP, traffic management and construction.</p>
5.20	<p>In the context of emerging future operating models, there is clear rationale to streamline project development and delivery processes associated with the THFS to maximise delivery, enhance the Council's reputation, minimise costs and offset reduced officer resources in relevant departments. In addition, there is a need to respond more expediently to external funding opportunities that become available (Air Quality and NPIF as examples in this report), often at short notice, and enable more effective budget and resource management within the confines of an agreed 6 year investment programme. As such, the following delegations are proposed as reflected in recommendations 2.8, 2.9, 2.10, and 2.11 of this report:</p> <p>Bidding and Grant Acceptance:</p> <p>Delegation to the Corporate Director, Economy, in conjunction with the Chief Finance Officer, to bid for and accept grant resources up to £1.0m; and the relevant portfolio holders jointly with the Corporate Director, Economy, in conjunction with the Chief Finance Officer to bid for and accept grant resources up to £10.0m for projects that align with the approved policies and objectives of the Council.</p> <p>Project Approvals:</p> <p>Delegation to the Corporate Director, Economy to approve PDDs and FBCs up to the value of £1.0m; and the relevant portfolio holders jointly with the Corporate Director, Economy, up to £10.0m for projects and programmes included within Appendix A (Annex F) of this report.</p>

5.21	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, with value for money and compliance with the Birmingham Business Charter for Social Responsibility clearly set out.
5.22	Key risks are outlined in Appendix A (annex E). It should be noted that a significant shortage of consultant and contractor resource in the marketplace could impact upon programme delivery and further increase project costs. Such risks will be managed by senior Transportation and Highways officers in conjunction with the relevant portfolio holders.
6. Evaluation of alternative option(s):	
6.1	Alternative options have been explored as part of the PrDD provided as Appendix A to this report, with the proposed option selected on the basis of best achieving the Council's key policies and priorities, whilst maximising delivery and minimising risks.

7. Reasons for Decision(s):	
7.1	To approve the Council's Transportation and Highways Funding Strategy for the period 2017/18 to 2022/23 to best achieve the Council's key policies and priorities, whilst facilitating streamlined and expeditious delivery in the context of emerging future operating models.

Signatures	<u>Date</u>
Cllr Stewart Stacey – Cabinet Member for Transport and Roads
Cllr Ian Ward – Deputy Leader
Cllr Majid Mahmood – Cabinet Member for Value for Money and Efficiency
Waheed Nazir Corporate Director, Economy

List of Background Documents used to compile this Report:	
1	Council Financial Plan 2017+
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	West Midlands Devolution Deal
7	Devolved Transport Grant - WMCA Board Report 9 December 2016
8	Updated Transportation and Highways Capital Funding Strategy (2015/16 to 2020/21) Programme Definition Document – Report of the Strategic Director for Economy to Cabinet – 16 February 2016

List of Appendices accompanying this Report (if any):	
1.	Programme Definition Document – Appendix A (including annexes A to F)
2.	Usage and Forecasts of Net Surplus Bus Lane Enforcement Income – Appendix B
3.	Equalities Assessment Initial Screening – Appendix C

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"> (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
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"> (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; (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; (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.
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"> (a) tackle prejudice, and (b) promote understanding.
5	<p>The relevant protected characteristics are:</p> <ul style="list-style-type: none"> (a) Marriage & civil partnership (b) Age (c) Disability (d) Gender reassignment (e) Pregnancy and maternity (f) Race (g) Religion or belief (h) Sex (i) Sexual orientation

PROGRAMME DEFINITION DOCUMENT (PrDD)			
1. General Information			
Directorate	Economy	Portfolio	Transport and Roads; Value for Money and Efficiency; Deputy Leader
Project Title	Updated Transportation & Highways Funding Strategy 2017/18 to 2022/23	Project Code	Not applicable
Programme Description	<p><u>Background</u></p> <p>The Transportation and Highways Funding Strategy (THFS) 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 West Midlands Strategic Transport Plan, Birmingham Development Plan (BDP) and the Birmingham Connected transport strategy. The THFS is also relevant to the Future Council Transformation programme and the requirement to develop a Clean Air Zone (CAZ) to comply with the provisions of the Ambient Air Quality and Cleaner Air for Europe Directive 2008, which sets limiting values for a range of pollutants to protect public health.</p> <p>In the context of inclusive economic growth, the THFS has a strong focus on supporting the Council's core mission to be a city of growth where every child, citizen and place matters. In addition, the programme seeks to make a significant contribution towards the key priorities of children, jobs and skills, housing and health by reducing congestion, enabling growth, improving road safety, improving accessibility, improving air quality and encouraging active and sustainable modes of travel.</p> <p>The THFS was previously updated and approved by Cabinet on 16 February 2016 for a rolling 6 year period up to 2021/22. This Programme Definition Document (PrDD) reflects new resources, priorities, opportunities, revised project costings and programmes, slippage and policy changes that have occurred since this approval. Such changes include the Council's requirement to develop a CAZ, work undertaken by the Economy, Skills and Transport Overview and Scrutiny Committee on 'Preventing Damage to Grass Verges', programme alignment opportunities with Network Rail and a need to increase investment in local road safety schemes.</p> <p><u>Capital Funding</u></p> <p>As part of the West Midlands Devolution Deal, HM Government agreed to devolve a consolidated local transport budget and provide a multi-year transport funding settlement, which will come under the West Midlands Combined Authority (WMCA) Mayor when they take office. Devolved grant resources comprising Integrated Transport Block (ITB), Highways Maintenance Block, Highways Maintenance Incentive Funding and Bus Services Operating Grant (BSOG) have been confirmed until 2020/21, with annual allocations of £35.2m to be paid to the WMCA as 'accountable body'.</p> <p>Funding for highway maintenance is 'passported' directly to Metropolitan 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). BSOG will be paid directly to Transport for West Midlands (TfWM) as revenue funding for tendered bus services.</p> <p>The WMCA have allocated ITB funding to Birmingham and the other Metropolitan District Councils to be used for 'small transport improvement projects' on a per capita basis. This is in accord with the intention of Government that funding be used for such projects to help transport authorities stimulate local economies by reducing congestion, improving road safety, improving accessibility and supporting the use of active and sustainable modes of travel.</p> <p>Further to WMCA Board approval on the 9 December 2016, a total of £5.170m of new ITB capital</p>		

funding has been allocated through the above process to Birmingham for integrated transport projects in 2017/18. It should be noted that this approval contained the requirement for 15% of the annual ITB allocation to be utilised for scheme development purposes, with this requirement met in the proposed resourcing set out in this PrDD. In the context of the devolved multi-year settlement, ITB allocations are forecast to remain broadly consistent until 2020/21, with potential impacts of the WMCA Mayor on budget allocations as yet unknown.

It should be recognised that ITB funding is significantly supplemented by bidding activities to Government, Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) and the WMCA for funding including Local Growth Fund (LGF), Cycle City Ambition Grant (CCAG), Air Quality Grants, National Productivity Investment Fund (NPIF) and Enterprise Zone (EZ) resources.

New Supplementary Resources in 2017/18 - Air Quality Grant and National Productivity Investment Fund

Air Quality Grant (Revenue)

During March 2017 revenue grant resources totalling £0.990m were secured by the Council from the Department for Environment, Food and Rural Affairs (DEFRA) to support the development of a CAZ in the city. In consultation with the Air Quality Steering Group (Cabinet Members for Transport and Road, Clean Streets, Recycling and Environment, Health and Social Care and the Chair of Licensing and Public Protection Committee) funding has been confirmed for the following activities:

- £350,000 – Development of further controlled parking zones;
- £50,000 – National Air Quality Awareness Campaign; and
- £590,000 – Feasibility work (including traffic modelling and air quality modelling) to develop a clean air zone and associated measures, with support for project/programme management costs.

It is proposed that Cabinet accepts and approves expenditure of this grant ahead of the National Air Quality Plan being published by Government on the 31 July, noting that further reports to Cabinet and full Council will be prepared in respect of the size and composition of the city's clean air zone. The implementation of any subsequent measures will be subject to normal governance arrangements as set out in the Council's Gateway and Related Financial Approval Framework (GRFAF).

National Productivity Investment Fund (NPIF)

During April 2017 capital resources totalling £1.897m were secured from the NPIF, for which the WMCA is 'accountable body'. This fund targets transportation improvements to boost productivity through the reduction of congestion, with funding received for the below projects further to the submission of 'Expressions of Interest' in consultation with the relevant portfolio holder:

- £700,000 – Completion of improvement works at Holloway Circus;
- £569,000 – Interim improvements to Bromford Gyratory;
- £530,000 – Traffic Signal Improvements to enable access to growth areas; and
- £98,000 – Further rollout of Bus Lane Enforcement Cameras.

It is proposed that Cabinet accepts these supplementary resources and agrees for NPIF projects to proceed straight to Full Business Case stage given that funding must be spent in 2017/18 and that an options appraisal has effectively been undertaken by the WMCA in allocating funding. Fund aims and evaluation criteria are listed below. It should be noted that the Holloway Circus project already has Full Business Case approval and is proposed to be delivered within its original funding envelope, albeit with amended resourcing.

The NPIF aims to improve the following areas:

- Local road networks and public transport;
- Develop economic and job creation opportunities;
- Improve access to employment and housing;
- Reduce congestion at key locations; and
- Upgrade or improve the maintenance of local highway assets.

The proposals were evaluated against the following criteria:

- How well does it develop economic and job creation opportunities?
- Does it clearly state how the proposal would improve access to employment and housing?
- How well does the proposal aim to reduce congestion at key locations?
- Does the proposal aim to upgrade or improve highway assets reaching end of life?
- Is the proposal deliverable within 2017/18?

Programme Structure

The structure of the THFS comprises the following programmes.

Major Schemes

This programme contains larger projects targeting inclusive economic growth across the city, specifically those to be funded from external grants including LGF and NPIF. It also contains residual major schemes from previous Government funding rounds.

Inclusive and Sustainable Growth Programme

The Inclusive and Sustainable Growth Programme comprises projects of a smaller scale that focus on the provision of transport infrastructure to enable and unlock inclusive economic growth. Measures include junction improvements, public transport enhancements, bus lane enforcement, controlled parking zones and other traffic management schemes to reduce congestion.

Walking and Cycling Programme

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 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 Birmingham Cycle Revolution (BCR) Programme, which includes 20mph limits and infrastructure to support Green Travel Districts.

Local Measures Programme

The Local Measures Programme contains smaller transport projects to be delivered at a local level, with work focussed on four sub-programmes as described below.

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 also 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 A, along with governance arrangements.

Sites listed in Annex F (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 Department for Transport (DfT) rates.

This programme aligns with the new Birmingham Road Safety Strategy approved by Cabinet in October 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 B to this PrDD (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.

Ward Minor Transport Measures

This programme supports 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 to be utilised on development and implementation fees. Further programme guidance is provided in Annex C.

Prevention of Damage to Grass Verges Pilot

The process of updating the THFS provides an opportunity to reflect new resources, priorities, opportunities, revised project costings and programmes, slippage and policy changes. In this context it is proposed to introduce a new three year pilot programme to prevent damage to grass verges following work by the Economy, Skills and Transport Overview and Scrutiny Committee. This programme will provide £1.0m of ITB funding to introduce prevention, regulation and accommodation measures over the next three financial years, with specific projects to be determined by Ward Councillors and implemented by the Local Engineering service. Further guidance for this programme is provided as Annex C, with allowable measures outlined below.

Prevention: by installing 'hard' engineering measures including bollards, double kerbing and trip rails so that vehicles are physically unable to park. There is also the option of using softer measures such as planting trees to encourage people not to use the verge to park.

Regulation: The Council has the powers to implement Traffic Regulation Orders (TRO). A citywide

Funding Strategy

The Council continues to be highly successful in securing external grant resources to support and expand the THFS. 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 and 2016/17. This has been a lengthy and complex process, which has additionally had to consider general cost increases within the construction and engineering industries following Brexit and the impacts of HS2 on the market in respect of resources.

Further to the above exercise, the following pressures have been identified totalling an estimated £10.488m over the next 4 financial years: Battery Way Extension £2.0m; Iron Lane/Flaxley Road/Station Road £6.038m; Longbridge Connectivity (Highway Works) £1.0m; and Selly Oak New Road Phase 1B £1.450m. In addition, an opportunity to align with Network Rail's bridge replacement programme has arisen to improve access to the Tyseley employment area by enhancing the Wharfdale Road bridge. This enhancement is a 'one off' opportunity that requires a £2.5m Council contribution to match a £8-9m investment by Network Rail. While a scheme specific Project Definition Document (PDD) and Full Business Case (FBC) will be prepared for this project accordingly, early financial commitment from the Council is required.

In the above context, a range of funding options have been considered in discussion with funding partners as follows:

- Further allocation and direct use of net bus lane enforcement surplus – balance at 31 March 2017 - £4.862m;
- Extension of programmes to profile local contribution commitments over a longer period;
- Further applications for additional LGF resources from GBSLEP;
- Short term loans from the GBSLEP Revolving Investment Fund (RIF);
- Expressions of interest for GBSLEP Local Growth Fund 3 resources;
- Prudential Borrowing; and
- Reduced local programme ITB allocations for road safety, safer routes to schools and ward measures, with ITB reallocated to meet cost pressures on LGF projects.

Having evaluated the above options with funding partners, potential solutions involving the GBSLEP were discounted on the basis of highly restricted resource availability (for both additional funding and LGF3) and the three year repayment term for RIF loans, which would divert substantial future allocations of ITB away from key projects and programmes. Similarly, reducing local programme ITB allocations for road safety measures and locally determined improvements was rejected in the context of the Council's localism and devolution agendas.

As such, the following project and programme funding strategies are proposed in this report:

- Battery Way Extension: up to £2.0m prudential borrowing;
- Iron Lane/Flaxley Road/Station Road: £6.038m additional direct allocation of net bus lane enforcement surplus;
- Longbridge Connectivity (Highway Works): up to £0.5m prudential borrowing and additional direct allocation of £0.5m net bus lane enforcement surplus;
- Selly Oak New Road Phase 1B: up to £1.0m prudential borrowing and additional direct allocation of £0.450m of net bus lane enforcement surplus; and
- Wharfdale Road Bridge: up to £2.5m prudential borrowing.

In respect of prudential borrowing, it is proposed that annual repayments of up to £0.486m are resourced from net surplus bus lane enforcement (BLE) income from both current and planned BLE

schemes over a 15 year period. It should be noted that the exact quantum of prudential borrowing will be confirmed and fully agreed at FBC stage for each relevant project, with further detail around cost variances handled at a project level in accordance with the Council's GRFAF. In addition, it should be further noted that prudential borrowing requirements will be minimised wherever possible through the wider ongoing management of the THFS and the offsetting of borrowing with new or windfall resources as they become available. Further information on prudential borrowing is provided as Appendix B to the executive report that accompanies this PrDD.

Local Funding Contributions required to deliver Provisionally Approved LGF Projects

In addition to the LGF projects discussed above, the Council also has two major projects within its LGF programme, which comprise critical strengthening works to the A38 (M) Tame Valley Viaduct and major transportation improvements to the A457 Dudley Road. Final approval of these projects is retained by the DfT, with approval based upon the submission of green book compliant major scheme business cases. On the basis of current estimates, the Council will be required to provide a local funding contribution of £20.566m towards these projects, split £13.522m (Tame Valley Viaduct) and £7.044m (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 2021/22 and 2022/23 to lever a total of £94.450m from the LGF Growth Deal One programme.

To enable funding bids to be submitted to the DfT (which will be subject to specific PDD reports covering all relevant detail to Cabinet) it is now necessary to establish a funding strategy in respect of the local contribution. This strategy will be developed over the next 6 months. It should be noted that no bid submissions will be made unless a 'high value for money' case can be demonstrated to the DfT, with a minimum benefit to cost ratio of two to one. In addition, both schemes must clearly demonstrate affordability and deliverability in respect of funding, scheme benefits, alignment with the policies of the BDP, traffic management and construction.

Revenue Implications

New capital transportation and highways projects by nature attract additional ongoing costs in respect of maintaining new highway assets. For projects approved in 2017/18 an approved annual corporate policy contingency allocation is in place to accommodate inventory growth (in 2017/18 £0.25m). All projects and schemes will need to identify revenue maintenance commitments and funding as part of the PDD/FBC approval process.

Revenue implications associated with prudential borrowing of up to £0.486m will be funded from forecast net surplus bus lane enforcement (BLE) income from both current and planned BLE schemes over a 15 year period. Further detail is provided in Appendix B of the accompanying executive report.

Governance and Delegations

In the context of emerging future operating models, there is clear rationale to streamline project development and delivery processes associated with the THFS to maximise delivery, enhance the Council's reputation, minimise costs and offset reduced officer resources in relevant departments. In addition, there is a need to respond more expediently to external funding opportunities that become available (Air Quality and NPIF as examples in this report), often at short notice, and enable more effective budget and resource management within the confines of an agreed 6 year investment programme. As such, the following delegations are proposed:

Bidding and Grant Acceptance: delegation to the Corporate Director, Economy, in conjunction with the Chief Finance Officer, to bid for and accept grant resources up to £1.0m; and the relevant portfolio holders jointly with the Corporate Director, Economy, in conjunction with the Chief Finance Officer, to bid for and accept grant resources up to £10.0m for projects that align with the approved policies and objectives of the Council

Project Approvals: delegation to the Corporate Director, Economy to approve PDDs and FBCs up to the value of £1.0m; and the relevant portfolio holders jointly with the Corporate Director, Economy, up to £10.0m for projects and programmes included within Annex F of this report.

	<p><u>Consultation</u></p> <p>Consultation has been undertaken with the Cabinet Member for Clean Streets, Recycling and Environment, Corporate Director Place, Assistant Director Highways and Infrastructure, Assistant Director Planning, Assistant Director Development and the Assistant Director Transportation and Connectivity, who support the proposals contained within this report.</p> <p>Officers from City Finance and Legal and Democratic Services have been involved in the preparation of this report.</p> <p>Full and detailed formal consultation will be undertaken as part of individual PDD and FBC documents including with Sutton Town Council and Frankley Parish Council as appropriate.</p> <p><u>Procurement</u></p> <p>There are no direct procurement implications contained within this PrDD, 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, with value for money and compliance with the Birmingham Business Charter for Social Responsibility clearly set out.</p> <p><u>Equalities Analysis</u></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 PrDD.</p> <p><u>Risks</u></p> <p>Key risks are outlined in Annex E of this PrDD 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 relevant portfolio holders.</p>
Links to Corporate and Service Outcomes	The Transportation and Highways Funding Strategy 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 West Midlands Strategic Transport Plan, Birmingham Development Plan and the Birmingham Connected transport strategy.
Programme Benefits	In the context of the vision for an inclusive economic growth, the THFS has a strong focus on supporting the Council's core mission to be a city of growth where every child, citizen and place matters. In addition, the programme seeks to make a significant contribution towards the key priorities of children, jobs and skills, housing and health by reducing congestion, enabling growth, improving road safety, improving accessibility, improving air quality and encouraging active and sustainable modes of travel.
Programme Deliverables	The THFS 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 Programme Milestones	Planned Delivery Dates
Approval of Programme Definition Document (PrDD)	May 2017
Approval of Full Business Cases (FBC)	Rolling programme
Seek Tenders & Evaluation	Rolling programme
Start on site	Rolling programme

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Completion on site		June 2017 to April 2023		
Post Implementation Reviews		April 2018 to April 2024		
Dependencies on other projects or activities	<ul style="list-style-type: none">• Approval of GBSLEP business cases;• Approval of business cases by DfT;• Securing match funding contributions;• Securing private contributions;• Acquiring necessary third party land;• Securing funding for revenue implications;• Completing procurement and tendering processes;• Securing access to the public highway;• Phasing works in accordance with other works on the highway;• Securing necessary legal agreements and completing grant agreements; and• Contractors and Statutory Undertakers availability.			
Achievability	Similar programmes have been completed previously by the Council. Experienced contractors with a track record of delivering similar projects will be appointed as part of necessary procurement processes.			
Project Managers	To be confirmed as part of individual PDD and FBC reports.			
Project Accountant	Andy R Price			
Project Sponsors	Anne Shaw – Assistant Director Transportation and Connectivity Kevin Hicks – Assistant Director Highways and Infrastructure			
Proposed Project Board Members	To be confirmed			
Head of City Finance (HoCF)		Simon Ansell	Date of HoCF Approval	04/05/2017
Other Mandatory Information				
• Has project budget been set up on Voyager?				Yes
• Issues and Risks updated (Please attach a copy to the PDD and on Voyager)				Yes

2. Option Appraisal

Option 1	Discontinue Transportation and Highways Projects and Programmes
Information Considered	West Midlands Strategic Transport Plan; Birmingham Connected Transport Strategy; Birmingham Development Plan; Greater Birmingham and Solihull Strategy for Growth and Strategic Economic Plan; 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; WMCA/TfWM Reports; West Midlands Devolution Deal.
Pros and Cons of Option	<p>Limitations</p> <ul style="list-style-type: none"> • Significant funding from the DfT, WMCA and GBSLEP will not be provided or lost; • The Council will not be able to demonstrate the ability to manage and deliver government transport funding, potentially affecting the further devolution of resources; • New funding would be difficult to access; • Transportation and Highways works to enable growth may not be delivered and restrict the creation of new employment opportunities; • 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; • The City Council's economic growth zones will not be progressed in a timely fashion; • Transport benefits relating to reduced congestion and improved safety may not be achieved; • Would dissolve existing strategy to fund large projects such as Tame Valley

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	<p>Viaduct;</p> <ul style="list-style-type: none"> Existing commitments and pressures would still need to be funded; Net surplus BLE income may not be used in accordance with the Bus Lanes Contraventions Regulations 2005; Abortive 'sunk' development costs that would represent a revenue pressure; Existing Government and GBSLEP funding could be at risk of clawback i.e. Cycle City Ambition Grant and LGF development funding; Failure to deliver the Birmingham Connected Transport Strategy and West Midlands Strategic Transport Plan; Broader reputational risks for the Council and senior members; Likely to be politically and publically unacceptable; and Severe staff implications due to loss of capital funding and fee recovery. <p>Benefits</p> <ul style="list-style-type: none"> Additional maintenance implications may not be incurred; Potential disruption may be avoided by not delivering key improvements; Some match funding could be used for alternative purposes.
People Consulted	Consultation has been undertaken with the Cabinet Member for Clean Streets, Recycling and Environment, Corporate Director Place, Assistant Director Highways and Infrastructure, Assistant Director Planning, Assistant Director Development, Assistant Director Transportation and Connectivity, City Finance, Corporate Finance, Legal and Democratic Services, WMCA and GBSLEP.
Recommendation	Do not proceed
Principal Reason for Decision	Failure to deliver the Council's transport strategy and associated linkages to other agendas around economic growth, employment, health and sustainability.

Option 2	Continue Transportation and Highways Projects and Programmes, but do not implement proposed Funding Strategy
Information Considered	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; WMCA Reports; West Midlands Devolution Deal.
Pros and Cons of Option	<p>Limitations</p> <ul style="list-style-type: none"> Significant funding from the DfT, WMCA and GBSLEP will not be provided or lost; The Council will not be able to demonstrate the ability to manage and deliver government transport funding, potentially affecting the further devolution of resources; New funding would be difficult to access; Existing commitments and pressures would still have to be funded; Transportation and Highways works to enable growth may not be delivered and restrict the creation of new employment opportunities; 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; The City Council's economic growth zones will not be progressed in a timely fashion; Transport benefits relating to reduced congestion and improved safety may not be achieved; Would dissolve existing strategy to fund large projects such as Tame Valley Viaduct and pass the full funding burden to the Council; Existing Government and GBSLEP funding could be at risk of clawback i.e. Cycle City Ambition Grant and LGF development funding; Abortive 'sunk' development costs that would represent a revenue pressure; Net surplus BLE income may not be used in accordance with the Bus Lanes Contraventions Regulations 2005; Failure to deliver the Birmingham Connected Transport Strategy and West Midlands Strategic Transport Plan; Broader reputational risks for the Council and senior members; Likely to be politically and publically unacceptable; and

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	<ul style="list-style-type: none"> Staff implications due to loss of capital funding and fee recovery. <p>Benefits</p> <ul style="list-style-type: none"> Additional maintenance implications may not be incurred; Potential disruption may be avoided by not delivering key improvements; Some match funding could be used for alternative purposes; Focus could be provided on smaller transport improvements outside of the LGF or BCR programmes.
People Consulted	Consultation has been undertaken with the Cabinet Member for Clean Streets, Recycling and Environment, Corporate Director Place, Assistant Director Highways and Infrastructure, Assistant Director Planning, Assistant Director Development, Assistant Director Transportation and Connectivity, City Finance, Corporate Finance, Legal and Democratic Services, WMCA and GBSLEP.
Recommendation	Do not proceed
Principal Reason for Decision	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 sure external resources such as the £72m provisionally allocated for Tame Valley Viaduct.

Option 3	Continue Transportation and Highways Projects and Programmes and implement proposed Funding Strategy
Information Considered	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; WMCA Reports; West Midlands Devolution Deal.
Pros and Cons of Option	<p>Limitations</p> <ul style="list-style-type: none"> Additional maintenance implications will be incurred; Disruption associated with delivering key improvements; Some match funding could not be used for alternative purposes; Less focus on smaller transport improvements; No staffing efficiencies; and Long term commitments to top slice ITB and repay prudential borrowing. <p>Benefits</p> <ul style="list-style-type: none"> Significant funding from the DfT, WMCA and GBSLEP will be secured; The Council can demonstrate the ability to manage and deliver government transport funding, supporting the further devolution of resources; New funding could be accessed; Existing commitments and pressures would be funded; Transportation and Highways works to enable growth would be delivered and create new employment opportunities; Transportation and Highways works to enable growth would be delivered within necessary timescales, increasing competitiveness and building confidence in key growth zones; The City Council's economic growth zones will be progressed in a timely fashion; Transport benefits relating to reduced congestion and improved safety will be achieved; Strategy to fund large projects such as Tame Valley Viaduct maintained; Existing Government and GBSLEP funding would not be at risk of clawback i.e. Cycle City Ambition Grant and LGF development funding; Usage of net surplus BLE income in accordance with the Bus Lanes Contraventions Regulations 2005; Delivery of the Birmingham Connected Transport Strategy and West Midlands Strategic Transport Plan; No reputational risks for the Council and senior members; Politically and publically acceptable; and No staff implications due to loss of capital funding and fee recovery.

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People Consulted	Consultation has been undertaken with the Cabinet Member for Clean Streets, Recycling and Environment, Corporate Director Place, Assistant Director Highways and Infrastructure, Assistant Director Planning, Assistant Director Development, Assistant Director Transportation and Connectivity, City Finance, Corporate Finance, Legal and Democratic Services, WMCA and GBSLEP.
Recommendation	Proceed
Principal Reason for Decision	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 F for project specific budget information

Detailed budget information by project, programme and funding source is provided as Annex F to this PrDD.

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 THFS 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 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

Products required to produce Full Business Case (FBC)	<ul style="list-style-type: none"> • Consultation; • Detailed design including drawings and estimate; • Road Safety Audit 2; • Internal liaison with key Council Officers; • Highways Change Notification; • Traffic Management Protocol and Plans; • NRSWA Notification; • Approval Reports; • Delegated Form of Authority for Traffic Regulation Orders; • Approval of GBSLEP business cases/loan applications; • Approval of business cases by DfT; • Securing match funding contributions; • Securing private contributions; • Acquiring necessary third party land; • Securing funding for revenue implications; • Completing procurement and tendering processes; • Securing access to the public highway; • Phasing works in accordance with other works on the highway; • Securing necessary legal agreements and completing grant agreements.
Estimated time to complete project	<i>Rolling development</i>

APPENDIX A

development			
Estimated cost to complete project development	Not applicable		
Funding of development costs	Not applicable		
Planned FBC Date	Rolling	Planned Date for Technical Completion	Phased between May 2017 and April 2023

List of Annexes accompanying this PDD:

ANNEX A – LOCAL SAFETY SCHEMES PRIORITISATION AND GOVERNANCE

ANNEX B – SAFER ROUTES TO SCHOOLS – SCORING CRITERIA FOR SAFETY AND SUSTAINABILITY STRANDS/GOVERNANCE

ANNEX C – WARD MINOR TRANSPORT MEASURES AND PREVENTION OF DAMAGE TO GRASS VERGES

ANNEX D – BREAKDOWN OF DEVELOPMENT COSTS

ANNEX E – HIGH LEVEL PROGRAMME RISK ASSESSMENT

ANNEX F – FINANCIAL SUMMARY BY PROJECT AND PROGRAMME (SEPARATE ATTACHMENT)

ANNEX A – LOCAL SAFETY SCHEMES PRIORITISATION AND GOVERNANCE

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 £200,000, will progress to PDD and FBC stage to be approved by the Chief Officer, without the requirement for an overarching programme PDD.

ANNEX B – SAFER ROUTES TO SCHOOLS – SCORING CRITERIA FOR SAFETY AND SUSTAINABILITY STRANDS/GOVERNANCE

Safety Strand

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 the school over the last three years	5	High number of accidents/severity levels (Fatality, 5 or more serious accidents or 20 or more slight accidents)	5	25%
		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	5	25%
		3	If there were no serious but two or more slight accidents over three years		
		1	Only one slight accident over three years		
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	5	25%
		3	One serious or two or more slight accidents over three years		
		1	Only one slight accidents over three years		
4	School population including joint bids	5	Over 1500 pupils	5	25%
		4	Over 1250 pupils		
		3	Over 1000 pupils		
		2	Over 500 pupils		
		1	Over 250 pupils		

Sustainability Strand

No.	Criteria	Points	Points Criteria	Maximum Points Awarded	% Weighting of Individual Areas
1	School Population	5	Over 1500 pupils	5	20%
		4	Over 1250 pupils		
		3	Over 1000 pupils		
		2	Over 500 pupils		
		1	Over 250 pupils		
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%	5	20%
		4	30-39%		
		3	20-29%		
		2	10-19%		
		1	1-9%		
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.	5	20%
		3	Generalised reference to facilities required and some supportive evidence of potential.		
4	Part of a wider engineering / maintenance project or a sustainable travel scheme to reduce CO2 emissions and reduce congestion e.g. LSTF Projects etc.	5	Listed as a school within project area.	5	20%
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 C – WARD MINOR TRANSPORT MEASURES AND GRASS VERGE PROTECTION PILOT

Ward Minor 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 £200,000, 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.

Grass Verge Protection Pilot

A sum of £1.0m will be provided between 2017/18 and 2019/20 to enable the protection of grass verges as a pilot programme. Schemes should be identified at a ward level, with eligible use comprising:

Prevention: by installing ‘hard’ engineering measures including bollards, double kerbing and trip rails so that vehicles are physically unable to park. There is also the option of using softer measures such as planting trees to encourage people not to use the verge to park.

Regulation: The Council has the powers to implement Traffic Regulation Orders (TRO). A citywide order was introduced in 2014 to tackle verge parking. However, consent is needed to introduce the required signage. Therefore any potential sites that might be put forward for consideration of a TRO would need to address:

- Vehicle Displacement;
- Sign Clutter; and
- Enforcement.

Accommodation: With an increase in car ownership and parking problems across the city, it is inevitable that vehicles will need to be allowed to park on treated verge areas in certain instances. There are several methods that can be used to achieve this:

- Carriageway strip widening;
- Verge Strip Hardening;
- Whole Verge Replacement; and
- Verge Reinforcement.

Development funding of £0.100m must be spent in 2017/18, with delivery to commence in 2017/18 through to 2019/20.

Individual schemes, which are all estimated to have a value below £200,000, 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.

Timescales and Funding Conditions

Ward minor measures and grass protection schemes are required to be identified and confirmed by all wards by the 31 October of any given financial year. Where this deadline is not met resources will be reallocated to other wards where an agreed schedule of improvements can be formally demonstrated.

Ward minor measures funding can be added to resources allocated for preventing damage to grass verges if so agreed at ward level. This virement can only be effected to deliver enhanced measures to prevent damage to grass verges. Funding allocated for preventing damage to grass verges cannot be moved into the ward minor measures programme.

Transitional Arrangements – Changes to Ward Boundaries

In respect of changes to ward boundaries, funding for ward minor measures and grass verge protection will become a sum for individual ward councillors from May 2018.

ANNEX D – BREAKDOWN OF DEVELOPMENT COSTS

	2017/18	
	£000's	Source
Tame Valley Viaduct Stage 3	450	ITB
Wharfedale Road Bridge	100	ITB
BLE Tranche 2	75	NPIF
Car Clubs	55	ITB
Digbeth CPZ	50	ITB
Journey Time Reliability to Growth Areas	100	NPIF
Road Safety Schemes	25	ITB
Safer Routes to Schools	25	ITB
Ward Minor Measures	100	ITB
Grass Verge Programme	250	ITB
Birmingham Connected Infrastructure	200	ITB
Clean Air Zone	148	ITB
Clean Air Zone	990	Air Quality Grant
JDT	200	ITB
Highway Improvement Lines	25	ITB
Total	2,793	

APPENDIX A

TRANSPORTATION AND HIGHWAYS FUNDING STRATEGY 2017/18 TO 2022/23

ANNEX E

HIGH LEVEL PROGRAMME RISK ASSESSMENT

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	Head of Growth and Transportation	High	Medium	High	Detailed programme and cost management. New sources of funding obtained	High	Medium	High	Same	
2	Objections from key consultees	Head of Infrastructure Projects	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	Head of Infrastructure Projects	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	Assistant Director Transport and Connectivity	High	Medium	High	Revenue provision subject to Corporate/Directorate review.	High	Medium	High	Same	
6	Land Ownership.	Head of Infrastructure Projects	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.	Head of Infrastructure Projects	High	Low	Medium	Projects will be effectively managed to address issues affecting delivery and consequentially grant funding.	Medium	Low	Low	Better	
8	External funding bids unsuccessful	Head of Growth and Transportation	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	Head of Infrastructure Projects	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	Assistant Director Transport and Connectivity	High	Medium	High	Continual management and review of projects and risks being undertaken.	High	Medium	High	Same	
11	Forecast net surplus bus lane enforcement income does not arise	Head of Growth and Transportation	High	Medium	High	Ongoing wider management of THFS and identification of new and windfall resources	Medium	Medium	Medium	Better	
12	Expected s106 contributions do not materialise	Head of Growth and Transportation	Medium	Medium	Medium	Regular engagement with Planning Management Service.	Medium	Medium	Medium	Same	
13	Sunk development costs become abortive and a revenue pressure	Assistant Director Transport and Connectivity	Medium	Medium	Medium	Close engagement with funder partners and provision made within revenue budgets.	Medium	Medium	Medium	Same	
14	New WMCA Mayor revises ITB budget allocations	Head of Growth and Transportation	High	Low	High	Close working with WMCA established	High	Low	High	Same	
15	ITB allocations reduced beyond 2020/21	Head of Growth and Transportation	Medium	Medium	Medium	Ongoing liaison with WMCA and overall management of THFS	Medium	Medium	Medium	Same	
16	Funding clawed back by funders	Head of Growth and Transportation	High	Low	High	Monitoring being undertaken to ensure compliance with grant conditions.	High	Low	High	Same	
17	A local contribution strategy cannot be identified for Tame Valley Viaduct and Dudley Road	Assistant Director Finance & Highways and Infrastructure/Transportation and Connectivity	High	Medium	High	Strategy being developed and scope and delivery strategies for the projects being reviewed.	High	Medium	High	Same	

ANNEX F
TRANSPORTATION AND HIGHWAYS FUNDING STRATEGY - 2017/18 to 2022/23
Summary

	ITB FUNDING	AIR QUALITY GRANT	CYCLE CITY AMBITION GRANT	DfT MAJOR SCHEME	DfT PINCH POINTS	DfT SCE	LGF PREP COSTS	LGF MAJOR	LGF LOAN	NATIONAL PRODUCTIVITY & INVESTMENT FUND	ENTERPRISE ZONE	SECTION 106/278	ITB PREVIOUS YEARS	NET BUS LANE ENFORCEMENT SURPLUS	PRUDENTIAL BORROWING	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
2017/18	5170	990	16559	0	0	0	623	6990	0	1897	663	827	900	2050	956	37625
2018/19	5170	0	1157	7150	0	303	49	12449	0	0	1767	3085	1060	2990	2500	37680
2019/20	5170	0	0	36341	0	0	0	4588	0	0	0	2560	1000	3465	3500	56624
2020/21	5170	0	0	40720	0	0	0	0	0	0	0	0	0	0	0	45890
2021/22	5170	0	0	10110	0	0	0	0	0	0	0	0	0	0	17641	32921
2022/23	5170	0	0	0	0	0	0	0	0	0	0	0	0	0	2925	8095
TOTAL	31020	990	17716	94321	0	303	672	24027	0	1897	2430	6472	2960	8505	27522	218835

ANNEX F
TRANSPORTATION AND HIGHWAYS FUNDING STRATEGY - 2017/18 to 2022/23
2017_18

2017_18																			
				ITS FUNDING (SHA) £000's	AIR QUALITY GRANT £000's	CYCLE CITY AMBITION GRANT £000's	DfT LGF RETAINED MAJOR SCHEME £000's	DfT PINCH POINTS £000's	DfT SCE £000's	LGf PREP COSTS £000's	LGf MAJOR £000's	LGf LOAN £000's	NATIONAL PRODUCTIVITY & INVESTMENT FUND £000's	ENTERPRISE ZONE £000's	SECTION 106/278 £000's	ITS PREVIOUS YEARS £000's	NET BUS LANE ENFORCEMENT SURPLUS £000's	PRUDENTIAL BORROWING £000's	TOTAL 2017/18 £000's
1. Major Schemes	Sub projects	Code	District	1059	0	0	0	0	0	300	8180	0	700	663	624	800	2050	0	12376
	Ashfed Circus	CA-02589	Ladywood								1499			501					2000
	Battery Way	CA-02711	Yardley and Hall Green								656								656
	Chester Road	CA-02041	Hodge Hill and Erdington	177															177
	Dudley Road	CA-02715	Ladywood							300									300
	Holloway Circus (NPIF)	CA-02581	Ladywood										700	162		800			1662
	Iron Lane	CA-02709	Hodge Hill and Yardley														2050		2050
	Journey Time Reliability Improvements to Growth Areas	CA-02713	Citywide	159							420				57				636
	Longbridge Connectivity - Highways Improvements	CA-02712	Northfield								2379				477				2856
	Selly Oak New Road Phase 1b	CA-02722	Selly Oak	10							230				90				330
	Sutton Coldfield Bypass Maintenance Project	CA-02803	Sutton Coldfield	163															163
	Tame Valley Viaduct - Stage 3	CA-02718	Ladywood and Erdington	450															450
	Unlocking Birmingham's SUE - Minworth Island	CA-02710	Sutton Coldfield								666								666
	Unlocking Birmingham's SUE - Piddimore Access	CA-02730	Sutton Coldfield								330								330
	Wharfedale Road Bridge	CA-02886	Yardley	100															100
2. Inclusive and Sustainable Growth				618	0	0	0	0	0	0	0	0	1197	0	0	100	0	956	2871
	Bromford Gyratory (NPIF)	CA-02862	Ladywood, Erdington, Hodge Hill										569			100			669
	Pershore Road/Priory Road	NEW	Edgbaston	48															48
	Bus Lane Enforcement Tranche 1	CA-02552	Citywide															356	356
	Bus Lane Enforcement Tranche 2 (NPIF)	NEW	Citywide										98					100	198
	Car Clubs	NEW	Citywide	55															55
	Definitive Map Statement	CA-01439	Citywide	75															75
	Diabeth CPZ	NEW	Ladywood	50														500	550
	Erdington CPZ	CA-02229	Erdington	255															255
	Jewellery Quarter CPZ	CA-01010	Ladywood	30															30
	Journey Time Reliability to Growth Areas (NPIF)	NEW	Citywide										530						530
	Lee Crescent	CA-02827	Ladywood and Edgbaston	30															30
	Moor Street / Park Street Traffic Management	NEW	Ladywood	75															75
3. Walking and Cycling				662	0	16559	0	0	0	323	810	0	0	0	168	0	0	0	16522
	Birmingham Cycle Revolution Phase 1	CA-02526	Citywide	152		88									168				408
	Birmingham Cycle Revolution Phase 2	CA-02714	Citywide	10						323	810								1143
	Birmingham Cycle Revolution Phase 3	CA-02752	Citywide	500		16471													16971
4. Local Measures				1825	0	0	0	0	0	0	0	0	0	0	35	0	0	0	1860
4a. Road Safety				525	0	0	0	0	0	0	0	0	0	0	35	0	0	0	560
	Commitments																		
	Alcester Street / Bradford Street	CA-02828	Ladywood	100															100
	Castle Road	CA-02674	Northfield	30															30
	Grove Lane	CA-02877	Ladywood	65															65
	Schemes for Development:			330															330
	Barnes Hill	NEW	Edgbaston and Northfield												35				35
	Bishopsgate Street / Tennant Street	CA-02876	Ladywood																
	Booth Street	CA-02851	Ladywood																
	Bordesley Green East / Belchers Lane / Bordesley Green	NEW	Hodge Hill and Yardley																
	Bordesley St / New Canal Street	CA-02840	Ladywood																
	HIMPPFI Network Integrity and Safety Report Alignment/Declutter	NEW	Citywide																
	Moor Green Lane / Russell Road / Reddings Road	NEW	Hall Green																
	New Town Row / Milton Street	NEW	Ladywood																
	Standards Compliance	NEW	Citywide																
	Sutton Road New Road	NEW	Erdington																
	Wood Lane	NEW	Erdington																
4b. Ward Minor Transport Measures				1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000
	Grass Verge District Parking Pilots	NEW	Citywide	500															500
	Ward Minor Transport Measures	NEW	Citywide	500															500
4c. Safer Routes to Schools				300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300
	Commitments																		
	Minor Measures - 16-17	CA-02896	Citywide	27															27
	Schemes for Development:			273															273
	Cockshut Hill Technology College	CA-02897	Yardley																
	Hodge Hill Sports and Enterprise College	NEW	Hodge Hill																
	Kings Heath Primary School	NEW	Hall Green																
	Minor Measures - 17-18	NEW	Citywide																
	Narsen Primary School	CA-02856	Hall Green																
	Wheeters Lane Primary School	CA-02857	Hall Green																
5. Infrastructure Development				1006	990	0	0	0	0	0	0	0	0	0	0	0	0	0	1996
	Birmingham Connected Infrastructure	CA-01586	Citywide	200															200
	Clean Air Zone Development	NEW	Citywide	140	990														1130
	Contingency/Match Funding	N/A	Citywide	441															441
	Highway Improvement Lines	CA-01579	Citywide	25															25
	JDT Costs, Assessment and Data	CA-01106	Citywide	200															200
	Total			5170	990	16559	0	0	0	623	6990	0	1897	663	827	900	2050	956	37625

5170

0

ANNEX F
TRANSPORTATION AND HIGHWAYS FUNDING STRATEGY - 2017/18 to 2022/23
2018_19

				2018_19																
				ITB FUNDING (3HA) £000's	AIR QUALITY GRANT £000's	CYCLE CITY AMBITION GRANT £000's	DIT LGF RETAINED MAJOR SCHEME £000's	DIT PINCH POINTS £000's	DIT SCE £000's	LGf PREP COSTS £000's	LGf MAJOR £000's	LGf LOAN £000's	NATIONAL PRODUCTIVITY & INVESTMENT FUND £000's	ENTERPRISE ZONE £000's	SECTION 106/278 £000's	ITB PREVIOUS YEARS £000's	NET BUS LANE ENFORCEMENT SURPLUS £000's	PRUDENTIAL BORROWING £000's	TOTAL 2018/19 £000's	
Programme	Sub projects	Project Code	District																	
1. Major Schemes				663	0	0	7150	0	0	0	10698	0	0	1767	2885	0	2990	2500	28653	
	Ashted Circus	CA-02569	Ladywood								3233			1767					5000	
	Battery Way	CA-02711	Yardley and Hall Green	101							2609				586			2000	5296	
	Dudley Road	CA-02715	Ladywood				3150												3150	
	Iron Lane	CA-02709	Hodge Hill and Yardley								2960						1973		4933	
	Journey Time Reliability Improvements to Growth Areas	CA-02713	Citywide	60							240								300	
	Longbridge Connectivity - Highways Improvements	CA-02712	Northfield	52											1989		1017	500	3558	
	Selly Oak New Road Phase 1b	CA-02722	Selly Oak								1656				310				1966	
	Tame Valley Viaduct - Stage 3	CA-02718	Ladywood and Erdington	450			4000												4450	
	Wharfedale Road Bridge	CA-02686	Yardley																0	
2. Inclusive and Sustainable Growth				93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	
	City Centre CPZ Expansion	NEW	Ladywood																0	
	Clean Air Zone Measures	NEW	Citywide																0	
	Definitive Map Statement	CA-01439	Citywide	75															75	
	Erdington CPZ	CA-02229	Erdington	18															18	
3. Walking and Cycling				1939	0	1157	0	0	303	49	1751	0	0	0	200	1060	0	0	6459	
	Birmingham Cycle Revolution Phase 2	CA-02714	Citywide							49	1751					1060			2860	
	Birmingham Cycle Revolution Phase 3	CA-02752	Citywide	1939		1157			303						200				3599	
4. Local Measures				1575	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1575	
4a. Local Safety Schemes				525	0	0	0	0	0	0	0	0	0	0	0	0	0	0	525	
	Future projects to be determined	NEW	Citywide	525															525	
4b. Ward Minor Transport Measures				750	0	0	0	0	0	0	0	0	0	0	0	0	0	0	750	
	Grass Verge District Parking Pilots	NEW	Citywide	250															250	
	Ward Minor Transport Measures	NEW	Citywide	500															500	
4c. Safer Routes to Schools				300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300	
	Future projects to be determined	NEW	Citywide	300															300	
5. Infrastructure Development				900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	900	
	Birmingham Connected Infrastructure	CA-01586	Citywide	200															200	
	Clean Air Zone Development	NEW	Citywide	100															100	
	Contingency/Match Funding	N/A		75															75	
	Highway Improvement Lines	CA-01579	Citywide	325															325	
	JDT Costs, Assessment and Data	CA-01106	Citywide	200															200	

5170

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ANNEX F
TRANSPORTATION AND HIGHWAYS FUNDING STRATEGY - 2017/18 to 2022/23
2019_20

				2019_20															
Programme	Sub projects	Project Code	District	ITB FUNDING (3HA) £000's	AIR QUALITY GRANT £000's	CYCLE CITY AMBITION GRANT £000's	DT LGF RETAINED MAJOR SCHEME £000's	DT PINCH POINTS £000's	DT SCE £000's	LGF PREP COSTS £000's	LGF MAJOR £000's	LGF LOAN £000's	NATIONAL PRODUCTIVITY & INVESTMENT FUND £000's	ENTERPRISE ZONE £000's	SECTION 106/278 £000's	ITB PREVIOUS YEARS £000's	NET BUS LANE ENFORCEMENT SURPLUS £000's	PRUDENTIAL BORROWING £000's	TOTAL 2019/20 £000's
1. Major Schemes				60	0	0	38341	0	0	0	501	0	0	0	2560	1000	3465	3500	5014
	Ashted Circus	CA-02569	Ladywood																501
	Dudley Road	CA-02715	Ladywood				6341												6341
	Iron Lane	CA-02709	Hodges Hill and Yardley								1600						3015		4615
	Journey Time Reliability Improvements to Growth Areas	CA-02713	Citywide	60							240								300
	Longbridge Connectivity - Highways Improvements	CA-02712	Northfield																0
	Selly Oak New Road Phase 1b	CA-02722	Selly Oak								1547				2560	1000	450	1000	6557
	Tame Valley Viaduct - Stage 3	CA-02718	Ladywood and Erdington				30000												30000
	Wharfedale Road Bridge	CA-02886	Yardley															2500	2500
2. Inclusive and Sustainable Growth				225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	225
	City Centre CPZ Expansion	NEW	Citywide																
	Clean Air Zone Measures	NEW	Citywide	150															150
	Definitive Map Statement	CA-01439	Citywide	75															75
3. Walking and Cycling				2400	0	0	0	0	0	0	700	0	0	0	0	0	0	0	3100
	Birmingham Cycle Revolution Phase 2	CA-02714	Citywide	620							700								1320
	Birmingham Cycle Revolution Phase 3	CA-02752	Citywide	1780															1780
4. Local Measures				1575	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1575
4a. Local Safety Schemes				525	0	0	0	0	0	0	0	0	0	0	0	0	0	0	525
	Future projects to be determined	NEW	Citywide	525															525
4b. Ward Minor Transport Measures				750	0	0	0	0	0	0	0	0	0	0	0	0	0	0	750
	Crusik Vange District Parking Pilot	NEW	Citywide	250															250
	Ward Minor Transport Measures	NEW	Citywide	500															500
4c. Safer Routes to Schools				300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300
	Future projects to be determined		Citywide	300															300
5. Infrastructure Development				910	0	0	0	0	0	0	0	0	0	0	0	0	0	0	910
	Birmingham Connected Infrastructure	CA-01586	Citywide	250															250
	Contingency/Match Funding	N/A	Citywide	435															435
	Highway Improvement Lines	CA-01579	Citywide	25															25
	JDT Costs, Assessment and Data	CA-01106	Citywide	200															200
																			0
																			0
	Total			5170	0	0	38341	0	0	0	4588	0	0	0	2560	1000	3465	3500	56624

5170

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ANNEX F
TRANSPORTATION AND HIGHWAYS FUNDING STRATEGY - 2017/18 to 2022/23
2020_21

				2020_21															
Programme	Sub projects	Project Code	District	ITB FUNDING (SHA) £000's	AIR QUALITY GRANT £000's	CYCLE CITY AMBITION GRANT £000's	DT LGF RETAINED MAJOR SCHEME £000's	DT PINCH POINTS £000's	DT SCE £000's	LGF PREP COSTS £000's	LGF MAJOR £000's	LGF LOAN £000's	NATIONAL PRODUCTIVITY & INVESTMENT FUND £000's	ENTERPRISE ZONE £000's	SECTION 106/278 £000's	ITB PREVIOUS YEARS £000's	NET BUS LANE ENFORCEMENT SURPLUS £000's	PRUDENTIAL BORROWING £000's	TOTAL 2020/21 £000's
1. Major Schemes				1152	0	0	40720	0	0	0	0	0	0	0	0	0	0	0	41872
	Dudley Road	CA-02715	Ladywood				12720												12720
	Iron Lane	CA-02709	Hodge Hill and Yardley	602															602
	Selly Oak New Road Phase 1b	CA-02722	Selly Oak	550															550
	Tame Valley Viaduct - Stage 3	CA-02718	Ladywood and Erdington				28000												28000
2. Inclusive and Sustainable Growth				875	0	0	0	0	0	0	0	0	0	0	0	0	0	0	875
	Projects to be Determined	NEW	Citywide	800															800
	Definitive Map Statement	CA-01439	Citywide	75															75
3. Walking and Cycling				1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000
	Birmingham Cycle Revolution Phase 3	CA-02752	Citywide	1000															1000
4. Local Measures				1325	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1325
4a. Local Safety Schemes				525	0	0	0	0	0	0	0	0	0	0	0	0	0	0	525
	Future projects to be determined	NEW		525															525
4b. Ward Minor Transport Measures				500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500
	Ward Minor Transport Measures	NEW		500															500
4c. Safer Routes to Schools				300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300
	Future projects to be determined	NEW		300															300
5. Infrastructure Development				818	0	0	0	0	0	0	0	0	0	0	0	0	0	0	818
	Birmingham Connected Infrastructure	CA-01586	Citywide	200															200
	Contingency	N/A	Citywide	393															393
	Highway Improvement Lines	CA-01579	Citywide	25															25
	JDT Costs, Assessment and Data	CA-01106	Citywide	200															200
																			0
	Total			5170	0	0	40720	0	0	0	0	0	0	0	0	0	0	0	45890

5170

ANNEX F
TRANSPORTATION AND HIGHWAYS FUNDING STRATEGY - 2017/18 to 2022/23
2021_22

				2021_22															
Programme	Sub projects	Project Code	District	ITB FUNDING (3HA) £000's	AIR QUALITY GRANT £000's	CYCLE CITY AMBITION GRANT £000's	DIT LGF RETAINED MAJOR SCHEME £000's	DIT PINCH POINTS £000's	DIT SCE £000's	LGF PREP COSTS £000's	LGF MAJOR £000's	LGF LOAN £000's	NATIONAL PRODUCTIVITY & INVESTMENT FUND £000's	ENTERPRISE ZONE £000's	SECTION 106/278 £000's	ITB PREVIOUS YEARS £000's	NET BUS LANE ENFORCEMENT SURPLUS £000's	PRUDENTIAL BORROWING £000's	TOTAL 2021/22 £000's
1. Major Schemes				0	0	0	10110	0	0	0	0	0	0	0	0	0	0	17641	27761
	Tame Valley Viaduct - Stage 3	CA-02718	Ladywood and Erdington															10597	20707
	Dudley Road	CA-02715	Ladywood															7044	7044
2. Inclusive and Sustainable Growth				1575	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1575
	Future projects to be determined	NEW	Citywide	1500															1500
	Definitive Map Statement	CA-01439		75															75
3. Walking and Cycling				1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1500
	Birmingham Cycle Revolution Phase 3	CA-02753	Citywide	1500															1500
4. Local Measures				1325	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1325
4a. Local Safety Schemes				525	0	0	0	0	0	0	0	0	0	0	0	0	0	0	525
	Future projects to be determined	NEW	Citywide	525															525
4b. Ward Minor Transport Measures				500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500
	Ward Minor Transport Measures	NEW	Citywide	500															500
4c. Safer Routes to Schools				300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300
	Future projects to be determined	NEW	Citywide	300															300
5. Infrastructure Development				770	0	0	0	0	0	0	0	0	0	0	0	0	0	0	770
	Birmingham Connected Infrastructure	CA-01586	Citywide	200															200
	Contingency/Match Funding	N/A	Citywide	345															345
	Highway Improvement Lines	CA-01579	Citywide	25															25
	JDT Costs, Assessment and Data	CA-01106	Citywide	200															200
																			0
	Total			5170	0	0	10110	0	0	0	0	0	0	0	0	0	0	17641	32921

5170

0

ANNEX F
TRANSPORTATION AND HIGHWAYS FUNDING STRATEGY - 2017/18 to 2022/23
2022_23

[illegible]

APPENDIX B

USAGE AND OF NET SURPLUS BUS LANE ENFORCEMENT INCOME INCLUDING PRUDENTIAL BORROWING

APPENDIX B

Bus Lane Enforcement (BLE) - Operational Income & Expenditure and Use of Surpluses

Operational Income & Expenditure	Actual Values				Estimated Values																							Total £000's
	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	2022/23 £000's	2023/24 £000's	2024/25 £000's	2025/26 £000's	2026/27 £000's	2027/28 £000's	2028/29 £000's	2029/30 £000's	2030/31 £000's	2031/32 £000's	2032/33 £000's	2033/34 £000's	2034/35 £000's	2035/36 £000's					
Bus Lane Enforcement Operational Income																												
Income	3,212	1,770	1,682	1,419	1,750	3,000	1,800	1,800	1,700	1,700	1,500	1,500	1,450	1,450	1,400	1,400	1,350	1,350	1,300	1,300	1,250	1,250	1,200			37,533		
Total Operational Income	3,212	1,770	1,682	1,419	1,750	3,000	1,800	1,800	1,700	1,700	1,500	1,500	1,450	1,450	1,400	1,400	1,350	1,350	1,300	1,300	1,250	1,250	1,200			37,533		
Operational Expenditure																												
Employees (Note 1)	318	310	250	300	321	324	327	331	334	337	341	344	348	351	355	358	362	365	369	373	376	380	384			7,858		
Operational Costs (Note 2)	645	280	390	328	335	341	348	355	362	369	377	384	392	400	408	416	424	433	441	450	459	468	478			9,285		
Total Operational Expenditure	963	590	640	628	656	665	676	686	696	707	718	728	740	751	762	774	786	798	810	823	836	849	862			17,143		
Net Operational Surplus	2,249	1,180	1,042	791	1,094	2,335	1,124	1,114	1,004	993	782	772	710	699	638	626	564	552	490	477	414	401	338			20,390		
Use of Net Operating Surplus																												
General Contribution to Highways Improvements	300																									300		
Contribution to Renewal Fund (Note 6)	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25			575		
Prudential Borrowing Costs					0	0	203	486	486	486	486	486	486	486	486	486	486	486	486	486	486	284	0			7,290		
Total Use of Net Operating Surplus	325	25	25	25	25	25	228	511	511	511	511	511	511	511	511	511	511	511	511	511	511	309	25			8,165		
In-Year Surplus/(Deficit) at Year-End	1,924	1,155	1,017	766	1,069	2,310	897	603	493	482	271	261	199	188	127	115	53	41	(21)	(34)	(97)	93	313					
Accumulated Surplus Brought Forward	0	1,924	3,079	4,096	4,862	3,881	3,201	633	1,236	1,729	2,211	2,483	2,743	2,943	3,131	3,257	3,372	3,425	3,466	3,445	3,411	3,314	3,407			3,407		
Net Surplus/(Deficit)	1,924	3,079	4,096	4,862	5,931	6,191	4,098	1,236	1,729	2,211	2,483	2,743	2,943	3,131	3,257	3,372	3,425	3,466	3,445	3,411	3,314	3,407	3,720					
Less Capital Expenditure																												
Iron Lane Outer Circle Junction Improvement					2,050	1,973	3,015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0		
Longbridge Connectivity Improvements					0	1,017	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0		
Selly Oak New Road Phase 1B							450	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0		
Accumulated Surplus Carried Forward	1,924	3,079	4,096	4,862	3,881	3,201	633	1,236	1,729	2,211	2,483	2,743	2,943	3,131	3,257	3,372	3,425	3,466	3,445	3,411	3,314	3,407	3,720					

Alternatives to prudential borrowing will continue to be sought, and where possible, capital expenditure will be met directly from the BLE surplus. No prudential borrowing commitments will be made if there is insufficient forecast income on a cautious view of income.

Notes

- 1 Employees - 17/18 = 7% for inflation & Superannuation; 18/19 onwards +1% inflation p.a.
- 2 Operational Costs - +2% p.a ongoing
- 3 Tranche 2 of BLE becoming operational in Quarter 2 2017/18, with forecast increase in net surplus
- 4 2018/19 forecast based upon full operation of Tranche 2
- 5 Further Tranche 3 of BLE currently being developed with WMCA/NPIF Funding, but no income assumptions included in forecasts at the present time.
- 6 Assumed funding for the renewal of BLE systems based on proposed renewal every 8 years at a cost of £0.2m
- 7 Prudential borrowing and use of net surplus to be kept under continuous review and updated annually as part of the Transportation and Highways Funding Strategy

APPENDIX B

Summary - LGF Projects/Network Rail

Prudential Borrowing

Term 15 Years

Project	Year	2018/19	2019/20	2020/21	2021/22	2022/23	Total
		£	£	£	£	£	£
Battery Way Extension		2,000,000	-	-	-	-	2,000,000
Iron Lane/Station Road/Flaxley Road		-		-	-	-	-
Longbridge Connectivity (Highways)		500,000	-	-	-	-	500,000
Selly Oak New Road Phase 1 B		-	1,000,000	-	-	-	1,000,000
Wharfdale Road Bridge		-	2,500,000	-	-	-	2,500,000
Total		2,500,000	3,500,000	-	-	-	6,000,000

Equality Analysis

Birmingham City Council Analysis Report

EA Name	UPDATED TRANSPORTATION AND HIGHWAYS CAPITAL FUNDING STRATEGY 2017/18 TO 2022/23
Directorate	Economy
Service Area	Economy - Transportation Services Growth & Transportation
Type	New/Proposed Function
EA Summary	<p>This Equalities Assessment reviews the Programme Definition Document (PrDD) updating the Transportation and Highways Funding Strategy (THFS) for the period 2017/18 to 2022/23 at a total estimated cost of £219.035m. The PrDD reflects new resources, revised project costings and programmes, slippage and policy changes that have occurred since approval of the previous strategy in February 2016. Within this update, approval is sought to allocate new Integrated Transport Block capital funding available through the West Midlands Combined Authority devolved transport grant process (£5.170m in 2017/18) to support a range of projects and programmes that contribute towards key Council priorities set out in the West Midlands Strategic Transport Plan, Birmingham Development Plan and Birmingham Connected transport strategy.</p> <p>The THFS aims to deliver capital transport and highway improvements that support the policies, priorities and targets of the Council; as set out in the Vision and Forward Plan, West Midlands Strategic Transport Plan, Birmingham Development Plan and the Birmingham Connected transport strategy. These policy documents and associated reports have already been subject to equalities analysis.</p> <p>The intended outcomes of the THFS include:</p> <ul style="list-style-type: none"> . supporting economic growth, . reducing congestion, . increasing active travel, . improving physical fitness and health, . improving road safety, improving accessibility, . improving air quality, and . maintaining and improving the integrity of the highway network. <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, Transport for West Midlands, Department for Transport and other guidance or policy. Schemes will cover a broad spectrum of modes including public transport, walking, cycling, freight/business movement and the private car.</p> <p>This EA is an update of EA001086: Updated Transportation and Highways Capital Funding Strategy 2015/16 to 2020/21.</p>
Reference Number	EA001993
Task Group Manager	peter.a.bethell@birmingham.gov.uk
Task Group Members	philip.edwards@birmingham.gov.uk, david.i.harris@birmingham.gov.uk, hilary.mills@birmingham.gov.uk
Date Approved	2017-05-05 00:00:00 +0100
Senior Officer	philip.edwards@birmingham.gov.uk

Introduction

The report records the information that has been submitted for this equality analysis in the following format.

Initial Assessment

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 Initial Assessment

2.1 Purpose and Link to Strategic Themes

What is the purpose of this Function and expected outcomes?

The THFS 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 Vision and Forward Plan, West Midlands Strategic Transport Plan, Birmingham Development Plan and the Birmingham Connected transport strategy. The THFS is also relevant to the Future Council Transformation programme and the requirement to develop a Clean Air Zone (CAZ) to comply with the provisions of the Ambient Air Quality and Cleaner Air for Europe Directive 2008, which sets limiting values for a range of pollutants to protect public health.

The structure of the THFS comprises the following programmes:

- . Major Schemes;
- . Inclusive and Sustainable Growth;
- . Walking and Cycling;
- . Road Safety;
- . Safer Routes to Schools;
- . Ward Minor Transport Measures;
- . Grass Verge Protection; and
- . Infrastructure Development

Specific schemes identified for THFS funding include:

- . Battery Way Extension;
- . Iron Lane/Flaxley Road/Station Road;
- . Longbridge Connectivity (Highway Works);
- . Selly Oak New Road Phase 1B; and
- . Wharfdale Road Bridge: up to £2.5m prudential borrowing.

Individual scheme proposals will be further screened for equalities analysis as part of standard Council governance and approval processes, and EA's will be completed at PrDD and Full Business Case (FBC) for individual projects and programmes.

The THFS 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 THFS will also support access and enable new housing development, whilst improving access to other employment locations.

Schemes will be designed to enable better access for all to employment, health, retail, education and leisure facilities across the city.

The THFS 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 THFS, 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.

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 Disability Discrimination Act / 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.

The funding provided by these schemes directly supports the ongoing employment of officers within the Economy directorate.

For each strategy, please decide whether it is going to be significantly aided by the Function.

Children: A Safe And Secure City In Which To Learn And Grow	Yes
Health: Helping People Become More Physically Active And Well	Yes
Housing : To Meet The Needs Of All Current And Future Citizens	Yes
Jobs And Skills: For An Enterprising, Innovative And Green 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 Relevance Test

Protected Characteristics	Relevant	Full Assessment Required
Age	Not Relevant	No
Disability	Not Relevant	No
Gender	Not Relevant	No
Gender Reassignment	Not Relevant	No
Marriage Civil Partnership	Not Relevant	No
Pregnancy And Maternity	Not Relevant	No
Race	Not Relevant	No
Religion or Belief	Not Relevant	No
Sexual Orientation	Not Relevant	No

2.4 Analysis on Initial Assessment

All schemes proposed within the THFS 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 and Connectivity, 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 THFS 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.

Internal consultation has been undertaken with the Cabinet Member for Clean Streets, Recycling and Environment, Corporate Director Place, Assistant Director Highways and Infrastructure, Assistant Director Planning, Assistant Director Development and the Assistant Director Transportation and Connectivity.

Full external consultation will be undertaken with all relevant stakeholders as part of individual PrDDs and FBCs, in accordance with normal practise including residents, emergency services, businesses, the West Midlands Combined Authority (WMCA) /Transport for West Midlands and the Cycling Forum. 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. Consultation will also be undertaken with Sutton Town Council and Frankley Parish Council where appropriate.

Individual scheme proposals will be further screened for equalities analysis as part of standard Council governance and approval processes, and EA's will be completed at PrDD and FBC stage for individual projects and programmes.

3 Full Assessment

The assessment questions below are completed for all characteristics identified for full assessment in the initial assessment phase.

3.1 Concluding Statement on Full Assessment

All schemes proposed within the THFS 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 and Connectivity, 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 THFS 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.

Internal consultation has been undertaken with the Cabinet Member for Clean Streets, Recycling and Environment, Corporate Director Place, Assistant Director Highways and Infrastructure, Assistant Director Planning, Assistant Director Development and the Assistant Director Transportation and Connectivity.

Full external consultation will be undertaken with all relevant stakeholders as part of individual PrDDs and FBCs, in accordance with normal practise including residents, emergency services, businesses, the West Midlands Combined Authority (WMCA) /Transport for West Midlands and the Cycling Forum. 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. Consultation will also be undertaken with Sutton Town Council and Frankley Parish Council where appropriate.

Individual scheme proposals will be further screened for equalities analysis as part of standard Council governance and approval processes, and EA's will be completed at PrDD and FBC stage for individual projects and programmes.

4 Review Date

08/05/18

5 Action Plan

There are no relevant issues, so no action plans are currently required.

BIRMINGHAM CITY COUNCIL

PUBLIC REPORT

Report to:	CABINET
Report of:	CORPORATE DIRECTOR, ECONOMY
Date of Decision:	16th May 2017
SUBJECT:	IRON LANE, STECHFORD, JUNCTION IMPROVEMENT, FULL BUSINESS CASE
Key Decision: Yes	Relevant Forward Plan Ref: 000315/2015
If not in the Forward Plan: (please "X" box)	Chief Executive approved <input type="checkbox"/> O&S Chairman approved <input type="checkbox"/>
Relevant Cabinet Member(s) or Relevant Executive Member for Local Services:	Councillor Stewart Stacey – Cabinet Member for Transport and Roads Councillor Majid Mahmood – Value for Money and Efficiency
Relevant O&S Chairman:	Councillor Zafar Iqbal – Economy, Skills and Transport Councillor Mohammed Aikhlaq – Corporate Resources and Governance
Wards affected:	Hodge Hill, Washwood Heath and Stechford and Yardley North

1. Purpose of report:

- 1.1 To seek approval to accept funding from the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP), approve the Full Business Case (FBC) for the Iron Lane, Stechford Junction Improvement scheme, as outlined in Appendix A, at a total capital cost of £12.984m, make a Compulsory Purchase Order (CPO) and authorise all necessary land agreements. The scheme aims to unlock economic growth in the area by reducing congestion through improved infrastructure.
- 1.2 To seek approval for the Assistant Director, Transportation and Connectivity to award contracts and place orders for all of the works, subject to the works costs being within the pre tender estimate.
- 1.3 The accompanying private report contains confidential market information which could impact on the tender process.

2. Decision(s) recommended:

That Cabinet:-

- 2.1 In its capacity as the Council and as Accountable Body for the Greater Birmingham and Solihull Local Enterprise Partnership, approves the Full Business Case for the Iron Lane Junction Improvement Scheme as detailed in Appendix A to this report and the project cost breakdown as detailed in the private report, at a total capital cost of £12.984m including fees.
- 2.2 Authorises the Assistant Director, Transportation and Connectivity to enter into a funding agreement and accept £5m of Local Growth Fund grant funding through the Greater Birmingham and Solihull Local Enterprise Partnership.
- 2.3 Approves the making of a Compulsory Purchase Order under sections 239, 240 and 250 of the Highways Act 1980 in respect of the land and rights within the areas shown edged black on drawing CA_02709_S1_001 Rev J (Appendix F).

- 2.4 Authorises the City Solicitor to carry out all preparatory work for the Compulsory Purchase Order (including land referencing), and make and submit the order to the Secretary of State for Transport for confirmation, preparation for Public Inquiry (if required) and to serve all necessary notices to give effect to the Compulsory Purchase Order and its implementation, including High Court Enforcement Officer Notices and (if granted power to do so) to confirm the Compulsory Purchase Order.
- 2.5 Authorises the Assistant Director of Property (Interim) to negotiate and complete the acquisition (and disposal if required) of any interest to facilitate the building of the new highway including easements and drainage in the adjoining land connected to the scheme, in advance of and alongside the confirmation of the Compulsory Purchase Order and to agree costs and compensation relating to the Compulsory Purchase Order, and authorise the City Solicitor to complete such acquisitions or disposals or easements and seal any documents in connection therewith.
- 2.6 Authorises the City Solicitor to draft and submit for confirmation an Order in accordance with Section 14 and Section 125 of the Highways Act 1980 (or other such similar Orders as may be required) to support the Compulsory Purchase Order.
- 2.7 Authorises the City Solicitor to advertise of the loss of Public Open Space within the area shown edged black on the plan at Appendix G, in accordance with Section 122(2A) of the Local Government Act 1972, and consideration by the Leader of any objections to the appropriation.
- 2.8 Subject to the Leader being satisfied after consideration of any such objections in respect of 2.7 above, or if no objections are received approves the appropriation of the open space land from Place Directorate to Economy Directorate for Transportation use.
- 2.9 Notes the use of £7.038m Bus Lane Enforcement Surplus to fund this project in line with the Updated Transportation and Highways Funding Strategy 2017/18 to 2022/23 Programme Definition Document Report to Cabinet 16th May 2017.
- 2.10 Authorises the City Solicitor to negotiate, execute and complete all necessary agreements and documentation to give effect to the above recommendations.

Lead Contact Officer(s):	Varinder Raulia – Head of Infrastructure Projects
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E-mail address:	varinder.raulia@birmingham.gov.uk

3. Consultation
<p>3.1 <u>Internal</u></p> <p>3.1.1 The Hodge Hill, Washwood Heath and Stechford and Yardley North Ward Councillors, the Executive Members for Hodge Hill and Yardley and the MPs for Hodge Hill and Yardley have been consulted and the responses are given in Appendix D. The Assistant Director of Highways and Infrastructure and District Engineers for Washwood Heath and Yardley have also been consulted and their comments are also given in Appendix D. Responses received to date have been supportive.</p> <p>3.1.2 The Leader has been consulted in respect of the land and property responsibilities and supports the proposals to proceed to executive decision.</p> <p>3.1.3 Officers from City Finance, Procurement and Legal and Democratic Services have been involved in the preparation of this report.</p> <p>3.1.4 Agreement has been reached with the Constituency Parks and Customer Liaison Manager with respect to the parks land required for the scheme. The parks land is Public Open Space and the loss of this land will be advertised under section 122 of the Local Government Act 1972.</p> <p>3.2 <u>External</u></p> <p>3.2.1 A public consultation exercise, including highway users passing through the junctions, was carried out in June 2015, and the results are given in Appendix D. Transport for West Midlands, bus operators, cycling groups and other key stakeholders have also been consulted as part of the scheme development, and the results are also given in Appendix D. The majority of consultees were supportive of the proposals.</p>
4. Compliance Issues:
<p>4.1 <u>Are the recommended decisions consistent with the Council's policies, plans and strategies?</u></p> <p>4.1.1 The Iron Lane Junction Improvement scheme fully supports the Council's primary objectives, specifically growing the economy through investment in transport infrastructure that supports new developments being built in Birmingham. The project also aligns with the GBSLEP Strategy for Growth, Strategic Economic Plan.</p> <p>4.1.2 The project supports the targets and objectives of the Local Transport Plan 3, 2011-2026, specifically targets including reducing congestion, improving road safety, improving the highway network and improving air quality.</p> <p>4.1.3 The Public Services (Social Value) Act 2012 became effective on 31st January 2013. The proposed procurement method for schemes delivered as part of this FBC, will include the mandatory requirement for contractors to sign up to Birmingham's Business Charter for Social Responsibility. Prior to contract award, an action plan will be agreed with the proposed contractors on how the Charter principles will be implemented and monitored during the contract period. Contract spend will be monitored and the action plan adapted to reflect the value of business achieved throughout the contract period. The requirement to pay the Birmingham Living Wage is included in the Charter and so will apply to this contract.</p>

4.2 Financial Implications

4.2.1 The Project Definition Document (PDD) for the Local Growth Fund programme including the Iron lane Project was approved by Cabinet 16th March 2015. The project cost estimate at PDD stage was £9.659m and the funding proposal was £5.000m Local Growth Fund (LGF), £0.2m Integrated Transport Block (ITB) and £4.459m Public Sector Funds to be confirmed. Given the short timescales and limited scheme detail available at the time of the bids submission (and PDD stage), significant detailed work has been undertaken to refine the project detail, costs and funding during 2015/16 and 2016/17. This has been a lengthy and complex process which has had to consider general cost increases within the construction and engineering industries following Brexit and impacts of HS2 on the market in respect of resources. The capital cost of the project is now forecast at £12.984m (including, works, contingency, statutory undertakers, land costs and fees), the reasons for the increase are given in Section 5.0 below. The project is funded by £7.038m Bus Lane Enforcement surplus, £0.946m ITB and £5.000m Local Growth Fund (LGF). Details of the Funding Strategy are given in the Updated Transportation and Highways Funding Strategy 2017/18 to 2022/23 PDD Report to Cabinet 16th May 2017.

4.2.2 The value of the compensation for the permanent loss of the Public Open Space (POS) at Glebe Farm Recreation Ground has been estimated at £58,750. This has been calculated to take into account both the land value of the area lost as estimated by Birmingham Property Services and the value of loss of the amenity for the local community. Landscape improvement works to this value will be built into the scheme so as to directly benefit the local community .

4.2.3 The rental cost for the temporary site compound on the POS land at Glebe Farm Recreation Ground is £18,000 for an 18 month period. This cost is contained within the allocated funding and will be paid to Parks when the works contractor takes possession of the land.

4.2.4 This project will create assets that will form part of the highway upon completion of the project; as such they will need to be maintained within the overall highway maintenance regime. The estimated cost of including these newly created assets, including soft landscaping, within the highway maintenance regime is £20,450 per annum. This additional cost will be funded from the provision for Highways Maintenance held within Corporate Policy contingency, see Appendix A for further detail.

4.2.5 A risk management assessment has been undertaken and is included in Appendix C.

4.3 Legal Implications

4.3.1 The City Council carries out transportation, highways and infrastructure related works under the relevant primary legislation including the Town and Country Planning Act 1990, Highways Act 1980, Road Traffic Regulation Act 1984, Traffic Management Act 2004, Transport Act 2000, Countryside and Rights of Way Act 2000, and other related regulations, instructions, directives and general guidance. Consideration has also been given to Department for Communities and Local Government advice October 2015 on Compulsory Purchase and Department of Transport circulars 1/97 and 2/97.

4.3.2 The Council has power to appropriate land under Section 122 of the Local Government Act 1972 where satisfied it is no longer required for the purpose for which it is held immediately before the appropriation. Section 122(2A) requires that where land is existing open space, notice of the intention to appropriate to other use must be advertised and any objections considered prior to the appropriation taking place.

4.4 Public Sector Equality Duty

- 4.4.1 In August 2015 an analysis of the effects of equality was undertaken for the Iron Lane – Stechford junction improvement scheme and is attached as Appendix B to this report. It was concluded that there would be no adverse effect on protected groups so no action plans are required.

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

- 5.1 On 7th July 2014, the Government announced 39 Growth Deals to Local Enterprise Partnerships (LEP). One of the City Council promoted transportation projects included within the specific GBSLEP Growth Deal was the Iron Lane – Stechford junction improvement scheme.
- 5.2 On 16th March 2015 Cabinet approved the Project Definition Document (PDD) for the Local Growth Fund Transport and Connectivity Projects. This report allocated £0.350m to Iron Lane Junction Improvement scheme to develop the Project to FBC and a further £0.200m for the advanced demolition of the Flaxley Road snooker hall.
- 5.3 In December 2015 the final proposals for Iron Lane, Stechford were presented to the GBSLEP, requesting the release of £5.0m of LGF funding. Approval was given in January 2016.
- 5.4 Since the PDD approval traffic modelling has been completed to determine the scheme layout, the detailed design has been progressed and the full public consultation completed. Preparatory works for the Compulsory Purchase Order (CPO) and Side Roads Order (SRO) are proceeding in parallel with negotiations for private land acquisition. Vacant possession has been secured on the snooker club, a demolition contractor was appointed summer 2016 and the demolition works were completed November 2016. The project works cost has been built up using current City Council framework rates, obtaining diversion costs from statutory undertakers and by estimating the time input to determine the fees of the various professional services necessary to design and deliver the project.
- 5.5 The current cost estimate is £12.984m, this reflects the current construction market conditions and provides for increased contingency and risk sums. The project cost, programme and risks will continue to be reviewed monthly, any variances / unforeseen works up to the end of the construction are expected to be contained within the current estimate of £12.984m.
- 5.6 The Iron Lane/Station Road/Flaxley Road project requires third party land outside of the Council's current ownership. It is proposed that the CPO process is initiated on the basis set out in Appendices A and H to this report and to run in parallel to negotiated acquisition. Authority for this was previously given at the time the PDD was approved. However following design development work, a small area of additional private land is required for the scheme and a fresh recommendation is now sought in this report. The original delivery programme was based on securing private land by negotiation, this is now unlikely and the programme now assumes the project proceeding subject to a confirmed CPO in Winter 2017, with a construction start proposed for early 2018.
- 5.7 Negotiations with affected land owners, for acquisition of private land, commenced in summer 2015. It is proposed to make a CPO to give the statutory powers to secure the private land interests. The land requirements for the scheme are shown on the plan in Appendix F. The CPO process will run in parallel to the negotiated land acquisition process. The project delivery programme is based on securing a confirmed CPO in Autumn 2017. The matters referred to in Appendix H have been considered in the context of the use of CPO powers proposed.

- 5.8 Two areas (totalling 1468.5m²) of POS at Glebe Farm Recreation Ground are to be appropriated for the construction of the scheme. This land is required for the widening to dual two lane carriageway of Stechford Lane/Station Road and provision of the new left turn slip lane at Burney Lane roundabout. In addition, an area of POS (1100m²) is required temporarily for the contractors site compound and two areas of POS (totalling 639m²) are required for working space to construct the road. These areas at Glebe Farm Recreation Ground will be reinstated on completion of the works. The POS areas affected are shown on drawing no. CA_02709_S1_035 Rev A in Appendix G.
- 5.9 The highway proposals impact on approximately six trees of which three are in the public open space area, it is proposed to appoint an experienced contractor using the City Council's Landscape Construction Framework Agreement 2015-2019 for the proposed landscaping, including tree removal and planting works. The work will be procured in line with the framework agreement where the work is offered to the first ranked supplier in the first instance. If this opportunity is declined, it will be offered to the second ranked supplier and so forth. A landscaping scheme has been developed for the highway works where the loss of highway trees will be compensated. Approximately 28 no. of new trees are to be planted within the highway. It is also proposed to plant a significant number of trees in the Glebe Farm Recreation Ground. The trees to be removed will be cut into manageable lengths and removed from site to the Hodge Hill timber recycling depot run by Parks, where the tree waste is converted into Biomass wood fuel which the City Council then supplies under contract to a green energy company. This process generates income for the city. The new trees within the highway boundary will be maintained for two years by the landscape contractor. All of the new trees will be maintained by the City Council. The cost associated with these works is provided for in the scheme cost.
- 5.10 Some side roads and private accesses are affected by the proposals. A SRO is required to authorise these changes.
- 5.11 The objective of the scheme is to enhance the local economy by:
- Removing a major pinch point on the A4040 Outer Ring Road in East Birmingham, located 4 miles south east of the M6 Junction 6 (Spaghetti Junction);
 - Providing improved access to a number of large urban employment sites outside of Birmingham city centre and areas targeted for regeneration in the east of the City area;
 - Reducing the high levels of congestion, traffic queues and unreliable journey times that affect buses, cars and commercial vehicles. This, as well as severance experienced by pedestrians, constrain economic stimulus and growth in the area.
- 5.12 The proposed highway improvements comprise:
- The implementation of two new gyratory arrangements to increase junction capacity and reduce congestion at the junction of Iron Lane, Flaxley Road and Station Road;
 - Widening Station Road to dual carriageway (between Stechford Lane and Flaxley Road) and construction of a new bridge over the river Cole to carry the widened road. A flood risk assessment has been carried out to ensure the new structure complies with the latest Environment Agency (EA) regulations and the EA have given approval to the works within the river channel;
 - Improvements to the Burney Lane gyratory including a dedicated slip lane from Stechford Lane to Station Road;
 - Provision of dedicated pedestrian/cycle crossing facilities to enhance 'active travel';
 - New street lighting;
 - Minor increase in Highway Maintainable at Public Expense (HMPE) to improve pedestrian safety at the junction of Stechford Lane and Stechford Road

- Accommodation works to the car park to the Stechford Retail Park, Imex Business Park, no. 40 Flaxley Road and Shell Petrol Station.

Further details are contained in the attached FBC and drawings CA-02709_040 Rev M and 041 Rev M attached in Appendix E. The project will be delivered in accordance with Birmingham City Council Traffic Management Protocol to minimise disruption during construction.

Procurement

- 5.13 The demolition of the snooker hall has been procured through the “finditinbirmingham” route, approval for the demolition was given in the PDD report. The demolition works were below £200,000 and authority to appoint a contractor and place an order was sought through a delegated authority from the Assistant Director Transportation and Connectivity on 11th May 2016. Demolition was completed in November 2016.
- 5.14 It is proposed to award the main works contract through the Council’s Highways and Infrastructure Works Framework Contract - Lot 4 (works over £0.5m). It is proposed to award the Landscape works through the City Council’s Landscape Construction Framework Agreement 2015-2019.
- 5.15 Works tenders are to be invited Autumn 2017, with a construction start expected early 2018 with completion in Autumn 2019. (Subject to the successful completion of land acquisitions or a confirmed CPO).

6. Evaluation of alternative option(s):

- 6.1 As part of the Local Transport Plan Outer Circle major scheme, a number of options were developed to address the issues at Station Road / Iron Lane junction. Option testing in VISSIM, ARCADY and TRANSYT, transport modelling systems used by the Council, has shown that alternative priority and signal controlled arrangements do not fulfil necessary objectives, whilst a signal controlled option only does not provide full accessibility or turning movements

7. Reasons for Decision(s):

- 7.1 To enable the proposed project to progress to delivery stage and to authorise the awarding of contracts and placing of orders for the works.

Signatures

Date

Councillor Stewart Stacey
Cabinet Member for Transport and Roads

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Councillor Majid Mahmood
Cabinet Member for Value for Money and Efficiency

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Waheed Nazir
Corporate Director, Economy

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List of Background Documents used to compile this Report:
<ol style="list-style-type: none">1. Local Growth Fund Transport and Connectivity Projects: Programme Definition Document – Report of the Deputy Chief Executive to Cabinet on 16th March 2015.2. GBSLEP Full Business Case for Iron Lane, Stechford – November 20153. Updated Transportation and Highways Capital Funding Strategy 2015/16 to 2020/21 Programme Definition Document Report to Cabinet 16th February 2016.4. Iron Lane Junction Improvement – Demolition and Associated works at Flaxley Road Snooker Hall – Report of the Assistant Director, Transportation and Connectivity, Economy Directorate, Under Delegated Authority – 11th May 20165. Updated Transportation and Highways Capital Funding Strategy 2017/18 to 2022/23 Programme Definition Document – Report to Cabinet 16th May 2017

List of Appendices accompanying this Report (if any):
<ol style="list-style-type: none">1. Appendix A - Full Business Case for Iron Lane – Stechford, junction improvement2. Appendix B - Equality Assessment Ref: EA0017783. Appendix C - Risk Management Assessment4. Appendix D - Consultation Summary5. Appendix E - Scheme Plans CA-02709_S1_040 Rev M and 041 Rev M6. Appendix F - Land Requirements Plan CA-02709_S1_001 Rev J7. Appendix G - Public Open Space Plan CA_02709_S1_035 Rev A8. Appendix H - Compulsory Purchase Issues

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"> (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
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"> (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; (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; (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.
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"> (a) tackle prejudice, and (b) promote understanding.
5	<p>The relevant protected characteristics are:</p> <ul style="list-style-type: none"> (a) Marriage & civil partnership (b) Age (c) Disability (d) Gender reassignment (e) Pregnancy and maternity (f) Race (g) Religion or belief (h) Sex (i) Sexual orientation

Full Business Case (FBC)			
1. General Information			
Directorate	Economy	Portfolio/ Committee	Transport and Roads
Project Title	IRON LANE - STECHFORD, JUNCTION IMPROVEMENT	Project Code	CA-02709
Project Description	<p><u>Introduction</u></p> <p>This document represents the Full Business Case (FBC) for the Iron Lane, Stechford junction improvement. The scheme will increase capacity and so reduce congestion as well as improving safety and accessibility for pedestrians and cyclists in the area and this will contribute to economic growth.</p> <p><u>Background</u></p> <p>On 7th July 2014, the Government announced 39 Growth Deals to Local Enterprise Partnerships (LEPs).</p> <p>One of the City Council promoted transportation projects included within the specific Greater Birmingham and Solihull LEP (GBSLEP) Growth Deal is Iron Lane, Stechford Junction Improvement.</p> <p>The proposed scheme comprises:</p> <ul style="list-style-type: none"> • Demolition of the Flaxley Road Snooker Hall (approval secured through the PDD); • Widening of Station Road/Stechford Lane (between Burney Lane and Flaxley Road) to dual carriageway, including a new road bridge structure over the River Cole to allow for a dual carriageway section between Burney Lane Roundabout and a new gyratory at the junction of Flaxley Road / Iron Lane and Station Road. A flood risk assessment has been carried out to ensure the new structure complies with the latest Environment Agency (EA) regulations and the EA have given approval to the works within the river channel; • Modifications to Burney Lane / Stechford Lane / Station Road roundabout including new dedicated slip lane from Stechford Lane bypassing the Burney Lane roundabout for traffic heading towards Stechford; • Replacement of the existing signal controlled gyratory system at Station Road / Flaxley Road / Iron Lane with two new roundabout junctions one of which will form the revised access to the realigned Flaxley Parkway which provides access to the Stechford Retail Park; • New shared use and segregated cycle / footways; • Five new Toucan crossings and relocation and upgrading to a Toucan of an existing pedestrian 		

	<p>crossing;</p> <ul style="list-style-type: none"> • Provision to allow for a left turn into Stechford Road from Stechford Lane; • A new access to proposed development land; • Loss of 3 highway trees, 2 trees in the public open space and one adjacent tree on the site of the Shell petrol station, all of which will be replaced on a two for one basis within the scheme; • A one way slip road from Albert Road onto Station Road (northbound), creation of a parking bay outside properties 51 to 61 Station Road and a service road for properties 16 to 30 Flaxley Road; • Revised bus stop locations and a new bus stop on Station road opposite the Stechford Retail Park; • Accommodation works to the car park of Stechford Retail Park, Imex Business Park. <p>Two areas (totalling 1468.5m²) of POS at Glebe Farm Recreation Ground are to be appropriated for the construction of the scheme. This land is required for the widening to dual two lane carriageway of Stechford Lane/Station Road and provision of the new left turn slip lane at Burney Lane roundabout. In addition, an area of POS (1100m²) is required temporarily for the contractor's site compound and two areas of POS (totalling 639m²) are required for working space to construct the road. These areas at Glebe Farm Recreation Ground will be reinstated on completion of the works. The POS areas affected are shown on drawing no. CA_02709_S1_035 Rev A in Appendix G.</p> <p>The scheme will enhance the local economy by:</p> <ul style="list-style-type: none"> • Removing a major pinch point on the A4040 Outer Ring Road in East Birmingham, located 4 miles south east of the M6 Junction 6 (Spaghetti Junction); • Providing access to a number of large urban employment sites outside of Birmingham city centre and areas targeted for regeneration in the east of the City area; • Reducing the high levels of congestion, traffic queues and unreliable journey times that affect buses, cars and commercial vehicles. This, as well as severance experienced by pedestrians, constrain economic stimulus and growth in the area. <p>On 16th March 2015, a report by the Deputy Chief Executive entitled Local Growth Fund Transport and Connectivity Projects: Programme Definition Document was approved by Cabinet. The report allocated £0.550m to Iron Lane, Stechford junction improvement scheme, £0.350m to develop the Project to FBC and £0.200m for the advanced demolition of the Flaxley Road snooker hall. Demolition works were completed in November 2016.</p> <p>In December 2015 a separate FBC for Iron Lane, Stechford junction improvement was presented to the GBSLEP, requesting the release of £5.000m of LGF funding. Approval was given in January 2016.</p>
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Project Proposals

The proposals are as per the background to this appendix and are shown on drawing attached as Appendix E. They also comprise:

- Improvements to the parkland and its boundary immediately adjoining the scheme to compensate loss of Public Open space;
- The Parks Manager has agreed to the temporary use of an area of Parks Land as shown on drawing number CA-02709_S1_040 Rev M – Appendix E for a contractor's compound. On completion of the works the land will be reinstated and landscaped.

Funding Implications

The capital cost is £12.984m (including, works, contingency, statutory undertakers and fees). The project is funded by £7.038m Bus Lane Enforcement surplus, £0.964m Integrated Transport Block and £5.000m Local Growth Fund (LGF). Approval for £5.0m of the LGF element was given in January 2016.

Revenue Implications – Infrastructure Works

This project will create assets that will form part of the highway upon completion and as such they will need to be maintained within the overall highway maintenance regime. The estimated cost of accruing these newly created assets is £20.45k and this will be funded from the provision for Highways Maintenance held within Corporate Policy contingency.

Consultation Summary

A public consultation exercise was carried out between June 2015 and September 2015.

Ward Councillors, the Executive Members for Hodge Hill and Yardley Districts, Emergency Services, Centro, bus operators, cycling groups, other key stakeholders and residents were all consulted with as part of the scheme development and the results are given in Appendix D.

As a result of the feedback the following changes have been incorporated into the scheme proposals:

- Revised cycling provision to include a segregated section and an at grade junction crossing to the Imex business park access;
- Vehicular access onto Station Road from Albert Road;
- Additional signalised crossing across Flaxley Parkway;
- Minor TRO revisions.

As part of the general public consultation no objections were received to the loss of POS, however the loss of POS will be advertised in accordance with statutory procedures.

Procurement Strategy

The highway works will be procured as a single contract through the Birmingham City Council Highways and Infrastructure Works Framework. Contractors on Lot 4 (over £0.5m) will be invited to tender under the National Engineering & Construction Contract. Quotations will be assessed in accordance with the Price / Quality split section, 4.1.1. of Volume B of the Highways and Infrastructure Works Framework.

The appointment of the contractor to carry out the construction works would follow completion of the land acquisitions, either by negotiation or CPO.

The landscaping works will be procured through the Birmingham City Councils Council's Landscape Construction Framework Agreement 2015-2019.

The demolition of the snooker hall was procured through the "finditinbirmingham" route, approval for the demolition was given in the PDD report. The demolition works were below £200k and authority to appoint a contractor and place an order was sought through a delegated authority from the Assistant Director Transportation & Connectivity on 11th May 2016. The works were completed in November 2016.

Social Value

The Public Services (Social Value) Act 2012 became effective on 31st January 2013. The proposed procurement method for schemes delivered as part of this FBC includes the mandatory requirement for contractors to adhere to Birmingham's Business Charter for Social Responsibility. Prior to contract award, an action plan will be agreed with the proposed contractors on how the charter principles will be implemented and monitored during the contract period. Contract spend will be monitored and the action plan adapted to reflect the value of business achieved throughout the contract period. The requirement to pay the Birmingham Living Wage is included in the Charter and so will apply to this contract.

Equalities Analysis

An Equality Analysis has been carried out and is attached as Appendix B. The scheme is aimed at improving facilities for all road users including the local community and it is not envisaged that any user group will be adversely affected by the proposals.

Compulsory Purchase Order (CPO)

Negotiations with affected land owners, for acquisition of private land, commenced summer 2015. It is proposed to make a CPO to give the statutory powers to secure the private land interests. The CPO process will run in parallel to the negotiated land acquisition process. The project delivery programme is based on securing a confirmed CPO Late 2017 (without Public Inquiry).

	Key Milestones <ul style="list-style-type: none"> • Full Business Case Approval – May 2017 • Confirmed CPO – Late 2017 • Appoint Contractor – Late 2017 • Commence Highway Works – Spring 2018 • Complete Highway Works – Late 2019 • Post Implementation Review – Late 2020 		
Links to Corporate and Service Outcomes	City Council Objectives <p>The Iron Lane – Stechford junction improvement scheme fully supports the primary objectives of the City Council. The proposal contributes to growing the economy through investment in transport infrastructure that supports new developments being built in Birmingham.</p> Local Transport Plan Objectives <p>The project will contribute to the following objectives in the Local Transport Plan 2011-26 (LTP3):</p> <ul style="list-style-type: none"> • K01 <i>'To underpin private-sector led growth and economic regeneration in the West Midlands metropolitan area'</i> by increasing the mobility of labour markets and helping people access jobs by sustainable travel; • K02 <i>'Climate Change'</i> by reducing greenhouse gas emissions from the area's transport system and encouraging greater use of the most sustainable and low-carbon transport options; • K03 <i>'To improve the health, personal security and safety of people travelling in the West Midlands metropolitan area'</i> by encouraging sustainable travel options and reducing road traffic casualties; • K04 <i>'Equality of Opportunity'</i> by improving access to key services including education and training opportunities, and improving access to public transport for all including those with mobility difficulties and the elderly. 		
Project Definition Document approved by	Cabinet	Date of Approval	16 th March 2015
Benefits Quantification- Impact on Outcomes	Measure		Impact
	Revised geometry at Burney Lane roundabout including a dedicated slip lane		Increased vehicle capacity at the junction to help deal with congestion and allow for future traffic growth
	Dual Carriageway between Burney Lane roundabout and a new gyratory at Iron Lane / Flaxley Road / Station Road		Increased Network capacity
	New bridge over River Cole		Allows construction of a dual Carriageway to increase network capacity and reduce

		congestion
	New gyratory at Iron Lane / Flaxley Road / Station Road	Increased vehicle capacity at the junction to help deal with congestion and allow for future traffic growth
	New gyratory at Flaxley Road / Flaxley Parkway/ Imex business park	Improved access to both Stechford Retail Park and the Imex business park
	Implementation of signal controlled crossings – all Toucans.	Improve safety for non-motor vehicles users and improve accessibility to local amenities in the area
	Both segregated and shared cycle paths	Improved connectivity for the cycle network
	Widening of footways	Improved access for wheelchair users and parents with pushchairs
	iMesh hardware in the signal controlled crossings to allow future Urban Traffic Management Control	Allows remote control of the crossings to ensure signal timings can be adjusted to suit traffic flows if required
Project Deliverables	<p>This project will deliver junction improvements related to motorist, cycle and pedestrian infrastructure, including:</p> <ul style="list-style-type: none"> Increased capacity at the junctions by replacing the existing signal controlled junctions with gyratories; Toucan crossings to improve pedestrian and cycling connectivity; Widening of footways to improve accessibility; New bridge over River Cole to allow for dualling of Station Road; Improved access to Imex Business Park and Stechford Retail Park via a new gyratory.' <p>The anticipated strategic outcomes and operational benefits are as follows:</p> <ul style="list-style-type: none"> Reduced congestion and journey time; Increased patronage levels for public transport; Increased levels of active travel; Remove barriers to growth, job creation and economic development; Increased Cross-city Connectivity; Unlocking growth throughout east Birmingham and north Solihull. <p>A beneficial impact on social connectivity is also anticipated by</p>	

	providing better access to services, improved journey quality and enhanced physical activity.
Scope	This project includes improvements to the existing Burney Lane roundabout, Stechford Lane/Stechford Road and Station Road, Flaxley Road / Iron Lane junctions. Detailed proposals are shown on the attached plans.
Scope exclusions	This project covers the measures outlined in this report and excludes any works carried out as part of the Birmingham Cycle Revolution.
Dependencies on other projects or activities	<p>Advertising the loss of the Public Open Space.</p> <p>Securing private land either by negotiation or a confirmed CPO.</p> <p>Delivery of Traffic Regulation Order related items is dependent on there being no objections during the statutory process, and any unresolved objections being reported to the Cabinet Member for Transport and Roads for consideration.</p> <p>Confirmation of Side Road Order.</p> <p>Appointment of Contractors and placing of orders.</p> <p>Finalisation and Implementation of a Traffic Management Plan.</p>
Achievability	<p>The project involves standard highway engineering and measures and the City Council has in-house experience of successfully delivering highway projects of this nature. Specialist expertise and support has been obtained through appropriate external consultants for Highway design elements, safety audits and Construction Design Management responsibilities.</p> <p>Notice will be given to Contractors on the Highways and Infrastructure Works Framework of the tender opportunity. This will enable Contractors to plan resources to price and return the tender within the set timescales.</p> <p>Statutory Undertaker's diversions are required and these will be programmed into the construction and managed by the contractor to minimise any disruption to road users and delay to the construction programme.</p>
Project Manager	<p>Brian Palmer</p> <p>Tel: 0121 303 7192 E-mail: brian.palmer@birmingham.gov.uk</p>
Budget Holder	<p>Peter Parker</p> <p>Tel: 0121 303 7096 E-mail: peter.parker@birmingham.gov.uk</p>
Sponsor	<p>Anne Shaw – Acting Assistant Director Transportation and Connectivity</p> <p>Tel: 0121 303 6467 E-mail: anne.shaw@birmingham.gov.uk</p>
Project Accountant	<p>Andy Price – Finance Manager</p> <p>Tel: 0121 303 3608 E-mail: andy.r.price@birmingham.gov.uk</p>
Project Board	<ul style="list-style-type: none"> • Programme Manager – Peter Parker • Project Manager – Brian Palmer

Members	<ul style="list-style-type: none"> • Policy Manager – Phil Edwards • LGF Manager – Lesley Edwards • Andy Price – Finance 		
Head of City Finance (HoCF)	Simon Ansell	Date of HoCF Approval:	
Planned start date for delivery of the project	Spring 2018 (construction start)	Planned date of technical completion	Late 2019 (construction end)

Project Cost and Funding							
	Voyager Code	Prev. Years	2017/18	2018/19	2019/20	Later Years	Totals
		£'000	£'000	£'000	£'000	£'000	£'000
Capital Costs & Funding							
Total Capital Costs		784.00	2050.00	4933.00	4615.00	602.00	12984.00
Funding							
LGF	2LG	440.00	0.00	2960.00	1600.00	0.00	5000.00
Integrated Transport Block		344.00	0.00	0.00	0.00	602.00	946.00
Bus Lane Enforcement		0.00	2050.00	1973.00	3015.00	0.00	7038.00
Funding Total (Capital)		784.00	2050.00	4933.00	4615.00	602.00	12984.00
Revenue Consequences		Prev years £'000	2017/18 £'000	2018/19 £'000	2019/20 £'000	Later Years £'000 (Full Year)	Totals £'000
Infrastructure Works							
Maintenance –Highway Assets (including Trees)		0.00	0.00	0.00	0.00	21.290	
Ground Maintenance (soft landscaping)						-0.840	
Infrastructure works Total		0.00	0.00	0.00	0.00	20.45	
Funded By:							
Provisions for Highways Maintenance held within Corporate Policy contingency.(SSD 4028)		0.00	0.00	0.00	0.00	20.45	
Totals		0.00	0.00	0.00	0.00	20.45	

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 have been formally notified of the proposed changes to the highway inventory arising from this scheme which has been allocated SSD No. 4028.

Consultation with Amey is also being carried out to coordinate, where possible, the proposed works with other programmed activities on the highway network.

Maintenance Costs – Infrastructure Works

This project will create assets that will form part of the highway upon completion and as such they will need to be maintained within the overall highway maintenance regime. The estimated cost of accruing these newly created assets is £20.45k and this will be funded from the provision for Highways Maintenance held within Corporate Policy contingency.

3. Checklist of Documents Supporting the FBC		
Item	Mandatory attachment	Number attached
Financial Case and Plan		
<ul style="list-style-type: none"> Detailed workings in support of the above Budget Summary (as necessary) 	Mandatory	See Private Report
<ul style="list-style-type: none"> Statement of required resource (people, equipment, accommodation) – append a spreadsheet or other document 	Mandatory	Included in section 1
<ul style="list-style-type: none"> Whole Lifecycle Costing analysis (as necessary) 	N / A	N / A
<ul style="list-style-type: none"> Milestone Dates/ Project Critical Path (set up in Voyager or attached in a spreadsheet) 	Mandatory	Included in FBC
Project Development products		
<ul style="list-style-type: none"> Risk Management Assessment 	Mandatory	Appendix C to Executive Report
<ul style="list-style-type: none"> Consultation Summary 	Mandatory	Appendix D to Executive Report
Other Attachments (list as appropriate)		
<ul style="list-style-type: none"> Equality Analysis 		Appendix B to Executive Report
<ul style="list-style-type: none"> Scheme Plan 		Appendix E to Executive Report
<ul style="list-style-type: none"> CPO Land Plan 		Appendix F to Executive Report
<ul style="list-style-type: none"> Public Open Space Plan 		Appendix G to Executive Report

Equality Analysis

Birmingham City Council Analysis Report

EA Name	Iron Lane / Station Road / Flaxley Road Junction Improvements
Directorate	Economy
Service Area	Economy - Transportation Services Infrastructure Projects
Type	New/Proposed Function
EA Summary	<p>Birmingham City Council has secured Local Growth Funding contribution from Greater Birmingham & Solihull Local Enterprise Partnership (GBS LEP) towards highway improvements at Iron Lane / Station Road / Station Lane / Flaxley Road, in order to better manage traffic and provide the additional capacity necessary to support economic growth. The main elements of the scheme are:</p> <ul style="list-style-type: none"> . Widening of Station Road (between Burney Lane and Flaxley Road) to dual carriageway, including a new bridge structure over the River Cole. . Modifications to Burney Lane / Stechford Lane / Station Road roundabout including new dedicated slip lane from Stechford Lane to Station Road. . Replacement of the existing signal controlled gyratory system at Station Road / Flaxley Road / Iron Lane with two new roundabout junctions. . New shared use and segregated cycle / footways. . Six new Toucan crossings including the relocation and upgrading of an existing pedestrian crossing. . Provision to allow for a left turn into Stechford Road from Stechford Lane. . Creation of service roads to properties 51 to 61 Station Road and properties 16 to 30 Flaxley Road. . Revised bus stop locations and provision of a new Bus Stop on Station Road. <p>A compulsory Purchase Order is required to secure the private land interests to deliver the project. The private land affected is primarily the Stechford Retail Park, there is no direct impact on residential properties.</p>
Reference Number	EA001778
Task Group Manager	amjid.bashir@birmingham.gov.uk
Task Group Member	
Date Approved	2017-02-06 00:00:00 +0000
Senior Officer	peter.parker@birmingham.gov.uk
Quality Control Officer	lesley.edwards@birmingham.gov.uk

Introduction

The report records the information that has been submitted for this equality analysis in the following format.

Initial Assessment

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 Initial Assessment

2.1 Purpose and Link to Strategic Themes

What is the purpose of this Function and expected outcomes?

Birmingham City Council has secured Local Growth Funding contribution from Greater Birmingham & Solihull Local Enterprise Partnership (GBS LEP) towards highway improvements at Iron Lane / Station Road / Station Lane / Flaxley Road, in order to better manage traffic and provide the additional capacity necessary to support economic growth. The main elements of the scheme are:

- . Widening of Station Road (between Burney Lane and Flaxley Road) to dual carriageway, including a new bridge structure over the River Cole.
- . Modifications to Burney Lane / Stechford Lane / Station Road roundabout including new dedicated slip lane from Stechford Lane to Station Road.
- . Replacement of the existing signal controlled gyratory system at Station Road / Flaxley Road / Iron Lane with two new roundabout junctions.
- . New shared use and segregated cycle / footways.
- . Six new Toucan crossings including the relocation and upgrading of an existing pedestrian crossing.
- . Provision to allow for a left turn into Stechford Road from Stechford Lane.
- . Creation of service roads to properties 51 to 61 Station Road and properties 16 to 30 Flaxley Road.
- . Revised bus stop locations and provision of a new Bus Stop on Station Road.

A compulsory Purchase Order is required to secure the private land interests to deliver the project. The private land affected is primarily the Stechford Retail Park, there is no direct impact on residential properties.

The council is committed to reducing and minimising disadvantages experienced by people with protected characteristics, including steps that can be taken through the compulsory purchase process. This includes being able to provide documents in alternative formats and languages and details of contact officers for further advice and assistance. Should a public local inquiry need to be arranged to consider any objections to the Order, the council will have regard to the suitability of the venue and accessibility issues

The expected outcome of the proposed measures would be that the scheme would reduce traffic / congestion and improve journey times for all modes of transport especially public transport. Additionally providing access to a number of large urban employment sites outside of Birmingham City Centre and areas targeted for regeneration in the east of the City area.

For each strategy, please decide whether it is going to be significantly aided by the Function.

Children: A Safe And Secure City In Which To Learn And Grow	Yes
Health: Helping People Become More Physically Active And Well	Yes
Housing : To Meet The Needs Of All Current And Future Citizens	Yes
Jobs And Skills: For An Enterprising, Innovative And Green 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?	No
Will the policy have an impact on wider community?	Yes

2.3 Relevance Test

Protected Characteristics	Relevant	Full Assessment Required
Age	Relevant	Yes
Disability	Relevant	Yes
Gender	Not Relevant	No
Gender Reassignment	Not Relevant	No
Marriage Civil Partnership	Not Relevant	No
Pregnancy And Maternity	Not Relevant	No
Race	Not Relevant	No
Religion or Belief	Not Relevant	No
Sexual Orientation	Not Relevant	No

2.4 Analysis on Initial Assessment

Formal Public Consultation was undertaken from 1st June 2015 - 21st June 2015, where letters and plans were delivered within the local vicinity of the proposed works. All Stakeholders, Ward Councillors, residents and local businesses were consulted as part of the consultation process.

Public consultation was uploaded on Birmingham Beheard website and a dedicated consultation website was created as part of the consultation process. There was over 90% positive support for the scheme from members of the public, businesses and stakeholders.

During the consultation various signage was strategically located within the vicinity in order to make passing traffic aware of the consultation, its duration and methods of viewing the proposals. A number of 'drop in' sessions were held in an Exhibition Bus at Stechford Retail Park to give an opportunity for all interested parties to attend and discuss the proposed measures.

As part of the consultation process we consulted with various disability groups and only the Access Committee provided any feedback. Comments provided were that the design should meet the guidelines as set by the Department for Transport for tactile pavings.

The scheme is aimed at improving facilities for all road users including local residents / businesses / visitors to Birmingham City and it is not envisaged that any user groups will be adversely affected by the proposals.

Footways on the new road will be built to prescribed standards to allow adequate width and clearance for all users and street clutter will be minimised. All sign posts and lighting columns will be fitted with visibility bands to ensure maximum visibility.

Crossing points will be installed to prescribed gradients to allow access for wheelchair users and pushchairs. All dropped crossings will be implemented with tactile paving, colour coded to identify controlled or uncontrolled crossings, to aid the visually impaired.

Controlled crossings will be installed with audible beepers and tactile cones to assist the visually impaired / deaf people to cross the road. All traffic signal poles will be installed with adequate clearance to allow safe navigation around and be fitted with yellow visibility bands.

All car parking / disabled parking spaces will be designed in accordance with guidance stated within Manual for Streets.

Any persons with a disability such as visually impaired or hearing impairment the council can make certain documents relevant to the CPO process e.g. statement of case statement of reasons available in large print, audio tape and computer disc.

In relation to race those documents can also be made available in various community languages on request, within a

reasonable time period (normally 10 working days).

In addition to the above residents of properties 51 to 61 on Station Road under the current road layout can use the gyratory system on Iron Lane / Station Road to travel in all directions. Under the proposed layout residents wishing to travel easterly / south easterly direction would have to travel north-west along Station Road / Stechford Lane and undertake a 'U' turn at the Burney Lane roundabout junction. This would add approximately 700m to the journey and is likely to incur a slightly higher charge for people travelling by taxi / private hire.

Residents of properties of 2 to 66 & 1 to 45 Albert Road at present can access the gyratory system on Iron Lane / Station Road junction to travel in all directions. The proposed scheme restricts access to the east and south-east directions, however alternative routes are available via Northcote Road / Old Station Road or via 'U' turn at the Burney Lane roundabout (as described above).

Residents of properties 16 to 30 Flaxley Road and all properties on Mears Drive at present can access the gyratory system on Iron Lane / Station Road junction to travel in all directions. Under the proposed layout residents wishing to travel north-west and south easterly directions will have to travel west along Flaxley Road and undertake a 'U' turn at the new roundabout junction on Flaxley Road / Flaxley Parkway. This would add approximately 700m to the journey and is likely to incur a slightly higher charge for people travelling by taxi / private hire.

3 Full Assessment

The assessment questions below are completed for all characteristics identified for full assessment in the initial assessment phase.

3.1 Age - Assessment Questions

3.1.1 Age - Relevance

Age	Relevant
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3.1.2 Age - Impact

Describe how the Function meets the needs of Individuals of different ages?

The scheme will be designed to ensure safe crossing points for people of all ages. Given the proximity of Stechford Retail Park and a large residential area within the vicinity. Controlled crossing facilities will ensure that young people can cross safely and that elderly people have more time to cross the road.

Do you have evidence to support the assessment?	Yes
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Please record the type of evidence and where it is from?

The junction and new road have been designed to current standards and guidance. Full independent Road Safety Audits Stage 1 & 2 have been carried out during March 2015 and August 2016 to ensure designs are as safe as can be for all road users.

You may have evidence from more than one source. If so, does it present a consistent view?	Yes
--	-----

3.1.3 Age - Consultation

Have you obtained the views of Individuals of different ages on the impact of the Function?	No
If not, why not?	No relevant individuals identified
Have you obtained the views of relevant stakeholders on the impact of the Function on Individuals of different ages?	Yes

If so, how did you obtain these views?

Formal Public Consultation was undertaken from 1st June 2015 - 21st June 2015, MP's, Councillor's, residents, businesses, emergency services, access / disabled groups, cycling / walking groups and other key stakeholders were consulted with. Details were also uploaded onto "Birmingham Beheard" to reach the largest audience possible and drop in sessions were held.

There was overall support for the scheme, with residents supporting the overall safety improvements this scheme would bring.

Consulting with local schools and the City Council School Travel Plan team enabled an overview of the impact of the scheme on school children and enabled the pedestrian crossings to be adjusted to suitable desire lines.

Consulting with the Access Committee for Birmingham enabled the designers to ensure that the design did not impeded elderly people or the disabled.

Is a further action plan required?	No
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3.1.4 **Age - Additional Work**

Do you need any more information or to do any more work to complete the assessment?	No
Do you think that the Function has a role in preventing Individuals of different ages being treated differently, in an unfair or inappropriate way, just because of their age?	No
Do you think that the Function could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it?	No

3.2 Disability - Assessment Questions

3.2.1 Disability - Relevance

Disability	Relevant
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3.2.2 Disability - Impact

Describe how the Function meets the needs of Individuals with a disability?

The proposed junction improvements are envisaged to have a very positive effect on the local area and community and open up increased opportunities for employment and development.

Footways on the new road will be built to prescribed standards to allow adequate width and clearance for all users and street clutter will be minimised. All sign posts and lighting columns will be fitted with visibility bands to ensure maximum visibility.

Crossing points will be installed to prescribed gradients to allow access for wheelchair users and pushchairs. All dropped crossings will be implemented with tactile paving, colour coded to identify controlled or uncontrolled crossings, to aid the visually impaired.

Controlled crossings will be installed with audible beepers and tactile cones to assist the visually impaired / deaf people to cross the road. All traffic signal poles will be installed with adequate clearance to allow safe navigation around and be fitted with yellow visibility bands.

As a result of the Compulsory Purchase Order of private land interests that are required to deliver the scheme, modifications to the existing layout of Stechford Retail Park (SRP) are necessary, this will result in changes to the car parking provision within SRP. The existing parking provision for the site is 491 spaces including 18 disabled parking spaces, the revised parking provision would be 548 spaces including 21 disabled parking spaces. This would result an increase of 57 parking spaces including 3 additional disabled parking spaces.

Any persons with a disability such as visually impaired or hearing impairment the council can make certain documents relevant to the CPO process e.g. statement of case statement of reasons available in large print, audio tape and computer disc.

In relation to race those documents can also be made available in various community languages on request, within a reasonable time period (normally 10 working days).

Do you have evidence to support the assessment?	Yes
---	-----

Please record the type of evidence and where it is from?

Formal Public Consultation was undertaken from 1st June 2015 - 21st June 2015 MP's, Councillor's, residents, businesses, emergency services, access / disabled groups, cycling / walking groups and other key stakeholders were consulted with. Details were also uploaded onto "Birmingham Beheard" to reach the largest audience possible and drop in sessions were held.

There was overall support for the scheme, with residents supporting the overall safety improvements this scheme would bring. Access Committee for Birmingham responded with the following comment:

"The footways should be of adequate width to enable pushchair/wheelchair users to pass in opposite directions. All proposed street furniture should be highlighted with contrast to assist people with sight impairments. It is unclear from the information provided if there has been any thought of, or plans to install, suitable kerbs for any possible/future accessible bus route along the

proposed road"

As described above, all these comments have been addressed during design and development of the scheme.

You may have evidence from more than one source. If so, does it present a consistent view?	Not applicable
--	----------------

3.2.3 Disability - Consultation

Have you obtained the views of Individuals with a disability on the impact of the Function?	No
If not, why not?	No relevant individuals identified
Have you obtained the views of relevant stakeholders on the impact of the Function on Individuals with a disability?	Yes

If so, how did you obtain these views?

All internal / external Stakeholders were formally consulted as part of the public consultation which ran for a 3 week period from 1st June 2015 - 21st June 2015.

All consultation responses were collated through the various means as mentioned above and will be presented with the Full Business Case.

Is a further action plan required?	No
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3.2.4 Disability - Additional Work

Do you need any more information or to do any more work to complete the assessment?	No
Do you think that the Function has a role in preventing Individuals with a disability being treated differently, in an unfair or inappropriate way, just because of their disability?	No
Do you think that the Function could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it?	No
Do you think that the Function will take account of disabilities even if it means treating Individuals with a disability more favourably?	No
Do you think that the Function could assist Individuals with a disability to participate more?	No
Do you think that the Function could assist in promoting positive attitudes to Individuals with a disability?	No

3.3 Concluding Statement on Full Assessment

This scheme demonstrates due regard to the protected characteristics affected by these proposals.

Age characteristic is protected by the installation of pedestrian crossings which will enable all pedestrians, irrespective of age, the chance to cross the road safely and in good time.

Disabled characteristic will be protected by ensuring footways on the new road will be built to prescribed standards to allow adequate width and clearance for all users and street clutter will be minimised. All sign posts and lighting columns will be fitted with visibility bands to ensure maximum visibility.

Crossing points will be installed to prescribed gradients to allow access for wheelchair users and pushchairs. All dropped crossings will be implemented with tactile paving, colour coded to identify controlled or uncontrolled crossings, to aid the visually impaired.

Controlled crossings will be installed with audible beepers and tactile cones to assist the visually impaired / deaf people to cross the road. All traffic signal poles will be installed with adequate clearance to allow safe navigation around and be fitted with yellow visibility bands.

Public consultation was carried out during 1st June 2015 - 21st June 2015. MP's, Councillor's, residents, businesses, emergency services, access / disabled groups, cycling / walking groups and other key stakeholders were consulted with. Details were also uploaded onto "Birmingham Beheard" to reach the largest audience possible and drop in sessions were held.

There was overall support for the scheme, with residents supporting the overall safety improvements this scheme would bring. Access Committee for Birmingham responded with the following comment:

"The footways should be of adequate width to enable pushchair/wheelchair users to pass in opposite directions. All proposed street furniture should be highlighted with contrast to assist people with sight impairments. It is unclear from the information provided if there has been any thought of, or plans to install, suitable kerbs for any possible/future accessible bus route along the proposed road"

As described above, all these comments have been addressed during design and development of the scheme.

Safety audits have been carried out and the proposals have been passed through the relevant internal Gateway procedures for the City Council. Transportation Delivery Group (TDG) and Transportation Street Services Group (TSSG) have all been involved in deciding that the scheme can progress to Cabinet approval.

4 Review Date

11/09/17

5 Action Plan

There are no relevant issues, so no action plans are currently required.

Appendix C – Iron Lane Junction Improvements : Risk Management Assessment

No	Item of Risk	Potential Impact	Inherent Risk		Control Measures	Control Measure Managed by	Residual Risk	
			Impact	Likelihood			Impact	Likelihood
1	Availability of land required for scheme	Delay to scheme implementation	Medium	Low	Land will if possible be acquired by negotiation, but a CPO will run in parallel to ensure land is acquired	Project Manager, Legal Service & B'ham Property Services	Medium	Low
2	Resourcing capacity and ability to programme in necessary stats diversions by the statutory undertakers' equipment companies in line with the scheme's programme.	Delay to works commencing, extended programme on site waiting for Statutory Undertakers.	Medium	Low	On-going stakeholder consultation and dialogue. Orders based on the Statutory Undertaker's detailed estimates to be raised at the earliest opportunity. Coordination meetings being held to agree designs and programming of works.	Project Manager & Design Team	Low	Low
3	Unidentified Statutory Undertakers equipment.	Cost and time overruns.	High	Medium	Undertake Ground Penetration Radar surveys of the site. Close liaison with the Statutory Undertakers to ensure accurate information is available to the Contractor	Project Manager	Low	Low
4	Increase in construction cost estimate at tender stage.	Budget for works exceeded.	Medium	Medium	Review bill of quantities estimate prior to tender and write value engineering/scope reduction measures into the Contract. All bill of quantities to be robustly checked	Project Manager, Resident Engineer, Quantity Surveyor	Medium	Low
5	Disruption to road users during the construction stage.	Delays to transport on the highway	High	High	Careful planning, phasing and consideration to be made of the construction programme to ensure disruption is kept to a minimum. Discussions to be had with Traffic Management Services and pro-active monitoring during the works is to be carried out.	Resident Engineer, Traffic Management Services, Contractor	Medium	Low
6	Objections to the scheme being received as a result of the advertisement of the Traffic Regulation Orders.	Potential delay, omission or amendment of scheme proposals.	Medium	Medium	On-going dialogue with Ward Councillors, key stakeholders and members of the public.	Project Manager	Low	Low
7	Disruption to businesses during the construction stage. (Business whose land/property is not directly affected by the works).	Loss of trade	High	Medium	There will be ongoing dialogue with the businesses throughout the works and access will be maintained to the businesses. Under current legislation there is no provision for compensation for loss of trade as a result of works carried out by highway authorities.	Project Manager / Site supervisors/Contractor	Low	Low
8	Compensation claims as a result of CPO process (land and property directly affected by the works).	Increase in scheme cost due to claims	Medium	Medium	Payments to third parties will be made in accordance with land valuation guidelines, this includes for any loss of trade for those where land or property is required for the scheme.	Project Manager/Birmingham Property Services	Medium	Low
9	Cost /time overruns	Cost exceed budget	Medium	Low	Detailed estimates have been used to build up scheme costs including a 10% contingency. The construction period of has increased from 52 to 78 weeks which should be ample time to construct the scheme. Target date for spending LGF funds is March 2018 and the LEP will be provided monthly monitor reports where any likely variance will be raised so giving warning of any slippage to the LEP at an early stage	Project Manager / Site supervisors/Contractor	Medium	Low
10	Objections to CPO/SRO	Delay to scheme commencement	Medium	Low	Negotiations/consultation has been ongoing and positive so no objections are anticipated. The project cost and programme assumes a CPO/SRO but no public inquiry.	Project Manager / BPS / LS	Medium	Low
11	Procurement through Lot 4 availability of competent Contractor	No competent Contractors available	High	Medium	Look at alternative procurement strategy to tender/allocate projects over £0.5m. Consideration of reserve contractors on Lot 4.	Project Manager	Medium	Low
12	CPO confirmation delays start	Financial spend profile would need to be amended 16/17 and 17/18	Medium	Medium	Monitor progress of land negotiations and any likelihood of a Public Enquiry. Update at monthly project Project board	Project Manager	Medium	Low

IRON LANE / STATION ROAD / FLAXLEY ROAD – JUNCTION IMPROVEMENTS CONSULTATION SUMMARY

	Comments	Response
Liam Byrne (Hodge Hill MP)	No response received.	None required.
Jess Phillips (Yardley MP)	No response received.	None required.
Hodge Hill Ward Councillors		
Councillor Anita Ward	Supports the proposals	none required
Councillor Fiona Williams	No response received.	None required.
Councillor Majid Mahmood	Supports the scheme in principle, however has requested that a dedicated left slip road be provided from Stechford Lane to Stechford Road	The design has been reviewed and now provides for a left turn from Stechford Lane to Stechford Road. A dedicated left turn slip road cannot be provided without acquiring private land and diversion of Statutory Undertakes apparatus.
Washwood Heath Ward Councillors		
Councillor Ansar Ali Khan (District Chair – Hodge Hill)	No response received.	None required.
Councillor Mariam Khan	No response received.	None required.
Councillor Mohammed Idrees	No response received	None required
Stechford & Yardley North Ward Councillors		
Councillor Basharat Dad	Supports the scheme.	None required.
Councillor Neil Eustace	Supports the scheme.	None required.
Councillor Carol Jones	Supports the scheme.	None required.
District Chair – Yardley Councillor Sue Anderson	Supports the proposals	None required.
Key Stakeholder		
District Engineer	<p>No objection with the following general points to consider:</p> <ul style="list-style-type: none"> • Cycling provision • Pedestrians • New Bollards to prevent indiscriminate parking/crossing of the footpath • Bus Shelter locations / space past them 	These points were noted and the detail design amended where required/possible to take them on board. A detailed response to each item raised was sent to the District Engineer.

	<ul style="list-style-type: none"> • Parking provision • Traffic queues blocking roundabout at Burney Lane 	
Assistant Director of Highways & Resilience	<p>No objection in principle with the following points to be considered at detail design stage:</p> <ul style="list-style-type: none"> • Location of the replacement bus stop for the one lost from Station Road near Albert Road. • Consultation with bus operators generally. • Consultation with residents over the one-way system proposed for Albert Road. 	<p>The bus shelters would be replaced like for like and there would be no reduction in the number of shelters from the current proposals.</p> <p>Consultation with Centro / National Express has been undertaken.</p> <p>Consultation with the local residents on the whole scheme has been completed.</p>
West Midlands Fire Service	No comments received	None required.
West Midlands Police	No comments received	None required.
West Midlands Ambulance	No comments received	None required.
Access Committee	No comments received	None required.
Push Bikes	<p>Push Bikes raised a number of concerns over the measures shown on the consultation plans.</p> <p>(1) The 'cycle routes' delivered by the scheme are shared pavements. These are the least attractive option for new cycle routes, as they mix pedestrians and cycle users, two modes of transport that have differing speeds.</p> <p>(2) The toucan crossings are all designed with 'dog-legs', forcing pedestrians and cycle users to take a convoluted route around the crossings. These two-stage, offset toucan crossings do not provide that extra space, and as such are not fit for purpose. It is very important that all crossings are designed to minimise conflict between pedestrians and cycle users, to ensure comfort for all - best practice would be to separate the two modes at crossings because of the difference in speeds.</p> <p>(3) At side roads, no consideration has been given to ensuring continuity for cycle users. Constant stopping at side roads is a major factor in making cycle paths unattractive, encouraging cycle</p>	<p>(1) Dedicated cycle lanes cannot be provided along all footpaths due to private land constraints and existing river bridge structure. Segregated 4m wide cycle / footways, split 2.5m cycleway/1.5m footway are provided over much of the scheme, where this is not possible shared use or on carriageway (service road) measures are provided. The new bridge also provides for a 4m wide segregated cycle/footway. Cycle parking has also been provided at the Flaxley Road / Wyndhurst Road / Brook Close junction near to local amenities.</p> <p>(2) If the proposed crossings were designed in a straight alignment this would result in pedestrians crossing 4 lanes of carriageway in one movement. This would result in increased delays to vehicles having to wait longer for pedestrians to cross the road. This would have an adverse impact on the operation of the junctions with traffic potentially queuing further and blocking the roundabout exits. Although cyclists could potentially cross much quicker, the crossings have to be designed with all users in mind. In addition the central reserves would need to be 5.2m wide and this cannot be achieved without additional land take.</p> <p>(3) A raised hump will be provided at the Imex Business Park entrance. At other side road junctions, having taken into</p>

	<p>users to ignore the cycle route and use the carriageway instead.</p> <p>(4) The designs show no regard for the use of cycles for daily journeys. Stechford Lane, Burney Lane and Cotterills Lane have no connections provided to the Cole Valley Cycle Route, and likewise, Flaxley Parkway and Station Road are not connected to the cycle route there. No consideration has been made for how these cycle routes are to be connected to the surrounding residential areas and commercial destinations. Cycle routes will not be used if there is no easy connection between your front door and the cycle route.</p>	<p>consideration road safety, it is not proposed to install raised humps for cyclists.</p> <p>(4) The proposed cycling measures would link from the existing advisory cycle routes of Albert Road / Wyndhurst Road via proposed segregated cycle lanes / shared cycle footways to the existing Cole Valley Cycle Route. The cycle routes are linked via proposed toucan crossings to get cyclists across the highway. Discussions have taken place with the Birmingham Cycle Revolution team and as a result it is proposed to deliver, as part of this scheme, the Toucan Crossing on Station Road to link the Cole Valley Cycle Route. The proposals connect to existing cycle routes.</p> <p>Officers met with Pushbikes on 28th October 2015. It was noted that great improvements in the cycling provision had been made to the scheme since the initial scheme consultation in May 2015. However Pushbikes maintained their concerns over:</p> <ul style="list-style-type: none"> • The staggered crossings – would prefer straight across facilities adjacent to the pedestrian crossings. (BCC response given above). • Lack of continuation of the segregated cycle/pedestrian footway to former B&Q entrance. (BCC response – this cannot be provided without impact of the Petrol Garage Forecourt). • The wide entrance / exit to the petrol station. (BCC response – the width shown is required to accommodate articulated lorries to / from the petrol station.
National Express	<p>If the stop at the Petrol Station has to go ahead the following needs to be considered.</p> <p>The access to the Service Station needs to be clearly defined as a shared public space for Pedestrians/Cyclists, drivers and entering and leaving the Service Station need some sort of clear warning they are crossing a footpath as opposed to a pedestrian/cyclist taking the risk, This could be done by a different type or colour of surface or even a raised hump with flat path.</p> <p>If this suggestion can help to progress agreement I will reluctantly</p>	<p>The stop outside the shell garage is the nearest position to the desire line for passengers. This was discussed on site and accepted that whilst not ideal it is the best possible location. BCC will look further at the safety aspect raised for pedestrians and cyclists at this location.</p>

	agree.	
Centro	<p>Shelter 607617 is a 3 bay enclosed with advertising (near Matalan). A new like for like shelter is needed here in the position of the existing crossing.</p> <p>Shelter 607613 is a 3 bay cant with RTI new location will be opposite the petrol station) . An enclosed shelter would be preferred here, it would need to be a double front entry if at the back of footpath however as this is a shared use footpath with cyclists, do the City feel there is a safety concern with cyclists conflicting with passengers exiting the shelter?</p> <p>Shelter 607615 (outside the petrol station) , this is not an ideal location due to the entrance and exit of the petrol station as we have safety concerns of passengers running for the bus. Appreciate that this is the only location for the shelter due to site constraints. We would like an enclosed shelter here for this site.</p> <p>Shelter 607616 (outside McDonalds) is a 3 bay cant + 2 end panels. We would prefer not having a lay by at this location as it is envisaged that busses will have difficulty merging back into traffic. Can modelling be done based on the bus stopping in the highway and the effects of traffic this would have. Again we would like an enclosed shelter here.</p>	<p>Noted and shelter upgrades will be accommodated where possible.</p> <p>The stop outside the shell garage is the nearest position to the desire line for passengers. This was discussed on site and accepted that whilst not ideal it is the best possible location.</p> <p>The layby has now been removed. There will be very little impact To traffic as there is an additional lane past the bus stop.</p>
Number of comments received		
Comments		
Response		
Summary of consultation from residents / businesses for Iron Lane / Station Road / Flaxley Road – Junction Improvements		
180	Support the scheme	None required.
22	Support the scheme with the following comments:	
	<ul style="list-style-type: none"> Would like to see the existing Burney Lane / Cotterills Lane Roundabout signalised to reduce the risk of accidents. 	Signalising the existing Burney Lane / Cotterills Lane roundabout will increase traffic congestion at this location and have an impact on the other proposed junctions. A review of the proposed scheme will be undertaken 12 months post completion and accidents records will be compared to previous records to see if there is an increase of accidents.
	<ul style="list-style-type: none"> Request for Yellow Box Junction on Burney Lane / Cotterills Lane roundabout, to allow traffic to get in out of Burney Lane as currently traffic blocks the roundabout. 	A yellow junction box at a roundabout junction can only be implemented if the roundabout junction is signal controlled, as we are not proposing to signalise the roundabout junction we will not

Appendix D

		be implementing this request.
	<ul style="list-style-type: none"> Will the project get completed within the programme or will this overrun and cause traffic misery? 	It is anticipated that the construction phase of the scheme to be approximately 18months. The works are programmed to commence Jan 2017 subject to CPO confirmation.
	<ul style="list-style-type: none"> Is it possible to have 'Keep Clear' road markings at the junction of Station Road / Old Station Road? 	It is proposed to include a yellow box junction rather than 'Keep Clear' markings at the junction of Station Road / Old Station Road.
	<ul style="list-style-type: none"> Left turn at Stechford Road is a good idea; however will busses / HGV still go around the island? 	It is considered that buses and HGV's should be able to turn left at the Stechford Road / Stechford Lane junction as the existing stop line is set back a considerable distance.
	<ul style="list-style-type: none"> Can an additional traffic lane be introduced on Wyndhurst Rd as there is a large footway prior to the road? 	It is not proposed to introduce an additional traffic lane on Wyndhurst Road. The junction arrangement had been deliberately revised to improve road safety with one entrance/exit being closed as it is dangerous and the other improved geometrically to accommodate the additional vehicular traffic.
	<ul style="list-style-type: none"> Close the right turning of vehicles at Stechford Road onto Stechford Lane. 	The prohibiting of right turning vehicles at Stechford Road / Stechford Lane will not be considered as it would increase traffic queues on Stechford Lane.
	<ul style="list-style-type: none"> If you are changing the bus shelters, is it possible to request that the bus shelter be provided opposite the retail park with a GPS time display? As currently it is a flag pole and when it is raining everyone gets wet as there is no shelter. 	We will forward the request to Centro for consideration if the existing flag pole can be upgraded to a bus shelter.
	<ul style="list-style-type: none"> Concerned that the new roundabouts will get blocked with traffic. 	Modelling does not show that this will occur
	<ul style="list-style-type: none"> Can a slip lane be included to provide exit for Albert Road? 	We have reviewed the current proposal and have allowed for an access onto Station Road Northbound for all vehicles.
	<ul style="list-style-type: none"> The existing traffic turning right at Stechford Road onto Stechford Lane causes the Burney Lane / Cotterills Lane roundabout to block up. Can the signal timings be adjusted and Burney Lane roundabout be signalised? 	As part of the scheme the existing signal timings will be reviewed to operate at the optimum performance.
	<ul style="list-style-type: none"> Concerned about HGV's going up and down Northcote Road. 	Signage will be implemented to state that Northcote Road is unsuitable for HGV's.
	<ul style="list-style-type: none"> Can 'Keep Clear' markings be added on the Burney Lane roundabout to stop the roundabout being blocked up? 	Comments noted and will be incorporated into the design at detail design stage.

Appendix D

	<ul style="list-style-type: none"> I have reservations of locating the bus shelters near the busy petrol station. 	The bus stop locations have been designed to be located in discussion with Centro / National Express and located as close to the proposed controlled crossings where it is safe to do so.
	<ul style="list-style-type: none"> Can anything be done about the car wash site it is an eyesore. 	The existing car wash site is not within the remit of the scheme proposals. The comments have been notified to the Planning Officer.
	<ul style="list-style-type: none"> A traffic island at the Stechford Road / Station Lane junction is required rather than the current signals as this causes a lot of traffic. 	The modelling shows that the proposed scheme layout will operate more efficiently than the existing layout. A roundabout junction at this location is considered to increase queue lengths on the A4040 Stechford Lane.
	<ul style="list-style-type: none"> Is it possible to introduce bus laybys on the dual carriageway sections to keep the traffic flowing? Also if the double yellow line can be extended on the slip road up to the boundary of my property. 	Bus laybys are not preferred by Centro / National Express as these add delays to bus journey times with vehicles not allowing the buses to pull out of the laybys. The request for the extension of the double yellow lines will be incorporated in to the proposals
4	Object to the scheme with no comments	No required.
37	Object to the scheme with the following comments:	
	<ul style="list-style-type: none"> Would like to have provision for vehicular crossing from Mears Drive rather than as currently proposed from the dual carriageway section of Flaxley Road. 	The provision of a vehicle access off Mears Drive has been investigated; however the level difference between the public highway and private land together with drainage issues may preclude this option. The new vehicle access is shown coming off Flaxley Road in a similar position to the existing access. Further discussions with the resident to be held on the position of the access.
	<ul style="list-style-type: none"> Increased traffic on Frederic Road due to closure of Albert Road and how will HGV's exit onto Station Road? 	It is not intended to close the exit out of Albert onto Station Road.
	<ul style="list-style-type: none"> Increased traffic on Northcote Road which is not a suitable to handle the high levels of traffic. Northcote Road is not suitable for HGV's and is signed as such. 	Signage will be implemented to state that Northcote Road is unsuitable for HGV's.
	<ul style="list-style-type: none"> The proposals will increase traffic volumes on Station Road and adjacent side roads. 	It is considered that with the proposed improvements to the junctions this would improve vehicular journey times and as a result vehicles would prefer to use the main A4040 as this would have increased capacity due to the improvements, rather than use side roads.

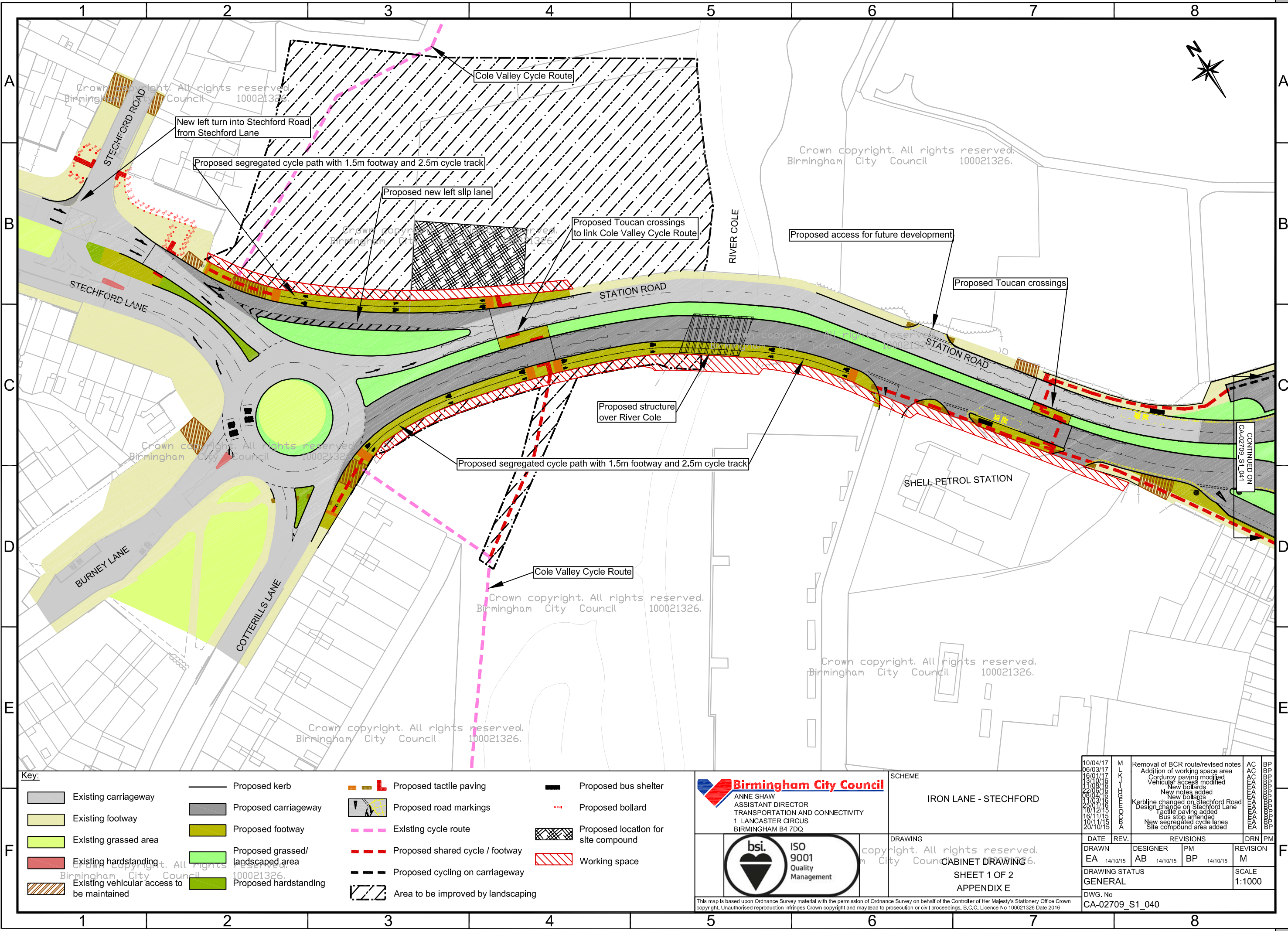
Appendix D

	<ul style="list-style-type: none"> • Oppose the closure of Albert Road from the roundabout it would be better if access from the roundabout be provided in/out. The traffic will queue on Old Station Road and the sharp bend will become a bottleneck as vehicles may not be able to pass side by side safely. 	It is not possible to provide an access to Albert Road from the proposed roundabout junction due to the geometry of the site. The aim of the scheme is to encourage motorists to use the A4040 Station Road rather than side roads.
	<ul style="list-style-type: none"> • The design does not cater for traffic to exit out of Mears Drive. 	Vehicles will be able to turn left out of Mears Drive onto the new dual carriageway section of Station Road.
	<ul style="list-style-type: none"> • The proposals do not consider the connectivity of the Cole Valley Route, as the Toucan crossings are offset and away from the entrances to the cycle route. The shared cycle footways do not represent best practice for such a large scheme where the scheme should be designed to facilitate sustainable journeys and better thought to the linking for a direct link rather than an staggered off line given preference to vehicles. 	The proposals will connect the existing Cole Valley cycle route via segregated cycle / pedestrian footway and linked via a toucan crossing. It is not possible to link the Cole Valley cycle route directly across due to the site constraints and vertical road alignment.
	<ul style="list-style-type: none"> • Proposals will not address the congestion. 	The modelling of the current proposals indicates that the scheme will improve traffic congestion within the area.
	<ul style="list-style-type: none"> • HGV's will be forced to go down residential streets to get to the industrial units on Albert Road, 	This is no different to the current arrangement.
	<ul style="list-style-type: none"> • Proposals will affect our businesses on Albert Road with the closure of access from Station Road. 	The proposed scheme will increase the overall economic growth within this region of Birmingham. It is not expected that the businesses situated on Albert Road in close proximity to Richmond Road junction will be impacted by the scheme. Albert Road can still be accessed from Station Road directly in a northbound direction and indirectly via Old Station Rd/Northcote Rd in a Southbound direction
	<ul style="list-style-type: none"> • Agreement to the concerns raised by Push Bikes on the scheme does not cater for cyclists needs. 	Concerns raised by Push Bikes have been commented on above.

FILE PATH - X:\Commissions\CA-02709 Iron Lane - Stechford\4.0 Drawings\02. Working Drawings\G_CA-02709_S1_040 Rev.L Cabinet Drawing Sheet 1 of 2 - Iron Lane

100mm
50mm
40mm
30mm
20mm
10mm
0mm

A3



Key:

	Existing carriageway		Proposed kerb		Proposed tactile paving		Proposed bus shelter
	Existing footway		Proposed carriageway		Proposed road markings		Proposed bollard
	Existing grassed area		Proposed footway		Existing cycle route		Proposed location for site compound
	Existing hardstanding		Proposed grassed/landscaped area		Proposed shared cycle / footway		Working space
	Existing vehicular access to be maintained		Proposed hardstanding		Proposed cycling on carriageway		
					Area to be improved by landscaping		

Birmingham City Council
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BIRMINGHAM B4 7DQ

SCHEME

IRON LANE - STECHFORD

DRAWING

CABINET DRAWING

SHEET 1 OF 2
APPENDIX E

DATE	REV.	DESIGNER	PM	BP	REVISION	DRN	PM
14/10/15	EA	AB	14/10/15	BP	14/10/15	M	

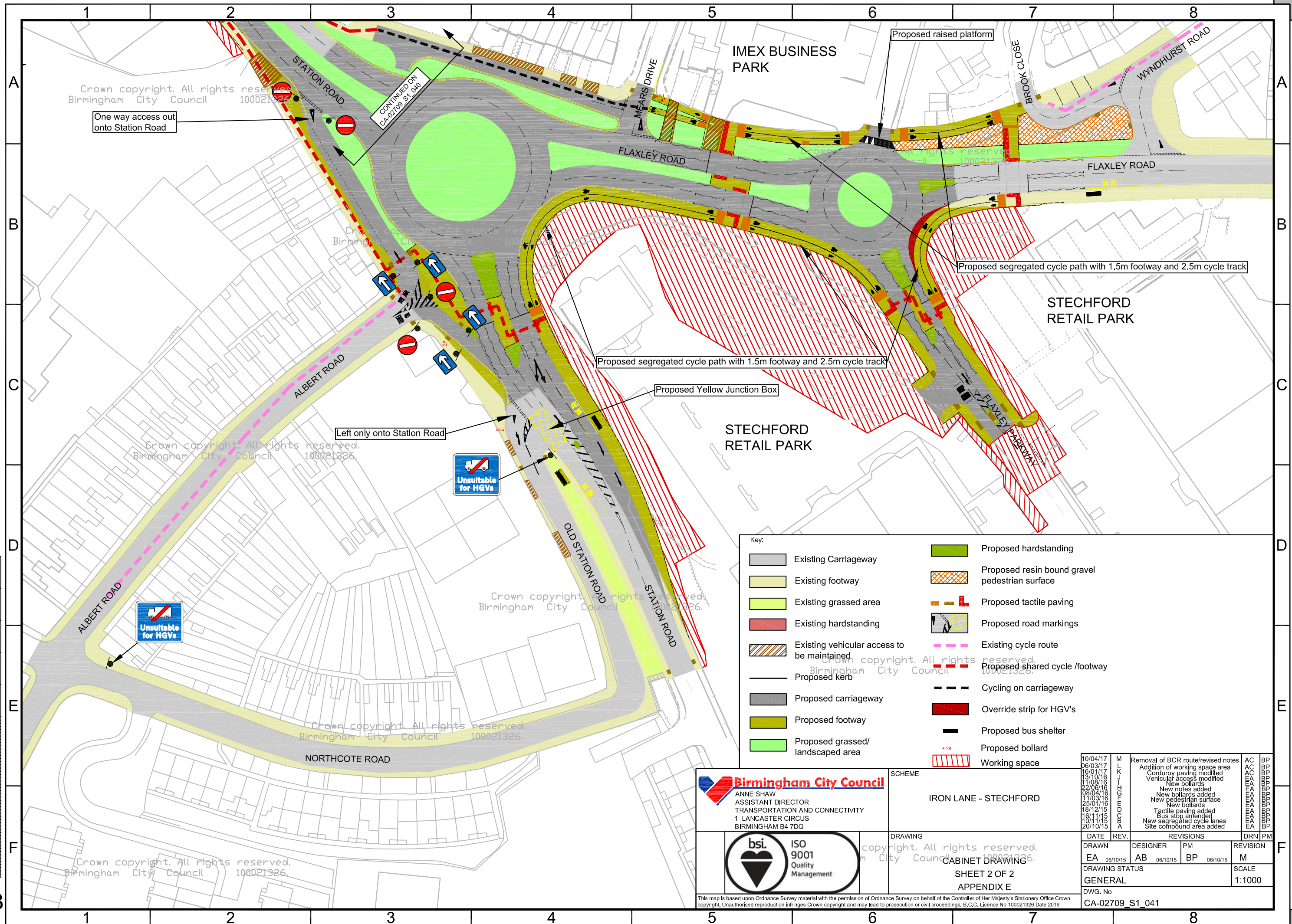
DRAWING STATUS
GENERAL

DWG. No
CA-02709_S1_040

REVISIONS

10/04/17 M Removal of BCR route/revised notes AC AC
06/03/17 AC Addition of working space area AC AC
16/01/17 AC Corduroy paving modified AC AC
13/10/16 AC Vehicular access modified AC AC
11/08/16 AC New bollards AC AC
22/06/16 AC New bollards AC AC
08/04/16 AC Kerbline changed on Stechford Road AC AC
01/03/16 AC Design change on Stechford Lane AC AC
18/12/15 AC Tactile paving added AC AC
16/11/15 AC Bus stop amended AC AC
10/11/15 AC New segregated cycle lanes AC AC
20/10/15 AC Site compound area added AC AC

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STECHFORD ROAD
STECHFORD LANE
A4040

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BURNEY LANE
COTTERILLS LANE

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RIVER COLE

RIVER COLE

PROPOSED HOUSING
DEVELOPMENT SITE

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SITE OF FORMER
MANOR HOUSE P.H.

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IMEX BUSINESS
PARK

MEARS DRIVE

FLAXLEY ROAD

BROOK CLOSE

WYNDHURST ROAD
FLAXLEY ROAD

STECHFORD
RETAIL PARK

FLAXLEY PARKWAY

IRON LANE

SNOOKER
HALL

IRON LANE

STECHFORD
RETAIL PARK

ALBERT ROAD

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OLD STATION ROAD
A4040 STATION ROAD

NORTHCOTE ROAD

B&Q STORE

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Key:



Land required for scheme implementation including working space



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SCHEME

IRON LANE
STECHFORD

DRAWING

CPO LAND REQUIREMENTS PLAN
APPENDIX F

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DATE	REV.	REVISIONS	DATE	REV.	REVISIONS
01/03/17	J	Area changed	04/10/16	AC	BP
27/04/16	H	Area changed	20/06/16	EA	BP
20/11/15	F	Area changed	27/04/16	EA	BP
02/10/15	E	Area changed	02/10/15	EA	BP
18/09/15	C	Area changed	18/09/15	EA	BP
02/03/15	B	Area extension	02/03/15	EA	BP
25/02/15	A	Area extension	25/02/15	EA	BP

DRAWN	DESIGNER	PM	REVISION
EA	BP	BP	J
DRAWING STATUS			
GENERAL			NTS

DWG. No

CA-02709_S1_001



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Appendix H

DCLG Guidance on Compulsory Purchase Process October 2015 provides advice to acquiring authorities in the preparation and submission of compulsory purchase orders and the matters that the Secretary of State can be expected to take into consideration when reaching a decision on whether to confirm an order.”

A CPO should only be made

1. where there is a compelling case in the public interest. The report and FBC, include comprehensive evidence as to the benefits to be delivered by the junction improvement, both in terms of highway capacity, reduction in congestion and enhancing the local economy
2. the Council should be sure that the purposes for which the CPO is made justify interfering with the human rights of those with an interest in the land affected. The Secretary of State confirming the order will take a balanced view between the intentions of the acquiring authority, the concerns of those with an interest in the land affected and the wider public interest. The Council considers that after considering and balancing these various interests, the use of compulsory purchase powers in this case is justified.
3. the Council should have a clear idea of how it intends to use the land which it is proposing to acquire - this report approves the final scheme design
4. resources are likely to be available within a reasonable time-scale to deliver the proposals - the FBC contains the necessary financial information
5. the Council should show that the scheme is unlikely to be blocked by any impediments to implementation. Other orders such as the Side Roads Order or other consents necessary for the scheme, will be sought alongside the CPO to ensure this requirement of the Circular is met. Planning consent is deemed granted under the provisions of Schedule 2 Part 9 of the Town and Country Planning (General Permitted Development) (England) Order 2015 Following the approval of this report, all that will be required is the confirmation of the CPO and SRO after which the council will be in a position to deliver the junction improvement scheme.

In addition authorities must also have regard to the Public Sector Equalities Duty in determining whether to use CPO powers, and in particular the differential impacts on groups with protected characteristics – See Appendix B

Detailed technical advice on the preparation of the CPO and SRO in Department of Transport circulars 1/97 and 2/97 will be followed in drafting these orders

COMPULSORY PURCHASE - THE HUMAN RIGHTS ACTS 1998 AND THE EUROPEAN CONVENTION ON HUMAN RIGHTS

Section 6 Human Rights 1998 Act prohibits public authorities from acting in a way that is incompatible with the European Convention on Human Rights (“The Convention.”) There are 2 main articles of The Convention, which are applicable to the recommendations in this report.

ARTICLE 8

1. “Everyone has the right to respect for private and family life, his home and his correspondence.”
2. “There shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others.

ARTICLE 1 of the FIRST PROTOCOL

“Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law.

The preceding provisions shall not, however, in any way impair the right of a State to enforce such laws as it deems necessary to control the use of property in accordance with the general interest or to secure the payment of taxes or other contributions or penalties. “

Guidance

Article 8 applies where a local authority is considering disturbing residents’ private and family lives and removing them from their homes. It may also be relevant where residents who, although not directly affected by removal or dispossession, suffer significant disruption to their lives as a consequence of the authority’s actions.

Article 1 of the First Protocol applies where a local authority is considering the use of CPO powers to acquire private interests, and where it is proposing to dispossess residents of their homes.

The approach to be taken to give effect to rights under The Convention is also reflected in paragraph 12 of DCLG guidance on Compulsory Purchase Process October 2015:- “A Compulsory Purchase Order should only be made where there is a compelling case in the public interest. An acquiring authority should be sure that the purposes for which the Compulsory Purchase Order is made justify interfering with the human rights of those with an interest in the land affected. Particular consideration should be given to the provisions of Article 1 of the First Protocol to the European Convention on Human Rights and, in the case of a dwelling, Article 8 of the Convention”.

The European Court of Human Rights has recognised in the context of Article 1 of the First Protocol that “regard must be had to the fair balance that has to be struck between the competing interests of the individual and of the community as a whole”, i.e. compulsory purchase must be proportionate. Both public and private interests are to be taken into account in the exercise of the Council’s powers. Similarly, any interference with Article 8 rights must be “necessary in a democratic society” i.e. the proposed interference must be necessary. In pursuing a CPO, the Council has to carefully consider the balance to be struck between individual rights and the wider public interest having regarded also the availability of compensation for compulsory purchase.

Consideration of Human Rights Issues

Article 8(1) provides that everyone has the right to respect for his/her property but Article 8(2) allows the State to restrict the rights to respect for the property to the extent necessary in a democratic society and for certain listed public interest purposes e.g. public safety, economic well-being, protection of health and protection of the rights of others.

In considering Articles 8 and Article 1 of the First Protocol of The Convention in the context of dispossession and compulsory purchase, it is necessary to answer the following:

1. Does a right protected by these Articles apply?
2. Is the interference in accordance with law?
3. Does the interference pursue a legitimate aim?
4. Is the interference necessary in a democratic society?

Does a right protected by these Articles apply?

ARTICLE 1 of the FIRST PROTOCOL

“Every natural or legal person is entitled to the peaceful enjoyment of his possessions...”

Clearly the dispossession of an owner of their property through CPO (and if relevant enforced rehousing) will impinge on this right. Also, as a tenancy is a possession under this provision, the rights of tenants must be taken into consideration. The Council must therefore consider all the possible justifications for this interference as detailed in considerations (b), (c) and (d) set out below.

ARTICLE 8

Article 8.1 provides that everyone has the right to respect for his/her private and family life, home and correspondence. Article 8.2 allows the State to restrict these rights to respect to the extent necessary in a democratic society and for certain listed public interest purposes.

The essence of this right lies in the concept of respect for the home as a right to privacy, in the same context as private and family life and correspondence. Article 8.1 does not concern itself with the person's right to the peaceful enjoyment of their home as a possession; this is dealt with under Article 1 of the First Protocol.

Clearly Article 8 does apply and therefore it is necessary for the Council to consider the possible justifications for the interference (Article 8(2)) as follows:

Is the interference in accordance with law?

There is a clear legal basis for making the CPO under sections 239,240 (and if relevant) 250 of the Highways Act 1980

Does the interference pursue a legitimate aim?

The CPO is necessary to implement a junction improvement scheme to which there is no impediment to implementation (subject to the confirmation of the CPO/SRO)

Is the interference necessary in a democratic society?

This requires a balanced judgement to be made between the public interest and the rights of individuals, and the rights and freedoms of others.

Conclusion

The Council has considered the effect of the above articles of The Convention and decided that, on balance, it is in the general public interest and of benefit to the community to make the CPO over and above the interest of the individuals affected.

Interference with Convention rights is considered by the Council to be justified. The Council in making this Order has had particular regard to meeting the alternative housing needs of the affected households, and the rights of individuals to compensation in accordance with the Land Compensation Act 1973 (as amended.) and the Land Compensation Act 1961 and Compulsory Purchase act 1965 is considered to be both necessary and proportionate in that the land to be acquired is the minimum to achieve this Scheme's objectives

Report to:	CABINET
Report of:	Interim Corporate Director Adult Social Care & Health
Date of Decision:	16th May 2017
SUBJECT:	CARERS' GRANTS – PERMISSION TO CONSULT
Key Decision: Yes	Relevant Forward Plan Ref: 003626/2017
If not in the Forward Plan: (please "X" box)	Chief Executive approved <input type="checkbox"/> O&S Chairman approved <input type="checkbox"/>
Relevant Cabinet Member	Cllr Paulette Hamilton - Health and Social Care
Relevant O&S Chairman:	Cllr John Cotton - Health, Wellbeing and the Environment
Wards affected:	ALL

1. Purpose of report:
1.1 To seek permission to consult carers, citizens and stakeholders on proposals for the Carers' Grant scheme.

2. Decision(s) recommended:
That Cabinet:-
2.1 Approves the further consultation on the Carers' Grant Scheme, given the reductions to funding in 2017/18 and 2018/19

Lead Contact Officer(s):	Charles Ashton-Gray Service Lead – Commissioning Centre of Excellence
Telephone No: E-mail address:	0121 464 7461 Charles.Ashton-Gray@birmingham.gov.uk

3. Consultation
<p>3.1 <u>Internal</u></p> <p>Legal & Governance, City Finance and the Directorate's Management Team have been involved in the preparation of this report.</p> <p>3.2 <u>External</u></p> <p>The Council consulted on its proposed 2017/18+ budget savings between 8th December 2016 and 16th January 2017 and received 1,639 responses to the online survey on the 'Be Heard' portal. One of the savings proposals was HW13 Carers' Grant.</p> <p>This consultation set out broad issues for the corporate consultation and the overall budget position. It identified that there would also be consultations on specific service proposals in the new year; and that implementation would be subject to the required governance process.</p>
4. Compliance Issues:
<p>4.1 <u>Are the recommended decisions consistent with the Council's policies, plans and strategies?</u></p> <p>This report is in line with the Council's Financial Plan 2017+, as approved by Council on 28th February 2017.</p> <p>Members are reminded of their Corporate Parenting responsibility when considering Cabinet reports. The proposals within this report have no specific implications to this effect.</p> <p>4.2 <u>Financial Implications</u></p> <p>The Carers Budget for 2017/18 is £408k before any savings. This includes small payments to individual carers who apply for the grant. The Council's approved budget savings proposals included reductions to Carers' Grant of £222k in 17/18 and £440k in 18/19. This report is seeking to consult on the future arrangements to support Carers within the reduced resources available in to allow the Directorate to achieve the budget savings for 2017/18 and beyond.</p> <p>4.3 <u>Legal Implications</u></p> <p>The relevant legal powers are contained in the Care Act 2014 together with associated legislation and statutory guidance relating to the provision of services for carers.</p> <p>4.4 <u>Public Sector Equality Duty</u></p> <p>An initial Equality Analysis has been undertaken to support this decision. It is apparent that the suspension of the scheme will cause hardship, but the purpose of the consultation is to seek views on proposals to refocus resources upon carers with the highest needs.</p>

5. Relevant background/chronology of key events:	
5.1	In their report “Valuing Carers 2015”, Carers UK estimate that the estimated 113,000 informal carers in Birmingham contribute £2.4bn to the care and health economy. The vast majority of informal carers do not benefit from an adult social care, carers assessment and will be supporting individuals undergoing medical treatment; those who do not meet the adult social care eligibility criteria, self-funders, or those who are unaware of the support that may be available.
5.2	Since 1999 the Directorate has provided grants to carers who support a person aged 18 years or older. Each grant is worth £250 and is paid directly to the carer to be used towards the cost of a holiday, or something else that will help sustain them in their caring role. Carers have been able to re-apply for a grant every 2 years, with allocation usually on a first come, first served basis.
5.3	A review of the scheme was completed in June 2013 and identified that over 12,000 carers had received a single grant, out of an approximate population of 110,000 carers; with over 8,000 carers having received two or more grants. It also identified that the existing scheme did not provide evidence of a grant’s impact on a carer’s wellbeing.
5.4	In 2015, the City Council consulted with carers, citizens and stakeholders on proposals to change the way the Carers’ Grant Scheme was operated. The consultation considered a proposal to use an e-marketplace. Although half of the respondents at the time were in favour of the e-marketplace, a large number of comments were received regarding the fact that it did not offer a consistent selection of services across all of Birmingham and the proposal has not yet been taken forward.
5.5	<p>These new proposals for a revised carers’ grant scheme will build on the 2015 consultation in which almost 60% of the 130 respondents to the BeHeard questionnaire were in favour of the proposed eligibility criteria which were to be:</p> <ul style="list-style-type: none"> • caring for a relative, partner or friend, who is ill, frail, disabled, or has mental health or substance misuse problems; • providing more than 10 hours support per week; • willing to provide feedback on what impact the grant has had on their quality of life; • willing to rate the quality of the service/ product they have purchased; and • registered with the Birmingham Carers Hub.
5.6	<p>Other proposals could explore:</p> <ul style="list-style-type: none"> • the potential to introduce a direct link between the assessments carried out by the Carers’ Hub and the offer of any grant, so that specific outcomes for the carer could be achieved; • introducing bandings instead of a flat £250 grant; • the use of pre-loaded cards for carers to spend at locations of their choice; and • whether partners, such as health wish to contribute to a fund for carers’ grants.
5.7	Another proposal could be that the carers’ grant scheme in Birmingham is discontinued if a method of ensuring value for money cannot be agreed upon.
5.8	The consultation will be supported by Forward Carers, who hold the current contract for the City Council’s carer support.

- 5.9 If approved, the consultation could take place for 49 days, commencing on 12th June and concluding on 30th July 2017. A report on the findings of the consultation, with recommendations for the future of a grant scheme could be brought back to Cabinet in September 2017 for implementation in October 2017, thus allowing the saving to be made.

6. Evaluation of alternative option(s):

- 6.1 The alternative option of reducing the volume of grants available in 2017/18 to make the required saving has been discounted as this would not meet the requirement to consult further and would not deliver value for money.

7. Reasons for Decision(s):

- 7.1 The Carer's Grant is subject to further consultation having been included as part of the Council's savings proposals for 2017/18+. The consultation will seek views on ways in which we can use the Council's diminishing resources to better target and focus the remaining funds.

Signatures

Date

Councillor Paulette Hamilton
Cabinet Member for
Health and Social Care

Graeme Betts
Interim Corporate Director Adult
Social Care & Health

List of Background Documents used to compile this Report:

1. Birmingham City Council Financial Plan 2017+ - 28th February 2017
2. Budget Consultation 2017+ - December 2016
3. Making the Carer's Small Grant Scheme work better for carers – June 2015
4. "Valuing Carers 2015", Carers UK

List of Appendices accompanying this Report (if any):

Equality Assessment

Report Version	V3	Dated	02/05/2017
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Equality Analysis

Birmingham City Council Analysis Report

EA Name	Other Adults - Carers Grant Non Statutory
Directorate	People
Service Area	Adults - Assessment & Support Planning
Type	New/Proposed Policy
EA Summary	<p>Since 1999 the Directorate has provided grants to carers who support a person aged 18 years or older. Each grant is worth £250 and is paid directly to the carer to be used towards the cost of a holiday, or something else that will help sustain them in their caring role. Carers have been able to re-apply for a grant every 2 years, with allocation usually on a first come, first served basis.</p> <p>The Council's approved budget proposals included reductions to the Carers' Grant and there is a need to commence consultation</p>
Reference Number	EA001977
Task Group Manager	charles.ashton-gray@birmingham.gov.uk
Task Group Member	
Date Approved	2017-05-02 00:00:00 +0100
Senior Officer	patricia.merrick@birmingham.gov.uk
Quality Control Officer	peopleequalitycontrol@birmingham.gov.uk

Introduction

The report records the information that has been submitted for this equality analysis in the following format.

Initial Assessment

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 Policy.

2 Initial Assessment

2.1 Purpose and Link to Strategic Themes

What is the purpose of this Policy and expected outcomes?

A carer is someone of any age who provides unpaid support to family or friends who could not manage without this help. This could be caring for a relative, partner or friend, who is ill, frail, disabled, or has mental health or substance misuse problems.

The purpose of this EA is to support the permission to consult carers and stakeholders on proposals for the carers' grants scheme. The Council's approved budget proposals included reductions to the Carers' Grant of £222,000 in 17/18 and £440,000 in 18/19.

For each strategy, please decide whether it is going to be significantly aided by the Function.

Children: A Safe And Secure City In Which To Learn And Grow	No
Health: Helping People Become More Physically Active And Well	Yes

Comment:

In their report "Valuing Carers 2015", Carers UK estimate that the estimated 113,000 informal carers in Birmingham contribute £2.4bn to the care and health economy. The vast majority of informal carers do not benefit from an adult social care, carers assessment and will be supporting individuals undergoing medical treatment; those who do not meet the adult social care eligibility criteria, self funders, or those who are unaware of the support that may be available.

Housing : To Meet The Needs Of All Current And Future Citizens	No
Jobs And Skills: For An Enterprising, Innovative And Green City	No

2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	Yes
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Comment:

A review of the scheme was completed in June 2013 and identified that over 12,000 carers had received a single grant, out of an approximate population of 110,000 carers; with over 8,000 carers having received two or more grants.

Will the policy have an impact on employees?	No
Will the policy have an impact on wider community?	Yes

2.3 Relevance Test

Protected Characteristics	Relevant	Full Assessment Required
Age	Relevant	No
Disability	Relevant	No
Gender	Relevant	No
Gender Reassignment	Not Relevant	No
Marriage Civil Partnership	Not Relevant	No
Pregnancy And Maternity	Not Relevant	No

Race	Relevant	No
Religion or Belief	Relevant	No
Sexual Orientation	Relevant	No

2.4 Analysis on Initial Assessment

We know from the review of the carers grants scheme of June 2013 that over 12,000 carers had received a single grant, out of an approximate population of 110,000 carers; with over 8,000 carers having received two or more grants.

What we do not know is how effective that grant has been in enabling a carer to keep caring and whether those receiving it were having the heaviest caring burden.

The purpose of this consultation is to consider:

- . the potential to introduce a direct link between the assessments carried out by the Carers' Hub and the offer of any grant, so that specific outcomes for the carer could be achieved;
- . introducing bandings instead of a flat £250 grant;
- . the use of pre-loaded cards for carers to spend at locations of their choice; and
- . whether partners wish to contribute to a fund for carers' grants.

Another proposal could be that the carers' grant scheme in Birmingham is discontinued if a method of ensuring value for money cannot be agreed upon.

3 Full Assessment

The assessment questions below are completed for all characteristics identified for full assessment in the initial assessment phase.

3.1 Age - Assessment Questions

3.1.1 Age - Relevance

Age	Relevant
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Comment:

Of those Birmingham residents who reported that they provided informal, unpaid care, as part of the 2011 Census, almost 60% of them were aged 35-64 years.

Almost 60% of those who reported that they provided informal, unpaid care, as part of the 2011 Census, provided 19 hours or less care per week (all ages).

However almost 45% of the people who reported that they provided informal, unpaid care for more than 50 hours per week, as part of the 2011 Census, were aged over 65 years.

3.1 Disability - Assessment Questions

3.1.1 Disability - Relevance

Disability	Relevant
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Comment:

Of those Birmingham residents who reported that they provided informal, unpaid care, as part of the 2011 Census (107,000), over 70% did not have their day-to-day activities limited a lot by a long-term health problem or disability.

Of those who reported that they provided informal, unpaid care, as part of the 2011 Census and who also reported that they had a long-term health problem or disability, 11% had their day-to-day activities limited a lot (11,600) and almost half of this group, provided more than 50 hours of unpaid care per week (5,600).

3.1 Gender - Assessment Questions

3.1.1 Gender - Relevance

Gender	Relevant
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Comment:

Of those Birmingham residents who reported that they provided informal, unpaid care, as part of the 2011 Census, 42% were male.

The majority of those males undertaking informal, unpaid care were aged 25-49 years.

The majority of males undertaking informal, unpaid care were providing less than 20 hours care a week.

A similar distribution of ages and hours of care can be seen for female carers who reported that they provided informal, unpaid care, as part of the 2011 Census.

Almost as many males as females reported providing over 50 hours of care over the age of 65

years in the 2011 Census.

3.1 Race - Assessment Questions

3.1.1 Race - Relevance

Race	Relevant
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Comment:

Of those Birmingham residents who reported that they provided informal, unpaid care, as part of the 2011 Census, the majority were from two ethnic groups, white (65%) and Asian/Asian British (24%).

3.1 Concluding Statement on Full Assessment

Only once we have considered the detailed consultation findings will we have a view of whether some individuals will be adversely affected.

If the scheme is re-focussed, then we might need to consider how improving opportunities to access the grant for some is considered in the light of removing access for others.

At this moment in time, the scheme is suspended which will impact upon individuals who had assumed their ability to access the grant - the scale or impact of this loss is not known.

The Council's approved budget proposals included reductions to the Carers' Grant of £222,000 in 17/18 and £440,000 in 18/19. This would equate to a loss of almost 900, £250 grants in this financial year.

This EA is to be refreshed for the outcome of consultation in September 2017.

4 Review Date

27/08/17

5 Action Plan

There are no relevant issues, so no action plans are currently required.

Report to:	CABINET
Report of:	Interim Corporate Director – Children & Young People
Date of Decision:	16th May 2017
SUBJECT:	UPDATE REPORT ON ACADEMY CONVERSIONS FOR PERIOD 1ST DECEMBER 2016 – 30TH APRIL 2017
Key Decision: No	Relevant Forward Plan Ref:
If not in the Forward Plan: (please "X" box)	Chief Executive approved <input type="checkbox"/> O&S Chairman approved <input type="checkbox"/>
Relevant Cabinet Member(s):	Cllr Brigid Jones, Children, Families and Schools
Relevant O&S Chairman:	Cllr Susan Barnett, Schools, Children and Families
Wards affected:	ASTON, BOURNVILLE, HODGE HILL, LOZELLS AND EAST HANDSWORTH, NECHELLS, NORTHFIELD, OSCOTT, QUINTON, SHARD END, SHELDON, SUTTON VESEY AND TYBURN.

1. Purpose of report:

- 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 1st December 2016 – 30th April 2017 and advise Cabinet on the number of schools that are in the process of conversion and the proposed target conversion dates for those schools.

2. Decision(s) recommended:

Cabinet is recommended to:

- 2.1 Note that the following schools have converted to Academy status between 1st December and 30th April 2017: Brays School, Canterbury Cross Primary School, Chandos Primary School, Cromwell Junior and Infant School, Firs Primary School, Great Barr School, Hallmoor School, Hodge Hill Primary School, Quinton Church Primary School, Stirchley Primary School, (The) Bridge School, Topcliffe Primary School, Turves Green Primary School and Westminster Primary School – for full details see Appendix 1.
- 2.2 Note that 125 year leases and Commercial Transfer Agreements (CTAs) are now in place for the above schools with the exception of Quinton Church Primary School which was a Voluntary Controlled School so only a CTA in relation to the transfer of staff was required.
- 2.3 Note that there are currently 11 other schools in the process of conversion and these are: Bishop Challenor Catholic College, Bordesley Village Primary School, Court Farm Primary School, Handsworth Grammar School, Harper Bell 7th Day Adventist School, Holy Trinity Catholic College, The International School, John Willmott School, Lordswood Boys School, Small Heath School, Springfield Primary School – for full details see attached as Appendix 2.

Lead Contact Officer(s):	Jaswinder Didially Head of Education & Skills Infrastructure
Telephone No:	0121 303 8847
E-mail address:	Jaswinder.didially@birmingham.gov.uk

3. Consultation

Consultation should include those that have an interest in the decisions recommended:

3.1 Internal

The Leader, Interim Corporate Director for Children and Young People and Senior Officers from Legal and Finance have been consulted on this report and agree that this report may go forward to Cabinet for information purposes.

The Deputy Leader, Chair of the Schools, Children and Families 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.

3.2 External

The Secretary of State issued Academy Orders (see 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 £2,705k) for the purposes of the Academy conversion process.

In May 2016 Cabinet approved the amended Charging Policy which was implemented on 1st June 2016. Schools pay a contribution towards the costs associated with conversion, for Community Schools the charge is £7,500, for PFI Schools the charge is £15,000 and for transfers associated with VA, VC or Foundation Schools individual charges are applied dependent on the 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 transfers 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 issued the Orders under the Academies Act 2010 which requires all concerned parties to facilitate the creation of the Academies. The City Council has power under Sections 120 – 123 of the Local Government Act 1972 to hold and dispose of land, including the use of the 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.

5. Relevant background / chronology of key events:

- 5.1 The Academies Act 2010 empowers the Secretary of State for Education to create Academies through Academy Orders.
- 5.2 Academy Orders were issued by the Secretary of State and received for the schools identified in Section 2.1 (see Appendix 3). The relevant processes and documentation were completed to enable the schools to convert.
- 5.3 The land and assets were transferred to the Academies via the grant of a lease in substantially the form prescribed by the DfE for a term of 125 years at a peppercorn rent. The terms of the lease require that the land must be used for educational purposes.
- 5.4 If an Academy Trust is failing or the Funding Agreement has been terminated there is an option in the Funding Agreement in favour of the Secretary of State to acquire the school site at nil consideration without Local Authority (landlord) consent. The purpose of this option is to allow the Secretary of State to arrange for the continuing education of pupils between the period where the occupying Academy Trust fails and the handover to another Academy Trust. There is an expectation that another Academy Trust will take over the running of the Academy but if there is no alternative the Secretary of State can direct that the land reverts back to the Local Authority.
- 5.5 Members of staff employed by the City Council transfer to the Academy Trust under the Transfer of Undertakings (Protection of Employment) Regulations 2006 (TUPE) together with the assets of the school via a CTA. The statutory TUPE consultation process with Staff and the Unions was undertaken for all of the schools listed in Section 2.1.
- 5.6 In the case of some Academy conversions scheduled maintenance works, funded from the DfE grant or through a Dual Funding arrangement may take place after the schools have converted. The full details of any works will be documented in the CTAs for each of the schools and in the individual Academy Reports to the Interim Corporate Director – Children and Young People.

6. Evaluation of alternative option(s):

- 6.1 A do nothing option is not available, as the Secretary of State has reserved powers in the Academies Act 2010 which enable them to make directions to override any ability of the City Council to make executive decisions with regard to land.

7. Reasons for Decision(s):

- 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 a 3 month period.

Signatures		<u>Date</u>
Cabinet Member Children, Families and Schools: Cllr Brigid Jones
Interim Corporate Director - Children and Young People: Colin Diamond.....	

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 December '16 – April '17
2. Schools in the process of conversion
3. Academy Orders – Dec - April conversions

Report Version	<u>V2</u>	Dated	<u>03.05.17</u>
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APPENDIX 1 – SCHOOLS CONVERTED BETWEEN 1st DECEMBER 2016 AND 30TH APRIL 2017

SCHOOL	CATEGORY	WARD	SPONSOR	CONVERSION DATE
Great Barr School	Foundation	Oscott	Shaw Education Trust	1 st December 2016
Firs Primary School	Community	Hodge Hill	Community Education Partnership Trust	1 st December 2016
Topcliffe Primary School	Community	Tyburn	Community Education Partnership Trust	1 st December 2016
Cromwell J&I School	Community	Nechells	Cromwell Learning Community Academy Trust	1 st January 2017
Hodge Hill Primary School	Community	Hodge Hill	Create Partnership Trust	1 st January 2017
Quinton Church Primary School	Voluntary Controlled	Quinton	Barchelai Academy Trust	1 st January 2017
Canterbury Cross Primary School	Community	Aston	Canterbury Cross Educational Trust	1 st February 2017
Chandos Primary School	Community	Nechells	Elliot Foundation Academy Trust	1 st February 2017
Westminster Primary School	Community	Lozells and East Handsworth	Westminster Academy Trust	1 st February 2017
Stirchley Primary School	Community	Bournville	Evolve Education Trust	1 st March 2017
Turves Green Primary School	Community	Northfield	Excelsior Multi Academy Trust	1 st April 2017
Brays School	Community	Sheldon	Forward Education Trust	1 st April 2017

(The) Bridge School	Community	Sutton Vesey	Forward Education Trust	1 st April 2017
Hallmoor School	Community	Shard End	Forward Education Trust	1 st April 2017

APPENDIX 2 – SCHOOLS IN THE PROCESS OF CONVERSION

SCHOOL	CATEGORY	WARD	SPONSOR / ACADEMY TRUST	TARGET CONVERSION DATE
The International School	Community (BSF)	Shard End	Washwood Heath MAT	1 st May 2017
Bordesley Village Primary School	Community	Nechells	Cromwell Learning Community Academy Trust	1 st June 2017
Small Heath School	Foundation	Nechells	Tauheedul education Trust	1 st June 2017
Handsworth Grammar School	Voluntary Aided	Lozells & East Handsworth	To be confirmed	1 st September 2017
Harper Bell 7 th Day Adventist School	Voluntary Aided	Nechells	Joining the Diocese of Birmingham Trust	1 st September 2017
Lordswood Boys School	Academy	Harborne	Rebrokered to another Trust – to be confirmed	1 st September 2017
Springfield Primary School	Community	Springfield	To be confirmed	1 st September 2017
John Willmott School	Community	Sutton Trinity	Arthur Terry Learning Partnership	1 st January 2018
Bishop Challenor Catholic College	Voluntary Aided	Moseley & Kings Heath	To be confirmed	To be confirmed
Court Farm Primary School	Community	Erdington	Reach2 Academy Trust	To be confirmed
Holy Trinity Catholic College	Voluntary Aided	Nechells	To be confirmed	To be confirmed



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

To: The Chair of Governors of Brays 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 Brays 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 Brays 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: 7 July 2016

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

To: The Chair of Governors of The Bridge 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 The Bridge 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 The Bridge 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: 7 July 2016

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

To: The Chair of Governors of Canterbury Cross 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 Canterbury Cross 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 Canterbury Cross 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: 26 May 2016

Pank Patel,
Regional Schools Commissioner



Rt Hon Justine Greening MP
Secretary of State

Sanctuary Buildings Great Smith Street Westminster London SW1P 3BT
tel: 0370 000 2288 www.education.gov.uk/help/contactus

To: The Chair of Governors of Chandos Primary School

Birmingham City Council

ACADEMY ORDER

1. This is an Academy Order made further to section 4.1b of the Academies Act 2010.
2. I hereby order that on the conversion date Chandos 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 Chandos 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: 13 October 2016

Christine Quinn,
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

**To: The Chair of Governors of Cromwell Junior and Infant School and
Nursery Class**

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 Cromwell Junior and Infant School and Nursery Class 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 Cromwell Junior and Infant School and Nursery Class.
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: 7 July 2016

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

To: The Chair of Governors of Firs 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 Firs 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 Firs 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 May 2016

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

To: The Chair of Governors of Great Barr 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 Great Barr 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 Great Barr 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: 9 June 2016

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

To: The Chair of Governors of Hallmoor School
Birmingham City Council

ACADEMY ORDER

1. This is an Academy Order made further to section 4(A1) of the Academies Act 2010.
2. I hereby order that on the conversion date Hallmoor 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 Hallmoor 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: 18 April 2016

Pank Patel,
Regional Schools Commissioner



Rt Hon Justine Greening MP
Secretary of State

Sanctuary Buildings Great Smith Street Westminster London SW1P 3BT
tel: 0370 000 2288 www.education.gov.uk/help/contactus

To: The Chair of Governors of Hodge Hill 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 Hodge Hill 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 Hodge Hill 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 September 2016

Vicky Beer CBE,
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

To: The Chair of Governors of Quinton Church 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 Quinton Church 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 Quinton Church 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: 17 May 2016

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

To: The Chair of Governors of Stirchley 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 Stirchley 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 Stirchley 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: 17 May 2016

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

To: The Chair of Governors of Topcliffe 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 Topcliffe 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 Topcliffe 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: 10 March 2016

Pank Patel,
Regional Schools Commissioner



Rt Hon Justine Greening MP
Secretary of State

Sanctuary Buildings Great Smith Street Westminster London SW1P 3BT
tel: 0370 000 2288 www.education.gov.uk/help/contactus

To: The Chair of Governors of Turves Green Primary School

Birmingham City Council

ACADEMY ORDER

1. This is an Academy Order made further to section 4(A1) of the Academies Act 2010.
2. I hereby order that on the conversion date Turves Green 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 Turves Green 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: 28 July 2016

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

To: The Chair of Governors of Westminster 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 Westminster 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 Westminster 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 May 2016

Pank Patel,
Regional Schools Commissioner

Report to:	CABINET
Report of:	DIRECTOR OF COMMISSIONING & PROCUREMENT
Date of Decision:	16th MAY 2017
SUBJECT:	PLANNED PROCUREMENT ACTIVITIES (JUNE 2017 – AUGUST 2017)
Key Decision: No	Relevant Forward Plan Ref: n/a
If not in the Forward Plan: (please "tick" box)	Chief Executive approved <input type="checkbox"/> O&S Chairman approved <input type="checkbox"/>
Relevant Cabinet Member(s):	Cllr Majid Mahmood – Value for Money and Efficiency
Relevant O&S Chairman:	Cllr Mohammed Aikhlaq, Corporate Resources and Governance
Wards affected:	All

1. Purpose of report:
1.1 This report provides details of the planned procurement activity for the period June 2017 – August 2017. Planned procurement activities reported previously are not repeated in this report.

2. Decision(s) recommended:
That Cabinet
2.1 Notes the planned procurement activities under officer delegations set out in the Constitution for the period June 2017 – August 2017 as detailed in Appendix 1.

Lead Contact Officer (s):	
Telephone No: E-mail address:	Nigel Kletz Corporate Procurement Services Corporate Resources 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 and Governance Overview & Scrutiny Committee and is the process for consulting with relevant cabinet and scrutiny members. At the point of submitting this report Cabinet Members/ Corporate Resources and Governance Overview & Scrutiny Committee Chair 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 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 1 March 2016 meeting of Council changes to procurement governance were agreed which gives Chief Officers the delegated authority to approve procurement contracts up to the value of £10m 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 contractor 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 and Governance Overview & Scrutiny Committee.
- 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 £10m. This will give members visibility of all procurement activity within these thresholds 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 procurements may be referred to Cabinet for an executive decision at the request of Cabinet, a Cabinet Member or the Chair of Corporate Resources and Governance Overview & Scrutiny Committee where there are sensitivities or requirements that necessitate a decision being made by Cabinet.
- 5.5 Procurements below £10m 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 £10m contract value will still require an individual report to Cabinet in order for the award decision to be delegated to Chief Officers if appropriate.
- 5.6 A briefing note including financial information is appended to the Private report for each item on the schedule.

6. Evaluation of alternative option(s):

- 6.1 A report approved by Council Business Management Committee on 16 February 2016 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 £10m, unless TUPE applies to current Council staff.

Signatures:**Date:**

.....
Nigel Kletz – Director of Commissioning & Procurement

.....

.....
Councillor Majid Mahmood - Value for Money and Efficiency

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List of Background Documents used to compile this Report:**List of Appendices accompanying this Report (if any):**

Appendix 1 - Planned Procurement Activity June 2017 – August 2017

Report Version	1	Dated	02/05/2017
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APPENDIX 1 – PLANNED PROCUREMENT ACTIVITIES (JUNE 2017 – AUGUST 2017)

Type of Report	Title of Procurement	Ref	Brief Description	Contract Duration	Directorate	Portfolio Value for Money and Efficiency Plus	Finance Officer	Contact Name	Planned CO Decision Date	Comments - including any request from Cabinet Members for more details	Living Wage apply Y / N
Approval To Tender Strategy	Debt Collection and Bailiff Services	P0202	The provision of a debt collection and bailiff service is required to ensure the council fulfils its statutory obligation to manage the financial affairs of the city and actively pursue debts owed by citizens. This will assist in securing the debt, increasing collection rate targets and income generation.	4 years	Economy / Finance & Legal	Deputy Leader	Guy Olivant / Thomas Myers	Lisa Haycock	04/07/2017		Y
Approval To Tender Strategy	Energy Company Licence	TBC	The proposed Energy Company, which is subject to FBC approval by Cabinet, will be setup by utilising the typical entrant route to market by purchasing an existing 'supplier in a box' that already holds the necessary accredited licences. This is less expensive and more efficient than creating a supplier from scratch and go through the licencing accreditation process. A contract award will not be entered into until Cabinet has approved the FBC.	5 years	Economy	Clean Streets, Recycling and Environment	Simon Ansell	Richard Rees / Charlie Short	30/06/2017		Y
Approval To Tender Strategy	Provision of Anti-Social Behaviour Enforcement Service	P0304	The provision of an anti-social enforcement service to patrol the city centre and outlying centres. The service is to supplement and work in conjunction with the Council's existing workforce. The service is to issue fixed penalty notices covering anti-social behaviour including littering, smoking in smoke-free zones, dog fouling and distribution of printed materials.	4 years	Place	Sustainability	Parmjeet Jassal	Marie Hadley	04/07/2017		Y
Strategy / Award	Interim Head of Delivery for the GBSLEP	TBC	The continued engagement of the Interim Head of Delivery for the Greater Birmingham Local Enterprise Partnership to be responsible for the programme management of activities undertaken directly by the Executive.	1 year	Place	Deputy Leader	Rob Pace	Nick Glover / Charlie Short	30/06/2017		Y
Approval To Tender (SCN)	Syrian Refugee – Year 2 Support Services (Pilot Projects)	TBC	To provide additional services to Syrian refugees to include: • Enhanced employment support • Continued tenancy support • Mental health awareness development • Train the Trainer ESOL provision • Female only support group	1 year	Adult Social Care and Health	Health and Social care, Children, Families and schools; Housing and Homes.	Shabir Ladak	Sarah Freeley / Robert Cummins	30/06/2017		Y
Strategy / Award	Leasing of Second Hand Vehicles	TBC	Adult Transport Operations provide specialist transport services to take vulnerable home-based service users to and from Adult Care Services such as Day Centres. The vehicles used to transport service users have been specially adapted to meet the service users' needs.	1 year plus 1 year option to extend	Adult Social Care and Health	Health and Social Care	Shabir Ladak	David Waddington	30/06/2017		Y
Approval To Tender (SCN)	Repair and Maintenance of Lifts	TBC	The repair and maintenance of lifts to Council buildings (housing and non-housing properties). In order for sufficient time to carry out the procurement process and award the replacement contract to ensure that this fulfils the needs of the Council, there is a requirement to extend the current contract for a further period of 9 months.	9 months	Place / Economy	Deputy Leader / Housing and Homes	Guy Olivant / Simon Ansell	Jas Claire	30/06/2017		Y

BIRMINGHAM CITY COUNCIL

PUBLIC REPORT

Report to:	CABINET
Report of:	City Solicitor
Date of Decision:	16 May 2017
SUBJECT:	APPOINTMENTS TO OUTSIDE BODIES
Key Decision: No	Relevant Forward Plan Ref:
If not in the Forward Plan: (please "X" box)	Chief Executive approved <input type="checkbox"/>
	O&S Chairman approved <input type="checkbox"/>
Relevant Cabinet Member(s):	Cllr John Clancy
Relevant O&S Chairman:	Cllr Mohammed Aikhlaq, Chairman of Corporate Resources and Governance Overview and Scrutiny Committee
Wards affected:	City Wide

1. Purpose of report:
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.

2. Decision(s) recommended:
That Cabinet agrees to appoint representatives to serve on the Outside Bodies detailed in the appendix to this report.

Lead Contact Officer(s):	Celia Janney
Telephone No:	Committee Services
E-mail address:	Tel: 0121 303 7034
	e-mail: celia.janney@birmingham.gov.uk

3. Consultation

3.1 Internal

Councillor John Clancy, Leader of the Council.

For appropriate items, the Secretaries to the Political Groups represented on the Council.

3.2 External

4. Compliance Issues:

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

The appointments are consistent with the legal and constitutional requirements of the City Council.

4.2 Financial Implications (Will decisions be carried out within existing finances and Resources?)

There are no additional resource implications.

4.3 Legal Implications

See paragraph 4.1.

4.4 Public Sector Equality Duty

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.

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 May 2017 – Appointments to Outside Bodies

APPENDIX TO REPORT TO CABINET 16 May 2017
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. Baron Davenports Charity

This appointment is of the Chief Finance Officer as ex-officio Trustee. Therefore in light of recent change, it is

RECOMMENDED:-

That Cabinet agrees to the appointment of Mr Mike O'Donnell, Interim Chief Finance Officer, as ex-officio Trustee.

3. Kings Norton United Charities

Cllr Peter Griffiths (Lab) term of office ends 21 May 2017. The Trustees may but need not be Members of the Council.

RECOMMENDED:-

That Cabinet agrees to the re-appointment of Cllr Peter Griffiths (Lab) from 16 May 2017 until 15 May 2020.