

## GREATER BIRMINGHAM & SOLIHULL SUPERVISORY BOARD

Thursday 27<sup>th</sup> September 2018 at 14:00  
Committee Room 2, Council House  
Victoria Square, Birmingham B1 1BB

### AGENDA

	<b><u>PART I – OPEN ITEMS</u></b>	
	<b>(Open to the Press and Public)</b>	
1.	<b>Welcome and Apologies for Absence</b> By the current Supervisory Board Chair	
2.	<b>Notes of the last meeting on 21<sup>st</sup> June 2018 and matters arising</b>	<b>Attached</b>
3.	<b>Ratification of decisions taken by written procedure</b>	<b>Attached</b>
4.	<b>Paradise</b>	<b>Attached</b>
5.	<b>Growth Programme</b>	<b>Attached</b>
	<b>Day and Time of Meetings</b> <ul style="list-style-type: none"><li>• 6<sup>th</sup> December, 14:00, Council House</li></ul>	
	<b>PART II – EXEMPT ITEMS</b>	
6.	<b>Paradise</b>	

# Greater Birmingham & Solihull Supervisory Board

21st June 2018 at 14:00 hrs

Committee Room 2, Council House, Birmingham

## PRESENT

Cllr Mike Wilcox – Lichfield  
Cllr Geoff Denaro – Bromsgrove  
Cllr Richard Grosvenor - East Staffordshire  
Cllr Jayne Francis – Birmingham  
Cllr Bob Sleight – Solihull  
Cllr Marcus Hart – Wyre Forest  
Cllr Ian Hardiman – Wyre Forest  
Cllr David Bush – Redditch  
Cllr Steve Claymore – Tamworth

## APOLOGIES

Cllr George Adamson – Cannock Chase  
Andy O'Brien – East Staffordshire  
Cllr Ian Ward – Birmingham  
Ian Miller – Wyre Forest  
Dawn Baxendale – Birmingham

## IN ATTENDANCE

Mike Parker – Wyre Forest  
Diane Tilley – Lichfield  
Nick Page – Solihull  
Paul Beckley – Cannock Chase  
Clive Heaphy – Birmingham  
Paul Edwards – LEP Executive  
Peter Jenion – LEP Executive (minutes)

<b>1.</b>	<b>Welcome and apologies for absence</b>
	The Chair, Cllr Mike Wilcox, welcomed the Supervisory Board and noted apologies for as above.
<b>2.</b>	<b>Notes of the last meeting on 22<sup>nd</sup> February 2018 and matters arising</b>
	The last scheduled meeting was not quorate and did not go ahead – the minutes are from 22 <sup>nd</sup> February.

	<p>Matters arising:</p> <ul style="list-style-type: none"> <li>• LEP Executive to consider issues of quorum which will be addressed through the Governance Review once the LEP review is published.</li> <li>• The Strategic Employment Sites Study – progress has been much slower than all of us would have liked but it has grown in scope to include Staffordshire County Council as a partner. A working group has been formally constituted and initial exploratory conversations are due to be held next week with PBA as to whether they can undertake “phase 2” of the study concluded in 2015.</li> <li>• There was discussion about how to coordinate this work as part of the LEP conference.</li> </ul>
<b>88</b>	<p><b>RESOLVED:</b></p> <p>The minutes of the meeting on 22<sup>nd</sup> February were approved as an accurate record.</p>
<b>3.</b>	<p><b>Election of the Chairman</b></p>
<b>89</b>	<p><b>RESOLVED:</b></p> <ul style="list-style-type: none"> <li>i The Supervisory Board appointed Mike Wilcox as Chairman</li> </ul>
<b>4.</b>	<p><b>Election of the Vice-Chairman</b></p>
	<p>The Chair thanked Bill Hartnett for his work as Vice Chair and requested a letter to him on their behalf.</p>
<b>90</b>	<p><b>RESOLVED:</b></p> <ul style="list-style-type: none"> <li>i The Supervisory Board Appointed Matt Dormer as Vice Chairman</li> <li>ii The Supervisory Board agreed that a letter should be written to Bill Hartnett, thanking him for his work with GBSLEP</li> </ul>
<b>5.</b>	<p><b>Appointment of the Secretary</b></p>
<b>91</b>	<p><b>RESOLVED:</b></p> <ul style="list-style-type: none"> <li>i The Supervisory Board appointed Clive Heaphy as Secretary.</li> </ul>
<b>6.</b>	<p><b>Membership and substitute members for 2018/19</b></p>
<b>92</b>	<p><b>RESOLVED:</b></p> <ul style="list-style-type: none"> <li>i The Supervisory Board noted the updated membership of the Supervisory Board following the new appointments made by the nine Local Authority members’ respective Authorities for the municipal year 2018/19.</li> </ul>

<b>7.</b>	<b>Notification of any declarations of interest</b>
	Cllr Ian Hardiman declared an interest in Kidderminster Railway Project.
<b>8.</b>	<b>Growth Programme Update</b>
	<p>Paul Edwards presented and highlighted some key points:</p> <ul style="list-style-type: none"> <li>• The expenditure slippage is at 10% which is much stronger than previous years.</li> <li>• That Symphony Hall Extension (Performances Birmingham Ltd) has received approval for £408,148 of project development funding to support the preparation of the Full Business Case.</li> <li>• That the Programme Delivery Board has approved an increase in conditional funding allocation for Kidderminster Railway Station Interchange to £2.407m (an increase of £0.607m), subject to a satisfactory Full Business Case</li> </ul>
	<p><b>RESOLVED:</b></p> <p>The Supervisory Board noted:</p> <ul style="list-style-type: none"> <li>• the current programme and pipeline status;</li> <li>• project investment approvals made;</li> <li>• that there was c.10% financial slippage across the LGF projects in 2017/18 financial year and was within expectations; and</li> <li>• that there was full utilisation of LGF funding for 2017/18.</li> </ul>
<b>9.</b>	<b>GBSLEP Housing Framework</b>
	<p>Paul presented on the Housing Framework and highlighted the following key points:</p> <ul style="list-style-type: none"> <li>• The purpose of the Housing Framework is to provide an overview of housing tenure, affordability, and need across the GBSLEP area, outline opportunities to develop the housing schemes that will be required to support the growth ambitions for the area, and present a series of recommendations identifying activities that partners and government can undertake to deliver housing in the area.</li> <li>• It is explicitly not about addressing housing numbers, but rather about addressing we build the right kind out houses to meet our needs.</li> <li>• Following discussions with a range of stakeholders, the task and finish group proposed that four of these recommendations be taken forward for further exploration and/or moved into delivery.</li> <li>• At its meeting on 5 June 2018, the LEP Board approved the Housing Framework and the four key recommendations. The Executive will now consider how best to take those recommendations forward.</li> </ul>

93	<p><b>RESOLVED:</b></p> <p>The Supervisory Board:</p> <ul style="list-style-type: none"> <li>• considered the attached Housing Framework;</li> <li>• noted the LEP Board’s approval of the four specific recommendations from the Housing Framework for GBSLEP to take forward; and</li> <li>• noted the LEP Board’s approval for the official publication of the Housing Framework in an appropriate format.</li> </ul>
10.	<p><b>GBSLEP Towns &amp; Local Centres Framework</b></p>
	<p>Paul presented on the Towns and Local Centre’s framework and highlighted the following key points:</p> <ul style="list-style-type: none"> <li>• The overall objective of the Towns and Local Centres Framework is to develop investment criteria for towns and local centres projects that reflect the importance of place to the well-being of the GBSLEP area as a whole.</li> <li>• The Framework also identifies good practice principles from elsewhere and makes recommendations, for GBSLEP to take forward, in the following areas: <ul style="list-style-type: none"> <li>a. Streets and spaces;</li> <li>b. Diversity of use, creativity, and culture;</li> <li>c. Technology;</li> <li>d. Transport and accessibility;</li> <li>e. Partnerships and structures; and</li> <li>f. Monitoring and evaluation.</li> </ul> </li> </ul>
94	<p><b>RESOLVED:</b></p> <p>The Supervisory Board:</p> <ul style="list-style-type: none"> <li>• Considered the attached Towns and Local Centres (TLC) Framework and note the good practice principles that have been identified.</li> <li>• Noted the LEP Board’s approval of the proposed criteria for future investment in TLC projects.</li> <li>• Noted the LEP Board’s approval of the five specific recommendations from the TLC Framework for GBSLEP to take forward.</li> <li>• Noted the LEP Board’s approval of the official publication of the TLC Framework in an appropriate form.</li> <li>• Noted the LEP Board’s approval that any unspent monies from the £500,000 already earmarked for TLC projects through the SEP Enabling Fund can be rolled over to 2019/20, if necessary.</li> </ul>
11.	<p><b>Any other business</b></p>

	No other business was raised
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CHAIRMAN

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## Report to the Greater Birmingham & Solihull Supervisory Board

26<sup>th</sup> September 2018

### RATIFICATION OF THE DECISIONS TAKEN BY WRITTEN PROCEDURE

#### Purpose of the report

To note and endorse the decisions taken by the Supervisory Board by written procedure.

#### Recommendations

The Supervisory Board is recommended to:

1. Note and endorse the decisions of the 24<sup>th</sup> July 2018, which were to note the progress made since the decision to fund the FDI Lead Generation activity in February 2017, and approve the expenditure of up to £50,000 to fund a second year; and
2. Note and endorse the decision the 31<sup>st</sup> August 2018, which was to note the approval of the capital grant of £500,000 (five hundred thousand pounds) allocation of Local Growth Funding (LGF) to the National Memorial Arboretum (NMA) for the delivery of the NMA New Events Building project. The approval was made by the LEP Director under delegated authority and in accordance with the GBSLEP Assurance Framework.

#### Background

3. Since the last meeting of the Supervisory Board on 21<sup>st</sup> June 2018, two key decisions have been made by written procedure in order to enable GBSLEP to proceed with priority interventions. The detail of those decisions is set out below.

#### FDI Lead Generation

4. At its meeting on 8 February 2017, the Supervisory Board agreed in principle up to £50,000 per annum for two years from the Business Rates Pool to fund FDI lead generation activity focused automotive and advanced engineering sectors, led by Marketing Birmingham, subject to the Supervisory Board agreeing to the terms of the contract, which should include a break clause at the end of Year 1 if performance is not on target.
5. The West Midlands Growth Company (WMGC) approached GBSLEP for a further £50k contribution to extend the programme for a second year, via a new invitation to tender, from 1<sup>st</sup> September 2018.
6. Further funding contributions were secured from Birmingham City Council (£50k) and Drive Midlands (£20k).

7. The recommendation to approve the expenditure was put the Supervisory Board by written procedure on 13<sup>th</sup> July 2018, and confirmed as agreed 24<sup>th</sup> July 2018.
8. Further detail is set out in Appendices A1 and A2.

### **National Memorial Arboretum (NMA) New Events Building**

9. In November 2017, the NMA submitted an Expression of Interest for LGF support, to address a gap in their funding which would enable them to complete the delivery of the new events building project. The total capital project cost is £8,100,000. The Royal British Legion have provided a grant of £6,848,736 and £751,264 has been secured from Treasury (LIBOR fund) and Veolia Environmental Trust leaving a funding gap of £500,000 that was requested from GBSLEP to complete the fitting out of the new event building.
10. GBSLEP worked with the NMA to develop the Full Business Case with input from AECOM and a final submission was received on the 10th July 2018. An Independent Technical Evaluation was conducted by the LEP Executive in August 2018. The evaluation concluded that the project has satisfied GBSLEP's assurance requirements for deliverability and value for money in line with and proportion to Green Book guidance. As such, the business case and its evaluation were used as the basis to recommend the approval of LGF grant investment.
11. Following the recommendation by the LEP Executive, the LEP Director approved the £500,000 LGF capital grant under delegated authority on 19th August 2018.
12. The recommendation to note the decision taken by the LEP was put to the Supervisory Board on 22<sup>nd</sup> August 2018, and confirmed as agreed on 31<sup>st</sup> August 2018.
13. Further detail is set out in Appendix B.

### **Conclusions**

14. This paper seeks the ratification of the decisions made by written procedure since the last meeting of the Supervisory Board on 21<sup>st</sup> June 2018. The Supervisory Board is recommended to note and endorse those decisions.

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Date: 17<sup>th</sup> September 2018



## Report to the Greater Birmingham & Solihull Supervisory Board

13 July 2018

### Second year of FDI Lead Generation funding

#### Purpose

To note progress with the first year of FDI lead generation for automotive and advanced engineering and seek approval to fund a second year.

#### Recommendations

The Supervisory Board is recommended to:

1. Note the progress made since the decision to fund the FDI Lead Generation activity in February 2017; and
2. Approve the expenditure of up to £50,000 to fund a second year.

#### Background

3. At its meeting on 8 February 2017, the Supervisory Board agreed in principle up to £50,000 per annum for two years from the Business Rates Pool to fund FDI lead generation activity focused automotive and advanced engineering sectors, led by Marketing Birmingham, subject to the Supervisory Board agreeing to the terms of the contract, which should include a break clause at the end of Year 1 if performance is not on target.
4. The activity would fill a gap in FDI lead generation for the region not met by the ERDF 'Investing in Greater Birmingham' programme which does not include automotive or advanced engineering.
5. Twelve month contracts were awarded by Marketing Birmingham in July 2017 with three lead generation agencies operating in strategically important markets for automotive and advanced engineering FDI: German-speaking Europe, India and North America.
6. Overall targets for the project against a total project value of £140,000 (made up of £50k each from Birmingham City Council and GBSLEP and £20k each from Drive Midlands and the City of Wolverhampton) – for the GBSLEP and City of Wolverhampton geographies:

Deliverable	Total Target 17/18
Prospects	108
Projects	28
Completed Projects	7
Jobs Created	140

**Key issues**

7. The West Midlands Growth Company (WMGC) is seeking a further £50k contribution from GBSLEP to extend the programme for a second year, via a new invitation to tender, from 1<sup>st</sup> September 2018.
8. The total project value and overall targets of 8 completed projects and 140 jobs are proposed which maintains the same ratios for the current contracts. The sector focus and target territories would be the same allowing a focus on converting the pipeline developed in the first year. The geographic focus on GBSLEP and the City of Wolverhampton geography would remain, subject to confirmation of funding.
9. Progress against target as of end May 2018 with two to three months remaining of the current contracts (ending at end July for German speaking Europe and India and end August for North America) is as follows:

Deliverable	Total Target 17/18	Total Actual (end May 2018)
Prospects	108	122
Projects	28	26
Completed Projects	7	0
Jobs Created	140	0

10. Although no projects had completed by end May, the West Midlands Growth Company note that the contracts had two to three months left to run and are confident, based on discussion with the lead generation agencies, that 12 of the projects identified will convert into completions, creating 140 jobs, by the end of the current contract of by December 2018. This would exceed the target of 7 project completions.
11. This confidence is based on the strength of the pipeline already developed, the levels of additional leads generated e.g. via trade events, the relationships developed with organisations and stakeholders 'in territory' and market insight around levels of interest and appetite to invest in the UK amongst target markets.
12. The Growth Company highlight the momentum built during the first year and that not progressing the existing pipeline would be highly detrimental to the region's ability to attract future investment.
13. To build on the momentum generated by the first year it is proposed to focus the second year contract on progressing the pipeline generated and that the performance-related component of the contract is restricted to completed projects and jobs created.
14. The Growth Company's business case for continuation is attached at Appendix 1.
15. Funding contributions have already been secured from Birmingham City Council (£50k) and Drive Midlands (£20k). Discussions with the City of Wolverhampton on a £20k contribution are continuing but funding has not been confirmed from this source as of yet.

**Conclusion**

16. The Supervisory Board is recommended to approve a second year's funding of £50,000 for FDI lead generation for automotive and advanced engineering in 2018/19.

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Date: 10 July 2018



## **Foreign Direct Investment Lead Generation – Automotive and Advanced Engineering (FDIAAE) Project**

### **Business case for Continuation – July 2018**

#### **Executive Summary**

The purpose of this document is to put forward a business case to continue the FDI lead generation contract focusing on the automotive and advanced engineering sectors in German speaking Europe, North America and India. The scope would be to run the contract for a further 12 months.

The existing contract runs until August 31<sup>st</sup> in N America and July 31<sup>st</sup> in the other territories.

The project target outputs are 7 completed projects yielding 140 jobs in Greater Birmingham and Solihull and the city of Wolverhampton.

The existing project value is £140000.

It is proposed to maintain the sector focus and the territory focus to capitalise on the groundwork of the current contract.

The project extension would concentrate on the same GBS LEP and City of Wolverhampton geographies.

The value of the project would be £140000.

Ratios for the continuation project would be maintained which would give target outputs of 8 completed projects and 140 jobs. Over the two year period, the total projected jobs created figure is 280 for a project cost of £280000.

In the project extension, every effort would be made to ensure that the distribution of jobs reflects the levels of funding, i.e. a minimum of 20 jobs in the City of Wolverhampton, a minimum 50 jobs in Birmingham City and a minimum of 50 jobs in the Greater Birmingham and Solihull LEP area.

#### **Background and Context:**

In July 2017, contracts were awarded from 1<sup>st</sup> August 2017 to 31<sup>st</sup> July 2018\* to three lead generation agencies in strategically important international geographic markets for WMGC's

inward investment focus on automotive and advanced engineering sectors. These markets being:

- German speaking Europe
- India
- North America

*\* North America contract was initiated one month later and finishes 31<sup>st</sup> August 2018*

### **Original Rationale:**

A key objective in the WMCA SEP is to create ‘the biggest concentrations of high value manufacturing businesses in Europe and their supply chains’.

Automotive and advanced engineering are cornerstones of manufacturing and are the subject of the project.

The purpose of the project is to increase FDI lead generation in key sectors through contracting with specialist agencies.

This project is based on adopting a targeted approach to lead generation aimed at securing inward investment projects and new jobs created from businesses including SMEs and large companies in the Automotive and wider Advanced Engineering sectors.

### **Project Outputs 2017/18:**

The overall targets for the project are as follows:

Deliverable	Total
Prospects	108
Projects	28
Completed Projects	7
Jobs Created	140

The target outputs by territory and sub-sector are shown in the tables below:

#### **German speaking territories**

Deliverable	Automotive	Advanced Engineering	Total	Jobs Created
Prospects	18	27	45	
Projects	5	7	12	
Completed Projects	1	2	3	60

#### **India**

Deliverable	Automotive	Advanced Engineering	Total	Jobs Created
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Prospects	18	5	23	
Projects	5	1	6	
Completed Projects	1	1	2	40

#### North America

Deliverable	Automotive	Advanced Engineering	Total	Jobs Created
Prospects	20	20	40	
Projects	5	5	10	
Completed Projects	1	1	2	40

#### Project Value:

The project value is a maximum of £140,000. It is structured so that 25% of the contract value is payable on achievement of deliverable targets (detailed in the table under Project Outputs).

The breakdown of value by territory is as follows:

Territory	Base Contract	Target Achievement	Total
German speaking Europe	£44,550	£13,950	£58,500
India	£21,625	£7,375	£29,000
North America	£40,100	£12,400	£52,500
Total	£106,275	£33,725	£140,000

Results and achievements of the programme against target outputs to date can be found in Appendix 1.

With only a few months remaining of the current contracts, it has been agreed a business case should be drafted by WMGC to support the continuation of this lead generation and a new invitation to tender issued for a further year with contracts to commence from 1<sup>st</sup> September 2018.

#### Business Case for Further Continuation of FDIAAE Programme

Although no completed projects have been secured as yet, there are a number of reasons to support renewal of this programme. Some of these are specific to the individual geographic territories whilst others are more applicable across all.

#### Reasons to Support Continuation (non geographic):

- Automotive and advanced engineering continue to be strategically important sectors for attracting inward investment to the West Midlands with 27% of involved projects by Business Birmingham, Drive Midlands and City of Wolverhampton in 2017/18 from these sectors
- Associated job numbers from these sectors are typically higher than certain other priority sectors
- IBM Plant Location International's recent research on strategic sectors for the West Midlands in FDI attraction has highlighted automotive and advanced engineering as a top priority sector for the region
- Investment pipeline from current contracts – although as mentioned no successful projects have been secured as yet, the table below from Appendix 1 shows the qualified projects in the pipeline across all markets as of May 2018.

<b>Measurable Output</b>	<b>Actual Total</b>	<b>Target Total</b>	<b>Target Achieved</b>
Pipeline of Prospects - Automotive	59	56	105%
Pipeline of Prospects - Advanced Engineering	63	52	121%
Pipeline of Projects - Automotive	15	15	100%
Pipeline of Projects - Advanced Engineering	11	13	85%
Completed Projects - Automotive	0	3	0%
Completed Projects - Advanced Engineering	0	4	0%
Jobs Created	0	140	0%

- This shows 26 leads at project stage and a further 122 at prospect stage. To stop this pipeline and the key role our lead generation agencies are playing in developing these leads would be highly detrimental to the team in the UK's abilities to secure these projects
- Lead generation agencies have qualified they expect to see the following projects complete before the end of the current contract/ by December 2018:
  - German speaking markets
    - GEZE (40 jobs)
    - ACSYS (25 jobs)
    - ELO Digital (10 jobs)
    - Amaturenwerk Hötensleben (25 jobs)
    - Heinloth (3 jobs)
  - India
    - Panse (52 jobs)
    - Rasco (4 jobs)
    - Satyam-Venture Engineering Services (70 jobs)
  - North America
    - Kinova Robotics (5 jobs)
    - Phantom Intelligence (5 jobs)
    - Fiskar Inc (30 jobs)
    - Meridian Automotive (2 jobs)

- Lead generation agencies are a significant source of our overall project pipeline of FDI enquiries for the AAE sectors
- Lead generation agencies are playing a key role in account management of strategic existing investors and in identifying expansion projects

## **Market Specific Reasons to Support Continuation:**

### **German speaking markets**

- Brexit – both a key issue and opportunity. A number of qualified prospects and projects identified by our lead generation agency will act on investment plans as soon as there is clarity on the future trading relationship between the UK and EU. This is likely to be known within the next year. We risk switching off our ability to service this pipeline if FDIAAE contracts do not continue
- Key lead generation events – a number of key business development events generating further leads from AAE sectors are about to happen eg
  - German rail suppliers event on HS2 in Berlin (May 2018) – initiated by lead gen agency)
  - Austrian rail mission to Greater Birmingham (June 2018) – follow up of leads from this
  - Innotrans, Berlin (Sept 2018) – world’s largest rail sector trade fair – will be compromised without lead gen support
  - 3 AAE projects generated from recent sales mission around Hannover Fair (automation, Industry 4.0 and automotive)
  - 2 AAE projects progressed from previous sales mission in November 2017
  - All of the above allow for significant promotion of Greater Birmingham & Solihull and City of Wolverhampton Council areas
- Potential dual programme leads – worth noting a number of leads through the Germany based lead gen agency are recorded in the ERDF programme as they are SMEs and can qualify where dual sectors involved. The AAE programme would be enhanced by a number of these, where they could also be captured were it possible to record leads in both programmes

### **India**

At this stage in the contract, India has proved a relatively successful territory. This is particularly the case in the automotive sector. Market opportunities for Indian inward investors come from two directions: firstly, for those companies with supply contracts, the desire to be closer to the customer (usually JLR) and secondly to take advantage of the R&D ecosystem in the region – particularly in the context of electric vehicles as the Indian government has set ambitious targets for vehicle electrification to improve air quality and the Indian supply chain needs to accelerate technology acquisition to meet demand at home and to support the government’s Make in India initiative. Additionally, the wide range of incentives and reliefs for R&D add to the attraction of the location.

The UK market is seen as attractive based on past and present links, lack of language barrier etc. Whilst there is concern over the outcome of Brexit, this is not generally prohibitive to Indian investors.

The lead generation activity in India has created a healthy pipeline which should yield projects and jobs if nurtured and progressed.



Relationships are progressively developing with trade associations, particularly ACMA, (Automotive Component Manufacturers Association) which has previously brought delegations to the UK for the Automechanika trade show.

Drive Midlands exhibited at the Auto Expo event in Delhi in February 2018. Interest in establishing a UK presence was high with particularly strong interest in establishing a sales office as an initial step, leading to subsequent growth with logistics and assembly facilities if successful, and acquisition of UK businesses to accelerate market penetration. The outcome of attendance was the addition of 15 strong leads, secured and subsequently progressed with the support of the lead generation agency.

Similarly, there are leads which are recorded in the ERDF programme where dual sectors are involved.

It is also worth noting that lead generation activity in India has resulted in a number of leads which have been recorded in the ERDF programme as they are SMEs and can qualify where dual sectors involved.

According to Grant Thornton's 2018 'India Meets Britain Tracker':

The Indian economy is forecast to become one of the three largest in the world by 2030<sup>1</sup>, creating new opportunities to extend investment into the UK. Meanwhile, as the UK forges a future outside the European Union, it will increasingly look to strengthen ties with long-standing partners like India. These two developments hold the promise of a new era of trade, investment and collaboration between the two countries.

## **North America**

There is currently a high level of interest from the US in the UK as a location for the development of connected and autonomous vehicles, systems and infrastructure.

Additionally, there are gaps in the supply chain for electric vehicle powertrain components which represent FDI opportunities.

Equally, there are capacity gaps in the supply chain for interior and conventional powertrain components.

It is also worth noting that the North American activity has generated a number of leads, which have been recorded in the ERDF programme as they are SMEs and can qualify where dual sectors involved.

Upcoming visits by potential investors include (at the time of writing) Kinova Robotics with interests in the life sciences and automotive sectors and Meridian Autonomous, a driverless taxi company.

## **Current State**

At the time of writing, there are 49 projects on WMGC CRM relevant to the programme, including inherited pipeline. The jobs forecast to the end of Q3 2018/9 is 547 from 12 projects, giving an average project size of 46 jobs. Based on the premise of a 4:1 attrition rate, this would yield approximately 140 jobs; in other words, achieve target from a jobs perspective (although a reduced number of projects).

The project has delivered all outputs up to completed project stage with 2/3 months to achieve completed project outputs.

The breakdown of projects currently scheduled to complete by 30.09.18 is as follows:

<b>Territory</b>	<b>Projects</b>	<b>Jobs</b>
German speaking Europe	5	138
India	5	204
North America	2	205
Total	12	547

## **Value For Money**

The project targets give a breakdown of expenditure by output as follows:

Cost per completed project	£20,000
Cost per job	£1000
Projects per £100,000	5
Jobs per £100,000	100
GVA generated per £	£36

## **What Has Worked Well**

The contractors, with support from WMGC, have been successful in creating a pipeline of potential inward investors aligned with the target profile through in-territory networking, attendance at events etc. It is unlikely that such a pipeline would have been created otherwise. Moving forward, continuation of the activity is more likely to see the pipeline progressed to completion.

The local presence has enabled relationships to be fostered with trade associations and other organisations. One example of this is the growing relationship with Grant Thornton in India who are working for the Indian government on a study of overseas market opportunities (including the UK) for Indian companies.

## **Potential Changes**

The structure of the current contract has a performance-related element which rewards for secured prospects and projects as well as completed projects. It is proposed, with a future contract, that the performance-related component be restricted to completed projects and jobs created in order to better align with funders' KPIs. (It is also worth noting that a new contract in the three territories would be starting with a legacy pipeline.)

A follow-on project should also consider a change in emphasis to reflect a more mature pipeline. This shift in focus should be to progress the pipeline generated. In other words, the 55 prospects so far logged to be progressed to inward investment project completions with additional activity to top up pipeline prospects and projects to maintain breadth and depth and sustainability of the project for the future.

An amount – nominally 7.5% - of the contract value should be allocated for contract management and in-market activity by WMGC staff. This is likely to be attendance at trade events in the territory.

The geographic scope of the continuation project would continue to be the City of Wolverhampton, Birmingham and the Greater Birmingham and Solihull LEP area.

The project value would be £140000 made up of £50000 each from Birmingham City Council and GBS LEP with a further £20000 each from Drive Midlands and the City of Wolverhampton.

Both the sector scope - automotive and advanced engineering – and target territories (India, North America and German speaking Europe) would remain unchanged.

The proposed spend profile is as follows:

<b>Activity</b>	<b>Delivery Element</b>	<b>Performance Element</b>	<b>Total</b>
German Speaking Europe	£32200	£21300	£53500
India	£30800	£19200	£50000
North America	£11200	£14800	£26000
Contract Management/ Support	£10500		£10500
<b>Total</b>	<b>£84700</b>	<b>£55300</b>	<b>£140000</b>

## **Conclusion**

To maintain the momentum which this project has created, and to build on the pipeline now in place and the associated relationships with organisations and stakeholders in territory, it would be beneficial to continue the project.

In order to enable a project start on September 3<sup>rd</sup>, approvals would need to be in place by Friday July 13<sup>th</sup> to enable the procurement process.

## **Appendix 1 – Definitions**

### **Prospect**

This is the point at which:

The investor has clearly indicated their intention to invest or expand their activities either in the UK or abroad. Key characteristics of the potential investment activity, such as the investment type, mode of entry, business nature, sector and source market are all known and have been recorded on WMGC CRM system.

### **Project**

A prospect becomes a project when the following criteria have been met:

The investor has stated that they are definitely interested in investing in the UK (either solely or as one of a number of potential locations); An indicative decision date for investment has been provided and the expected date for the start of the actual business activity is normally within the next 12-18 months. The investor gives an indication of the number of anticipated new jobs associated with the investment. All data entered at Prospect stage has been reviewed, updated and verified by Drive Midlands or Business Birmingham. There is a clear client requirement and a need for a bespoke response. Sufficient evidence of the client's requirement has been provided by completing the relevant section on the CRM and the client requirement has been discussed and agreed with Drive Midlands or Business Birmingham

## **GBS SUPERVISORY BOARD**

### **Project Approval Report (by written procedure)**

#### **National Memorial Arboretum: New Event Building**

**21<sup>st</sup> August 2018**

#### **Recommendation**

The Supervisory Board is recommended to note the:

- Approval of the capital grant of £500,000 (five hundred thousand pounds) allocation of Local Growth Funding (LGF) to the National Memorial Arboretum (NMA) for the delivery of the NMA New Events Building project. The approval was made by the LEP Director under delegated authority and in accordance with the GBSLEP Assurance Framework.

#### **Background**

1. In November 2017, the NMA submitted an Expression of Interest for LGF support, to address a gap in their funding which would enable them to complete the delivery of the new events building project. The total capital project cost is £8,100,000. The Royal British Legion have provided a grant of £6,848,736 and £751,264 has been secured from Treasury (LIBOR fund) and Veolia Environmental Trust leaving a funding gap of £500,000 that is requested from GBSLEP to complete the fitting out of the new event building.
2. The project received an A rating for strategic fit and it was agreed that the project should proceed straight through to Full Business Case stage given its advanced stage of development.
3. GBSLEP worked with the NMA to develop the Full Business Case with input from AECOM and a final submission was received on the 10<sup>th</sup> July 2018. An Independent Technical Evaluation was conducted by the LEP Executive in August 2018. The evaluation concluded that the project has satisfied GBSLEP's assurance requirements for deliverability and value for money in line with and proportion to Green Book guidance. As such, the business case and its evaluation were used as the basis to recommend the approval of LGF grant investment.
4. Following the recommendation by the LEP Executive, the LEP Director approved the £500,000 LGF capital grant under delegated authority on 19<sup>th</sup> August 2018.

#### **Case for change**

5. The NMA was registered as an independent charity in 1995 to establish a UK National Centre of Remembrance. Since 2003 the Royal British Legion and from 2007 the Armed Forces Memorial have provided financial support, however the NMA are still reliant on grants which are being reduced over time and there is a growing need to be self-sustaining.

6. The NMA New Events Building project will construct a purpose-built 1,308sqm permanent event space which has the potential to attract major national events and generate additional income through corporate hire. Through this NMA will build a long term sustainable business model for the charity. The current visitor numbers stand at 300,000 per annum, the project will help drive additional visitor numbers and contribute towards the overall target of 480,000 by 2026.
7. Event income is an integral part of the NMA's business model and sustainability, with over 200 memorial dedication and remembrance events each year hosted in a temporary marquee. However after eight years use this is progressively degrading. In addition the marquee is not equipped or of sufficient quality to handle a wider range of events and hires. Investment in a new permanent event building will provide a home for all existing events and a facility that can be marketed for corporate and organisational conferences, events and meeting hire. Income generated from corporate activity will provide a new income stream to support the NMA.
8. The benefits of the project will be as follows:

<b>Square meters of new floor space created</b>	1,308 sqm by September 2018
<b>Remembrance event bookings</b>	221 per annum by 2026
<b>Corporate hires</b>	124 per annum by 2026
<b>Visitor numbers</b>	480,000 per annum by 2026
<b>Jobs created</b>	3.5 FTE by May 2019
<b>Jobs safeguarded</b>	2 FTE by May 2019

## State Aid

9. The National Memorial Arboretum ascertains that the project does not qualify as State Aid because it falls within the exemptions provided by articles 17 and 53 of the EU Commission Regulation No. 651/2014 for being both an SME and a Cultural Organisation.

## Funding Profile

10. The amount requested is £500,000 representing 6.17% of the total £8,100,000 capital cost; the remaining £7,600,000 is contributed by the Royal British Legion, Treasury (LIBOR fund) and Veolia Environmental Trust.
11. The capital grant is allocated to the 2018/19 financial year and the project will be practically complete in September 2018, ready in time for Armistice Day November 2018.

## Conclusions

12. The NMA New Events Building project support development of a sustainable income stream for the regionally and nationally significant National Memorial Arboretum. A permanent building delivers the greatest potential to attract major national events and generate additional long-term income through corporate hire to support the charity and the area. The GBSLEP Director approved the allocation of £500,000 LGF capital grant funding for the project on 19<sup>th</sup> August 2018.

Reviewed by: Tom Fletcher, Acting Head of Delivery

Prepared by: Theodora Tsang, Project Support Officer

Contact: Theodora.Tsang@birmingham.gov.uk  
07864931387

Date: 21<sup>st</sup> August 2018

## Report to the Greater Birmingham & Solihull Supervisory Board

26<sup>th</sup> September 2018

### Paradise Update

#### Purpose

1. The purpose of this report is to provide an update on matters related to the Paradise scheme, funded through the GBSLEP Enterprise Zone. An accompanying private report contains confidential financial information.

#### Recommendations

2. The Supervisory Board is requested to:
  - Note this report.

Prepared by: Roger Mendonça

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Date: 18<sup>th</sup> September 2018



## Report to the Greater Birmingham & Solihull Supervisory Board

26<sup>th</sup> September 2018

### Growth Programme Update Report

#### Recommendations

The Supervisory Board is requested to note the:

- current Local Growth Fund (LGF) programme status for forecast grant claims and outputs;
- current status with project LGF development and delivery, including change controls;
- additions to the Growth Programme strategic pipeline;
- investment decisions made by the LEP Director under delegated authority;
- conditional approval of the University Station Interchange project;
- summary project completion reports;
- review of the Revolving Investment Fund;
- revised Terms of Reference for the Programme Delivery Board;
- LEP Executive has now taken on responsibility for the Enterprise Zone (EZ) programme management and is undertaking a review of the programme; and
- proposed project assurance process for the EZ Digbeth High Street Public Realm Enhancement project.

#### LGF programme status

##### *Pipeline and project delivery overview*

1. The concentration of activity through stage gateways experienced in Q4 2017/18 continued through into Q1 2018/19. In total, four Local Growth Fund (LGF) projects completed in Q1 2018/19, taking the total number of completed LGF projects to 30 out of a current programme size of 59. Further details are provided in Appendix A and B.
2. Case studies for the recently completed Youth Skills & Enterprise Hub and the Birmingham Wholesale Markets have been featured in recent GBSLEP newsletters and added to the [GBSLEP website](#). There are now eleven project case studies that showcase the investments made through the LGF programme, and we will prepare case studies of all appropriate completed projects.
3. Summary project completion reports for projects that have recently reached financial and practical completion regarding LGF funding are included in Appendix D.
4. There have been two additions made to the strategic pipeline over the last quarter. These are: ASTUTE, led by Aston University, which aims to create a smart urban technologies centre of

research; and the West Midlands DNA 5G prototype project. Further information is included in Appendix B.

5. Following on from the provisional allocation of £20m towards the Commonwealth Games in August 2017, an outline proposal from Birmingham City Council (BCC) was formally requested by 31st August 2018. BCC confirmed at the end of August that they are still not in a position to provide a business case and final submission timescales need to be determined, as more work is required to provide to ensure that it would comply with the GBSLEP Assurance Framework.

#### *Project investment approvals*

6. The following project investment decisions have been made since the last meeting by the LEP Director under the scheme of delegation:
  - National Memorial Arboretum New Events Building project (NMA) received approval for £500,000 LGF capital grant following the independent appraisal of a Full Business Case (further details are included under Appendix C);
  - Lichfield Southern Bypass received approval for £2,300,000 LGF capital grant following the independent appraisal of a Full Business Case (further details are included under Appendix C)
  - Friarsgate, Lichfield project was withdrawn from the programme and the allocated £2,400,000 of LGF funding was removed, following Lichfield District Council's decision to terminate the project. Subsequently, Lichfield District Council has been encouraged to submit an expression of interest into the Strategic Economic Plan (SEP) Enabling Fund for support towards preparation of future plans for the site or broader ambitions across the city centre, as part of the GBSLEP towns and local centres workstream.
7. At its last meeting, the LEP Board conditionally approved the Outline Business Case for the University Station Interchange project (West Midlands Rail Executive) and the request for £10,000,000, including £2,000,000 to be accessed as Project Development Funding. This approval was subject to further consideration by the Programme Delivery Board at its meeting on 6<sup>th</sup> September. The approval report is attached as Appendix E.

#### *Programme finances*

8. At the end of Q1, the LGF programme was forecasting £37.85m of grant claims against an annual allocation from government of £19.3m. This potential £18.55m annual overspend equates to being over-programmed to 196% in 18/19. In total £3.97m of grant has been paid out to projects, which is nearly four times higher than at this time last year and against a lower annual allocation, providing further confidence in project delivery. Further information is included in Appendix A.
9. Though the principle has been to over-programme to between 140-160%, substantially higher levels of overprogramming have been expected, and are required, over the three remaining years of the programme. It is during this period that projects that experienced financial slippage in 2016/17 will be delivering and require LGF grant to be returned from the Revolving Investment Fund.
10. Reflecting the need to return grant funding from the Revolving Investment Fund to projects that it was originally allocated to, a review of the Fund and the financial profile will be undertaken.

The findings and any recommendations will be reported to the next Programme Delivery Board meeting.

### *LGF outputs and outcomes review*

11. The purpose of this review is to ensure that the outcomes monitored, recorded and reported are realistic and deliverable, and that there is clarity and oversight around how projects quantify the outcomes they propose, and are contracted to, deliver. There was evidence that the current forecasts of some projects' outcomes were not made on a consistent or realistic base.
12. The review aims to define and clarify which deliverables are direct outcomes of the project and which ones are indirect outcomes, or even wider impacts of the project.
13. The following forecasts are based on the current findings from the review of the majority of completed projects and those in delivery. As the review is still ongoing these forecasts are subject to change and some outcome forecasts are expected to reduce, for instance the total jobs.

<b>Outcome</b>	<b>Revised forecast</b>	<b>Actual to Date</b>	<b>Contribution to revised forecast</b>	<b>Comments</b>
Total Jobs/Apprenticeships Created	26,922	5,149	19.13%	Note that forecast is higher than the original LGF target of 20,300 jobs created or safeguarded
Housing units complete	10,243	974	9.5%	Note that the forecast is higher than the original LGF target of 4,900 housing units complete
Area of new or improved learning/training floorspace	40,646	37,952	93.37%	As this is an output we would expect a 100% achievement
Number of new learners assisted	6,302	654	10.38%	Note that the forecast is lower than the original LGF target of 12,500

### **Enterprise Zone programme**

14. The LEP Board took the decision at its July meeting to transfer the EZ programme management responsibility from BCC to the LEP Executive. The Programme Delivery Board will be meeting for the first time on 6<sup>th</sup> September since this change of responsibility. The terms of reference have been updated accordingly. Updates on the programme status, which are based on quarterly monitoring reports, will be reported to the LEP Board alongside updates on the LGF programme.
15. To support this transition of EZ programme management responsibilities to the LEP Executive, there two initial pieces of work undertaken: project healthcheck; and a programme review.
16. The project healthcheck is being commissioned to independently review the status of all live EZ projects. It will recommend any corrective actions that may be required to assure that projects will deliver the agreed benefits, within the agreed cost and timescales. The findings of this work are scheduled to be available November.

17. Additional to the project-level healthcheck, the programme review that was being undertaken previously on the EZ will be continued and expanded to include the GBSLEP Programme Management Office (PMO) arrangements. This review is intended to ensure that the PMO arrangements are designed to effectively manage both the Growth Programme (Local Growth Fund and Growing Places Fund) and the EZ.
18. The review will produce a series of recommendations on operational processes, stage gateway approach, resourcing requirements and roles and responsibilities. Resourcing options to conduct the review are currently being explored and the review is due to conclude by December, though process improvements will be implemented as this work progresses.

#### *Project investment approvals*

19. The Digbeth High Street Public Realm Enhancement project will be reaching the full approval stage in the autumn. The project is part of the scope of the Metro Birmingham Eastside Extension scheme which is preparing its Interim Full Business Case. To avoid duplication of appraisals, and to accommodate the fixed timescales for submission to Department for Transport (DfT), the Programme Delivery Board have been recommended that the assurance process relies on the West Midlands Combined Authority (WMCA) appraisal. GBSLEP are already integrated into various stages of the WMCA appraisal process. Any approval would be subject to final DfT appraisal and approval.

## **Conclusions**

20. With the risk of financial slippage in 2018/19 being managed, the focus has moved to continuing the support for and appraisal of strategic pipeline projects in development, and reflecting on the benefits of projects within the programme. The introduction of Enterprise Zone programme management responsibility will require further review to the PMO arrangements to ensure that they are fit for this revised purpose.

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Date: 18<sup>th</sup> September 2018

## Appendix A - Programme Level Key Issues and Strategic Risks – September 2018

### Overall Programme Status (Current Key Issues)

Budget	Time	Benefits
<p style="text-align: center;">↔</p> <p>Growth Deal funding insufficient to deliver all projects we would ideally take forward. SEP Delivery Plans informing where to target resources to ensure we achieve greatest impact for the resources available.</p>	<p style="text-align: center;">↑</p> <p>Greater confidence in the accuracy of project delivery plans following ongoing testing through additional Programme Management Office (PMO) resource and PDB.</p> <p>LGF over-programmed to 200% in 2018/19.</p>	<p style="text-align: center;">↔</p> <p>With the exception of skills, and to lesser extent commercial floorspace, forecast outputs exceed original forecast. The ongoing comprehensive review of benefits indicates that the skills forecast is higher than previously thought, but the original target is unlikely to be met.</p>
<p><b>Actions in hand:</b></p> <ol style="list-style-type: none"> <li>Pipeline projects being developed to Outline Business Case allowing other potential sources of funding to be identified and pursued.</li> <li>Exploration into options to provide greater support to develop pipeline projects in order to take advantage of current and future funding opportunities.</li> <li>Additional LEP resources secured to support access to alternative funding streams. £7.7m successful bids supported so far.</li> <li>Additional resource to support project funding strategies being secured.</li> </ol>	<p><b>Actions in hand:</b></p> <ol style="list-style-type: none"> <li>Level of overprogramming for 2018/19 higher than previous years to reduce risk of any slippage.</li> <li>Revolving Investment Fund to be returned to the LGF programme to accommodate overprogramming and smooth out uneven financial profile through to 2020/21.</li> <li>Higher risk projects being closely monitored following resetting the baselines at PDB and through change controls. Developed pipeline will enable re-allocation of funding from underperforming projects.</li> <li>Ongoing PMO improvements completed will support understanding of project delivery confidence.</li> </ol>	<p><b>Actions in hand:</b></p> <ol style="list-style-type: none"> <li>Emerging SEP Delivery Plans to clearly identify priority interventions required to support the SEP ambition and targets. Strategic pipeline review to be conducted in light of this.</li> <li>Review meetings held with all completed projects to commence testing of outputs and outcomes, following improved guidance provided to projects.</li> <li>Project evaluation guidance prepared as part of next phase of PMO improvements to support overall programme evaluation.</li> </ol>

## Financials

Financial Year	Previous Years	2017 /18	2018 /19	2019 /20	2020 /21	Total
Growth Deal allocation	£63.20m	£25.70m	£19.30m	£12.72m	£31.85m	£152.77m
Forecast Expenditure*	£63.20m	£23.26m	£37.85m	£17.99m	£23.80m	£166.08m
Variation	-	-£2.44m	+£18.55m	+£5.27m	-£8.05m	-
Level of overprogramming	-	90%	196%	141%	75%	-
Revolving Investment Fund**	£33.29m					
Growth Deal Funding available for Strategic Pipeline						£19.98m
Claims to date 2018/19						£3.97m

\* Forecast expenditure does not include priority pipeline projects until a conditional allocation is made.

\*\*RIF can be converted back to grant to cover any annual over allocation, if required.

## Stage Gateway Progress

	Number of Projects	Proportion	Variation from Last Quarter
Total Funded Projects	59	100%	+1
Live Projects	28	49%	-4
Completed Projects	30	51%	+4
<b>Projects by Stage Gateways</b>			
Completed Projects (Stage Gate 6+)	30	50%	+4
Delivery (Stage Gate 5)	17	29%	-3
Contracting (Stage Gate 4)	5	9%	-1
FBC (Stage Gate 3)	6	10%	0
OBC (Stage Gate 2)	1	2%	+1

## Benefits

	Total Outcomes and Outputs				
	Public / Private contributions (£m)	Jobs created / safeguarded	Homes built	Commercial Floorspace (m2)	Learners Assisted (p.a.)
<b>Total Forecast</b>	296.5	26,922	10,243	507,700	6,302
<b>Growth Deal Target</b>	119.0	20,300	4,900	641,703	12,500
<b>Variation</b>	+177.5	+6,622	+5,343	-134,003	-6,198

## Key Strategic Programme Risks

Risk	Status	Management response
<p>Project development and delivery stalls due to lack of resources or internal support within project sponsors</p>	<p>↔</p> <p>Significant historical slippage evident in 2016/17 and 2017/18 and certain themes of project pipeline slow to progress.</p>	<ul style="list-style-type: none"> <li>• Additional resource established within the LEP Programme Team to support project sponsors to develop and deliver projects</li> <li>• Test forecast financial profiles with project sponsors and notify them that slipped funding will be at risk</li> <li>• LEP resource identified to support capability building in Council partners</li> <li>• LEP project development funding being accessed by projects to progress from OBC to FBC</li> <li>• SEP Delivery Plans identify pipeline projects where the LEP will intervene to accelerate development</li> <li>• More rigorous assessment of deliverability has been adopted as part of GD3 appraisal processes</li> <li>• Increased use of overprogramming enables easier switching of resources from stalled projects in future years</li> </ul>
<p>Poor programme management decisions are made due to a lack of accurate data on projects</p>	<p>↔</p> <p>Manually operated data management systems are time consuming and create the potential for errors in the processing of information from highlight report to management system to report</p>	<ul style="list-style-type: none"> <li>• Additional resource recruited into the LEP to more proactively assess project information</li> <li>• PDB 'Star Chambers' review projects that are assessed to be a higher risk of not proceeding to plan</li> <li>• First phase of PMO improvements made April 2018 and next phase of changes over Q1/2 18/19</li> <li>• New project monitoring, change request, completion and evaluation forms are providing more relevant data</li> <li>• New Programme Management System (PMS) to enable improved data management and reporting to be explored following project-data review and PMO formalisation</li> </ul>

## Appendix C – LGF Project Investment Decisions

### National Memorial Arboretum: New Event Building

#### Recommendations

1. The Programme Delivery Board is requested to:
  - i. Note the approval of £500,000 (five hundred thousand pounds) of Local Growth Fund (LGF) capital grant to the National Memorial Arboretum (NMA) for the delivery of the NMA New Events Building project. This decision was made by the LEP Director under delegated authority and is in accordance with the LEP Assurance Framework following the submission of a Full Business Case and its Independent Technical Evaluation.

#### Background

2. In November 2017, the NMA submitted an Expression of Interest for LGF support, to address a gap in their funding which would enable them to complete the delivery of the new events building project.
3. The total capital project cost is £8,100,000. The Royal British Legion have provided a grant of £6,848,736 and £751,264 has been secured from Treasury (LIBOR fund) and Veolia Environmental Trust leaving a funding gap of £500,000 that is requested from GBSLEP to complete the fitting out of the new event building.
4. The project received an A rating for strategic fit and it was agreed that the project should proceed straight through to Full Business Case stage given its advanced stage of development.
5. GBSLEP worked with the NMA to develop the Full Business Case with input from AECOM and a final submission was received on the 10<sup>th</sup> July 2018. An Independent Technical Evaluation was conducted by the LEP Executive in August 2018. The evaluation concluded that the project has satisfied GBSLEP's assurance requirements for deliverability and value for money in line with and proportion to Green Book guidance. As such, the business case and its evaluation have been used as the basis to recommend the approval of LGF grant investment.
6. Following the recommendation by the LEP Executive, the LEP Director approved the £500,000 LGF capital grant under delegated authority on 19<sup>th</sup> August 2018.

#### Case for Change

7. The NMA was registered as an independent charity in 1995 to establish a UK National Centre of Remembrance. Since 2003 the Royal British Legion and from 2007 the Armed Forces Memorial have provided financial support, however the NMA are still reliant on grants and there is a growing need to be self-sustaining.
8. The NMA New Events Building project will construct a purpose-built 1,308sqm permanent event space, which has the potential to attract major national events and generate additional income in the long-term through corporate hire, to build a sustainable business model for the charity. The current visitor numbers stand at 300,000 per annum. The project will help drive additional visitor numbers and contribute towards the overall target of 382,000 visitors per annum by 2022 and 480,000 by 2026.



9. Event income is an integral part of the NMA's business model and sustainability, with over 200 memorial dedication and remembrance events each year hosted in a temporary marquee. However after eight years use this is progressively degrading. In addition the marquee is not equipped or of sufficient quality to handle a wider range of events and hires. Investment in a new permanent event building will provide a home for all existing events and a facility that can be marketed for corporate and organisational conferences, events and meeting hire. Income generated from this activity will provide a new income stream to support the NMA.

The milestones for the practical delivery of the NMA New Events Building are set out below:

Milestone	Start date	Completion date
Groundworks	27th November 2017	9th March 2018
Superstructure	29th January 2018	30th May 2018
Internal fit out	12th March 2018	10th August 2018
Practical completion	13th August 2018	

10. The project is expected to have the following economic benefits:

- £7.6 million match funding secured from three private sector sources, towards the £8.1m total project cost.
- Potential to generate a Net Present Value (NPV) of £21.4 million over a 10 year period discounted at 3.5%.
- A Benefit Cost Ratio of 1:3.4 when considering all project costs, revenues and indirect visitor economy benefits, placing the project in the high Value for Money category.
- A return of £60 for every £1 of LGF investment.

## Outputs and Outcomes

11. The project is expected to result in the following outputs and outcomes:

<b>Square meters of new floor space created</b>	1,308 sqm by September 2018
<b>Remembrance event bookings</b>	221 per annum by 2026
<b>Corporate hires</b>	124 per annum by 2026
<b>Visitor numbers</b>	480,000 per annum by 2026
<b>Jobs created</b>	3.5 FTE by May 2019
<b>Jobs safeguarded</b>	2 FTE by May 2019

## Funding Profile

12. The match funding has been secured and the project will reach practical completion by September 2018. The funding profile is set out below. The LGF funding request in 2018/19 has been assessed as affordable from a LEP programme level.

<b>Capital funding (£000s)</b>	<b>2018/19</b>
<b>The Royal British Legion</b>	£6,848,736
<b>Treasury (LIBOR Fund)</b>	£500,000
<b>Veolia Environmental Trust</b>	£251,264
<b>GBSLEP</b>	£500,000
<b>Total capital cost</b>	<b>£8,100,000</b>

13. The National Memorial Arboretum has declared this project as State Aid compliant as it falls within the exemptions provided by articles 17 and 53 of the EU Commission Regulation No. 651/2014 for being both an SME and a Cultural Organisation.

## Conclusions

14. The project will construct a purpose-built 1,308sqm permanent event space to support development of a sustainable income stream for the regionally and nationally significant National Memorial Arboretum. A permanent building delivers the greatest potential to attract major national events and generate additional long-term income through corporate hire to support the charity. The LEP Director is requested to approve the investment of £500,000 LGF capital grant funding for the National Memorial Arboretum New Event Building project in the 2018/19 financial year.

Reviewed by: Wendy Edwards  
Project Champion

Prepared by: Theodora Tsang  
Project Support Officer

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07864931387

Date: 17<sup>th</sup> August 2018

## Lichfield Southern Bypass

### Recommendations

15. The LEP Director is requested to:

- ii. Approve the investment of £2,300,000 (two million and three hundred thousand pounds) of Local Growth Fund (LGF) capital grant from the total project cost of £17,347,000 (seventeen million three hundred forty seven thousand pounds) to Staffordshire County Council for the delivery of the Lichfield Southern Bypass project.

### Background

16. In September 2016, Staffordshire County Council submitted an Expression of Interest for the Lichfield Southern Bypass project, the project was assessed as a 'B' strategic fit against the Strategic Economic Plan. GBSLEP worked with Staffordshire County Council to submit a bid into the Department for Transport's National Productivity Investment Fund (NPIF). The application was appraised and approved by DfT in October 2017. The appraisal completed by DfT satisfied GBSLEP's assurance requirements and as a result was considered sufficient to allow Lichfield Southern Bypass project, LGF programme level entry which was approved by the GBSLEP Director on the 27<sup>th</sup> December 2017.
17. A Full Business Case (FBC) was submitted on the 4<sup>th</sup> of May 2018 including consideration of three options. The options available were limited due to the project being the final phase of a bypass that has already been constructed. Traffic modelling has been undertaken and analysis demonstrates that the preferred option will draw traffic onto the completed east-west bypass, relieving congestion from both the City Centre and parallel routes which are unsuited to carrying future traffic levels. The preferred option is already approved in the Local Plan and delivers the required objectives with no significant negative impacts.
18. Following completion of an Independent Technical Appraisal (ITE) of the FBC, Lichfield District Council announced the termination of the development agreement with the developer of the Friarsgate project. As the proposed Friarsgate development was linked to the overall intended impact of Lichfield Southern Bypass a revised FBC was requested and subsequently received on the 18<sup>th</sup> July 2018. A supporting technical note from Atkins was also received on the 9<sup>th</sup> August 2018. The technical note highlighted a proportionally small impact from withdrawal of the Friarsgate project in respect to changes in traffic and it was considered that there was likely to be minimal impact on the Value for Money assessment for Lichfield Southern Bypass. The revised information was reviewed by the ITE and the FBC evaluation updated. This confirmed the removal of the Friarsgate project has minimal impact on Lichfield Southern Bypass is not likely to have a material impact on the economic viability of the scheme.

### Case for Change

19. 2.3km of the bypass has already been built, Lichfield Southern Bypass constructs the final 0.67km in order to link two A-roads via a rail underbridge and enable access to a housing development site.
20. The delivery of the full bypass is key to achieving Lichfield District Council's Local Plan to develop 3,785 homes by 2031 as well as enhance the quality of life for the residents and attract business and tourism.

21. Currently congestion delays are forecast to increase with economic growth. Without the scheme, by 2041, there is expected to be more than four-fold increase in queuing time in the morning peak traffic and an eight-fold increase in afternoon peak traffic. Not completing the bypass will also create a barrier to the efficiency of the public transport systems.
22. The development of Lichfield Southern Bypass is expected to result in the following direct outcomes:
- Construct 0.67km of a 2.3km bypass which will link two A-roads via a rail underbridge and housing site distributor road.
  - Create 450 homes by 2021
- Indirect outcomes generated by the project are predicted to;
- Create 910 homes by 2031
  - Facilitate a 12ha employment site which will create 1,450 high value jobs and an annual creation until 2031 of 1,000m<sup>2</sup> – 1,400m<sup>2</sup> new office space in the City centre.
  - Reduce accidents generating additional benefits of £1.454m.
  - Result in greenhouse gas benefits equating to £874,000 calculated using TUBA
23. These direct and indirect outcomes are expected to deliver benefits amounting to £31.6m over a 60 year period. The majority of these will be achieved through travel time savings and associated changes in vehicle operating costs. These are assessed by Atkins to have a very high Benefit to Cost Ratio of 4.66.

## Funding Profile

24. The funding profile is set out below. Match funding has been secured including over £9 million from the private sector and the scheme is expected to start construction in June 2020.

	2016/17	2017/18	2018/19	2019/20	2020/21	Total
<b>Capital funding (£000s)</b>						
<b>DfT funding (NPIF)</b>	-	-	2,000	3,000	-	<b>5,000</b>
<b>Staffordshire County Council</b>	-	150	-	-	-	<b>150</b>
<b>GBSLEP LGF</b>	-	-	-	2,000	300	<b>2,300</b>
<b>Previous S106</b>	565	119	-	106	-	<b>790</b>
<b>Persimmon Homes</b>	-	-	3,867	847	4,393	<b>9,107</b>
<b>Total capital cost</b>	<b>565</b>	<b>269</b>	<b>5,867</b>	<b>5,953</b>	<b>4,693</b>	<b>17,347</b>

## Conclusions

25. The Lichfield Southern Bypass will transform the Lichfield area by improving traffic flow to relieve congestion, enabling housing development and improving access to employment sites and opportunities for increased tourism.
26. The LEP Director is asked to approve the investment of £2,300,000 (two million and three hundred thousand pounds) of Local Growth Fund (LGF) capital grant from the total project cost

of £17,347,000 (seventeen million three hundred forty seven thousand pounds) to Staffordshire County Council for the delivery of the Lichfield Southern Bypass project.

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Date: 31<sup>st</sup> August 2018

## Appendix D – Summary LGF Completed Project Reports

### Engineering Centre for Manufacturing Support

#### In summary

**Organisation:** South & City College Birmingham (SCCB)

**Location:** Bordesley Green, Birmingham

**Project:** Local Growth Funding (LGF) helped to develop a new dedicated training facility for engineering SMEs. The centre provides vocational courses and apprenticeship programmes to young people in the local area.

**Value of Funding:** £207,000 of Local Growth Funding

**Total project cost:** £501,000

**Project dates:** September 2015 – June 2018

#### The opportunity

The manufacturing sector has a long and successful history in the GBS area. Despite pressure from global competition, the region boasts leading car and engine manufacturers, including Jaguar Land Rover, and outstanding research and development through companies such as Changan.

However, an ageing workforce and national skills deficit means that many firms are recruiting from a smaller pool of existing skilled labour. For many SMEs in particular, taking on more apprentices is a new venture and requires investment in training and technologies. Therefore, the region needs to ensure that it can provide the right number of trained employees who are equipped for the working world.

To address this issue, SCCB established an Engineering Centre to provide apprenticeship programmes to support SMEs that have not previously employed apprentices and semi-skilled adults. This Centre also aims to increase local business survival rates by ensuring that firms have fully trained staff.

#### Delivery

SCCB was allocated £207,000 of LGF to set up the Engineering Centre for Manufacturing Support, including site refurbishment and new equipment.

The Centre's training programme combines advanced manufacturing skills of computer numerical control (CNC) and computer-aided design / manufacturing (CAD/CAM) with the traditional skills and processes of basic engineering, to provide high-quality vocational courses for the local students.

The Centre plays a critical role in creating a culture where training is seen as an integral part of the business process, resulting in young people leaving education fully equipped for the working world.

#### Success to date

SCCB successfully developed new engineering provision to increase its number of students and support local businesses. As a result, the Engineering Centre has expanded its student intake.

SCCB has met or exceeded most of the objectives it was set by GBSLEP:

- Engaged 50 businesses in the engineering and manufacturing sectors (achieving the agreed target and a further 450 businesses are forecast by 2020)
- Engaged 50 SMEs in the supply chain (achieving the agreed target and a further 450 businesses forecast by 2020)

- Supported over 190 additional apprentices (above the agreed target of 70, with further 60 apprentices forecast by 2020)

**Future outlook**

In the longer term, SCCB is on track to meet all of its objectives:

- Create 310 SME jobs (building on 195 jobs generated so far, with further 205 forecast by 2020)
- Support an additional 300 people into education and training (building on 132 people supported to date, with further 268 people forecast by 2020)
- Safeguard 600 SME jobs in the manufacturing and engineering sectors by 2020

## Motor Vehicle Centre for Advanced Automotive Training and Skills

### In summary

**Organisation:** South & City College Birmingham (SCCB)

**Location:** Bordesley Green, Birmingham

**Project:** Investment in SCCB's automotive skills and infrastructure capacity to upgrade existing buildings and equipment, and to match the current supply chain facilities for automotive maintenance and repair.

**Value of Funding:** £242,000 of Local Growth Funding

**Total project cost:** £677,000

**Project dates:** September 2015 – June 2018

### The opportunity

The automotive manufacturing industry in the GBS area is a key contributor to the regional economy, with Jaguar Land Rover being one of UK's leading car and engine manufacturers. However, the local industry has experienced a skills shortage for some time.

In response to the need for high-quality training programmes in this sector, SCCB established the Motor Vehicle Centre for Advanced Automotive Training and Skills. The Centre offers access to state-of-the-art equipment and education, to match current supply chain facilities for automotive maintenance and repair.

The project supports the LEP's economic and skills priorities by upskilling the local community and providing a pathway into apprenticeships, ensuring that there is a fully equipped regional talent pool available to local automotive firms.

### Delivery

GBSLEP awarded £258,000 to SCCB to create the Motor Vehicle Centre for Advanced Automotive Skills by refurbishing the existing construction centre at the Bordesley Green site and procuring high quality equipment.

In addition to training provision, the Centre enabled SCCB to develop new apprenticeship programmes and to engage with SMEs in order to create a culture where training is seen as an integral part of the business process.

### Success to date

SCCB met or exceeded most of the objectives it was set by GBSLEP:

- Created 50 apprentices in the automotive sector (achieving the agreed target and a further 50 forecast by 2020)
- Created 95 SME jobs (exceeding the agreed forecast of 50 jobs and with further 55 forecast by 2020)
- Engaged 50 SMEs in the supply chain or local cluster (exceeding the agreed forecast of 25 SMEs, with further 150 SMEs forecast by 2020), following highly targeted campaigns
- Engaged 50 businesses in the motor vehicle and advanced automotive industry (exceeding the agreed forecast of 25, with further 150 businesses forecast by 2020)



**Future outlook**

SCCB is planning to expand its portfolio to provide more apprenticeships, enabling it to offer higher level certifications. It is also on track to deliver its other key objectives:

- Safeguard 50 SME jobs in the motor vehicle and advanced automotive industry (building on 30 safeguarded so far, with further 90 forecast by 2020)
- Support an additional 80 trainees (building on 32 already assisted, with further 468 forecast by 2020).

## Birmingham Life Sciences Park

### **In summary**

**Organisation:** Birmingham City Council (BCC) and Birmingham Health Partnership, a formal partnership between the city's University Hospital Trust and the University of Birmingham

**Location:** Selly Oak, Birmingham

**Project:** Local Growth Funding (LGF) was used to support the acquisition and remediation of a 4-hectare area within the Birmingham Battery site in Selly Oak, to unlock its subsequent development as the Life Sciences Park.

**Value of Funding:** £5.18m of LGF

**Total project cost:** £15.36m

**Project dates:** Land remediation works completed spring 2016 (LGF financially completed summer 2018)

### **The opportunity**

The Life Sciences industry has been identified by GBSLEP and UK Government as a priority sector. It contributes £180m GVA per annum to the regional economy and remains a vital source of high-skill, high-technology jobs.

Located in the Selly Oak and Edgbaston areas of Birmingham, the Life Sciences Park is an Economic Zone that will provide sector-specific support to businesses by expanding on the existing concentration of local life sciences assets.

Its location next to high-quality research & development (R&D) centres such as the University of Birmingham and the University Hospitals Birmingham NHS Foundation Trust enables partnership working and provides cutting-edge infrastructure and facilities, including the LGF funded Birmingham Centre for Clinical Haematology.

### **Delivery**

GBSLEP's funding supported BCC's acquisition of 4 hectares within the 12-hectare Life Sciences Park. The site was heavily contaminated and had been previously vacant for several years, but can now be regenerated and transformed into a life sciences cluster of national significance.

### **Success to date**

The preparation of the land for development will contribute to the eventual sustainable regeneration of the wider Life Science Park which aims to create new employment floor space and become a state-of-the-art R&D facility.

The funding has also enabled BCC to invest in further support for the forthcoming Life Sciences Park such as site servicing and infrastructure.

### **Future outlook**

The creation of a successful Life Sciences Park will help to grow a globally recognised sector, enabling cross-collaboration and quicker development of products and services. As a result, the Life Sciences Park will support significant job creation, graduate retention, supply chain opportunities and economic growth. The preparation of an updated development strategy is currently ongoing and will set out the development timescales.

## Appendix E

### Project Approval Report

### University Station Interchange

13<sup>th</sup> September 2018

#### Recommendation

The Supervisory Board is recommended to note the:

- Conditional approval of the capital grant of £10,000,000 (ten million pounds) allocation of Local Growth Funding (LGF) to the West Midlands Rail Executive (WMRE) for the delivery of the University Station Interchange project, including the drawdown of up to £2,000,000 (two million pounds) as Project Development Funding to enable the project to advance to Full Business Case stage. The approval was made by the LEP Board in accordance with the GBSLEP Assurance Framework.

#### Background

27. The original Expression of Interest (EoI) for the University Station Improvement Project was submitted to GBSLEP in 2015 but withdrawn in early 2016 following concerns over project's impact on Metchley Fort Scheduled Ancient Monument expressed by Historic England.
28. Following further work on the station's feasibility and design options, a new EoI was submitted in September 2016 requesting a £10,000,000 contribution from the LEP, with Birmingham City Council (BCC) and Transport for West Midlands (TfWM) as project sponsors. Having been given an 'A' rating through the Strategic Fit prioritisation in April 2017 and recognised as a strategic priority for the region, the project was invited to submit an Outline Business Case (OBC).
29. The LEP Programme Team has worked closely with the project to bring the OBC to a required Green Book standard. With GRIP 3A designs completed in October 2017 and an Independent Technical Evaluation (ITE) in January 2018, the final OBC was submitted in June 2018, having been approved by the West Midlands Combined Authority (WMCA) Leadership Board in accordance with the WMCA Assurance Framework. The ITE Report and the OBC are both available upon request.
30. At this point, the total project cost is estimated at £29,900,000. As part of the £10,000,000 LGF funding approval, up to £2,000,000 of Project Development Funding can be drawn down towards completion of the design work required to progress to Full Business Case (FBC) (GRIP 3 and GRIP 4 stages). Undertaking this work will develop a more detailed cost breakdown, based on the confirmed project scope, detailed analysis of risk exposure and the confirmed delivery mechanism.
31. The GBSLEP Board (Board) approved the conditional allocation of £10,000,000 of LGF grant funding to West Midlands Rail Executive for the delivery of the University Station Interchange project in July 2018, subject to FBC. The approval became subject to further consideration by the Programme Delivery Board (PDB) in September 2018 in conjunction

with additional information to be provided by West Midlands Rail Executive. The PDB ratified the Board approval at its meeting on 6 September 2018.

32. Considering the £19,900,000 funding gap, the Board agreed that the conditional allocation of £10,000,000 should be further reviewed in April 2019 by the PDB. This would provide an interim opportunity to assess progress with the project funding strategy and delivery timescales prior to the submission of the FBC later that year, ensuring that delivery timescales still align with the LGF funding programme which concludes in March 2021.

### Case for change

33. University Station is a category D station built in 1978, designed to accommodate 0.25-0.5 million passengers per year. In 2016, 3.2 million passenger journeys were made, resulting in significant overcrowding and queues, discouraging use of rail public transport as well as loss of potential income.
34. University Station is a critical gateway to both the University of Birmingham and a number of key NHS institutions including Queen Elizabeth Hospital. Together the campus is the largest employment site in Birmingham outside the city centre and projects further substantial growth over the coming years, including the Life Science and Battery Park sites, both supported by GBSLEP.
35. The project's vision is to *“deliver a magnificent railway station that is welcoming, safe and heralds a gateway to a world class life science, hospitals and university campus providing an outstanding passenger experience, boosting the economy, enhancing heritage and connecting seamlessly into the wider integrated transport network”*.
36. Concerns over the Metchley Fort Scheduled Ancient Monument which prevented the project from progressing following the 2015 EoI submission are being addressed by the project team's engagement with Historic England. Geo-archaeological investigations conducted in April 2018 found no Roman cultural material on the site.
37. University premises are to be used for the 2022 Commonwealth Games (events and accommodation for competitors), forecasting a substantial additional increase in demand for travel through the Station.
38. The case is made for provision of a category C station designed for the longer term capacity requirements (accommodating up to 10 million passengers per year). This will be supplemented by West Midlands Rail's investment in new trains and expanding the Cross City Line service to operate all 6-car trains in 2021 which will constitute a 30% capacity uplift.
39. Following Green Book methodology, the project's benefit to cost ratio (BCR) stands at 2.1-2.6, which represents 'High' value for money under the Department for Transport's guidance.
40. As demonstrated by the high BCR, there is a strong economic rationale to deliver the project. The specific outputs and outcomes that are forecast from the delivery of the project are summarised below. These will be further developed as the project progresses through to FBC stage.

Outputs	Quantifiable Outcomes	Unquantifiable Outcomes
New Station Building	Reduced queue time at platform, ticket office and	Modal shift (reduced traffic, noise and emissions)

	gate-line	
New forecourt on Vincent Drive	Improved service reliability	Increased physical activity
New footbridge across the canal for access to the University	Reduced ticketless travel	Reduced subsidy for the provision of local rail services
Redesigned platforms on both sides	Improved station facilities	
	Increase rail demand and revenue	

## State Aid

41. West Midlands Rail Executive ascertains that the project does not qualify as State Aid, with a range of State Aid exemptions applicable. Further confirmation of State Aid exemptions with regards to project stakeholders and beneficiaries is to be provided at the FBC stage.

## Funding Profile

42. The proposed funding profile for the project is as follows:

Capital Funding Source (£m)	2018/19	2019/20	2020/21	Future Years	Total
Local Growth Fund	2m	4m	4m		10m
Match funding (to be secured)	-	1.5m	18.4m	-	19.9m
<b>Total</b>	2m	5.5m	22.4m	-	29.9m

43. The project has approval for a funding profile of £2,000,000 this financial year as Project Development Funding, followed by £4,000,000 over the 2019/20 and 20/21 financial years each.
44. The Project Development Funding would be accessed by the project sponsor at risk and would need to be repaid if the FBC was not approved or if the project could not progress.
45. The project is pursuing a fundraising strategy whereby it has approached and had positive responses from a number of potential funders. If successful, these total up to circa £40m of the overall cost; however at this point none of the funding is secured. The LEP Executive will support the project sponsor with its funding strategy, with a view to reducing the funding pressure on LGF by securing further sources, including any opportunities presented by the 2022 Commonwealth Games.

## Conclusions

46. The University Station Interchange project directly addresses GBSLEP Strategic Economic Plan's commitment to improve connectivity, skills and business growth in the GBS area. GBSLEP Board's conditional approval of the £10,000,000 LGF grant funding allocation to

West Midlands Rail Executive is subject to FBC approval and includes the approval of the £2,000,000 Project Development Funding. The decision was ratified by GBSLEP's Programme Delivery Board, which will further review the project in April 2019 to assess progress with the project funding strategy and delivery timescales, prior to the submission of the FBC later that year.

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Date: 13 September 2018

**Item 8b - Project Overview and Exceptions - September 2018**

**Local Growth Fund - Programme Financial Profile Summary (2015/16 - 20/21)**

Date of last update: 25/07/2018		All figures in Em's																				Programme Management				Update	Background (summary of project)					
Project Title	Project Sponsor	Project Champion	Project Support	Stage Gate	Total Project Cost	Total LGF Grant Allocation	Total Match Funding	2015/16 Agreed Grant (1)	2015/16 Actual Claimed (2)	2015/16 Variation (= 2 - 1) (3)	2016/17 Agreed Grant (4)	2016/17 Actual Grant (5)	2016/17 Variation (= 5 - 4) (6)	2017/18 Agreed Grant (7)	2017/18 Actual Grant (8)	2017/18 Variation (= 8 - 7) (9)	2018/19 Agreed Grant (10)	2018/19 Forecast (11)	2018/19 Variation (= 11 - 10) (12)	2019/20 Agreed Grant (13)	2019/20 Forecast (14)	2019/20 Variation (= 14 - 13) (15)	2020/21 Agreed Grant (16)	2020/21 Forecast (17)	2020/21 Variation (= 17 - 16) (18)			Time	Benefits	Reputation	Cost	
Commonwealth Games 2022	BCC	Tom	Lada	2	20.000	20.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.000	5.000	0.000	15.000	15.000	0.000					Anticipate submission of an outline proposal by September 2018.	Provisional allocation of funding towards the infrastructure required for the delivery of the Birmingham Commonwealth Games 2022.
Snow Hill Station (Public Realm)	BCC	Tom	Lada	3	9.900	4.660	5.240	0.326	0.326	0.000	1.300	0.000	-1.300	2.800	0.000	-2.800	0.230	1.890	1.660	0.000	2.444	2.444	0.000	0.000	0.000	0.000					Project subject has experienced extended delays in preparing Full Business Case and scope has changed over the years of development. Project has now progressed with full scheme designs and has been through internal governance within the Project Sponsor. FBC was expected to have been submitted by May 2018 but has experienced further delays and slipped further to August / September 2018. Anticipate a funding gap for the project which has been addressed through the prioritisation of individual interventions.	The development will enhance the public realm at and around one of the city's key railway stations. The project will also deliver economic benefits to the wider Snow Hill district.
Kidderminster Railway Station	Worcs CC	Tom	Lada	3	5.295	2.407	2.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.407	2.407	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000					Delays with GRIP3 completion causing 3-6 mths slippage across timeline as a whole.	The scheme will replace Kidderminster's inadequate railway interchange with a new facility. It will improve accessibility to the Wyre Forest for employment, health, education, leisure, retail and tourism including the Severn Valley Railway which is an important regional tourist destination.
Sustainable Urban Extension - Peddimore	BCC	Tom	Lada	3	8.760	2.720	6.040	0.310	0.310	0.000	0.000	0.000	0.000	0.500	0.000	-0.500	0.750	1.250	0.500	1.160	1.160	0.000	0.000	0.000	0.000	0.000					Project being considered as part of Growth Deal 3. Project sponsor has stated that the grant funding requirement can reduce completely. Awaiting formal confirmation from the Project Sponsor.	The Unlocking Birmingham Sustainable Urban Extension (SUE) package includes works at two locations adjacent to the proposed Green Belt SUE. These involve improvements to an existing five-arm roundabout and a new access junction for the developments. In effect, these two schemes will unlock and support accelerated economic growth at two major development sites east of Sutton Coldfield.
Lichfield Southern Bypass	Staffordshire CC	Wendy	Theo	3	17.347	2.300	15.047	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.000	2.000	0.000	0.300	0.300	0.000	0.000	0.000	0.000	0.000					FBC submitted to GBSLEP for independent appraisal in May 2018. Anticipate making a funding decision by July 2018, subject to any clarifications being satisfied. Revised FBC submitted in July 2018 for appraisal taking account of the withdrawal of Friarsgate. Anticipate a funding decision in September 2018.	Construction of the final 0.67km of a 2.3km bypass linking two A-roads via a rail-underbridge (consented and possessions confirmed) and housing site distributor road. Delivery of the bypass within the Local Plan period is a key to City centre growth. The congestion relief provided by the bypass will help development sites come forward for housing and jobs and allow local highway and transport improvements to be delivered along the A5127 Birmingham Road Corridor.
Symphony Hall Extension	Performances Birmingham Ltd	Tom	Lada	3	12.532	4.500	8.032	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.408	0.408	0.000	0.000	0.000	0.000	0.000	4.092	4.092	0.000					Development funding approved. Project progressing to FBC in December 2018 as planned, however costs increases and issues securing match funding have resulted in funding pressures. A change request was submitted in August 2018 and is being reviewed.	A Growth Deal 3 project - Symphony Hall is one of the finest concert halls in the world. Presenting a world-class programme of music and education, it is a major cultural draw for Birmingham. The project will extend and re-model the Symphony Hall's public spaces to create a building that is economically sustainable, vibrant, and connected to the public realm.
Making the Connections (Public Realm)	BCC			3	7.200	0.583	0.400	0.476	0.476	0.000	0.000	0.000	0.000	0.107	0.107	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000					Due to continued slippage, Exceptional PDB decision to withdraw funding. Development fund to remain available to develop FBC if required £476k already drawn down £116k still available BCC to confirm when required. Funding allocation changed to £0.592m to reflect this. FBC no longer expected as the public realm may be included within the scope of the Commonwealth Games programme	To provide high quality connections to Southside (via Lower Hill Street), Mailbox (via Navigation St West) and Colmore Business District (via Lower and Upper Temple Street).
Clean Air Hydrogen Bus Project	BCC	Sarah	Lada	4	11.000	2.156	8.844	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.156	2.156	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000					Delays in progressing grant agreement and financial slippage from Q4 2017/18 into Q1/2 2018/19. Grant agreement signed May 2018.	This pilot project will introduce 22 zero-emission, hydrogen fuelled buses onto established routes across Birmingham City.
Hybrid Vehicle Technology Training Centre	Solihull College & University Centre	Wendy	Lada	4	0.594	0.278	0.316	0.000	0.000	0.000	0.000	0.000	0.000	0.278	0.000	-0.278	0.278	0.278	0.278	0.000	0.000	0.000	0.000	0.000	0.000	0.000					FBC approved March 2018. Delays in progressing grant agreement but is now prepared for signing in September.	Equip the Hybrid Vehicle Technology Training Centre with new vehicles and appropriate tooling, as well as a new lab which will create opportunities for the students to investigate and apply techniques relevant to autonomous vehicle operation and control. It aims to ensure the College's automotive and motor vehicle training facilities are updated reflecting emerging technologies and related skills gaps and enabling the development and take up of low carbon technologies.
New Manufacturing Engineering	South & City College Birmingham	Wendy	Lada	4	0.665	0.250	0.315	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	-0.250	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000					FBC approved March 2018. Delays in progressing grant agreement but is now prepared for signing in September. Centre launch event scheduled for end of August.	To support the establishment of a dedicated training facility for manufacturing engineering SMEs in the supply chains of major national and local companies, enabling them to obtain a supply of suitably qualified and skilled labour. Directly responds to shortages of skilled labour and provides opportunities for both young people and adults to enhance their engineering skills and safeguard and/or lead to sustainable employment. Promotes and supports new apprenticeship opportunities in manufacturing engineering.
Birmingham Dance Hub	Birmingham Hippodrome	Wendy	Lada	4	4.476	1.476	3.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.476	1.476	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000					Grant Agreement signed June 2018 and project in delivery. Project approval based on £950k confirmed award and £525k allocated as contingency. Minor delays (~2 months) in planning authorisation and design sign-off, but now in place and within tolerances.	To extend the fourth floor above the existing Birmingham Royal Ballet building on Thorp Street to provide the One Dance UK cluster with a space to expand and enhance its dance services. The new facilities will create spaces for international and national dance services that are already based in Birmingham, and those organisations attracted from London into Birmingham's Dance Cluster.
Journey Time Reliability Improvements to Growth Areas Phases 1 and 2	BCC	Wendy	Lada	5	1.568	1.111	0.457	0.000	0.000	0.000	0.211	0.211	0.000	0.420	0.420	0.000	0.300	0.300	0.000	0.180	0.180	0.000	0.000	0.000	0.000	0.000					Request from project sponsor for to access £30k contingency. Advised project that contingency could not be claimed until 31st March 2018.	This project will see a package of relatively small highway measures which are aimed at improving journey reliability. The scheme primarily aims to minimise delay at strategic junctions along primary routes across Birmingham, which aligns with the local, regional and national objectives, including those of Greater Birmingham and Solihull LEP (GBSLEP). Improved journey times for a variety of modes will also improve the attractiveness of the area, unlocking economic stimulus and growth.
Battery Way Extension, Tyseley	BCC	Wendy	Lada	5	6.453	3.710	2.743	0.130	0.130	0.000	0.310	0.311	0.000	0.559	0.559	0.000	2.711	2.711	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000					D&B contractor appointed and construction works started on site June 2018, slipping from April. Change request received for financial slippage in 2017/18 but review of this is on hold until Q3 18/19 to see how the project performs as Q1 also experienced £140k slippage against £200k forecast. Project completion currently expected to be delayed by 2 months	This project will see the creation of a new 700m long, 7.3m wide single carriageway road between the existing Battery Way and Reddings Lane with the ultimate effect of unlocking a redundant industrial estate. The project will also act as an important catalyst for the regeneration of the wider Tyseley and Greet areas, which are key employment areas for the south-east of the city with more than 15,000 people employed on sites based around the A41 Warwick Road.
Mid-Cannock Freight Interchange	Pentalver	Wendy	Theo	5	14.638	1.300	13.338	0.601	0.601	0.000	0.699	0.000	-0.699	0.000	0.000	0.000	0.000	0.699	0.699	0.000	0.000	0.000	0.000	0.000	0.000	0.000					Project Sponsor presented to PDB in May 2018 to explain current issue stemming from Network Rail decision regarding 24 hour line usage. PDB agreed revised programme with Pentalver effective from post NR decision in June 18. As of end July, Project Sponsor still awaiting progress on NR decision.	This scheme will create a multimodal logistics terminal at Pentalver's Cannock site, to integrate rail freight transport and to transfer container freight to final destination by long distance rail trucking and short distance road trucking. This scheme will enable economic development, and feed into improved competitiveness while more efficiently using finite resources and reduce heavy vehicle use of key roads into the Birmingham. freight terminal
Hagley Road SPRINT	TFWM	Tom	Lada	5	14.650	8.100	6.550	0.810	0.810	0.000	0.000	0.000	0.000	0.762	0.762	0.000	2.150	2.150	0.000	0.977	0.977	0.000	3.400	3.400	0.000					Project scope has been substantially expanded following additional WMCA funding allocation, resulting in a £94.95m scheme.	Bus Rapid Transit scheme along the Hagley Road to Quinton, a major upgrade to public transport in this corridor linking key areas of Birmingham City Centre such as Broad Street, Paradise Circus, New Street and Moor Street stations and in the longer term Curzon St HS2.	
Ashted Circus, Birmingham Ring Road	BCC	Wendy	Lada	5	8.100	5.545	2.555	0.223	0.223	0.000	0.000	0.000	0.000	1.853	1.853	0.000	3.469	3.469	0.000	0.501	0.501	0.000	0.000	0.000	0.000	0.000					Project in delivery. Minor financial slippage (£20k) in Q1 otherwise project on track.	This project will create left-turn slip lanes on both Dartmouth Middleway approaches at Ashted Circus – a key junction for Aston University, Eastside and the Curzon regeneration area. The benefits of this will see future capacity constraints alleviated by providing an additional approach lane on these arms and also offering the benefit of removing left-turning vehicles from the roundabout, which are predicted to significantly increase in future years.
Longbridge Connectivity Scheme Phase 1	BCC	Wendy	Lada	5	8.990	4.860	4.139	0.400	0.400	0.000	1.935	1.935	0.000	1.969	1.969	0.000	0.556	0.556	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000					Presented exceptions report to PDB in March 2018. Change request approved and being progress by Accountable Body legal. Seeking further clarifications from Project Sponsor re the railway element – potential change in scope of works to fit into the budget (not LGF). Highway element and claims on track.	A package of connectivity improvements in and around Longbridge and the former Rover site. These include an upgrade of the railway station and a transformation of the existing bus interchange. Furthermore, the Park & Ride facility will be extended and there will be a programme of highway improvements alongside some wayfinding and cycling improvements.
Unlocking Stalled Housing Sites Programme - Phases 1 and 2	BCC	Sarah	Lada	5	8.998	8.998	0.000	0.000	0.000	0.000	0.073	0.049	-0.024	2.703	1.926	-0.777	4.543	4.543	0.000	1.679	1.679	0.000	0.000	0.000	0.000	0.000					Programme reliant on demand and will be prone to variances in quarterly grant claim profile. Delivery progressing but risk around revenue funding to support programme management remains.	Programme to support the acceleration of small housing sites across the LEP working with land owners and small developers to bring forward at least 500 new homes in the area.
Birmingham Cycle Revolution Phase 2	BCC	Wendy	Theo	5	8.000	6.000	2.000	1.157	1.157	0.000	1.548	1.548	0.000	0.503	0.503	0.000	1.626	1.626	0.000	1.165	1.165	0.000	0.000	0.000	0.000	0.000					Project presented exceptions report to PDB in March and was encouraged to be realistic with forward programme due to integration with other interventions (inc CWG). Project Change Request received in July 2018 to re-profile Local Growth Fund and match funding to align work with emerging plans for Perry Barr and CWG athletes village with the net effect of increasing LGF expenditure in the current financial year. Change request approved under delegation.	Part of the 20-year Birmingham Cycle Revolution strategy. Developed to complement and add value to existing cycling projects, and coupled with supporting revenue measures, Phase 2 will support cycle access to major employment sites and Enterprise Zones, better integrate cycling as part of a longer journey by public transport, improve and provide access to opportunity, reduce congestion at key pinchpoints and support improved health and wellbeing.
Iron Lane, Birmingham	BCC	Wendy	Lada	5	12.984	5.000	7.984	0.380	0.380	0.000	0.060	0.060	0.000	0.000	0.000	0.000	2.960	2.960	0.000	1.600	1.600	0.000	0.000	0.000	0.000	0.000					Project presented exceptions report to PDB in March and change control completed for historical financial slippage. CPO Public Inquiry held on 6 June as planned; further ~3 months to complete the process; DoV with detailed milestones and claims schedule due in October as previously indicated.	This major junction is on a key section of the A4040 Outer Ring Road, effectively connecting east Birmingham with the M6 and major employment sites. This project will see the implementation of two new gyratory arrangements to increase junction capacity and reduce congestion. Dedicated pedestrian/cycle-crossing facilities will be provided to enhance 'active travel' and new street lighting.
Selly Oak New Road Phase 1b	BCC	Wendy	Lada	5	9.223	3.633	5.590	0.200	0.200	0.000	0.000	0.000	0.000	0.229	0.229	0.000	1.656	1.656	0.000	1.547	1.547	0.000	0.000	0.000	0.000	0.000					Deed of Variation for historical financial slippage completed in April 2018. Minor delay on detailed design work due for completion November 2018, and construction works are programmed to start around March 2019.	Highway improvements to the 'Selly Oak triangle', a key junction between the A38 and A4040, providing access to the Life Sciences campus, UoB, and QE Hospital.

Project Name	Client	Lead	Year	Budget	Actual	Variance	Other Metrics	Notes	Outcomes
A34 corridor-Perry Barr Phase 1 & 2	BCC	Wendy Lada	5	6.080	3.500	2.580	0.100 0.100 0.000 1.420 1.420 0.000 0.159 0.159 0.000 0.221 0.221 0.000 0.800 0.800 0.000 0.800 0.800 0.000	SLA for £1.9m approved. Conditional £1.6m subject to FBC addendum to be submitted Autumn 2018. Project forward plan being reviewed in light of CWG Athletes village and legacy housing requirements. HIF bid submitted in August 2018. FBC addendum for LGF due September 18 but looks likely to slip and confirmation of submission date to be agreed in September.	This project is a package of five measures relating to land acquisitions, highway works at Birchfield Roundabout, public realm enhancements, gap funding for new development and bus interchange improvements at One Stop Shopping Centre.
Kingswood Lakeside Access Phase 2	Staffordshire CC	Wendy Lada	5	2.160	2.160	0.583	0.000 0.000 0.000 0.289 0.289 0.000 1.696 1.440 -0.256 0.175 0.431 0.256 0.000 0.000 0.000 0.000 0.000 0.000	Delay due to drainage problem will result in some financial and milestone slippage. Final project grant claim now expected Q4 18/19 and a change request required. Project Sponsor working with developer to overcome issues and take prepare for Planning App stage. The developer has control of the pace of progression. Subsequent development of the site is forecast to continue through to 2022.	The remediation of the Kingswood Lakeside business park which was created on a former opencast coal mine. Addressing (1) the outstanding infrastructure issues and (2) financing the geotechnical enhancement of the development land bringing it up to the standard required by prospective purchasers Phase 2 of this project will continue the remediation of the site to create 24,749sqm Floor space and 469 new jobs.
National College for High Speed Rail	BCC	Wendy Theo	5	25.555	7.456	18.543	0.000 0.000 0.000 2.373 2.373 0.000 4.561 4.561 0.000 0.078 0.078 0.000 0.000 0.000 0.000 0.000 0.000 0.000	Project practically completed in April 2018 but change request received and ongoing for some additional works using the LGF underspent on the project. Additional works approved in July 2018 and conditional on completion end Sept 18.	This project will see the construction of the Birmingham campus for the new National College for High Speed Rail to bring forward a 5,703m2 new build training facility for delivery of Level 4+ skills in engineering to support delivery of HS2 and other infrastructure projects.
Changan UK Research and Development Facility	Changan Automotive UK	Tom Theo	5	16.113	1.610	14.503	0.000 0.000 0.000 0.000 0.000 0.000 1.443 1.443 0.000 0.167 0.167 0.000 0.000 0.000 0.000 0.000 0.000 0.000	On track for practical and financial completion by Q3 18/19.	The project will regenerate one of the oldest parts of Birmingham Business Park to create a state of the art automotive R&D centre. This will further support the areas expertise in the automotive sector, create high value jobs and increase the local and UK knowledge economy. The centre's initial use is to create new technology for low emission vehicles which will push the boundaries of technology and create class leading vehicles
STEAMhouse	Birmingham City University	Wendy Theo	5	42.407	1.000	41.407	0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 1.000 1.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	Grant agreement in place including £1m LGF and £14m BEIS. (in non LGF Projects) Land purchased and claim paid for £4.5m from BEIS funding. Section 31 Grant Determination Letter awarding the second £7m sent to BCC from BEIS. Progressing to plan.	To create a collaborative innovation centre focused around STEAM (science, technology, engineering, arts and maths), including related teaching and learning space delivered by BCU through the STEAM Academy plus commercial space and grow on space for SMEs and office space for a single user or multiple users.
Aspirations for All	Sense UK	Wendy Lada	5	1.206	1.206	0.000	0.000 0.000 0.000 0.000 0.000 0.000 0.650 0.650 0.000 0.556 0.556 0.000 0.000 0.000 0.000 0.000 0.000 0.000	Project will be financially and practically complete in Q2 18/19.	BEIS have committed £14m via section 31 grant to be managed by GBSLEP and LGE committed £1m Based at TouchBase Pears in Selly Oak, Sense will bring forward employment related training and development activities for over 200 sensory impaired and otherwise disabled people (Sense service users) and a further 200 Sense Volunteers.
Tyseley Energy Park Access Road	Tyseley Energy Park Limited	Sarah Lada	5	3.894	1.763	2.131	0.000 0.000 0.000 0.000 0.000 0.000 0.300 0.000 -0.300 1.463 1.763 0.300 0.000 0.000 0.000 0.000 0.000 0.000	Project in delivery and progressing steadily after a minor delay. Detailed design work has resulted in a substantial reduction in costs. Change control completed in August 2018 to reflect the overall reduction in project costs and reduction in the LGF grant allocation by £173k. Deed of variation to be instructed.	A Growth Deal 3 project - The project involves the construction of an Access Road and surface infrastructure route off the A45 through to the Tyseley Energy Park (TEP) enabling off road access - particularly for HGVs, buses, taxis and vans - to support the low/zero emission refuelling hub, which is being promoted by Birmingham City Council (BCC) and led by Webster & Howfall Ltd.
Friarsgate, Lichfield (Withdrawn)	Lichfield DC	Tom Lada	4	0.000	0.000	0.000	0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	Project withdrawn from the programme and funding allocation removed in August 2018 following confirmation from the project sponsor that the scheme had been terminated. Project to be removed from the programme.	The redevelopment of a 3.3 hectare site which is located on the fringe of Lichfield's city centre. Friarsgate is a retail and leisure led mixed use development combining 16,369 sqm of commercial floorspace, 95 dwellings, a new car park, a new bus station and new areas of public realm.
Life Sciences Campus - land remediation	BCC	Tom Theo	6	15.360	5.119	10.180	5.012 5.012 0.000 0.107 0.107 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	Project practically and financially complete (Q1 2018/19). Due to ongoing delays in receiving a Change Request from the Project Sponsor, the £61k unused LGF grant has been returned to the programme. Remediation of land complete, however the outcomes t risk due to dependency on progression of Life Sciences Park project.	This project will remediate land in preparation for the Life Science Campus project on a site which is currently contaminated and derelict next to the University of Birmingham and Queen Elizabeth Hospital. The subsequent Life sciences project would provide a science park specifically for life science businesses, capable of supporting over 400,000sq ft of office space - including laboratories
Motor Vehicle Training Centre	South & City College	Tom Theo	6	0.632	0.242	0.390	0.237 0.237 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.005 0.005 0.000 0.000 0.000 0.000 0.000	Project practically and financially complete (Q1 2018/19). Awaiting Project Completion Report.	The project will invest in the automotive skills and infrastructure capacity of the college to upgrade existing building and equipment in order to match current state of the art supply chain facilities for automotive maintenance and repair. The project will extend skills into the local supply chain and meet the needs of the automotive service sector. The funds will be used to upgrade and equip the facilities.
Engineering Centre for Manufacturing Support	South & City College	Tom Theo	6	0.544	0.230	0.314	0.182 0.182 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.048 0.048 0.000 0.000 0.000 0.000 0.000 0.000	Project practically and financially complete (Q1 2018/19). Awaiting Project Completion Report.	This centre will establish a dedicated training facility for engineering SME's in the supply chains of some our major national and local companies, enabling them to obtain a supply of qualified and skilled labour. This responds directly to the problem of an increasingly aging workforce in the sector, through promoting the uptake of apprenticeships in engineering. This will improve company survival by assisting them to remain competitive and responsive to the needs of their customers. The centre will provide fertile ground for the exchange of ideas and practice between the college and the engineering manufacturing sector. Funds will be used to modify and equip existing buildings to house the provision to increase capacity.
AMH Phase A - (JB Foods & Rylands Garage)	BCC	Wendy Theo	6	10.706	4.412	6.256	3.208 4.079 0.871 0.934 0.032 -0.902 0.308 0.301 -0.007 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	Project practically and financially complete (Q4 2017/18). Awaiting Accountable Body completion of the Deed of Variation for minor reduction in grant value prior to issuing financial and practical closure letter to the Project Sponsor. Awaiting Project Completion Report.	The Advanced Manufacturing Hub (AMH) is a 20ha regeneration scheme in Aston, Birmingham to deliver serviced plots for occupiers in the advanced manufacturing sector. It is a joint Birmingham City Council (BCC) and Homes and Communities Agency (HCA) initiative. It has been actively promoted in the 'Economic Zone' Prospectus by the Leader of Birmingham City Council. The project is to acquire one private interest within the Advanced Manufacturing Hub (AMH) to create a bigger Plot that will be more attractive to the market. The funding is required to support the demolition and remediation of the land that is in the ownership of Birmingham City Council within the AMH. The Phase A and B LGF funded land 7.5 Ha is capable of accommodating 14,440 sqm of new buildings within the B1 & B2 land use. The Concentric Business Park site at (1.4 hectares) has the potential to accommodate up to 4,675m of new commercial floorspace and could create up to 200 safeguarded and new jobs when combined with HCA landholding to the front of the site.
Longbridge Connectivity - MSCP Phase 2	TFWM	Wendy Lada	6	5.738	1.800	3.938	0.000 0.000 0.000 0.000 0.000 0.000 1.800 1.800 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	Project at financial completion (Q4 2017/18). Timescales have slipped with practical completion date slipping Jan 19 to March 19. Cost has increased as well but will be met by project.	Expand the Park and Ride as part of the second phase of the Longbridge Connectivity Scheme by increasing parking provision at Longbridge station from 102 spaces to 542 spaces.
Princes Trust Youth Skills & Enterprise Hub	Prince's Trust	Wendy Theo	6	2.455	0.627	1.904	0.000 0.000 0.000 0.000 0.000 0.000 0.627 0.629 0.002 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	Project practically and financially complete (Q1 2017/2018). Project Completion Report requested.	The Prince's Trust plan to create a ground-breaking Young People's Skills & Enterprise Hub in the centre of Birmingham by refurbishing the Cold Store building in the Beorma Quarter into a state of the art building with the aim of up-skilling and supporting unemployed young people into jobs directly or through start-up businesses.
Lode Lane Phase 1	Solihull MBC	Tom Lada	6	5.240	1.790	3.450	1.790 1.790 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	Project practically and financially complete. Project Completion Report has been completed.	Package of public transport, cycling and walking improvements on a major route which provides access to significant development sites including UK Central, Birmingham Airport, and JLR Lode Lane Plant.
East Staffordshire Growth and Regeneration Programme	East Staffs BC	Wendy Theo	6	5.700	1.500	4.200	1.500 1.500 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	Project practically and financially complete. Project Completion Report has been completed.	This project brings forward the development of three brownfield land sites currently in ownership of the council for new homes and commercial floorspace.
Food Technology Hub	University College Birmingham (UCB)	Wendy Theo	6	1.031	0.342	0.689	0.342 0.342 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	Project practically and financially complete. Project Completion Report has been completed.	This project will see the creation of a ground-breaking food technology and food science hub. Driven by industry, the hub will provide access to specialist facilities that will enable skills development for a growing sector with an already identified chronic skills shortage.
Universities@IBC	Innovation Birmingham	Tom Lada	6	10.294	2.494	7.800	0.205 0.205 0.000 2.196 2.196 0.000 0.092 0.091 -0.001 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	Project practically and financially complete. Project Completion Report has been completed.	Extension to the existing Faraday Wharf incubator building at the Innovation Birmingham Campus to provide an additional 445m2 of state of the art enterprise space which enables local universities to collaborate with business start-ups, creating 1800 jobs part of the Enterprise Zone.
Centre for Advanced Aeronautical Provision (formerly Aviation Engineering Training Centre)	Solihull College	Wendy Theo	6	3.720	1.059	2.661	0.623 0.623 0.000 0.424 0.424 0.000 0.012 0.012 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	Project practically and financially complete (Q2 2017/18). Awaiting Project Completion Report.	This project will see the creation of an aerospace and aviation centre/academy close to Birmingham Airport, providing a link to companies in this sector. This facility will provide the required skills in aerospace engineering in particular relating to maintenance and repair.
Kingswood Lakeside Access Phase 1	Staffordshire CC	Wendy Lada	6	10.149	0.800	9.349	0.800 0.800 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	Project practically and financially complete. Project Completion Report has been completed.	Gap funding to support remediation works, access, lighting, and drainage works for a prime employment location adjacent to the M6 Toll, creating 1300 jobs
Meeting the Skills Needs of Local Businesses	South & City College	Tom Theo	6	0.029	0.010	0.019	0.000 0.000 0.000 0.010 0.010 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	Project practically and financially complete (Q3 17/18). Awaiting Project Completion Report. Further clarification of the reported outputs required.	This project will create walk in facilities across the colleges three main campuses that replicate the environment of a commercial recruitment agency. Working in partnership with a leading private sector recruitment agency to encourage learners to actively seek careers and employment advice which will be provided by a team of specialist advisors who will utilise current labour market data. In addition learners will be registered onto a candidate matching system database and will be matched to employment opportunities. Employers will support this project by providing the employment opportunities that learners will be matched against.
Metro Extension - Eastside (Project Development)	TFWM DfT reporting	Tom Lada	6	5.500	5.500	0.000	5.500 5.500 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	Project practically and financially complete.	Development fees to support the design and development of the full business case. The route will link Midland Metro with the proposed HS2 station at Curzon Street and then via New Canal Street through Digbeth to Adderley Street
South Kidderminster Enterprise Park - Hoobrook Link Road	Worcs CC	Tom Theo	6	16.254	4.800	11.454	4.800 4.800 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	Project practically and financially complete. Project Completion Report has been completed.	This project will enable the completion of phase two of Hoobrook Link Road which connects the A451 Stourport Road to the A449 Worcester Road. The road unlocks the 24 hectare former British Sugar Site (known as Silverwoods) and will transform the accessibility to and within South Kidderminster Enterprise Park.
Metro Extension - Centenary Square (includes Complementary Highway Works)	TFWM	Tom Lada	6	42.400	7.970	34.430	7.970 7.970 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	Project practically and financially complete.	This project will deliver an extension of Midland Metro from Stephenson Street via Victoria Square and Paradise Circus to Centenary Square, together with a package of complementary highway measures and the creation of a world-class public square.
Sustainable Urban Extension - Minworth	BCC	Tom Lada	6	2.348	2.280	0.069	0.140 0.140 0.000 1.470 1.470 0.000 0.670 0.670 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	Project practically and financially complete (Q4 2017/18). Outputs are linked with Peddimore which is no longer part of the programme and further discussion required on attribution of them.	The Unlocking Birmingham Sustainable Urban Extension (SUE) package includes works at two locations adjacent to the proposed Green Belt SUE. These involve improvements to an existing five-arm roundabout and a new access junction for the developments. In effect, these two schemes will unlock and support accelerated economic growth at two major development sites east of Sutton Coldfield.
Wholesale Markets	BCC	Wendy Theo	6	25.000	3.000	22.000	3.000 3.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	Project practically and financially complete. Project Completion Report has been completed.	Relocation of the Wholesale Markets to a purpose built facility at the Hub in Witton. The scheme aims to secure the long-term future of the Wholesale Market within Birmingham through establishing a modern, fit for purpose facility at the heart of a wider hub of food and drink sector activity. Alongside this, it aims to unlock existing development constraints and enable the delivery of the vision for the Smithfield development area within the Birmingham City Centre Enterprise Zone.
Journey Time Reliability Improvements to Growth Areas Phase 1 and 2 - Solihull	Solihull MBC	Wendy Lada	6	1.415	1.305	0.185	0.405 0.405 0.000 0.900 0.900 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	Project practically and financially complete. Project Completion Report has been completed.	This project will see a package of relatively small highway measures which are aimed at improving journey reliability. These improvements will help to unlock economic growth by linking to Birmingham City Centre Enterprise Zone and UK Central.
WGM Academy for Young Engineers (Future Skills Fund)	WGM University Technical College	Wendy Theo	6	2.216	1.108	1.108	0.000 0.000 0.000 0.599 0.599 0.000 0.509 0.508 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	Project practically and financially complete. Awaiting Project Completion Report.	GBSLEP funding will enable the Academy to purchase improved and more advanced specialist engineering, science, digital and ICT equipment that will enable young engineering students at the Academy to undertake an even wider range of work on employer-led engineering and advanced manufacturing and design projects using digital and other advanced technologies.



