

Metro/Rapid transit – East Birmingham – Interchange northern route (Serving Eastern Growth Corridor/UKC)

Strategic Economic Plan/Local Growth Fund – Strategic Case Template



Strategic Economic Plan Business Case Checklist



Scheme: Metro/Rapid transit – East Birmingham – Interchange northern route (Serving Eastern Growth Corridor/UKC)

Lead authority: Centro

STRATEGIC CASE

	Section / page
4) Have you appended a map?	Appendix
9) Have you included supporting evidence of partnership bodies' willingness to participate in delivering the bid proposals?	No
9) Have you appended a letter from GBS LEP confirming the priority of the proposed scheme? <i>[Optional]</i>	No

FINANCIAL CASE

	Section / page
12) Have you enclosed a letter from an independent valuer to verify the market value of land if land is being included as part of the non-LGF contribution towards scheme costs?	N/A
12) Have you enclosed a letter confirming the commitment of external sources to contribute to the cost of the scheme?	N/A

Strategic Economic Plan Transport Scheme Business Case Proforma



1) SCHEME TITLE
Metro/Rapid transit – East Birmingham – Interchange northern route (Serving Eastern Growth Corridor/UKC)
Highway Scheme: No
Public Transport Scheme: Yes
Major Maintenance Scheme: No

2) STRATEGIC ENABLER FROM GBS LEP STRATEGY FOR GROWTH
<ol style="list-style-type: none"> 1. Growing the number of successful businesses** 2. Building sector strengths and opportunities** 3. Stimulating innovation in products, services and businesses** 4. Improving our skills talent pool** 5. Improving physical and digital connectivity** 6. Optimising physical, cultural and environmental assets**
**DELETE AS APPROPRIATE

3) CONTACT DETAILS AND SCHEME LOCATION
Name of Lead Contact: Peter Adams
Email: PeterAdams@centro.org.uk
Telephone: 0121 214 7342
District: Centro
Location of scheme: Birmingham and Solihull

4) HEADLINE DESCRIPTION
<p>This scheme is an important element of the HS2 connectivity package estimated to improve GVA in Birmingham and Solihull by £2.226Bn per annum equivalent to circa 26,000 jobs. The proposed Midland Metro/Rapid Transit line will connect central Birmingham/HS2 Curzon Street, from the proposed Birmingham Eastside Extension, to NEC/Airport/International/HS2 Birmingham Interchange and UK Central along the Bordesley Green/Chelmsley Wood corridor.</p> <p>In doing so it will provide a high quality transport solution serving the Eastern Growth Corridor which has been identified to accommodate Birmingham’s growing population and UK Central the region’s most significant development location. Through integration with the wider Metro network the route will provide access to New Street station, Centenary Square and the Black Country and therefore access to employment opportunities. It will also provide wider accessibility to Heartlands Hospital.</p>

5) GEOGRAPHICAL AREA
<p>The route will run from the Adderley Street terminus of the Birmingham Eastside Extension (and hence will run via HS2 Curzon Station) past the Birmingham City FC ground to run along Bordesley Green via Heartlands Hospital. From there it will run along Meadway and Chelmsley Road to Chelmsley Wood, then running through Birmingham Business Park to Airport/NEC/International station in north Solihull.</p> <p>OS Grid Reference: 408360 286350 to 418737 283772 Postcode: B5 to B40</p> <p><i>Please append a map showing the location (and route) of the proposed scheme, existing transport</i></p>

infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.

Have you appended a map? Yes No

6) STRATEGIC CASE

A: Scheme Description

The proposed scheme will connect with the Eastside extension for Birmingham City Centre and Eastside at its terminus in Digbeth. It will then travel eastwards crossing the Birmingham Ring Road via a crossroads traffic signalled junction and then past the Birmingham City FC ground to run along Bordesley Green via Heartlands Hospital. From there it will run along Bordesley Green East, Meadway and Chelmsley Road to Chelmsley Wood, then running through Birmingham Business Park to Airport/NEC/International station in north Solihull.

The route would provide 18 tram stops including the Adderley Street stop and would be served by 10 vehicles an hour in each direction. The project would include provision of a new tram depot in the Solihull area, providing a centre for local employment and engineering excellence near the Jaguar Land Rover site, and also include the procurement of a new fleet of trams.

B: Description of Problems to be Addressed

What is the problem that is being addressed, making specific reference to barriers to growth and why this has not been addressed previously?

Existing lack of high quality direct public transport connection

- With the introduction of HS2 there will be significant new mixed use educational, cultural and leisure development at Eastside (including Curzon Square, Curzon Promenade and Eastside City Park) as well as redevelopment of the area surrounding HS2 Interchange, Birmingham International, Birmingham Airport and the NEC. While a new Eastside extension will link HS2 Curzon Street to the north-west sector of Birmingham and the Black Country via Line 1, East Birmingham remains unconnected to these important gateways and areas of employment. The full benefits for the region of HS2 can only be realised if it is integrated with Birmingham's local transport network.
- Between Birmingham City Centre and the Airport along the Bordesley Green/Chelmsley Wood corridor there are large residential areas which have limited access to high quality, regular, public transport. Where public transport (predominantly bus) is provided there is little or no priority for these services (over private car) which therefore suffer from delay and unreliability
- Heartlands Hospital is on the Bordesley Green/Chelmsley Wood corridor and it is more than two miles away from its closest railway station so has limited access to high quality regular public transport.
- The St Andrews football stadium is on the Bordesley Green/Chelmsley Wood corridor. It has limited access to high quality regular public transport.
- The Digbeth area to the South East of the city centres lacks connectivity to the Greater Birmingham area.
- Although Bordesley rail station lies within the corridor it has very infrequent service provision

New demand

- UK Central will bring increased business and leisure demand to the region. It is important for the success of this new development that there is interconnectivity between the constituent parts, including Birmingham Airport, Birmingham Interchange HS2 railway station and the NEC.
- It is also important that the UK Central hub is well connected to the Eastern Growth Corridor.
- HS2 will result in a significant increase in passengers travelling to and from Birmingham. The new HS2 Curzon Street station would also cater for a share of those passengers who would otherwise arrive into New Street or Moor Street stations.
- New demand has also come about as a result of the regeneration of the Eastside area. It is part of

Birmingham's Enterprise Zone and has been identified as an Area of Transformation in the Big City Plan.

- As part of this, the redevelopment of the HS2 station area, Curzon Square and Promenade will form a leisure destination in its own right. The planned development in the surrounding wider Eastside, such as the new Birmingham City University campus would add to growth in the area.
- Digbeth is one of the focus quadrants in the Birmingham Big City Plan. The Curzon HS2 master plan identifies specific, mixed use developments such as Banbury Wharf and Typhoo Wharf which will boost the number of businesses locating in this area. Consequently, demand will increase. The cultural offering of the Fazeley area and the Beorma Quarter will also draw tourism and leisure activity to Digbeth.
- As part of the Bordesley Park Area Action Plan, the Cherrywood Road area and the Wheels site and environs are experiencing urban realm improvements as well as increased business facilities. This will bring new demand to this corridor.
- As part of the Eastern triangle development, Meadway local centre is seeing urban realm improvements as well as the Poolway shopping centre being remodelled. This will attract higher levels of public transport demand as people in other east Birmingham areas want to travel to Meadway for retail or leisure.

C: Options Considered

What options have been considered and why have alternatives been rejected?

Historically, Centro has developed a number of metro/rapid transit options for the corridor, linking Birmingham City Centre and the east of Birmingham to Birmingham Airport and the NEC, but these were previously discounted as they provided engineering challenges and it was considered that bus could provide the required link at the time. Centro also worked with Birmingham City Council on the East Birmingham / North Solihull – mobility and access project which assessed a number of options for improving public transport provision in this corridor. However, with the plans to construct HS2, the redevelopment underway in Birmingham City Centre, UK Central and likely future development of the Birmingham Airport area as a transport hub, a scheme serving the areas has become of more importance.

To optimise and address the challenges of the corridor scheme on previous alignments and designs, the following steps were undertaken:

- First, a lessons learnt exercise was undertaken that examined the attributes of operational rapid transit systems which support their success (or not). This included consideration of mode, park and ride, trip generators, new developments, fares, market demand and integration with other modes. These attributes have been assessed incrementally to ensure the best value for money is achieved.
- Second, a SWOC analysis was undertaken, documenting the strengths, weaknesses, opportunities and constraints of the corridor.
- As a Metro extension was identified as the preferred mode, lastly, a high-level engineering review was undertaken to determine how costs could be minimised by identifying key cost drivers including engineering challenges and alternative park and ride locations.

The chosen route is one of a two schemes developed to connect the Eastside to Birmingham Airport, Birmingham Interchange and the NEC. The other is routed via the A45 to the south. It is expected that the best value option will be progressed first as LRT/rapid transit and a Sprint bus rapid transit option then developed for the other, sub optimal route.

D: Expected Benefits/Outcomes

Jobs

- UK Central is a significant multi-sector development in a strategic location that has the potential to create 100,000 jobs by 2040. UK Central is in a location that is less than 125 miles away from 70% of the UK population with benefits of the airport and HS2 on its doorstep. Companies located

on this site can attract business nationally and internationally which will contribute to the growth of the site and the number of jobs created.

- The Birmingham City Centre Enterprise Zone is a major initiative with the potential to create 40,000 new jobs. The companies located in the Enterprise Zone will attract employees from a wider catchment ensuring the highest calibre workforce possible. As these companies expand more jobs will be created.
- The synergies between HS2 and the Midland Metro extension will open this area up to more people as a location for employment in the retail outlets and hotels.
- The Bordesley Park AAP will provide 3,000 new jobs for this area of Birmingham. Of this the areas which will be primarily affected by this will be the Cherrywood Road area and the Wheels site and environs. The planned improved business facilities in the Cherrywood Road area and the Wheels site and environs will provide an increase in jobs in the Bordesley Green/Chelmsley Wood corridor. With this high quality local connectivity businesses located in this area can attract workers from a larger area.
- The planned remodelling of the Poolway Shopping centre will draw more shops into the area creating increased employment opportunities. With this link the shops will be able to draw upon a wider labour market.

GVA

- UK Central will have the capacity to provide £5.1Bn of GVA by 2040.
- Connection to the NEC, the airport and the Birmingham Interchange HS2 railway station from UK Central will be vital to encouraging large international businesses to locate at the site.
- The Birmingham city centre Enterprise Zone has the potential to add £2bn a year to the local economy.
- With convenient transfer between HS2 Curzon Street and national and international transport termini, companies are expected to attract business from across the UK and the world.
- The extension will encourage tourism and leisure travel from the Greater Birmingham area and beyond.

Cultural

- The extension will make the leisure facilities at the UK Central entertainment centre easily accessible to tourists and the residents of east Birmingham.
- The extension will encourage visitors to the existing Grade I Listed Curzon Street station, the Thinktank Birmingham Science Museum, as well as the planned new Museum of Contemporary Art and a gallery for displaying the collection of the Arts Council.
- The extension will provide convenient access to the outdoor café culture of the square and promenade, supporting the vibrancy of the new environment.
- The extension will provide convenient access to the proposed Eastside City Park.
- The cultural facilities available in Digbeth, such as the Beorma Quarter, The Custard Factory, the Fazeley Area and the Duddeston Viaduct Sky Park will be made more accessible.
- The entertainment and retail facilities at St Andrews football stadium and the neighbouring retail park will be more accessible thanks to this link.

Environment and safety

- The extension creates an environmentally sustainable route between the Eastside, the city centre through Digbeth and to the UK Central area, taking cars and taxis off the road.

Connectivity

- Improve connectivity within the GBS LEP area and beyond with the support of HS2: between businesses, labour pools and to key economic sites, and with improved journey reliability and faster journey times.
- Improved connectivity between Eastside, the City Core and beyond. This is important as it is planned that Eastside will become a new cultural and leisure destination for residents of the GBS area.
- Improved connectivity between the city centre and residential areas along the Bordesley Park/Chelmsley Wood corridor, widening the labour pool for city centre businesses.
- Improved connectivity between the residential areas along the Bordesley Park/Chelmsley Wood

corridor and the UK Central hub, improving the mobility of the residents and opening this labour market to businesses from the UK Central hub.

- Improved connectivity between the planned improvement areas of Cherrywood Road and the Wheels site and environs and the significant commercial hubs of UK Central and the City centre. This facilitates greater interaction between Birmingham businesses.
- As the home of Birmingham City, St Andrews football stadium is a destination for supporters from all across England. This link will bring the stadium high quality local connectivity to east Birmingham, regional connectivity via interchange in the city centre as well as national and international connectivity via interchange at HS2 Birmingham interchange, providing similar public transport accessibility to that enjoyed at Manchester City's Etihad Stadium.
- With the improvements to Poolway shopping centre, it will become a far more attractive place in which to shop and socialise drawing people from East Birmingham and the Greater Birmingham area. This link will provide the high quality transport to facilitate the growth.
- This link will provide a high quality public transport connection to the Heartlands Hospital, an important destination for many people from the Greater Birmingham area.

E: Project Scope

What is the project's scope and is there potential to reduce costs and still achieve the desired outcomes? For example, using value engineering.

Initial high level engineering has already taken place to reduce costs where possible. As development of the scheme continues, further optimisation, including a final decision mode on mode, will be built into the development process. Early contractor involvement will be used to provide good value for money and reduce construction costs via appropriate early input to the statutory processes. There may also be scope for combining works with the proposed HS2 project's construction activities to achieve savings through economies of scale. It is also expected that the experience gained by Centro and Birmingham City Council on construction of the BCCE to New Street and the Centenary Square Extension would lead to savings in construction costs on this extension as design proceeds.

F: Related Activities

HS2 is central to local policy and planning and the Birmingham to Solihull route is a key part of its successful delivery in the West Midlands.

A Transport and Works Act Order will be required to build and operate the extension; the Order application would include all the necessary powers including compulsory purchase powers for any land required.

G: Consequences of Project Funding not being Secured

If this project is not funded the region will not be able to fully capitalise on the potential for regeneration and economic growth offered by HS2 as East Birmingham/North Solihull will remain segregated from Birmingham City Centre, New Street station, Metro Line 1 and the conference centres and new developments in the west of Birmingham, as well as Airport/NEC/International and UK Central/Interchange. This is likely to inhibit potential growth in the region.

H: Impact on Statutory Environmental Constraints

- The scheme will be implemented in existing transport corridors. Given the urban environment the impact on noise and the natural environment will be negligible.
- If Metro, then the trams will not produce local emissions. A rapid transit option would utilise low emission vehicles.
- Attracting users from car will decrease emissions for the wider transport network.
- The scheme will complement the investment in developments along the route and integrate with design, supporting high quality urban realm.

7) FIT WITH STRATEGIC OBJECTIVES/POLICY

Fit with overarching Strategic Transport Objectives

Complete table (brief bullet point summary of impacts / supporting evidence):

<p>Access to International Gateways & HS2</p>	<ul style="list-style-type: none"> • The Metro extension through east Birmingham to the UK Central hub via the Bordesley Green/Chelmsley Wood corridor will link the areas served with Birmingham City Centre and provide interchange opportunities to connect directly with HS2 from Curzon Street. • Additionally the areas served will be linked directly to the Birmingham Interchange HS2 station and to Birmingham Airport. • Users taking advantage of new connections by Midland Metro to these important domestic and international hubs will benefit from reduced journey times compared to current PT options.
<p>Freight & Business Efficiency</p>	<ul style="list-style-type: none"> • The scheme will provide for significant economic benefits, many of which will help to improve business efficiency • The scheme will not impact on freight. • The scheme will relieve a constrained section of highway in Bordesley Green, improving journey time reliability for all road users, including freight
<p>Access to Growth</p>	<ul style="list-style-type: none"> • The extension will link key developments in the Eastside and the centre of Birmingham with the wider region, which will link the growth planned for the Eastside with the wider area. • The extension will link the improved urban areas of Cherrywood road and the Wheels site and environs with the significant investment areas in the City Centre which will optimise the growth potential of the Bordesley Park AAP • The new Poolway shopping centre will also have greater growth potential with good links to city centre investment areas. • The national and international links provided by the UK Central hub will bring growth benefits to the Bordesley Park improvement area, particularly the Cherrywood Road area and the Wheels site and environs. It will facilitate interaction between the businesses located in these areas and businesses around the UK, Europe and the World.
<p>Access to Labour and Skills</p>	<ul style="list-style-type: none"> • Eastside developments, the new commercial developments in Digbeth and UK Central hub will need access to labour and skills in order to grow. The extension will provide vital high quality public transport links with key population, education and employment centres in the city and wider region. These connections are essential to allow workers (of all skill levels) access to the jobs created in the city centre Enterprise Zone – and likewise for employers in the Enterprise Zone to have easy access to the wider regional labour market, as well as knowledge and innovation from the educational and cultural centres in

	<p>Eastside.</p> <ul style="list-style-type: none"> • The Heartland Hospital is already a high performing hospital in one of the largest NHS trusts in the UK. With this link the hospital could access even more of the best medical talent in the country. Having its own dedicated metro stop with easy links to Birmingham city centre and the UK Central hub would raise the profile of the hospital and would make it a more accessible place to work. • The improvement areas of Cherrywood Road and the Wheels site and environs as well as the Poolway shopping centre require access to labour and skills in order to grow. This link provides connectivity to the centre of Birmingham for access to the wider regional labour market. It also provides a link to HS2 and the airport bringing a national and international labour and skills market within reach. • This link also provides high quality public transport for the residential areas along the Bordesley Green/Chelmsley Wood corridor. This makes the residents of east Birmingham more mobile and available as a work force for the businesses of the Greater Birmingham area. 	
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Fit with Local Policy

Complete table (brief bullet point summary of the scheme fit with policies / strategy):

<p>Local Transport Plan</p>	<ul style="list-style-type: none"> • Scheme will support the LTP aim of taking “full advantage of the opportunities presented by HS2” by providing direct connections between HS2 Curzon Street station to the city centre and east Birmingham to HS2 Birmingham Interchange. • The scheme will improve access via public transport to New Street Station and Grand Central from the east of Birmingham via the Eastside extension, supporting the LTP aim of “maximising the benefits of the redevelopment of New Street Station”. • By providing a high quality public transport option, the scheme will help to support the LTP aim of supporting “more sustainable travel modes”. • With the location of the link it will address the LTP aim of “Improving access to Chelmsley Wood town centres, based on sound urban design principles” • By connecting between the city centre and the airport the link addresses the LTP aim of “Public transport improvements by all modes from Birmingham city centre to BHX, including rapid transit connections” • By offering an alternative to car travel in the busy area around the Airport and the NEC, this link will address he LTP aim of “dealing with the effects of congestion on the M42, particularly at junctions serving BHX and the NEC” • Locating the link on the Bordesley Green/Chelmsley Wood corridor addresses the LTP aims of assisting the development of District Centre Growth Points at Meadway. • The scheme complements the recently delivered ANITA scheme which improves public transport access to Birmingham Airport / NEC 	
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<p>LEP Strategy for Growth/Strategic Spatial Planning Framework</p>	<ul style="list-style-type: none"> • The scheme, by providing improved connectivity to New Street, HS2 Curzon Street, the City Centre, Birmingham Airport and the wider West Midlands will fully support the LEP aim of achieving a transport network with “first class international, national, regional, and local connectivity”. • By linking new developments and growth in the Eastside to the City Centre and key transport hubs, the scheme will support the LEP aim of improving “access to markets, [and] enabling business to better access their customers”. • The scheme will reduce transport and business costs by reducing travel time and facilitating easier journeys, as well as provide improved links between jobs and businesses in the City Centre and wider West Midlands with those in Birmingham’s Eastside. • The scheme will improve network performance and thereby support the LEP aim to address “constraints on network performance”. • The scheme will address the improve accessibility to the city centre Enterprise Zone, Enterprise Belt and the UK Central hub thereby supporting the flagship growth initiatives.
<p>UDP/Local Plan/Core Strategy</p>	<ul style="list-style-type: none"> • By providing convenient links between the Eastside, City Centre and key transport hubs, the extension will support the Big City Plan in its aim to “improve the quality of the public transport environment and the efficiency of the transport network, making the city centre a place that encourages people to move around on foot, bicycle and public transport”. • The extension with connections to the City Centre, New Street and Curzon Street will help to create a fully “Connected City” which is not only linked internally, but with the wider region, country and world while providing for a “Liveable City” which offers an attractive urban environment. • The scheme will provide for a low carbon transport alternative to car travel which helps to keep Birmingham a “Smart City”. • Linking the wider region, the City Centre and the Westside will be an important outcome and will help to support the Big City Plan in the provision of “an attractive, easy to use public transport system” which will support and enable economic growth. • By providing a link to the Bordesley Park and the Eastern Triangle, this scheme connects two of Policy growth areas areas, as stated in the Birmingham Development Plan, with each other, with the City Centre, the UK Central hub and residential areas along the Bordesley Green/Chelmsley Wood corridor.
<p>Other relevant adopted plans/strategies</p>	<ul style="list-style-type: none"> • By improving transport infrastructure, this scheme addresses the Bordesley Park Area Action Plan aim of having ‘infrastructure that meets the current and future needs of businesses and residents. • By bringing rapid transit to this area this scheme

	addresses the Bordesley Park Area Action Plan aim of making the area 'a connected place including enhanced public transport.'	
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8) MARKET DEMAND

- Over the coming years, the east Birmingham corridor will generate significant market demand:
- The introduction of HS2 Curzon Street station and the Eastside/Curzon HS2 Masterplan developments will be a catalyst for growth in the area. Creating large scale employment opportunities and a retail and entertainment centre.
- Developments around the NEC, Airport and new HS2 Interchange station will also be subject to large investment and redevelopment over the coming years, with UK Central forecast to provide 100,000 jobs by 2040 and £5.1bn of GVA.
- The extension will provide east Birmingham with high quality, reliable transport access to both of these important areas. Providing access to jobs, entertainment and transport. The extension will also improve connectivity within the UK Central area, bringing businesses closer together.
- The extension will also provide access to national and international transport networks including the West Coast Main Line at New Street (via Eastside extension) and Birmingham International, HS2 at Curzon Street and Birmingham Interchange and to Birmingham Airport. This will provide closer links with national and international markets, especially London.
- Initial analysis shows that in 2026 the extension is forecast to deliver an additional 5.9m trips.

9) DELIVERABILITY

Details of any previous work undertaken (tick appropriate boxes):

Concept Study	✓
Feasibility	✓
Preliminary Design	
Detailed Design	
Risk Register	
Detailed Work Programme	
Quantified Risk Assessment	
Environmental Appraisal	
Member Approval	
Commitment of Partners	
Consultation with key stakeholders	
Strategic Business Case	
Business Case with BCR / established VfM case	
Other (specify)	

Dependencies & potential risks / barriers to delivery (provide a brief bullet point commentary in table below):

Land ownership	The route is mainly sited on highway land but will require some land outside the highway boundaries and in private ownership.
Requirement for CPO	The project will require a Transport and Works Act Order including Compulsory

	Purchase powers.
Land type (e.g. all highways, requires operational rail land, requires currently occupied residential / commercial)	As above
Requirement for major statutory instruments (e.g. TWA, Side Road Orders etc)	A Transport and Works Act Order will be required.
Requirement for planning consents	Planning permissions will be sought via the Transport and Works Act Order process.
Known environmental impacts (SSSIs, Heritage sites, Ancient Monuments, green belt / parks / allotments / playing fields etc)	No known significant environmental issues.
Other	N/A

Earliest start date on site: 2018 (advance utility diversions)

Approximate duration of scheme (as fraction of year): 3.5 years

Design & Approvals period: 2014-2018

Mobilisation: 6 months

Construction: 3 years

TOTAL: 8 years

Summary Delivery Assessment (tick box):

Delivery Period		Overall Deliverability (Tick only one row)				
		Highly Deliverable	Readily Deliverable	No Major Barriers	Moderate Delivery Risks	Significant Delivery Risks
2015/16 to 2019/20 (inclusive)						✓
Beyond 2019/20				✓		

Proposing/delivery agency:

Centro

Partnership Bodies

Birmingham City Council, Solihull Metropolitan Borough Council

Please provide details of the partnership bodies (if any) you plan to work within the design and delivery of the proposed scheme, including any other LEP bodies

10) COSTS / FUNDING

Cost :

Specific estimate if available	£470,000,000
£5-15m	
£15-30m	
£30-50m	
£50-100m	
£100-200m	
£200m+	✓
Unknown at this stage	

Please note that the bid for the SEP period 2015/19 is for project development costs of £9 million – these are to cover the significant costs of the obtaining of Transport and Works Act Order powers and other necessary approvals, including the requisite Full Business Case approvals – the works costs could begin to be incurred at the earliest from 2018/19 (on advanced utilities diversions) should good progress be made in obtaining the legal powers and the opportunity for early delivery and funding drawdown be accepted. Local funding is not available to cover these initial development costs, and hence they are being sought via the SEP.

Proposed sources of funding:

Source	Contribution	Approx %
Local Growth Fund (through SEP)	✓	85
S106/ Local Authority contribution/ EZ/ UKC	✓	15

11) ECONOMIC OUTCOMES / IMPACT

Economic Structure & Productivity (Complete table and provide brief bullet point justification for analysis below):

	Tick one box for each row only						
	Large / High Beneficial	Moderate Beneficial	Slight Beneficial	Neutral	Slight Adverse	Moderate Adverse	Large / High Adverse
Business efficiency		✓					
Business investment		✓					
Labour Market Efficiencies		✓					
Links to national transport networks & international gateways	✓						

Provide a brief bullet point justification for any areas of economic impact on which the scheme is likely to have something other than a neutral impact:

Business efficiency	<ul style="list-style-type: none"> • Reduced congestion due to modal shift • Improved connectivity to the city centre, Eastside and UK Central
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Business investment	<ul style="list-style-type: none"> High quality public transport access for staff and clients is a key factor in making the area attractive for business investment
Labour market efficiencies	<ul style="list-style-type: none"> Widening access to labour market and allowing development in the area
Links to national transport networks and international gateways	<ul style="list-style-type: none"> Provides direct access to Birmingham Airport, Birmingham International, HS2 Curzon Street and HS2 Interchange, plus New Street and Snow Hill via the Eastside extension and Line 1.

Economic Exclusion (Tick Box and provide brief bullet point justification for analysis below):

	<i>Tick one box for each row only</i>						
	<i>Large / High Beneficial</i>	<i>Moderate Beneficial</i>	<i>Slight Beneficial</i>	<i>Neutral</i>	<i>Slight Adverse</i>	<i>Moderate Adverse</i>	<i>Large / High Adverse</i>
Benefits to areas with high Indices of Multiple Deprivation		✓					
Justification / evidence	<ul style="list-style-type: none"> The scheme will pass through areas of multiple deprivation and link them with the proposed developments and areas of significant employment in Birmingham City Centre and UK Central. It will also provide improved access to Heartland Hospital. 						

Impact if nothing is done (Provide brief bullet point summary):

- Area will be less attractive for business investment
- Areas of high multiple deprivation will not have direct, high quality link to new employment opportunities
- Increased road congestion

12) THE FINANCIAL CASE – PROJECT COSTS

Before preparing a scheme proposal for submission, promoters should ensure they understand the financial implications of developing the scheme (including any implications for future resource spend and ongoing costs relating to maintaining and operating the asset), and the need to secure and underwrite any necessary funding outside the LGF.

Table A: Funding profile (Nominal terms)

£000s	2015/16	2016/17	2017/18	2018/19	2019/20	Later Years*	Total
LGF funding sought	1,500	1,500	2,000	2,000	2,000	391,000	400,000
S106/ Local Authority contribution/ EZ/ UKC						70,000	70,000
TOTAL	1,500	1,500	2,000	2,000	2,000	461,000	470,000

* For future schemes beyond 2019/20, please provide addition spreadsheet cost profile.

Table B: Cost estimates (Nominal terms)

Cost heading	Cost (£000s)	Date estimated	Status (e.g. target price)
Development Costs	9,000	Current	Budget Estimate
Implementation Costs	461,000	Current	Budget Estimate
TOTAL	470,000		

Note:

Costs in Table B should be presented in outturn prices and must match the total amount of funding indicated in Table A.

13) Senior Responsible Owner Declaration

As Senior Responsible Owner for Metro/Rapid transit – East Birmingham – Interchange northern route (Serving Eastern Growth Corridor/UKC) I hereby submit this request for Local Growth Fund allocation on behalf of Centro and confirm that I have the necessary authority to do so.

Name: Peter Adams

Signed:

Position: Metro Commercial and Development Manager, Centro

