



Investment Board

Date	6 October 2017
Report title	UK Central Infrastructure Package Strategic Outline Case – Phase 1
Cabinet Member Portfolio Lead	Cllrs Izzi Seccombe
Accountable Chief Executive	Nick Page
Accountable Employee	Perry Wardle Assistant Director Growth & Development
Report to be/has been considered by	WMCA Technical Appraisal WMCA Investment Advisory Board WMCA Management Board SMBC Cabinet and Programme Board

Recommendation(s) for action or decision:

The Investment Board is requested to approve the Solihull MBC Strategic Outline Case Phase 1 and the allocation of £3.4m WMCA funding from the £288m UKC Infrastructure Package to enable projects within the SOC to progress.

Recommendation for Noting:

The Investment Board is requested to note:

1. Solihull Council Cabinet on 20th July 2017 endorsed the Growth and Development Investment Plan along with approving the submission of the SOC Phase 1 to the WMCA.
2. The SOC Phase 1 identifies indicative total project costs of £112.6m of which £63.6m is proposed to be set against the £288m UKC Infrastructure Package. The balance will be met from other sources of funding including Solihull Council, GBSLEP, central government and EU. Requests to commit further funding will be brought forward as projects progress.

3. The SOC Phase 1 identifies a funding requirement in 2017/18 of £4.33m of which £3.4m is sought from the UKC Infrastructure Package, the balance will be met from Solihull Council's resources which have already been approved.
4. There is a demonstrated and urgent need to progress the projects within this SOC to ensure key intervention measures inform or are delivered prior to the commencement of works by TfWM, HS2 and Highways England.
5. In 2016/17 WMCA UKC Infrastructure Package resources of £1.83m were committed to support work on the UKC Infrastructure Package.

1.0 Purpose

- 1.1 As part of the WMCA Devolution Agreement £288m was secured for a UK Central Infrastructure Package. This Report introduces the first Strategic Outline Case which identifies the initial funding being sought for detailed development of work on Phase 1 of the package, consisting of early priority schemes in line with UK Central and WMCA objectives.

2.0 Background

- 2.1 The UKC Infrastructure Package is a long-term programme of infrastructure and associated investment forming one of the essential pillars of the HS2 Growth Strategy. The Council is now in the advanced stages of planning a range of projects of which a number are aligned with /or dependent on related workstreams being developed by TfWM (these include the East Birmingham North Solihull Metro link, A45 Sprint route and Hall Green to Solihull Town Centre Sprint route) HS2 (Interchange Station) and Highways England (M42 J6). These projects need to be accelerated in order to be delivered within the next four years.
- 2.2 This Strategic Outline Case is for Phase 1 of the Infrastructure Package – a series of inter-related studies and schemes delivering critical connections in key movement and growth corridors, together with high priority enabling investments in opportunity zones. The WMCA has a key role in both supporter and funder. The funding, set out in this SOC, which the council is seeking to draw down from the UK Central Infrastructure Package will provide certainty for the council to proceed at pace. The council is also actively pursuing all other forms of funding and some of these are identified in Part 3 of the SOC. Ultimately the council will look to match funds in order to optimise all funding sources.
- 2.3 Phase 1 will enable and needs to happen to support:
 - The development and subsequent delivery of infrastructure and investment schemes which will align with HS2, Highways England, TfWM and Midlands Metro Alliance scheme development and delivery;
 - Enhanced network resilience during a period of significant infrastructure and associated works in the West Midlands;
 - Align with and support delivery of the TfWM draft 10 year Transport Delivery Plan; and
 - Greater modal shift.
- 2.4 Failing to invest in these projects now will result in a significant opportunity cost in terms of jobs, GVA and homes (among others) and sub-optimal outcomes in the early years of these broader infrastructure networks coming on line. This opportunity cost and lost time will then

be compounded over the lifetime of the HS2 Growth Strategy and Strategic Economic Plan, undermining the WMCA's ability to realise its shared ambitions for growth.

The UK Central Infrastructure Package

- 2.5 The UK Central (M42 Economic Gateway) Strategic Masterplan, published in June 2013, identified the potential for the creation of an additional 120,000 jobs and £16bn GDP in the West Midlands to 2040. The Masterplan made the case for targeted investment in infrastructure and connectivity, complemented by employment, skills and business in order to maximise the economic impact of the strategic assets in Solihull combined with national investment in HS2, delivering an ambitious, managed, growth agenda. For the first time this identified the strategic case for UK Central.
- 2.6 This ambitious growth agenda is at the heart of the Devolution Deal and is fundamental to the delivery of the WMCA Strategic Economic Plan growth ambitions and long-term vision for the West Midlands.
- 2.7 Closely integrated with the HS2 Interchange Package (being led by Solihull's Urban Growth Company – a wholly owned company of the Council), the HS2 Connectivity Package and Highways England and HS2 programmes, the UK Central Infrastructure Package will enable economic and housing growth potential to be realised in each of UK Central's economic growth zones and ensure that people and businesses in Solihull and across the Combined Authority can access the opportunities being created in UK Central Solihull, as well as benefit from the greatly enhanced connectivity across the Combined Authority itself and Midlands as a whole. It will contribute to the further development and subsequent delivery of the "UK Central Growth Corridor" linking Birmingham, Solihull and Coventry, which, as highlighted in the WMCA Strategic Economic Plan, when combined with HS2 will play an even greater role in delivering economic success for the Midlands and UK economy as a whole.
- 2.8 On 26th June 2017 the SOC was presented to the WMCA Technical Appraisal Panel following which amendments have been made to specifically clarify how the WMCA investment will be used. An updated SOC was submitted on 17 July with further clarification being issued on 25th July which satisfied the Finance Team. It was subsequently considered and endorsed by the Investment Advisory Group on 7 August and the Management Board on 17th August.

3.0 Financial Implications

- 3.1 Appendix 1 provides a summary of each of the projects including indicative total project costs, funding sources including the allocation of the UKC Infrastructure Package and the requirements for 2017/18. In summary the SOC Phase 1 totals £4.33m which will deliver:
- A series of studies to inform the intervention measures required in key corridors;
 - Progress scheme development to OBC stage;
 - To enable construction to commence (Solihull Train Station to Town Centre Accessibility Improvements). The scheme includes the widening of pavements, provision for cycling, new way marking, realigned pedestrian crossings and improved public realm ; and
 - Acquisition of land (Simon Digby), giving the council full control of the site, to enable delivery of c200 new homes.

3.2 The Council has looked to best use and allocate internal resources across the schemes identified in the SOC along with identifying best use of the UKC Infrastructure Package; resulting in a requirement for £3.4m in 2017/18 which will support delivery as set out above.

3.3 In 2016/17 Solihull Council spent and claimed a total £1.83m to support project definition and initial feasibility of projects that form part of this SOC.

4.0 Legal Implications

4.1 There are no immediate legal implications arising from this Report. Any legal implications that do arise will be managed by Solihull MBC.

5.0 Equalities Implications

5.1 In delivering the projects set out in the SOC Solihull MBC will ensure that 'due regard' under our Statutory Equality Duty is taken account of.

6.0 Background Papers

M42 Economic Gateway Strategic Masterplan
TfWM draft 10-year Transport Delivery Plan
Solihull Connected Transport Plan
Solihull Draft Local Plan