

GREATER BIRMINGHAM AND SOLIHULL GROWTH DEAL

The Greater Birmingham and Solihull Growth Deal capitalises on the opportunities that High Speed Rail 2 (HS2) brings to the area and will strengthen the advanced manufacturing sector, working with the Black Country and Coventry and Warwickshire Local Enterprise Partnerships to maximise support to businesses.

The Growth Deal, subject to a satisfactory conclusion of the funding agreement, will bring together local, national and private funding as well as new freedoms and flexibilities to focus on the key priority areas as identified in the LEP's Strategic Economic Plan:

- investing in growth in Greater Birmingham and Solihull;
- maximising the benefits of HS2; and
- enhancing growth sectors, and supporting and growing businesses.

The Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) has secured **£357.4m from the Government's Local Growth Fund to support economic growth in the area – with £38.7m of new funding confirmed for 2015/16 and £58.5m** for 2016/17 to 2021. This includes:

- as part of the Government's ongoing commitment to the GBSLEP an indicative award of a further £225.2m of funding for projects starting in 2016 and beyond; and
- £35m of funding which the Government has previously committed as part of Local Growth Deal funding to the area.

This substantial investment from Government will **bring forward at least £80m of additional investment from local partners and the private sector. Combined together, this will create a total new investment package of £437.4m for the Greater Birmingham and Solihull LEP.**

By 2021, this Deal will deliver at least 13,000 jobs, allow 4,000 homes to be built, upskill 7,633 people and generate as much as 641,258sqm of employment space.

The GBSLEP brings together the local authority areas of Birmingham, Bromsgrove, Cannock Chase, East Staffordshire, Lichfield, Redditch, Solihull, Tamworth, and Wyre Forest, local businesses and educational establishments.

Summary of the Greater Birmingham and Solihull Growth Deal projects and funding

The Greater Birmingham and Solihull Growth Deal brings together different funding streams designed to support local growth, with a share of the new Local Growth Fund.

Greater Birmingham and Solihull LEP Local Growth Fund breakdown (£m)			
	2015/6	2016 onwards	Total
Local Growth Fund award	38.7	58.5	97.2
Previously committed funding	24.7	10.3	35.0
Provisional allocation to projects starting in 2016/17 and beyond	-	225.2	225.2
Total	63.4	294.0	357.4

The table above includes increases to the Housing Revenue Account borrowing limit for Birmingham City Council by £10,620,000 to help support the development of new affordable homes and hold further discussions with Birmingham City Council about one further scheme they submitted.

The Government will hold discussions with Cannock Chase District Council to further consider their bid for an increase in their Housing Revenue Account borrowing limit to help support the development of new affordable homes.

These totals exclude match funding for European Social Fund (ESF) skills activities. The total amount of ESF skills activity LEPs have planned in their draft strategies over the 7 year programme is currently just over 1 billion euros. Actual skills ESF match will be used on the basis of the skills activity which is delivered at LEP level according to their final strategies.

Greater Birmingham and Solihull and Central Government have agreed to co-invest in the following jointly-agreed priorities:

- **Investing in growth in Greater Birmingham and Solihull**, including station improvements at Snow Hill, major maintenance of the Tame Valley Viaduct, phase two of the Hoobrook Link Road to improve accessibility of the South Kidderminster Enterprise Park, a growth and regeneration programme in East Staffordshire and the mid-Cannock road/rail freight interchange.
- **Maximising the benefits of HS2** including station improvements between New Street and Moor Street, extensions of the Midland Metro, a Bus Rapid Transit scheme from Birmingham City Centre to Quinton and walking and cycling improvements in Birmingham city centre.
- **Enhancing growth sectors, and supporting and growing businesses** including new courses to improve skills capacity in the automotive supply chain and life sciences sector, a Solihull Aviation Engineering Training Centre to develop maintenance and repair skills, the Skills Excellence Hub in Birmingham for food technology, the Centre of Excellence for Advanced Technologies at Birmingham Metropolitan College, the Advanced Manufacturing Hub and a Life Sciences Campus.

Local flexibility over Growth Deal programme:

GBSLEP has demonstrated strong partnership arrangements which deliver collective decisions, has articulated a clear and deliverable vision for growth in the area, and has established strong financial monitoring procedures and cross local authority collaboration. Government will disburse funds to the LEP annually in advance. GBSLEP will be expected to deliver the projects highlighted in the Deal, but will have flexibility over the management of these projects in order to deliver the greatest economic benefits to the area. Any significant changes to the projects will need to be discussed with the Government in advance.

This Growth Deal does not amount to an endorsement of everything set out in Greater Birmingham and Solihull's Strategic Economic Plan. All development decisions for specific proposals must go through the normal planning process and be guided by local plans taking into account all material considerations.

The Greater Birmingham and Solihull Growth Deal

The investment secured by the Deal will be focused on the LEP's key areas to deliver transformative growth:

- investing in growth in Greater Birmingham and Solihull;
- maximising the benefits of HS2; and
- enhancing growth sectors and supporting and growing businesses.

Investing in growth in Greater Birmingham and Solihull

With an annual Gross Value Added of £36.5bn, 848,000 jobs and 63,000 businesses, Greater Birmingham and Solihull is well-positioned to deliver growth. The area is home to a young and diverse population of more than 2 million people, and is one of the best connected locations in the UK by road, rail and air. There are world-class further and higher education offers, with over 200,000 further education learners and a student population of almost 80,000 in the area's universities. The area attracts the third-highest number of foreign direct investment successes and the highest number of new jobs arising from FDI of all LEP areas.

However, the area faces some challenges that need to be overcome to achieve the LEP's aim of becoming the major driver of the national economy outside of London. These include a growing shortage of Grade A office space in the city centre, a shortfall of housing and employment land, and a transport network that is near capacity and does not adequately join up all of Greater Birmingham and Solihull's significant economic assets.

To address these challenges, this Deal will:

- Strengthen Birmingham city centre as the regional hub for economic activity by maximising connectivity between new and existing infrastructure and improving connectivity between the hub and the wider LEP area (and beyond).
- Enable the long-term, nationally significant growth of UK Central, the Enterprise Belt (across North Worcestershire and South Staffordshire) and the wider Birmingham area by delivering targeted investment in strategic infrastructure, enhancing connectivity and access across a network of key sites and bringing forward new sites for commercial and residential development.

Greater Birmingham and Solihull LEP commitments	Central Government commitments
<p>Invest £56.5m in the following projects:</p> <ul style="list-style-type: none"> • Phase 2 of Hoobrook Link Road, which links the A451 Stourport Road to the A449 Worcester Road through the 24ha former British Sugar site (now called Silverwoods), improving accessibility to and within South Kidderminster Enterprise Park (£5.9m) • Slip road access at Ashted Circus, alleviating future capacity constraints which are expected to increase significantly in coming years (£2.5m) • A package of highways improvement measures to improve journey time reliability at key points across Greater Birmingham and Solihull (£0.3m) • A programme to support the acceleration of unblocking small housing sites across Greater Birmingham and Solihull (£1m) • Construction works on the Chase Line and Mid-Cannock container depot to create a new road/ rail freight interchange facility (£15.45m) • Birmingham's Sustainable Urban Extension to 	<p>Invest £54.8m in the following projects:</p> <ul style="list-style-type: none"> • Phase 2 of Hoobrook Link Road, which links the A451 Stourport Road to the A449 Worcester Road through the 24ha former British Sugar site (now called Silverwoods), improving accessibility to and within South Kidderminster Enterprise Park (£3m all in 2015/16) • Slip road access at Ashted Circus, alleviating future capacity constraints which are expected to increase significantly in coming years (£4.1m, of which £2.6m in 2015/16) • A package of highways improvement measures to improve journey time reliability at key points across Greater Birmingham and Solihull (£2.4m, of which £0.6m in 2015/16) • A programme to support the acceleration of unblocking small housing sites across Greater Birmingham and Solihull (£6.0m, of which £3.0m in 2015/16) • Construction works on the Chase Line and Mid-

<p>enable and support accelerated growth at two key sites east of Sutton Coldfield by improving access (£6.1m)</p> <ul style="list-style-type: none"> • Rail enhancements at University Station Interchange to reduce overcrowding and support access to the Life Sciences Campus (£0.5m) • A new road to link Battery Way and Reddings Lane in Tyseley, helping to deliver the regeneration of a redundant industrial site (£0.4m) • Selly Oak New Road Phase 1b, enabling the Selly Oak triangle for redevelopment by delivering major highway improvements (£2.5m) • Improvements on the A34 at Perry Barr to realise the Aston, Newtown and Lozells Area Action Plan (£2.6m) • Two new gyratory arrangements to increase junction capacity and reduce congestion at the junction of Iron Lane, Flaxley Road and Station Road in Stechford (£4.5m) • Development of three brownfield sites in East Staffordshire for housing and employment use (£4.2m) • Snow Hill Station: Phase 1, significantly enhancing the public realm at one of the city's main rail stations within the Colmore Business District (£5.4m) • Longbridge Connectivity Scheme, delivering the highways improvements necessary to bring forward further development, as well as enhancing the existing public transport infrastructure. (£3.2m) • Birmingham Cycle Revolution, delivering network-wide cycle infrastructure improvements (£2m) <p>Provisional allocations of £32m for:</p> <ul style="list-style-type: none"> • Tame Valley Viaduct Phase 3, maintenance of a critical link between the city centre and the M6 (£10m) • Significant enhancements to the A457 Dudley Road, including widening the road to a dual carriageway, improving junctions and enhancing pedestrian and cycling facilities to reduce congestion and improve reliability (£7m) • A45 Rapid Transit between Birmingham city centre and the Airport, the Interchange station and Birmingham International station (£15m) • Take a more proactive role in consultation on long-term rail planning and franchise specification; and provide a co-ordinating role between constituent local authorities. • Take a more proactive role in consultation on long- 	<p>Cannock container depot to create a new road/ rail freight interchange facility (£1.3m, of which £0.6m in 2015/16)</p> <ul style="list-style-type: none"> • Birmingham's Sustainable Urban Extension to enable and support accelerated growth at two key sites east of Sutton Colefield by improving access (£5.0m, of which £2.3m in 2015/16) • Rail enhancements at University Station Interchange to reduce overcrowding and support access to the Life Sciences Campus (£2.6m, of which £0.1m in 2015/16) • A new road to link Battery Way and Reddings Lane in Tyseley, helping to deliver the regeneration of a redundant industrial site (£1.3m, of which £0.2m in 2015/16) • Selly Oak New Road Phase 1b, enabling the Selly Oak triangle for redevelopment by delivering major highway improvements (£3.6m, of which £0.1m) • Improvements on the A34 at Perry Barr to realise the Aston, Newtown and Lozells Area Action Plan (£3.5m, of which £1.5m in 2015/16) • Two new gyratory arrangements to increase junction capacity and reduce congestion at the junction of Iron Lane, Flaxley Road and Station Road in Stechford (£5m, £1.9m in 2015/16) • Development of three brownfield sites in East Staffordshire for housing and employment use (£1.5m all in 2015/16) • Snow Hill Station: Phase 1, significantly enhancing the public realm at one of the city's main rail stations within the Colmore Business District (£4.7m, of which £1.1m in 2015/16) • Longbridge Connectivity Scheme, delivering the highways improvements necessary to bring forward further development, as well as enhancing the existing public transport infrastructure. (£4.9m, of which £2.5m in 2015/16) • Birmingham Cycle Revolution, delivering network-wide cycle infrastructure improvements (£6m, of which £1m in 2015/16) <p>Provisional allocations of £129.5m for:</p> <ul style="list-style-type: none"> • Tame Valley Viaduct Phase 3, maintenance of a critical link between the city centre and the M6 (£72.1m) • Significant enhancements to the A457 Dudley Road, including widening the road to a dual carriageway, improving junctions and enhancing pedestrian and cycling facilities to reduce congestion and improve reliability (£22.4m)
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<p>term strategic road network planning and provide a co-ordinating role between constituent local authorities.</p> <ul style="list-style-type: none"> • Progress on the development and delivery of the priority transport schemes identified by the GBS Local Transport Body (GBSLTB) that are fundable within available pre-allocated Local Growth Fund resources. 	<ul style="list-style-type: none"> • A45 Rapid Transit between Birmingham city centre and the Airport, the Interchange station and Birmingham International station (£35m) • The Department for Transport and Network Rail commit to more proactive engagement of the Local Enterprise Partnership in the long-term rail planning process (e.g. Route Studies) and in rail franchise specification through targeted local engagement of the LEP as part of an enhanced consultation process. The Department for Transport also commits to encourage bidders for franchises to identify and take into account the priorities of LEPs and other key local stakeholders as part of the franchising process, and will also encourage Train Operating Companies to continue with, and enhance where possible, their engagement with LEPs as key local stakeholders. • The Highways Agency commits to developing a more proactive and collaborative approach to promoting national and local growth and commits to continue building strong relationships and working arrangements with LEPs and the LEP Network, in the same way as with Local and Combined Authorities and the Local Government Association. Through its Route Strategies, the Highways Agency will engage the LEP in better understanding the challenges and opportunities associated with the network and to develop evidence based long-term plans to bring about much needed local economic growth and development, and commits to providing each LEP with a named contact, generally the relevant regional director. The Highways Agency commits to forming a Growth and Economic Development Group to support LEPs at a national and sub-national level, and a draft licence published on 23rd June 2014 for the new Highway Agency company includes a requirement to co-operate, which will underpin the arrangements described above.
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Maximising the benefits of HS2

HS2 is a game-changing opportunity for the Greater Birmingham and Solihull area, with two stations in Phase One: Birmingham Curzon in Birmingham city centre, and the Interchange in Solihull, adjacent to the NEC and Airport within the Hub of UK Central.

To ensure that the LEP can maximise the local economic benefits before and after the arrival of HS2, the Deal will:

- Set out a new way of working between GBSLEP and Government, with strong commitments on both sides, to ensure that the area is able to exploit the potential of HS2 and maximise the benefits in terms of investment, jobs and skills.
- Provide a package of investment in a range of HS2-related projects that will significantly enhance connectivity to the Birmingham Curzon station and support extended provision of construction skills.

The overall package – including four schemes prioritised by the GBSLTB to be funded from the pre-allocation of the Local Growth Fund – will enable Greater Birmingham and Solihull to start getting ready now for the arrival of HS2, and will support improved access to jobs and economic growth in the period up to its arrival in 2026.

In agreeing this Deal, Government will be looking for the LEP to deliver best practice which will provide a model for subsequent work with HS2 Phase 2 locations.

Greater Birmingham and Solihull LEP commitments	Central Government commitments
<p>Invest £43.3m in the following projects:</p> <ul style="list-style-type: none"> • One Station, which will significantly enhance the public realm and encourage walking and cycling between the existing New Street and Moor Street Stations, and to Birmingham Curzon station (£3.5m) • Midland Metro Extension to Centenary Square, a further extension of the Metro that will link the city's Westside and Colmore Business District with both the existing and high speed rail networks (£34.4m) • Making the Connections, a high quality public realm scheme radiating from New Street Station to connect key employment, civic and retail destinations within the city centre (£1.2m) • Hagley Road Sprint Bus Rapid Transit, linking key city centre assets such as Paradise Circus, New Street Station and Birmingham Curzon with the west of city along the A456 Hagley Road. (£4.1m) • HS2 Construction Skills, enhancing facilities and equipment at South and City College, Birmingham to deliver the specialist skills needed to deliver HS2 (£0.08m) 	<p>Invest £8.1m in the following projects:</p> <ul style="list-style-type: none"> • Hagley Road Sprint Bus Rapid Transit, linking key city centre assets such as Paradise Circus, New Street Station and Birmingham Curzon with the west of city along the A456 Hagley Road (£2.5m in addition to £5.6m pre-committed Local Growth Fund) • HS2 Construction Skills, enhancing facilities and equipment at South and City College, Birmingham to deliver the specialist skills needed to deliver HS2 (£0.1m) • Midland Metro Eastside Extension from Stephenson Street serving New Street. Station to Eastside serving the HS2 Curzon Street Station and onwards through Digbeth to Adderley Park station (£5.5m for development and preparatory works) <p>Provisional allocation of £94.8m for:</p> <ul style="list-style-type: none"> • Midland Metro Extension from Centenary Square to Edgbaston, a further extension of the Metro to Edgbaston (£59.8m) • Midland Metro Eastside Extension, to help deliver the first phase extension from Stephenson Street to Curzon Street Eastside (£35m from 16/17), further consideration to be given to funding for extension from Curzon Street to Digbeth and Adderley Park and Ride

Provisional allocation of £7.7m for:

- **Midland Metro Extension from Centenary Square to Edgbaston**, a further extension of the Metro to Edgbaston (£7.7m)
- Develop jointly with Government:
 - Regeneration and connectivity plans for the areas surrounding the two stations. This will include a clear understanding of infrastructure costs.
 - An assessment of how the wider LEP area and beyond could benefit from HS2, with prioritised connectivity plans to maximise the opportunity, utilising the Midlands Connect initiative.
 - Realistic funding and financing plans to deliver the strategies, focused first and foremost on alignment of existing local and national resources, but identifying where other mechanisms may be necessary.
 - A plan for attracting business and investment to the area.
- Undertake the above in line with agreed minimum requirements, in interim form by 30 November 2014 with final plans agreed by 30 April 2015.
- As part of the development of HS2 Growth Strategies, establish the preferred form of local delivery body (or bodies) by 30 April 2015.
- Establish and provide secretariat support for an appropriate governance structure, including a HS2 Strategic Board and Programme Coordination Group, to ensure proper oversight at LEP level.
- Explore appropriate options for funding the higher-cost scheme if local partners opt for a two-junction higher capacity solution for Junction 6 of the M42, focused first and foremost on alignment of existing local and national resources, but identifying where other mechanisms may be necessary.

station post 2016/17 subject to business case. Government will continue to work with BCC and Centro on assembling the full funding package for the scheme.

Pre-committed Local Growth Funding of £23.9m for:

- **One Station**, which will significantly enhance the public realm and encourage walking and cycling between the existing New Street and Moor Street Stations, and to Birmingham Curzon station (£3.5m)
- **Midland Metro Extension to Centenary Square**, a further extension of the Metro that will link the city's Westside and Colmore Business District with both the existing and high speed rail networks (£8m)
- **Making the Connections**, a high quality public realm scheme radiating from New Street Station to connect key employment, civic and retail destinations within the city centre (£6.8m)
- **Hagley Road Sprint Bus Rapid Transit** (see above, £5.6m)
- Provide up to £2.5m revenue funding to the LEP to enable the development of the strategy and local delivery body (or bodies) – as set out in this Deal.
- Create a team of named senior officials from across Government to provide support, advice, analytical input and challenge to the LEP for key phases and at key points of strategy development. The group will include but not be restricted to: the Cities and Local Growth Unit, the Department for Transport (and key agencies), HS2 Ltd, Communities and Local Government, Business, Innovation and Skills, Infrastructure UK, Her Majesty's Treasury, and UK Trade and Investment.
- Work with the LEP to explore the potential for mechanisms to support the funding of local ambitions for HS2, including potential adaptations to the existing Enterprise Zone.
- The Highways Agency commits to continue working with HS2 and the Greater Birmingham and Solihull Local Enterprise Partnership and local partners on the feasibility and design for a solution to the capacity issues at Junction 6 of the M42 (adjacent to the Interchange HS2 station) which will accommodate development in addition to the HS2 station. HS2 commits to supporting the work of GBS and its partners with the aim of identifying a preferred option and third party contributions, by the end of 2014.

Enhancing growth sectors, and supporting and growing businesses

GBSLEP's key 'High Growth, High Value Add' sectors as identified in the Strategy for Growth are: Advanced Manufacturing; Life Sciences; Digital and Creative; Business, Professional and Financial Services; and Low Carbon & Environmental Technologies & Services. These sectors present the biggest opportunity for creating and sustaining growth and they also align well to those set out in the Industrial Strategy.

This Deal will grow key sectors, support businesses and ensure that the right skills are available by ensuring there are appropriate sites with good connectivity, state-of-the-art skills programmes and interventions to drive innovation and to increase exports and FDI.

This Government remains committed to helping all young people to achieve their potential and specifically to reduce long-term youth unemployment. As part of this commitment the Deputy Prime Minister launched the Youth Contract for Cities in November 2013 providing local areas with devolved funding to boost employment opportunities for young people. As part of this, Greater Birmingham & Solihull was awarded £4m from the Government to develop a youth employment programme that will help young people to access sustainable employment through intensive personalised support, coaching and mentoring.

Improving skills levels is a key factor in stimulating local growth and taking advantage of new economic opportunities. Government is committed to ensuring that adult skills provision is increasingly responsive to the needs of business and supports local economic growth and jobs.

Local Enterprise Partnerships are well-positioned to enhance the current Careers Information, Advice and Guidance offer by influencing the shape of provision so that it meets the needs of the local economy. Moreover, they have the ability to link employers with education providers; can have strategic influence over skills supply; and have the ability to coordinate local services towards a shared goal.

Greater Birmingham and Solihull LEP commitments	Central Government commitments
<p>Invest £49.5m in the following projects:</p> <ul style="list-style-type: none"> • Solihull Aviation Engineering Training Centre, a new facility to support aerospace technologies (£1.2m) • Food Technology Skills Excellence Hub, providing specialist facilities that will enable skills development for a growing sector at the University College Birmingham (£0.4m) • The development of Life Sciences Centre Academy at Bournville College (£6.5m) • Expansion of the Jaguar Land Rover Engineering Centre for Manufacturing Support, establishing a dedicated training facility for engineering SMEs in the supply chain of major companies at South and City College (£0.7m) • Expansion of the Jaguar Land Rover Motor Vehicle Centre for Advanced Automotive Training and Skills, upgrading existing facilities at South and City College to meet the high technology requirements of the sector (£0.3m) • Advanced Manufacturing Hub, delivering a 20ha Regional Investment Site in Birmingham by bringing sites to market (£8m) 	<p>Invest £23.7m in the following projects:</p> <ul style="list-style-type: none"> • Solihull Aviation Engineering Training Centre, a new facility to support aerospace technologies (£0.8m all in 2015/16) • Food Technology Skills Excellence Hub, providing specialist facilities that will enable skills development for a growing sector at the University College Birmingham (£0.3m all in 2015/16) • The development of Life Sciences Centre Academy at Bournville College (£3.5m, of which £1.5m in 2015/16) • Expansion of the Jaguar Land Rover Engineering Centre for Manufacturing Support, establishing a dedicated training facility for engineering SMEs in the supply chain of major companies at South and City College (£0.6m all in 2015/16) • Expansion of the Jaguar Land Rover Motor Vehicle Centre for Advanced Automotive Training and Skills, upgrading existing facilities at South and City College to meet the high technology requirements of the sector (£0.3m all in 2015/16) • Advanced Manufacturing Hub, delivering a 20ha Regional Investment Site in Birmingham by bringing sites to market (£2.0m of which £1.0m in 2015/16)

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| <ul style="list-style-type: none"> • The creation of a new 4ha Life Sciences Campus, providing a science park facility adjacent to the University of Birmingham and Queen Elizabeth Hospital (£10m) • The creation of an inter-disciplinary Centre of Excellence in Advanced Technologies at Birmingham Metropolitan College (£22.4m) • Provide up to £200k of funding in 2014/15 to support the delivery of the local growth hub with potential for further funds in future years • Provide a clear model for establishing a growth hub that joins up national, local, public and private business support and provides a seamless customer experience for businesses, which makes it easy for them to get the right support at the right time. Greater Birmingham & Solihull LEP should work closely with Black Country and Coventry & Warwickshire LEPs on aligning appropriate Growth Hub activity. • Commit to boosting SME voucher take-up as part of the Superconnected Cities Programme, working with Birmingham City Council. • Commit to work with local partners and BT to support delivery to support extension of superfast broadband coverage to 90% of UK premises by 2016, via existing broadband projects. • Work with local partners to help ensure match funding is in place for the next round of projects to support extension of superfast broadband coverage to 95% of UK premises by 2017. • Deliver against its commitments towards youth employment. • Open up new jobs associated with the Local Growth Fund to local unemployed and the long-term unemployed working closely with local and national back to work initiatives. This is part of a wider expectation that local areas use the Social Value Act, drawing on best practice across local councils and central expertise in maximising social value. • Facilitate stronger linkage between education providers and local businesses and work with relevant local stakeholders to communicate local priorities and align the local offer to the National Careers Service (NCS) providers ahead of the new service's roll-out in October 2014 in order to augment the service. • Consider skills implications as part of decision taking on growth strategies. Clearly articulate and evidence skills priorities in the light of strategic national and local growth opportunities and communicate them to the FE and skills sector. Positively engage the FE and skills sector in key strategic partnerships e.g. | <ul style="list-style-type: none"> • The creation of a new 4ha Life Sciences Campus, providing a science park facility adjacent to the University of Birmingham and Queen Elizabeth Hospital (£5.0m, of which £2.0m in 2015/16) • The creation of an inter-disciplinary Centre of Excellence in Advanced Technologies at Birmingham Metropolitan College (£11.2m, of which £1.1m in 2015/16) • Provide £625,000 funding in 2015/16 for the delivery of the local Growth Hub subject to minimum conditions that reflect the position agreed by the Government review on business support and services. • The Technology Strategy Board is committed to supporting LEPs in developing the emerging Growth Hubs and in exploring how LEPs can help drive up local business awareness and engagement in Technology Strategy Board programmes and initiatives. • UKTI will commit to effectively communicating its strategic priorities to LEPs and where possible help them access relevant opportunities. UKTI will double the number of Partnership Managers to 16. This will ensure that UKTI can work more closely with LEPs and help build their capability to secure more inward investment. • Commits to working with GBS LEP to help ensure that local employer priorities are fed into the operations of the new NCS providers in Greater Birmingham and Solihull, • The Skills Funding Agency will support the process to ensure that provision meets local priorities and that increasing responsiveness is delivered through a three-pronged approach: <ul style="list-style-type: none"> ○ Procurement of new provision: LEPs will be involved throughout the process and providers' track records against LEP requirements will be considered as part of this assessment ○ Accountability: Providers will be required through their funding agreements with the Agency to explain to LEPs details of their provision and planning and we are testing ways in which they can be most effectively held to account for being responsive to local economic priorities. The Skills Funding Agency is trialling Skills Incentives Pilots from 2014/15 in Stoke and Staffordshire, the North East and West of England, designed to explore the mechanisms through which providers will account to LEPs for delivery. ○ Allocations and Intervention: In future years providers' records in delivering to LEP requirements will be taken into account when setting allocations and triggering |
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Skills and Employment Boards. Recognise where the private sector has a responsibility to invest in skills provision and work with business and the skills system to realise that investment.

interventions. From 2015/16 the Skills Funding Agency will take into account the outcomes of the Skills Incentive Pilots in Stoke and Staffordshire, the North East and West of England, in making allocations to those providers in scope; subject to evaluation of the pilots, these mechanisms will be rolled out to other LEPs in future years

- Government will set out revised information for LEPs on how they can take advantage of this approach and options for seeking advice if provision is not responsive to their needs. The Skills Funding Agency will publish information during summer 2014 on how LEPs can influence the use of all skills budgets in their localities, and the steps they can take if they are dissatisfied with the pattern of delivery.
- Government will seek to improve the provision of skills data for LEPs and will develop and publish new reports that will quantify and assess responsiveness to local skills needs. In the summer of 2014 the Skills Funding Agency will provide all LEPs with a data set that updates them on the provision delivered in their areas.

As part of the deal, GBSLEP will:

- **Continue to support the local planning authorities** to ensure that they engage positively with the duty to co-operate, strategic priorities are reflected in local plans, and that the growth outlined within plans is delivered across the LEP area. This will build on the joint work that the LEP has led on a recovery and growth and housing study which will provide important evidence to feed into the preparation and review of local plans. Local plans will be updated in accordance with the timetable submitted as part of the LEP monitoring framework.
- **Strengthen governance:** The LEP will review the structure and resourcing of the groups below Board level to ensure the available resources focus on delivery of the LEP's objectives and there are clear reporting lines to the Board from officer groups. The central government Senior Sponsor for the Greater Birmingham and Solihull Local Enterprise Partnership will join the Greater Birmingham and Solihull Growth Team.
- **Ensure implementation and demonstrate success,** by tracking progress against milestone and agreed core metrics and outcomes in line with a monitoring and evaluation framework. This will include agreeing monitoring metrics and reporting arrangements with the Government by September 2014. GBS LEP will also produce an evaluation plan for the projects contained in the Deal before April 2015.
- **Ensure value for money** by developing robust processes that will guide local decision-making. This will include agreeing an assurance framework with the Government by September 2014, building on existing local and national frameworks
- **Communicate the ongoing outputs and outcomes of the Deal to the local community and stakeholders** by publishing the Growth Deal and reporting regularly, and publically, on their progress to implement the strategy, ensuring that local people understand how Government money is being spent via the Growth Deal, and what the benefits are for them and the area. The Cities and Local Growth Unit will continue to work with the LEPs on communications activities, and help make the links with other Government communications teams.

Funding for projects starting in 2016/17 will be subject to conditions that Government will discuss with the LEP over the next few weeks and months, along with establishing the best timetable for the project, taking into account practicalities and affordability.

The Government commits to opening discussions with the LEP right away on its priorities for the next round of Growth Deals.