

LUF Round 2: Application Template

Word counts are included for several questions throughout the application, these are provided as a guide only. The level of detail you provide in the online application form should be proportionate to the amount of funding that you are requesting. For example, bids for more than £10m should provide proportionally more information than bids for less than £10m.

Whilst there are some annexes that we ask applicants to complete (via the pro forma documents supplied) and some additional documents we request as evidence, applicants must point to specific additional text that they have submitted if they wish it to be considered in the assessment. Any answer referencing any information contained in annexes must be relevant to a specific question in the application form and referenced within the answer.

The application portal opens on Tuesday 31 May 2022 and will close at **12:00 noon, on Wednesday 6 July 2022**. Please ensure that the online application is complete and all supporting documents are uploaded by this deadline.

All of the proformas referred to in the table below can be downloaded in a zip file on [Application guidance](#) page along with the costings and planning workbook.

Part 1 – Gateway

Part 2 – Subsidy control and State aid analysis

Part 3 – Bid summary

In this section applicants should provide the core details of their bids; clarifying what, where, how and how much. If your bid is a package bid you should also complete Application Form [Annexes A – C](#).

To note, word counts are included for several questions throughout the application form, these are provided as a guide only. The level of detail you provide should be proportionate to the amount of funding that you are requesting.

3.1 Bid Name: Northfield

3.2 Please provide a short description of your bid, including the visible infrastructure that will be delivered/upgraded and the benefits that will be felt in the area

(100 words max)

First phase of 20 year plan for the regeneration of Northfield local centre focuses on two key assets; Price's Square and Victoria Common. Price's Square is a 1960's mixed ownership shopping centre with housing which will be demolished enabling the Council to work with a future private sector partner to deliver an exemplar mixed-use development. The revitalisation of facilities within Victoria Common with outdoor gym, renewed play area, walking and cycling paths. Complementing this are wider improvements in cycling, pedestrian and bus connectivity, including measures such as low traffic routes to the high street, cycle parking, and mobility hubs.

Word Count – 100 words

3.3 Please provide a more detailed overview of the bid proposal. Where bids have multiple components (package bids) you should clearly explain how the component projects are aligned with each other and represent a coherent set of interventions.

(500 words)

The proposals will create a vibrant urban centre, aligning with the vision of residents and key stakeholders. Northfield local centre will become a destination of choice, which is inclusive, green and active. Improvements in retail, cultural, leisure, community and social activities will regenerate the area into a place where residents can access good quality, mixed-use amenities in an attractive environment that creates a strong sense of place.

The acquisition, demolition and resurfacing of the existing buildings (between Royal Mail and Poundstore) and car parking at Price's Square, a mixed-ownership shopping centre with housing is identified as an important development opportunity in the centre of the town within the Northfield Regeneration Framework (adopted in 2014). The scheme will make the area an attractive site for a mixed-use, private investment opportunity. This will result in an increase in business investment, which will act as a stimulus for other development across the centre. This forms part of the five- and twenty-year plan for Price's Square, as shown within the visuals in Section 9: Annex-A.

Emphasis will be placed on pedestrians and cyclists across Northfield, providing new and improved footways and cycleways. 'Places for People' measures, discouraging vehicular traffic through residential roads, will be implemented across neighbourhoods, providing low trafficked routes to the High Street. Dedicated cycle parking will be provided at key locations across the local centre, and mobility hubs, where a range of sustainable, micro-mobility options are available, will be provided at Northfield Railway Station and on the High Street. Additional lighting will be provided along Rea Valley Cycle Route to allow year-round cycle trips between Northfield and Longbridge. These measures will create high quality, dedicated cycling networks, leading to an increased use of walking and cycling, resulting in healthier, more active communities.

Bus priority measures will be provided through the town core, improving connections to the City Centre and other local centres, leading to an improvement in public transport reliability and increased bus patronage.

Victoria Common, an important resource in Northfield, provides essential open space for residents. The proposals will rejuvenate the outdated play area and outdoor gym, improve walking/cycling routes and provide additional planting. This will improve the quality of the green space within the town, resulting in an increased sense of place for residents and an increased number of visitors to the park.

Wayfinding and signage will be provided at key decision points to ensure residents and visitors can navigate through the local centre by sustainable modes. This will allow residents to find the most appropriate walking, cycling or bus route to their destination, increasing the number of people participating in active travel and increasing footfall within the town centre.

The above proposals provide a coherent set of interventions. The improvements to the walking and cycling infrastructure in Northfield will link residential areas to the High Street and Victoria Common and will also connect to bus priority measures (Section-9, Annex-B, Figure-1). These measures form part of a holistic plan, which will act as the catalyst for future regeneration of the local area.

Word Count – 500 words

3.4 Please provide a short description of the area where the investment will take place. If complex (i.e. containing multiple locations/references) please include a map defining the area with references to any areas where the LUF investment will take place.

For transport projects include the route of the proposed scheme, the existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.

(500 words)

Area(s) of Investment

The proposal is focussed within the district centre of Northfield in the Birmingham Northfield Constituency, South Birmingham.

Within Northfield, investment will be focussed on:

- Price's Square and high street streetscape;
- Victoria Common; and
- Key routes between local amenities and employment opportunities within the retail core, residential areas and public transport infrastructure.

Price's Square is located at the heart of Northfield High Street, and retail core, and is identified as a key development opportunity within the Northfield Regeneration Framework (2014). The Square is an important event and activity space, with a large area of public realm fronting Bristol Road and retail units (with offices and residential units above) set back from the highway.

Victoria Common is an important open space and leisure facility adjacent to the retail core of Northfield. It has Green Flag Award status and is regularly used for local events such as the 2022 Commonwealth Games Queens Baton Route. There are a number of existing access points, however these are dominated by the private vehicle, lack natural surveillance and are poorly signposted.

Adjacent to the retail core of Northfield are residential suburbs, characterised by a range of housing stock and car dominant streetscapes. Most local amenities are located within, or adjacent to the town centre. Northfield Railway Station is located 1.4km south of the High Street, with limited existing direct public transport and cycle infrastructure between both areas. Major employers include retail land uses within the town centre, education facilities and the Royal Orthopaedic Hospital, approximately 950m north of the High Street. The investment is focussed on key active travel and public transport routes between these facilities, residential suburbs and employment area. A map presenting the context of Northfield as well as a map presenting the local facilities in Northfield can be found in Section-9, Annex-B, Figure 2 & 3 respectively.

Existing Transport Infrastructure

Northfield has a range of existing, but limited cycle infrastructure (Section-9, Annex-B, Figure-4) which do not provide direct, coherent links between key amenities, green spaces, public transport interchanges, residential suburbs and employment opportunities.

A38 is a key north-south bus corridor, facilitating access across South Birmingham and into Birmingham City Centre. Services route via major junctions on the local highway network, which experience considerable congestion during peak periods introducing delay for these bus services. East to west bus services are poorly served, and there is limited connectivity

between the town centre and Railway Station (Section-9, Annex-B, Figure-5) for a map of bus stops and routes which serve Northfield).

Northfield Railway Station is located approximately 1.4km south of the local centre. It is located on the Cross-City line, with regular services between Lichfield and Bromsgrove/Redditch via Birmingham.

Future Development Sites

The areas in which investment is focussed all connect to key development opportunities identified within the Northfield Regeneration Framework (2014). This scheme has the potential to catalyse future development and investment at each of these development opportunity sites shown on the scheme proposal map attached.

Word Count: 499 words

3.5 Please confirm where the investment is taking place (where the funding is being spent, **not** the applicant location or where the bid beneficiaries are located).

If the bid is at a single location please confirm the postcode and grid reference for the location of the investment.

If the bid covers multiple locations please provide a GIS file. If this is unavailable please list all the postcodes / coordinates that are relevant to the investment.

For all bids, please confirm in which constituencies and local authorities the bid is located. Please confirm the % investment in each location.

Please see GIS File in Section 3 which indicates the scheme extent.

The bid is located solely within the Birmingham Northfield Constituency within the administrative area of Birmingham City Council.

3.6 Please confirm the total grant requested from LUF (£).

£11,014,024

3.7 Please specify the proportion of funding requested for each of the Fund's three investment themes:

Regeneration and town centre (%) 100%
Cultural (%)
Transport (%)

3.8 Please tick one or more sub-categories that are relevant to your investment:

Regeneration

- Commercial
- Civic
- Residential
- Other

Cultural

- Arts & Culture
- Creative Industries
- Visitor Economy
- Sports and athletics facilities
- Heritage buildings and sites
- Other

Transport

- Active Travel
- Buses
- Strategic Road
- Rail
- Aviation
- Maritime
- Light Rail
- EV Infrastructure
- Local Road
- Other

3.9 Please provide details of any applications made to other funding schemes for this same bid that are currently pending an outcome. Where a successful outcome might lead to you no longer requiring the LUF grant please provide details and confirm when might you expect the outcome to be known.

(150 words)

n/a

Bidders are invited to outline how their bid will promote good community relations, help reduce disparities amongst different groups, or strengthen integration across the local community

The proposals focus on regeneration and redevelopment of several key locations in Northfield. These locations reflect strategic priorities identified in BCC policies that have been shaped by the local community, for example, Price's Square is identified within the Northfield Regeneration Framework (2014) as a key opportunity for growth. As each of the schemes are progressed, local communities will continue to be involved within the design development to get feedback on the proposals and foster good community relations.

The scheme seeks to strengthen integration across the local community by creating a more attractive town centre that supports a strong sense of community spirit. To achieve this, the proposals will demolish Price's Square to provide a shovel ready development plot primed for exemplar mixed-use regeneration, with attractive high quality public realm encompassing additional lighting, planting, and seating. Once complete, Price's Square will provide a central space for employees, visitors and residents to come together, promoting community activity and socialisation within the local centre. Mixed use development will create opportunities for bars and restaurants to open, creating a night-time economy within Northfield, increasing footfall, spend and levels of natural surveillance.

Moreover, the proposals will ensure that Victoria Common is an integral part of Northfield, becoming a go-to destination for visitors and residents, alike. Victoria Common is already regularly used for local events, such as *Northfield Beach* and the *2022 Commonwealth Games Queen Baton Route*. However, its full potential is not being realised; existing access points are dominated by the private vehicle, lack natural surveillance and are poorly signposted. To create a space which residents can be proud of and spend time in, additional planting of trees/shrubs and orchard fruit trees will be provided. This will result in the fruit being available for community use and will provide a suitable backdrop for community activities which seek to promote sustainable food choices. To complement this, a 1km walking and running track will be created around the perimeter of the park which will be used as a social prescribing tool.

The scheme will instil a strong sense of community and sense of place by implementing '*Places for People*' principles across residential areas. '*Places for People*' reduce the volume of traffic in residential neighbourhoods so that walking, cycling, playing and socialising within these neighbourhoods is nicer and safer. These measures will encourage local communities to use these spaces, strengthening ties within and between these communities. Moreover, the future redevelopment of Price's Square will incorporate active frontage onto both the A38 and the High Street. This will create natural surveillance through clear lines of sight onto both sides of the local centre, improving streetscapes, and perceptions of safety.

The scheme will also help reduce disparities within the community. Some low-income households, who cannot afford a private vehicle, are excluded from the local centre due to the overreliance on the private vehicle and lack of high quality active travel infrastructure. To address this, the scheme will provide dedicated active travel infrastructure to increase uptake of walking and cycling. Active travel infrastructure will be developed to LTN 1/20 standards, with all routes being accessible for adapted cycles which are cater for all users, including children, families, older and disabled users. This will result in the streets of Northfield being accessible for all of the community, encouraging residents to actively travel and engage with their local centre. Mobility hubs will be provided within the town centre and at key transport interchanges, where an array of sustainable and affordable travel options such as e-bikes and e-scooters will be available to hire to travel into, and around the town centre.

An EA Screening has been provided in Annex M.

Part 4 – Strategic Fit

- **Member of Parliament Endorsement (England, Scotland and Wales ONLY)**

- Has an MP given formal priority support for this bid? Y/~~N~~
- Please confirm which MP has provided formal priority support: (name)
- Which constituency does this MP represent?

Please also complete **pro forma 6**.

Name: Gary Sambrook
Constituency: Birmingham Northfield

- **Stakeholder Engagement and Support**

Applicants are encouraged to engage with a wide range of local stakeholders and the local community to inform proposals in the bid and to secure buy in.

4.2.1 Describe what engagement you have undertaken with local stakeholders and the community (communities, civic society, private sector and local businesses). How has this informed your bid and what support you have from them?

(500 words)

This scheme, developed through the cross-agency Northfield Town Centre Project Board (TCPB), has engaged with a range of stakeholders throughout the development of the proposal. The Board was established in 2021 to deliver on the principles within adopted policy documents, which have previously been consulted on by BCC:

Northfield Regeneration Framework (2014)

This scheme will accelerate regeneration in locations identified within the Framework. As part of the public consultation for this policy, residents were asked for their views on the vision, objectives, and development principles. The Framework has been used to discuss regeneration opportunities in the Town Centre with private developers, with limited success.

Birmingham Urban Centres Framework (2020)

Public consultation for this policy included a public drop-in session in Northfield. Respondents were supportive of improving the sustainable transport offer and clear on wanting to see improved cycle infrastructure and redevelopment of Price's Square.

Stakeholder engagement

Northfield Town Centre Project Board

The TCPB has provided an essential contribution to the development of the proposals, comprising local councillors, businesses, emergency services, Northfield Business Improvement District (BID) and the local MP. The TCPB was identified as the most suitable group to lead stakeholder engagement as they are a well-established group and represent a range of statutory/non-statutory consultees and interest groups. Letters of support from members are appended in Annex H.

Virtual workshops were held with the TCPB to understand current issues, collate evidence, and gather feedback. Key outcomes were:

- Supporting a vibrant town centre.
- Redevelop Price's Square into a vibrant mixed-use development, utilising its strategic location to kickstart regeneration of adjacent development opportunities.
- Retaining short-stay parking on the High Street, alongside improved sustainable access, fulfilling the needs of disabled and vulnerable residents, and supporting the function of the local centre.

MP Engagement

Meetings and site visits with the MP have been undertaken, to discuss the opportunities and scheme proposals which identified the following additions:

- Provision of lighting/resurfacing along the Rea Valley Cycle Route.
- Facilitating provision of Extra Care Living accommodation within Price's Square.

The MP is supportive of the scheme, particularly the redevelopment of Price's Square. Community engagement was carried out by the MP in 2021, demonstrating that:

- 96% (n=141) of respondents felt that Northfield High Street required transformation.
- 39% (n=55) of respondents do not feel safe on the High Street at night-time.
- When respondents were asked if there are any areas of Northfield that require demolition/replacement, over 10% (n=15) referenced Price's Square.

The proposals incorporate mixed use developments, diversifying the local economy, providing an opportunity for a night-time economy to develop.

Northfield BID

The Northfield BID Business Plan, on which the BID has recently been re-elected, provides a commitment to work *“with local government, partners and national government to influence, focus and steer potential funding proposals and development opportunities...such as Tranche Two ‘Levelling Up’ Fund.”*

The BID is supportive of the proposals and identified the importance of:

- Providing active frontage on A38 to draw trade into the High Street.
- Incorporating a range of land uses in Price's Square.
- Improving access to Victoria Common.

Word Count – 499 words

4.2.2 Has your proposal faced any opposition? Please provide a brief summary, including any campaigns or particular groups in support or opposition, and if applicable, how will you work with them to resolve any issues.

(250 words)

Stakeholders have shaped proposals through the TCPB. To date, the proposals have been broadly supported by stakeholders, without any campaign or groups in opposition.

Although the principle of the redevelopment of Price's Square is a longstanding ambition, the loss of residential and retail units may generate some reaction from residents and tenants. It is expected that the benefits of the scheme will outweigh the loss of a small number of residential properties, which are understood to be of poor quality and many retail units are unoccupied, and do not generate income. BCC also has extensive experience of delivering similar housing stock upgrade projects.

Another contentious issue relates to the potential loss of the public realm in Price's Square for large events. The proposals will undertake demolition and clearance works only and aims to enhance the event offer at Victoria Common, which could be an alternative location for events e.g., '*Northfield Beach*'. The enhanced public realm on Bristol Road will give the opportunity for larger events to take place, incorporating space from Price's Square and the current public realm between Church Road and Bristol Road. This could be achieved through potential road closures between Church Road and the Post Office.

The scheme aligns to complementary schemes, such as Sprint and A38 cycle route. BCC will work with delivery partners to ensure there is no opposition to the proposals.

Further consultation on the designs will be required to identify any concerns held by stakeholders, with feedback being incorporated into the design processes.

Word Count – 250 words

4.2.3 Do you have statutory responsibility for the delivery of all aspects of the bid?

If no:

- Please confirm those parts of the project for which you do not have statutory responsibility
- Please confirm who is the relevant responsible authority
- Please confirm that you have the support/consent of the relevant responsible authority

Yes, all the scheme proposals are within the highway boundary and/or the land ownership of Birmingham City Council (BCC). BCC therefore has the statutory responsibility to deliver all aspects of the bid.

○ **The Case for Investment**

Applicants should use this section to detail a compelling case for why the proposed investment supports the economic, community and cultural priorities of their local area.

Applicants should upload their completed Theory of Change model that supports this section

at the time of submission.

For package bids, an explanation should be provided as to how the component projects are aligned with each other and represent a coherent set of interventions.

The challenges/barriers to growth in Northfield have been identified through a Problem Statement (Section-9, Annex C)

Key issues are set out below. Figures & Tables are provided in Section 9, Annex-D.

Unemployment & Deprivation

Most of the population within a 15-minute walk of Northfield High Street is ranked in the top 30-40% most deprived areas in England (Figure-1). Beyond this, but within the catchment of the local centre, neighbourhoods rank within the top 10-20%. Table-1 shows that Northfield constituency has a higher rate of unemployment compared to the National and Birmingham average.

The proposals will facilitate re-development and diversify the employment offer to provide new opportunities for residents.

Private Car Dominance

Figure-2 shows that traffic flows on the A38 are high. This generates congestion in Northfield and leads to severance for active mode users, resulting in higher levels of air/noise pollution and delayed bus services.

2011 census data for Birmingham 120 Middle Super Output Area (MSOA) shows driving a car or van is the most common mode of travel for journeys to/from work within a 15-minute walk of Northfield (Figure-3).

The proposals will provide active travel infrastructure and mobility hubs, providing people with multiple options to travel sustainably.

Lack of consistent, high-quality active travel infrastructure

Potential for active travel is limited due to a lack of suitable infrastructure to facilitate widescale uptake (Figure-4). The A38 introduces severance for east-west journeys on foot and by bike due to design of crossing infrastructure and high traffic volumes.

The proposals will provide LTN 1/20 compliant infrastructure along routes between local amenities in Northfield.

Retail offer and lack of diversity

Northfield High Street supports a retail focussed, daytime economy (Figure-5). Vacancy rates have remained consistent between 2018-2021 at approximately 10 units. However, the number of vacant units has accelerated by 100% over the last 12 months, with 20 units now being vacant across Northfield. This reflects the inability to attract new facilities.

Visitor numbers are falling year-on-year in Northfield Shopping Centre (Figure-6), reflecting the limited retail offer, outdated built environment and the growth of competing local centres e.g., Longbridge/Selly Oak.

The proposals will facilitate re-development that diversifies the range of land uses, providing a range of new employment opportunities for residents.

Poor health outcomes

Residents in Northfield have a higher prevalence of health conditions e.g., asthma and Chronic obstructive pulmonary disease (Figure-7). This may reflect the ageing population of Northfield and/or poor air quality.

The proposals will improve access by active travel modes to local facilities, and green spaces, increasing levels of physical activity and improving health outcomes.

Potential of Victoria Common not being realised

Victoria Common is a key green space asset to Northfield. However, the access points are poorly lighted, signposted and have limited natural surveillance. This leads to less children visiting the park which may be attributed to the high prevalence of obese reception-age children in Northfield (Figure-8).

The proposals will improve the active travel infrastructure in Victoria Common.

Word Count – 499 words

4.3.2 Explain why Government investment is needed (what is the market failure)?

(600 words)

Market Failures in Northfield

There is a strong rationale for intervention through the LUF due to the failure to attract investment to the area to date. The Northfield Regeneration Framework sets the vision for growth, future priorities for the local centre and highlights sites for development and investment. Despite BCC working with partners to attract investment, only one of the identified development opportunities has come forward in the last eight years. In contrast, similar regeneration frameworks in other centres such as Longbridge and Selly Oak, have attracted substantial economic resources.

The market failures include:

- **Negative Externalities** – Vacant properties within the Shopping Centre, High Street and Price's Square have reduced land values, and the vibrancy/attractiveness of Northfield for landowners, businesses, and the local community. This results in negative externalities such as; reduced accessibility to employment, environmental degradation, and reduced consumer confidence in the town centre. This makes it challenging for the private sector to develop, invest or operate, and have also resulted in increased levels of crime and anti-social behaviour.
- **Imperfect Information** - The lack of redevelopment in Northfield to date could be attributed to the full value of brownfield sites not being reflected in market prices. Existing brownfield sites negatively impact the locality and generate third party costs which make development less appealing to developers e.g., demolition costs. This has led to a lack of investment to date, despite the aspirations of the Framework.
- **Negative Externalities** – The A38 is a key vehicle route and facilitates direct access to Northfield. This route is highly trafficked, introducing congestion and severance for east-west movements by active travel modes. This causes considerable journey time variability for bus routes through Northfield, deterring potential bus users and affecting businesses who suffer from delays to supplies and services. The highway congestion and delays also have a detrimental effect on the reliability of the Blue Light Corridor for Queen Elizabeth Hospital/Royal Orthopaedic Hospital. This leads to the roads in/around Northfield becoming inefficient, less attractive for use by pedestrians and cyclists, decreasing their functionality to society as well as imposing hidden costs on society e.g., pollutant emissions.

Rationale for Government Intervention

Whilst there is evidenced demand for investment to Northfield, the private sector alone cannot drive this change. Therefore, the public sector has an enabling, facilitating and funding role to deliver economic growth and regeneration to the area.

BCC has limited funding available to allocate additional funding for scheme delivery, above the 10% already identified. Whilst BCC is extremely supportive of the scheme and borrows to fund some aspects of its capital programme, they limit their borrowing envelope because of the impact on revenue budgets.

Identified market failures will be addressed as follows:

- Price's Square – covering the costs of demolition/resurfacing will reduce costs for

Why Northfield?

Northfield is a key 'District Centre,' which currently provides a retail offer and key facilities for local communities. The local centre of Northfield has failed to gather the anticipated economic growth predicted within the Northfield Regeneration Framework, resulting in its economic vitality declining as other local centres have thrived, such as Longbridge and Selly Oak. There is scope for considerable investment in Northfield, with multiple development opportunities identified in the Regeneration Framework. This funding will kickstart investment in Northfield through demolishing and then preparing Price's Square for investment, creating a development opportunity at the heart of the local community.

This development opportunity has been prioritised due to the site being outdated and of poor quality despite its strategic location in the town centre. The redevelopment of Price's Square has significant political and local support for mixed use regeneration, as part of a five-year and twenty-year long-term plan and is within BCC ownership. Attracting investment for Price's Square will act as a catalyst for future transformation in other development opportunities identified within the Framework.

What are we investing in?

The package of measures within the preferred option was identified using the DfT Early Sifting and Evaluation Tool (EAST) included in Section 9, Annex-E, and the feedback from stakeholders within the TCPB. This considered; deliverability, alignment with LUF missions, scheme objectives, wider policy requirements, and scale of change.

The preferred scheme is listed below.

Proposal:

Demolition of Price's Square

- 1960's mixed ownership shopping centre with housing
- Key development opportunity outlined in Northfield Regeneration Framework.
- Prime location in the centre of the town.
- Significant support politically and by residents for redevelopment.
- Demolish and resurface site, working with a future private sector partner to deliver an exemplar mixed-use development, with active frontage on both sides, green space, extra care facility
- Part of five-year and twenty-year long-term plan, shown on visualisations in Section-9, Annex-A.
- Improved cycle and pedestrian access from A38 to Bristol Road South through resurfacing and widening alleyway.

Public Realm Enhancements

Co-ordinated package of public realm improvements including;

- Street furniture.
- Street art landscaping.
- Pavement enhancements.
- Trees and plants planting.

This includes Price's Square and additional features along the length of Bristol Road to make the area more pedestrian friendly.

Victoria Common (See Section-9, Annex-G)

- Additional planting, including orchard fruit trees for community use.
- Footpaths widened and repaired where unsafe to facilitate shared use.
- Senior play area equipment replaced.
- Resurfacing of Outdoor Gym Equipment.
- 1km walking and running track around the perimeter of the park which will be utilised as a social prescribing tool.

Cycle Route Enhancements to LTN 1/20 Standard

- On-road & off-road segregated cycle track/paths.
- Co-ordinated enhancements, linking in with existing cycling infrastructure and new routes identified in Birmingham Walking and Cycling Strategy.
- Secure cycle parking at key locations throughout Northfield.

Places for People

- Controlling motor vehicle traffic in residential streets through implementing traffic calming.
- Planting of trees, shrubs, and hedges.
- Encourage active travel through residential streets.

Bus Enhancements

Bus priority measures along key routes in Northfield, including;

- Bus filter lanes.
- Optimising signal timings.
- Bus priority at traffic lights.

School Streets

A school street is a road outside a school with a temporary restriction on motorised traffic and speeds at school drop-off and pick up times. Measures include:

- Staff CPD training sessions.
- Incorporating road safety into the curriculum.
- Widened footways and provision of cycle infrastructure.

Wayfinding

- Signs at every major junction between the Railway Station and centre, to encourage uptake of active travel.

Lighting

- Provision of lighting along the River Rea cycle route from west of Northfield Railway Station to Longbridge.

What challenges and barriers will this address?

Reduce reliance on private car for local journeys

Relevant Proposals

- Public Realm Enhancements
- Cycle Route Enhancements
- Victoria Common
- Places for People
- Bus Enhancements
- School Streets
- Wayfinding
- Lighting

Improved health and wellbeing outcomes

Relevant Proposals

- Public Realm Enhancements
- Cycle Route Enhancements
- Victoria Common
- Places for People
- School Streets
- Wayfinding
- Lighting

Address imbalance of road user hierarchy

Relevant Proposals

- Public Realm Enhancements
- Cycle Route Enhancements
- Places for People
- Bus Enhancements
- School Streets
- Wayfinding
- Lighting

Improve local connectivity by sustainable modes

Relevant Proposals

- Cycle Route Enhancements
- Victoria Common
- Places for People
- Bus Enhancements

Reduce levels of unemployment

Relevant Proposals

- Price's Square

Diversify High Street economy and improve retail offer

Relevant Proposals

- Price's Square

Realise potential of Victoria Common

Relevant Proposals

- Victoria Common

Increase footfall to High Street

Relevant Proposals

- Price's Square
- Public Realm Enhancements
- Cycle Route Enhancements
- Victoria Common
- Bus Enhancements

Reduce conflict between vehicles and vulnerable road users

Relevant Proposals

- Places for People

Word Count: 750 words

Theory of Change is attached as part of Section-6 supporting documents.

Assumptions within the Theory of Change have been established through ongoing stakeholder engagement with the TCPB and have been validated with public academic literature and accredited organisation reports, such as the Pedestrian Pound.

The interventions to be delivered as part of the scheme will act as a catalyst for further regeneration within Northfield Town Centre, with the scheme having the ability to be 'phase 1' of a wider masterplan for the area.

The scheme will deliver improvements to public transport. This will be achieved by providing bus priority measures along key routes in Northfield, including; bus filter lanes, optimising signal timings and bus priority at traffic lights. This will result in journey time savings for public transport, leading to public perception of public transport reliability improving.

The scheme will deliver new and improved pedestrian paths through Victoria Common. As can be seen from Section-9 Annex-G, a new 1km walking/running path will route through the centre of the park. To compliment this, existing footpaths will be widened and repaired where appropriate for safer shared use and will promote active travel e.g., cycling. A new link footpath will be provided to the south-east boundary to improve connections to the park from residential areas. This will result in an increased level of walking and cycling by residents.

The quality of green and new trees/plants will be delivered. The scheme will create a new woodland plantation to screen industrial buildings and will provide further planting of fruit orchard trees for community use and new interpretation boards will be provided. All boundary fencing will be updated and entrances to the park will be more welcoming with additional lighting. This will result in a better sense of place and affinity with Victoria Common and will reduce levels of crime through increased levels of natural surveillance as more people will be visiting the park.

New cycle routes will be provided through Northfield. Traffic speeds and volumes will be reduced in residential areas by adopting Places for People approaches, which will reduce motor traffic. This will result in increased levels of physical activity and will facilitate a modal shift from private car to active travel modes.

Finally, The scheme will improve the public realm by creating more public space, using high quality materials, and reducing traffic dominance through Northfield. This regeneration of the town centre will create a more pleasant built environment for retail and commercial activity, resulting in reduced vacancy rates as new businesses are attracted to invest in Northfield and an increase in consumer spending.

Word Count – 430 Words

The scheme is the first phase in the delivery of a wider regeneration vision for Northfield, led by BCC and the TCPB. This scheme focusses on two key local assets – Price's Square and Victoria Common, acting as a catalyst for future regeneration of the remaining four development opportunity sites as outlined in the Regeneration Framework. It is not feasible for these wider ambitions to be delivered by one scheme, or funding source, in isolation.

The existing challenges within Northfield are multi-faceted and require a coordinated response to allow the local centre to thrive. The interventions proposed to be funded through the LUF seek to address many of these challenges, and future investment will be required to do the same to ensure success. This will allow for multiple future funding sources to be explored simultaneously, maximising Northfield's potential for growth beyond the current proposals.

The scheme aims to support sustainable development by specifically investing in low carbon-based solutions. Given the pressing need to meet net zero targets at all levels of governance, private investment will become more attractive in Northfield. There are also clear efficiency and health gains from increased uptake of active travel modes.

Enhancing cycle provision through the town centre will stimulate additional spend, as evidence shows that cycle parking generates five times more retail spend than the same space for car parking (DfT, 2016). Stimulating additional spend in the High Street will encourage new investment in the centre, as the economic vitality of Northfield grows.

Demolishing Price's Square would provide a shovel-ready site. This makes this site more attractive than other brownfield sites in south Birmingham through removing the costs associated with demolition. The City Council are committed to bringing this site forward as quickly as possible, given it has been identified as a site of investment since 2014 and is in a strategic location in the centre of Northfield.

Enhancements to Victoria Common will elevate the appeal of the green space, attracting new visitors to the town centre which could stimulate other funding for Northfield.

Adopting a low carbon-based approach, through providing places for people approaches, improved public realm and school streets will provide a more attractive environment for pedestrians which will make Northfield an attractive destination for businesses to re-locate to.

It is intended that the scheme will be the first phase in wider plans that will deliver real regeneration and economic prosperity to Northfield. Providing a diverse portfolio of proposals means there are multiple private sector investment opportunities to explore, reducing the overreliance on a single investment strand.

Actions to be taken forward to facilitate opportunities

BCC is already discussing the opportunities that will arise from this project with potential developers. This includes Price's Square itself, and other development opportunities.

To bring forward other complementary funding, BCC will include these proposals in emerging documents including the Birmingham Transport Plan Delivery Plan, New Birmingham Plan, and LTP5. Complementary projects which support the proposals can then be prioritised for funding when available.

Word Count: 495 words

4.4 Alignment with the local and national context

In this section, applicants should clearly articulate their alignment with any relevant local and national strategies and objectives concerning investment, infrastructure and levelling up. Applicants should explicitly state how the bid will substantially support the delivery of local and national policy objectives.

4.4.1 Explain how your bid aligns to and supports relevant local strategies (such as Local Plans, local economic strategies or Local Transport Plans) and local objectives for investment, improving infrastructure and levelling up.

For Northern Ireland, Scotland and Wales bids: In addition, explain how your bid aligns to the strategic plans and objectives of devolved administrations.

(500 words)

Birmingham Levelling Up Strategy

- Outlines the vision for Birmingham to *'encourage growth and stimulate investment in the city, whilst making Birmingham a fairer and more equal place'*
- Relevant objectives are:
 1. Provide more productive, higher-paid jobs for residents
 2. Provide a high-quality living environment
 3. Improve access to high-quality, well-connected green infrastructure.

The proposals will provide a mixed-use local centre with high-quality active travel infrastructure.

Birmingham Development Plan and emerging new Birmingham Plan.

- Establishes the vision for Birmingham to become an active, sustainable city.
- Policy PG3 relates to providing an attractive environment that encourages cycling and walking.
- The proposal provides public realm improvements & active travel infrastructure.

Route to Zero Action Plan

- Sets priority actions required to achieve net carbon zero.
- Transport is a significant emitter of carbon dioxide, accounting for 28% of Birmingham's total emissions.
- The proposals include walking, cycling and public transport enhancements, discouraging private car usage.

Urban Centres Framework

- Northfield is 'a centre for transformation' and highlights four big moves:
 1. Vibrant mix of retail and leisure uses
 2. Enhanced Northfield Shopping Centre
 3. High quality environment
 4. New development alongside Sir Herbert Austin Way
- The proposals align with all four big moves.

Birmingham Walking & Cycling Strategy and Infrastructure Plan

- Establishes the vision for walking and cycling to be the everyday choice for local journeys.
- The proposals will provide dedicated active travel infrastructure.

Birmingham Transport Plan

- Outlines the transformation required to the transport system to meet the challenges of the next decade. Four key objectives are:
 1. Sustain economic success
 2. Create a healthier, just society
 3. Reduce environment impacts
 4. Reduce carbon emissions from transport
- The proposal is in line with these objectives through prioritising active travel.

BCC Covid-19 Economic Recovery Plan

- Sets out the concern for local centres following the rise in use of online shopping and out-of-town shopping centres.
- The proposal rejuvenates Northfield and facilitates a diverse range of land use to increase footfall and duration of stay.

TfWM – WMLTP5

- Five motives for change are established in the LTP:
 1. Sustaining economic success
 2. Creating a fairer society
 3. Support local communities and places
 4. Becoming more active
 5. Tackling the climate emergency
- The proposal aligns with the strategy & contributes to its vision of developing a transport system that is equitable.

Northfield Local Action Plan

- Sets the framework for the physical and economic regeneration of Northfield. Priority areas include:
 1. Creating an attractive, multi-use shopping centre
 2. Creating a high-quality environment
 3. Creating good access to the centre
- The proposals will rejuvenate Northfield into a vibrant, sustainable local centre.

Northfield Regeneration Framework

- The Framework establishes five development opportunities, including Price's Square which will be demolished and resurfaced as part of the proposals.

Northfield Ward Plan

- Created with citizens of Northfield, identifying the following priorities:
 1. Parking & traffic calming
 2. Cycle and walking infrastructure
 3. Parks & open spaces
 4. Community library
 5. Local shopping centres & community spaces
 6. Environment
- The proposals ensure alignment with the needs of the local population.

Word Count – 510 words – 10 words over

4.4.2 Explain how the bid aligns to and supports the UK Government policy objectives.

For Northern Ireland, Scotland and Wales bids: In addition, explain how your bid aligns to any specific policy objectives, legal and statutory commitments relevant to the devolved administrations.

(500 words)

Transport Investment Strategy

The scheme aligns to this strategy through providing high quality connections into Northfield for people and businesses, enhancing productivity and increasing the attractiveness of investment and new job opportunities.

National Infrastructure Strategy

This strategy sets out the pledge for developments to incorporate low carbon-based measures to put the UK on the path to meeting its net zero emission targets by 2050. The proposals will seek to grasp opportunities to recycle and re-use as part of the demolition of Price's Square, ensuring sustainable best practice.

Clean Growth Strategy

The scheme will support net zero goals identified through the Clean Growth Strategy by delivering dedicated walking & cycling facilities. This proposal will also support the aspiration of the UK Government to make active travel the natural choice for shorter journeys and reduce carbon emissions.

National Planning Policy Framework

The scheme will promote sustainable development by:

- Building a strong, responsive and competitive economy by making the area more attractive to investment.
- Protecting and enhancing the built and historic environment and supporting the move to a low carbon economy
- Support strong, vibrant and healthy communities by ensuring high-quality active travel infrastructure.

Gear Change: A bold vision for cycling and walking

The scheme will support the growth of low carbon transport solutions by:

- Providing dedicated walking and cycling infrastructure, compliant with LTN 1/20 guidance
- Encouraging healthier forms for transport, reflecting the Government's decarbonisation targets.
- Providing safer streets by reducing vehicular through traffic

Decarbonising Transport

The scheme will aspire to decarbonise the transport offer within Northfield by:

- Creating school streets, enabling more children to walk and cycle to school safely, contributing to reducing harmful carbon pollutants outside of schools
- Mobility hubs providing E-bikes, making it possible to cycle for longer journeys

Sport England – Towards an Active Nation (2016-2021)

The strategy seeks to tackle inactivity and barriers to becoming active, particularly in under-represented groups. The scheme will align with this strategy by:

- Providing dedicated cycling and walking infrastructure

- Mobility hubs, providing hire bicycles and e-scooters.

Net Zero Strategy: Build Back Greener

The scheme will support net zero goals as outlined within the strategy by:

1. Providing dedicated cycling and walking infrastructure to increase the share of journeys taken by active travel modes.
2. Improved east to west bus priority measures to increase uptake of public transport.
3. Avoiding a car led recovery through readdressing the road user hierarchy by favouring pedestrians and cyclists above the private car, helping to reduce transport's carbon emissions

Build Back Better Strategy

The strategy establishes the current thinking concerning development considering the COVID-19 pandemic. The scheme will contribute to building back better by:

- Establishing a 'green industrial revolution' through providing dedicated walking and cycling facilities for local people to access employment and leisure opportunities
- Providing the right conditions for 'levelling up' Northfield through demolishing and resurfacing Price's Square, making it a prime location for development.

Relevant strategies concerning Strategic Economic Plans, Local Plans and place specific regeneration strategies for Northfield can be found in the previous question.

Word Count – 497

4.4.3 Where applicable explain how the bid complements / or aligns to and supports existing and / or planned investments in the same locality.

(100 words max per fund)

Whilst additional funding has not yet been identified, it is anticipated that the LUF funding will be the first step in sustaining the economic vitality of the town.

Since the adoption of the Northfield Regeneration Framework, economic transformation of the local centre has been limited. This bid aims to be the first step in regenerating Northfield to attract investment and development that has previously been lacking.

The vision for Northfield is to provide a full range of local services and shops as well as creating a vibrant and successful centre. By providing an improved public realm, mixed use developments and improved wayfinding, it is anticipated that the true potential of Northfield will be realised.

This bid also builds on the recent momentum in Northfield from other funding sources, demonstrating the potential and opportunity in Northfield. This includes:

National Lottery Community Fund – This funding, obtained in 2019 by the Northfield Town Centre BID, was used to clean pavements and plant flowers in the town centre. The project aimed to improve the aesthetics of the town for visitors and local people.

The proposed scheme aligns with this investment as the scheme seeks to improve the public realm of Northfield, making it a more pleasant space for pedestrians who feel a sense of pride in their local area.

Reopening High Street Safely Fund – Funding allocated to councils in 2020, helped to introduce safety measures in an attempt get people back to work and customers back to the shops. As part of this, social distancing measures were provided in Northfield, including:

- Footway widening by implementing temporary barriers along Bristol Road South
- Tarmac ramps placed between kerb line and carriageway to allow for wheelchair and pushchairs access along with yellow hatching to avoid obstruction
- Provision of bus stop build out in Northfield to allow wheelchair and pushchair access
- Installation of signage at various locations along Bristol Road South to advise people to maintain social distancing.

City Regional Sustainable Transport Settlement (CRSTS) – Funding made available from CRSTS has provided funding for improvements to a variety of transport projects across the West Midlands such as 16 new cycle routes, including the A38 cycle route. This route will provide an extension of the current blue cycle route from Birmingham City Centre to Longbridge. A feasibility study has just commenced to understand the practicality of implementing the extension.

Cross-city Bus Corridor – Transport for West Midlands are developing cross-city bus routes through the West Midlands. This will reduce the need to change buses in Birmingham City Centre. 5 packages are being developed, with Package 4 being the route between Sutton Coldfield and Longbridge. This will directly route through

Northfield High Street.

Word Count: NLCF – 74 / RHSSF – 100 / CRSTS – 63 / Cross City Bus – 49

4.4.4 Please explain how the bid aligns to and supports the Government's expectation that all local road projects will deliver or improve cycling and walking infrastructure and include bus priority measures (unless it can be shown that there is little or no need to do so). Cycling elements of proposals should follow the Government's cycling design guidance which sets out the standards required.

(250 words)

The compact nature of Northfield and relative proximity to the City Centre/other local centres via A38, makes active travel a viable mode for local journeys, however evidence shows that existing levels of walking and cycling are low. This scheme will deliver an environment which is conducive to walking and cycling, and overcome key barriers and severance by redressing the balance between vehicles and active modes, as follows:

- Providing secure cycle parking at key locations
- Implementing a sub-urban mobility transport hub at Northfield Railway Station, encompassing e-bike hire, e-scooter hire, electric vehicle charging and locker facilities
- Providing a range of cycling infrastructure, in line with LTN 1/20
- Widened footpaths through Victoria Common, and provision of 1km walking and running tack
- Implementing lighting on section of NCN5 route, facilitating future extensions of this infrastructure along route
- Implementing 'Places for People' principles in residential areas creating a more pleasant environment for active travel modes
- Implementing traffic calming measures around schools
- Wayfinding for active travel routes at key junctions.

The scheme also supports bus travel by establishing dedicated east to west bus priority measures to assist with public transport accessibility and deterring private car use. These measures are in line with the National Bus Strategy, Bus Back Better, which aims to make bus services more reliable, comprehensive, easier to use and, accessible. By reducing private car trips in the vicinity of Northfield, the scheme will also support the emerging Cross City bus proposals which will run from Birmingham along the A38 through Northfield.

Word Count: 249 words

4.4.5 Please tick to confirm which of the following [Levelling Up White Paper](#) Missions (p.120-21) your project contributes to:

- Living Standards
- Research and Development (R&D)
- Transport Infrastructure
- Digital Connectivity
- Education
- Skills
- Health
- Wellbeing
- Pride in Place
- Housing
- Crime
- Local Leadership

And write a short sentence to demonstrate how your bid contributes to the Mission(s).

Living Standards

Northfield has considerably high levels of unemployment compared to the national average, with the high street primarily supporting retail focused day time activities.

The scheme will support a rise in pay, employment, and productivity by:

- Improving the public realm within Northfield will create a more attractive environment for the local community and visitors, generating an increased spend per visitor and stimulate economic growth for local businesses which have suffered from a fall in trade through the COVID-19 pandemic;
- Attracting new investment into the region, through demolishing and resurfacing Price's Square, making it more investable to private investors;
- Diversification of land uses, providing additional employment opportunities for residents.

Transport Infrastructure

Northfield experiences poor connectivity between the town centre, key local facilities and adjacent residential areas to the Railway Station, particularly by sustainable modes. There is a heavy reliance on the private car for local journeys which has resulted in an imbalance of road user hierarchy towards the private car.

Local transport connectivity will be improved by:

- Bus priority measures to enhance east-to-west connections;
- Improved wayfinding and signage;
- Improved pedestrian and cycle infrastructure.

Health

Northfield residents experience poor health outcomes for specific health conditions such as asthma and COPD. These issues are exacerbated through the over reliance on the private car for local journeys and severance introduced by the A38.

The Healthy Life Expectancy will be improved by:

- Redefining the road user hierarchy in favour of active travel modes;
- The scheme places priority on pedestrians and cyclists, encouraging the uptake of active travel modes for local journeys and increased levels of physical activity;
- Improved facilities within Victoria Common will generate increased levels of physical activity.

Wellbeing

Wellbeing will be improved by:

- Prioritising pedestrians and cyclists over private vehicles;
- Providing dedicated infrastructure for active travel modes to encourage the uptake of active travel modes;
- Providing an attractive public realm along the High Street;
- Improved facilities within Victoria Common will generate improved wellbeing amongst visitors.

Pride in Place

Satisfaction with Northfield and engagement will be promoted through the scheme by:

- Demolition of the outdated Price's Square, providing an ample opportunity for a new development;
- Creating an attractive public realm and community area;

- Elevating the status of Victoria Common through additional lighting and widening footpaths;

Housing

The housing stock of Northfield will be improved by:

- Removing poor housing stock and facilitating mixed-use development at Price's Square, including an extra care living element.

Crime

Neighbourhood crime will be reduced across Northfield by:

- Providing additional lighting to key entry points to Victoria Common;
- Increasing pedestrian and bicycle traffic through an attractive public realm and cycle route enhancements and enhancing natural surveillance;
- Diversification of land uses, creating a night-time economy.

Leadership

Local leadership will be improved by:

- Continuing to work with all stakeholders through the TCPB to regenerate and revitalise the local centre.

Word Count = 430 (No Word Count provided for this question)

Part 5 – Economic Case

All costs and benefits must be compliant or in line with [HMT's Green Book](#), [DfT Transport Analysis Guidance](#) and [DLUHC Appraisal Guidance](#). Please also see [Technical note](#).

5.1 Appropriateness of data sources and evidence

5.1.1 Please provide up to date evidence to demonstrate the scale and area; comparisons should be made between the significance of local problems and issues.

(500 words)

Figures & Tables are provided in Section-9, Annex-F.

Congestion

Figure-1 presents Journey Time Data from Transport for West Midlands (TfWM). Between October 2014 and 2019, high traffic flows on the A38 generated congestion in Northfield during peak periods. (Data has not included 2020 – 2022 due to low vehicle flows experienced during these years because of COVID-19). This congestion results in stifling public transport's reliability, with the 63-bus service (which serves the A38) frequently taking longer than the timetabled schedule during the AM/PM peak (Table-1).

Accessibility

Data obtained from multi-modal travel time analysis (TRACC) indicates that there are good public transport connectivity to/from areas to the north-south of Northfield within an hour journey time (Figure-2). However, east-west connections are reliant on local bus services, and these areas are not as accessible.

Patronage

Northfield Railway station was the 8th most used railway station in Birmingham prior to the COVID-19 pandemic (Figure-3). Despite access to a railway station and bus services, 2011 Census Data for Birmingham 120 Middle Super Output Area (MSOA), for MSOA's within a 15-minute public journey of Northfield, driving by car or van is the dominant mode of travel, accounting for 25% more trips than public transport (Figure-4).

The transport evidence demonstrates that poor active and sustainable travel infrastructure results in the private car dominating. This results in poor air quality and subsequent poor health outcomes for residents. The scheme intends to prioritise pedestrians, cyclists, and public transport above the private car.

Unemployment & Deprivation

Data from Indices of Multiple Deprivation (2019) (Figure-5) indicates that much of the population within a 15-minute walk of Northfield High Street is ranked in the top 30-40% most deprived areas in England.

Birmingham City Council (BCC) collects claimant rates for Northfield constituency. In February 2022, 13.1% of the population were unemployed, higher than the Birmingham (12.5%) average and significantly higher than the national average (5.3%) (Table-2). This results in individuals having less disposable income, contributing to lower spend and output for the local economy.

Retail

Northfield suffers from a declining retail environment that is unattractive to inward investment and does not meet the needs of the local community. It suffers from accelerating vacancy rates, low footfall, and an over-reliance on the retail economy.

BCC collects vacancy rate data on all local centres in Birmingham, including Northfield.

In April 2021, 10 units were vacant.

As part of a wider Retail & Leisure Assessment for Birmingham, vacancy rates have been collected for Northfield. As of June 2022, 20 units are vacant, representing a 100% increase over the last 12 months.

Northfield Shopping Centre monitor footfall levels within the Centre, which indicate a continuous year-on-year decline (Figure-6). This results in the economic vitality suffering as there is less income generated by businesses.

Health

Data obtained from NHS indicates that the population of Northfield has a higher prevalence of health conditions such as childhood obesity, asthma, and Chronic Obstructive Pulmonary Disease than the Birmingham and National average.

Word Count: 500 Words

Please demonstrate the quality assurance of data analysis and evidence for explaining the scale and significance of local problems and issues.

Please demonstrate how any data, surveys and evidence is robust, up to date and unbiased

(500 words)

Unemployment & Deprivation

UK Government Indices of Multiple Deprivation, 2019

- Robust quality assurance carried out by Government to ensure reliability of this data. Updated every four-years, with latest available data utilised.

BCC Claimant Rates, April 2022

- Data is updated monthly, prepared by BCC; hence the data is the most up to date as possible.

Congestion

TfWM Congestion Dashboard, October 2014 – October 2019, TrafficMaster, Journey Time Data – A38 Sir Herbert Austin Way

- Journey time data held regionally, and provided by the DfT, so data is robust.
- Due to impact of COVID-19 on traffic, no data from 2020 used, and no post-COVID data available from same source.

TfWM Real Journey Times, 2022, 63 Bus Route from South Road to Bell Lane

- Most recent available data utilised from April 2022; hence, the data is as up to date as possible.

Patronage Levels

Office of Rail & Road, 2019-2020, Birmingham Railway Stations – Entries & Exits

- Most accurate picture of rail patronage levels in Northfield, sourced through ORR, meaning the data is robust.

ONS Census 2011, Method of Travel to Work

- This data source is the only available data concerning individuals' method of travel to work.

TRACC, 2022, Multi-Modal travel time analysis

- Includes the latest revision to bus services in Birmingham; hence, the data is as up to date as possible

Retail Offer

BCC Vacancy Rates, April 2021

- Survey undertaken yearly in April; data has not been published for April 2022; hence the data is as up to date as possible.

BCC Retail & Leisure Assessment, June 2022

- BCC is currently in the process of undertaking annual centre updates as part of a wider Retail and Leisure Assessment for Birmingham. Whilst detailed assessments will not be available until 2023, data has been expedited for Northfield to present the vacancy rates as of June 2022, hence this data is as up to date as possible. No information is available currently as to where these vacant units are located, hence why 2021 land use data has been utilised.

Northfield Shopping Centre 2015 – 2021, Visitor Numbers

- Footfall counters installed at entry and exit points of the Shopping Centre each day between 2015 – 2021; hence, the data is recent and unbiased.

Health

National Child Measurement Programme, 2017/18, Quality and Outcomes Framework, 2018/19 & Birmingham City Council, 2019 – Reception age obesity, COPD & Asthma Prevalence

- Data has been sourced from NHS dashboard 'Fingertips' which utilises the most up to date available data. This dashboard also provides the Birmingham and England average for the same time-period, allowing for cross-references to be made.

Word Count – 421 Words

5.1.3 Please demonstrate that the data and evidencesupplied is appropriate to the area of influence of theinterventions.

(250 words)

Indices of Multiple Deprivation

A 15-minute walking area being produced from Northfield High Street to reflect the targeted area for intervention and the potential catchment of the local centre.

Claimant Rates

Data collected by BCC monthly for all wards and constituencies across Birmingham. Northfield constituency and ward selected to reflect the likely catchment of the interventions.

Journey Time Data

Data collected for Sir Herbert Way as a key distributor road in proximity to Northfield High Street.

Bus Journey Time Data

The number 18 and 27 bus service routes through Northfield High Street at regular frequency and so provides proxy for wider performance of local highway network and its impact on local bus services.

Railway Stations – Entries & Exits

Data presented for Northfield Railway Station.

Method of travel to work

Data available at MSOA level, with Birmingham 120 MSOA selected to include Northfield High Street and immediate surroundings. Specifically looked at individuals who live/work in areas within 15-minute journey of Northfield to understand potential modal shift.

Accessibility Analysis

TRACC run initiated from multiple points on Northfield High Street to reflect accessibility by public transport across study area.

Vacancy Rates

Collected for all local and primary shopping areas by BCC, reported for Northfield only to reflect geographic scale of interventions.

Visitor Numbers

No pedestrian footfall data available for wider town centre, so considered appropriate proxy for general trends across local centre.

Health Indicators

Data available at ward level from NHS, scheme forecast to generated increased pedestrian and cycle activity beyond intervention area.

Word Count – 250 Words

5.2 Effectiveness of proposal in addressing problems

In this section applicants should clearly set out how the activity described in the bid will address the challenges identified.

Please provide analysis and evidence to demonstrate how the proposal will address existing or anticipated future problems. Quantifiable impacts should be forecasted using a suitable model. Theory of Change evidence should be identified and referenced.

The key issues (as described in 4.3.1) are unemployment and deprivation, dominance of private cars, Lack of consistent, high-quality active travel infrastructure, retail offer and lack of diversity, poor health outcomes for specific conditions and potential of Victoria Common not being realized.

The proposals help to:

- Reduce reliance on private car for local journeys
- Improved health outcomes
- Address imbalance of road user hierarchy
- Improved local connectivity by sustainable modes
- Reduce levels of unemployment
- Diversify High Street economy and improve retail offer
- Realise potential of Victoria Common
- Increase footfall to High Street
- Reduce conflict between vehicles and vulnerable road users

The increased cycling and walking infrastructure will help increase cycling and walking within Northfield which will increase the activity levels of those new to cycling and encourage more walking. This will ultimately improve health by reducing Northfield's higher prevalence of certain conditions e.g. childhood obesity. Health impacts through increased cycling and walking can be quantified and monetised through the Active Mode Appraisal Toolkit. Furthermore, improving the cycling and walking infrastructure can help create a mode shift from private car, this is based on assumptions in the uplifts in cyclists and pedestrians (from Sustrans) and the proportion who currently drive (from AMAT assumptions). This will help contribute to reduced reliance on private cars, improve health outcomes (relating to air quality) and address imbalance of road users.

Furthermore, dedicated cycling infrastructure is likely to help reduce conflict between vehicles and cyclists and reduce the accident rate (This has not been quantified). In addition, connecting key origins and destinations e.g. train station and town centre with micro-mobility and cycle routes will improve the connectivity and proportion of people using sustainable modes (this has been quantified in AMAT)

Improving urban realm helps increase footfall in town centres, this has been evidenced by numerous examples. "The Pedestrian Pound" quantified the increase in footfall on the high street with urban realm and pedestrian friendly improvements. This can also apply to Victoria Common, with improvements to the environment increasing footfall and realising the potential. Furthermore, increasing footfall is likely, in the long term, to help diversify the town.

Removing the unsightly buildings on Price's Square is likely to help diversify the town, increase footfall and attract potential developers who will help diversify the offer in the town centre. It can also be a catalyst to further development and investment within

5.2.2 Please describe the robustness of the analysis and evidence supplied such as the forecasting assumptions, methodology and model outputs. Key factors to be covered include the quality of the analysis, the quality of the evidence and the accuracy and functionality of the models used.

Cycling and Walking Trips

The following assumptions and forecasting methodology has been used, in line with TAG Unit A5.1:

- Do Minimum (without scheme cyclists and pedestrians):
 - Cyclists trips per day: 990 Source: Propensity to Cycle Tool relevant origin destination movements multiplied by 6 (This multiplier comes from the NTS trip purpose Table NTS0409a and DfT LUF guidance which indicates 33% of trips are commuting trips)
 - Pedestrians trips per day: 11,392 Source: DataShine Commute accounting for all-purpose trips by multiplying by 32 (This multiplier comes from NTS trip purpose Table NTS0409a and DfT LUF guidance which indicates 7% of walking trips are commuting).
- Forecast Increase:
 - Cyclist trips per day: 1,421. This is a 43.5% uplift for cyclists, the source: Sustrans Infrastructure Impact Tool which indicates 15% uplift for on-road cycling infrastructure and 72% for dedicated cycling and walking tracks. The bespoke percentage takes into account the 50:50 mix of on-road and off-road cycling infrastructure within the bid)
 - Pedestrian trips per day: 13,121. This is a 15% uplift for pedestrians (Source: Empirical evidence e.g. “The Pedestrian Pound” and DfT success stories –this is representative of a conservative estimate)

This has enabled proportionate use of the tools available to estimate, based on reliable evidence, the number of pedestrians and cyclists. This has been compared against examples described in Unit A5.1 “Encouraging Cycling and Walking Stories” and the uplifts in Northfield on the Propensity to Cycle Tool. This means that the uplifts provided in the infrastructure tool provide realistic estimates of the uplifts in cycling and walking based on benchmarked schemes.

Bus Patronage

To maintain a proportionate assessment for the do-minimum, we know there are approximately 7 buses per hour that use the route in each direction (bus 18 travels five times in peak hour and bus 27 twice in peak hour). We have used an estimate that there will be an average of 12 passengers and 1 driver per bus (TAG Data Book May 2022 v1.18 Table A1.3.3). This means 91 trips will get journey time savings per hour in each direction. This is based on professional judgement of the type of improvements and potential savings. There has been a 4% forecast increase in bus users with the journey time improvements, this is evidenced from ‘Bus Back Better’ project in the West Midlands which is improvements of a similar cost to this project “£800k of route enhancements on Harborne Road delivered a 4% rise in patronage”. These assumptions maintain a proportionate assessment to the level of investment.

Urban Realm Benefits

The “valuing the benefits of regeneration” MHCLG research paper references a stated preference pilot survey provides an illustrative estimate of the value of improvements to public space such as town squares, pedestrian streets, the estimated willingness to pay is £30.28 per improvement per household per year (2022 prices).

This assumption has been applied to the 9 LSOAs which surround Price’s Square and Victoria Common, which are seeing significant pedestrian improvements. Population total: 14,539 (ONS 2020 mid-year population estimates). Assumed 2.37 people per household (ONS) This is applicable to 6,135 households.

(500 words)

5.3 Analysis of costs and benefits

In this section applicants should describe and explain the costs and benefits in the relevant **Costings and Planning Workbook – Tables A – Economic Benefits and Table A - Economic Costs** They should provide an explanation of how benefits and costs are analysed and estimated, and how this approach is proportionate for the proposal being submitted.

All costs and benefits must be compliant or in line with [HMT’s Green Book](#) (including supplementary guidance), [DLUHC Appraisal Guidance](#), and if appropriate [Transport Analysis Guidance](#).

Package bids need to demonstrate both the overall package costs and benefits, and the disaggregated costs and benefits for each component project. Supplementary tables for component projects should be completed in full.

5.3.1 Please explain how the economic costs of the bid have been calculated, including the whole life costs.

Cost Estimates and Whole Life Costs

The costs to inform the economic analysis are based on the various capital cost estimations, which will be set out in Section 6.1.6 (financial). Please note, although it is best practice (as recommended by HM Treasury's the Green Book) to include the operating and maintenance costs, for whole life costs, when estimating the BCR, we have not included the operating costs and revenue for this economic analysis. The operating costs are not available at this stage for all schemes and as they do not form part of this LUF bid ask the have been left out of the economics. The Council already maintains the public highway, public realm and Victoria Common and will continue to do this, any additional maintenance costs will be assessed and covered by council revenue .For further details on the cost estimations, please refer to the Financial Case.

The economic costs provided are in discounted 2022 prices and values. The costs have been adjusted for inflation (using the GDP deflator from the TAG data v1.18) and discounted using a 3.5% discount rate (as per TAG Data book). All details can be found within the Costs and Planning Workbook.

Optimism Bias

In accordance with HM Treasury's Green Book Guidance, the appropriate optimism bias has been included to reflect the tendency for appraisers to be over-optimistic when estimating the cost of implementing and operating projects. As the scheme consists of several elements of both buildings and infrastructure capital spend and these elements are in differing stages of design a weighted optimism bias figure has been calculated in accordance with guidance. Optimism bias has been included as 33% which is the higher end of a standard civil engineering project (Source: Supplementary Green Book Guidance – Optimism Bias Table 1). These elements still need to be developed through to detailed design and therefore, a high optimism bias has been included.

Risk

The risk of cost overruns has been assessed for each individual component, and we have applied the appropriate risk and contingency allowance (20% risk and contingency for all elements) and optimism bias, in compliance with the Green Book guidance.

(324 words)

5.3.2 Please describe how the economic benefits have been estimated, including a discussion and evidence to support your assumptions.

Cycling and Walking infrastructure (inc Victoria Common), Mobility Hubs, Places for People and School Streets

To calculate the benefits for all the various cycling and walking, mobility hubs, places for people and School streets the Active Mode Appraisal Toolkit and TAG Unit A5.1 have been used. (Source: DfT). The congestion, infrastructure maintenance, accident, local air quality, noise, greenhouse gas, public health, journey ambience benefits (cycling only) have been calculated using the AMAT. This is because all measures will stimulate an increase in walking and cycling within Northfield for people who travel within the vicinity.

These measures will produce a step change in walking and cycling within Northfield, therefore, the estimates for the forecast increase in cycling and walking with-scheme displayed in Section 5.2.2 are for all active travel measure. This means one AMAT assessment has been undertaken, as opposed to individual ones for each infrastructure measure to avoid double counting of any benefits.

The cycling journey quality benefits have been included as on-road segregated cycling infrastructure to account for the mix of routes within the Northfield cycle improvements. Due to the addition of mobility hubs and cycle parking, cycle storage benefits have been included in the AMAT.

All other assumptions remain the same as are standard in the AMAT apart from the average cycle trip which has been taken from the NTS for Birmingham.

The benefits have been appraised over a 20 year period based on TAG Unit A5-1 which indicates walking and cycling schemes have an average life of 20 years.

Bus Infrastructure Improvements

The Small Scheme Appraisal Toolkit (Source: DfT) has been used to estimate monetised journey time savings for the bus priority measures and marginal external costs for the increase in bus users. Key assumptions regarding the bus patronage are listed within section 5.2.2. The journey time improvements estimate based on the bus numbers 18 and 27, which have 30 seconds of bus journey time saving at each junction improvement (3 junction improvements) in each direction during the 07:00 – 10:00 and 16:00 – 19:00 peak hours for 91 passengers per hour (per direction). Whilst there has been no modelling undertaken, the 30 second improvement in bus journey times has been established from empirical evidence. *Bus Priority: Best Practice, A summary of bus priority initiatives in the UK and internationally (Transport for Scotland)*, indicates that *Bus priority signalling could produce faster journey times up to 30 second per junction.*

This has been appraised over a 60-year period, which is the TAG guidelines on the average life of an infrastructure scheme.

Price's Square and Victoria Common Urban Realm and Regeneration

As discussed in 5.2.2 the MHCLG research paper "Valuing the benefits of regeneration" has been used to estimate of the value of improvements to public space and pedestrian

streets within Price's Square and Victoria Common. The estimated willingness to pay is £30.28 (2022 prices) per improvement per household per year. This has been applied to the number of households within the catchment area described in 5.2.2 (all LSOAs which encompass and surround Price's Square and Victoria Common).

Journey quality benefits have not been calculated for pedestrians in AMAT, to take into account that this method has been used, in order to avoid double counting.

This has been appraised over 20 year period based on TAG Unit A5-1 which indicates walking and cycling schemes have an average life of 20 years.

The estimated benefits have all been developed taking into account any evidence on forecasts and predictions whilst maintaining a proportionate assessment. All benefits have been estimated in 2022 prices.

A high level methodology statement has been developed which has been attached

5.4 Value for money

In this section applications should set out the Value for Money (VfM) of their bid, taking account of monetised and non-monetised impacts and risks and uncertainties.

Prior to completing this section the application should complete the relevant **Costings and Planning Workbook – Table A – VfM**.

- Please provide a summary of the overall Value for Money of the proposal. This should include reporting of Benefit Cost Ratios (BCR).

(500 words)

The PVC and PVB are all presented in discounted 2022 prices and values. The initial Present Value of Benefits (PVB) is £20.7m.

The adjusted Present Value of Benefits is £23.2m. This takes into account (in addition to Active Mode Appraisal and bus journey time) the Urban Realm benefits of £2.5m.

The Present Value of Costs are £14.8m.

The initial BCR is 1.40 (this takes into account Active Mode appraisal and bus journey time benefits).

The adjusted BCR is 1.56 which takes into account the initial BCR benefits plus the Urban Realm benefits.

These numbers are detailed further in the Costs and Planning Workbook.

Therefore, the Value for Money Category taking into account just the BCR is “Acceptable” (as per DCLG guidance) and the adjusted BCR is ‘Medium’ as per TAG. However, there are a lot more benefits, which cannot be monetised and therefore, are assessed qualitatively later in the section.

Whilst the Price’s Square demolition has been included within the cost of the proposal no benefits have been attributed to it, hence the BCR being in the “Medium” Value for Money Category currently. However, when the land is developed it could have Land Value Uplift benefits. But this cannot be realised without demolishing Price’s Square. This is in addition to any Land Value Uplift which can be delivered on the high street due to the Urban Realm improvements, which are described qualitatively later in the section.

A sensitivity test has been developed to reduce the increase in cyclists to 10% (a total 1089 cyclists with-scheme), this shows that the ‘initial’ BCR is 1.15 and the ‘adjusted’ is 1.32. Therefore, the scheme still delivers Value for Money.

If you only have one BCR, please enter this against the ‘initial’ BCR.

‘Initial’ BCR (single bid) ‘Adjusted’ BCR (single bid)

- Please describe the non- monetised impacts the bid will have and provide a summary of how these have been assessed, including the expected scale of these impacts. These will be factored into the overall Value for Money assessment of the bid.

Where there are transport specific impacts these have been assessed qualitatively on a seven point scale from Large Beneficial to Large Adverse (as per TAG A4-1). The other impacts are detailed qualitatively which have a quantitative evidence base from relevant research documents.

The **walking and cycling improvements (including cycling storage and mobility hubs)** will:

- **Security** The lighting along some of the cycle and pedestrian routes will help improve security and the perception of security for those using the routes. The overall impact of this is Moderate Beneficial.
- **Accidents** Improved pedestrian and cycle routes will help reduce collisions between pedestrians, cyclists and motor vehicles. This is because there will be more segregation and it will reduce conflicting movements of active travel and motorised vehicles. The overall impact of this is Moderate beneficial.
- Increased retail spend at the shopping centre and Price’s Square. Research has found that “people walking, cycling and using public transport spend the most in their local shops, spending 40% more each month than car drivers”. (*Source: [TfL Getting more people walking and cycling could help save our high streets](#)*). The overall impact is Moderate Beneficial.
- **Health** Improved wellbeing – there is evidence that walking and cycling supports improved wellbeing including mental health this has been evidenced in the source:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757756/Cycling_and_walking_for_individual_and_population_health_benefits.pdf. Therefore, the overall impact Slight Beneficial

Bus Improvements

- **Accessibility** - Improve accessibility to jobs, employment, healthcare and education for those without access to a car. Some small improvements in journey time for those travelling by bus may slightly improve accessibility therefore the impact is Slight Beneficial
- **Journey Quality** Increased attractiveness of public transport. This is due to reducing frustration on services for passengers with slow and unreliable journey times. This will improve patronage levels and the overall impact is Slight Beneficial
- **Journey Time Reliability** – Improved journey time reliability for buses, due to buses being able to bypass congestion at key hotspots. Therefore, the overall impact is Moderate Beneficial.

Price’s Square and Victoria Common

- Attract new visitors and tourists to Northfield and improve the viability of the high street in the long term. This comes from evidence in London comparing urban realm improvements with no improvements that people spent more time in the street, with a 216% increase in activity such as going into a shop, stopping at a café or sitting on a bench, retail rental values increased by 7.5%, suggesting that local businesses are thriving in the area, Office rental values increased by 4%, showing that improving streets is good for many types of business. (*Source: [TfL](#)*

[Getting more people walking and cycling could help save our high streets.](#) This has not been quantified but gives an idea of the types of benefits which has been seen elsewhere. The overall impact is Slight Beneficial.

- **Security** Improved lighting will increase perception of security and safety within the centre of Northfield and Victoria Common. The overall impact of this will be Moderate beneficial.
- **Health** The scheme will contribute to improved health and well-being for the people of Northfield, e.g. a new 1km walking route will increase the amount of people undertaking exercise in Victoria Common. This will help improve the health for the community that use the walking/running track which can also help improve overall well-being (as per the cycling and walking infrastructure). Therefore, the overall impact is Large Beneficial.
- **Land Value Uplift -** the implementation of the Price's Square and Victoria Common urban realm elements will collectively lead to an uplift in the value of the properties along the Northfield Town Centre. Evidence-based studies such as *The Pedestrian Pound – The business case for better streets and places* (Living Streets, 2018) have demonstrated the potential link between public realm improvements and increases in property prices. This has not been monetised within this appraisal.

(500 words)

- Please provide an assessment of the risks and uncertainties that could affect the overall Value for Money of the bid.

There is uncertainty around the base and forecast numbers used for active mode appraisal, as described in TAG Unit A5.1. Therefore, we have undertaken sensitivity tests on the numbers to show how this impacts the overall BCR. A sensitivity test on the cycling forecast numbers (reduced to 10% increase on the base numbers) shows that the BCR still remains above 1.

No modelling has been undertaken for the bus journey time improvements to calculate timings or data on bus patronage figures. These have been estimated using professional judgement and empirical evidence, but when modelling and bus patronage data is used this could change. However, because a conservative estimate has been applied any changes are likely to increase the BCR.

Furthermore, key general risk which might affect the BCR include the costs overrunning, the acquisition of leases at Price's Square and high inflation. If inflation remains high this could increase the overall spending over the project leading costs to overrun. Furthermore, the CPO process, if required, has many uncertainties with possible time delays and consequently additional costs which will decrease the BCR. A sensitivity test increasing optimism bias to 44% shows that the BCR stays above 1. (An 'initial' BCR of 1.35 and 'Adjusted' of 1.50.

The cabinet report of 28th June 2022 gave the Council authority to negotiate the acquisition and authorised the acting solicitor to undertake all necessary steps to carry out preparatory work for a potential CPO.

(250 words)

5.4.4 We would expect an Appraisal Summary Table, to be completed to enable a full range of impacts to be considered. This should be consistent with the relevant appraisal guidance for the bid.

For package bids, please provide an Appraisal Summary Table for each component project.

For Regeneration or Cultural bids, the Appraisal Summary table should be consistent with the DLUHC appraisal guidance. For Transport bids it should be consistent with the [Transport Analysis Guide](#).

Any additional evidence to support your responses to this section should be referenced within your responses (5.1.1 – 5.4.3) and attached as a single annex.

Part 6 – Deliverability

6.1 Financial

Within this section applicants are required to provide clear and robust details of the financial aspects of the bid, including sources, secured status, and type of match funding, project costs, financial risks and mitigation measures, and how funding is structured – e.g. if you are intending to further disburse the LUF grant bid with partners.

Management and consultancy costs should be clearly shown within the project budget, and any work to be sub-contracted explained within the application form.

Prior to completing this section applicants should complete the relevant **Costings and Planning Workbook – Table B – Funding Profile and Table C – Cost Estimates**

Please confirm the value of match funding secured. (250 words)

▪

Where match funding is still to be secured please set out details below. If there any funding gaps please set out your plans for addressing these.

The allocation of match funding provided by Birmingham City Council was approved by Cabinet on 28 June 2022. The total match funding is £1.223 m (10% of the total project cost) of prudential borrowing. If suitable, Community Infrastructure Levy or eligible S106 funding is made available then this will be utilised in place of prudential borrowing (although at the current time there is no CIL or S106 monies identified for Northfield Town Centre).

Confirmation of the exact source of match funding will be detailed within the projects Full Business Case. Delegated authority was given the S151 Officer to optimise sources of match funding dependent on availability.

Cabinet also approved the delegation of any revised financial appraisals to the Strategic Director of Place, Prosperity & Sustainability, and the S151 Officer with the relevant portfolio holder(s) to ensure that project is able to proceed at the required pace.

(155 words)

6.1.4 If you are intending to make a land contribution (via the use of existing owned land), please provide further details below and confirm who currently owns the land, details of any restrictions and the estimated monetary value. (250 words)

It is not intended to make a land contribution as part of any matched funding provision. All of the proposed elements of this application are on freehold land owned by BCC and/or within the highway boundary.

(36 words)

6.1.5 Please confirm if your budget includes unrecoverable VAT costs and describe what these are, providing further details below. (250 words)

This project does not include unrecoverable VAT as it is being delivered by BCC
(14 words)

6.1.6 Please describe what benchmarking or research activity you have undertaken to help you determine the costs you have proposed in your budget. Please advise on any assumptions. (750 words)

The benchmarking and researching activities involved collating previous projects/commissions that are relevant to this Scheme which could be used as benchmarked estimates. For the various elements of the Northfield Town Centre LUF bid three project examples were benchmarked against. The costs for this scheme utilised the highest cost per square metre of the three project examples. All elements included 16.19% allowance for construction inflation.

For interventions with a cost per item e.g. benches, bollards, speed humps, trees, and signage the cost was based on the highest rates available from a current project example. For active travel storage interventions, the price was from a quotation provided by the accredited supplier Lock-It.

The following contains the example projects, including the project name, background information and Bill of Quantities information which were used for the benchmarking of the costs for this scheme:

Project: Feasibility Estimate for Farnham Infrastructure Programme (FIP): Project 2 – Farnham town centre transport infrastructure improvements
Location: Farnham Town, Surrey

Background: The scheme consists of the creation of family and pedestrian-friendly zones in the historic centre. This may include the creation of pedestrian-only spaces or areas where pedestrians are given priority over cars.

Bill of Quantities (BQ) info: BQ is for the proposed cycleway route that consists of existing carriageways, existing cycle lane, and existing private road. Furthermore, the BQ consists of modification of existing carriageway and footway (only extracted works needed for benchmarking for this Scheme)

Project: A50 Groby Road – Schematic Stage
Location: FiveWays Junction, Leicester

Background: Scheme purpose is to improve walking, cycling and public transport facilities and to encourage more use of sustainable transport modes.

BQ info: The BQ used consists of works for modification of existing carriageway and footways but extracted only the works needed for a specific intervention.

Project: A320 HIF Corridor Study: Junction 10 – Stage 2
Location: Ottershaw, Surrey

Background: Surrey County Council is working on planned improvements to the A320 north of Woking, between Ottershaw and Chertsey. This is to help manage expected increases in traffic over the next 10 years and improve facilities for cyclists, pedestrians and public transport users.

BQ info: The BQ used consists of works for modification of existing carriageway and footways & new carriageways and shared use footway/cycleway but extracted only the works needed for a specific intervention.

The following is the benchmarking project used for bus improvements:

Project: Feasibility Estimate for Sutton Town Centre Masterplan - Transport Impacts
Location: Sutton Coldfield

Background: Sutton Coldfield Town Centre Masterplan Impacts seeks to identify mitigations to the highway network that will reduce the impacts on bus and highway users. This project is to identify interventions and make recommendations to enable the delivery of the 'Movement and Transport' objectives which minimise or eliminate potential negative impacts in terms of journey time for all modes, perceptions of safety and environmental considerations. This should include concept designs and high-level costings

BQ: The BQ used is for the Brassington road to be converted from one way to two way with widening opposite church to accommodate 2 lanes and 2 bus laybys with shelters.

The CPO of Price's Square has been costed based on the long leasehold acquisition costs which include professional fees, disturbance and stamp duty costs. This also includes occupiers' loss and disturbance and extinguishment. The demolition of Price's Square building has been priced based on the demolition of two similar size buildings.

Victoria Common: The costings for Victoria Common have been prepared by the City Council's Landscape Practice Group who undertake the design and project management for all of the City Council's parks and areas of public open space. Costings are therefore based on up to date knowledge of market rates through the City Council's frameworks.

(551 words)

6.1.7 Please provide information on margins and contingencies that have been allowed for and the rationale behind them. (500 words)

Birmingham City Council is experienced in the management of risk having adopted these procedures in the delivery of their investment programmes. They have adopted a strict budget control procedure, where the design and costs are reviewed at each stage gate. If the project exceeds the funding available, then it will not proceed until the estimate is back within budget.

A 20% risk and contingency has been included as a proportionate assessment of the Scheme costs. This has been included as a standard on all elements due to the elements to the Scheme not having undertaken detailed design currently.

The cost estimate for the acquisition of the outstanding interest in Price's Square is based on the latest market information, with the input of a Chartered Quantity Surveyor experienced in schemes of this nature and size. This means that the base estimate, is as secure as possible and that the allowances made for risk and contingency will cover construction issues and design development rather than estimate deficiencies. Therefore, we believe that the allowance is sufficient to develop the design based on current assumptions and knowledge of the project.

(186 words)

6.1.8 Please set out below, what the main financial risks are and how they will be mitigated, including how cost overruns will be dealt with and shared between non-UK Government funding partners. (You should cross refer to the Risk Register).

The following have been identified as the main financial risks of the scheme and how they might be mitigated throughout the lifecycle. The risk numbers quoted refer to the scheme specific and general risks from the Risk Register attached.

Risk 001 Cost of purchasing the land in Price's Square is more expensive than expected. Mitigation: This remains a risk but a contingency of 20% has been included to account for this uncertainty. The Council has sort market valuation and has been provided with an indicative range of which the upper has been used in analysis.

Risk 031 Inflation increase - Increased levels of inflation through duration of project. Mitigation Allowance has been made for contingencies. Continue to monitor in the context of the scheme.

Risk 004 Bus operator objection to scheme, Objection to the scheme from local residents and businesses, particularly around People for Places and School Streets measures. Objection to the scheme from residents of existing residential properties in Price's Square. Air Quality/Carbon impact of project is deemed unacceptable for stakeholders causing objection

Risk 015 Estimating errors - Estimating and/or scheduling errors (especially in the CPO costs). Mitigation: Carefully track costs and forecast cost at completion making adjustments as necessary, Build in contingency on cost and scheduling, Track schedules and include schedule review as an agenda item in every project team meeting and Flag forecast errors and/or delays to the Project Board early.

Risk 026 Acts of God Acts of God for example, extreme weather, leads to loss of resources, materials, premises, pandemic etc. Mitigation - Ensure appropriate insurance is in place. Familiarise project team with emergency procedures. Where cost effective, put backup systems in place.

- 277 words)

6.1.9 If you are intending to award a share of your LUF grant to a partner via a contract or sub-grant, please advise below.

All elements of this Scheme are being delivered by BCC.

However, in the unlikely circumstances this does change throughout the course of the project then BCC have a well-established process for grant-aid whereby recipients of grant have to complete a Condition of Grant Aid (COGA) agreement. The COGA will stipulate conditions relating to public procurement and award of contracts in accordance with subsidy control to ensure value for money and grant claims will be processed based upon supply of this information and invoices as direct evidence of delivery and spend.

NB: You must ensure any further disbursement of the grant is done so in accordance with subsidy controls and public procurement rules.

○ words)

6.1.10 What legal / governance structure do you intend to put in place with any bid partners who have a financial interest in the project?

The City Council will deliver all elements of the project, there are no partners with financial interest. Project governance structure and procurement and project governance structure is set out later in the application.

(750 words)

6.2 Commercial

Within this section, applicants should set out their commercial and procurement strategy for effectively awarding and managing any contracts for goods, works or services to be funded by the grant. The strategy should include all key procurement lifecycle activities, timescales and who will lead on procurement / contractor management.

6.2.1 Please summarise your commercial structure, risk allocation and procurement strategy which sets out the rationale for the strategy selected and other options considered and discounted.

Northfield Town Centre – All elements of the bid will be led by BCC. The local authority led Program Delivery Group's Project Manager will appoint a contractor to manage the construction of the schemes. The contractor will be directly accountable to the Program Delivery Group's Project Manager.

Payment Mechanisms. Payments will be received directly by BCC's Corporate Finance team from the LUF, and necessary individual separate accounts will be identified for each delivery model.

Contractual Issues BCC's in-house legal team provides advice and guidance on procurement processes and issues. Legal have confirmed that the proposals within this bid do not raise issues of subsidy control.

All procurement activity will be undertaken by the Council's procurement team within Corporate Procurement in accordance with the requirements set out in the Public Sector Procurement Regulations (PSPR), the Council's Constitution and Procurement and Contract Governance Rules (PCGR).

A summary of the procurement strategy to be undertaken by value is:

Below the Procurement Threshold of £177,896

The procurement activity for contracts below this threshold will involve either the use of a compliant framework agreement in accordance with its rules or a tender process advertised to the open market on Find it in Birmingham and Contracts Finder. Tenders will have a pre-set evaluation criterion and will be evaluated as stated in the tender documentation. A report to approve the award of contract will be authorised by the designated officer detailing the route to market and the outcome of the evaluation as a minimum. The Negotiated Process may be used where the activity is considered to meet the rules as set out in the PSPR and PCBR.

Above the Procurement Threshold of £177,896

The procurement activity for contracts above this threshold will follow the above process with the addition of the following:

- i) Cabinet will approve activity over £10m with a procurement strategy to include market analysis and procurement approach to the route to market, adherence to Government and Council policies including construction guidance, Route to Zero and social value, route to market, evaluation criteria and methodology, risk, legislative compliance, indicative award timescales and contract management approach as a minimum

- ii) Cabinet will be advised of each procurement activity in the monthly Planned Procurement Activities Report for the values between £177,896 and £10m which delegates authority to award a contract to officers.
- iii) For ii above, a procurement strategy will be approved incorporating the points in i.
- iv) All procurement activity will be advertised on Find it in Birmingham, Contracts Finder and Find a Tender (except where a framework agreement is the procurement route)
- v) Following completion of the evaluation process, an award report will be produced in accordance with Regulation 67 for approval by the designated approver(s).
- vi) A Contract Award Notice will be published
- vii) The responsibility for the contract management will be by a nominated Council Officer with support from representative from Corporate Procurement and technical advisers as appropriate.

484 words)

6.2.2 Who will lead on the procurement and contractor management on this bid and explain what expertise and skills do they have in managing procurements and contracts of this nature? If the procurement is being led by a third party and not the lead applicant, please provide details below. (500 words)

The Scheme will be directly procured by the City Council, there is an experienced in-house section that will lead on the procurement of any goods, services or works. The Procurement Team manage the procurement process for all of the Council's third party spend, including recently all contracts associated with delivering the Council's responsibilities for the Commonwealth Games, regeneration schemes, civil engineering projects both for the construction and the supporting professional services.

Strategic Board

A Strategic Board, Sponsor Group and Programme Delivery Group will be established by the local authority. The Strategic Board will comprise representatives from BCC Inclusive Growth and the Neighbourhoods Directorate, local Councillors, and the Chair of the Business Improvement District. It will provide overarching governance for the LUF delivery at the local level.

Programme Delivery Group

A local authority led Programme Delivery Group will provide the necessary support to the Strategic Board whilst ensuring the oversight and delivery of the individual schemes and overall project co-ordination. It will be chaired by a Project Manager and will be accountable to the Strategic Board. The project delivery group will manage the workstream groups:

Procurement

In terms of the elements that will be directly procured by the City Council, BCC has an experienced in-house procurement team that will lead on the procurement of these services. They have significant experience bringing forward successful regeneration projects in collaboration with public and private sector partners. This has included the transformation of New Street Station (the Birmingham Gateway Project); the redevelopment of the Paradise area within the City Centre; and the progression of proposals for the delivery of the Commonwealth Games in 2022 which will secure the physical, economic and social transformation of the Perry Barr area. The City has also worked with the private sector, stakeholders and the community to secure the transformation and regeneration of local centres similar to Northfield, including Shard End, the Swan Centre and Soho Road Local Centre. In a similar vein the Birmingham Municipal Housing Trust (the City Council's wholly owned house building arm) has constructed 3291 new homes since 2012 (1858 homes for rent and 1433 homes for sale).

1. 319 words)

6.2.3 Are you intending to outsource or sub-contract any other work on this bid to third parties? For example, where you have identified a capability or capacity gaps. (750 words)

Birmingham City Council will lead the project overall and retains full accountability for project delivery. City Council has significant experience delivering complex infrastructure and regeneration projects across the city. (as set out in the previous question).

(750 words)

6.2.4 How will you engage with key suppliers to effectively manage their contracts so that they deliver your desired outcomes. What measures will you put in place to mitigate supplier/contractor risks and what controls will you implement to ensure they deliver on quality.

Contract Management

Contract compliance and achievement of targets on each of the projects will be secured by establishing and monitoring against a robust detailed master programme which identifies key stages of progress during pre and post contract durations. This will ensure that the programme includes realistic and achievable timescales for activities such as design development, stakeholder engagement, statutory undertakings, funding drawdown targets, achievable start and completion date and any specific scheme requirements.

Prior to entering into contract we will ensure that all contractors submit a compliant bid without any qualifications, clarifications or provisional sums. We will undertake a thorough tender return evaluation process. We will also request either a parent company guarantee or a performance Bond (10% of the Contract Sum) is provided depending on the value of the works. There will be robust Employer's Requirements. Should the contractor go into administration or cease to trade etc., the Employer has financial security of 10%, which they can call upon to proceed with the project and to mitigate the delay of appointing a new contractor.

During construction the contractor/s will be requested to provide short term programmes to address any immediate issues so that closer monitoring can be undertaken.

Regular formal meetings both pre and post contract will be held, with comprehensive agenda's and actions followed through as agreed. Roles and responsibilities will be identified at the outset, with clear lines of communication established throughout the complete duration of any scheme.

Risk management

Risk management will form part of these regular meetings. We will establish and regularly update a Risk Register and Risk Management Plan for each project which details some of the potential key risks associated with the programme delivery. We will seek, through a series of meetings and workshops to fully develop this to form a bespoke risk mitigation strategy. Our structured approach to Risk Management will be used to manage risk for the Northfield Town Centre in order to identify, classify, analyse and respond to the risks in the project

To effectively manage risk all stakeholders will be involved, to ensure all stakeholders take responsibility for risk and understand the key role they have to play. The risks for this project will be managed and controlled within the constraints of time, scope, and cost. All identified risks will be evaluated to determine how they affect this triple constraint. The Project Manager, with the assistance of the project team, will determine the best way to respond to each risk to ensure compliance with these constraints.

Having achieved firm price lump sum contracts, control of cost will be maintained throughout the development process and final accounts agreed and issued immediately following practical completion. During the contract period we will operate a formal change control process to ensure that any proposed changes are costed, with any time implications or additional project risks detailed ahead of any contract instruction being issued. Monthly cost and status reports will be reviewed which detail the financial status of each project, a progress summary and key project risks. BCC will regularly value the work on site to ensure that payment is only made for works completed to a good standard in accordance with the contract. Prior to entering into a contract, we will cross reference the final specification / proposals submitted by the contractor against the employer's requirements, continuing to do so once on site to ensure we deliver a high-quality product for the community and in accordance with the LUF grant conditions.

Quality Assurance

Quality of standards once on site will be monitored by the contractor as part of their own quality control methodologies and will form a key part of the agenda for regular site progress meetings. In addition, the Clerk of Works will visit site regularly and provide site inspection reports noting progress against programme, issues that might affect progress of the works, any quality or standards issues and any health and safety requirements. Any issues will be addressed with the contractor immediately and tracked to a suitable resolution.

Key Performance Indicators

Key Performance Indicators will be utilised and reviewed during both pre and post contract to ensure that supply chain and developer partners are meeting the required criteria on each project. KPI's will be monitored based on the following items which we are currently applying on existing Birmingham City Council contracts: Client Care, Procurement, Mobilisation, Construction, Project Management, Service Quality, Standards and Accuracy, Defects, Health & Safety and Social Values.

(730 words)

6.3 Management

Prior to completing this section applicants should complete the relevant **Costings and Planning Workbook - Table D – Milestones Delivery**

6.3.1 Please set out how you plan to deliver the bid (this should be a summary of your Delivery Plan).

Project Management Framework

The organisations responsible for the management of this scheme and their organisational structure are set out below. Further information on the roles and responsibilities of each of the organisations is summarised in the Delivery Plan (Annex I).

Strategic Board

A Strategic Board, Sponsor Group and Programme Delivery Group will be established by the local authority. The Strategic Board will comprise representatives from BCC Inclusive Growth and the Neighbourhoods Directorate, local Councillors, and the Chair of the Business Improvement District. It will provide overarching governance for the LUF delivery at the local level.

Programme Delivery Group

A local authority led Programme Delivery Group will provide the necessary support to the Strategic Board whilst ensuring the oversight and delivery of the individual schemes and overall project co-ordination. It will be chaired by a Project Manager and will be accountable to the Strategic Board. The project delivery group will manage the workstream groups:

The delivery of the Northfield Town Centre Scheme will be managed by BCC. The responsibility for maintenance of Price's Square will be picked up by the City Council. The intention is to bring the site forward for development as soon as possible.

The cycling, walking and public transport elements will continue to be with the Highways Directorate within BCC.

Grounds maintenance for Victoria Common in Birmingham is carried out by in-house teams in the Parks Service which is part of City Operations Directorate, Street Scene Division.

Outline Programme

A summary delivery programme is shown in Table D of the costs and planning workbook. This shows works commencing on 1st October 2022 and a competition date of 1st April 2025. Key dates in the programme are:

- **Cycle Storage and Route Enhancement** – Start 1st January 2023 finish 1st December 2024
- **Mobility Hubs** - Start 1st January 2023 finish 1st December 2024
- **Victoria Common** - Start 1st January 2023 finish 1st December 2024
- **Bus Enhancements** - Start 1st January 2023 finish 1st December 2024
- **Places for People and School Streets** - Start 1st October 2022 finish 1st July 2024.
- **Price's Square** - Start 1st April 2023 finish 1st April 2025.

A summary of the lead and supporting accountable bodies, along with their roles and responsibilities, for each workstream group, is provided in Annex I - Delivery Plan, along with their roles and responsibilities.

(1000 words)

6.3.2 Please demonstrate that some bid activity can be delivered in 2022-23.

Cycle Storage and Route Enhancement – This is a relatively simple component of the scheme with early works consisting of improved paving and wayfinding that can be delivered in short timescales. It is being designed and implemented internally within BCC and can be progressed within the 2022-23 timeframe.

Mobility Hubs - This is a relatively simple component of the scheme with early works consisting of improved paving and the addition of some micro mobility infrastructure that can be delivered in short timescales. It is being designed and implemented internally within BCC and can be progressed within the 2022-23 timeframe.

Victoria Common - This is a relatively simple component of the scheme with early works consisting of improved paving and the addition of landscaping / tree planting that can be delivered in short timescales. It is being designed and implemented internally within BCC and can be progressed within the 2022-23 timeframe.

Places for People and School Streets - This is a relatively simple component of the scheme with early works consisting of improved paving and the addition of landscaping / tree planting that can be delivered in short timescales. It is being designed and implemented internally within BCC and can be progressed within the 2022-23 timeframe.

- 202 words)

6.3.2 Risk Management: Applicants are asked to set out a detailed risk assessment.

Project and Programme Management Strategy

A project and quality plan will be prepared and kept up to date by the Programme Delivery Group's Project Manager. Building on work to date, a draft risk register has been prepared and attached to the submission. This will also be kept up to date throughout the programme. These documents will be owned by the Project Manager. Each of the delivery partners will also maintain their own project and quality plans and risk registers which will feed into the programme delivery level plans. The project management will be guided by the principals and processes of Prince 2. The local authority has a number of existing systems and tools which it has used on other similar projects to support the management of contracts and capture all aspects of the project management including performance and delivery with change management, early warnings, compensation events, technical queries, and payments assessment.

Risk Management Strategy

The Council is in the process of developing an active risk register which will be periodically updated by the responsible officer. The draft programme level risk register has been attached to the submission. Each of the delivery partners will also maintain their own risk registers which will feed into the programme level version. The risks are categorised by their likelihood of occurring and severity of their impact on the programme. Mitigation measures are provided, and the impact post mitigation is rated. Where risks require further action, this will be recorded in the register. Risks will then be flagged for future actions by a relevant date along with current status. This will be managed by the Project Manager and Programme Delivery Group. It will be regularly updated and reviewed by the Programme Delivery Group. Changes to the risk register will be reported to the Strategic Board.

Top Overall Risks

The top risks, based in the risk rating calculation, have been extracted from the draft risk register. These are presented below in summary form, full details on contained in the risk register.

- **Significant cost of increasing inflation** - On-going upward pressures on material, labour and fuel costs, including changes to the availability of red diesel. **Mitigation:** 1. Complete scheme design early as above, engage with contractor early securing labour, materials, plant and resources. 2. Adequate project contingencies allowances.
- **CPO Cost - Cost of purchasing the land in Price's Square is more expensive than expected.** **Mitigation:** Remains a risk but a contingency of 20% has been included to account for this uncertainty. The Council has sort market valuation and has been provided with an indicative range of which the upper has been used in analysis.
- **CPO Time** - Time taken to purchase the land in Price's Square takes longer than expected. **Mitigation:** Remains a risk but council proceedings will begin as soon as possible in order to provide adequate time for completion. Council will seek to acquire property voluntarily in first instance with CPO as last resort
- **Acts of God** - Acts of God for example, extreme weather, leads to loss of resources, materials, premises, pandemic. **Mitigation:** Ensure insurance in place. Familiarise project team with emergency procedures. Where cost effective put back up systems in place.

- **Presence of utilities** Presence of utilities affects ability to implement cycle routes and bus priority measures. **Mitigation** Utility surveys in early stage of scheme design.
- **Stakeholder objection** - Bus operator objection to scheme, Objection to the scheme from local residents and businesses, particularly around People for Places and School Streets measures. Objection to the scheme from residents of existing residential properties in Price's Square . Air Quality/Carbon impact of project is deemed unacceptable for stakeholders causing objection. **Mitigation:** Engagement with general public early within detailed design process. Scheme designed to minimise carbon impact/maximise air quality impact, and appropriate public consultation and stakeholder engagement will be/has been undertaken to ensure support for the proposals.

(637 words)

○ words)

6.3.4 Please provide details of your core project team and provide evidence of their track record and experience of delivering schemes of this nature.

Please explain if you are intending to sub-contract any of this work or if a third party is managing the project and not the organisation applying.

[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

6.3.5 Please set out what governance procedures will be put in place to manage the grant and project.

Annex L is the Birmingham City Council Corporate Assurance Framework. This provides a full outline and process description of the way in which the council gains assurance over its operations. It summarises this under the following sections:

- Purpose of the Assurance Framework
- What is an Assurance Framework
- Three Lines of Defence
- Reporting
- Annex A – Key Assurance Areas
- Annex B – Annual Assurance process
- Annex C – Assurance at Service Level

Governance Structure

1. Levelling Up Round 1 delivery is in progress within the City and there is an established monitoring, reporting and governance process. This process will be expanded as Round 2 projects and programmes are approved and move into delivery. The Programme Board will continue to review and ensure that the full suite of review, challenge, support and governance activity remains robust.

All projects:

2. Each to have BCC project lead responsible for monitoring delivery performance, funding condition compliance and reporting into either directly or through Programme Board to the AD Inclusive Growth.
3. LUF Programme Board, chaired by AD Inclusive Growth, with deputy Chair, Director Group and Capital Finance, Deputy s151 - will meet monthly and receive project updates and monitoring reports. Challenge and actions as appropriate.
4. Monthly financial monitoring reports will be provided by BCC Finance in conjunction with project leads.
5. Each project a dashboard, approved at LUF Board, will be submitted to Capital Board. Capital Board is chaired by the Leader and comprises the Cabinet member for Finance & Resources, the Directors of Council Management and Inclusive Growth (or their representatives) and senior officers. In addition to dashboard reporting the board will request deep dive reviews into selected projects.
6. Where appropriate for update and/or decision purposes reports will be provided to Cabinet, Cabinet member and/or Scrutiny in accordance with the Council's Constitution.
7. Quarterly delivery reporting to DLUCH – as required and post assurance by s151
8. Internal Audit – resources will be applied in accordance with the LUF funding agreement, in addition to standard IA programme across council services.

For large transport bids, you should also reference your Integrated Assurance and Approval Plan, which should include details around planned health checks or gateway reviews.

- words)

6.3.6 If applicable, please explain how you will cover the operational costs for the day-to-day management of the new asset / facility once it is complete to ensure project benefits are realised. You should also consider any ongoing maintenance and servicing costs.

Please note that these costs are not covered by the LUF grant.

BCC already maintain the Highway network and the Highways directorate will continue to maintain the elements of the Scheme within the Highway boundary.

Grounds maintenance for Victoria Common in Birmingham is carried out by in-house teams in the Parks Service which is part of City Operations Directorate, Street Scene Division. The service also maintains the green infrastructure of the highway network, local schools, housing and any other Council-owned land.

When improvements are made to land in Council ownership there is invariably a revenue consequence which is calculated based on current contract costs. Any extra over costs as a result of the development will either be absorbed by the Council, offsetting maintenance operations elsewhere, or additional resource secured through contributions from planning obligations arising from nearby development.

Detailed operation and maintenance costs will be fully developed at OBC and FBC.

(750 words)

6.4 Monitoring and Evaluation

Prior to completing this section applicants should complete the relevant **Costings and Planning Workbook - Table E – Monitoring and Evaluation**

- **Monitoring and Evaluation Plan:** Please set out proportionate plans for monitoring and evaluation.

KPIs, Monitoring and Oversight

BCC in conjunction with the deliver partners and the Northfield Town Centre BID will monitor the impacts of the schemes that are supported by the LUF2 funding. The impacts of the individual schemes and the programme as a whole on Key Performance Indicators (KPIs) will be monitored. The monitoring will draw on the requirements that are set out in the LUF Monitoring and Evaluation guidance. The Programme Delivery Group will be responsible for collecting this data and monitoring quarterly change.

The KPIs include footfall, pedestrians, cyclists, vacancy rates, business diversity, land value uplift, and number of crimes reported. A number of the KPIs are specific to the performance of the individual elements of the Scheme, such as the increased levels of active travel, reduced traffic and amount of visitors. The majority of KPIs should be monitored annually or quarterly dependent on the type e.g. footfall monitored quarterly and well-being annually.

A Theory of Change has been prepared showing outcomes and impacts that are planned. More details on the Theory of Change for the Scheme and wider high street transformation are provided in Section 6.

The monitoring and evaluation arrangements will be set out in the Programme Delivery Group's project plan. The partner organisations will support this process. Quarterly monitoring results will be shared with the project board to inform the project progress and an impact evaluation will be carried out.

Resources within the BCC Finance Department will provide monthly monitoring arrangements, including forecasting and budget review to identify and inform the Strategic Group and Project Manager on a regular basis. The O&M service will provide an overview and monitoring reports to each Board meeting. Monitoring and Evaluation costs are provided within the various elements of the capital cost elements.

The full Monitoring and Evaluation plan is presented in the Costs and Planning Workbook Table E This is split into the various elements of the overall regeneration scheme.

Evaluation and Benefits Realisation

It is proposed that BCC will commission an external consultant to carry out an impact evaluation of the scheme. As discussed above, logic models have been prepared for the individual schemes and collectively to demonstrate the theory of change, presenting the objectives, activities, outputs, outcomes and impacts for the schemes. The key indicators that will be monitored for each of the elements individually and the performance indicators for the town centre as a whole. The evaluation will assess the extent to which the planned activities, outputs, outcome and impacts identified in the logic models have been achieved. The monitoring data for each of the indicators that will be collected will be used to inform the evaluation. It is intended that an external consultant will be commissioned to carry out the impact evaluation.

At least a Tier 2 evaluation will be carried out. Assessing the counterfactual and the causal impact of the schemes as for any social science evaluation can be challenging in

the absence of a control group. Historical baseline data can be used to inform forecasts for how the situation may have been without the LUF. Comparing the actual change that occurs on the high street with these forecasts will help to demonstrate the change that may have been caused by the LUF. However, that does not account for other influences on the Town Centres performance. Identifying other interventions and wider trends in Birmingham and nationally that have taken place during the time period will help to indicate whether other factors have affected the change in performance of the Town Centre.

(580 words)

(1000 words)

Part 7 – Declarations

7.1 Senior Responsible Owner Declaration

Please complete pro forma 7 Senior Responsible Owner Declaration

7.2 Chief Finance Officer Declaration

Please complete pro forma 8 Chief Finance Officer Declaration

7.3 Data Protection

Please note that the Department for Levelling Up, Housing and Communities (DLUHC) is a data controller for all Levelling Up Fund related personal data collected with the relevant forms submitted to DLUHC.

The Department, and its contractors, where relevant, may process the Personal Data that it collects from you as part of your application to the Levelling Up Fund, in accordance with its privacy policies. The Department will use the Personal Data provided to contact you, if needed, as part of the assessment, selection and/or monitoring process.

For the same purposes, the Department may need to share your Personal Data with other government departments (OGDs), their Arm's Length Bodies and contractors, where relevant, and departments in the Devolved Administrations, and by submitting this form you are agreeing to your Personal Data being used in this way.

Any information you provide will be kept securely and destroyed within 7 years of the application process completing.

You can find more information about how the Department deals with your data [here](#).

7.4 Publishing

When authorities submit a bid for funding to the UK Government, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, if the bid is successful they must also publish a version excluding any commercially sensitive information on their own website within five working days of the announcement of the successful bids by UK Government. UK Government reserves the right to deem the bid as non-compliant if this is not adhered to.

Please tell us the website where this bid will be published:

ANNEXES A – C: PROJECT SUMMARIES

These should be completed individually for each component within a **package bid**.

A1. Project Name:
A2. Please provide a short description of this project (100 words maximum)
A3. Please provide a more detailed overview of the project and how this project aligns with the other projects in the package bid, representing a coherent set of interventions. (250 words)
A4. Please provide a short description of the area where the investment will take place. If complex (i.e., containing multiple locations/references) please include a map defining the area with references to any areas where the LUF investment will take place. For transport projects include the route of the proposed scheme, the existing transport infrastructure and other points of particular interest to the bid e.g., development sites, areas of existing employment, constraints etc. (250 words)
A5. Please confirm where the investment is taking place (where the funding is being spent not the applicant location or where the project beneficiaries are located). If the project is at a single location please confirm the postcode and grid reference for the location of the investment. If the project covers multiple locations please provide a GIS file. If this is unavailable please list all the postcodes/coordinates that are relevant to the investment. For all projects , please confirm in which constituencies and local authorities the project is located. Please confirm the % investment in each location.

A6. Please confirm the total grant requested from LUF for this individual project component (£)	£
A7. Please specify the proportion of funding requested for each of the Fund's three investment themes (%)	Transport investment: Regeneration and town centre investment: Cultural investment:
A8. Value of match funding secured for the component project (£): Where funding is still to be secured please set out details below. If there are any funding gaps please set out your plans for addressing these. (250 words)	£
<p>A9. Value for Money</p> <p>Please set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, applicants should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment.</p> <p>(500 words)</p>	
<p>A10. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be provided at Question 5.5 in the main application. If it is not possible to provide an overall BCR for your package bid, please explain why.</p> <p>(250 words)</p>	
<p>A11. Where available, please provide the initial and adjusted BCR for this project.</p> <p>Initial BCR: Adjusted BCR:</p>	
<p>A12. Does your proposal deliver non-monetised benefits? Please set out what these are and a summary of how these have been assessed.</p> <p>(250 words)</p>	

A13. Does this project include plans for some LUF expenditure in 2021-22?	<input type="checkbox"/> Yes <input type="checkbox"/> No
A14. Could this project be delivered as a standalone project or do it require to be part of the overall bid?	<input type="checkbox"/> Yes <input type="checkbox"/> No
A15. Deliverability: Please demonstrate that the project can be delivered in 2022-23?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Statutory Powers and Consents	
A16. Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.	
A17. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	

Attachment checklist

Where possible, please zip attachments under the headings provided to reduce the number of attachments being uploaded. Applicants will not be able to submit more than 25 annexes in total. Zipped files will however be accepted. We cannot accept embedded links or file sharing, and information submitted in this way will not be considered.

1: Workbook	
<p>Have you completed the Costings and Planning Workbook?</p> <p><i>For package projects please complete the Costings and Planning Workbook for package bids</i></p> <p><i>If N, your bid will not be assessed as LUF grant spend in 2022/23 needs to be demonstrated via the workbook.</i></p>	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>
2: Northern Ireland: Gateway for non-public sector applicants	
<p>For NI non-public sector applicants:</p> <p>Have you attached audited financial statements covering the last three financial years (or audited annual accounts for registered charities)?</p> <p>For joint bids with non-public sector partners, financial statements/accounts will be required from partners and applicants (if applicable).</p> <p><i>If N, your bid will not be assessed</i></p>	Y <input type="checkbox"/> N <input type="checkbox"/>

For NI non-public sector applicants: Have you provided evidence of experience of delivering two capital projects of similar size and scale in the last five years? For joint bids with non-public sector partners, evidence will be required from partners and applicants (if applicable). <i>If N, your bid will not be assessed</i>	Y <input type="checkbox"/> N <input type="checkbox"/>
3: Evidence of Support – Transport Bids	
For applicants using their transport allowance: Have you attached pro forma 1 from the relevant authority with statutory responsibility for transport? <i>If N, your bid will not be assessed</i>	Y <input type="checkbox"/> N <input type="checkbox"/>
For large transport bids (£20M - £50M): Have you attached pro forma 1 from the relevant authority with statutory responsibility for transport? <i>If N, your bid will not be assessed</i>	Y <input type="checkbox"/> N <input type="checkbox"/>
For NI applicants submitting transport projects: Have you attached pro forma 4 from the Northern Ireland Executive and relevant local council with responsibility for transport? <i>If N, your bid will not be assessed</i>	Y <input type="checkbox"/> N <input type="checkbox"/>
4: Evidence of Support – Joint Bids	
For Joint Bids in England, Scotland, and/or Wales: Have you attached pro forma 2 evidencing support of participating local authorities organisations? <i>If N, your bid will not be assessed</i>	Y <input type="checkbox"/> N <input type="checkbox"/>
For Joint Bids in Northern Ireland: Have you attached pro forma 3 evidencing support of participating organisations? <i>If N, your bid will not be assessed</i>	Y <input type="checkbox"/> N <input type="checkbox"/>
5: Evidence of MP formal priority support	
For bids in England, Scotland, and/or Wales only: Have you attached pro forma 6 : MP formal priority support for this bid?	Y <input type="checkbox"/> N <input type="checkbox"/>
6: State Aid/Subsidy	
For all non-public sector applicants delivering in Northern Ireland: Have you attached independent legal advice that is aligned to your response in this section and verifies that the award of funds considered to be UK subsidy control regime compliant? <i>If N, your bid will not be assessed</i>	Y <input type="checkbox"/> N <input type="checkbox"/>

<p>For public and private sector applicants for delivery in Northern Ireland only: if the direct award of funds from UK Government is considered to be state aid under the four EU state aid rule tests and is funded under an exemption based on the General Block Exemption Regulations (651/2014), and does not fall within the scope of Regulation 6(5).</p> <p>Have you attached a document to demonstrate incentive effect in line with Regulation 6(2)? <i>If N, your bid will not be assessed</i></p>	<p>Y <input type="checkbox"/> N <input type="checkbox"/></p>
<p>For non-public sector applicants for delivery in Northern Ireland only: Have you attached independent legal advice that is aligned to your response in this section and verifies that the award of funds considered to be State aid compliant? <i>If N, your bid will not be assessed</i></p>	<p>Y <input type="checkbox"/> N <input type="checkbox"/></p>
<p>For all public authorities in England, Scotland and Wales only, disbursing funds as a potential subsidy to third parties.</p> <p>Have you attached pro forma 5: statement of compliance relating to subsidy signed by your Chief Finance Officer? <i>If N, your bid will not be assessed</i></p>	<p>Y <input type="checkbox"/> N <input type="checkbox"/></p>
7: GIS Files	
<p>Have you attached a GIS file (this is recommended for projects that cover multiple locations)?</p>	<p>Y <input checked="" type="checkbox"/> N <input type="checkbox"/></p>
8: Maps and Drawings	
<p>Have you attached a map defining the area with references to any areas where the LUF investment will take place?</p>	<p>Y <input checked="" type="checkbox"/> N <input type="checkbox"/></p>
<p>Have you attached any drawings/plans to support your bid?</p>	<p>Y <input checked="" type="checkbox"/> N <input type="checkbox"/></p>
9: Strategic Fit	
<p>Have you attached evidence of stakeholder engagement (E.g. letters of support)?</p>	<p>Y <input checked="" type="checkbox"/> N <input type="checkbox"/></p>
<p>Have you provided an Option Assessment Report (OAR)?</p>	<p>Y <input type="checkbox"/> N <input type="checkbox"/></p>
<p>Have you attached a Theory of Change?</p>	<p>Y <input checked="" type="checkbox"/> N <input type="checkbox"/></p>
10: Economic Case for Investment	
<p>Have you attached an explanatory note explaining how the BCR has been calculated?</p>	<p>Y <input type="checkbox"/> N <input type="checkbox"/></p>
<p>For transport bids: have you attached an Appraisal Summary Table?</p>	<p>Y <input checked="" type="checkbox"/> N <input type="checkbox"/></p>

<p>Have you provided additional documents to support the Economic Case (section 5)?</p> <p><i>For transport bids, applicants should provide specific appraisal output spreadsheets where available.</i></p> <p><i>Including:</i></p> <p>Active Mode Appraisal Toolkit, Local Highways Maintenance Appraisal toolkit, Small Scheme Appraisal toolkit or transport user benefit appraisal (TUBA) outputs.</p>	<p>Y<input checked="" type="checkbox"/> N<input type="checkbox"/></p>
11: Deliverability	
Have you appended copies of confirmed match funding?	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>
Have you attached evidence in the form of a letter from an independent valuer to verify the true market value of the land?	Y <input type="checkbox"/> N <input type="checkbox"/>
Have you attached a Delivery Plan?	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>
Have you attached evidence relating to statutory consents/land ownership and/or acquisition?	Y <input type="checkbox"/> N <input type="checkbox"/>
Have you attached an integrated Assurance and Approval Plan?	Y <input type="checkbox"/> N <input checked="" type="checkbox"/>
Have you attached a copy of your Risk Register?	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>
For cultural bids, have you attached a document to set out how you will sustainably manage your asset/facility in the long term?	Y <input type="checkbox"/> N <input type="checkbox"/>
12: SRO and CFO Bid Declarations	
Have you attached pro forma 7: SRO declaration? <i>If N, your bid will not be assessed</i>	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>
Have you attached pro forma 8: CFO declaration? <i>If N, your bid will not be assessed</i>	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>
13: Business Case	
Have you attached an outline or full business case?	Y <input type="checkbox"/> N <input checked="" type="checkbox"/>