

BIRMINGHAM CITY COUNCIL

Report to:	THE LEADER
Report of:	Strategic Director of Development
Date of Decision:	June 2006
SUBJECT:	BIRMINGHAM GATEWAY (BIRMINGHAM NEW STREET STATION)
Key Decision: No	Relevant Forward Plan Ref:
Type of decision:	Executive
Relevant Cabinet Member:	Cllr Mike Whitby
Relevant O&S Chairman:	Cllr Alistair Dow
Wards affected:	ALL

1. Purpose of report:
<p>1.1 In February 2006 Cabinet approved a preferred option and further development work as the basis of a future funding application to Government to secure the implementation of the Birmingham New Street Station regeneration scheme. Approval was also given to utilise £1.5million from the Capital Programme 2006/07 to take the project forward. This report seeks approval to accept £200,000 from Centro as their contribution to the on-going work.</p> <p>1.2 This report also seeks approval to a Memorandum of Understanding (MOU) which captures the principles of the overarching management of the Birmingham Gateway project and the interface between the relevant parties.</p>

2. Decision(s) recommended:
<p>2.1 It is recommended that :-</p> <ul style="list-style-type: none"> - the Leader of the City Council accepts a £200,000 contribution from Centro towards the cost of further development work towards delivering the Birmingham Gateway Scheme. - the Leader of the City Council authorises the Strategic Director of Development to complete and sign the Memorandum of Understanding (attached as Appendix 1) relating to the Birmingham Gateway project.

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3. Compliance Issues:

As per the public report, unless otherwise stated.

- 3.1 Are Decisions consistent with relevant Council Policies, Plans or Strategies:-
The Cabinet and Corporate Plan 2005+ includes the regeneration of New Street Station as a key priority to progress. It is a high priority within the West Midlands Local Transport Plan and the Regional Funding Priorities.
- 3.2 Relevant Members/Officers/others consulted on this matter:-
The Cabinet Members for Regeneration and Transportation and Street Services have agreed the report. The steering arrangements for the project include Network Rail, Department for Transport, Advantage West Midlands and Centro, chaired by the City Council's Leader.
- 3.3 Relevant legal powers, personnel, equalities and other relevant implications (if any):-
Legal Powers – The powers to make contributions to public transport enhancements are contained within Transport Acts 1968 and 2000.
- 3.4 Will decision(s) be carried out within existing finances and resources? Yes
The February Cabinet Report recommended support for the Gateway scheme and authorised the submission of a business case in support of outline funding applications to AWM and the DfT. It also authorised the utilisation of £1.5million from the Capital Programme 2006/07 (supported by a £200,000 contribution from Centro) to support on-going work.
- 3.5 Main Risk Management and Equality Impact Assessment Issues (if any):
A Risk Management Assessment has been carried out in detail by risk consultants. A national Gateway Review with 4Ps was carried out prior to the funding submission.

4. Relevant background/chronology of key events:

- 4.1 This report follows on from a Cabinet Report of 27 February 2006 regarding the Birmingham Gateway Scheme which approved a preferred option, future funding and a programme of works to take the project forward. Since then the business case has been completed and submitted in support of outline funding applications to both AWM and the DfT by your officers as authorised by Cabinet.
- 4.2 In order to ensure that the project proceeds smoothly a Memorandum of Understanding (see Appendix 1) has been prepared that captures the principles governing the management of the project and the relevant interface between the parties. This outlines the activities that each of the parties – Network Rail, Centro as well as Birmingham City Council will perform in taking the project through to its next stage of development. Nothing in the agreement relieves any party including the City Council of its statutory duties. In essence it confirms the City Council as :-
- Chair of the overarching Steering Group; project client for the current stage of the project by providing funding of £1.5million (with a further Centro contribution of £200,000),
 - project lead through the appointment of a project director, lead bid organisation for AWM and DfT (Local Transport Plan) resources,
 - facilitator of vacant possession of Stephenson Tower in the event that the funding applications to Government are successful.
- 4.3 Centro have now formally offered a contribution to the City Council of £200,000 towards the Birmingham Gateway development work for 2006/07.

5. Evaluation of alternative option(s):

A range of options from “Do Nothing”, Do Minimum through to comprehensive and redevelopment have been considered and are summarised in the Business Case. Full details of alternatives considered were reported to Cabinet on 27 February 2006. “Gateway 1” scheme was recommended as meeting all the stakeholders’ objectives both in terms of transportation and regeneration, with the best business case.

6. Reasons for Decision(s):

To provide an appropriate gateway experience for the City and Region at New Street Station and to help to facilitate both the economic revitalisation of the City Centre and rail passenger growth.

Signatures (or relevant Cabinet Member(s) approval to adopt the Decisions recommended):

Chief Officer(s):

Cabinet Member(s):

Dated:

List of Background Documents used to compile this Report:

Birmingham Gateway (Birmingham New Street Station) Cabinet Report 27 February 2006

Birmingham New Street Station Regeneration : Outline business case, Cabinet Report 20 September 2004

Centro Report to West Midlands Passenger Transport Authority Transport Strategy Committee 5 September 2005

List of Appendices accompanying this Report (if any):

Appendix 1 – Memorandum of Understanding