

Public Document Pack

SOLIHULL METROPOLITAN BOROUGH COUNCIL

CPH Growth & Infrastructure Delivery Decision Session

Thursday 4 March 2021 at 1800hrs

ARRANGEMENTS FOR PUBLIC ACCESS TO REMOTE MEETINGS

During the Covid 19 pandemic virtual meetings are taking place.

PLEASE NOTE that any member of the press and public may listen to proceedings at this virtual meeting via a weblink which will be publicised on the Council website at least 24hrs before the meeting.

To view live paste this link into your browser:

<https://www.youtube.com/channel/UC7DDSVoAlqTnwgp0Ku8iFLQ>

Members of the press and public may tweet, blog etc. during the live broadcast, as they would be able to during a regular Committee meeting in the Council Offices. It is important, however, that Councillors can discuss and take decisions without disruption, so the only participants in this virtual meeting will be the Councillors concerned and the officers advising the Committee.

Disclosing Pecuniary Interests - What Must You Do?

(a) You must complete a declaration of your disclosable pecuniary interests, including those of your spouse/civil partner (or someone with whom you are living as such) and send it to the Monitoring Officer within 28 days of your election or appointment to the Council.

(b) When you attend a meeting of the Council, Cabinet, Scrutiny Board, Committee, Sub-Committee or Joint Committee etc, and a matter arises in which you have a disclosable pecuniary interest, unless you have been granted a dispensation, **you must:**

- Declare the interest if you have not already registered it
- Not participate in any discussion or vote
- Leave the meeting room until the matter has been dealt with
- Give written notice of any unregistered interest to the Monitoring Officer within 28 days of the meeting

(c) If you are the Leader or a Cabinet Portfolio Holder you may not exercise any of your delegated powers as a single member in relation to a matter in which you have a disclosable pecuniary interest or take any other step except to give written notice of any unregistered interest to the Monitoring Officer within 28 days of your becoming aware of the interest, or arrange for another person or body to deal with the matter.

Disclosable Interest	Description
Employment, office, trade, profession or vocation	Any employment, office, trade, profession or vocation carried on for profit or gain by you or your partner.
Sponsorship	Any payment or provision of any other financial benefit (other than from the Council) made or provided within 12 months of your declaration of interests in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses.
Contracts	Any contract between you or your partner (or a firm or body corporate in which you or your partner is a partner or a director, or in the securities of which you or your partner has a beneficial interest) and the Council (a) under which goods or services are to be provided or works are to be executed; and (b) which has not been fully discharged.
Land	Any beneficial interest in land which is within the area of the Council and which gives you or your partner a right to occupy the land or receive income.
Licences	Any licence held by you or your partner (alone or jointly with others) to occupy land in the area of the Council for a month or longer.
Corporate tenancies	Any tenancy where (to your knowledge)— (a) the landlord is the Council; and (b) the tenant is a body in which you or your partner has a beneficial interest i.e. a firm or body corporate in which you or your partner is a partner or a director, or in the securities of which you or your partner has a beneficial interest.
Securities	Any beneficial interest held by you or your partner in securities of a body where— (a) that body (to your knowledge) has a place of business or land in the area of the Council; and (b) either— (i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or (ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you or your partner has a beneficial interest exceeds one hundredth of the total issued share capital of that class. “securities” means shares, debentures, debenture stock, loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.

SOLIHULL METROPOLITAN
BOROUGH COUNCIL

To:
Councillors T Richards OBE, D Cole,
K Macnaughton and K Thomas

NICK PAGE
CHIEF EXECUTIVE

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Date: 24 February 2021

GROWTH & INFRASTRUCTURE DELIVERY DECISION SESSION
Thursday 4 March 2021

AGENDA

1. **OPENING STATEMENT BY THE CABINET MEMBER FOR VIRTUAL MEETING ARRANGEMENTS**
2. **APOLOGIES AND SUBSTITUTIONS**

To receive any apologies and substitutions.
3. **DECLARATIONS OF INTEREST**

To receive any declarations of disclosable pecuniary interests in accordance with the guidance included within the printed agenda.
4. **QUESTIONS AND DEPUTATIONS**

To consider any questions and deputations in accordance with the Council's Standing Orders.
5. **REVENUE & CAPITAL MONITORING 2020/21 AS AT 31ST DECEMBER 2020**
(Pages 5 - 14)

To inform the Cabinet Member of the Portfolio's latest forecast financial position as at 31st December 2020 against Revenue and Capital budgets. To inform the Cabinet Member of the Portfolio's progress against the latest 3 year savings targets in the Medium Term Financial Strategy (MTFS).
6. **CONNECTED AUTONOMOUS MOBILITY** (Pages 15 - 20)

To seek delegated authority to enter into partnerships with both public and

private sector organisations in order to run transport trials to support our aim of improving connectivity using new technology as part of the Council's Low Carbon Future Mobility Project.

Meeting date: 4th March 2021
Report to: Cabinet Member Growth and Infrastructure Delivery



Subject/report title: **REVENUE AND CAPITAL MONITORING 2020/21 AS AT 31st DECEMBER 2020**

Report from: Director of Economy and Infrastructure and Director of Resources and Deputy Chief Executive

Report author/lead contact officer: Ian Riley– Senior Accountant
ian.riley@solihull.gov.uk

Wards affected:

- All Wards | Bickenhill | Blythe | Castle Bromwich | Chelmsley Wood | Dorridge/Hockley Heath | Elmdon | Kingshurst/Fordbridge | Knowle | Lyndon | Meriden | Olton | Shirley East | Shirley South | Shirley West | Silhill | Smith's Wood | St Alphege

Public/private report: Public

Exempt by virtue of paragraph: N/A

1. Purpose of Report

- 1.1 To inform the Cabinet Member of the Portfolio's latest forecast financial position as at the 31st December 2020 against Revenue and Capital budgets as summarised below and detailed in the attached Appendix A.
- 1.2 To inform the Cabinet Member of the Portfolio's progress against the latest 3 year savings targets in the Medium Term Financial Strategy (MTFS) summarised below and detailed in Appendix A.

2. Decision(s) recommended

The Cabinet Member is asked to:

- 2.1 Consider and endorse the 2020/21 revenue and capital financial monitoring forecast as at 31st December 2020.
- 2.2 Consider the Portfolio's progress against the latest 3 year savings targets in the Medium Term Financial Strategy (MTFS) as at 31st December 2020.
- 2.3 To approve in conjunction with the Cabinet Member for Resources, a new reserve for Small Habitats Grants Programme uncommitted funding in order to mitigate against potential delivery and contractual risks resulting from the overall Wildlife Ways

programme for up to 5 years post-delivery.

3. Matters for Consideration

- 3.1 Throughout the financial year, information will be provided on a quarterly basis to the Cabinet Portfolio Holder and Full Cabinet.
- 3.2 The cash limited discipline at Solihull means that Directorates need to balance their budget forecast position first and the Portfolio's position flows from that. As a result, this cabinet is specifically taken into account across the Economy and Infrastructure Directorate.
- 3.3 The revenue and capital financial position and the savings position for 2020/21 to 2022/23 are outlined in Appendix A.
- 3.4 The overall Council position is reported to Full Cabinet together with any planned actions; any variances are then considered in line with Council priorities and Financial Regulations.

Revenue Budget 2020/21

- 3.5 The latest approved revenue budget for the portfolio is £1.024million. The forecast outturn expenditure for this year is giving an overall favourable variance of (£266,000) which includes an adverse variance in respect of Covid-19 of £42,000 after funding from the Government's income recovery scheme has been applied. The position excluding the Covid-19 impact is a (£308,000) favourable variance. Explanations can be found in Appendix A.
- 3.6 As Members will be aware a report went to Full Cabinet on the 18th June outlining the initial financial impact of Covid-19 for the 2020/21 financial year. The Period 3 and Period 6 positions have subsequently been reported to Full Cabinet on the 10th September and 5th November respectively. The position is continually moving and evolving and the latest Covid-19 forecast across the Council, as at 31st December (Period 9), for the 2020/21 financial year is net nil – meaning that there is no adverse impact on our finances expected this financial year.
- 3.7 For Period 9 the individual portfolios' Covid-19 financial position should therefore be reviewed within the context of the overall Council Covid-19 financial position. It should be noted therefore that the estimates of the financial impact of Covid-19 included within this report are indicative, based on latest assumptions, and are still subject to change over the remainder of the financial year.
- 3.8 The general Covid-19 emergency funding that we have received to date from the government is still being shown corporately, and at this point in the financial year it would be premature to allocate any of this funding to portfolios (beyond the decisions already made) until we have a clearer picture of what each individual portfolio's financial position is likely to be as we get nearer to the end of the financial year.
- 3.9 The forecast variance arising from Covid-19 for this portfolio should be considered in the context of the position for the Economy and Infrastructure Directorate relating to Covid-19. The Economy and Infrastructure Directorate is forecasting an adverse variance of £1.713million relating to Covid-19. This includes the estimated impact of the

Government's income recovery scheme where local authorities can reclaim 75% of lost income attributable to Covid-19 where this is in excess of 5% of total planned income for the year.

- 3.10 Excluding the impact of Covid-19 the directorate is currently forecasting a £919,000 adverse variance for the year which will be offset through use of reserves to give a nil variance. The main reasons for this variance sit within the Environment and Highways portfolio where it has become clear that a number of budgets are now unrealistic and will need to be realigned as part of the MTFs process. Significant additional investment has been made in adults' and children's services in previous years but this has not been the case for the Economy and Infrastructure Directorate.
- 3.11 In previous years the directorate has used reserves to balance its forecast position. The majority of the remaining reserves are earmarked for specific purposes. The forecast assumes that some of these reserves will be applied to offset the in-year position, although they would subsequently need to be replenished as part of the budget process.

Capital Budget 2020/21

- 3.12 The latest approved capital programme for this portfolio is £26.329 million. The forecast outturn expenditure for the year is giving an overall adverse variance of £293,000 – explanations can be found in Appendix A.

Budget Strategy Savings 2020/21 to 2022/23

- 3.13 For 2020/21 the total savings target is £2,000 which is all rated green.
- 3.14 For 2021/22 there are no savings within this portfolio.
- 3.15 For 2022/23 the total savings target is £14,000 which is all rated red

4. What options have been considered and what is the evidence telling us about them?

- 4.1 N/A

5. Reasons for recommending preferred option

- 5.1 The current Small Grants programme is a £2.200m GBSLEP (Greater Birmingham and Solihull Local Enterprise partnership) Habitats Grants Programme grants available to projects across the GBSLEP area to improve the habitat value of land and water for people and wildlife. The funding for the Small Habitat's Grant programme built in a 10% element that was budgeted to be used towards the overall costs of the Green Corridors element of the Wildlife Ways programme. As the costs of the delivery of the Green Corridors elements are lower than originally anticipated, this element (projected to be £220,000 over the lifetime of the current programme) is no longer required for its original purpose.
- 5.2 However, there are inherent risks for the remaining lifetime of the Small Habitats Grants programme in relation to delivery (e.g. risks relating to maintenance of the green areas particularly around any risks there may be of flooding or other adverse weather conditions) and funding claw back/penalties as the programme will be subject to external audit.

- 5.3 In addition the Council is contracted to MHCLG, the Department of Transport and the West Midlands Combined Authority to maintain the overall Wildlife Ways programme for 5 years post-delivery so it would be prudent to ring fence any uncommitted funding from the Small Habitats Grant programme to mitigate against any associated future risks there may be to the remainder of the overall Wildlife Ways programme with the creation of a time limited reserve.
- 5.4 Approval is therefore sought for the setting up of a new reserve for uncommitted Small Habitats Grants Programme funding in order to mitigate against potential delivery and contractual risks to cover the overall Wildlife Ways programme for up to 5 years post-delivery.

6. Implications and Considerations

6.1 State how the proposals in this report contribute to the priorities in the [Council Plan](#):

Priority:	Contribution:
<p>Economy:</p> <ol style="list-style-type: none"> 1. Revitalising our towns and local centres. 2. UK Central (UKC) and maximising the opportunities of HS2. 3. Increase the supply of housing, especially affordable and social housing. 	<p>The economy is a key area of consideration for the services within this portfolio with the revitalisation of our towns and local centres, UK Central and maximising the opportunities of HS2 being central to everything they do. There are no new implications from this report.</p>
<p>Environment:</p> <ol style="list-style-type: none"> 4. Enhance Solihull's natural environment. 5. Improve Solihull's air quality. 6. Reduce Solihull's net carbon emissions. 	<p>The environment is a key area of consideration for the services within this portfolio. The projects being delivered within this portfolio will contribute to the enhancement of the natural environment, improvement to air quality and reduction to carbon emissions. There are no new implications from this report.</p>
<p>People and Communities:</p> <ol style="list-style-type: none"> 7. Take action to improve life chances in our most disadvantaged communities. 8. Enable communities to thrive. 9. Sustainable, quality, affordable provision for adults & children with complex needs. 	<p>People and communities are an important area of consideration for the services within this portfolio, with all possible efforts being made to ensure that services are delivered and policies are determined in a manner that is equitable to all, allowing communities to thrive and enhancing the life chances of disadvantaged communities. There are no new implications from this report.</p>

6.2 Consultation and Scrutiny:

None

6.3 Financial implications:

Financial monitoring is undertaken throughout the year by individual budget managers. Key income and expenditure risk areas are also monitored monthly by the Finance Team. Any significant risks identified are reported to both DLT (Directorate Leadership Team) and CLT (Corporate Leadership Team) to ensure that net expenditure is managed within approved budgets. ARTOP (Aligning Resources To Our Priorities Board) meet monthly to oversee the financial impact from Covid-19.

6.4 Legal implications:

None

6.5 Risk implications:

The budget monitoring report takes account of forecast variances. In addition there may be pressures which are currently being monitored and managed by budget managers which could affect the final outturn position for 2020/21.

6.6 Equality implications:

None

7. List of appendices referred to

Appendix A – Quarter 3 2020/21 Financial Position

8. Background papers used to compile this report

8.1 N/A

9. List of other relevant documents

9.1 N/A

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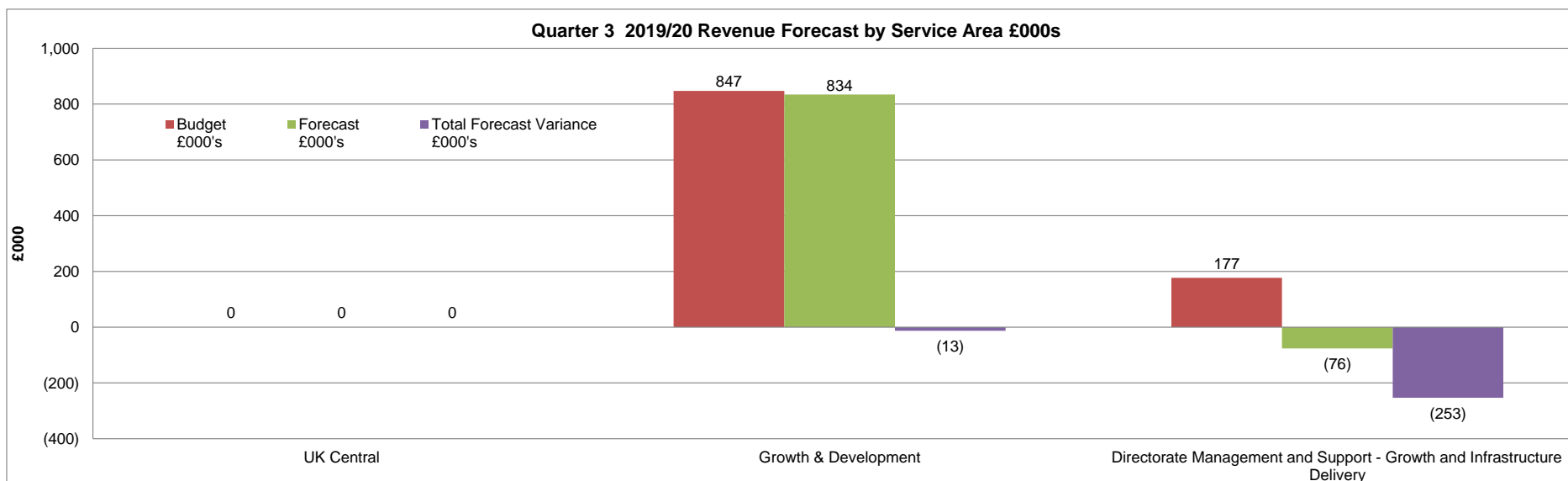
Growth and Infrastructure Delivery Quarter 3 2020/21 Financial Position

Economy and Infrastructure Directorate Position

The context of this Cabinet portfolio position is taken into account with the whole of the Economy and Infrastructure Directorate which is currently forecasting an adverse variance of £1.713million due to the impact of Covid-19 and £919,000 attributable to other factors which is offset by use of reserves (£919,000).

1. 2020/21 Revenue Position

Current Forecast - £266,000 Favourable Variance



2. Explanations for significant Revenue Variances

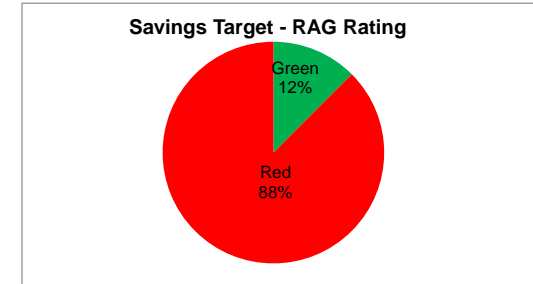
Service Area	Budget £000's	Forecast £000's	COVID-19 Forecast Variance £000's	Non COVID-19 Forecast Variance £000's	Total Forecast Variance £000's	Comments
UK Central	0	0	0	0	0	The UK Central service area is wholly externally funded therefore there is no net budget.
Growth & Development	847	834	42	(55)	(13)	COVID-19 Adverse variance due to lower than expected rental income from the Chelmund's Cross Enterprise Centre. Non COVID-19 Favourable variance due to salary savings as consequence of temporary vacancies.
Directorate Management and Support - Growth and Infrastructure Delivery	177	(76)	0	(253)	(253)	Early delivery of savings re-invested in the Directorate as part of MTFS and use of Directorate reserve towards funding an overall variance of nil for the Economy and Infrastructure Directorate.
Total	1,024	758	42	(308)	(266)	

3. 2020/21 Capital Position

Schemes	Budget £000's	Forecast £000's	Variance £000's	Comments
Chelmunds Cross Enterprise Centre	35	35	0	Reconfiguration of reception area and vacant units at Chelmunds Cross Enterprise Centre.
Warm Homes Fund (Council Properties)	283	11	(272)	Installation of central heating in SCH properties. Variance due to fewer than originally expected installations having been completed within the prescribed period.
Wildlife Ways Green Corridors Support	24	24	0	Funding to support non-ERDF green corridor elements of the Wildlife Ways programme.
Greening The Grey (Landscapes)	3,172	3,172	0	Funding for landscape elements of the Greening The Grey programme.
Greening The Grey (Small Grants)	50	50	0	Funding to provide small grants to partners to provide additional works as part of the Greening The Grey programme.
Woodside Industrial Unit Refurbishment	2	2	0	Final works and retention payment for works refurbishing industrial units.
Kingshurst Village Centre	385	949	564	Project provides funding for the acquisition of properties as part of wider regeneration of Kingshurst Village Centre. Variance as consequence of some acquisitions being completed earlier than envisaged (during 2021/22). The forecast expenditure is within the total budget for the project which is fully funded by the WMCA thus variance has no net impact on SMBC.
UGC HS2 NEC Longabout	40	40	0	Capital elements of works on the NEC longabout as part of the wider UKC HS2 Interchange programme being delivered by the UGC.
UGC HS2 NEC Roundabout Over Trace	15,862	15,862	0	Capital elements of works on the NEC roundabout over the trace as part of the wider UKC HS2 Interchange programme being delivered by the UGC.
Old Damson Lane Travellers Phase 2	1	1	0	Final works and retention payment for works developing travellers pitches.
Langley Hall Park ERDF Small Habitats Project	39	39	0	ERDF Small Habitat grant funded project with match funding from parks commuted sums.
Bees And Tress - ERDF Small Habitats Grant	61	61	0	ERDF Small Habitat grant funded project with match funding from section 106 contributions.
Damsels And Dragons	98	98	0	ERDF Small Habitat grant funded project with match funding from the Environment Agency.
Matched Funding Schemes	60	60	0	Project provides match funding to supplement external funding sources.
Strategic Investment Properties	6,194	6,194	0	Project provides funding for the acquisition of strategic property investments, closely aligned with WMCA funding of Strategic Outline Case Phase 2, delivering developments and housing.
Dickens Heath Infrastructure	24	24	0	Project working in partnership with Dickens Heath Management Company and the Parish Council to agree future management arrangements for part of the Village Centre following the liquidation of the Dickens Heath Development Company.
Total	26,329	26,622	293	

4. 3 Year Savings Targets £000s

Description of Target	2020/21 £000's	2021/22 £000's	2022/23 £000's	Comments
Review of Council budgets to remove small value budget lines	(2)			Proportion of cross cutting Council saving attributable to Growth and Infrastructure Delivery Portfolio.
Review of back office functions across the directorate			(14)	Proportion of Economy and Infrastructure Directorate saving attributable to Growth and Infrastructure Delivery Portfolio.
Total	(2)	0	(14)	



5. Reserves

	Balance as at 31st March 2020 £000's	Forecast (contribution) / use			Forecast Balance at the end of 2022/23 £000's	Forecast (contribution) / use beyond 2022/23 £000's	Proposed as part of 2023/24 MTFS £000's	Forecast Remaining Balance £000's
		2020/21 £000's	2021/22 £000's	2022/23 £000's				
Reserves Balance	(740)	274	(167)	0	(634)	499	135	(0)

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Meeting date: 04/03/21
Report to: Cabinet Portfolio Holder for Growth and Infrastructure Delivery



Subject/report title: Connected Autonomous Mobility
Report from: Perry Wardle - Assistant Director – Growth and Development
Report author/lead contact officer: Colin Maltby, Project Manager – Economy and Infrastructure Directorate, colin.maltby@solihull.gov.uk

Wards affected:

All Wards | Bickenhill | Blythe | Castle Bromwich | Chelmsley Wood |
 Dorridge/Hockley Heath | Elmdon | Kingshurst/Fordbridge | Knowle |
 Lyndon | Meriden | Olton | Shirley East | Shirley South |
 Shirley West | Silhill | Smith's Wood | St Alphege

Public/private report: Public

Exempt by virtue of paragraph: N/A

1. Purpose of Report

- 1.1 To seek delegated authority to enter into future partnerships with both public and private sector organisations in order to run transport trials as part of the Council's Low Carbon Future Mobility project.

2. Decision(s) recommended

- 2.1 Authorise delegated authority to the Director of Economy and Infrastructure, in consultation with the Cabinet Portfolio Holder for Growth and Infrastructure Delivery, to enter into partnerships with relevant organisations as required through the course of the project.

3. Matters for Consideration

- 3.1 As part of the UK Central Infrastructure Programme, the Low Carbon Future Mobility project is developing new and emerging means to provide zero emission connectivity across the Borough that provide alternatives to single occupancy car journeys. Understanding the role that vehicle autonomy could have upon the Borough's connectivity and associated highway infrastructure in future is within the scope of the project. Of particular interest is the role of autonomous shared use vehicles: because the use of such technologies should make mass transit more affordable in the long term.

- 3.2 Working alongside a series of the Borough's key stakeholder organisations, including Transport for West Midlands, officers have developed a project to both explore and demonstrate the use of autonomous shared use vehicle technology to provide real world local transport solutions. Following a successful bid for funding to the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) for the purchase of one road-legal connected autonomous vehicle (CAV), the project will soon commence. It is expected to operate over an initial two year period.
 - 3.3 In order to deliver this project, it is expected that the Council will need to enter into various short-term partnerships and / or contractual arrangements with external organisations over the two year period. These relationships are expected to include those with: private sector organisations, educational establishments, transport operators, public bodies and Transport for West Midlands.
 - 3.4 The precise nature of the partnerships will be determined on a case-by-case basis, but are expected to include: vehicle loan agreements; commitments to carry out vehicle servicing / maintenance regimes; commitments to use the vehicle in a defined safe manner; commitments to deliver supporting activity, including the use of complementary technology ; agreements on apportionment of liabilities; commitments to safe storage etc.
 - 3.5 To protect the Council from potential State Aid contraventions, participation in the project, including utilisation of the vehicle, will be through an agreed assessment procedure: individual organisations participating in the project will complete an application to utilise the vehicle, stating the specific scope of and conditions of use. For each use case, the project team will consider how the involvement of individual organisations aligns to the Council's desired learning outcomes and overall project objectives. The ability for organisations to be involved in the project, including the potential to utilise the vehicle, will be widely advertised around the region to ensure equality of opportunity.
 - 3.6 Any element of project delivery that is considered having the potential to provide potential economic benefit to any private organisation involved in the project will be referred to the Council's Procurement Team. Depending on that Team's advice, such project involvement may be subject to a competitive procurement process. .
- 4. What options have been considered and what is the evidence telling us about them?**
- 4.1 Option 1: Formally request approval for delegated authority from the Growth & Infrastructure Cabinet by means of written reports on a case-by-case basis as individual partnerships are required to be formed. Due to the nature of this project, that requires working across multiple organisations to deliver numerous applications, this approach would be expected to require a bi-monthly report submitted.
 - 4.2 Option 2 (*Preferred*): Seek delegated authority to the Director of Economy and Infrastructure, in consultation with the Cabinet Portfolio Holder for Growth and Infrastructure Delivery, to enter into partnerships as required as the project develops.

5. Reasons for recommending preferred option

5.1 In order to ensure efficient decision-making and use of resources, Option 2 is recommended. Due to the expected nature and volume of partnerships forecast to be entered into, submitting ad hoc formal requests for authorisation is not regarded appropriate. Appropriate levels of governance and oversight exist within existing UK Central Infrastructure Programme Management structures to ensure that any such partnerships are robust and that associated risks and potential liabilities are minimised.

6. Implications and Considerations

6.1 How the proposals in this report contribute to the delivery of Council Plan priorities:

Priority:	Contribution:
Securing inclusive economic growth.	The need to reduce transport congestion and improving connectivity is recognised as key to the Borough’s economic growth. Along with a necessary increase in active travel, reliable, convenient mass transport is recognised as being central to addressing mobility requirements around the Borough in the future, reducing the requirement for relying on car ownership and use.
Planning & delivery for Solihull’s low carbon future (to include biodiversity implications).	This project will see a zero emission mass transport solution piloted within the Borough. When delivered at scale, this technology will make a significant contribution to achieving the Council’s zero carbon targets. It will also have a positive impact on air quality.
Managing demand and expectation for public services.	N/A
Developing our approach to services for adults and children with complex needs.	N/A
Making the best use of our people and physical assets.	The project is designed to maximise engagement with, and contributions from, partner organisations, including, for example, contribution of gift-in-kind, vehicle storage, provision of safety driver etc.

6.2 Consultation and Scrutiny:

The project team has worked closely on its development with Transport for West Midlands with monthly joint meetings held since 2018.

- 6.3 Financial implications:
- 6.4 Any financial implications arising from transport trials will be considered and managed on a case by case basis. However funding of up to £56,000 has been allocated to transport trials within the Low Carbon Future Mobility project for which a total of £365,000 of grant funding has been secured from the West Midlands Combined Authority (WMCA). Furthermore it is expected that a significant proportion of any funding required to deliver transport trials will be available from partner organisations in the form of 'gift in kind' contributions including, but not limited to, the provision of safety drivers and storage of vehicle.
- 6.5 Legal implications:
- 6.6 Partnerships formed are likely to include elements stated within Section 3.5. Officers shall work alongside the Council's legal representatives to ensure appropriate documentation is drafted and in place.
- 6.7 Risk implications:
- 6.8 The Corporate Risk Management approach has been applied to identify and assess the significant risks associated with this decision. A full risk register in relation to the project has been produced and will be monitored through the existing UKC governance structure.
- 6.9 A key risk in relation to entering into partnerships has been identified as ensuring clarity of responsibility for vehicle operation. The risk will be mitigated by ensuring that a robust methodology of operation is developed and utilised, with the support of experts in this field during project mobilisation. The methodology and associated risks will continue to be reviewed as the project is delivered.
- 6.10 Equality implications:
- 6.11 A Disability Discrimination Act (DDA) compliant vehicle shall be specified at procurement to ensure fair access for all.

7. List of appendices referred to

- 7.1 Appendix 1 – Project Overview

8. Background papers used to compile this report

- 8.1 N/A

9. List of other relevant documents

- 9.1 N/A

Appendix A: Project Overview.

The Low Carbon Future Mobility (LCFM) Project sits within the WMCA-funded UK Central Infrastructure Programme. It has a remit to develop and demonstrate new and emerging means of providing zero emission connectivity across the Borough that provide alternatives to single occupancy car journeys.

Based within the wider LCFM project, this specific initiative will see the Council purchase and loan the use of a zero-emission, road-legal, shared use Connected Autonomous Vehicle (CAV) to appropriate organisations within Solihull, and potentially, the wider West Midlands area. The loan of this vehicle will enable such organisations to work with the Council in testing future, mutually beneficial, CAV applications, including trialling new services to avoid single occupancy vehicle miles and / or improvements to site / organisational productivity, alongside reducing CO2 emissions.

Extensive and wide-ranging testing and demonstration across both people and goods movement use cases are increasingly important to the development of the emerging high-value CAV manufacturing sector within the West Midlands. The outputs of this work will contribute to both the development of key learning relating to the future of mobility and also the delivery of the region's industrial strategy. By enabling the engagement of CAV technology, this project will provide an evidence base for the development of future bids / business cases to move solutions through to commercial viability. The Council intends to work in partnership with organisations including: regional transport operators, grocers, educational institutions, business parks and key transport and entertainment hubs in the development and delivery of use cases, providing significant knowledge transfer and high-value skills development.

The project will run for a minimum of two years from Apr 2021. The vehicle will utilise the Transport for West Midlands supported Midlands Future Mobility (MFM) CAV testbed and WM5G infrastructure where applicable. Its outputs will include: demonstrating autonomous people movement during the Commonwealth Games; showcasing the region as a centre for CAV development, provide learning on future mobility services and highway infrastructure design across all future development sites within Solihull and the wider region, including the integration with the HS2 Interchange and Hub.

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