

BIRMINGHAM CITY COUNCIL

CABINET

TUESDAY, 21 JANUARY 2020 AT 10:00 HOURS
IN COMMITTEE ROOMS 3 & 4, COUNCIL HOUSE, VICTORIA
SQUARE, BIRMINGHAM, B1 1BB

A G E N D A

1 NOTICE OF RECORDING/WEBCAST

The Chairman to advise/meeting to note that this meeting will be webcast for live or subsequent broadcast via the Council's Internet site (www.civico.net/birmingham) and that members of the press/public may record and take photographs except where there are confidential or exempt items.

2 APOLOGIES

To receive any apologies.

3 DECLARATIONS OF INTERESTS

Members are reminded that they must declare all relevant pecuniary and non pecuniary interests arising from any business to be discussed at this meeting. If a disclosable pecuniary interest is declared a Member must not speak or take part in that agenda item. Any declarations will be recorded in the minutes of the meeting.

4 EXEMPT INFORMATION – POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC

a) To highlight reports or appendices which officers have identified as containing exempt information within the meaning of Section 100I of the Local Government Act 1972, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons outlined in the report.

b) To formally pass the following resolution:-

RESOLVED – That, in accordance with Regulation 4 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the public be excluded from the meeting during consideration of those parts of the agenda designated as exempt on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt

information.

<u>5 - 14</u>	5	<u>COUNCIL TAX TAX-BASE FOR 2020/21</u>	Report of the Interim Chief Finance Officer.
<u>15 - 20</u>	6	<u>BUSINESS RATES INCOME 2020/21</u>	Report of the Interim Chief Finance Officer.
<u>21 - 24</u>	7	<u>WEST MIDLANDS PENSION FUND ADVANCE PAYMENT</u>	Report of the Interim Chief Finance Officer.
<u>25 - 80</u>	8	<u>PUBLIC CONSULTATION ON DRAFT BIRMINGHAM TRANSPORT PLAN</u>	Report of Director Inclusive Growth
<u>81 - 154</u>	9	<u>BIRMINGHAM WALKING AND CYCLING STRATEGY</u>	Report of Interim Director, Inclusive Growth
<u>155 - 254</u>	10	<u>BIRMINGHAM URBAN CENTRES FRAMEWORK FOR INCLUSIVE GROWTH</u>	Report of Director, Inclusive Growth
<u>255 - 340</u>	11	<u>ADOPTION OF THE 'STATEMENT OF COMMUNITY INVOLVEMENT'</u>	Report of Director - Inclusive Growth
<u>341 - 360</u>	12	<u>EARLY INTERVENTION PROGRAMME – ROLL-OUT OF EARLY INTERVENTION COMMUNITY TEAM</u>	Report of Director for Adult Social Care
<u>361 - 388</u>	13	<u>NOTIFICATION OF EMERGENCY REPORT: COMMONWEALTH GAMES NATIONAL EXPRESS BUS DEPOT RELOCATION</u>	To notify Cabinet of the decision taken on an Emergency Report, in accordance with the Constitution (Part E).
<u>389 - 394</u>	14	<u>APPOINTMENTS TO OUTSIDE BODIES</u>	Report of the City Solicitor.

15 **OTHER URGENT BUSINESS**

To consider any items of business by reason of special circumstances (to be specified) that in the opinion of the Chairman are matters of urgency.

Birmingham City Council

Report to Cabinet

21ST JANUARY 2020



Subject: Council Tax Tax-base for 2020/21
Report of: Interim Chief Finance Officer
Relevant Cabinet Member: Cllr Tristan Chatfield – Cabinet Member for Finance and Resources & Cllr Brigid Jones – Deputy Leader
Relevant O &S Chair(s): Councillor Sir Albert Bore
Report author: Ian Harris, Senior Business Analyst

Are specific wards affected?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s):		
Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, add Forward Plan Reference: 7197/2020		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, provide exempt information paragraph number or reason if confidential :		

1 Executive Summary

- 1.1 This report seeks approval to the Council Tax base for 2020/21 for the City Council, New Frankley in Birmingham Parish Council and Royal Sutton Coldfield Town Council. This forms an important part of the calculation of next financial year's income from Council Tax.
- 1.2 The report sets out the basis of the calculation and the assumptions which have been included.

2 Recommendations

That the Cabinet:-

- 2.1 Approves the implementation of a change permitted by legislation as stated in the Rating (Property in Common Occupation) and Council Tax (Empty Dwellings) Act 2018, that allows the Council to charge a premium on long term empty properties, that have been empty for at least 5 years, of 200% of Council Tax from 1st April 2020. This follows on from the implementation of a 100% premium for all long-term empty properties that was approved in the 2019/20 Tax Base report.
- 2.2 Approves a Council Tax base for Birmingham of 254,654 Band D equivalent properties, for 2020/21, as calculated in Appendix 2, in accordance with the Local Authorities (Calculation of Council Tax Base) (England) Regulations 2012.
- 2.3 Approves a Council Tax base for the New Frankley in Birmingham Parish Council of 1,366 Band D equivalent properties for 2020/21, as calculated in Appendix 3.
- 2.4 Approves a Council Tax base for the Royal Sutton Coldfield Town Council of 37,101 Band D equivalent properties for 2020/21, as calculated in Appendix 4.
- 2.5 Notes that there are no changes to the current Council Tax Support Scheme in 2020/21.

3 Background

- 3.1 The Local Authorities (Calculation of Council Tax Base) (England) Regulations 2012, requires local authorities to determine their tax base for Council Tax setting purposes before 31 January each year. This means that billing authorities, like Birmingham, must calculate the number of properties where Council Tax is payable and inform other precept bodies (in our case the West Midlands Police & Crime Commissioner, the Fire and Rescue Authority, New Frankley in Birmingham Parish and Royal Sutton Coldfield Town Councils) and other levying bodies, by 31 January, of this figure for precept/levying purposes.
- 3.2 The City Council is required to determine the tax base for tax setting purposes for 2020/21. The calculation in this report is based upon the valuation list as at November 2019 and takes into account forecasts of discounts, exemptions and other changes likely to affect the number of properties on which full Council Tax will be payable and is inclusive of those changes which are predicted to happen by the end of 2020/21 e.g. successful appeals against valuation bands. Details of these factors are included within Appendix 1.
- 3.3 There has been a net increase of 3,689 (0.8%) in the total number of domestic properties in the past year to November 2019, compared with an increase of 2,442 (0.6%) during the previous 12-month period. The table in Appendix 1 shows the number of properties by band in Birmingham as at November 2019 and highlights the changes since November 2018. The valuation list shows that 82.6% of all domestic properties in Birmingham have been allocated to “below average value” categories (i.e. Bands A-C), a marginal reduction from last year

(82.7%), indicating that there has been no real overall change in the average banding of properties.

- 3.4 The final part of the calculation is the application of the anticipated tax collection rate. A budgeted eventual composite collection rate of 97.1% was approved for 2019/20. This consisted of an assumed collection rate of 98% for the majority of taxpayers but lower rates for those in receipt of Council Tax Support (CTS) discounts, (in accordance with previous decisions). It is recommended that the overall eventual composite rate of collection should remain unchanged at 97.1% in 2020/21. On this basis, the tax base for setting Council Tax for 2020/21 will be 254,654 Band D equivalent properties. However, whilst being prudent in its planning assumptions, the Council will seek to maximise the rate of collection. In the event that collection performance exceeds the assumed rate, the resultant surplus will become available to be taken into account in setting future years' budgets.
- 3.5 Before taking account of allowances for non-collection, the 2020/21 Council Tax base is an increase of 3,167 (1.2%) Band D equivalent properties from 2019/20. The main reasons for this are net increases of 4,774 (1.9%) for new Band D equivalent properties forecast for the period up to 31st March 2021, plus a further 1,848 Band D equivalent properties (0.7%) primarily due to a combination of the expected reduction in the level of CTS discounts to be awarded and additional empty property premiums of 200% chargeable on properties that remain empty and unfurnished for 5 years or more. These have been offset by a reduction of 3,455 Band D equivalent properties (1.4%) due to increases in single person and student discount awards, exemptions relating, mainly, to students and further support for young people leaving care.
- 3.6 There are no changes to the current Council Tax Support Scheme in 2020/21. However, the scheme is being reviewed in 2020/21 and any proposed amendments to the scheme will be included in a future report and reflected in future Tax Base calculations.
- 3.7 The table below provides a breakdown of the total number of discounts including Empty Homes Premiums included within line vi of Appendix 2.

Line vi Appendix 2 - Total no. of discounts (including Empty Homes Premiums)

Discount	Total	Band D Equiv.
Council Tax Support	(85,749)	(63,409)
Support for Care Leavers	(163)	(120)
Single Person Discounts	(37,584)	(29,374)
*Discount Disregards	(1,708)	(1,429)
Empty Homes Premium	2,257	1,757
Total	(122,947)	(92,575)

*All but one person in the household is disregarded for CTAX

- 3.8 Cabinet is asked to approve the tax base for Birmingham of 254,654 Band D equivalent properties. Once formally determined, this tax base cannot subsequently be altered, and will be used when the City Council sets the Council Tax for 2020/21.
- 3.9 Cabinet is asked to approve the tax base for the New Frankley in Birmingham Parish Council which, after applying the collection rate described above, produces a tax base figure of 1,366 Band D equivalent properties. This is an increase of 14 on the Band D equivalent properties for 2019/20.
- 3.10 Cabinet is asked to approve the tax base for the Royal Sutton Coldfield Town Council which, after applying the collection rate described above, produces a tax base figure of 37,101 Band D equivalent properties. This is an increase of 45 on the Band D equivalent properties for 2019/20.

4 Options considered and Recommended Proposal

- 4.1 Not Applicable

5 Consultation

- 5.1 Officers in the Digital and Customer Services and Inclusive Growth Directorates have been consulted in determining the Council Tax Base. The Assistant Director – Revenues and Benefits has been consulted in the preparation of this report.
- 5.2 No public consultation is required on the Council Tax base. It is a statement of fact supplemented by the City Council's forecast of likely changes to the tax base in 2020/21.

6 Risk Management

- 6.1 The setting of the Council's budget which includes the setting of the Council Tax Base, as set out in this report, is part of the Council's arrangements for the management of financial issues.

7 Compliance Issues:

7.1 How are the recommended decisions consistent with the City Council's priorities, plans and strategies?

7.1.1 The completion of the Council Tax base does not have any direct implications for the City Council's Corporate Policy Priorities other than the fact that the further change in Empty Property Premiums is anticipated to bring long term empty properties back into use in order to supplement additional housing provision in the City.

7.2 Legal Implications

7.2.1 The Council is required to set the tax base under the Local Government Finance Act 1992. The tax base is a factor in the determination of the planned level of Council Tax income which can be collected next year. The Local Government Act 2003 removed the requirement for this to be a matter reserved for approval by Full Council.

7.3 Financial Implications

7.3.1 The Council Tax base in conjunction with the Council Tax level (to be approved at the Council meeting on the 25th February 2020) will determine the total income from Council Tax in 2020/21 to be included in the approved budget for next year.

7.4 Procurement Implications (if required)

7.4.1 Not Applicable

7.5 Human Resources Implications (if required)

7.5.1 Not Applicable

7.6 Public Sector Equality Duty

7.6.1 There are no specific Equality Duty or Equality Analysis issues relating to the proposals set out in this report.

8 Background Documents

8.1 Calculation of Council Tax Base (CTB October 2019) from (Ministry for Housing, Communities and Local Government - MHCLG)

8.2 Rating (Property in Common Occupation) and Council Tax (Empty Dwellings) Act 2018 - <http://www.legislation.gov.uk/ukpga/2018/25/section/2/enacted>

Further details of the Council Tax base Calculation

The calculation of the tax base for 2020/21 commences with the total number of properties on Valuation Office Agency (VOA) valuation list at November 2019, as follows:

Band	2020/21				2019/20		Annual Movement	
	No. Properties 2020/21	Proportion in Band %	Cumulative Proportion %	No. Band D Equivalent	No. Properties 2019/20	No. Band D Equivalent	No. Properties	No. Band D Equivalent
A	159,152	35.7%	35.7%	106,102	158,491	105,661	661	441
B	129,896	29.1%	64.8%	101,030	129,219	100,504	677	526
C	79,495	17.8%	82.6%	70,662	78,355	69,649	1,140	1,013
D	40,605	9.1%	91.7%	40,605	39,696	39,696	909	909
E	21,258	4.8%	96.5%	25,982	21,089	25,775	169	207
F	8,926	2.0%	98.5%	12,893	8,834	12,760	92	133
G	5,854	1.3%	99.8%	9,757	5,825	9,708	29	49
H	890	0.2%	100.0%	1,780	878	1,756	12	24
Total	446,076	100.0%		368,811	442,387	365,509	3,689	3,302

The following additional factors, calculated for each of the property bands (A to H), have been included in the Tax Base calculation:

- An estimate of the number of properties which will be exempt from Council Tax;
- An estimate of the number of properties that will be reallocated to a lower tax band under the “disabled relief” scheme;
- An estimate of the number of appeals against valuation that are likely to succeed;
- An estimate of the number of new properties which will become liable for tax before 1 April 2021, together with any properties which will cease to be liable - and the proportion of the year for which that liability is likely to exist;
- An estimate of the number of properties for which discounts will apply, and the number of discounts for each property. This includes the Council Tax Support Scheme which includes a discount of up to 80%. The number of Council Tax Support recipients has been assumed to fall by 1,461 Band D equivalents compared with the budgeted figure for 2019/20. This takes account of an assessment of the expected number and level of Council Tax Support discounts, drawing on experience of discounts awarded in 2019/20 and previous years.
- An estimate of the number of properties which will be classed as long-term empty (empty for over 2 years) and therefore will attract a premium of 100% plus a further estimate for those that remain empty for at least 5 years and therefore will attract a premium of 200% from April 2020.

The calculations for the assumptions above are set out in Appendix 2 to this report. The information for New Frankley in Birmingham Parish Council is shown in Appendix 3 and for Royal Sutton Coldfield Town Council Appendix 4. These also show how the number of taxable properties in each band must be adjusted to arrive at an equivalent number of “Band D” properties, as required by legislation.

Council Tax Base - Birmingham 2020/21											Band D	
											Total	Equivalent
Property Band	Band AR	Band A	Band B	Band C	Band D	Band E	Band F	Band G	Band H	Properties	Properties	Properties
i) Dwellings on valuation list	0	159,152	129,896	79,495	40,605	21,258	8,926	5,854	890	446,076	368,811	
ii) Estimated Exemptions	0	(6,920)	(5,163)	(3,133)	(3,177)	(1,191)	(171)	(82)	(29)	(19,866)	(16,488)	
iii) Net adjustment in respect of estimated disabled relief	270	291	(76)	(164)	(132)	(99)	(7)	(39)	(44)	0	(277)	
iv) Net adjustment in respect of estimated successful appeals and other adjustments	0	(530)	(566)	(324)	(166)	(81)	(22)	(14)	(3)	(1,706)	(1,408)	
v) Net adjustment in respect of estimated new properties	0	1,811	1,479	904	462	242	102	67	10	5,077	4,198	
No. of chargeable dwellings	270	153,804	125,570	76,778	37,592	20,129	8,828	5,786	824	429,581	354,836	
vi) Total no. of discounts (including Council Tax Support)	(103)	(65,222)	(35,090)	(14,913)	(4,984)	(1,735)	(570)	(300)	(30)	(122,947)	(92,575)	
Equivalent no. of chargeable dwellings net of discounts	167	88,582	90,480	61,865	32,608	18,394	8,258	5,486	794	306,634	262,261	
Statutory proportion	5/9	6/9	7/9	8/9	1	11/9	13/9	15/9	18/9			
Equivalent Band D properties (the "Relevant Amounts")	93	59,055	70,373	54,991	32,608	22,482	11,928	9,143	1,588	TOTAL =	262,261	
ALLOWANCE FOR NON-COLLECTION (2.9%)	(3)	(1,713)	(2,041)	(1,595)	(946)	(652)	(346)	(265)	(46)	TOTAL =	(7,607)	
TOTAL	90	57,342	68,332	53,396	31,662	21,830	11,582	8,878	1,542	TOTAL =	254,654	

Council Tax Base - New Frankley in Birmingham Parish Council 2020/21													Band D
											Total	Equivalent	
Property Band		Band AR	Band A	Band B	Band C	Band D	Band E	Band F	Band G	Band H	Properties	Properties	
i)	Dwellings on valuation list	0	1,559	1,592	103	58	1	0	0	1	3,314	2,431	
ii)	Estimated Exemptions	0	(21)	(7)	(1)	0	0	0	0	0	(29)	(20)	
iii)	Net adjustment in respect of estimated disabled relief	3	3	(5)	(1)	0	0	0	0	0	0	(1)	
iv)	No. of chargeable dwellings	3	1,541	1,580	101	58	1	0	0	1	3,285	2,410	
v)	Total no. of discounts (including Council Tax Support)	(2)	(831)	(552)	(15)	(4)	0	0	0	0	(1,404)	(1,003)	
	Equivalent no. of chargeable dwellings net of discounts	1	710	1,028	86	54	1	0	0	1	1,881	1,407	
	Statutory proportion	5/9	6/9	7/9	8/9	1	11/9	13/9	15/9	18/9			
	Equivalent Band D properties (the "Relevant Amounts")	1	473	800	76	54	1	0	0	2	TOTAL =	1,407	
	ALLOWANCE FOR NON-COLLECTION 2.9%	0	(14)	(23)	(2)	(2)	0	0	0	0	TOTAL =	(41)	
	TOTAL	1	459	777	74	52	1	0	0	2	TOTAL =	1,366	

Council Tax Base - Sutton Coldfield Town Council 2020/21												Band D	
												Total	Equivalent
Property Band		Band AR	Band A	Band B	Band C	Band D	Band E	Band F	Band G	Band H	Properties	Properties	
i)	Dwellings on valuation list	0	3,308	5,523	7,588	9,474	8,617	4,152	2,587	384	41,633	44,330	
ii)	Estimated Exemptions	0	(78)	(74)	(97)	(110)	(79)	(24)	(13)	0	(475)	(459)	
iii)	Net adjustment in respect of estimated disabled relief	3	16	19	12	25	(36)	(8)	(21)	(10)	0	(48)	
iv)	No. of chargeable dwellings	3	3,246	5,468	7,503	9,389	8,502	4,120	2,553	374	41,158	43,823	
v)	Total no. of discounts (including Council Tax Support)	(2)	(1,540)	(1,474)	(1,263)	(1,027)	(605)	(242)	(109)	(10)	(6,272)	(5,615)	
	Equivalent no. of chargeable dwellings net of discounts	1	1,706	3,994	6,240	8,362	7,897	3,878	2,444	364	34,886	38,208	
	Statutory proportion	5/9	6/9	7/9	8/9	1	11/9	13/9	15/9	18/9			
	Equivalent Band D properties (the "Relevant Amounts")	1	1,137	3,106	5,547	8,362	9,652	5,602	4,073	728	TOTAL =	38,208	
	ALLOWANCE FOR NON-COLLECTION 2.9%	0	(33)	(90)	(161)	(242)	(280)	(162)	(118)	(21)	TOTAL =	(1,107)	
	TOTAL	1	1,104	3,016	5,386	8,120	9,372	5,440	3,955	707	TOTAL =	37,101	

Birmingham City Council

Report to Cabinet

21ST JANUARY 2020



Subject: Business Rates Income 2020/21
Report of: Interim Chief Finance Officer
Relevant Cabinet Member: Cllr Tristan Chatfield – Cabinet Member for Finance and Resources & Cllr Brigid Jones – Deputy Leader
Relevant O &S Chair(s): Councillor Sir Albert Bore
Report author: Ian Harris, Senior Business Analyst

Are specific wards affected?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s):		
Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, add Forward Plan Reference: 7196/2020		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, provide exempt information paragraph number or reason if confidential :		

1 Executive Summary

- 1.1 This report seeks approval to the City Council's Business Rates income projection for 2020/21 for submission to the Government. This forms the calculation of next financial year's income from Business Rates.
- 1.2 The report sets out the basis of the calculation and the assumptions which have been included.

2 Recommendations

That the Cabinet:-

- 2.1 Approves the 2020/21 Business Rates income for Birmingham as shown in Appendix 1.

3 Background

- 3.1 The Valuation Office Agency (VOA) provided the City Council with an updated version of the valuation list as at 13th December 2019. This has been used in calculating the Business Rates income projection. The Government continues to set the Business Rates multiplier which determines the level of Business Rates that each business pays. The City Council has forecast the levels of growth, appeals and non-collection that are expected to occur in 2020/21. This forecast is based on developments that are ongoing, planning approvals that are in place and expected to be completed in 2020/21 and further growth from the identification of additional rateable value as a result of external partnership work being carried out in order to maximise Business Rates Income.
- 3.2 In any year a proportion of the billed Business Rates cannot be collected, for example due to businesses going into liquidation. The City Council has made an assumption of 2% for non-collection in line with local historical experience. Should this collection rate be improved, the resulting surplus will become available to assist in budget setting in future financial years.
- 3.3 Each year appeals are made against the rateable value of properties as determined by the Valuation Office Agency. Appeals that are upheld are backdated to the beginning of the ratings list period, or when the change in circumstances came into existence if later than this date. It is prudent for the City Council to make an assumption about the level of successful appeals that will be made each year and set aside adequate provision for repaying appeals.
- 3.4 As a result of previous budget announcements, the Government continues to provide a package of measures to support small businesses during 2020/21 along with additional support to retail premises classed as small businesses (under £51,000 in Rateable Value). These measures continue to impact both on the level of retained Business Rates generated along with the general unringfenced grants paid to compensate local authorities for loss of income.
- 3.5 After allowing for these measures, the City Council's total projected retained income for 2020/21 from Business Rates is expected to be £441.204m. This is an increase of £4.135m when compared with 2019/20. In addition, the City Council expects to receive compensatory grants of £55.617m which is an increase of £8.785m compared to 2019/20. Taking this into account, overall income from Business Rates related funding is expected to be £496.822m as summarised in the table below. This is an increase of £12.921m or 2.7% when compared with 2019/20 and is a combination of an increase in the Business Rates multiplier of 1.6% and associated compensation of 0.8% for the use of CPI instead of RPI, plus a forecast increase of 0.3% that reflects the anticipated net real terms growth.

Retained Income	Outside the Enterprise Zone	Enterprise Zone
	£	£
Total Resources before Funded Reliefs	441,204,401	10,183,118
Enterprise Zone Relief retained in full (included in discretionary relief above)	0	872,371
Section 31 Grants:		
Small Business Relief	28,595,902	732,240
Supporting Small Business Relief	542,560	0
Local Discretionary Relief	77,226	0
New Retail Relief (30%)	7,002,400	168,519
Inflation (Multiplier Cap)	17,683,543	408,141
Additional Compensation for Small Business Relief Parameter Changes	1,715,693	50,373
Total	55,617,324	1,359,273
Total Resources Including Funded Reliefs	496,821,725	12,414,762

- 3.6 The value of Business Rates growth over and above a pre-determined baseline expected to be collected from the Enterprise Zone is required to be calculated separately from the City Council's element of total income as this resource is ring fenced in its entirety to the Enterprise Zone.

4 Options considered and Recommended Proposal

- 4.1 Not Applicable

5 Consultation

- 5.1 Officers in the Digital and Customer Services and Inclusive Growth Directorates have been consulted in determining the forecast for Business Rates in 2020/21. The Assistant Director – Revenues and Benefits has been consulted in the preparation of this report.
- 5.2 No public consultation is required on the Business Rates Income projection. It is a statement of fact supplemented by the City Council's estimate of likely growth and other changes in Business Rates in 2020/21.

6 Risk Management

- 6.1 The setting of the Council's budget which includes the Business Rates Income projection, as set out in this report, is part of the Council's arrangements for the management of financial issues.

7 Compliance Issues:

- 7.1 **How are the recommended decisions consistent with the City Council's priorities, plans and strategies?**

- 7.1.1 The completion of the Business Rates Income projection does not have any direct implications for the City Council's Corporate Policy Priorities.

7.2 Legal Implications

- 7.2.1 As a result of the introduction of the Business Rates Retention Scheme through the Local Government Finance Act 2012, each billing authority is required to give formal approval to the Business Rates income projection due to its strong links with the budget setting process. The calculation and approval of the Council Tax Base will similarly be considered by Cabinet elsewhere on this agenda.

7.3 Financial Implications

- 7.3.1 This Business Rates income projection will determine the income retained from Business Rates in respect of 2020/21 and will feed into budget calculations for next year. The City Council calculates the level of Business Rates in the City based on the latest information available from the Valuation Office Agency (VOA) and projects forward the level of additional Business Rates that will be collected up to 31 March 2021. Under the Business Rates Pilot, which will now be in its fourth year, the City Council will be able to plan for the retention of 99% of this income (£441.204m) in 2020/21 when setting its budget.

7.4 Procurement Implications (if required)

- 7.4.1 Not Applicable

7.5 Human Resources Implications (if required)

- 7.5.1 Not Applicable

7.6 Public Sector Equality Duty

- 7.6.1 There are no specific Equality Duty or Equality Analysis issues relating to the proposals set out in this report.

8 Background Documents

- 8.1 None.

Calculation of Business Rates Income		
	Outside the Enterprise Zone	Enterprise Zone
Number of hereditaments on the rating list 13th December 2019	46,075	1,452
	£	£
Aggregate rateable value on the rating list 13th December 2019	1,100,587,509	30,679,765
Small Business Non-Domestic Rating Multiplier	0.499	0.499
Gross Calculated Rate Yield	549,193,167	15,309,203
Less: Mandatory Reliefs	(95,248,943)	(4,250,480)
Less: Discretionary Reliefs	(8,302,485)	(1,042,954)
Plus: Forecast for Growth	17,449,565	12,564,503
Gross Rate Yield after Reliefs and Growth	463,091,304	22,580,272
Less : Estimate of Losses in Collection for Current Year at 2%	(9,492,464)	(220,967)
Less : Allowance for Cost of Collection	(1,822,825)	0
Enterprise Zone Baseline	11,531,912	(11,531,912)
Less: Estimate of Rates to be Retained due to Renewable Energy Schemes	0	0
Net Rate Yield	463,307,927	10,827,393
Less: Allowance for Appeals and Prior Years Adjustments	(17,646,916)	(644,275)
Net Rate Yield after Allowance for Appeals to be distributed	445,661,011	10,183,118
0% of Business Rates to be paid over to Central Government	0	
99% of Business Rates to be retained by Birmingham	441,204,401	
1% of Business Rates to be retained by West Midlands Fire and Rescue Authority	4,456,610	
100% of Business Rates to be retained by GB&S Local Enterprise Partnership		10,183,118
Total Business Rates Redistributed through Rates Retention Scheme	445,661,011	10,183,118

Birmingham City Council

Report to Cabinet

21 January 2020



Subject: WEST MIDLANDS PENSION FUND ADVANCE PAYMENT

Report of: Director of Finance

Relevant Cabinet Member: Councillor Tristan Chatfield

Relevant O &S Chair(s): Councillor Sir Albert Bore

Report author: Martin Easton, Head of Capital and Treasury

Are specific wards affected?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s):		
Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, add Forward Plan Reference: 007233/2020		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, state which appendix is exempt, and provide exempt information paragraph number or reason if confidential :		

1 Executive Summary

- 1.1 The City Council's forecast employer's pension contributions to the West Midlands Pension Fund (WMPF) total £395.0m over the next three years. WMPF have offered a discount of £25.8m from this amount if the next three years' contributions are paid in advance in April 2020. The cost of interest on the early payment is estimated at £8.3m, producing a net benefit to the Council of £17.5m. Cabinet are recommended to approve the early payment at the discounted amount.

2 Recommendations

- 2.1 To approve an advance payment of the City Council's employer's pension contributions of £369.2m (including an early payment discount of £25.8m from the normal monthly payments totalling £395.0m over the period 2020/21 to 2022/23).

3 Background

3.1 The City Council's employer's pension contributions to the WMPF are due monthly. In recent years, the WMPF has offered each of the West Midlands District Councils a discount for early payment, either annually in advance or for three years in advance. The discount rate takes account of the financial returns expected by WMPF from the earlier investment of the sums received. The City Council is now reaching the end of a three year advance payment period, and WMPF have again offered discounted payment terms for (a) payment annually in advance for the next three years, or (b) payment in advance of all three years' contributions.

3.2 The Council's total estimated payment for all three years 2020/21 to 2022/23 is estimated at £395.0m. If the Council pays in advance for all three years, the total discount is £25.8m resulting in an up front payment of £369.2m. The early payment results in an interest cost estimated at £8.3m over the three years, compared with the normal monthly payment profile. The net revenue saving after taking account of the interest cost is therefore £17.5m.

3.3 The financial consequences in each of the three years are as follows:

financial year	annual charges:			advance discounts (ie saving)	interest cost of advance	net cost/ (saving)
	if paid monthly	if paid in advance	discount rate			
	£m	£m		£m	£m	£m
2020/21	127.0	124.2	2.2%	(2.8)	4.0	1.2
2021/22	131.6	123.1	6.5%	(8.6)	3.2	(5.4)
2022/23	136.4	121.9	10.6%	(14.4)	1.1	(13.3)
3 year total	395.0	369.2		(25.8)	8.3	(17.5)

3.4 Alternatively, the Council could pay one year in advance for each of the next three years. This results in a lower saving of £5.3m (after interest costs), based on a discount rate of 2.2% in each of the three years. This is the assumption which the Council's approved Medium Term Financial Plan is based on. Making a three year advance payment will therefore save the Council an additional £12.2m. This has been built into the financial assumptions within the Council's Budget Consultation 2020+ document.

3.5 The advance payment has the effect of temporarily increasing the Council's borrowing, but the additional borrowing reduces to zero by the end of the three years. The borrowing can be accommodated within the Council's Prudential Borrowing limits.

- 3.6 The figures above have been agreed with the WMPF and are estimates of the three years' employer's contributions. WMPF reserves the right to seek additional payments from the Council if pensionable pay is higher than that assumed in determining the actuary's projections. If the pensionable pay is lower than anticipated, WMPF will not return or reduce the current payments proposed.

4 Options considered and Recommended Proposal

- 4.1 The payment options described above can be compared as follows:

	Pension Contributions £m	interest costs £m	net cost/(saving) £m
Pay monthly for 3 years	395.0	0.0	0.0
Pay annually in advance for 3 years	386.3	3.4	(5.3)
Pay 3 years in advance	369.2	8.3	(17.5)

It is recommended to proceed with the payment of three years in advance.

5 Consultation

- 5.1 The proposal has been discussed with Cabinet members as part of budget planning for 2020+.

6 Risk Management

- 6.1 The three year advance payment enables improved investment planning and thus benefits both the WMPF and the City Council, which ultimately ensures that the WMPF's pension obligations to former Council employees under the scheme are met. The Council has some risks relating to interest costs during the three years, if they rise above the assumed level before next April. However, a cautious view of interest rates has been taken, and it is unlikely that this would substantially reduce the net savings to the Council.

7 Compliance Issues:

- 7.1 How are the recommended decisions consistent with the City Council's priorities, plans and strategies?

7.1.1 This proposal has no implications for service users or individual wards, other than by producing financial savings to support the Council's overall budget.

- 7.2 Legal Implications

7.2.1 External legal opinion was obtained at the time of the first three year advance payment in 2017. This confirmed that the Council has powers to make a payment in advance under S1(1) of the Localism Act 2011 (General Power), providing that (as in all decisions) it is satisfied that it represents a

reasonable and proper exercise and fulfils the Council's general fiduciary duty to its taxpayers.

7.3 Financial Implications

7.3.1 These are set out in section 4 above.

7.4 Procurement Implications (if required)

7.4.1 None

7.5 Human Resources Implications (if required)

7.5.1 None

7.6 Public Sector Equality Duty

7.6.1 There are no equalities implications.

8 Appendices

None

9 Background Documents

None

Birmingham City Council

Report to Cabinet

21 January 2020



Subject: Public Consultation on Draft Birmingham Transport Plan
Report of: Interim Director - Inclusive Growth
Relevant Cabinet Member: Councillor Ian Ward – Leader
 Councillor Waseem Zaffar – Transport and Environment
Relevant O &S Chair(s): Councillor Liz Clements – Sustainability and Transport
Report author: Mel Jones, Head of Transport Planning and Network Strategy, Telephone No: 0121 303 7758
 Email Address: mel.jones@birmingham.gov.uk

Are specific wards affected?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s):		
Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, add Forward Plan Reference: 006907/2019		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

1 Executive Summary

- 1.1 To seek authority to undertake public consultation on the Draft Birmingham Transport Plan (BTP) for a period of eight weeks between January 2020 and March 2020. The Draft BTP sets out Birmingham's transport vision for the city until 2031 and contains a set of principles that aim to support the city on its journey to tackle climate change, reduce transport's damaging impact on the environment and people's health whilst making the most of opportunities to support the economic growth and development of the city. The measures outlined in the Draft BTP aim to serve a future Birmingham that is home to more people, and that is a better environment in which to live and work for everyone, irrespective of age, disability or income.

2 Recommendations

- 2.1 Approves the Draft Birmingham Transport Plan, as shown in Appendix A, for public consultation for a period of eight weeks between January 2020 and March 2020.
- 2.2 Notes that following the consultation, a further report will be produced for Cabinet in 2020 to adopt the Birmingham Transport Plan.

3 Background

- 3.1 In line with the Birmingham Development Plan 2031 (adopted) 2017, the latest reinvention of Birmingham is progressing at a remarkable rate. Continued national and international confidence in the future of the city means that the level of inward investment is both unprecedented and unabated. It is being put to good use - delivering tens of thousands of new jobs and new homes, creating new urban environments fit for modern life.
- 3.2 Good transport is an essential ingredient in Birmingham's future success. Transport is much more than a means of getting us to where we want to go each day. It also has the potential to open up new opportunities in every aspect of our lives. To unlock the transformational potential of transport, we need to fundamentally change the way people and goods move around the city. Without change in our approach these opportunities and benefits will be constrained by poor air quality in our city, a lack of transport capacity and further adverse social and environmental impacts.
- 3.3 We know that our over-dependence on private motor cars is bad for the health of ourselves and our families, bad for our communities and bad for business, and bad for the future in terms of transport's contribution to carbon emissions leading to climate change. Investment in our transport system and implementation of schemes that prioritise people over cars, will help develop a cleaner, greener, healthier and more sustainable environment to deliver the health and wellbeing benefits for the people of Birmingham and allow Birmingham to continue to grow and prosper.
- 3.4 The declaration of a climate emergency and the introduction of Birmingham's Clean Air Zone is a signal of our intention and an important first step towards establishing a net zero emissions city for the benefit of our citizens, particularly children, whilst standing toe to toe with investment competitors nationally and internationally.
- 3.5 The Draft Birmingham Transport Plan 2031 seeks to build on the aspirations set out in the Birmingham Connected White Paper (2014) and outline what Birmingham needs to do differently to achieve its strategic vision:

"The vision for Birmingham's transport is for a sustainable, green and inclusive, go-anywhere network.

Safe and healthy environments will make active travel – walking and cycling – the first choice for people making short journeys.

A fully integrated, high quality public transport system will be the go-to choice for longer trips.

A smart, innovative, carbon neutral and low emission network will support sustainable and inclusive economic growth, tackle climate change and promote the health and well-being of Birmingham's citizens”.

3.6 To achieve the vision and secure the benefits that the vision will deliver, four Big Moves have been developed for consultation:

- The allocation of road space will change away from single occupancy private cars to support the delivery of a public transport system fit for a global city, fundamentally changing the way that people and goods move about the city.
- The city centre of Birmingham will be transformed through the creation of a network of pedestrian streets and public spaces integrated with public transport services and cycling infrastructure. Access to the city centre for private cars will be limited with no through trips. This includes looking at different options for the central section of the A38 including re-routing it to an upgraded ring road.
- Active travel – walking and cycling – will become how most people get around their locality most of the time. Cars will no longer dominate street life around homes and schools. A limit of 20mph will be standard on all local roads. Residential neighbourhoods and local centres will be places where people are put first.
- Parking will be used as a means to manage demand for travel by car through availability, pricing and restrictions. Where development potential exists, land currently occupied by car parking will be put to more productive use.

4 Options Considered and Recommended Proposal

- 4.1 Option 1 - Do nothing. Should the City Council decide not to consult on the Draft Birmingham Transport Plan, it would result in a lack of strategic direction and vision for transport in the city making Birmingham unattractive and unhealthy which in turn could be a barrier to future growth, missed opportunities and delays in meeting targets for the Birmingham Council Plan 2018-2022 (2019 Update). It would also limit Birmingham's ability to tackle climate change and address poor air quality in the city for the health of Birmingham citizens.
- 4.2 Option 2 - Retain existing strategy document: Birmingham Connected White Paper (2014). However, this needs significant updates, particularly in light of the declaration of a climate emergency and poor air quality in the city. Since the publication of Birmingham Connected significant progress has been made with major changes in the city such as a Clean Air Zone and HS2 and hosting of the 2022 Commonwealth Games.
- 4.3 Recommended Proposal - Consult on the Draft Birmingham Transport Plan. Consultation feedback will be used to refine the policies and proposals, identify further opportunities and set priorities for future investment before being taken back to Cabinet for adoption.

5 Consultation

- 5.1 Consultation to date has involved various internal discussions with officers at Birmingham City Council. Informal meetings regarding specific schemes, development of masterplans, Supplementary Planning Documents (SPDs) and the Clean Air Zone have taken place with partners at Transport for West Midlands, West Midlands Rail Executive, HS2 Ltd, Highways England, Sustrans and other relevant organisations.
- 5.2 Formal views will be sought from key partners, stakeholders and general public as part of the public consultation. A consultation and engagement plan is attached (Appendix B).

6 Risk Management

- 6.1 A Risk Register is attached at Appendix C. The programme for completion and adoption of the Birmingham Transport Plan allows flexibility to account for any potential issues. Other risks include:
- That the Draft Birmingham Transport Plan will not be supported by communities and stakeholders. In order to mitigate this, the Draft Birmingham Transport Plan has been drafted in collaboration with internal and external partners. The consultation allows for further refinement of the document before the City Council adopts the Birmingham Transport Plan.
 - That the consultation process will not be effective in reaching a wide range of groups. In order to mitigate this, the engagement plan includes a variety of communication methods and contact opportunities for groups and individuals in different areas of the city and at different times of day.
 - That there are insufficient staff and budgets to resource the consultation. In order to mitigate this, the consultation process will use existing staff resources and limit the printing and design costs. Existing events and venues will also be used to minimise costs.

7 Compliance Issues:

7.1 How are the recommended decisions consistent with the City Council's priorities, plans and strategies?

- 7.1.1 The Draft Birmingham Transport Plan is consistent with the City Council Plan 2018-2022 (2019 Update) and Financial Plan 2019 to 2023. It will support delivery of the primary goals of an Entrepreneurial City, an Aspirational City, a Fulfilling City to age well in and a Great City to live in and support Birmingham residents in gaining the maximum benefit from hosting the Commonwealth Games.
- 7.1.2 In particular, it will support Outcome 1, Priority 4: We will develop our transport infrastructure, keep the city moving through walking, cycling and improved public transport; Outcome 4, Priority 4: We will improve the

environment and tackle air pollution; Outcome 6 Priority 1: We have declared a climate emergency on a cross-party basis, and we will progress our activity for this through our Climate Emergency Task Force; Outcome 6 Priority 2: We will continue to deliver, report and positively promote the City Council's extensive climate change and carbon reduction activity, with additional initiatives undertaken in line with leading national and peer practice.

7.1.3 The Birmingham Development Plan (adopted in 2017) sets out a spatial vision and strategy for the sustainable growth of Birmingham up to 2031, and is used to guide decisions on planning, development and regeneration. Transport is identified as one of the essential elements enabling sustainable growth.

7.1.4 The Plan is also consistent with emerging policy documents including:

- Proposed Clean Air Strategy for Birmingham – approved by Cabinet on 22 January 2019 for public consultation, which took place during 2019;
- Draft Parking Supplementary Planning Document - approved by Cabinet on 29 October 2019 for public consultation, which is now taking place until 21 February 2020; and
- Birmingham Walking and Cycling Strategy - the subject of a separate report to Cabinet on 21 January 2020.

7.2 Legal Implications

7.2.1 As the Draft Birmingham Transport Plan is an informal transport planning document and will not have statutory status, there are no formal legal requirements in relation to consultation, but the preparation of the documents and the proposed consultation is in accordance with the adopted Birmingham Statement of Community Involvement 2008 and the draft Statement of Community Involvement 2019.

7.3 Financial Implications

7.3.1 Costs from undertaking the public consultation on the Draft Birmingham Transport Plan will be met from approved revenue budgets within Inclusive Growth Directorate (Planning and Development, and Transport and Connectivity).

7.3.2 Removal of on street parking if required will reduce parking income. The reduction in income cannot be quantified accurately at this time as it would be subject to individual scheme proposals. The precise financial and resourcing implications will need to be determined as individual schemes are developed and the implications will be set out in future decision reports. However, it should also be acknowledged that roll out of further parking control schemes (Controlled Parking Zones or resident parking schemes) has the potential to compensate (in part or full) for the loss of revenue elsewhere in the city.

7.3.3 Removal of City Council car parks would result in loss of ticket revenue and potentially advertising income and associated business rates revenue. Conversely, efficient redevelopment of land currently used as off street parking offers opportunities for increased business rates income as well as wider benefits for the city economy through job creation, dependant on the subsequent land use. A surplus of private non-residential parking spaces in the city centre has been identified; providing scope for repurposing of potentially valuable land currently utilised for parking. Detailed financial and resourcing implications of any subsequent development proposal would need to be considered on a case by case basis and will be subject to future decision reports.

7.4 Procurement Implications (if required)

7.4.1 No implications.

7.5 Human Resources Implications (if required)

7.5.1 No implications.

7.6 Public Sector Equality Duty

7.6.1 An Equality Analysis (EA) has been undertaken for the draft plan and consultation and is attached in Appendix D. Relevant organisations with an interest in equalities issues will be included in the consultation. The consultation will include (optional) questions to identify relevant protected characteristics such that impacts can be explored and analysed.

7.6.2 It is acknowledged that some groups have different travel needs and there may be a correlation between certain protected characteristics and potential impact from the proposals in the plan. The principle is that the more comprehensive, accessible and integrated the transport network is, the more likely it is to cater to the needs of a broad range of groups and so the overall impact is likely to be positive.

7.6.3 A separate Equality Analysis will be undertaken for the final Birmingham Transport Plan, taking on board the findings of the consultation. Individual scheme proposals will be further screened for equalities analysis as part of standard Council governance and approval processes, and EAs will be completed at Options Appraisal and Full Business Case stage for individual projects and programmes.

8 Appendices

8.1 Appendix A - Draft Birmingham Transport Plan

8.2 Appendix B - Consultation and Engagement Plan

8.3 Appendix C - Risk Register

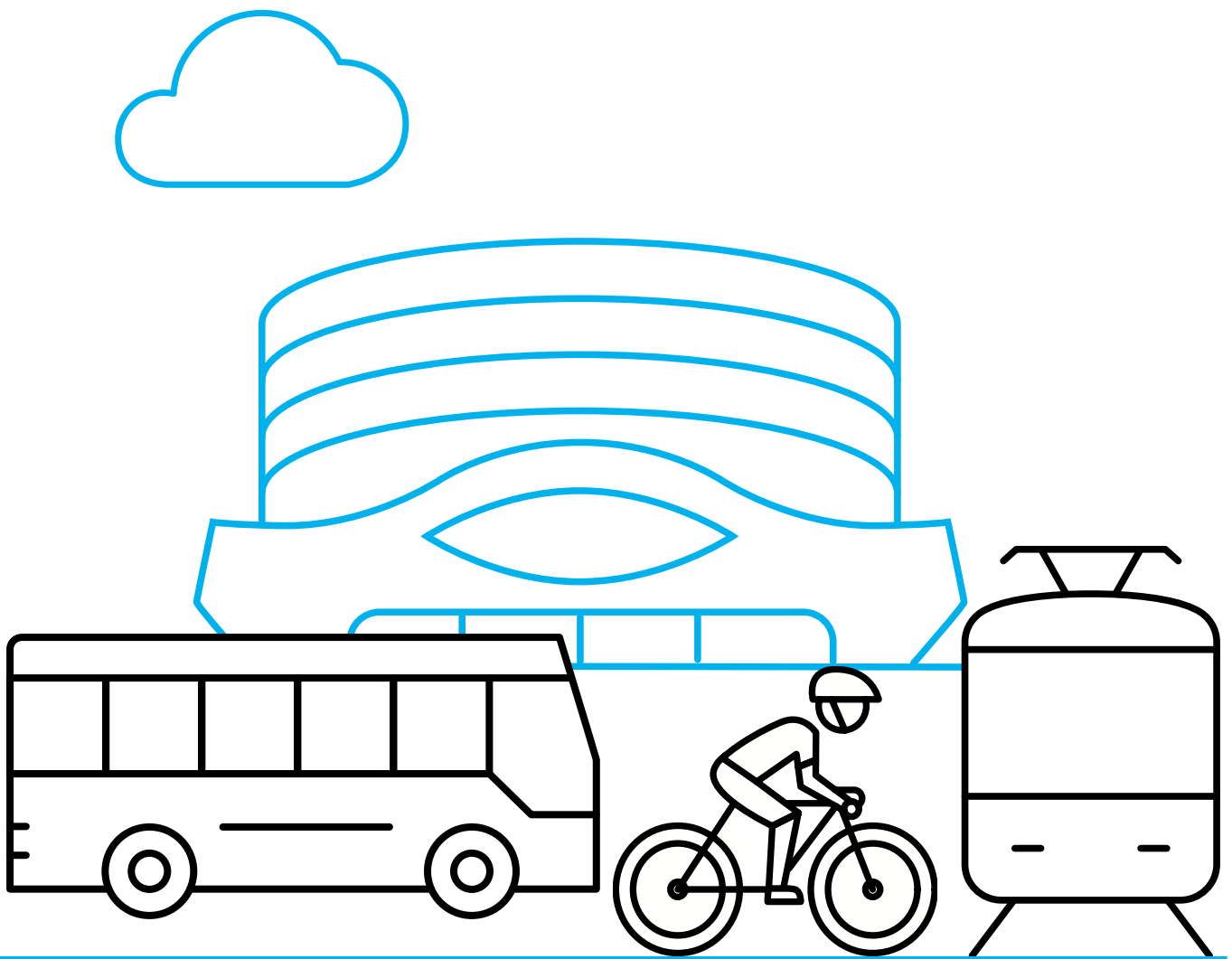
8.4 Appendix D - Equality Analysis

9 Background Documents

Birmingham Connected White Paper (2014) – see Cabinet Report dated 17 November 2014.

January 2020

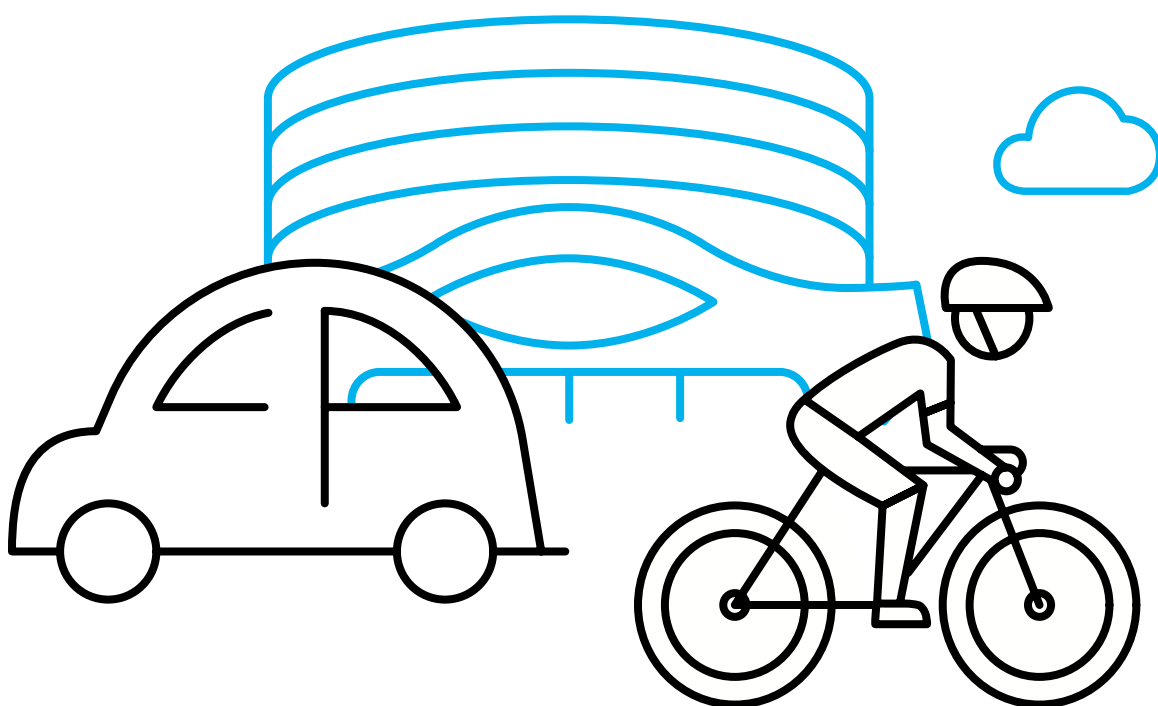
BIRMINGHAM TRANSPORT PLAN





Contents

Foreword	4
Introduction	7
Context	9
Challenges and Opportunities	13
Vision	19
Reallocating road space	21
Transforming the city centre	24
Prioritising active travel in local neighbourhoods	28
Managing demand through parking measures	31
Delivery plan	34



Foreword



Councillor Waseem Zaffar MBE

Cabinet Member for Transport and the Environment
Birmingham City Council

The latest reinvention of Birmingham is progressing at a remarkable rate.

Continued national and international confidence in the future of the city means that the level of inward investment is greater than ever before. It is being put to good use - delivering tens of thousands of new jobs and new homes, creating new urban environments fit for modern life.

Our new Birmingham will not just be home to more people, it will also be cleaner, greener, healthier and more environmentally sustainable. Last summer (2019) the city council unanimously voted to declare a climate emergency with a commitment to achieve carbon neutrality by 2030.

Over-dependence on private cars is bad for the health of ourselves and our families, bad for our communities and bad for business as measured by the millions of pounds of lost productivity caused by congestion. Ultimately, it is bad for the future because of the very significant damage caused by vehicle emissions and their impact on climate change. The more journeys we take by walking and cycling, the more we will improve air quality and our health and the more we will reduce congestion. For longer journeys, buses, trams and trains will be the backbone of a new, go-anywhere transport system.

Good transport is the most important ingredient in ensuring that the benefits of Birmingham's growth are felt in every part of the city. Transport is key to opening up job and training opportunities, to providing access for all to essential services including health and education and to supporting individual self-development and fulfilment. In this way, transport is much more than a means of getting us to where we want to go each day, it can be an enabler transformational changes. To unlock the potential of transport, we need to fundamentally change the way people and goods move around the city.

Birmingham has already started to shift the balance and build a future in which the car will no longer be king. The introduction of Birmingham's Clean Air Zone will reinforce our commitment to becoming a zero emissions city. On the ground, we have started to put things right through investments in projects including the city's first fully segregated cycle ways, extensions to the Metro network and introduction of 20mph speed limits on residential streets. HS2 and its supporting package of connectivity measures together with Birmingham's hosting of the 2022 Commonwealth Games present further opportunities to advance investment in transport infrastructure.

Companies throughout the West Midlands are amongst those leading the way in the global development of new types of vehicle including self-drive and electric vehicles offering significant improvements in efficiency and emission levels.

Irrespective of advancements in technology, single occupancy private cars will never be able to match the capacity of mass public transport for getting people to where they want to go. Putting this into practice and delivering a Birmingham transport network that is fit for purpose will not be a quick or easy fix.

To begin to resolve these problems we need to work with our partners to secure the investment and help the city become a place where walking, cycling and using public transport are the best and most preferred modes of travel. We are eager to explore how the different models of regulation of bus services could be used to reform the bus market to the lasting benefit of the travelling public.

The transport plan details how we will reduce car dependency and deliver the public transport improvements that will deliver a better environment and inclusive growth for the residents of Birmingham.



Introduction

The Birmingham Transport Plan 2031 describes what the city needs to do differently to meet the demands of the future.

The plan contains a set of principles that will guide investment in transport so that it is able to serve a future Birmingham that is home to more people and that is a better environment in which to live and work for everyone irrespective of age, disability or income.

These measures are designed to:

- Reduce transport's damaging impact on the environment, supporting Birmingham's commitment to becoming a carbon neutral city by 2030
- Eliminate road danger particularly in residential areas
- Connect people with new job and training opportunities
- Reconnect communities by prioritising people over cars
- Revitalise the city centre and local centres.

Purpose

This is one of a series of policy documents that, together, will set out the transformation of Birmingham.

Improving transport is essential to ensuring that the growth of the city is inclusive.

The "Big Moves" set out in this document will work in harmony with each other to support the delivery of a high quality, sustainable public transport system fit for all users.

The Transport Plan will:

- Introduce the past, present and future transport of Birmingham
- Outline the challenges and opportunities that face the city
- Describe the four "Big Moves" which will achieve the transport vision for Birmingham.

This is a draft document which will be the subject of widespread consultation with partners and stakeholders before a final version is formally adopted by Birmingham City Council.



Context

For more than 200 years, Birmingham has been a hot-bed of innovation, a city that has led the development and application of new technologies, where change has been welcomed with enthusiasm and energy. Birmingham's transport timeline shows a sequence of periods during which one mode of travel has been dominant only to be replaced by the next new best thing.

So, the golden age of canals was superseded by the golden age of steam trains, the golden age of trams, the golden age of buses and the golden age of cars.

In the latter half of the last century, the motor industry created many thousands of jobs and contributed to Birmingham's global reputation for engineering excellence and innovation. Family cars delivered previously unknown levels of personal freedom broadening travel horizons, opening up new opportunities.

But, as Birmingham's love affair with the motor car continued, evidence of more negative consequences started to emerge. Large swathes of the city were redesigned to handle more and more road traffic creating urban environments that were hostile, intimidating and unhealthy.

Birmingham is now entering a new cycle of change which will be different because no single mode of transport will be dominant. Instead, members of the travelling public will have a choice between a range of modes of transport – each of them accessible, viable and sustainable – which together will form a go-anywhere, anytime integrated transport system.

Achieving that position will require a period of managed transformation during which decreasing dependence on private motor car travel is matched by increasing accessibility to attractive alternatives – for example through wholesale improvements to walking and cycling infrastructure, through investment in new, mass transit services and through emerging technologies.

People will make their travel decisions based on the nature and purpose of their journey. Getting to where you want to go may not be possible using only one form of transport.



Pre 1800:
Canal Revolution



1854: Curzon Street
Railway Station opened



1872: First horse-
powered tram line



1913:
First motor bus



2015:
New Street
station refurbished



1999:
Midland Metro
line 1 opened



1992:
New Street
largely pedestrianised



1971:
A38 Queensway
Tunnel opened



2019:
A34/A38 Cycle
Routes opened



2020:
Clean Air Zone
implemented



2021: Edgbaston
Metro Extension



2021: Camp Hill
railway line



2026:
HS2



2026: Birmingham
Eastside Metro Extension



2022:
Commonwealth Games



2022:
Two Sprint routes

Providing reliable, real time, multi-modal travel information is a key ingredient in helping people to make choices that are right for them.

A further travel option is available – it is to decide not to travel at all - for example by working remotely or by shopping online. There is some early evidence to suggest that, as individuals, we are travelling less.

Statistics released by the Department of Transport show that, between 1995 and 2014, while England's population grew by 11% and employment grew by 18%, commuting journeys fell by 16%.

Shopping trips have decreased by 30% over the past decade coinciding with a rise in online shopping which now represents 17% of total UK retail sales.

The pattern of constant invention and re-invention has been driven not only by an ever growing population but also by technological advancement – much of it home grown - and consumer expectation. Underpinning all of this is the need to tackle climate change and become carbon neutral by the turn of the next decade.

Overall, carbon emissions have decreased by 33.7% against a 1990 baseline. This reduction has been achieved despite a negative impact from transport, the only sector that has increased emissions since 1990. Current data shows that transport is currently responsible for a third of all CO₂ emissions making it the single most damaging source. There is now an urgent need for transport to take significant remedial action to clean up its act permanently. Efficient, economical and sustainable freight movement is essential to our everyday lives and that of our city, ensuring we receive the goods we need at the time and location we need them. One way of reducing the number of delivery vehicles in our city centre is by introducing freight consolidation and micro-consolidation centres with final-mile journeys being undertaken by less carbon-intensive transport modes for example electric cargo bikes.



Challenges and Opportunities

Climate change

Climate change mainly caused by CO₂ emissions, is having a harmful effect on our planet. The importance of tackling climate change is now at the forefront of our transport system. The city council recognises the significant effects that climate change is having on livelihoods and the environment as well as the economy and has declared a climate emergency. This supports a strategic commitment to create a carbon neutral Birmingham by 2030.

The launch of the Birmingham Route to Zero (R20) Taskforce follows a cross-party declaration of a climate emergency by Birmingham City Council in June 2019, with the council's Cabinet then agreeing in July to make tackling climate change one of the authority's six main priorities. This new climate change taskforce for Birmingham will draw up a plan of action to tackle climate change and make our city and our world a better place for future generations to come. This will be a multi-agency, cross-party taskforce that works in partnership across the city, engaging with our many different communities, covering all ages and backgrounds, to find out what they need and to educate and empower them as we all work together towards a common goal.

Air quality

Road transport is by far the largest source of air pollutants that are most harmful to health – nitrogen dioxide (NO₂) and particulate matter. Over reliance on car travel – particularly for short journeys – is a main contributor to physical inactivity which is linked to heart disease and cancer, the biggest causes of premature death.

Revenue generated by the introduction of a Clean Air Zone in 2020 will be reinvested in transport schemes to improve the network and further reduce emissions.



Accommodating future growth

By 2031, Birmingham's population is forecast to grow by 150,000 to 1.25 million. The city has an ambitious strategy for growth which will deliver 100,000 new jobs, 51,000 new homes, 350,000 sq. m new retail space and 745,000 sq. m new office space. Much of this work is already under way – for example at the key Paradise and Snow Hill development sites. Growth by 2031 is also expected to generate an estimated 1.2 million additional journeys on Birmingham's transport network every day.

Birmingham is central to the UK's future prosperity. It is the capital of the West Midlands and one of the country's premium business, tourist and retail destinations. An increasing number of companies including Deutsche Bank, HSBC and KPMG have chosen to locate their regional and national headquarters in the city which is emerging as a major European financial hub. Further growth will add to Birmingham's standing regionally, nationally and internationally.

Birmingham's continuing economic success, together with its diversity and youthful population, mean that more people want to live and work in the city in greater numbers than ever before. This is supported by recent statistics showing that, in 2018, 7,771 people moved from London to Birmingham - more than anywhere else in the UK.

Available land is in short supply and in order to meet the future housing demand, more effective use of land is needed to sustain the growing population. Based on an assessment of future land supply, the City Council expects that a minimum of 80% of new homes will be built on previously developed land.

Reducing reliance on cars will also serve to reduce the demand for car parking, releasing land for more productive use, for example new homes and new employment sites.

The extensive planned growth will be inclusive for all and will ensure alternative modes of travel are accommodating for all user groups.

Road and rail capacity

Birmingham's road and rail networks are already at or near capacity during peak week day periods and increasingly at weekends.

Not only is this a source of personal frustration to commuters, it also comes as a serious dent to commercial efficiency and productivity. The annual cost of congestion to Birmingham's economy currently stands at £632 million. This figure is expected to rise as demand increases.

Further challenges to network resilience are posed by the sheer scale of infrastructure investment currently being delivered in Birmingham and due to continue over the coming years. There is a constant requirement to balance the potential impact of programmes such as HS2 construction against keeping the city on the move and open for business.

The combination of these elements means that there is a limit to the amount of remedial and improvement activities that can be delivered on Birmingham's transport networks at any one time. Responding to the need to meet increased capacity therefore starts with making more of what we already have by re-balancing the way we allocate transport capacity.

In future, this process will be driven by the prioritisation of modes of transport that deliver most benefit in terms of efficiency, reliability, space and accessibility that support healthier, safer, more sustainable environments.

Public transport investment

A number of important transport investment programmes are already taking shape including the increase of rail capacity by re-opening routes and stations to local passenger services; the expansion of the Midland Metro network and the introduction of Sprint rapid transit buses.

The extension to the Midland Metro network will triple in size over the coming years with £1.3 billion investment connecting more people to employment, leisure and education opportunities.

Sprint services will deliver high frequency services on main commuter routes with predictable journey times and dependable timetables. Seven routes have been identified as Sprint corridors with the first phase planned to be delivered in time for the 2022 Commonwealth Games.

HS2 will release capacity on existing main line services and reduce journey times from Birmingham to London to 49 minutes. A complementary package of connectivity improvements will ensure that the benefits of HS2 are spread wide driving further economic growth and generating more employment opportunities.

Significant rail investment is also being undertaken locally and regionally including re-introducing passenger services on the Camp Hill, Birmingham East-Tamworth-Nuneaton and Sutton Park lines.

These new local services and stations will be enabled by delivery of the Midlands Rail Hub which will also improve regional connectivity between Birmingham, Worcestershire and Herefordshire and between Birmingham, Leicester, Nottingham and the East Midlands.

Commonwealth Games

Birmingham 2022 offers a unique opportunity to boost the profile and economy of the West Midlands region.

This accelerated investment in development, housing and transport will deliver a range of benefits both during the games and over the longer term.

Future technologies

As one of the world's great car industry centres, Birmingham led the way in the rise of popular, private motoring. It is now entirely appropriate that manufacturers and research centres across the region are leading the way out of the age of the car through the development of advances in transport technology that will have global consequences.

Current initiatives include the development of autonomous vehicles and advanced electrical battery technology. The West Midlands is seeking to be an international test-bed for Connected Autonomous Vehicles (CAV) with early pilots already taking place.

Network management

New technology is making data collection and analysis quicker and easier to understand, helping us develop a more detailed understanding of our road network. It will allow us to respond to incidents on the road network more quickly, keeping roads safe and clear and keeping Birmingham moving.

Alongside the development of a Regional Transport Coordination Centre (RTCC), multi-partner coordination and monitoring will support the review of current data on the Key Route Network (KRN). This will provide insight into performance, congestion, preventable disruption and roadworks, to improve the management of the KRN.

Travel demand management

A co-ordinated demand management approach between Birmingham City Council and partners including Transport for West Midlands and neighbouring local authorities is essential in managing journeys and supporting highway project delivery. Individuals' journeys as well as freight movements can be managed to make the most of the road network, and where possible make a decision to utilise another way of travelling. Encouragement to public transport, walking and cycling should be the first approach, followed by re-routing, re-timing and removing journeys particularly in areas of highway works and disruption.

Freight movements can also be managed by creating a well-integrated freight distribution system to support the sustainable and efficient movement of goods – this will reduce the number of trips on the network – helping with congestion and air quality.





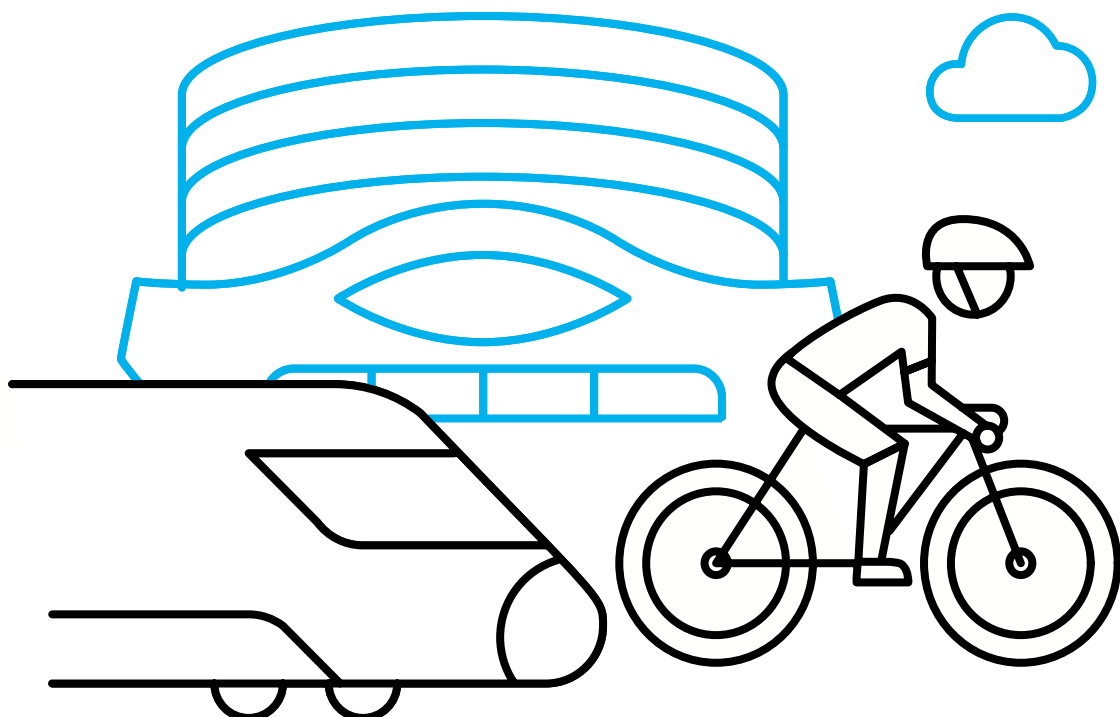
Vision

The vision for Birmingham's transport is for a sustainable, green, inclusive, go-anywhere network.

Safe and healthy environments will make active travel – walking and cycling – the first choice for people making short journeys.

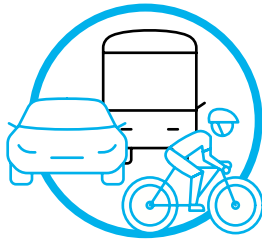
A fully integrated, high quality public transport system will be the go-to choice for longer trips.

A smart, innovative, carbon neutral and low emission network will support sustainable and inclusive economic growth, tackle climate change and promote the health and well-being of Birmingham's citizens.



This future vision will be secured through the delivery of a series of big moves.

BIG MOVES



Reallocating road space

The allocation of road space will change away from single occupancy private cars to support the delivery of a public transport system fit for a global city, fundamentally changing the way that people and goods move around the city.



Transforming the city centre

The city centre of Birmingham will be transformed through the creation of a network of pedestrian streets and public spaces integrated with public transport services and cycling infrastructure. Access to the city centre for private cars will be limited with no through trips. This includes looking at different options for the central section of the A38 including re-routing it to an upgraded ring road.



Prioritising active travel in local neighbourhoods

Active travel – walking and cycling – will become how most people get around their locality most of the time. Cars will no longer dominate street life around homes and schools. A limit of 20mph will be standard on all local roads. Residential neighbourhoods and local centres will be places where people are put first.



Managing demand through parking measures

Parking will be used as a means to manage demand for travel by car through availability, pricing and restrictions. Where development potential exists, land currently occupied by car parking will be put to more productive use.

Reallocating road space

The allocation of road space will change away from single occupancy private cars to support the delivery of a public transport system fit for a global city, fundamentally changing the way that people and goods move about the city.

Rationale

The growth in the number of vehicles on the road needs to be contained and managed. The increasing number of trips on the network contributes to increased congestion and poor air quality. The way we move around the city needs to change in order to deliver sustainable economic growth and move people around the city in a sustainable manner including walking and cycling.

Fact file:

- Around 259 million journeys were made on local bus services in the West Midlands in 2017/18: around seven million less bus journeys than the previous year.
- A quarter of all car journeys undertaken by Birmingham residents are for less than a mile. (2011 Household Transport Survey).
- Air pollution is a contributory factor to 900 early adult deaths in Birmingham each year (Public Health England 2014).
- In 2018, 7.3 million passenger journeys were made using the Metro – one million more than in the previous year.

Increasing road efficiency

All road space is a precious commodity. When compared to other modes of transport, cars are inefficient in terms of the amount of space they take up – both on our roads and in car parks – and the number of people they move around. This is especially true when the driver is the sole occupant.

The impact of over-reliance on private cars has huge and damaging impacts on the lives of people who live and work in Birmingham as well as those who visit the city.

Too often in the city's recent past, places have been designed for cars and not people. Redressing the balance holds the potential to create environments where people come first and where travelling around is enjoyable not intimidating.

Congestion caused by cars results in delayed public transport journeys and reduces the flow of freight and commercial vehicles vital to the day-to-day business life of Birmingham. Buses are Birmingham's most heavily used form of public transport but journey times can be unpredictable and passenger levels have been falling.

Improved bus services are needed to ensure that access to opportunities for employment, education and training is equitable across the whole of the city, particularly in areas where no other form of public transport is available.

Birmingham City Council is also actively involved in further initiatives to bring better coordination and planning of events likely to impact on the movement of people and freight on our highways – for example through the use of streetworks permits to minimise how journeys are disrupted by carriageway occupation, temporary closures and restrictions, and by construction traffic. This is vital at a time of intense activity affecting Birmingham city centre and the West Midlands Key Route Network.

Reducing levels of air pollution

Road transport currently accounts for 80% of NO₂ emissions and a third of CO₂ emissions in Birmingham. The new process of allocating road space will concentrate on prioritising modes of travel that deliver the most benefit in terms of supporting growth, expanding accessibility and creating healthy, safe environments. Alternative cleaner fuels will become the norm to support air quality and climate change.

Future programmes will support the introduction and supply of cleaner fuels contributing to air quality improvement. These developments include Tyseley Energy Park - a state of the art refuelling hub providing facilities for hydrogen, compressed natural gas (CNG) and electric vehicles.

BCC will support potential trials involving a new generation of electrically powered scooters designed to carry one or two people for short distances within built-up areas. These types of micro-mobility vehicles are becoming common in cities across Europe and the USA but are yet to make a UK impact.

Digital

Mobile applications can make it simpler and easier, particularly for people with disabilities, to book and pay for transport with a single transaction supporting journeys that combine several modes. Emerging transport models such as shared ownership and use of cars or freight consolidation together with up to date mapping of electric vehicle charging infrastructure are also supported by digital communications platforms.

The development of a Regional Transport Coordination Centre (RTCC) will improve the management of the road network across local authority boundaries within the West Midlands. This will create a coordinated, multi-agency operation during major events, incidents and construction activities and improve people's journeys by reducing congestion and keeping the network flowing as best as possible.

Key Delivery Components

- A phased delivery of a bus and Sprint rapid transit network with the first phase to be delivered in time for the 2022 Commonwealth Games including:
 - A34 Walsall to Birmingham
 - A45 Birmingham to Airport and Solihull
- An extended Metro network connecting the city centre, local and mainline train services including HS2. Extensions include:
 - Edgbaston extension late 2021
 - Birmingham Eastside extension
 - East Birmingham to Solihull extension
- Enhanced public spaces by remodelling urban centres including:
 - Sutton Coldfield
 - Northfield
 - Stechford
- Delivery of new segregated routes along main commuter corridors to meet Birmingham Cycle Revolution (BCR) target of 5% of all trips by 2023 and 10% of all trips by 2033.
- Support TfWM with the delivery of the RTCC.

Transforming the city centre

The city centre of Birmingham will be transformed through the creation of a network of pedestrian streets and public spaces integrated with public transport services and cycling infrastructure. Access to the city centre for private cars will be limited with no through trips. This includes looking at different options for the central section of the A38 including re-routing it to an upgraded ring road.

Fact file:

- Birmingham welcomed 41.8 million visitors in 2017 bringing a visitor spend of £7.1 billion (Global Tourist Solutions research 2018).
- One in ten West Midlands jobs are in tourism.
- The UK Committee of Climate Change has suggested a 44% reduction in emissions from the transport sector by 2030. This includes 60% of all new cars and vans being Ultra Low Emission Vehicles.

Rationale

The transport network has a crucial role to play in delivering inclusive growth. Better public transport can help connect more people to employment opportunities, improve the viability of living in the city centre through releasing more land for homes from the loss of car parks and also crucially by helping people to lead healthy lives and function even as the city centre continues to grow.

Birmingham city centre is currently the subject of a number of large scale redevelopment projects that, together, constitute one of the most exciting and comprehensive urban transformations in Europe. Paradise, Smithfield, Snow Hill and Eastside will all be delivered by 2031 bringing many thousands of new jobs, new retail and leisure space and new public domain. Residential developments are attracting more people to live at the heart of the city. The city centre is also Birmingham's shop window to the outside world attracting millions of visitors each year.

Supporting inclusive growth

A radical overhaul of transport within the city centre and between the city centre and outlying areas is required to connect more people to employment opportunities. The city centre is already a major employment location for workers from across the city and beyond - particularly from south Staffordshire, north Worcestershire, the Black Country, Solihull, Coventry and Warwickshire.

Heavy road traffic congestion during peak weekday periods coupled with limited capacity on public transport networks is the current cause of disruption and variable journey times.

This particular Big Move will help ensure that public transport will be the preferred choice for most people travelling into and out of the city centre. Improvements and extensions to bus, bus rapid transit, train and tram networks including prioritisation over private car travel will reduce the negative impact that congestion and travel disruption has on productivity. Introducing new routes for trams, rapid transit buses and passenger trains will deliver equitable access to opportunities for the benefit of both job seekers and employers.

Improving air quality

The introduction of the Clean Air Zone and resulting improvements to air quality is of benefit to everyone – workers, visitors and residents. Through legally-binding agreements with bus operators, we will move steadily towards a zero emissions fleet.

Taxis and private hire cars that meet emissions standards will also make a valuable contribution to the integrated transport system. Birmingham's Licensing and Public Protection Committee has approved a series of new policies to regulate the number and nature of taxi and private hire vehicles it will licence from January 2020, in preparation for the introduction of the Clean Air Zone.

Major improvements will be carried out to rail stations, including Snow Hill and Moor Street, and to rail layouts to provide increased passenger capacity and better connectivity.

Within the city centre, the development of new public squares, linear parks and wide, level, traffic free boulevards will support walking and cycling as the main means of getting around. The reintroduction of cross city buses will reduce bus mileage in the city core, reduce pressure on kerb space and provide improved penetration and accessibility by public transport in the city centre.

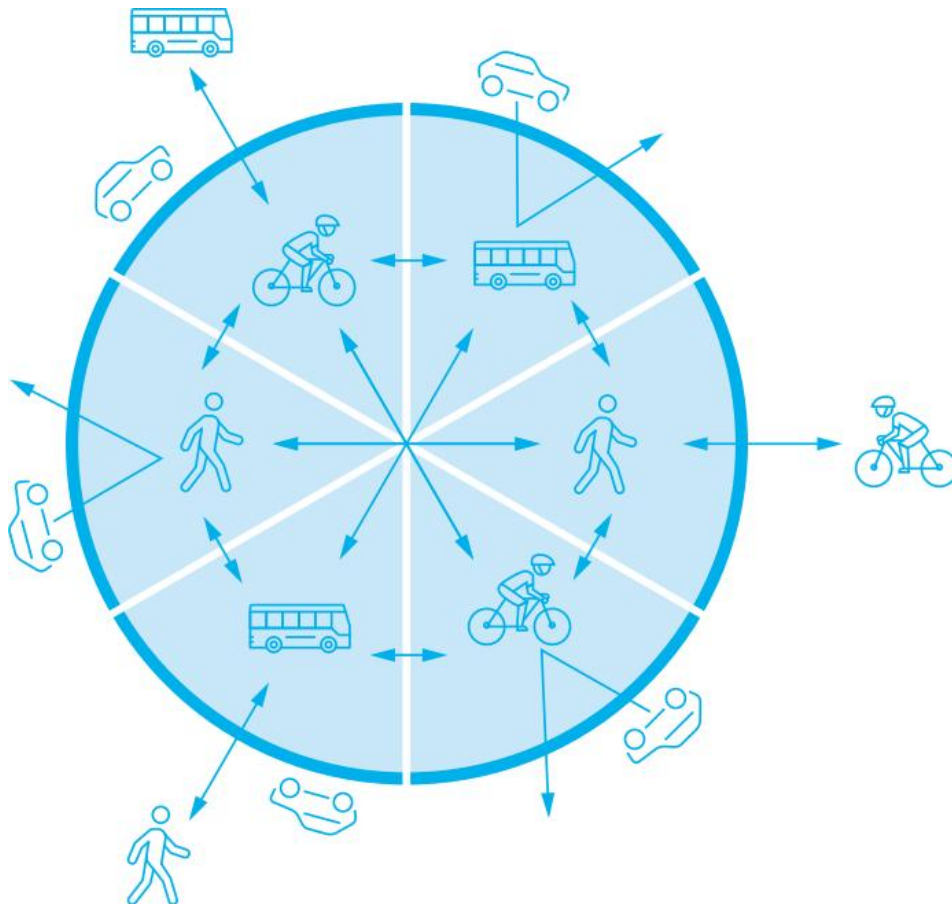
Supporting the growth of the city centre as a place to live

The way that traffic flows are managed within the city centre will be remodelled to discourage through trips by private vehicles without impacting on service vehicles. Access will be maintained for logistics and service vehicles but freight journeys will be concentrated on out-of-hours periods.

The end result will be a new city centre environment which will allow people to meet, relax and take time to enjoy the sights as well as navigate their way on foot without difficult road crossings.

Key delivery components

- Traffic cells initiative including access restrictions and signage within the A4540 Middleway to restrict through trips by private vehicles. Links within the city centre and across the Middleway are improved for public transport, walking and cycling.



- Different options for the central section of the A38 will be considered. This might include re-routing it to an upgraded ring road, meaning that vehicles on journeys passing through the centre of Birmingham would be kept clear of the city centre. This, in turn, would deliver:
 - o Improved connectivity because the A38 no longer acts as a restrictive barrier splitting the city centre and hampering growth
 - o Reductions in emission levels and consequential air quality improvements in the city centre
 - o A more balanced approach to maintaining traffic flows
 - o The freeing up of the central section of the A38 transport corridor enabling a range of long term, future uses including green spaces, active travel and public transport infrastructure.
- Reintroduction of cross city buses.
- Development of new public open spaces at Smithfield, Snow Hill and Eastside.
- Re-modelling and expansion of capacity of Snow Hill and Moor Street stations, taking passengers directly to HS2 at Curzon Street by 2031.
- Development of improved cycling and walking infrastructure and pedestrianisation supporting cross city centre navigation and connectivity with public transport hubs.
- City centre access for service and logistics transport to be maintained but subjected to management measures including restrictions on daytime deliveries and support for consolidation initiatives
- Increasing numbers of residential units (estimated 12,800 new homes) in the city centre through the promotion of development opportunities from the release of Council owned car parks.

Prioritising active travel in local neighbourhoods

Active travel – walking and cycling – will become how most people get around their locality most of the time. Cars will no longer dominate street life around homes and schools. A limit of 20mph will be standard on all local roads. Residential neighbourhoods and local centres will be places where people are put first.

Fact file:

- More than one in four of Birmingham's residents is obese – the highest instance in the UK. (University of Birmingham)
- Around a third of adults in Birmingham spend less than 30 minutes each week on physical activity. (2017 West Midlands on The Move)
- Regular cycling to work is associated with a 45% lower risk of developing cancer and a 46% lower risk of developing heart disease compared to commuting by car or public transport. (2017 BMJ: Association between active commuting and incident cardiovascular disease, cancer, and mortality: prospective cohort study)
- The average Birmingham driver lost 134 hours in congestion in 2018 (INRIX).

Rationale

Ending the dominance of cars on streets in residential neighbourhoods and around schools will increase active travel levels, improve air quality and reconnect communities. It will also provide important support for the wider regeneration of local centres stimulating economic growth and employment opportunity. Transport plays an important role in connecting new residential neighbourhoods and local centres, providing sustainable and active forms of travel.

Quality of life

Birmingham's road network occupies a large proportion of the city's public space. The experience that people have on Birmingham's streets has a defining influence on quality of life affecting health, well-being, safety, income and opportunity.

Streets are places where people and communities connect and interact. They are particularly important to children as places to exercise and play, to older people at risk of isolation and loneliness, to people with disabilities and long term illnesses and to those living on lower incomes with no access to private car ownership.

Supporting housing growth

Improving access to public transport will help us to create higher-density, mixed use, sustainable places that make the most of the land that we have available.

People living in more densely developed places are less likely to use a car particularly where they can access high quality public transport.

Birmingham's continuing growth is stimulating increased demand for new, affordable housing across the city. The Birmingham Development Plan has identified capacity for around 45,000 homes in existing urban areas in the period to 2031 including bringing vacant properties back into use and utilising former industrial sites. The development of a further 6,000 homes over the same period is proposed in more outlying locations.

New residential neighbourhoods are being developed in a number of strategically important locations including Langleigh, Bordesley, Selly Oak/South Edgbaston, Longbridge and Greater Icknield. Transport is a vital factor in unlocking the potential of these new neighbourhoods as well as supporting connectivity between the 70 local centres that already exist in Birmingham.

Our Green Travel District approach has been piloted in a number of areas over the last few years. Lessons learned from this will inform new developments in local centres.

Improving health and wellbeing

Walking and cycling are the healthiest ways to travel – either for entire local journeys or as part of longer trips involving other modes such as public transport. A key element of improving cycling and pedestrian infrastructure is to ensure connectivity to local access points for mass transit services including bus, Sprint rapid transit, tram and train. Improving walking environments make streets inclusive for all and help older people and people with disabilities travel around the city. Promoting active travel will support improvements in individuals' health, help to bridge health inequalities between advantaged and disadvantaged communities and contribute to Birmingham's commitment to tackle climate change and prosper environmentally as well as economically.

Key delivery components

- Introduce 20mph as the default speed limit for all residential streets and local centres in Birmingham.
- Implement “Schools Streets” measures across the city to restrict car speed and access, manage parking around school locations and to encourage active travel for pupils.
- Every school in Birmingham will be registered and active with Modeshift STARS, the nationally accredited travel planning tool.
- Integrate active travel and road space allocation guidelines into the process of master planning for all future residential developments and infrastructure schemes in Birmingham.
- Management of logistics and service journeys to local centres to concentrate on “out of hours” periods.
- Pedestrian crossings improvements programme.
- Actively support and complement the city council’s strategic principles for residential development around transport hubs.
- Develop Green Travel Districts in key growth areas and local centres including:
 - Perry Barr
 - Sutton Coldfield
 - East Birmingham



Managing demand through parking measures

Parking will be used as a means to manage demand for travel by car through availability, pricing and restrictions. Where development potential exists, land currently occupied by car parking will be put to more productive use.

Fact file:

- Across the UK, there are six cars for every ten people but the average car sits unused for 96% of the time. (Space Out: Perspective on Parking Policy, RAC Foundation, July 2012)
- Sections of the A34 Stratford Road in Birmingham were among the UK's ten most congested roads in 2018. (INRIX)

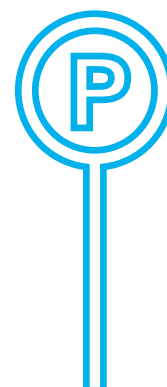
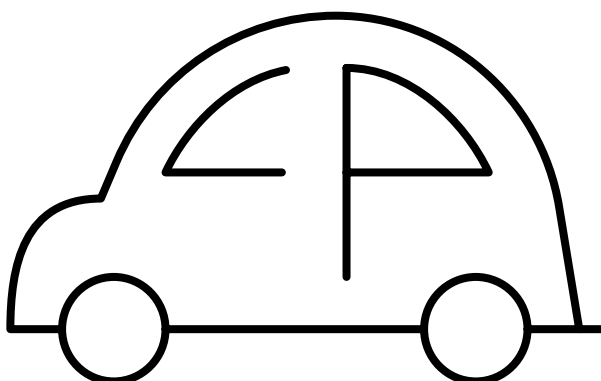
Rationale

All car journeys begin and end with parking. Therefore, managing demand for parking is a central means of managing demand for travel by private vehicle. Managing the demand for parking rests on four tests:

- How many parking spaces are available?
- For how long is parking available?
- Who is parking available to?
- How much does it cost?

Getting the balance right between the four parameters will help to manage demand for parking and, ultimately, management of the demand for travel by car.

The objective is to introduce a more precise and consistent method of parking demand management which supports the delivery of a transport system reducing emissions and congestion while underpinning Birmingham's sustainable growth agenda.



User groups

The framework for future decision making needs to take into account the differing needs of user groups – for example motorists with disabilities – as well as characteristics that vary by location. However, guiding principles will include:

- Commuter car parking will be limited in areas which are well served by public transport – for example the city centre.
- On-street parking space will be prioritised for users with disabilities, cyclists, car clubs and other sustainable modes.
- Public transport and cycling provision will be prioritised over car parking provision.
- Parking will be restricted outside schools for air quality and road safety reasons.

Land use

Across England's largest cities, including Birmingham and the West Midlands, between 15% and 30% of available land is taken up by car parking.

This is land that could be used for building new homes or commercial developments or opened up as new, green public spaces.

An important consequence of reducing over-reliance on travel by private car is to reduce the need for parking spaces. This means that in strategically important locations such as the Enterprise Zone covering central Birmingham, valuable land in short supply can be used in the most productive way possible.

Enforcement

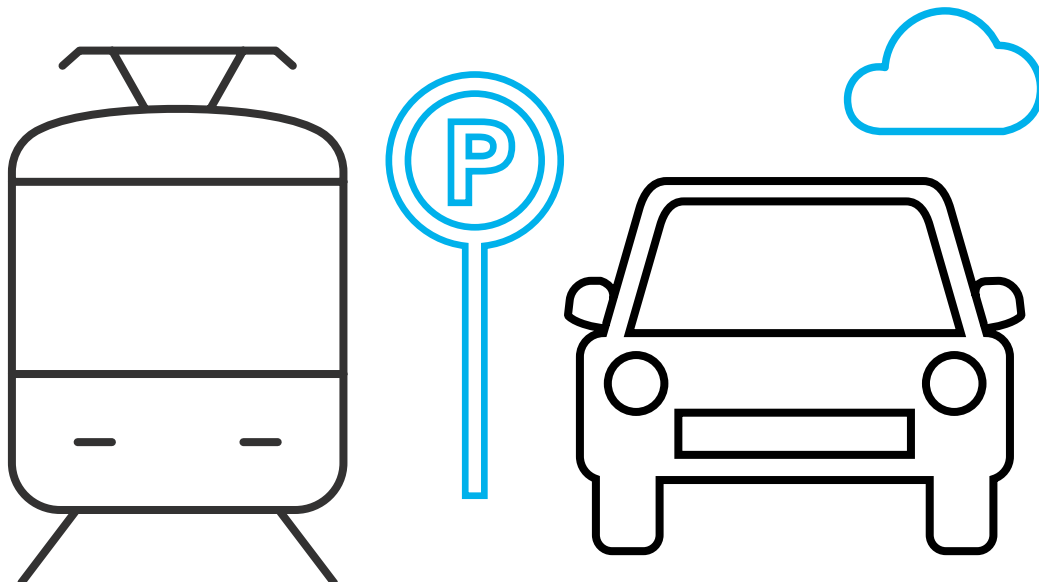
Restrictions will be supported by focused and pro-active enforcement with the targeted use of fixed penalties. The city council is committed to working with its partners - including West Midlands Police - to ensure that enforcement is reasonable and supportive of the sustainable growth of the city.

Parking costs

The city council will work with partners and public transport operators to establish and manage the explicit linkage between level of parking cost and public transport fares. This is to ensure that using public transport is a more competitive and attractive mode of transport in comparison to lower occupancy private cars. We will aim to engage and work with private and commercial providers of non-residential parking with the potential for them to support and fund sustainable transport provision as part of their contributions towards the wider agenda addressing climate change.

Key delivery components

- Progress the feasibility study into a Workplace Parking Levy (WPL) under which employers are charged an annual fee for each workplace parking space they provide.
- Re-invest any funding raised through a WPL to contribute towards the delivery of:
 - o East Birmingham Metro Extension
 - o Pedestrianisation of the city centre and Moor Street
 - o Snow Hill Growth Strategy including transformation of the A38 and investment in public transport
 - o Cycle routes and canal improvements
- Controlled Parking Zones (CPZ). Birmingham already has some CPZs in place and plans to extend these to remove free car parking from within the A4540 Middleway, from neighbourhoods on its outskirts and from local centres.
- Parking Supplementary Planning Document (SPD). This aims to set out a strategy to manage parking provision across Birmingham as well as revising parking standards for planning applications. Wherever possible, the Council will seek to protect the overall levels of disabled parking provision in easily accessible locations.
- Park and Ride provision at suitable locations outside the city centre to support public transport connectivity.
- Release of car parks for more efficient uses such as development.



Delivery Plan

The process of converting Birmingham Transport Plan thought into Birmingham Transport Plan deed will require strong partnerships and the active participation of stakeholders including the travelling public.

Birmingham City Council is committed to leading the transformation of transport in support of the sustainable growth of the city and the health, wealth and happiness of its residents, workers and visitors.

Partnership working

There is a history of partnership working in Birmingham and the implementation process is anticipated to continue to be driven forward and co-ordinated through joint working between Birmingham City Council, West Midlands Combined Authority, neighbouring local highway authorities, local residents, business communities and other key organisations who have a stake in the future of transport in Birmingham.

Integrated delivery

With numerous large scale projects being delivered across Birmingham over the next decade, it is important that an integrated approach between public and private sector delivery bodies is taken to minimise the impacts as much as possible.

Next steps

Following public consultation on this draft transport plan, comments will be considered and any necessary changes will be made prior to its adoption as a policy document.



Key

Reallocating road space

Prioritising active travel in local neighbourhoods

Transforming the city centre

Managing demand through parking measures

Location		Location	Scheme description	Lead organisation	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031+
		City centre	Clean Air Zone and Additional Measures	BCC												
		City centre	Traffic cells initiative	BCC												
		Citywide	LCWIP cycle improvements	BCC												
		Citywide	LCWIP pedestrian improvements	BCC												
		Citywide	20mph limit across the city	BCC												
		City centre	Snow Hill Growth Strategy, including Birmingham Ring Road Project	BCC												
		Eastside	Birmingham Eastside Metro Extension	TfWM												
		City centre	Birmingham Westside Metro Extension	TfWM												
		East Birmingham	East Birmingham to Solihull Metro Extension	TfWM												
		City Wide/Regionally	Future expansion of the Metro Network	BCC/TfWM												
		Nationally	HS2- Phase 1	HS2												
		Citywide	Future New Railway Stations	TfWM/MMR												
		Kings Heath/ Moseley/ Hazelwell	Camp Hill railway reopening	TfWM/MMR												
		Selly Oak/Edgbaston	University Station Upgraded	TfWM/MMR												
		City centre	One Station	BCC												
		City centre	Workplace Parking Levy	BCC												
		Citywide	Controlled Parking Zones (CPZ)	BCC												
		Citywide	Birmingham Parking Supplementary Planning Document	BCC												
		Citywide	Sprint - Phase 1	TfWM												
		Citywide	Sprint - Subsequent Phases, including Birmingham to Sutton Coldfield via Langley	TfWM												
		Citywide	Cross city bus routes	TfWM												
		Citywide	Public Transport Priority Schemes	TfWM/BCC												
		Citywide	Remodelling urban centres	BCC												
		City centre	Public Realm Enhancements	BCC												
		Perry Barr	Perry Barr Regeneration Scheme	TfWM/BCC												
		Regionally	Regional Transport Coordination Centre	TfWM												
		Langley and Piddimore	Enabling Inclusive Growth	BCC												
		Citywide	Local Measures - Safety, Performance, Integration schemes	BCC												
		Regionally	Alternative Fuels and Innovation	BCC/ Partners												

For full list of schemes please refer to annual capital programme

Contact:

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Birmingham Transport Plan - Consultation & Engagement

1. Background and objectives

Birmingham City Council will be engaging with local communities, businesses and other stakeholders in the production of a new Birmingham Transport Plan (BTP).

The Birmingham Transport Plan sets out the city's ambitious plans for our transport network. To support inclusive growth, a transformational change in the way we travel is needed; unprecedented population, development and economic growth will be hindered unless we tackle some of the challenges we are facing, such as poor air quality and congestion, and develop a high-quality, sustainable public transport system fit for all users.

The purpose of the BTP is to set out a vision for the city, focused around the transformation of our transport network to tackle climate change, air pollution and meet the ever-changing future needs of the city. The four 'Big Moves' set out in this document will operate together in harmony with each other to help achieve this vision.

The Transport Plan will specifically:

- summarise the past, present and future transport context of Birmingham;
- outline the challenges and opportunities that face Birmingham at the current time and how we plan to address or take advantage of these to benefit the people of Birmingham;
- set out our vision for a sustainable, green, inclusive, go-anywhere transport network;
- outline the four 'Big Moves', the delivery of which will help achieve the vision for Birmingham;
- describe how this will be achieved through strong partnership working and integrated delivery.

The plan identifies key delivery components for each of the 'Big Moves' detailing the schemes, actions and initiatives to be implemented by Birmingham City Council and various partners to achieve our vision. This will be further supported by a Delivery Plan, to be monitored annually. Consultation feedback will help to ensure that these actions are appropriate and identify vital partner and stakeholder support.

As a draft document, the City Council will consult widely on the content of the BTP, with the final version to be formally adopted by the City Council by the end of 2020. This document sets out consultation activity to be undertaken and provides information on engagement that has occurred to date.

2. Strategic Context

The **Birmingham Development Plan** (adopted in 2017) sets out a spatial vision and strategy for the sustainable growth of Birmingham up to 2031, and is used to guide decisions on planning, development and regeneration. Transport is identified as one of the essential elements enabling sustainable growth.

The **Birmingham Connected White Paper** (2014) set out a 20-year transport strategy to support this, calling for a reduction in reliance on private cars and the development of an extensive public transport system supported by active modes of travel. This strategic vision for transport remains largely the same, but recent developments and actions have combined to stimulate an acceleration of this process. These have included the catalytic impact of the HS2 high speed rail programme, the development of Birmingham's Clean Air Zone and the hosting of the 2022 Commonwealth Games.

This means that the city now has an opportunity to bring forward investment in our transport system to address important challenges and maximise opportunities such as:

- **Climate change**; aspiring to be carbon neutral by 2030 in response to the climate emergency.
- **Air quality**; reducing transport related emissions that are harmful to health and wellbeing.
- **Accommodating future growth**; delivering new homes, new jobs and other opportunities.
- **Road and rail capacity**; improvements that improve efficiency and best manage demand.
- **Public transport investment**; to improve bus, rail and tram infrastructure and services.
- **Commonwealth Games**; offering a unique opportunity to invest in our transport network.
- **Future technologies**; being at the forefront of developing further advances in transport.

The adopted **Statement of Community Involvement** (2008) sets out how the Council will engage with people on a range of documents such as this Transport Plan. Key principles are identified, as well as a four-stage process: evidence gathering; consultation on draft plan; adoption; monitoring and review.

3. Previous engagement

Effective stakeholder engagement has been a guiding principle to delivery of the Birmingham Connected Transport Strategy over the last few years. Through this we have developed good relationships with a wide range of delivery partners and stakeholders that have been used for disseminating information and stimulating discussions in support of various consultations and engagement activity.

Methods of doing this have included sending out regular Birmingham Connected email bulletins, ensuring appropriate web content is available, social media activity, holding stakeholder briefing sessions and undertaking formal consultations on transport projects and schemes, including bus priority measures and the Birmingham Cycle Revolution programme.

Formal consultation on strategies delivered as part of Birmingham Connected, such as the Road Safety Strategy, Brum Breathes Clean Air Strategy and Walking & Cycling Strategy and Infrastructure Plan, have fed into and supported the development of the BTP. We also carried out the Birmingham Bus Survey at the beginning of 2019.

Engagement on the forthcoming BTP was a key feature of the Birmingham Transport Summit, held on 7 March 2019. As well as hearing from a range of knowledgeable speakers, this event invited delegates to consider what needs to be done to ensure our transport network works for everyone and supports the city's agenda of sustainable and inclusive economic growth.

Meetings with key partners and stakeholders have continued to shape the development of the Birmingham Transport Plan over the last few months, to the point where this is now being published for consultation.

4. Consultation on draft plan - Methodology

The following individuals and groups will be consulted:

Stakeholders		Name / Organisation	Method (Letter, e-mail etc.)
1	Birmingham MPs	All	E-mail
2	BCC Councillors	All	E-mail Briefing and consultation workshop

Stakeholders		Name / Organisation	Method (Letter, e-mail etc.)
3	Town/Parish Council	Sutton Coldfield New Frankley in Birmingham	E-mail
4	Neighbouring local authorities	WMCA, WM local authorities, neighbouring county councils	E-mail (meetings where appropriate)
5	Emergency Services	All	E-mail
6	Birmingham City Council officers	Transportation & Connectivity, Highways & Infrastructure, Planning and Regeneration, Landscape Practice Group, Parks, Public Health, Environmental Health, Commonwealth Games team.	E-mail Birmingham Connected e-bulletin Birmingham City Council Intranet, and other internal communication channels
7	Residents	Various	Press release Birmingham City Council web site Be Heard consultation portal Social media accounts (Birmingham City Council and Birmingham Connected) Library of Birmingham (paper copies) Drop-in events (face-to-face); to be held throughout February and March 2020 Information to be made available for Ward Forums and other community meetings
8	Businesses, Community Groups and other Stakeholders	Various	Stakeholder launch event Press release Birmingham City Council web site Be Heard consultation portal Social Media accounts (Birmingham City Council and Birmingham Connected) Birmingham Connected e-bulletin Library of Birmingham (paper copies) Stakeholder workshops; minimum of two events in February/March 2020 Drop-in events (see above) Information to be made available for community/stakeholder meetings

5. Equality Assessment

An Equality Assessment has been carried out for the consultation on the draft BTP. This highlighted that developing a more comprehensive, accessible and integrated transport network should cater to the needs of a broad range of groups, and so the overall impact is likely to be positive.

We have not identified adverse impacts on any of the protected characteristics, but the consultation period will allow the opportunity to explore this further. We will collect (optional) monitoring data on protected characteristics so it will be possible to analyse responses in line with demographics where available and relevant.

In terms of the format of the consultation itself, it is important that the consultation is accessible to all. For drop-in sessions, venues will be chosen that have level access or ramp access at the entrance and will use a room towards the front of the building to minimise walking, with chairs available for consultees to rest on.

We will endeavour to make information and printed materials available in different formats where this is requested. As well as seeking to engage with citizen's directly, representative groups will be specifically invited to respond to the consultation and put forward views on behalf of their members or service users.

The final BTP would be subject to further Equality Assessment screening, along with any individual programmes or schemes to be implemented as part of this, in line with standard City Council governance and approval processes.

6. Timescale

The draft BTP will be officially launched on Monday 13 January 2020, to coincide with publication of papers for the Birmingham City Council Cabinet Meeting being held on Tuesday 21 January to consider and approve consultation on this document.

Pending approval, there will be a formal consultation period running from 28 January to 27 March 2020. This will be followed by review and any amendments to the Birmingham Transport Plan, in order to progress to Cabinet for adoption by the end of 2020.

7. Consultation process

The focus of the consultation will be structured around the four Big Moves identified in the document, which are:

- Reallocating road space;
- Transforming the city centre;
- Prioritising active travel in local neighbourhoods;
- Managing demand through parking measures.

The consultation will seek to ascertain levels of support for the City Council's vision and in particular, the four Big Moves, ask people to prioritise the key delivery components identified against each of them, and encourage the input of other ideas and contributions for future delivery and implementation.

Promotion of the consultation will be launched with a stakeholder event on Monday 13 January 2020, supported by a press release. This will be followed up with media activity, email bulletins, social media, etc, which will largely direct people to the Be Heard consultation portal for further information (also available on the Birmingham City Council website – www.birmingham.gov.uk/transportplan) and to complete an online survey. Paper copies of the draft Transport Plan and survey will be available at the Library of Birmingham and can also be sent out elsewhere on request.

In addition, we will organise two stakeholder events as well as a number of public drop-in events during February and March 2020. These will be promoted to encourage people to come along to find out more and ask any specific questions that they have along with contributing their views and opinions.

We will produce a consultation pack with a summary version of the draft Transport Plan, a PowerPoint presentation, and other materials that can be used to share information on this with any groups that might be interested, such as Ward Forums, community organisations and resident associations.

- For further information please contact: Joe Green, Travel Demand Manager on 07548 122720 or joe.green@birmingham.gov.uk.




Appendix C – Risk Register

Risk No	Risk description	Risk mitigation	Residual / current risk			Additional steps to be taken
			Likelihood	Impact	Prioritisation	
1.	<i>The Draft Birmingham Transport Plan will not be supported by communities and stakeholders.</i>	<i>The Draft Birmingham Transport Plan has been drafted in collaboration with internal and external partners. The consultation allows for further refinement of the document before the City Council adopts the Birmingham Transport Plan.</i>	Low	High	Tolerable	Ongoing
2.	<i>The consultation process will not be effective in reaching a wide range of groups.</i>	<i>The engagement plan includes a variety of communication methods and contact opportunities for groups and individuals in different areas of the city and at different times of day.</i>	Low	Med	Tolerable	Ongoing
3.	<i>There are insufficient staff and budgets to resource the consultation.</i>	<i>The consultation will use existing events and venues and limit the printing and design costs.</i>	Med	High	Tolerable	Ongoing

Measures of likelihood/ Impact:

Description	Likelihood Description	Impact Description
High	Almost certain, is expected to occur in most circumstances. Greater than 80% chance.	Critical impact on the achievement of objectives and overall performance. Critical opportunity to innovate/improve performance missed/wasted. Huge impact on costs and/or reputation. Very difficult to recover from and possibly requiring a long term recovery period.
Significant	Likely, will probably occur in most circumstances. 50% - 80% chance.	Major impact on costs and objectives. Substantial opportunity to innovate/improve performance missed/wasted. Serious impact on output and/or quality and reputation. Medium to long term effect and expensive to recover from.
Medium	Possible, might occur at some time. 20% - 50% chance.	Waste of time and resources. Good opportunity to innovate/improve performance missed/wasted. Moderate impact on operational efficiency, output and quality. Medium term effect which may be expensive to recover from.

Low	Unlikely, but could occur at some time. Less than 20% chance.	Minor loss, delay, inconvenience or interruption. Opportunity to innovate/make minor improvements to performance missed/wasted. Short to medium term effect.
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Title of proposed EIA	Birmingham Transport Plan consultation
Reference No	EQUA353
EA is in support of	New Policy
Review Frequency	Annually
Date of first review	11/01/2021
Directorate	Inclusive Growth
Division	Transport and Connectivity
Service Area	Transport Planning and Network Strategy
Responsible Officer(s)	 Peter A Bethell
Quality Control Officer(s)	 Janet L Hinks
Accountable Officer(s)	 Mel Jones
Purpose of proposal	To assess the draft Birmingham Transport Plan and associated consultation which will take place from 28 Jan to 27 March 2020.
Data sources	
Please include any other sources of data	
ASSESS THE POTENTIAL IMPACT AGAINST THE PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Service Users / Stakeholders; Employees; Wider Community
Age details:	<p>In terms of the policies set out in the draft Birmingham Transport Plan (BTP), people within certain age groups may have different travel needs and therefore there could be different impacts of the policies in the plan based on age. The principle is that the more comprehensive, accessible and integrated the transport network is, the more likely it is to cater to the needs of a broad range of groups and so the overall impact is likely to be positive.</p> <p>The BTP further supports the clean air agenda, following on from the implementation of the Clean Air Zone, through prioritising sustainable modes of transport including public transport, walking and cycling to encourage cleaner modes of travel which will improve air quality. Air pollution affects everyone, but certain age groups are more likely to be adversely affected by poor air quality (e.g. the very old or the very young) so the policies set out in the BTP are expected to have a positive impact on these groups in this regard.</p> <p>We have not identified any adverse impacts on this protected characteristic, however the purpose of the consultation is to explore this further. The consultation will collect (optional) data on protected characteristics for this purpose.</p>

In terms of the format of the consultation itself, it is important that the consultation is accessible to all. For example older people may have mobility impairments or could be less able to access online materials. People will be able to participate in the consultation in a range of formats as set out in the consultation plan. For drop-in sessions, venues will be chosen that have level access or ramp access at the entrance, and a room at the front of the building to minimise walking inside. Chairs will be available for consultees to rest.

As well as seeking to engage with citizens directly, representatives of older people's groups will be specifically invited to respond to the consultation, so that they have ample opportunity to put forward their views.

Protected characteristic: Disability

[Service Users / Stakeholders; Employees; Wider Community](#)

Disability details:

In terms of the policies set out in the draft Birmingham Transport Plan (BTP), people with disabilities may have different travel needs and therefore there could be different impacts of the policies in the plan based on disability. The principle is that the more comprehensive, accessible and integrated the transport network is, the more likely it is to cater to the needs of a broad range of groups and so the overall impact is likely to be positive.

Policies to restrict parking and access by private car may be of concern to people with particular mobility issues and we will look to explore this further through the consultation process. However, these concerns are more likely to be resolved as part of detailed development of schemes and proposals brought forward to deliver the plan, rather than in the plan itself. The consultation will collect (optional) data on protected characteristics so that the views of people with disabilities can be identified and addressed.

Poor air quality is likely to impact on people with disabilities, particularly those with respiratory problems. Schemes outlined in the Draft Birmingham Transport Plan aim to improve the air quality in the city and therefore this is likely to have a positive impact on those with long-term health issues.

In terms of the format of the consultation itself, it is important that the consultation is accessible to all. People will be able to participate in the consultation in a range of formats as set out in the consultation plan. To assist people with physical disabilities in attending drop-in sessions, venues will be chosen that have level access or ramp access at the entrance, and a room at the front of the building to

Protected characteristic: Gender

Gender details:

minimise walking inside. Chairs will be available for consultees to rest.

As well as seeking to engage with citizens directly, representatives of disability groups will be specifically invited to respond to the consultation, so that they have ample opportunity to put forward their views.

Not Applicable

In terms of the policies set out in the draft Birmingham Transport Plan (BTP), travel needs can vary according to gender and therefore there could be different impacts of the policies in the plan based on gender. The principle is that the more comprehensive, accessible and integrated the transport network is, the more likely it is to cater to the needs of a broad range of groups and so the overall impact is likely to be positive.

We have not identified any adverse impacts on this protected characteristic however the purpose of the consultation is to explore this further. The consultation will collect (optional) data on protected characteristics to enable this analysis.

Protected characteristics: Gender Reassignment

Gender reassignment details:

Not Applicable

We have not identified any adverse impacts on this protected characteristic, however the purpose of the consultation is to explore this further. The consultation will collect (optional) data on protected characteristics to enable this analysis.

Protected characteristics: Marriage and Civil Partnership

Marriage and civil partnership details:

Not Applicable

We have not identified any adverse impacts on this protected characteristic, however the purpose of the consultation is to explore this further. The consultation will collect (optional) data on protected characteristics to enable this analysis.

Protected characteristics: Pregnancy and Maternity

Pregnancy and maternity details:

Service Users / Stakeholders; Wider Community

Air pollution affects everyone however recent scientific studies show that increases in NO₂ have even greater damaging impacts on pregnant women than first thought, with evidence of pollution particles found in placentas.

It is estimated that traffic-related air pollution

exposure (particularly exposure to PM) of pregnant women accounts for more than one-fifth of all cases of low birth weight at term. Low birth weight is associated with low lung function, COPD, cardiovascular disease and early death in adulthood. Air pollution can also harm placental development, which affects the development of the unborn child and has been associated with several chronic diseases, including heart disease, obesity and type 2 diabetes. Poor foetal growth is linked to abnormal development of the kidneys, and to hypertension and kidney disease in later life.

The BTP further supports the clean air agenda, following on from the implementation of the Clean Air Zone, through prioritising sustainable modes of transport including public transport, walking and cycling to encourage cleaner modes of travel which will improve air quality. It is therefore anticipated that the BTP will have a positive impact to pregnant women and those on maternity leave with small children.

The consultation on the Draft Birmingham Transport Plan may bring to light any relevant equalities issues. Air pollution affects everyone, but in particular young children, so the implementation of the Clean Air Zone in Birmingham would particularly benefit pre-school-age children .

We have not identified any adverse impacts on this protected characteristic, however the purpose of the consultation is to explore this further. The consultation will collect (optional) data on protected characteristics to enable this analysis.

In terms of the consultation itself, it is important that all consultation venues are fully accessible, so that pregnant women, some parents with young children and some parents with buggies; are not disadvantaged. Venues will be chosen that have level access or ramp access at the entrance, and a room at the front of the building to minimise walking inside. Chairs will be available for consultees to rest.

Protected characteristics: Race

Race details:

[Not Applicable](#)

We have not identified any adverse impacts on this protected characteristic, however the purpose of the consultation is to explore this further. The consultation will collect (optional) data on protected characteristics to enable this analysis.

Protected characteristics: Religion or Beliefs

Religion or beliefs details:

[Not Applicable](#)

In terms of the policies set out in the draft Birmingham Transport Plan (BTP), travel needs can vary

according for certain religious or cultural groups and therefore there could be different impacts of the policies in the plan based on this protected characteristic. The principle is that the more comprehensive, accessible and integrated the transport network is, the more likely it is to cater to the needs of a broad range of groups and so the overall impact is likely to be positive.

We have not identified any adverse impacts on this protected characteristic, however the purpose of the consultation is to explore this further. The consultation will collect (optional) data on protected characteristics for this purpose.

Protected characteristics: Sexual Orientation

Sexual orientation details:

Not Applicable

We have not identified any adverse impacts on this protected characteristic, however the purpose of the consultation is to explore this further. The consultation will collect (optional) data on protected characteristics for this purpose.

Please indicate any actions arising from completing this screening exercise.

No additional actions are required resulting from this screening exercise as the relevant points have already been captured in the planning of the consultation. One of the outcomes of the consultation will be further exploration of the highlighted issues relating to protected characteristics.

Please indicate whether a full impact assessment is recommended

NO

What data has been collected to facilitate the assessment of this policy/proposal?

Consultation analysis

Adverse impact on any people with protected characteristics.

Could the policy/proposal be modified to reduce or eliminate any adverse impact?

How will the effect(s) of this policy/proposal on equality be monitored?

What data is required in the future?

Are there any adverse impacts on any particular group(s)

No

If yes, please explain your reasons for going ahead.

Initial equality impact assessment of your proposal

Consulted People or Groups

Informed People or Groups

Summary and evidence of findings from your EIA

It is acknowledged that some groups have different travel needs and there may be a correlation between certain protected characteristics and potential impact from the proposals in the plan. The principle is that the more comprehensive, accessible and integrated the transport network is, the more likely it is to cater to the needs of a broad range of groups and so the overall impact is likely to be positive. The consultation will enable further exploration of these issues and will

collect (optional) data on protected characteristics for this purpose.

QUALITY CONTORL SECTION

Submit to the Quality Control Officer for reviewing?

No

Quality Control Officer comments

Proceed to Accountable Officer 10.01.2020

Decision by Quality Control Officer

Proceed for final approval

Submit draft to Accountable Officer?

Yes

Decision by Accountable Officer

Approve

Date approved / rejected by the Accountable Officer

15/11/2019

Reasons for approval or rejection


Please print and save a PDF copy for your records

Yes

Content Type: Item

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Close

Birmingham City Council

Report to Cabinet

21st January 2020



Subject: BIRMINGHAM WALKING AND CYCLING STRATEGY

Report of: INTERIM DIRECTOR, INCLUSIVE GROWTH

Relevant Cabinet Member: Councillor Ian Ward - Leader
Councillor Waseem Zaffar – Transport and Environment
Councillor Paulette Hamilton – Health and Social Care

Relevant O&S Chair(s): Councillor Liz Clements – Sustainability and Transport

Report author: Alison Kennedy, Principal Transport Policy Officer,
0121 464 9608 alison.kennedy@birmingham.gov.uk

Are specific wards affected?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s):		
Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, add Forward Plan Reference: 006920/2019		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, provide exempt information paragraph number or reason if confidential :		

1 Executive Summary

- 1.1 To seek approval for the Birmingham Walking and Cycling Strategy and Local Cycling and Walking Infrastructure Plan.

2 Recommendations

- 2.1 That Cabinet approves the Birmingham Walking and Cycling Strategy (the Strategy) and Local Cycling and Walking Infrastructure Plan (the LCWIP).

3 Background

- 3.1 The strategy sets out a long-term plan to ensure that active travel becomes the popular choice for short journeys and to increase the opportunities for recreational cycling and walking. It addresses the challenges of poor air quality, congestion, rising levels of obesity and overdependence on cars for short journeys. It builds on the success of Birmingham Cycle Revolution and major investment in city centre public spaces, to create a city-wide network of walking and cycling routes, high quality public spaces and 'liveable', low traffic neighbourhoods that support walking and cycling for short journeys. It is in line with Central Government's Cycling and Walking Investment Strategy and the Local Cycling and Walking Infrastructure Plan (LCWIP) Technical Guidance, both published in April 2017
- 3.2 The main aim of the strategy is to make walking and cycling the everyday choice for local journeys and leisure activities as part of a safe and integrated transport network for Birmingham. The strategy contains policies and actions – to be delivered by Birmingham City Council and various partners and monitored annually. It is closely aligned with other regional and local strategies.
- 3.3 The strategy offers extensive benefits from increased investment in infrastructure, and higher levels of walking and cycling. These range from individual benefits, in terms of physical and mental health, to wider community benefits in reducing social isolation, improving air quality (which is critical in improving health outcomes for the city), addressing the climate emergency and expanding travel choices. Walking and cycling, whether as transport or recreation, can also help to tackle problems of inactivity and obesity.
- 3.4 The LCWIP identifies opportunities to improve the existing network by making it easier, safer and better-connected so that more people will choose to walk and cycle, regardless of age, gender, fitness level or income.
- 3.5 Consultation feedback has helped to identify partner support, refine the policies and actions and develop clearer priorities for future infrastructure investment.

4 Options considered and Recommended Proposal

- 4.1 Option 1 - Do nothing. This would result in a lack of strategic direction and vision for walking and cycling. It could lead to missed opportunities, for partnership working and potential investment, and delays in meeting cycling targets for the West Midlands Cycle Charter and Birmingham Council Plan 2018-2022 (2019 Update). It could also lead to increased costs in terms of congestion and public health (air pollution, inactivity and road traffic collisions).
- 4.2 Option 2 – Republish earlier strategy documents: Walking Strategy (2002) and Bike Strategy (2012). These need significant updates, particularly in light of progress made with the Birmingham Cycle Revolution, declaration of a climate emergency by Birmingham City Council and emerging plans for a Clean Air Zone, HS2 and the 2022 Commonwealth Games. The existing strategy documents lack plans for infrastructure and are inconsistent with the government's Walking and Cycling Investment Strategy and LCWIP Technical Guidance (2017).

4.3 Recommended Proposal – Approve the Strategy and the LCWIP.

5 Consultation

- 5.1 Officers in Highways and Infrastructure, Transport and Connectivity, Planning and Development and Public Health were involved in the preparation of the draft strategy, and positive discussions held with a range of partners and stakeholders.
- 5.2 The draft strategy and LCWIP were available on the City Council's engagement website, BeHeard, between 20 June and 5 August 2019. 524 online survey responses were received from individuals and organisations, as well as 10 written responses from organisations. Overall, there was strong support for the strategy (87% of respondents thought that the Strategy's aims and objectives were just right, or were right but a few changes were needed). There was an excellent response to all the survey questions and a wide range of interesting and innovative suggestions for enabling, developing and inspiring walking and cycling in Birmingham. More information is provided in Appendix 3.
- 5.3 All ward councillors and local Members of Parliament were contacted but no specific responses were received, other than supportive comments from the Cabinet Member for Transport and Environment.

6 Risk Management

- 6.1 Key risks are:
- That the strategy will not have a clear vision or measurable actions. In order to mitigate this, the strategy has been developed in collaboration with internal and external partners. Following feedback from consultation and further discussions with partners, the key aim was revised, and a Strategy Action Plan has been added.
 - That there are insufficient staff and budgets to resource the delivery of the strategy and LCWIP. In order to help mitigate this, the Strategy Action Plan identifies lead partners and key actions and the LCWIP sets out priorities for investment. Early discussions have taken place with potential funders including the West Midlands Combined Authority, Highways England and HS2.
 - That competing demands for road space could impact on the ability to develop walking and cycling schemes in key locations.

7 Compliance Issues:

7.1 How are the recommended decisions consistent with the City Council's priorities, plans and strategies?

- 7.1.1 The Strategy and the LCWIP are consistent with the City Council Plan 2018-2022 (2019 Update) and Financial Plan 2019 to 2023. They will support delivery of the primary goals of an entrepreneurial city, an aspirational city, a fulfilling city to age well in, a great city to live in, a city that maximises the

benefits from hosting the Commonwealth Games and a city that takes a lead in tackling climate change.

7.1.2 The Strategy and LCWIP will support the following specific priorities:

- Outcome 1, Priority 4: We will develop our transport infrastructure, keeping the city moving through walking, cycling and improved public transport
- Outcome 4, Priority 4: We will improve the environment and tackle air pollution
- Outcome 4, Priority 5: We will work with partners to ensure everyone feels safe in their daily lives
- Outcome 4, Priority 8: We will enhance our status as a city of culture, sports and events
- Outcome 5, Priority 2: We will encourage citizens of all abilities and ages to engage in physical activity and improve their health and wellbeing
- Outcome 6, Priority 2: We will continue to deliver, report and positively promote the Council's extensive climate change and carbon reduction activity, with additional initiatives undertaken in line with leading national and peer practice

7.2 Legal Implications

7.2.1 Both documents are informal planning documents and will not have statutory status, so there are no formal legal requirements, although the consultation took place in accordance with the adopted Birmingham Statement of Community Involvement 2008 and the draft Statement of Community Involvement 2019.

7.2.2 The strategy and LCWIP are consistent with the National Planning Policy Framework and the Birmingham Development Plan, and the LCWIP follows technical guidance set out by the Department for Transport on Local Cycling and Walking Infrastructure Plans.

7.3 Financial Implications

7.3.1 The strategy and LCWIP were prepared using existing Inclusive Growth Directorate (Planning and Development, and Transport and Connectivity) staff resources.

7.3.2 Costs from undertaking the public consultation on the draft strategy were met from approved revenue budgets within Inclusive Growth Directorate (Planning and Development, and Transport and Connectivity)

7.3.3 The strategy includes a wide range of policies and an action plan with clear responsibilities for Birmingham City Council and partners. Some of the Birmingham City Council actions can continue to be undertaken from existing revenue resources. The success of the strategy will require additional revenue funding. Potential future revenue funding sources include Clean Air Zone income, Workplace Parking Levy income and developer funds. Any

additional actions arising from the action plan will only be undertaken where an approved budget exists to cover the required expenditure.

7.3.4 The LCWIP includes proposals for a city-wide network of cycle routes and key walking zones. Whilst most LCWIP proposals are currently unfunded, some Regional Priority Cycle Routes and Core Walking Zones will be able to draw down funding from the West Midlands Transforming Cities Fund. Some schemes may also be eligible for Highways England, HS2, Department for Transport and developer funding.

7.3.5 All future programmes/projects/schemes and any associated funding bids resulting from the approval of the strategy will be progressed in accordance with the Council's Procurement Governance Framework and Financial Approval Framework, which will include the identification of financial implications (both capital and revenue) and associated resources.

7.4 Procurement Implications (if required)

7.4.1 No implications.

7.5 Human Resources Implications (if required)

7.5.1 No implications

7.6 Public Sector Equality Duty

7.6.1 An Equality Analysis has been undertaken for the strategy and LCWIP and is attached in Appendix 2. The greatest impact is likely for the protected characteristics of age and disability. The strategy will help to improve training and education, access to bikes and infrastructure for these groups. Relevant organisations with an interest in equalities issues were included in the consultation and feedback was received from NHS Trusts, community and disability groups, which has helped to shape the final strategy.

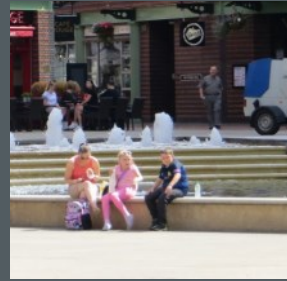
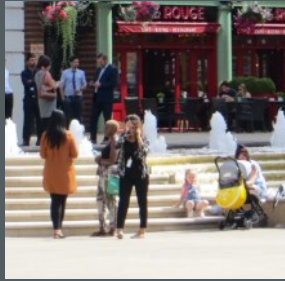
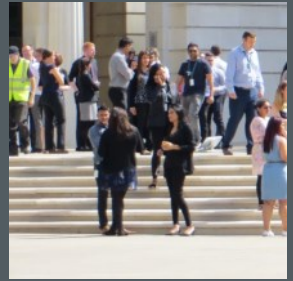
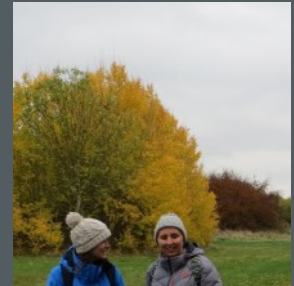
8 Appendices

8.1 List of Appendices accompanying this Report:

- Appendix 1 – Birmingham Walking and Cycling Strategy and Local Cycling and Walking Infrastructure Plan
- Appendix 2 – Equality Analysis
- Appendix 3 – Consultation and Engagement Report
- Appendix 4 – Risk Register

9 Background Documents

9.1 Updated Transportation and Highways Capital Programme 2019/20 to 2024/25 Options Appraisal report to Cabinet dated 26 March 2019



Birmingham Walking and Cycling Strategy

with Local Cycling and Walking Infrastructure Plan

January 2020

Contact

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 Planning and Development
 Inclusive Growth Directorate
 Birmingham City Council

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Foreword	4
Summary	5
Introduction	6
Aims and objectives	7
Challenges and opportunities	8
Policy Framework	10
The Strategy	12
Enable walking and cycling	
Develop a great city for walking and cycling	
Inspire walking and cycling	
Action Plan	18
Local Cycling and Walking Infrastructure Plan	29
Scope	
Background information	
Network plans	
Priorities	
Integration	

Foreword

I am delighted to present the Walking and Cycling Strategy.

Birmingham is an amazing city, with a dynamic and growing population. Local people, and visitors, need to be able to move around safely and conveniently but for too long our dependence on the motor car (particularly for short urban journeys) has restricted opportunities for walking and cycling.

I want to rebalance this – and your feedback on the draft strategy supports an approach where walking and cycling, together with public transport, become the most convenient means of travel in our city. This will help reduce the negative impacts of car dependence on air quality, road safety and social interactions in our local neighbourhoods.

The Walking and Cycling Strategy, which sets the context for future investment in measures to enable, develop and inspire walking and cycling, is an integral part of the Birmingham Transport Plan. The Local Cycling and Walking Infrastructure Plan includes city-wide plans for cycle routes and walking improvements, and builds on the success of the Birmingham Cycle Revolution and major public realm schemes. Policies and proposals reflect online comments and face-to-face conversations about the draft strategy during summer 2019.

The benefits of increasing our levels of walking and cycling and investing in infrastructure are considerable, not only to the individual in terms of physical and mental health, but also to the wider community, in reducing social isolation, improving air quality, addressing the climate emergency and expanding travel choices. Walking and cycling, whether as transport or recreation, can also help to tackle problems of inactivity and obesity. Birmingham is already rich in resources and community networks that provide opportunities for exercise and social contact (we have more canals than Venice and more green space than any other equivalent sized European city).

Birmingham has always been a forward-looking city. This strategy will help to plan a future city that is safer and better connected for walking and cycling, ready for the next generation.

Councillor Waseem Zaffar
Cabinet Member for Transport and the Environment
Birmingham City Council

Birmingham Walking and Cycling Strategy

To make walking and cycling the everyday choice for local journeys and leisure activities, as part of a safe and integrated transport network for Birmingham

1 ENABLE

- Training and education
- Access to bikes
- Personal safety
- Funding

2 DEVELOP

- Infrastructure (LCWIP)
- Traffic management
- Maintenance
- Cycle parking
- Planning, development
- Public transport

3 INSPIRE

- Schools, businesses, community
- Campaigns, communication
- Events
- Evaluation

Introduction

Introduction

Birmingham is a growing city with a young and diverse population. It has aspirations to be renowned as an enterprising, innovative and green city. However, air quality is poor, safety and congestion are major concerns, levels of obesity are rising and there is overdependence on cars for short journeys.

The solution is not simple but increasing the levels of walking and cycling is an essential part of making Birmingham 'well-connected'. The city already has a surprisingly varied and extensive network of paths, pavements, towpaths and tracks connecting people with places to live, work and enjoy. There is considerable scope to improve this network by making it easier, safer and better- connected so that more people will choose to walk and cycle, regardless of age, gender, fitness level or income.

The Birmingham Walking and Cycling Strategy sets out a ten-year plan to ensure that active travel becomes the popular choice for short journeys and to increase the opportunities for recreational cycling and walking. The strategy includes three key objectives with linked policies and actions. It is closely aligned with other regional and local strategies and will be delivered with a wide range of partners. Outline proposals and priorities for network investment are set out in the Local Cycling and Walking Infrastructure Plan (LCWIP).



Key Aim:

To make walking and cycling the everyday choice for local journeys and leisure activities, as part of a safe and integrated transport network for Birmingham.

Objectives:

These three objectives are all essential requirements to success:

1 Enable walking and cycling

Providing training, improving access to bikes, tackling safety issues and securing funding.

2 Develop a great city for walking and cycling

Providing safe infrastructure, managing traffic, and maintaining streets.

3 Inspire walking and cycling

Organising events, distributing information and evaluating outcomes.



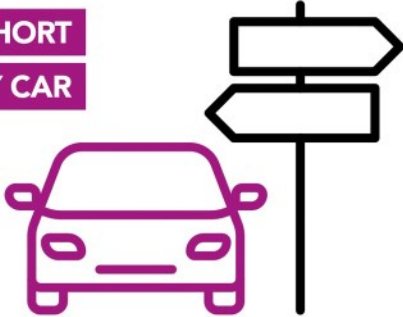
Challenges and opportunities

Challenges

TOO MANY SHORT JOURNEYS BY CAR

25%

of daily car trips in Birmingham are less than a mile.



SAFETY



Pedestrians and cyclists are more vulnerable.

LOW WALKING LEVELS

6%

of people in Birmingham walk to work.



LOW CYCLE USE

1%

of people in Birmingham cycle to work.



LIMITED TRAVEL CHOICES

36%

of households in Birmingham do not have access to a car.



Opportunities

WALKING

one mile can take approximately

20 MINS



CYCLING

one mile can take approximately

06 MINS



MORE LIFE-YEARS

are gained from regular cycling than lost through injuries.



DAILY WALKS

could increase productivity by up to

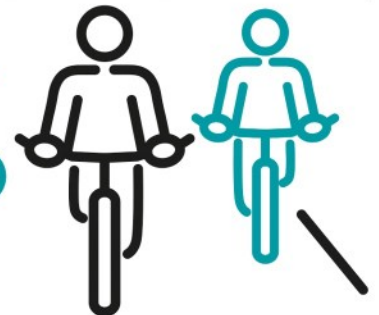
30%



OVER

50%

of Birmingham residents would like to cycle more.



BIG BIRMINGHAM BIKES

initiative provided over

7,000

bicycles to residents in the last five years.



Challenges

SOCIAL ISOLATION

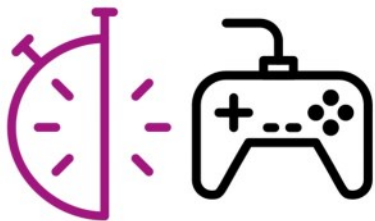
By 2020, over one third of people over 65 will be living alone in the city.

2020



INACTIVITY

One third of adults in the West Midlands spend less than 30 minutes per week on physical activity.



OBESITY

Over 25% of Birmingham residents are obese – the third highest rate in the UK.



POOR AIR QUALITY

Every year,

900

early adult deaths are linked with Birmingham's polluted air.



LACK OF ROUTES

Only

30%

of residents think that the amount of cycle routes is good.



COST OF CONGESTION

Loss of work time due to traffic in Birmingham and Wolverhampton costs over £100m per year.

£100m



Opportunities

SEVENTY-TWO PERCENT

of Big Birmingham Bike users have reduced their social isolation.

72%



PHYSICAL ACTIVITY

levels have increased in users of Big Birmingham Bikes.



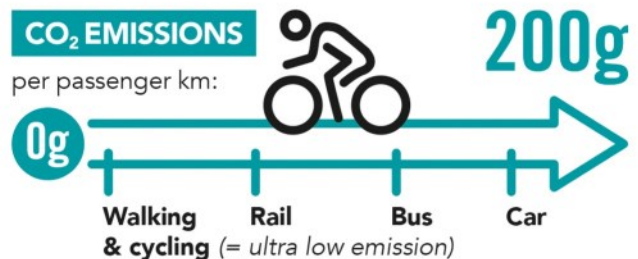
WALKING

two miles a day, three times a week can help reduce weight by one pound every three weeks.



CO₂ EMISSIONS

per passenger km:



BIRMINGHAM CYCLE REVOLUTION

improved walking and cycling routes: 30 miles of canal towpaths and 20 miles of green routes.

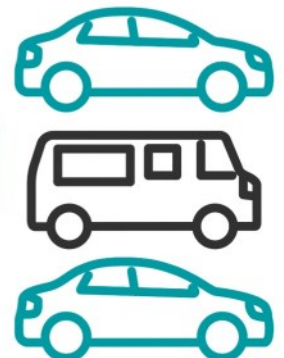


BICYCLES

Bicycles take

14,000

cars off Birmingham's roads every day, equal to a 43-mile tailback.



Policy framework

National Framework

The Government’s first statutory Cycling and Walking Investment Strategy was published in April 2017. This details the Government’s high-level aspirations for cycling and walking up to 2040 and the ambition to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey. Objectives include; increasing cycling activity; increasing walking activity; reducing the rate of cyclists killed or seriously injured on England’s roads; and increasing the percentage of children aged 5 to 10 that usually walk to school. Alongside the Strategy, new guidance was published on Local Cycling and Walking Infrastructure Plans (LCWIPs).

In January 2018, the Department for Environment, Food and Rural Affairs produced a 25-year

Environment Plan which supports better connections with green and blue spaces to improve health and wellbeing.

Regional Approach

The West Midlands Combined Authority (WMCA) through Transport for West Midlands (TfWM) outlined the regional vision for transport in Movement for Growth: the West Midlands Strategic Transport Plan (2015) and Delivery Plan (2017). In 2019, the Strategic Cycle Network plan was revised as part of the, ‘Common Approach to Cycling and Walking in the West Midlands’, setting out regional priority cycle routes and core walking zones.

The Movement for Growth Health and Transport Strategy (2018) sets out the health benefits from active travel, links good health to more inclusive growth and highlights

groups who might benefit more from walking and cycling (such as the elderly and people with long term conditions).

The West Midlands Cycling Charter (2014) provides the strategic context for cycling in the West Midlands and is fully endorsed by Birmingham City Council. The Charter identifies targets to raise levels of cycling across the West Midlands Metropolitan Area to 5% of all trips by 2023 from the 1% baseline and to raise cycling levels to 10% of all trips by 2033 (targets also adopted for the Birmingham Cycle Revolution programme). Supporting the Cycle Charter and based on lessons learnt from the Birmingham Cycle Revolution, is the West Midlands Cycle Design Guidance (2019).

A headline target is also included in the West Midlands Regional Road Safety Strategy (2018): to reduce KSI (killed and seriously injured) road casualties by 40% over the next ten years based on the 2015-2017 three-year average. There are targeted reductions for cyclist and pedestrian casualties.

The West Midlands on the Move: Physical Activity Strategic Framework (2017) sets out four ambitions; making it easier and more desirable to move around the West Midlands; making it easier and more enjoyable to be outdoors in our green and blue spaces and urban environments; improving how it feels to live in our streets



Cycling and Walking Strategy / Policy framework

and communities; and improving people's life chances, wellbeing, employability and access to work.

Local Policy

Birmingham Connected (2014) sets out clear objectives for efficient, equitable, sustainable, healthy and attractive transport. This 20-year transport strategy has a strong emphasis on multi-modal approaches including 'Green Travel Districts' in priority areas and corridor assessments through 'Transport Space Allocation'.

The Birmingham Walking and Cycling Strategy, together with the Birmingham Road Safety Strategy (2016), is part of an emerging Birmingham Transport Plan which sets out a refreshed approach to travel in the city and is explicit about the problems caused by over-dependence on private motor cars. The Birmingham Transport Plan focuses on reallocating road space, transforming the city centre, prioritising active travel in local neighbourhoods and managing demand through parking measures.

With Birmingham's population expected to grow by a further 156,000 people by 2031, the Birmingham Development Plan (BDP) (2017) sets out the city's spatial strategy for jobs and growth, meeting housing needs and sustainable development. The BDP will

deliver 51,100 new homes and significant levels of industrial, retail and office floor space. It sets out the vision for 2031: that Birmingham will be renowned as an enterprising, innovative and green city that has delivered sustainable growth, meeting the needs of its population and strengthening its global competitiveness. As part of the City Council's commitment to neighbourhoods, each of the 69 wards will produce a Ward Plan and identify local priorities for 2018 to 2022.

Also supporting the BDP will be a Design Guide, Development Management Development Planning Document (DPD) and Parking Supplementary Planning Document (SPD). The Design Guide will become a key reference for street and parking layouts alongside the West Midlands Cycle Design Guidance. Revised cycle parking standards are included in the Parking SPD.

The 2018-2022 Council Plan states that, 'we will develop our transport infrastructure, keeping the city moving through walking, cycling and improved public transport'. Success will be measured by an increase in percentage of trips taken by bicycles (baseline April 2018). In June 2019, Birmingham City Council passed a Climate Emergency Motion and updated the Council Plan to take a leading role in tackling climate change.

BDP Policy TP39 Walking

The provision of safe and pleasant walking environments throughout Birmingham will be promoted.

BDP Policy TP40 Cycling

Cycling will be encouraged through a comprehensive city-wide programme of cycling infrastructure improvements (both routes and trip end facilities) supported by a programme of cycling promotion, accessible cycling opportunities, training and travel behavioural change initiatives.

Six priorities for improving air quality are proposed in the draft Birmingham Clean Air Strategy (2019): reduction in the number of dirty journeys, improving the wider transport network, continuing to invest in our public transport network, ensuring that reducing emissions are key considerations when planning development of buildings and public space, embedding behaviour change and building support for the agenda at a local, regional and national level.

Increasing the numbers of people on foot and on bikes and providing better infrastructure will contribute to these air quality priorities, as well as the priority areas set out in the Birmingham Public Health Green Paper (2019) on child health, working age adults, ageing well and healthy environment.

OBJECTIVE 1: ENABLE WALKING AND CYCLING

Policy 1 Training and Education

We will develop the confidence of people to walk and cycle.

- Provide resources to schools on pedestrian training and road confidence.
- Support crossing patrols at high priority sites.
- Develop a training programme for community walk leaders.
- Offer national standard cycle training to all children and young people and create a pathway from Bikeability to Go Ride, Ride Active and community cycling groups.
- Encourage community groups to lead walks and bike rides and organise training, maintenance and social activities
- Encourage businesses to organise and support local walks and bike rides
- Offer walking and cycling activities on prescription for people with health conditions (mental and physical)
- Work with West Midlands Police to educate all road users, including 'Operation Close Pass' for car drivers and 'Exchanging Places' for commercial drivers and cyclists.

Policy 2 Access to Bikes

We will improve access to good quality bikes.

- Offer free bikes (with training and support) through the successful Big Birmingham Bikes initiative.
- Expand opportunities for loans of adapted cycles, tandems and e-bikes (with training and support).
- Promote bike hire; for residents (at Wellbeing Centres and community cycling hubs); for visitors (West Midlands bike share project and Brompton Bike hire).
- Provide bike loans for children and young people through community Bike Banks.
- Encourage pool bike provision (including e-bikes), bike loans and salary sacrifice purchase schemes at work places.
- Signpost bike recycling projects.
- Review 'micro mobility' (small, electrically powered machines) and e-cargo options.

Policy 3 Personal Safety

We will create a safe and welcoming environment for walking and cycling.

- Improve surveillance of local streets, parks, canals and public transport by supporting Police, wardens and rangers as well as community-led initiatives such as Street Watch, walking 'buses' and bike 'trains'

Policy 4 Funding

We will identify resources to deliver the Strategy Infrastructure Plan.

- Obtain national and regional funding and identify local, long-term sources of both revenue and capital funding.
- Request developer contributions and seek business sponsorship.



OBJECTIVE 2: DEVELOP A GREAT CITY FOR WALKING AND CYCLING

Policy 5

Walking and Cycling Infrastructure

We will design and develop places to walk and cycle that are safe, convenient, comfortable, direct and coherent.

- Audit existing infrastructure to identify improvements including; removal of barriers; widening; lighting; wayfinding; new crossings; and changes to waiting and 'clearance' times at crossings.
- Extend 20mph limits across the city and reduce other speed limits where appropriate.
- Develop low traffic neighbourhoods and car-free school streets, through filtered permeability, parking management and streetscape improvements.
- Prioritise new infrastructure at locations with;
 - safety concerns and clusters of collisions with pedestrian/ cyclist casualties
 - inadequate facilities and poor connections to key destinations and open spaces
 - poor air quality
 - high levels of cycling and/ or walking demand (existing and potential).
- Focus on high quality design including step-free, barrier-free accessible walking routes. Pedestrian priority and mobility assessments will be integral to the design of new residential areas, low traffic neighbourhoods and car-free school streets.

- Focus on high quality design including protected infrastructure for cycling (two-way segregated cycle tracks) on main corridors. On-road advisory cycle routes will form part of the local cycling network, but will require clear and consistent direction signing, slow speeds, low traffic levels and junction improvements. Training on the West Midlands Cycle Design Guidance and inclusive cycling requirements to be provided for engineers, planners, councillors and stakeholders.
- Provide clear and consistent wayfinding and direction signs between key destinations, and investigate use of digital technologies to assist blind and partially sighted people.
- Review and improve existing recreational facilities including parks, green spaces and rights of way, and consider viability and need for purpose-built facilities
- Ensure that highway improvements and local safety schemes apply the principles of Transport Space Allocation and Healthy Streets, and that all road safety audits and equality audits consider measures to encourage walking and cycling for people of all ages and abilities.
- Provide forward plans for infrastructure (Local Cycling and Walking Infrastructure Plan (see later) and Rights of Way Improvement Plan) and review these regularly, to reflect changes in policy and

respond to the growth of the city and new funding opportunities.

Policy 6

Traffic management and enforcement

We will address the over dominance of motor traffic to make Birmingham's streets safer and more attractive for everyone.

- Reduce air pollution from motor traffic through introduction of car-free school streets, city centre Clean Air Zone and other measures to manage traffic and reduce car dependency (including bus priority, signalling upgrades, parking restrictions, workplace parking management, active travel promotions).
- Support the police to enforce traffic speeds and roll out 20mph limits across the city
- Reduce pavement parking through wider enforcement and verge protection measures and reduce parking pressures and conflicts around schools, hospitals, public transport hubs and local centres with greater parking controls, introduction of low traffic neighbourhoods and implementation of car-free school streets and 'park and stride' sites.
- Prioritise walking and cycling during periods of disruption and through road works.

Policy 7 Maintenance

We will minimise obstructions and unevenness on routes.

- Undertake regular cleaning and inspections and provide prompt repair of potholes, lighting defects and other maintenance issues.
- Provide clear information on how to report faults.
- Review winter maintenance programmes on key walking and cycling routes.

Policy 8 Cycle Parking

We will provide a range of cycle parking opportunities around the city.

- Continue to provide new stands and shelters (in high footfall locations or with CCTV surveillance) within the public realm and on the highway and provide advice on funding and design for cycle parking on private land.
- Investigate opportunities for integrating cycle parking with e-bike charging points and public bike hire and providing facilities for adapted bikes and cargo bikes.

Policy 9 Land use planning and development

We will ensure that new developments enhance walking and cycling.

- Request walking and cycling provision within developments (including trip-end facilities such as showers and changing rooms), developer contributions towards wider infrastructure and effective Travel Plans to promote and monitor active travel.
- Set minimum standards and design guidelines for high quality, inclusive cycle parking.
- Protect and enhance green (parks and open spaces) and blue (canals and rivers) corridors as active travel routes, recreational spaces and ecological corridors.
- Ensure that new developments are accessible on foot and by bike from a range of local facilities, and apply the principles of Active Design (Sport England).

Policy 10 Public transport

We will facilitate multi-modal travel and linked trips to public transport interchanges.

- Support secure, long-stay cycle parking and bike hire at public transport interchanges.
- Provide step-free access at public transport interchanges.
- Connect walking and cycling routes to key bus and Metro stops and railway stations and use major public transport projects as exemplars for facilitating multi-modal travel.
- Encourage public transport operators to expand the space available for carriage of wheelchairs, pushchairs and bicycles on their services.



OBJECTIVE 3: INSPIRE WALKING AND CYCLING

Policy 11 Schools, business and local

We will promote walking and cycling at places where people study, work and live.

- Support schools to promote safer, greener, healthier travel through Modeshift STARS.
- Share information and opportunities through Birmingham Connected Business Travel Network and Business Improvement Districts and develop a culture of walking and cycling at workplaces with Birmingham City Council leading by example.
- Incentivise walking and cycling with challenges and awards, at schools, workplaces and community groups.

Policy 12 Campaigns and communication

We will engage with local people about walking and cycling.

- Listen and respond to views and ideas on walking and cycling. This includes meetings and site visits with stakeholders (such as the Birmingham Climate Taskforce, Local Access Forum, Cycle Stakeholders Group and disability groups), informal discussions and wider public engagement.
- Promote walking and cycling in Birmingham through national, regional and local

- campaigns on road safety, air quality and sustainable travel.
- Provide up-to-date information on walking and cycling events and activities.
 - Provide a digital walking and cycling map, promote journey planning tools and support community groups to develop maps and leaflets for walks and rides.
 - Provide multi-modal travel information.
 - Raise the profile of walking and cycling through local advocates and regional ambassadors

Policy 13

We will support events that inspire more people to walk and cycle.

- Promote a city-wide walking programme
- Promote a city-wide cycling programme for all abilities - including training, rides and maintenance.
- Continue to develop mass-participation events – including charity walks, ‘Let’s Ride’, sportives, pop-up events and community festivals – with temporary secure cycle parking.



- Provide opportunities for local people to watch or compete in cycle sports in Birmingham – including closed road races, triathlon, cyclocross and BMX – and use major events such as Commonwealth Games to inspire participation and train volunteers.
- Enable businesses and residents to plan street events, using temporary road closures.

Policy 14 Evaluation

We will use quantitative and qualitative data on walking and cycling to help focus resources.

- Investigate sites with clusters of pedestrian and cyclist casualties.
- Explore new ways to measure people rather than cars and continue data collection from: automatic cycle counters (to be requested in new developments and routes), user surveys, 'BikeLife' questionnaires, biannual cordon counts and cycle parking surveys.
- Monitor travel trends and actions at schools and workplaces using Modeshift STARS.
- Analyse data from the Big Birmingham Bikes project and apps.
- Publish regular monitoring reports and case studies.



Action Plan

In order to increase levels of walking and cycling in Birmingham, for transport, leisure and health, a wide range of people and organisations will need to work together to ensure that opportunities are maximised and the benefits are shared.

The objectives, policies and actions in this Strategy will therefore be delivered jointly by Birmingham City Council (BCC) and its partners. Key delivery partners include Transport for West Midlands (TfWM), The Active Wellbeing Society (TAWs), Sustrans, Living Streets, Cycling UK, British Cycling and Canal and River Trust. (All partners will also have a role in identification of funding and grant applications as well as delivery).

Feedback from consultation highlighted the inclusiveness of walking and cycling in enabling people of all ages and abilities to socialise and exercise together. However, new infrastructure needs to be fit for purpose and to provide a comfortable and attractive environment, particularly for people with disabilities. A few simple actions and small-scale improvements can make a huge difference, especially when developed and designed together with local users and technical expert advisers. A successful Action Plan will therefore depend on this local expertise as well as the collaboration of the key delivery partners.



OBJECTIVE 1: ENABLE WALKING AND CYCLING

Policy/ Outcome	Action	Lead	Partners
Policy 1 Training and Education We will develop the confidence of people to walk and cycle.	1.1 Provide resources to schools on pedestrian training and road confidence.	BCC	British Cycling, Living Streets, Schools, Sustrans, TAWS
	1.2 Support crossing patrols at high priority sites.	BCC	Schools
	1.3 Develop a training programme for community walk leaders.	Living Streets	TAWS
	1.4 Offer national standard cycle training to all children and young people and create a pathway from Bikeability to Go Ride, Ride Active and community cycling groups.	TAWS	British Cycling, Cycling UK
	1.5 Encourage community groups to lead walks and bike rides and organise training, maintenance and social activities	Cycling UK TAWS	British Cycling, Sustrans, TfWM
	1.6 Encourage businesses to organise and support local walks and bike rides	British Cycling	Cycling Works, HSBC, TfWM
	1.7 Offer walking and cycling activities on prescription for people with health conditions (mental and physical)	NHS providers	BCC, British Cycling, Cycling UK, TAWS, TfWM
	1.8 Work with West Midlands Police (WM Police) to educate all road users, including 'Operation Close Pass' for car drivers and 'Exchanging Places' for commercial drivers and cyclists.	BCC	Cycling UK, TfWM, WMPolice

Policy/ Outcome	Action	Lead	Partners
Policy 2 Access to Bikes We will improve access to good quality bikes.	2.1 Offer free bikes (with training and support) through the successful Big Birmingham Bikes initiative.	TAWS	British Cycling, Cycling UK, HSBC
	2.2 Expand opportunities for loans of adapted cycles, tandems and e-bikes (with training and support).	Cycling Projects, Midland Mencap	British Cycling, Sustrans TAWS
	2.3 Promote bike hire; for residents (at Wellbeing Centres and community cycling hubs) ; for visitors (West Midlands bike share project and Brompton Bike Hire).	TAWS, TfWM, Brompton	BCC British Cycling, Cycling UK
	2.4 Provide bike loans for children and young people through community Bike Banks.	TAWS	British Cycling, Cycling UK, HSBC
	2.5 Encourage pool bike provision (including e-bikes), bike loans and salary sacrifice purchase schemes at work places.	BCC	British Cycling, CyclingWorks, HSBC
	2.6 Signpost bike recycling projects.	BCC	Cycling UK, TAWS, TfWM
	2.7 Review 'micro mobility' (small, electrically powered machines) and e-cargo options.	BCC	TfWM

Policy/ Outcome	Action	Lead	Partners
Policy 3 Personal Safety We will create a safe and welcoming environment for walking and cycling.	3.1 Improve surveillance of local streets, parks, canals and public transport by supporting Police, wardens and rangers as well as community-led initiatives such as Street Watch, walking 'buses' and bike 'trains'	WMPolice	BCC, CRT, Cycling UK, Sustrans, TAWS, TfWM
Policy 4 Funding We will identify resources to deliver the Strategy and Cycling and Walking Infrastructure Plan.	4.1 Obtain national and regional funding and identify local, long-term sources of both revenue and capital funding.	TfWM BCC	-
	4.2 Request developer contributions and seek business sponsorship.	BCC	TAWS



OBJECTIVE 2: DEVELOP A GREAT CITY FOR WALKING AND CYCLING

Policy/ Outcome	Action	Lead	Partners
<p>Policy 5</p> <p>Walking and Cycling Infrastructure</p> <p>We will design, develop and promote places to walk and cycle that are safe, convenient, comfortable, direct and coherent.</p>	5.1 Audit existing infrastructure to identify improvements including; removal of barriers; widening; lighting; wayfinding; new crossings; and changes to waiting and 'clearance' times at crossings.	BCC	British Cycling, Living Streets, Sustrans, TfWM
	5.2 Extend 20mph limits across the city and reduce other speed limits where appropriate.	BCC	-
	5.3 Develop low traffic neighbourhoods and car-free school streets, through filtered permeability, parking management and streetscape improvements.	BCC	Sustrans, TAWS
	5.4 Prioritise new infrastructure at locations with: <ul style="list-style-type: none">• Safety concerns and clusters of collisions with pedestrian/ cyclist casualties.• Inadequate facilities and poor connections to key destinations and open spaces.• Poor air quality.• High levels of cycling and/or walking demand (existing and potential).	BCC	TfWM
	5.5 Focus on high quality design including step-free, barrier-free accessible walking routes. Pedestrian priority and mobility assessments will be integral to the design of new residential areas, low traffic neighbourhoods and car-free school streets.	BCC	Disability groups, Living Streets

Policy/ Outcome	Action	Lead	Partners
Policy 5 Walking and Cycling Infrastructure (continued...)	5.6 Focus on high quality design including protected infrastructure for cycling (two-way segregated cycle tracks) on main corridors. On-road advisory cycle routes will form part of the local cycling network, but will require clear and consistent direction signing, slow speeds, low traffic levels and junction improvements. Training on the West Midlands Cycle Design Guidance and inclusive cycling requirements to be provided for engineers, planners, Councillors and stakeholders	BCC, TfWM	Sustrans
	5.7 Provide clear and consistent wayfinding and direction signs between key destinations, and investigate use of digital technologies to assist blind and partially sighted people.	BCC	Sustrans TfWM
	5.8 Review and improve existing recreational facilities including parks, green spaces and rights of way, and consider viability and need for purpose-built facilities	BCC	British Cycling, Sustrans
	5.9 Ensure that highway improvements and local safety schemes apply the principles of Transport Space Allocation and Healthy Streets and that all Road Safety Audits and Equality Audits consider measures to encourage walking and cycling for people of all ages and abilities.	BCC	TfWM
	5.10 Provide forward plans for infrastructure (Local Cycling and Walking Infrastructure Plan (see later) and Rights of Way Improvement Plan) and review these regularly, to reflect changes in policy and respond to the growth of the city and new funding opportunities.	BCC	Sustrans TfWM

Policy/ Outcome	Action	Lead	Partners
Policy 6 Traffic management and enforcement We will address the over dominance of motor traffic to make Birmingham's streets safer and more attractive for everyone.	6.1 Reduce air pollution from motor traffic through introduction of car-free school streets, city centre Clean Air Zone and other measures to manage traffic and reduce car dependency (including bus priority, signalling upgrades, parking restrictions, workplace parking management, active travel promotions).	BCC	TfWM
	6.2 Support the Police to enforce traffic speeds and roll out 20mph limits across the city	BCC	WM Police
	6.3 Reduce pavement parking through wider enforcement and verge protection measures and reduce parking pressures and conflicts around schools, hospitals, public transport hubs and local centres with greater parking controls, introduction of low traffic neighbourhoods and implementation of car-free school streets and 'park and stride' sites.	BCC	-
	6.4 Prioritise walking and cycling during periods of disruption and through road works.	TfWM, BCC	-
Policy 7 Maintenance We will minimise obstructions and unevenness on routes.	7.1 Undertake regular cleaning and inspections and provide prompt repair of potholes, lighting defects and other maintenance issues.	BCC	CRT, TfWM
	7.2 Provide clear information on how to report faults.	BCC	CRT, TfWM
	7.3 Review winter maintenance programmes on key walking and cycling routes.	BCC	-

Policy/ Outcome	Action	Lead	Partners
Policy 8 Cycle Parking We will provide a range of cycle parking opportunities around the city.	8.1 Continue to provide new stands and shelters (in high footfall locations or with CCTV surveillance) within the public realm and on the highway and provide advice on funding and design for cycle parking on private land.	BCC	Sustrans, TfWM
	8.2 Investigate opportunities for integrating cycle parking with e-bike charging points and public bike hire and providing facilities for adapted bikes and cargo bikes.	BCC, TfWM	-
Policy 9 Land use planning and development We will ensure that new developments enhance walking and cycling.	9.1 Request walking and cycling provision within developments (including trip-end facilities such as showers and changing rooms), developer contributions towards wider infrastructure and effective Travel Plans to promote and monitor active travel.	BCC	-
	9.2 Set minimum standards and design guidelines for high quality, inclusive cycle parking.	BCC	Sustrans, TfWM
	9.3 Protect and enhance green (parks and open spaces) and blue (canals and rivers) corridors as active travel routes, recreational spaces and ecological corridors.	BCC	-
	9.4 Ensure that new developments are accessible on foot and by bike from a range of local facilities, and apply the principles of Active Design (Sport England)	BCC	-

Policy/ Outcome	Action	Lead	Partners
<p>Policy 10</p> <p>Public transport</p> <p>We will facilitate multi-modal travel and linked trips to public transport interchanges.</p>	10.1 Support secure, long-stay cycle parking and bike hire at public transport interchanges.	TfWM	BCC
	10.2 Provide step-free access at public transport interchanges.	TfWM	BCC
	10.3 Connect walking and cycling routes to key bus and Metro stops and railway stations and use major public transport projects as exemplars for facilitating multi-modal travel.	TfWM	BCC
	10.4 Encourage public transport operators to expand the space available for carriage of wheelchairs, pushchairs and bicycles on their services.	TfWM	BCC



Policy/ Outcome	Action	Lead	Partners
Policy 11 Schools, business and local community We will promote walking and cycling at places where people study, work and live.	11.1 Support schools to promote safer, greener, healthier travel through Modeshift STARS.	BCC	British Cycling, Cycling UK, Living Streets, HSBC, Schools, Sustrans, TAWS
	11.2 Share information and opportunities through Birmingham Connected Business Travel Network and Business Improvement Districts and develop a culture of walking and cycling at workplaces with Birmingham City Council leading by example.	BCC	British Cycling, Cycling UK, Cycling Works, HSBC
	11.3 Incentivise walking and cycling with challenges and awards, at schools, workplaces and community groups	BCC	British Cycling, Cycling UK, HSBC, Sustrans
Policy 12 Campaigns and communication We will engage with local people about walking and cycling.	12.1 Listen and respond to views and ideas on walking and cycling. This includes meetings and site visits with stakeholders (such as the Birmingham Climate Taskforce, Local Access Forum, Cycle Stakeholders Group and disability groups), informal discussions and wider public engagement.	BCC	British Cycling, Cycling UK, disability groups, Local Access Forum, Living Streets, Push Bikes, Sustrans, TfWM
	12.2 Promote walking and cycling in Birmingham through national, regional and local campaigns on road safety, air quality and sustainable travel.	BCC	British Cycling, Cycling UK, Living Streets, Sustrans, TAWS, TfWM
	12.3 Provide up-to-date information on walking and cycling events and activities.	BCC	British Cycling, Cycling UK, Living Streets, Sustrans, TAWS, TfWM
	12.4 Provide a digital walking and cycling map, promote journey planning tools and support community groups to develop maps and leaflets for walks and rides.	BCC	British Cycling, Sustrans, TfWM
	12.5 Provide multi-modal travel information.	TfWM	BCC
	12.6 Raise the profile of walking and cycling through local advocates and regional ambassadors.	TfWM	BCC

Policy/ Outcome	Action	Lead	Partners
Policy 13 Events We will support events that inspire more people to walk and cycle.	13.1 Promote a city-wide walking programme	BCC	BOSF, Living Streets, NHS Providers, Ramblers, Sustrans, TAWS
	13.2 Promote a city-wide cycling programme for all abilities – including training, rides and maintenance.	TAWS	British Cycling, Cycling UK, Midland Mencap, Sustrans, BCC
	13.3 Continue to develop mass-participation events – including charity walks, ‘Let’s Ride’, sportives, pop-up events and community festivals – with temporary secure cycle parking.	BCC TAWS	British Cycling, CyclingUK, CSM, CWG, HSBC
	13.4 Provide opportunities for local people to watch or compete in cycle sports in Birmingham – including closed road races, triathlon, cyclocross and BMX - and use major events such as Commonwealth Games to inspire participation and train volunteers	British Cycling	BCC, CWG, HSBC, TAWS
	13.5 Enable businesses and residents to plan street events, using temporary road closures.	TAWS	BCC, Sustrans
Policy 14 Evaluation We will use quantitative and qualitative data on walking and cycling to help focus resources.	14.1 Investigate sites with clusters of pedestrian and cyclist casualties.	BCC	WMPolice
	14.2 Explore new ways to measure people rather than cars and continue data collection from: automatic cycle counters (to be requested in new developments and routes), user surveys, 'BikeLife' questionnaires, biannual cordon counts and cycle parking surveys.	TfWM	BCC, Sustrans
	14.3 Monitor travel trends and actions at schools and workplaces using Modeshift STARS.	BCC	Schools
	14.4 Analyse data from the Big Birmingham Bikes project and apps.	TAWS	British Cycling, Cycling UK
	14.5 Publish regular monitoring reports and case studies.	BCC	British Cycling, Cycling UK, Sustrans, TAWS, TfWM

Local Cycling and Walking Infrastructure Plan

Birmingham is a growing city. Patterns of movement are changing; the city centre is expanding as a residential, educational and cultural centre; new growth areas are becoming established; and digital advances are enabling more flexible use of personal time and public space. Within this growing city, we need to be smarter and more efficient in our use of transport space, to reduce dominance of motor traffic, to improve access for all and to connect people with the natural environment.

Improvements to walking and cycling, in combination with public transport, offer a real opportunity to move Birmingham forward and deliver transport that is efficient, equitable, sustainable, healthy and attractive. Walking and cycling also play a key role in social interactions, recreational activities and accessibility.

This Infrastructure Plan sets out Birmingham’s aspirations for the development of cycling and walking infrastructure up to 2031, and supports the objectives of the Birmingham Walking and Cycling Strategy, particularly the objective to, ‘develop a great city for walking and cycling’. The Infrastructure Plan is set out in six stages, based on the Department for Transport Local Cycling and Walking Infrastructure Plan (LCWIP) technical guidance.

LCWIP Process	
Stage 1	Determining Scope
Stage 2	Gathering
Stage 3	Network Planning for Cycling
Stage 4	Network Planning for Walking
Stage 5	Prioritising Improvements
Stage 6	Integration and Application



Scope

This LCWIP covers the city of Birmingham and incorporates the Regional Priority Cycle Routes and Core Walking Zones identified in the West Midlands LCWIP.

Background information

A wide range of data and information has been gathered for the Birmingham and West Midlands LCWIPs. This has influenced the shape of the future cycling network and helped to identify focus areas for walking

interventions, as well as the design of infrastructure.

Assessment of demand

Birmingham has an extensive network of automatic cycle counters which helps to guide investment and monitor trends. However, walking data is very limited.

Census data provides city-wide statistics on journeys to work by foot and cycle (although not journeys combined with public transport). Many cycle journeys are for other purposes than commuting –

36% of cycle trips are for work and education, 39% for leisure purposes and 25% for shopping and other ‘purposeful trips’ (Bike Life Report, Sustrans, 2017). Walking trips are likely to show a similar pattern.

Bike Life surveys can also quantify the relative demand for routes to the city centre, local centres, employment zones, railway stations and green spaces. Census data (2011) and school travel surveys (2010) are used as a basis for the Department for Transport’s Propensity to Cycle Tool, which identifies areas where cycling has the greatest potential to grow. New housing and employment growth areas in the Birmingham Development Plan will also generate increased demand for walking and cycling.

Collision and casualty data
Reducing causes of harm, managing risks and understanding perceptions of safety are essential in order to increase levels of cycling and walking. Collision data is regularly analysed to identify particular locations, trends and common factors.

Review of existing infrastructure
Birmingham has approximately 1,500 miles of highways (with pavements alongside most roads) and 162 miles of public footpaths. There are 71 miles of on-road cycle routes and 144 miles of traffic-free routes (68 on green routes , 41 on cycle tracks alongside roads and 36 on canal towpaths) . Existing cycle routes were reviewed



Birmingham Development Plan Growth Areas

and digitally mapped, including the latest Birmingham Cycle Revolution routes. The type and quality of cycle routes is wide-ranging; from mixing with traffic along local roads, cycle lanes and bus lanes; to separation from traffic on shared use footways, green routes and canal towpaths. The National Cycle Network combines all types. Information was gathered at site visits, audits and stakeholder discussions and from planning proposals and area masterplans.

Living Streets' community and street audits were reviewed as well as Sustrans' audit of the National Cycle Network. Physical barriers such as motorways, canals and railways were identified. These can sever natural desire lines and funnel pedestrians and cyclists onto heavily-trafficked bridges and tunnels, or remote footbridges and underpasses.

The review of infrastructure helped to inform network planning but also highlighted the need for further audits in future, particularly for crossings, walking routes and recreational facilities.

Public cycle parking spaces in Birmingham have risen to 3,650, thanks to investment as part of the Birmingham Cycle Revolution. Demand is greatest in the city centre, at busy local centres and near public transport hubs.

Motivations and deterrents

The benefits of walking and cycling – improving air quality, reducing congestion and increasing physical activity – are widely recognised.

Analysis of individual motivations from Birmingham Cycle Revolution user surveys in 2018 showed the importance of exercise and environmental factors. Responses also highlighted directness and convenience, indicating that new routes should be well-connected with key destinations.

Deterrents for people who already walk and cycle include safety, personal security, poor surfacing (unevenness, potholes and broken glass), lack of continuity and lack of lighting.

For people considering taking up walking and cycling, these factors are also important, alongside issues such as lack of a bike, limited knowledge of local routes and concerns

over personal fitness, weather and carrying capacity.

Personal profiles

Bike Life Surveys provide useful profiles of age, gender and ethnicity of people already cycling in Birmingham. The design and location of new walking and cycling infrastructure could have a key role in attracting people to walk and cycle from under-represented groups and areas of the city, and in facilitating more activity for people with disabilities.

Consultation feedback

Over 500 individuals and organisations responded to consultation on the draft LCWIP during summer 2019.

The feedback highlighted the need for safer and more inclusive infrastructure and provided a wealth of information and ideas on specific improvements to develop better places to walk and cycle.



Network plans

The information gathering stage helped to identify the key factors for the design and location of improved infrastructure as detailed in the table.

These factors have been used in shaping the network plans for cycling and walking and will be used to prioritise future schemes, together with feedback from the local community.

The spatial growth of Birmingham is clearly set out in the Birmingham Development Plan and this helps to identify future demand. Network planning is therefore focussed on ensuring that all identified growth areas are easily accessible by foot and on bike. For example, the sustainable urban extension at Langley will have a comprehensive network of walking and cycling routes, both within, and adjoining, the development. In addition, the Commonwealth Games venues and legacy projects will add to existing destinations within the Perry Barr, city centre and Selly Oak growth areas, and provide opportunities to connect with the neighbouring local authorities of Solihull and Sandwell.

The Walking and Cycling Strategy aims to make walking and cycling the everyday choice for local journeys and leisure activities as part of a safe and integrated transport network. Proposed route improvements for cycling and

Design - key factors:
Reduce conflict with other road users, particularly motorists
Consider personal security and minimise opportunities for anti-social behaviour
Provide for leisure use and exercise
Create attractive places
Offer comfortable facilities (particularly surfaces)
Support access for users of all ages and abilities
Location - key factors
Focus on areas with high current and potential demand
Focus on key destinations including Commonwealth Games venues
Address collision locations
Overcome physical barriers and connect up missing links
Improve level of service of existing routes
Follow up National Cycle Network audit recommendations

walking are therefore designed to connect with new and upgraded public transport facilities and services. This includes new stops on the extended Midland Metro line, stations on the Camp Hill Rail Line and access to Curzon Station (HS2).

Network Planning for Cycling

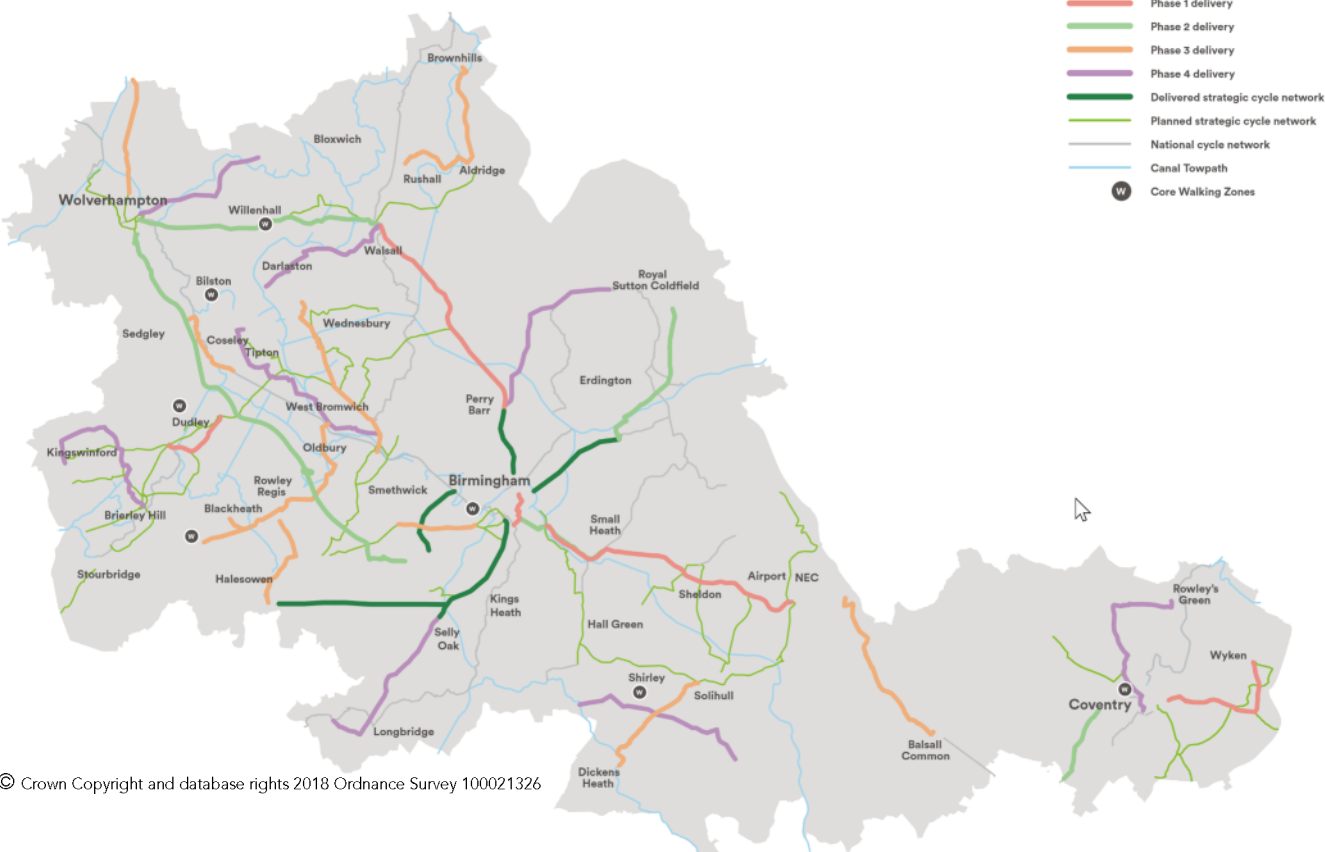
Existing cycle routes include canal towpaths (fully resurfaced as part of the Birmingham Cycle revolution programme), green routes, main corridors (including routes alongside the A47, A38 and A34) and a range of local linking routes on roads and cycle tracks. Various sections of the National Cycle Network pass through the city, using these routes.

The proposed city-wide cycling network consists of existing routes plus regional priority cycle routes, local cycling networks in growth areas, green routes and local links (to complete gaps in the existing network and provide improved connections to community facilities and public transport hubs, both in Birmingham and neighbouring local authorities).

An integral part of local cycling networks will be the creation or expansion of outdoor recreational facilities.

Further work is required to identify detailed alignments, type of infrastructure, junction improvements and costs, as well as complementary measures such as cycle parking, cycle hire and landscaping.

West Midlands LCWIP and Regional Priority Cycle Routes



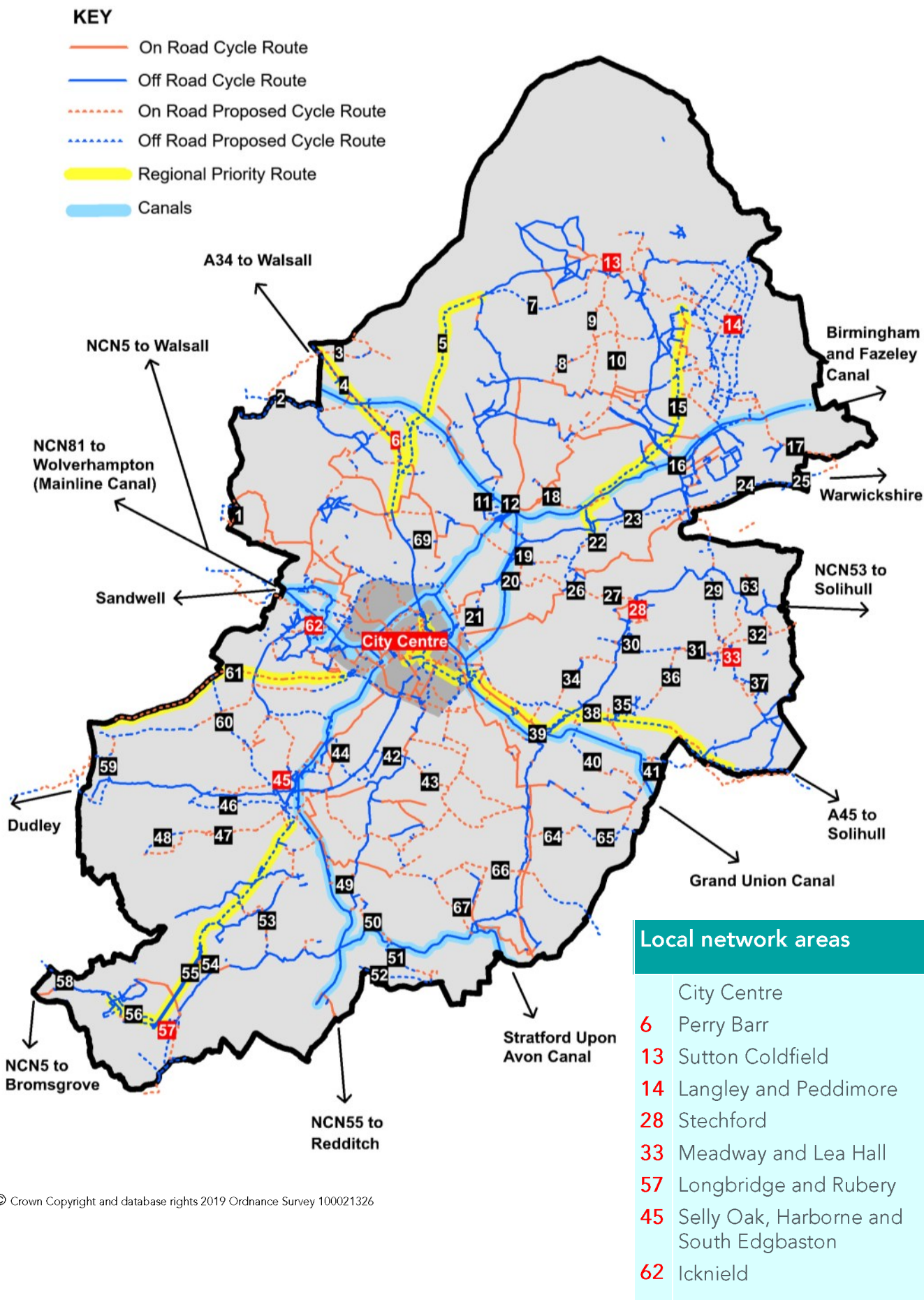
Regional Cycle Routes

The regional priority routes were set out in the West Midlands LCWIP (2019). They provide key links to the Birmingham Development Plan growth areas and neighbouring local authority areas as well as extending and connecting existing routes such as the A34 and A38. Eight routes are proposed in Birmingham over four phases of delivery.

Detailed alignments for each route corridor will be determined following feasibility studies. Design of regional routes will focus on fully inclusive, segregated two-way cycle tracks with priority crossings.

Regional Priority Cycle Routes

Phase 1	A34 Perry Barr Extension through to Walsall
	A45 Birmingham to Solihull
	City Centre A38 to A34 Connection
Phase 2	A47, A38, B4148 Fort Parkway to Langley/Walmley
	Birmingham East Side
Phase 3	Hagley Road Corridor
Phase 4	A38 Extension from Selly Oak to Longbridge
	A453, B4138, Perry Barr to Sutton Coldfield



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map ref	Route name	map ref	Route name	map ref	Route name
CC	Local network: City Centre	23	Green route: Tame Valley, Bromford Drive	46	Green route: Lapal Canal
1	Local links: Handsworth - Metro	24	Green Route: Tame Valley, Park Hall (HS2 Interface)	47	Local links: Selly Oak - Bartley Green
2	Green route: Sandwell Valley - Tame Valley	25	Local links: Park Hall - Water Orton (HS2 interface)	48	Green route: Senneleys Park , Bartley Green
3	Local links: Queslett-Great Barr	26	Green route: Ward End Park	49	Local links: Stirchley
4	Regional priority route: A34 Perry Barr Extension to Walsall	27	Local links: Ward End Park - Stechford	50	Local links: Brandwood Park Road, Allens Croft
5	Regional priority route: A453, B4138, Perry Barr to Sutton	28	Local network: Stechford	51	Green route: Chinn Brook, Allens Croft - Druids Heath
6	Local network: Perry Barr	29	Local links: Cole Hall Lane	52	Local links: Bells Lane, Druids Heath
7	Green Route: Monmouth Drive, Sutton	30	Local links: Heartlands Hospital, Bordesley Green East	53	Local links: Rea Valley - Valley Parkway - Manor Farm Park
8	Local links: Wylde Green - Witton Lodge	31	Local Links: the Meadway	54	Local links: Northfield Station - High Street
9	Local links: Chester Road Station - Sutton Coldfield	32	Local links: East Meadway/ Cooks Lane	55	Regional priority route: A38 Extension to Longbridge
10	Local links: Erdington - Sutton Coldfield	33	Local network: Meadway and Lea Hall	56	Green route (re-route NCN5): Rea Valley, Longbridge
11	Local links: near M6 Junction 6 (alternative via Salford Park)	34	Local links: Heartlands - Small Heath	57	Local Network: Longbridge and Rubery
12	Local links: near M6 Junction 6 Salford Circus	35	Green route: Oakfields Recreation Ground, Yardley	58	Green route: Frankley
13	Local network: Royal Sutton Coldfield Town Centre	36	Local links: Church Road, Yardley	59	Local links: near M5 Junction 3 (Halesowen - Woodgate)
14	Local network: Langley and Piddimore	37	Local links: Garrets Green	60	Local links: Bearwood - Harborne - Selly Oak
15	Regional priority route: A47, A38, B4148 Fort Parkway - Langley/Walmley	38	Regional priority route: A45 Birmingham to Solihull	61	Regional priority route: Hagley Road Corridor
16	Local links: Chester Road	39	Green route: Ackers and Cole Valley Canal access	62	Local network: Icknield (including Edgbaston Reservoir)
17	Local links: Water Orton - Minworth	40	Local links: Tyseley - Acocks Green	63	Local links: Shardway - Packington Avenue - Lea Village
18	Local links: Wheelwright Road, Erdington	41	Local links: Woodcock Lane, Acocks Green	64	Local links: Hall Green Station
19	Local links: Aston Church Road viaduct (HS2 Interface)	42	Cycle Safety Fund Project: Priority Rd/ Edgbaston Park Rd	65	Green route: Fox Hollies
20	Local links: Saltley Viaduct (HS2 Interface)	43	Local links: Moseley	66	Local links: Kings Heath - Shirley
21	Green Route: Vauxhall Road (HS2 Interface)	44	Green route: Chad Brook	67	Local links: Yardley Wood
22	Local links: Bromford Lane/ Washwood Heath Depot (HS2)	45	Local network: Selly Oak, Harborne and South Edgbaston		

Birmingham Cycling Infrastructure Plan

The city-wide Infrastructure Plan indicates types of proposed cycle route; on-road (cyclists mix with traffic) including cycle lanes and signed advisory routes; and off-road (traffic-free) including green routes, cycle tracks alongside main roads and canal towpaths.

New routes will be designed to standards in the West Midlands Cycle Design Guidance and wherever possible will be suitable for a range of cycle types and varied ability of users.

Local cycling network areas

Safe and convenient access by foot and bicycle to local high streets and community facilities is essential. In order to reduce the dominance of motor traffic in these areas and residential neighbourhoods, slower speeds, parking controls and ‘filtered permeability’ measures will be introduced.

More detailed local cycling infrastructure plans will be developed for specific growth areas and local centres (including the city centre) in order to provide a finer mesh of connections within the regional route network, National Cycle Network and canal network. (All local network areas for cycling are also ‘core walking zones’).

City Centre Cycle Routes

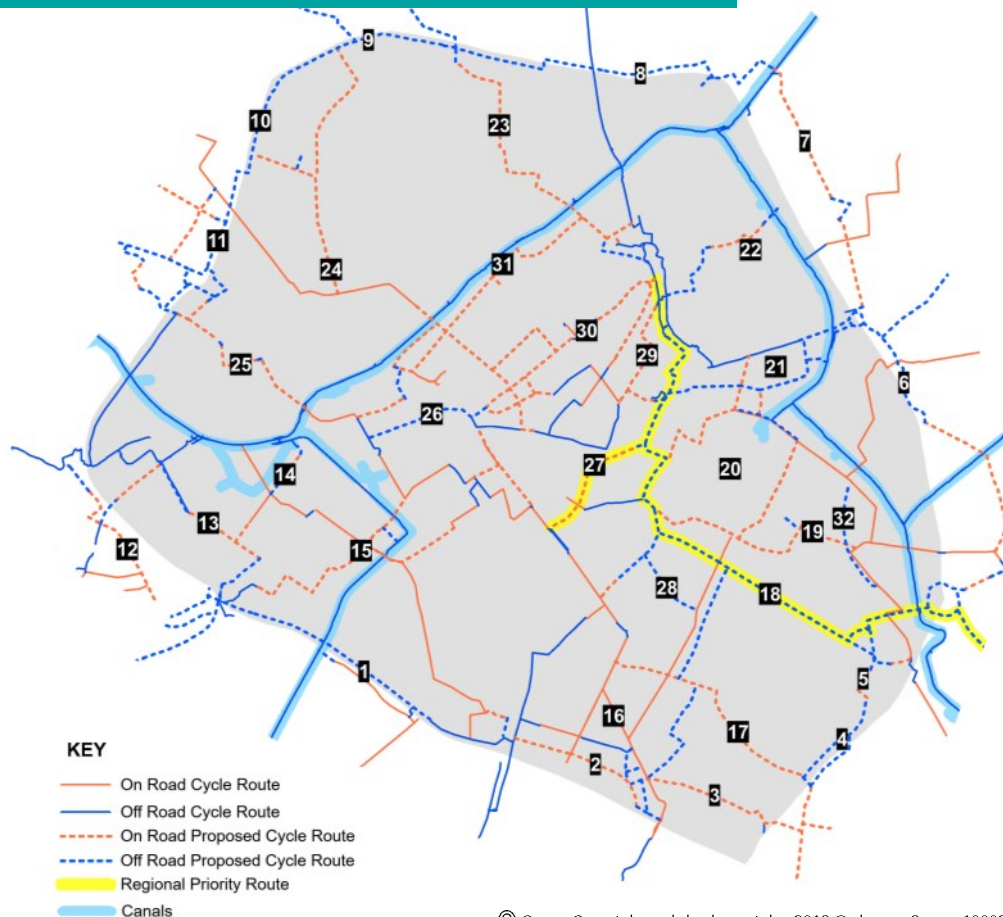
Middleway – the A4540 has a key role in keeping traffic moving. From 2020 it will provide the boundary for the Clean Air Zone. It also presents opportunities for cycle movements – a Middleway Cycle Route, consisting mostly of cycle tracks but including short sections of quiet roads, will improve connections between key radial cycle routes and canals. Crossing improvements will improve access for people on foot as well as those on bikes.

Last Mile – from the Middleway, access to the city centre can be confusing and difficult to navigate. The Last Mile links will provide a mix of signed back streets, cycle tracks and bus gates, improving permeability and enabling cyclists to safely access the city centre in both directions. This includes making existing one-way streets into two-way for cyclists. Wherever possible, the Last Mile links will provide alternatives to on-street sections of the Midland Metro.

Cross City – in the heart of the city centre, pedestrian movements will take priority but a small number of signed advisory routes, contraflow cycle lanes and shared streets will enable people to cycle to, and through, the central area. Cross city routes include a Regional Priority Route connecting the A34 and A38 cycle routes. Cycle

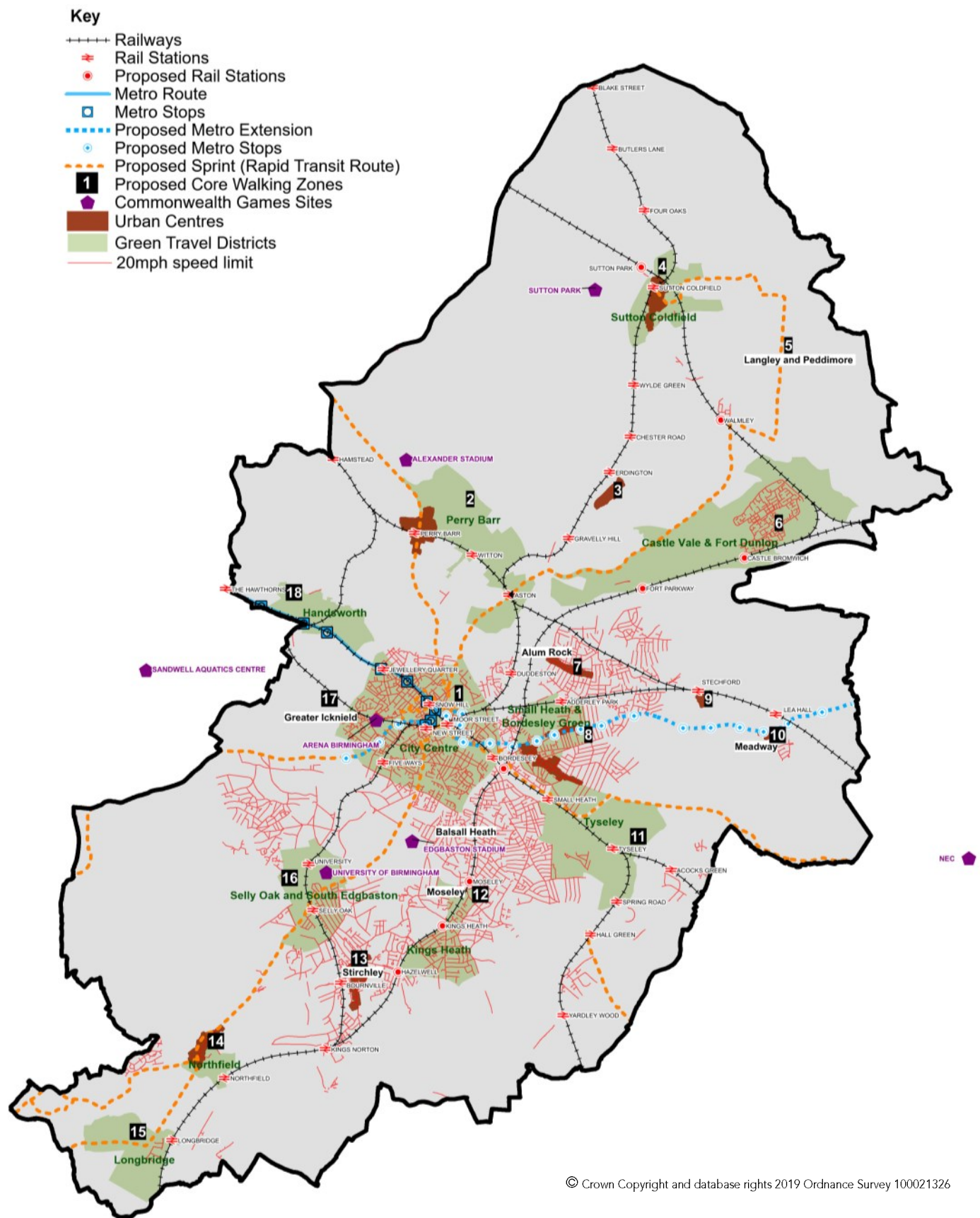
parking will continue to be provided in order to meet growing demand and to encourage people to dismount at the edge of busiest pedestrian areas and continue on foot. Cycle hire spaces will also be identified at key destinations and public transport hubs.

Canal towpaths – these will continue to provide traffic-free, direct walking, running and cycling routes into the heart of the city. Access and lighting improvements will be considered, particularly around Curzon Station (HS2), Digbeth, Brindley Place, The Roundhouse and Icknield.



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map ref	Route name	map ref	Route name	map ref	Route name
1	Middleway: Hagley Rd, Five Ways - Bristol Rd	12	Middleway: Ladywood Circus - Hagley Road	23	Last Mile: St George's - St Chad's
2	Middleway: Bristol Rd -St Lukes - Longmore St	13	Middleway: Ladywood - Broad Street	24	Last Mile: Jewellery Quarter - Colmore Row
3	Middleway: Gooch St - Upper Highgate St	14	Last Mile: Broad Street parallel (Five Ways - Brindley Place)	25	Last Mile: Library links - Spring Hill - Centenary Square
4	Middleway: Leopold Street - Stratford Road (Camp Hill Circus)	15	Last Mile: Broad Street parallel (Five Ways - New Street)	26	Cross City: Paradise/ Centenary Square
5	Middleway: Stratford Rd (Camp Hill Circus) - Bedford Rd	16	Last Mile: Gooch Street Green Routes	27	Regional Priority Route/ Cross City: City Centre A38 to A34
6	Middleway: Garrison Circus - Curzon Circus	17	Last Mile: Macdonald Street - Moseley Road	28	Cross City: Smithfield
7	Middleway: Windsor Street (Curzon Circus - Dartmouth Circus)	18	Regional Priority Route/ Last Mile: Birmingham East Side	29	Cross City: Dale End
8	Middleway: Dartmouth Circus - Summer Lane	19	Last Mile: Digbeth High Street	30	Cross City: Colmore Row - Snow Hill- Corporation Street
9	Middleway: Summer Lane - Key Hill Circus	20	Last Mile: Curzon connections, Digbeth	31	Cross City: Arena to Alexander Stadium via Jewellery Quarter
10	Middleway: Key Hill Circus - Pickford Street	21	Last Mile: Curzon Street and Eastside Park	32	Green route: Duddeston Viaduct
11	Middleway: Pickford Street - Spring Hill	22	Last Mile: Ashted - Aston	-	Canal towpath improvements



Core Walking Zones

Walking improvements are difficult to comprehend on a city-wide scale and yet walking is probably the most evenly-spread mode of travel across the city. However, limited resources necessitate some form of prioritisation and therefore a series of 'core walking zones' (priority areas for walking improvements) have been identified alongside a series of city-wide programmes. Core walking zones are based in growth areas, key local centres and High Streets, around public transport improvements and in locations previously identified as 'Green Travel Districts'.

In core walking zones, more detailed local area schemes will be developed with a focus on continuity, including improved crossing points, way marking and lighting. Fully inclusive infrastructure will be required (ramps, dropped kerbs, tactile paving and seating). Green infrastructure and public art should also be considered. In order to reduce the dominance of motor traffic, slower speeds, parking controls, freight restrictions, footway priority and 'filtered permeability' measures will be investigated.

In some of these areas, the bus interchanges and/or railway stations are located on the periphery of the local centre. A key focus in core walking zones will be the provision of high quality routes and crossings between public transport facilities and local shops and services. This

meets the wider aim of the Walking and Cycling Strategy: to integrate short walking journeys with longer public

City Centre

Major investment in pedestrian improvements and public spaces is already taking place within the city centre and will continue with the introduction of the Clean Air Zone in 2020 and further reallocation of transport space to walking, cycling and public transport. Key schemes within the LCWIP timescale include Centenary Square, Victoria Square, New Street, Snow Hill, Ladywell Walk, Curzon Promenade, Digbeth High Street and Smithfield. There is also potential for new green routes (particularly important in this densest part of the city) through the Rea Valley Urban Quarter and along the Duddeston Viaduct.

Pedestrian crossings

A comprehensive city-wide package for pedestrian crossings is required and frequently requested by local communities. New crossings, upgraded pedestrian facilities at signal controlled junctions and changes in timings at

existing crossings (crossing times as well as waiting times) will particularly benefit the young, the elderly and people with disabilities.

Core Walking Zones

1. City Centre
2. Perry Barr
3. Erdington
4. Sutton Coldfield
5. Langley and Piddimore
6. Castle Vale and Fort Dunlop
7. Alum Rock
8. Small Heath and Bordesley Green
9. Stechford
10. Meadway and Lea Hall
11. Tyseley and Acocks Green
12. Kings Heath, Moseley and Balsall Heath
13. Stirchley
14. Northfield
15. Longbridge and Rubery
16. Selly Oak, Harborne and South Edgbaston
17. Icknield
18. Handsworth



Green Routes and Public Rights of Way

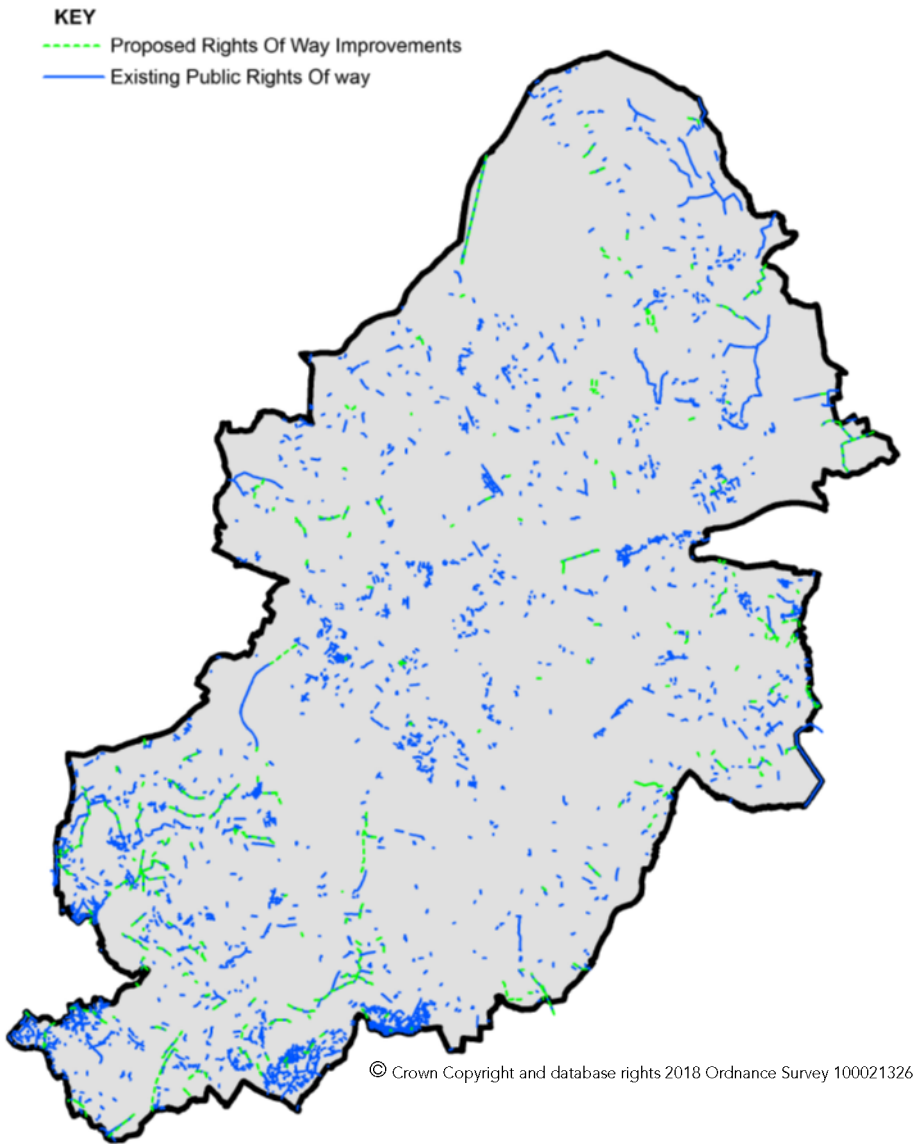
Birmingham has an extensive network of parks and green spaces, providing traffic-free walking and cycling routes across the city. These resources are integral to the Walking and Cycling Strategy, in providing spaces for recreational activities and local journeys away from the noise, air pollution and hazards of traffic.

Significant improvements (surfacing, signing and access) have taken place on green routes in recent years through the Connect2, Bike North Birmingham and Birmingham Cycle Revolution projects. However, there is potential to provide new green routes, particularly in Langley,

Longbridge and along the Tame Valley corridor, and to upgrade existing routes, including lighting.

Some of the green routes are also Rights of Way. Birmingham has 170 miles of Public Rights of Way, 96% of which are footpaths, and these

provide essential connections throughout the city. A new Rights of Way Improvement Plan is in development, identifying proposals to improve existing paths, create new paths, provide signs and remove obstructions.



Public Rights of Way

Other walking and cycling infrastructure

Walking and cycling audits, analysis of road traffic collisions and feedback from local communities will be used to identify other targeted interventions and local safety schemes across the city.

There will continue to be a focus on journeys to school. A trial of car-free school streets (closed to traffic at the start and end of the school day) is already underway, and the successful 'Safer Routes to School' programme will be continued.

A 20mph default speed limit for all residential streets and local centres in Birmingham will be considered.

In some cases, relatively small-scale infrastructure improvements such as new seating and smoother surfaces can make a huge difference to local people, particularly the young, elderly or those with disabilities. Improved lighting and better surveillance can help reduce fears for personal safety. For walking, it is also important that pavements are kept clear of parked cars and other obstructions, and there is minimal sharing with cyclists.

For cycling, the availability and security of cycle parking is a key consideration.

An integral part of local cycling networks will be the creation or expansion of outdoor recreational facilities.

Wider measures

The consultation feedback identified wider measures that would also help to improve conditions for walking and cycling, particularly less motor traffic and better public transport, which are included within the Birmingham Transport Plan.



Priorities

The Birmingham Cycling Infrastructure Plan, Walking Improvements and Rights of Way maps identify over 100 potential walking and cycling schemes, with an estimated cost of over £100million.

Due to limited funding and a need to co-ordinate and complement other projects, these schemes will be subject to a prioritisation process.

Discussions with stakeholders and feedback from consultation on the LCWIP have identified the following as the most important criteria to guide future investment:

- Road safety
- Lack of existing walking and cycling facilities
- Air quality
- High levels of cycling demand

There was also strong support for prioritising investment in the city centre.

Based on this feedback, the initial focus (0-3 years) will be on design and delivery of the Phase 1 and Phase 2 regional priority cycle routes and the development of plans for local cycling networks and core walking zones (including Birmingham city centre).



Integration

Some of the LCWIP schemes and interventions are already included within planning proposals, ward plans and area masterplans. The Regional Priority Routes are also being progressed as part of the West Midlands Combined Authority Transforming Cities Fund, alongside regional public transport projects.

Walking and cycling improvements will have a pivotal role in the emerging Birmingham Transport Plan.

Using the feedback from consultation, the LCWIP schemes will be developed in more detail. Funding will be sought to undertake audits and feasibility studies, followed by detailed design, based on the latest national and West Midlands guidance.

Future schemes will be delivered in partnership with a wide variety of organisations and individuals. Revenue funding will be essential in order to deliver supporting measures to enable and inspire walking and cycling. A future delivery programme based on the LCWIP themes will be progressed as part of the annual Transportation and Highways Capital Programme and Infrastructure Delivery Plan.

The adoption of the Birmingham Walking and Cycling Strategy, alongside the emerging Birmingham Transport Plan and new policies on air quality, public health and design, will enable much better integration and improve forward planning for walking and cycling initiatives and facilities both within the city, and the wider West Midlands region.

LCWIP Delivery Programme - Themes

Walking and cycling

- Local safety schemes and targeted interventions
- School Streets and Safer Routes to School
- Local Cycling Networks and Core Walking Zones
- Green Routes and Rights of Way
- 20mph limits
- Supporting measures

Walking

- Pedestrian crossings
- City Centre pedestrianisation and public spaces

Cycling

- Regional Priority Cycle Routes
- City Centre cycle routes
- Local cycling links
- Cycle parking

Title of proposed EIA	Assessment of the equality issues relating to the Birmingham Walking and Cycling Strategy and Infrastructure Plan
Reference No	EQUA403
EA is in support of	New Policy
Review Frequency	Two Years
Date of first review	01/01/2021
Directorate	Inclusive Growth
Division	Planning Policy
Service Area	Transport Policy
Responsible Officer(s)	■ Naomi R Coleman
Quality Control Officer(s)	■ Janet L Hinks
Accountable Officer(s)	■ Uyen-Phan Han
Purpose of proposal	To seek approval of the Birmingham Walking and Cycling Strategy and Infrastructure Plan
Data sources	Survey(s); Consultation Results; relevant reports/strategies
Please include any other sources of data	
ASSESS THE POTENTIAL IMPACT AGAINST THE PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Wider Community
Age details:	<p>The needs of different age groups vary significantly with regards to walking and cycling accessibility.</p> <p>The strategy includes a variety of actions to widen accessibility specifically for children and young people and those with age related mobility constraints.</p> <p>Age related themes identified in the consultation and ways that the Strategy can support or mitigate these are listed below:</p> <ul style="list-style-type: none"> • Concern over lack of suitable cycling routes for young children. Suggestions for safer crossings, shared pavements, segregated routes and traffic-free zones – the Infrastructure Plan includes proposals for a

range of new and safer routes.

- Prioritise new facilities near schools – the Infrastructure Plan priorities include schools.
- Manage traffic to reduce impact of air pollution on children – more information has been added on School Streets to the Strategy Policy on traffic management and enforcement.
- Tackle schools and parents driving children to school – more information has been added regarding School Streets.
- Encourage children to cycle to school - add more information has been added to the Strategy Policy on Schools, business and local community.
- Address personal safety - parks and local roads need to be safer for teenagers and children (need more community police, old style park wardens) – more information has been added in the Strategy Policies for enabling walking and cycling.
- The scope of the strategy has been widened regarding leisure uses for walking and cycling infrastructure to address physical activity concerns amongst young people.

Protected characteristic: Disability

Disability details:

Wider Community

Those with disabilities can require particular types of infrastructure to enable walking and cycling.

The strategy includes a variety of actions to upgrade and improve

infrastructure and ensure that people with disabilities are included in the design process and their needs are fully considered.

Disability related themes identified in the consultation and ways that the Strategy can support or mitigate these are listed below:

- Needs greater recognition of mobility problems and elderly people – more explicit references have been added for people with disabilities and inclusive design
- Need to improve public transport – core walking zones and local cycling networks will focus on improvements to link with public transport hubs
- Prioritise new facilities round key public services such as doctors, hospitals, bus stops, taxi ranks, disabled parking, shopping areas, schools, community centres - core walking zones and local cycling networks will focus on improvements to link with public transport hubs and local services
- Importance of retaining disabled parking – outside the scope of this Strategy but comments have been passed on to colleagues working on parking policy.
- Help disabled people to purchase electric vehicles – outside the scope of this Strategy.
- Prosecute offenders for parking cars on paths and junctions (extensive pavement parking prevents movement of people in wheelchairs, mobility

scooters, pushchairs etc.) – the Strategy includes an action to target pavement parking

- Use bollards rather than cycle barriers – the Strategy includes an action to remove barriers
- Provide ramps rather than steps – more information has been added about step-free access
- Improve dropped kerbs at crossings and uneven pavements – the Strategy includes actions on route maintenance. More information has been added about step-free access
- Support the scale up of Park Ride and increase access to adapted bikes for people with physical and mental health issues - the Strategy includes actions to expand opportunities to access adapted bikes and participate in events such as Park Ride, as well as acknowledging the need for infrastructure design which accommodates adapted bikes.

Protected characteristic: Gender

Gender details:

Wider Community

Some feedback from the consultation exercise identified that women may feel more vulnerable in terms of personal safety whilst walking and cycling.

The strategy will have a positive impact regarding personal safety implications, whether gender specific or not. Infrastructure improvements proposed in the strategy will improve the

	environment for walking and cycling and minimise risk through lighting, natural surveillance and design.
	The strategy has been updated following consultation feedback to make explicit reference to personal safety and includes a new policy in relation to this.
Protected characteristics: Gender Reassignment	Not Applicable
Gender reassignment details:	
Protected characteristics: Marriage and Civil Partnership	Not Applicable
Marriage and civil partnership details:	
Protected characteristics: Pregnancy and Maternity	Not Applicable
Pregnancy and maternity details:	
Protected characteristics: Race	Not Applicable
Race details:	
Protected characteristics: Religion or Beliefs	Not Applicable
Religion or beliefs details:	
Protected characteristics: Sexual Orientation	Not Applicable
Sexual orientation details:	
Please indicate any actions arising from completing this screening exercise.	Following an initial screening exercise, a comprehensive public consultation exercise took place to ensure that stakeholders representing the needs of different age groups and different types of disability were engaged and their views have now been taken into account for the final version of the strategy, as detailed above.
Please indicate whether a full impact assessment is recommended	YES
What data has been collected to facilitate the assessment of this policy/proposal?	A comprehensive public consultation exercise took place with 524 online survey responses received and analysed.
Consultation analysis	There were 524 online survey responses <ul style="list-style-type: none"> 4% of individuals responding to the survey were under 25 years old, 60% were aged 25-49, 32% were over 50 and 4%

	<p>preferred not to say or did not respond.</p> <ul style="list-style-type: none"> • 58% were male, 36% were female and 6% preferred not to say or did not respond. • 14% had physical or mental health conditions or illnesses lasting for 12 months or more. • In terms of ethnicity, 83% of people responding were white, 9% were from other ethnic groups and 8% preferred not to say or did not respond.
	<p>Written responses were also received from organisations representing those with disabilities.</p> <p>All responses were analysed and changes were made to the strategy as detailed above.</p>
Adverse impact on any people with protected characteristics.	<p>No specific adverse impacts were identified regarding people with protected characteristics. Walking and Cycling infrastructure can be a mechanism for improving access for those with age and mobility related issues. The public consultation highlighted the positive impact the Strategy and Infrastructure Plan will have in improving accessibility.</p>
Could the policy/proposal be modified to reduce or eliminate any adverse impact?	<p>Modifications were made to the Strategy to further enhance the positive impact on those with protected characteristics as detailed above.</p>
How will the effect(s) of this policy/proposal on equality be monitored?	<p>As individual schemes are delivered in support of the Strategy, further equality analyses will be required.</p>
What data is required in the future?	<p>Further surveys and consultation will be required to support individual scheme delivery going forward.</p>
Are there any adverse impacts on any particular group(s)	<p>No</p>
If yes, please explain your reasons for going ahead.	
Initial equality impact assessment of your proposal	

Consulted People or Groups

Informed People or Groups

Summary and evidence of findings from your EIA

A full assessment has been completed taking into account results of a substantial public consultation exercise.

There were 524 online survey responses

- 4% of individuals responding to the survey were under 25 years old, 60% were aged 25-49, 32% were over 50 and 4% preferred not to say or did not respond.
- 58% were male, 36% were female and 6% preferred not to say or did not respond.
- 14% had physical or mental health conditions or illnesses lasting for 12 months or more.
- In terms of ethnicity, 83% of people responding were white, 9% were from other ethnic groups and 8% preferred not to say or did not respond.

It is broadly felt that the impact of the Walking and Cycling Strategy and Infrastructure Plan on those with protected characteristics, in particular Age, Disability and Gender, will be positive. Increasing levels of walking and cycling in Birmingham, including improvements to infrastructure will improve accessibility for all.

Comprehensive feedback from stakeholders and the general public has highlighted the positive implications of the strategy. Based on consultation feedback, changes have been made to the strategy in relation to those with protected characteristics to further enhance these implications.

Delivery of the strategy going forward will be subject to further equality scrutiny. As projects come forward in the Highways and Transportation Capital programme they will require individual Equality Assessments.

QUALITY CONTORL SECTION

Submit to the Quality Control Officer for reviewing?

No

Quality Control Officer comments

Proceed to Approving Officer
22.10.19

Decision by Quality Control Officer

Proceed for final approval

Submit draft to Accountable Officer?

No

Decision by Accountable Officer

Approve

Date approved / rejected by the Accountable Officer

28/10/2019

Reasons for approval or rejection

Approved as meets requirements.

Please print and save a PDF copy for your records

Yes

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Close



BIRMINGHAM WALKING AND CYCLING STRATEGY AND LOCAL CYCLING & WALKING INFRASTRUCTURE PLAN

Consultation and Engagement Report

1. Introduction

Birmingham City Council consulted on the draft Walking and Cycling Strategy and Local Cycling and Walking Infrastructure Plan (LWCIP) between June and August 2019. This statement explains the purpose and process of consultation and engagement, describes the level and type of responses received, the main issues raised and how they have been addressed in the final documents. The statement has been prepared in accordance with the Birmingham Statement of Community Involvement.

2. Purpose

The aim of the Walking and Cycling Strategy is to make walking and cycling the everyday choice for local journeys and leisure activities as part of a safe and integrated transport network for Birmingham. The 10-year strategy contains policies and actions – to be delivered by Birmingham City Council and various partners and monitored annually. Proposals for network investment are included in the Local Cycling and Walking Infrastructure Plan which will form the basis of a future programme for walking and cycling.

The purpose of the consultation during summer 2019 was therefore to:

- invite feedback on the key policies and actions in the strategy to ensure that they are appropriate and relevant, and to identify any omissions.
- identify priorities and measures to increase walking and cycling in Birmingham as part of the LCWIP, and help to refine the proposals
- indicate support for the future delivery of the strategy and LCWIP and identify partners.

3. Engagement Strategy

In advance of the consultation on the draft documents, a wide range of engagement took place:

Walking and Cycling Strategy		Local Cycling and Walking Infrastructure Plan	
February 2016	Cycling and Walking Strategy stakeholder workshop	April 2018	Stakeholder Mapping Workshop (Walkable Birmingham, Local Access Forum, Cycle Stakeholder Scheme Advisory Group)
January 2019	Local Access Forum	May 2018	BCC and TfWM Mapping Workshop
April 2019	Cycle Stakeholder Scheme Advisory Group	October 2019 onwards	City Centre cycle route discussions with HS2, Midland Metro, PushBikes, Sustrans, Colmore BID
May 2019	Discussions with Sustrans, British Cycling	Feb 2019	Business Engagement and Community Open Day, Tyseley and Hay Mills
Various discussions at BCC, TfWM, HS2, Highways England and Sustrans regarding specific schemes, development of masterplans, SPDs and Clean Air Zone			
Various site visits and audits including walking audits of Sutton Coldfield and Icknield Port, and signing review along green routes (Hatchford Brook, Cole Valley, Bourn Brook and Harborne Walkway)			

During the summer of 2019, two approaches were taken to consultation: provision of information and direct engagement with individuals and organisations.

Information

- The Draft Walking and Cycling Strategy and LCWIP were uploaded onto the City Council's engagement website [BeHeard](#) with an opportunity to comment through a structured survey between 20 June and 5 August 2019
- A [Walking and Cycling Strategy](#) page was set up on the City Council website
- Information was included in the Birmingham Bulletin, Birmingham Connected emails and posts on the City Council's social media channels, as well as the Chief Executive's weekly roundup for staff
- Printed copies of the Strategy, maps and survey forms were available for reference at the Library of Birmingham throughout the consultation period
- Emails were sent to consultees, including:
 - 150 external contacts from 110 different organisations representing community groups, transport, health and environmental interest groups, mobility organisations, neighbouring local authorities, emergency services, transport operators, businesses (individual companies and Business Improvement Districts) and further education
 - Internal contacts at the City Council including the inclusive growth directorate (highways, planning and rights of way), public health and parks
 - Local councillors and Birmingham Members of Parliament

Engagement

- Officers attended major public events including 'Let's Ride' at Aston University on 9 June, Clean Air Day in the Cathedral Grounds on 20 June and a Clean Air Zone Business Event on 2 July
- Presentations and meetings on the draft Strategy and Infrastructure Plan took place at:
 - Sutton Coldfield Town Council, 2 July
 - Transport Planning Society, 4 July
 - Sustainability and Transport Overview and Scrutiny Committee, 24 July
- Four public drop-in sessions were held in different areas of the city at different times during weekdays. Details of the events were published on the consultation website and materials. Some of the events were joint events with other relevant consultations. The venues were:
 - Doug Ellis Sports Centre, Perry Barr, 27 June (joint event with Perry Barr highway project)
 - Birmingham Hippodrome, Southside, 3 July (joint event with Southside Public Realm project)
 - Welcome Change Community Café, Shard End, 10 July
 - Cobble Cycle café, Erdington, 11 July

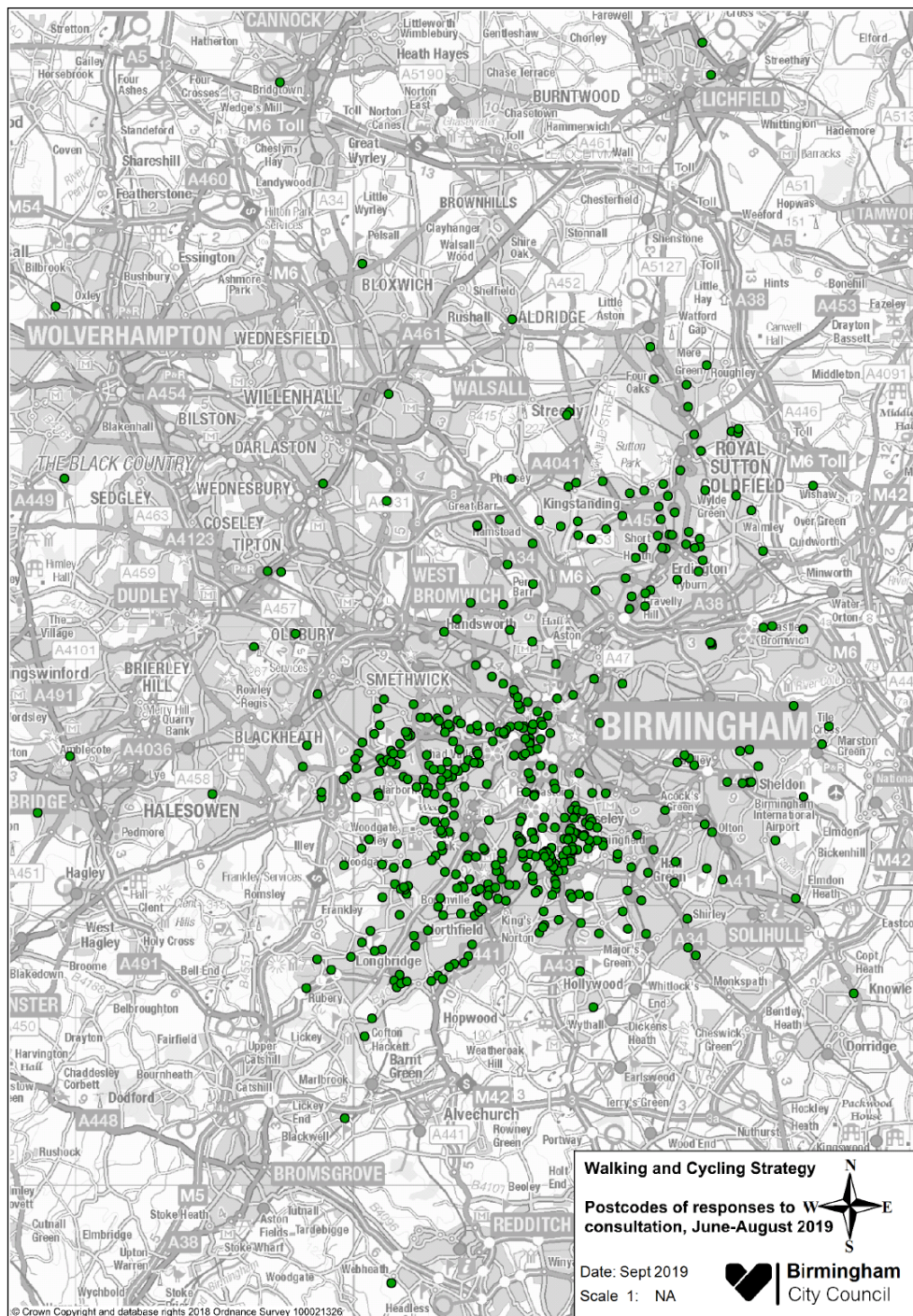
4. Number and Distribution of Responses

Event	Date	Approximate attendance
Let's Ride, City Centre	9 June 2019	10,000 people, 171 participant responses (to British Cycling)
Clean Air Day, City Centre	20 June 2019	25
Doug Ellis Sports Centre, Perry Barr	27 June 2019	5
Clean Air Zone Business/ Organisation Event, Digbeth	2 July 2019	61 people, representing 43 different businesses/organisations
Sutton Coldfield Town Council	2 July 2019	8
Birmingham Hippodrome, Southside	3 July 2019	4
Transport Planning Society	4 July 2019	13
Community Café, Shard End	10 July 2019	5
Cobble Cycle café, Erdington	11 July 2019	5
Transport Scrutiny Committee	24 July 2019	14

10 letters and emails were received directly from individuals and organisations. 524 survey forms were completed via the BeHeard site: 512 from individual citizens, 12 from representatives of a group or organisation.

There was a good distribution of responses from within Birmingham and the wider West Midlands area. The Birmingham responses were concentrated in south and north with fewer from east Birmingham.

Figure 1: Postcodes of responses to consultation



4% of individuals responding to the survey were under 25 years old, 60% were aged 25-49, 32% were over 50 and 4% preferred not to say or did not respond. 58% were male, 36% were female and 6% preferred not to say or did not respond. 14% had physical or mental health conditions or illnesses lasting or expected to last for 12 months or more. In terms of ethnicity, 83% of people responding were white, 9% were from other ethnic groups and 8% preferred not to say or did not respond.

Organisations that responded (at events, online and by letter/ email) were:

- Balsall Heath Is Our Planet
- Birmingham Community NHS Trust
- Birmingham City University
- Bike West Midlands Network
- Birmingham Friends of the Earth
- Birmingham Sight Loss Council
- Bishop Vesey's Grammar School
- British Cycling
- Campaign for Better Transport
- Crackers Family Forum (Christ the King Catholic Primary School)
- Highways England
- Jewellery Quarter Museums and Attractions Co-ordinating Committee
- Motorcycle Action Group
- Parkride (Midland Mencap)
- Push Bikes
- Queensbridge School
- Royal Sutton Coldfield Town Council
- Sport England
- Sustrans
- Transport for West Midlands
- The Royal Orthopaedic Hospital NHS Foundation Trust

5. Summary of Online Consultation Responses

Strategy Aims and Objectives

87% thought that the strategy's aims and objectives were just right or were right, but a few changes are needed. 8% disagreed and 5% didn't know or didn't answer.

This question also generated a wide range of text responses, not all relating to the aims and objectives, but some key themes and common issues emerged.

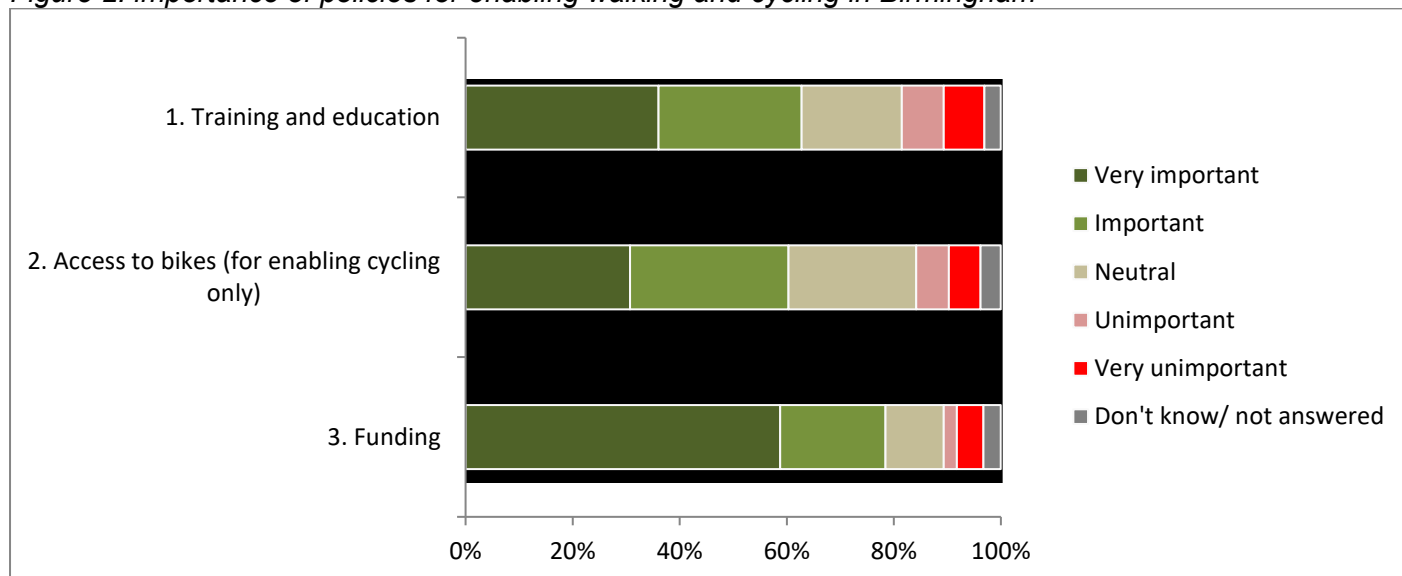
Table 1: Do you think these are the right aims and objectives – please explain, and suggest alternative aims and objectives, if appropriate

Key themes and common issues	How these are addressed in the Strategy
Infrastructure	
Many people thought that the ordering of objectives was wrong and that improving infrastructure was most important	Importance of infrastructure is a key part of the Strategy and focus of the Infrastructure Plan. The objectives are not ordered by priority and they follow the standard COM-B model ('capability', 'opportunity', 'motivation' and 'behaviour') model, so no re-ordering is proposed
Strong support for segregation of cycles and cars, cycles and pedestrians, rethink of highway design and reallocation of road space. Some criticism of recently installed segregated cycle infrastructure	Included in Policy 5 (walking and cycling infrastructure) and LCWIP. The number of comments in support of improved facilities outnumbered the critical responses
Several requests for more green spaces and parkland, particularly in city centre	Added more information within LCWIP
Lack of cycle routes in specific areas: southeast Birmingham, Harborne, Maypole and Kings Heath, A34 from Acocks Green/Hall Green to city centre, A41 corridor through Hockley, North Birmingham particularly city centre to Erdington.	Added local links to LCWIP maps where possible although insufficient information to add all routes requested. More detailed local cycling infrastructure plans and audits will be required as part of delivery of the Strategy and LCWIP
Safety and security	
Large number of comments requesting greater emphasis on safety (and feeling safe), as this is a major barrier to walking and cycling in the city.	Included within revised main aim and objectives Added new Policy 3 about personal safety
Vulnerability of people on foot and bike, particularly children and lone females, in darker areas and parks. Suggestions for community watch, park wardens, lighting, CCTV, patrols and panic alarms	Added new Policy 3 about personal safety

Also concerns about road safety and need for segregation between people and cars	Included in Policy 5 (walking and cycling infrastructure) and LCWIP.
Walking	
Strategy has too much emphasis on cycling and needs greater priority on pedestrians and connections with public transport.	Added more information on walking in Policy 5 (walking and cycling infrastructure)
Some concerns that walking and cycling are different and should not be in same Strategy.	Noted. Strategy addresses different needs of walking and cycling. Government Guidance is for a combined infrastructure plan (LCWIP)
Walking and cycling infrastructure sometimes conflict	Support for more segregated facilities included in Policy 5 (walking and cycling infrastructure) and Infrastructure Plan
Pavement parking issues	Included in Policy 6 (traffic management and enforcement)
Lack of local facilities within easy walking distance.	Added more information in Policy 9 (land use planning and development)
Public transport	
Not enough emphasis on public transport and interconnections for longer journeys	Included within main aim and Policy 10 (Public Transport)
Concern over service quality	Beyond scope of this Strategy and LCWIP
Car use/ traffic	
Large number of comments suggesting the Strategy should aim to discourage and reduce driving and/or car ownership.	Included in Policy 6 (traffic management and enforcement). Other policies to be included in emerging Birmingham Transport Plan
Some stronger views suggesting bans on private cars, including in the city centre.	Beyond scope of this Strategy - policies to be included in emerging Birmingham Transport Plan
Also a few comments from people who didn't want to restrict car use and wanted improvements to traffic flow and parking.	Noted. However, the number of comments requesting reduction in motor vehicles significantly outnumbered the requests for improved traffic flow
Road user education	
Lots of comments requesting more reference to driver education (about vulnerable road users, sharing the roads and safe passing distances).	Included in Policy 1 (Training and Education)
Investment	
Lots of requests to invest more in walking and cycling, sooner rather than later, and reallocate other highway budgets.	Added tables of proposals in LCWIP and indicative budget. More detailed cost estimates will be undertaken as part of delivery of the Strategy and LCWIP, and integration with highway budgets.
Few comments that this is a waste of money	Noted. However, the number of comments were outnumbered by support for more funding
Cultural factors	
Needs greater recognition of cultural factors and need to make walking and cycling more dignified, more aspirational	Included in Policy 11 (schools, business and local community)
Level of ambition	
Lots of comments that strategy should be more ambitious.	Main aim revised. Wider transport ambitions to be included in emerging Birmingham Transport Plan
Other comments that objectives should relate to measurable outcomes.	Each policy includes outcome. Action Plan will also be used to measure outputs
Health and Wellbeing	
Need for greater reference to mental and physical wellbeing and environmental benefits in objectives.	Added information on Public Health in Policy Framework section
Comments about cycling and walking for fun, and need for recreational facilities for children	Added information to LCWIP

Objective 1: Enable walking and cycling in Birmingham

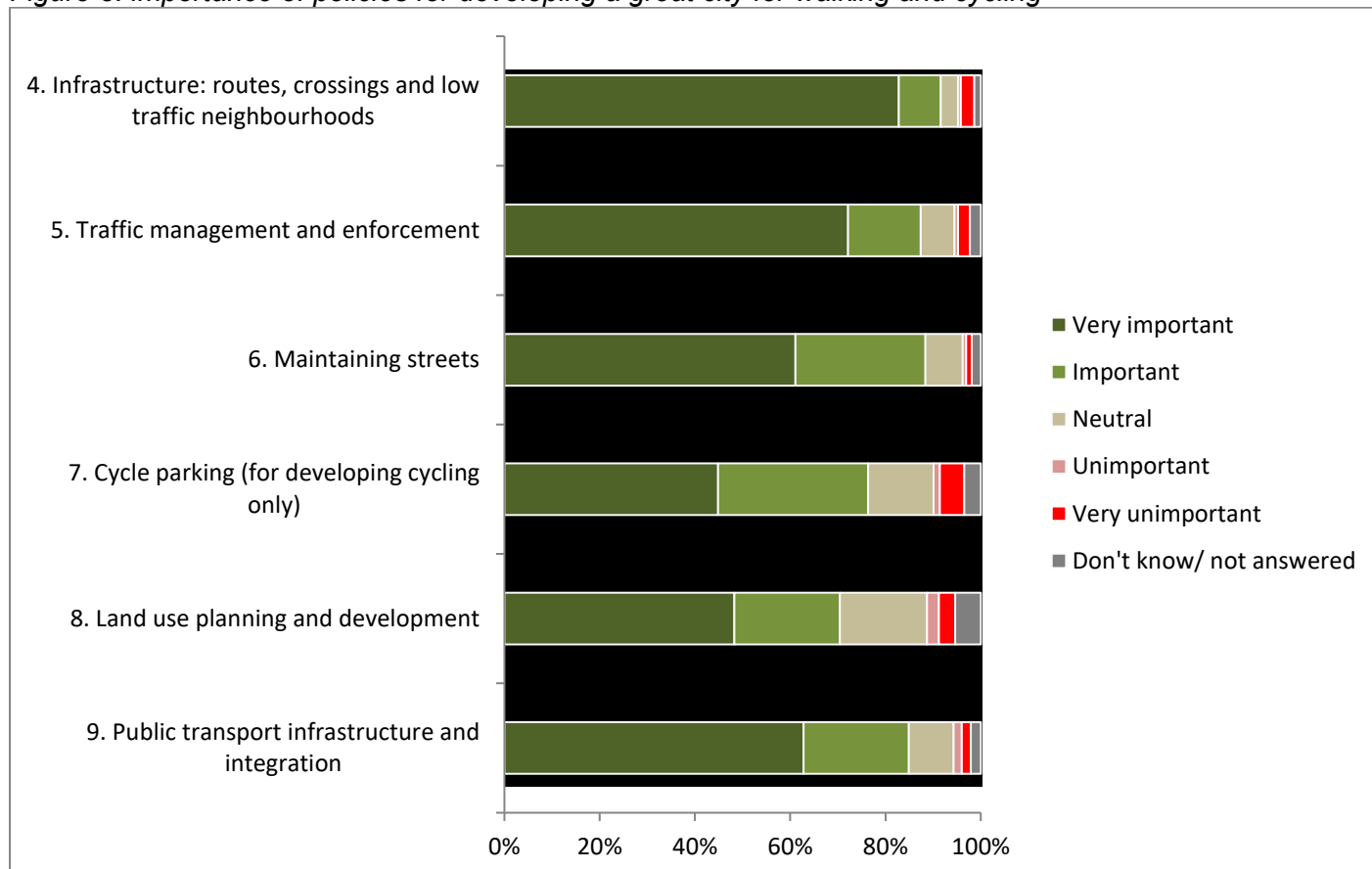
Figure 2: importance of policies for enabling walking and cycling in Birmingham



79% of people thought funding was very important or important, but there was also support for training and education (63%) and access to bikes (61%). The 'other' text responses demonstrated the importance of safety and driver education for enabling walking and cycling, and reference to these will be added into the revised Strategy and policies. Land-use planning and infrastructure were frequently mentioned but these are also included in the 'developing' section. Other suggestions for enabling included political support, tougher penalties for dangerous driving, more cycle to work schemes and access to e-bikes.

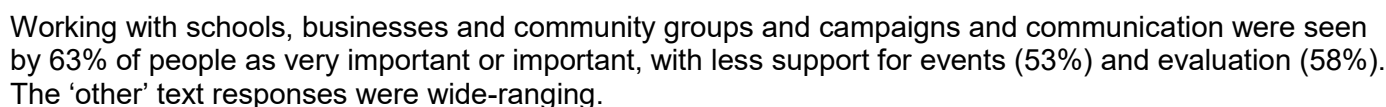
Objective 2: Develop a great city for walking and cycling

Figure 3: importance of policies for developing a great city for walking and cycling



Additional suggestions included customer cycle parking at supermarkets and shops, infrastructure for non-standard bikes such as cargo bikes and clear signage.

Figure 4: importance of policies for inspiring walking and cycling



Delivery Plan

Businesses:

- Independent businesses
- Big city businesses such as HSBC, JLR, NEC, Grant Thornton, EY, KPMG
- Bicycle, outdoor and sports shops
- Business Improvement Districts
- Landowners and developers including Calthorpe Estates
- BBC and ITV and local media
- Insurance companies
- Finance and tech companies
- Private Health Clubs
- Cycle to Work scheme
- Healthy eateries

Education:

- Schools and colleges, particularly head teachers, multi-academy trusts, parents' groups
- Universities including University of Birmingham and including students and researchers

Government:

- Central government and Department for Transport
- West Midlands Combined Authority and West Midlands Mayor
- Birmingham City Council, including councillors
- Neighbouring local authorities
- Commonwealth Games Committee
- Netherlands/ Dutch Cycling Embassy
- Royal Sutton Coldfield Town Council

Health sector:

- Public Health England
- Birmingham and Solihull Clinical Commissioning Group and GPs
- NHS Trusts and Hospitals
- Health charities such as British Heart Foundation, Midland Mencap

Emergency services:

- West Midlands Police and British Transport Police
- Other emergency services

Transport business sector and operators:

- HS2
- Network Rail
- Midland Metro
- Bus operators
- TfWM
- AA and RAC

Transport and environmental organisations:

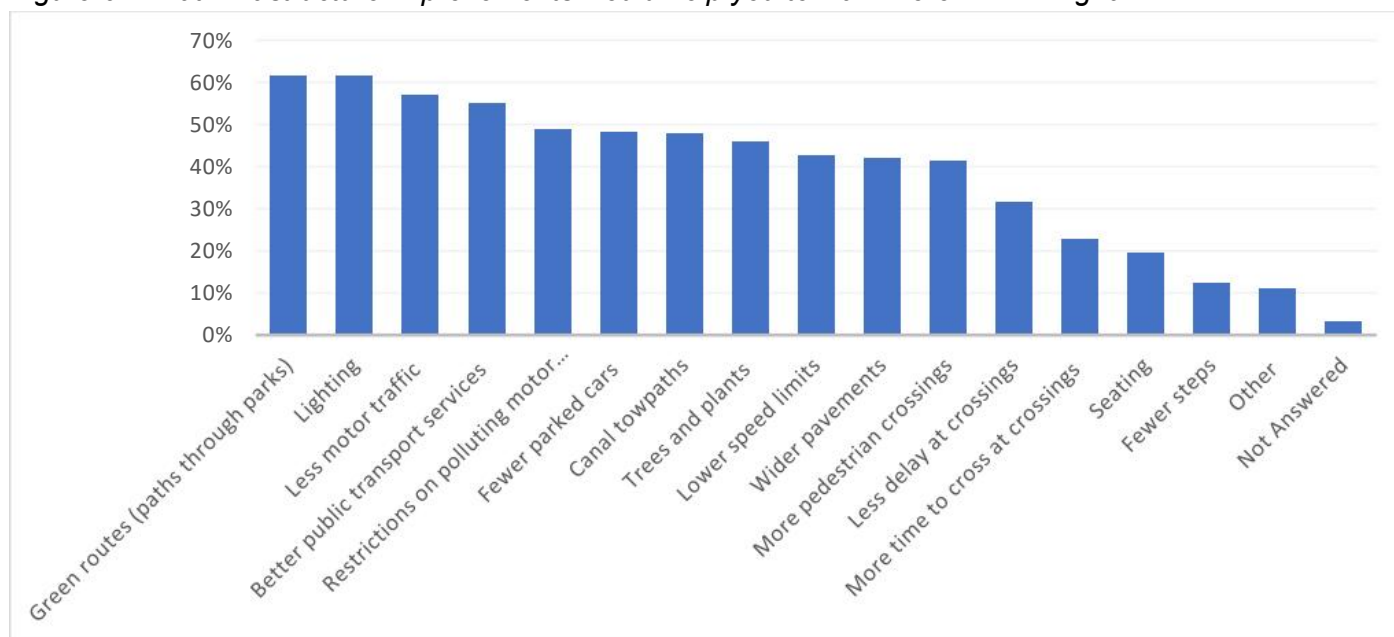
- Canal and River Trust
- Cycling clubs including Moseley Missiles, Cannon Hill, Beacon
- British Cycling
- Sustrans
- Pushbikes
- Friends of the earth
- Green Party
- Cycling UK
- Greenpeace
- Nature partnerships
- Ramblers
- Birmingham Open Space Forum
- Eco Birmingham/ Cycle South Brum
- ROSPA
- Living Streets
- Sport England
- online cycle communities

Community:

- Mosques, churches and other faith groups
- Residents groups including Druids Heath and Monymy Hull Forum, Handsworth Helping Hands, Balsall Heath is Our Planet
- Bournville Village Trust
- Litter picking groups
- Sports teams
- Nurseries and playgroups
- Libraries
- Community centres
- Fitness groups/ slimming groups
- Scouts and guides
- Youth groups and campaigns such as #knivesdownbikesup
- Job Centre
- The Active Wellbeing Society
- Women's safety groups

Infrastructure Plan: Types of Walking and Cycling Infrastructure

Figure 6: What infrastructure improvements would help you to walk more in Birmingham?



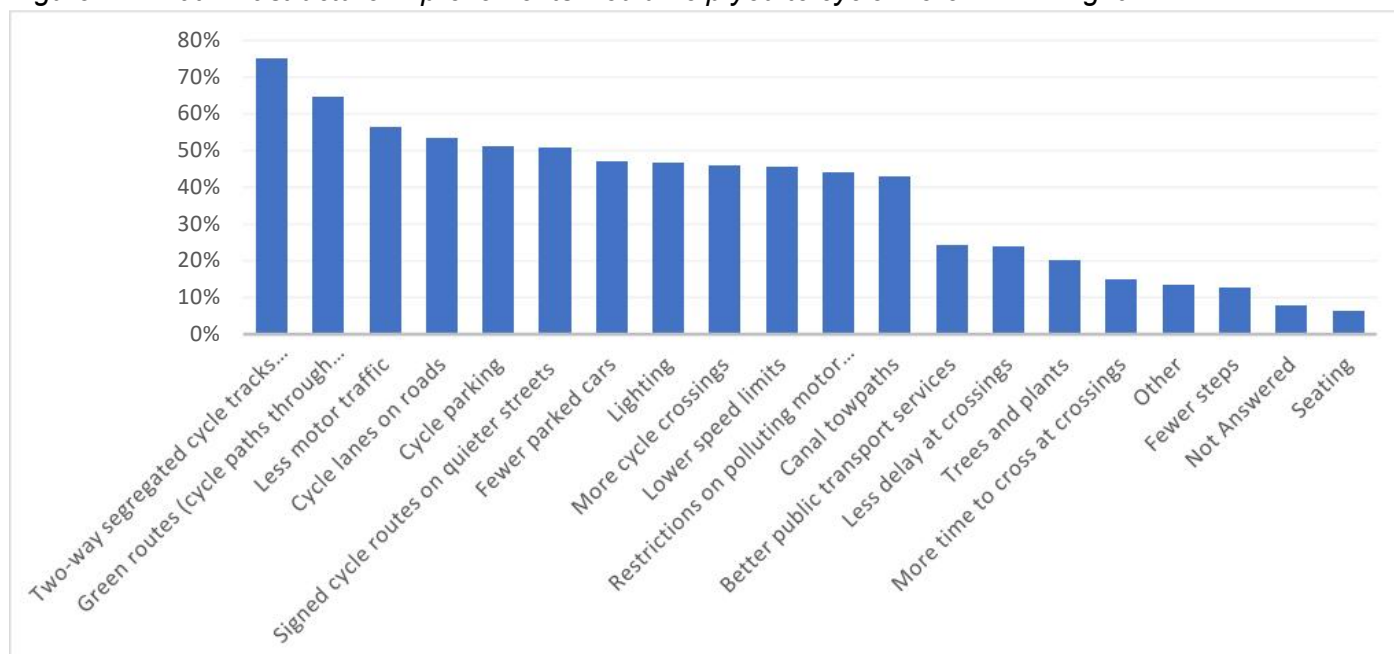
The top infrastructure improvements were:

1. Green routes 62%
2. Lighting 61%
3. Less motor traffic 57%
4. Better public transport 55%

- Fewer cyclists on pavements
- Fewer shared facilities with cyclists
- More police on the streets
- Reduction in pavement parking
- Smoother and more even surfaces

The main suggestions in other responses were:

Figure 7: What infrastructure improvements would help you to cycle more in Birmingham?



The top infrastructure improvements were:

1. Two-way segregated cycle tracks 75%
2. Green routes 61%
3. Less motor traffic 57%
4. Cycle lanes on roads 55%

Infrastructure Plan: Regional Priority Cycle Routes

There was support for:

- All strategic routes, particularly the A456 (Hagley Road) and addition of A435 (Alcester Road)
- Joined up city centre network
- Finer mesh local networks within the regional network
- Better policing and lighting of routes in parks and canal towpaths

Infrastructure Plan: Birmingham cycling infrastructure plan

Detailed comments were received on the plans, including requests for infrastructure along all radial route corridors, better links to Solihull and Smethwick and more local connections in Bartley Green, Harborne, Selly Oak, Kings Heath, Balsall Heath, Hall Green, Handsworth and Sutton Coldfield.

Infrastructure Plan: Birmingham city centre cycling infrastructure plan

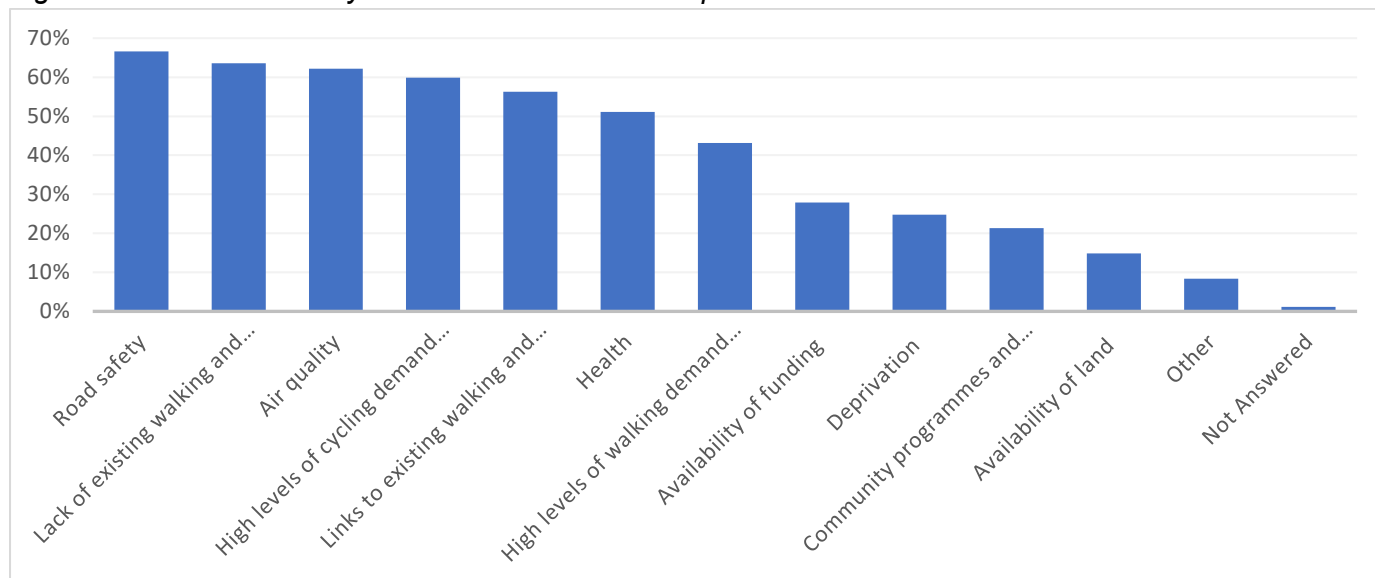
Detailed comments were received on the plans, including requests for infrastructure along Broad Street and Colmore Row as well as improvements on existing routes.

Infrastructure Plan: core walking zones

There was a wide range of responses to the request for comments on core walking zones. Some people requested more detailed information whilst others commented on areas (Moseley and Kings Heath were frequently mentioned) or requested new or extended zones (for example to cover Harborne and Balsall Heath). Other common themes were the city centre, greenery, personal safety, parked cars, litter and pavement maintenance.

Infrastructure Plan: Priorities

Figure 8: What criteria do you think we should use to prioritise future investment?

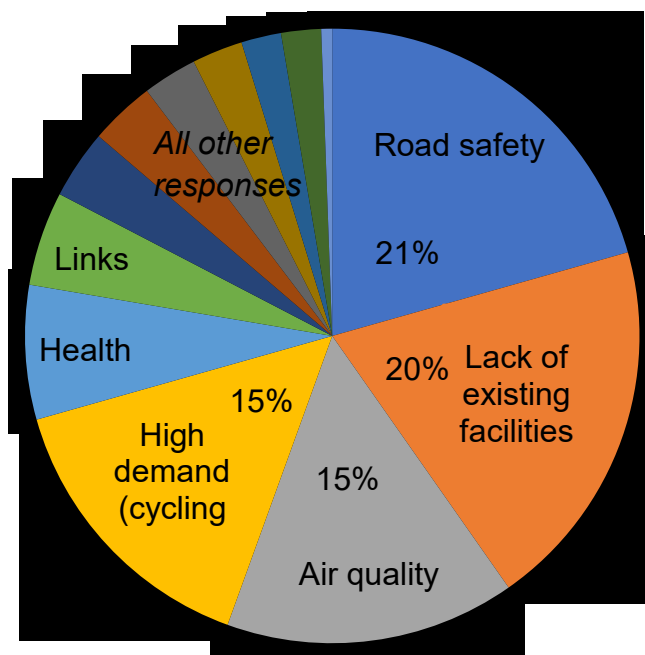


The top criteria were:

- | | |
|--|-----|
| 1. Road safety | 67% |
| 2. Lack of existing walking and cycling facilities | 64% |
| 3. Air Quality | 62% |
| 4. High levels of cycling demand | 60% |

Other suggestions included criteria based on connecting with public transport, considering journey times/distances and helping people with disabilities, mental health issues and long-term illness.

Figure 9: Which of the above criteria for investment do you think is the most important?



Detailed comments were also received on which areas of the city should be prioritised and why. The city centre was frequently mentioned as well as provision of facilities along main roads, but other responses were very mixed, with some advocating greater priority for inner city areas (such as Ladywood, Alum Rock, Small Heath, Washwood Heath and Sparkhill) whilst others argued for priority in suburban areas where there were more opportunities to build on already good levels of walking and cycling.

Some people suggested prioritising schools. Others thought that priority could be given to pilot schemes to demonstrate what was possible. Some people suggested that there should be no priorities at all.

Consultation information

People were asked about whether the information provided enabled them to make an informed comment on the proposals. 85% replied yes, 12% no and 3% didn't answer.

Suggestions for additional information included:

- Better maps for pedestrian proposals
- Easier to read maps and more interactive maps
- More information on on-road cycle routes and how they differ from off-road routes
- More information on funding and costs
- Diagrams and videos

5. Selection of quotes from online consultation

Strategy - Enable walking and cycling

Drivers need the education not the cyclists and the walkers
Safety. Safety, safety, safety and safety. Not feeling that you'll be mown down any minute.

Strategy - Develop a great city for walking and cycling

I am not anti-car - we have one! Drivers are generally courteous. But there are too many of them going too fast.
A38/34 routes must only be the beginning. They demonstrate a very different allocation of road space that should now become the norm.
Walking and cycling need to be promoted as safe, easy and healthy

Strategy - Inspire walking and cycling

It is important to promote walking and cycling to encourage people to take it up but in this scenario I believe the stick is going to be more important than the carrot.
--

Infrastructure Plan

If it's going to have an impact it needs to be bold. Cars have invaded and taken over roads and pavements.
This is a great start and a good marker of a welcome and beneficial strategy.
It's a waste of time, effort and money. You can't provide a cohesive network, there isn't enough space
The plan is an excellent idea provided that less onus is placed on improving the capacity for traffic. Otherwise we run the risk that nothing will effectively change and traffic will be worse than it is now.

Walking

Please make the routes wheelchair friendly.
Any improvements on the number and quality of crossings will be welcomed. Crossings need to have short delay times, minimal numbers of stages (ideally one), and minimal deviations from desire lines. Guardrail should be eliminated.
Walking, even more so than cycling, is intimately bound up with other challenges faced by the city, such as homelessness and civic pride. Addressing these broader issues will have the secondary benefit of making walking in the city centre more attractive.
Every street in the city should have good walking pavement, there should not be zones at all
Seriously consider banning the city-wide practice of cars being able to half-park (or more) on pavements.

Cycling

Segregated cycling infrastructure is the only way to get people cycling, so that needs to be rolled out across major roads.
The roads are too congested and scary for me to get my bike out. I am fully supportive of this initiative and I am very pleased it is being considered seriously
I bloody love the new cycle route along Bristol Road, I've used it 3-4 times a week since it opened and have never cycled to work before that

Priority areas

Round schools - less traffic, no parking and clear cycle and walking routes encourage children and parents to be more active and healthy
The city centre and main arterial routes, as these tend to carry/cause the majority of the air pollution but will also be the areas where most people will want to access the services.
Inner City areas where "Cars are King" and where there are no current cycle routes.
Priority is walking zones around public transport stops. Stride and ride.

6. Summary of Other Responses

Event responses/conversations

The Let's Ride event generated many useful responses to questions from British Cycling including, 'what would you like to see happen in your local area to encourage cycling?' Most responses were about improved cycle routes, particularly those segregated from motor vehicles, but there were plenty of other suggestions; for more events like Let's Ride; group rides; and better cycle parking.

The drop-in events and presentations had a small number of attendees, but these face-to-face discussions provided excellent feedback and an opportunity to consider the strategy and plans in more detail, such as Sutton Coldfield and Perry Barr. The discussions also gave feedback from the point of view of different users including motorcyclists and people with disabilities. Common themes were similar to those in the online comments. Overall, there was support for improving facilities and promoting more walking and cycling in the city.

Written responses

Birmingham City Council is very grateful to the following organisations who also sent in written responses:

- Birmingham City University
- Birmingham Sight Loss Council
- Campaign for Better Transport
- Highways England
- Jewellery Quarter Museums and Attractions Co-ordinating Committee
- Parkride (Midland Mencap)
- Royal Sutton Coldfield Town Council
- Sport England
- Transport for the West Midlands

Where appropriate, their comments and suggestions have been incorporated into the amended Strategy and Infrastructure Plan.

7. We asked, you said, we will do...

We asked for views on the draft Birmingham Walking and Cycling Strategy and Local Cycling and Walking Infrastructure Plan during summer 2019.

You said. Over 500 individuals and organisations responded to the consultation, resulting in thousands of individual comments. Feedback highlighted the need for safer and more inclusive infrastructure and provided a wealth of information and ideas on specific improvements to develop better places to walk and cycle.

We will do. A number of changes have been made as a result of the comments received from the consultation. These include; a greater emphasis on safety (personal security and traffic danger) and safe infrastructure; an action plan outlining the role of partners; additional references to inclusive walking and cycling; more information on priorities; and cycle route plans and walking zones that respond to specific comments. We will publish an amended version in January 2020.

Appendix 4 – Risk Assessment - BIRMINGHAM WALKING AND CYCLING STRATEGY

Risk No	Risk description	Risk mitigation	Residual / current risk			Additional steps to be taken
			Likelihood	Impact	Prioritisation	
1.	That the Strategy will not have a clear vision or measurable actions	Following feedback from consultation and further discussions with partners, the key aim was revised, and a Strategy Action Plan was added.	<i>Low</i>	<i>Low</i>		Ongoing delivery of actions within the Action Plan
2.	That there are insufficient staff and budgets to resource the delivery of the Strategy and LCWIP	The Strategy Action Plan identifies lead partners and key actions and the LCWIP sets out priorities for investment. Early discussions have taken place with potential funders including the West Midlands Combined Authority, Highways England and HS2	<i>High</i>	<i>High</i>		Ongoing identification of budgets and external funds
3.	That competing demands for road space could impact on the ability to develop walking and cycling schemes in key locations.	Continue to work with Transport for West Midlands and Midland Metro Alliance to minimise competing demands	<i>Medium</i>	<i>Medium</i>		Consult on Birmingham Transport Plan and introduce Transport Space Allocation Toolkit to guide and assess schemes, to minimise competing demands

Measures of likelihood/ Impact:

Description	Likelihood Description	Impact Description
High	Almost certain, is expected to occur in most circumstances. Greater than 80% chance.	Critical impact on the achievement of objectives and overall performance. Critical opportunity to innovate/improve performance missed/wasted. Huge impact on costs and/or reputation. Very difficult to recover from and possibly requiring a long-term recovery period.
Significant	Likely, will probably occur in most circumstances. 50% - 80% chance.	Major impact on costs and objectives. Substantial opportunity to innovate/improve performance missed/wasted. Serious impact on output and/or quality and reputation. Medium to long term effect and expensive to recover from.
Medium	Possible, might occur at some time. 20% - 50% chance.	Waste of time and resources. Good opportunity to innovate/improve performance missed/wasted. Moderate impact on operational efficiency, output and quality. Medium term effect which may be expensive to recover from.
Low	Unlikely, but could occur at some time. Less than 20% chance.	Minor loss, delay, inconvenience or interruption. Opportunity to innovate/make minor improvements to performance missed/wasted. Short to medium term effect.

Birmingham City Council

Report to Cabinet

21st January 2020



Subject: Adoption of Birmingham Urban Centres Framework for Inclusive Growth

Report of: Interim Director - Inclusive Growth

Relevant Cabinet Member: Councillor Ian Ward, Leader

Relevant O & S Chair(s): Cllr Tahir Ali, Economy and Skills

Report author: Simon Delahunty-Forrest, Assistant Director, Development (Acting)
Telephone No: 0121 464 8258
Email Address: [simon.delahunty-forrest @birmingham.gov.uk](mailto:simon.delahunty-forrest@birmingham.gov.uk)

Are specific wards affected?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s):		
Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, add Forward Plan Reference: 006918/2019		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

1 Executive Summary

- 1.1 This report provides an update on the outcomes of the public consultation undertaken on the draft Urban Centres Framework during November 2018 - March 2019 and seeks authority for the adoption of the final document, attached as Appendix 1.
- 1.2 The report also sets out the proposed approach to further stages of the Framework which will identify additional urban centres that are considered to meet the criteria set out in the Framework.

2 Recommendations

- 2.1 Adopts the final version of the Birmingham Urban Centres Framework as the City Council's vision to guide investment and development decisions in urban centres, attached as Appendix 1.
- 2.2 Endorses the strategy set out in the Urban Centres Framework and agrees that this can be applied, where appropriate, to further centres.
- 2.3 Delegates to the Leader with the Interim Director Inclusive Growth the approval of documents for further centres prepared in line with the strategy set out in the Urban Centres Framework.

3 Background

- 3.1 Urban centres are a focal point for communities. They form vital hubs for local activity as places to shop, meet and for employment. Birmingham has a network of over 70 urban centres and more than 100 parades. They range in size from the city centre, which attracts millions of visitors and is home to major economic assets; to Sutton Coldfield as the second largest centre in the city with shops, restaurants and offices; to smaller clusters in centres like Kings Norton, Balsall Heath and Cotteridge.
- 3.2 Urban centres have a central role to play in delivering the city's agenda for inclusive economic growth. Over the next 15 years the city is set to see significant growth with 51,100 new homes, over a million square metres of new floor space for commercial uses and billions of pounds of investment in infrastructure. This growth is driven by an increase in Birmingham's population from 1.1 million to 1.25 million, the continued success of the city as the key centre for investment and the arrival of high speed rail via HS2.
- 3.3 As the city seeks to deliver new development, its urban centres will need to evolve to offer a diverse range of uses, activities, spaces and environments. This Framework has been produced to support this evolution, setting out the strategic principles that all urban centres and parades can utilise to become successful multifunctional places. These principles focus on securing diversity of activity, excellent connectivity and high quality design that celebrates local identity to create places that stand the test of time. The approach adapts the success achieved in the city centre through the Big City Plan of setting clear strategic direction and identifying opportunities for change and investment.
- 3.4 A Toolkit sits alongside the Framework to support all stakeholders who are looking to deliver improvements in their urban centre. This provides links to information and resources, including updates of funding opportunities and best practice. The Toolkit can be applied to all centres and parades regardless of whether they are identified as a priority in the Urban Centres Framework.
- 3.5 Within the Framework, 10 Centres for Transformation are identified for targeted actions as places that can evolve to meet the city's growth agenda. These

centres were selected as the initial focus for the strategy, based on the following criteria:

1. Scale of opportunity for investment and development linked to the growth potential set out in the Birmingham Development Plan;
2. Investment in public transport infrastructure enabling local communities to better connect with economic growth; and
3. Focus at the heart of a wider neighbourhood, with potential to adapt, allowing centres to remain relevant and resilient for the future.

3.6 From November 2018 to March 2019 a public consultation was carried out on the draft framework seeking views from the public and stakeholders. Six public drop-in sessions were held across afternoon and evening periods in community venues in Northfield, Stechford, Erdington, Stirchley and Small Heath with a combined total of 185 attendees. Officers attended Ward Forum meetings in Perry Barr and Sutton Coldfield.

3.7 There were approximately 250 respondents to the consultation (including the comments from the public drop-in sessions), of which approximately 15 were from businesses, 10 from partner organisations and the remaining from local stakeholders. The Consultation Statement (Appendix 2) contains further details on the engagement that was carried out, the main issues raised and how they have been addressed in the final framework. Many of the responses were positive about the Framework and agreed this was the right approach to provide a strategy that supports the changing nature of centres. There were a number of suggestions for alterations to the Framework and the main points are summarised below:

- A number of requests were made to understand the criteria used to select the centres covered by the Framework.
- A number of representations also sought clarification over the status of the document.
- Some respondents felt that more detail should be included in the document around the health of centres and the challenges they face.
- The Environment Agency requested that the Framework makes reference to flood risk and that cross-references are made to policies within the Birmingham Development Plan. They also suggest a drainage strategy is developed for each centre and consideration is given to blue (waterways) and green (parks, woodland, open space) corridors to reduce the risk of flooding and support wildlife.
- The Council for British Archaeology raised the issue that a number of the sites identified as opportunities in the Framework are likely to have

archaeological remains and Historic England made representations on the need to protect and enhance the historic environment in centres.

- A number of general comments were made about the need to prioritise public transport and in support of sustainable modes of transport, walking and cycling. This includes support for the Framework from West Midlands Trains and Transport for West Midlands.
- There were also a number of respondents who made an argument for additional/improved car parking in centres in order to support businesses.
- A number of representations focussed on the need to support local identity. This included supporting independent businesses and supporting cultural uses in centres.
- A number of representations focussed on the need to have safe and secure centres that reduce crime.
- Sport England made representations supporting the overall approach but requested inclusion of sport and recreation as an activity that should be encouraged within centres. They also made a number of detailed comments around guidance and schemes they support.
- Some respondents raised concerns about the lack of detail on delivery and the lack of committed funding.

3.8 For each of the centres covered in the Framework, comments were received from their local communities and from land owners/businesses operating within the centres. General themes included sites that people identified as needing investment, links that need improving and the lack of certain uses within the centres. Some of the centres had specific issues that generated a number of responses such as the need for a bus station in Sutton Coldfield and concerns over disruption caused by the proposed changes to the road network in Perry Barr. The comments have now been analysed and considered in the preparation of the final Framework, which has led to some changes to the initial draft documents (set out in Appendix 2).

3.9 In June 2019 the City Council declared a Climate Emergency, cementing tackling climate change as a major Council priority. Subsequently the Framework has been amended to set out how the transformation of Urban Centres can play a role in mitigating against climate change and creating resilient centres that can adapt to changes in the environment. This will be further supported by additions to the online Toolkit to signpost best practice and updates on the outcomes of the Climate Change Tasks Force. This will provide a practical source of information for officers, developers and communities, ensuring a united approach in tackling climate change.

3.10 The Framework has also been amended to include more reference to cultural activities, updates on public transport schemes, and increased references to linking centres with open space and other leisure activities. Furthermore, a new

section has been included in the introduction, with cross references throughout the document, to set out how the Framework will support wider Council priorities. These include addressing air pollution and supporting communities' health and wellbeing.

- 3.11 In addition to the comments on the centres included in the draft framework, a number of representations requested additional centres to be covered by the document. The centres proposed and the City Council's response is included in Appendix 2. As a result of a number of these representations, it is proposed that the strategy set out in the Urban Centres Framework should be applied to further centres that are considered to meet the agreed criteria and that are not covered by another appropriate strategy. At present it is considered there is need for additional documents covering:
- Centres that will benefit from new railway stations following the reopening of the Camp Hill passenger line. This would cover Kings Heath and Moseley, looking to maximise the potential benefits of the improved connectivity. A planning application for a new train station at Kings Heath was received in September 2019 and it is anticipated that a planning application for Moseley will be received later in 2019/early 2020.
 - Centres within Hall Green, including Hall Green Parade, Highfield Road, and Robin Hood Island. This will provide a strategy to maximise on the improved connectivity and capitalise on the links to the surrounding residential developments.
- 3.12 A scoping exercise of Dudley Road Neighbourhood Centre is also currently being undertaken to establish if the framework would be an appropriate format for producing a strategy to support the transformation of this urban centre due to its position in the Greater Icknield growth area and the potential for improvement.
- 3.13 Following the endorsement of the overall strategy set out in the Urban Centres Framework attached to this report, it is proposed that further centres are added in consultation with the relevant key stakeholders and approval for their addition is delegated to the Leader with the Interim Director Inclusive Growth. This is to allow for flexibility in the approach towards the styles of plans produced in order to reflect the nature of individual centres and also to enable plans to be produced within shorter timescales in collaboration with stakeholders and the community. This approach is considered crucial in allowing the City Council to respond proactively to the dynamic and rapidly changing nature of urban centres.
- 3.14 In addition to covering centres that the City Council identifies, it is proposed that where there is a demonstrated commitment, officers will support the community and stakeholders in the production of their own additions to the Framework. This is on the proviso that there are sufficient Council resources available at

that time and that the plan for the centre adheres to the overall strategy as set out in the adopted Urban Centres Framework.

- 3.15 The Council will revisit the production of further stages of the Urban Centres Framework or other appropriate plans for urban centres as part of the annual monitoring process for the Birmingham Development Plan. This will allow progress towards producing appropriate plans for urban centres to be reported back to Cabinet on an annual basis.
- 3.16 In delivering the actions required to create thriving urban centres and parades, it is recognised that communities, businesses, local groups, landowners, the public and private sector will all have a key role to play. The Toolkit will provide a source of inspiration and information, empowering communities and businesses to transform their local centres. The use of the City Council's property assets in urban centres will be informed by the City Council's Property Strategy. Links will also be made to the localisation agenda that the City Council is bringing forward.
- 3.17 The adopted framework will play a crucial role in securing funding for the identified centres. In July 2019 the City Council was advised that the Erdington expression of interest in the Future High Street Fund had been successful and that Ministry of Housing, Communities and Local Government (MHCLG) would make available up to £150,000 to support the development of a full business case. This business case will be submitted in April 2020, helping to inform the MHCLG decision on awarding funding to Erdington. In addition, Stirchley has been selected to participate in the High Streets Task Force pilot programme and as a result could benefit from dedicated products and services provided by the Task Force. In both instances, the Urban Centres Framework was crucial in providing a clear strategy upon which to build the business case and it is anticipated the framework will provide a similar sound basis for future funding opportunities.

4 Options considered and Recommended Proposal

- 4.1 Option 1 – Do not adopt the Framework. The Framework provides a clear vision and strategy for the evolution of urban centres that have been identified as key to delivering the growth agenda set out in the adopted BDP, and without it there is a risk that development on these sites will not meet the requirements and expectations of the City Council, communities and stakeholders.
- 4.2 Recommended Proposal: Option 2 – Adopt the Urban Centres Framework. Adopting the Framework will provide a clear vision and strategy for the urban centres - uniting stakeholders, directing investment and helping to unlock funding opportunities.

5 Consultation

- 5.1 Extensive external consultation on the draft Framework was carried out during November 2018 to March 2019 as outlined in 3.7 and 3.8 of this report and further details can be found in Appendix 2.
- 5.2 All contacts on the Planning Consultation database, including Ward councillors, local Members of Parliament, West Midlands Combined Authority, Sutton Coldfield Town Council, neighbouring local authorities, Chambers of Commerce, BIDs, GBSLEP, residents' associations, local businesses, community groups, landowners and others.
- 5.3 The Framework has been revised following feedback from internal City Council teams including Highways, Transport Policy, Neighbourhoods, Cultural Development Services and area planning teams.

6 Risk Management

- 6.1 The programme for the adoption of the Framework has allowed time for the large number of comments to be processed and for areas of disagreement from stakeholders to be discussed and addressed.
- 6.2 Once adopted there is a risk that the Framework is not effective in delivering the desired outcomes. In order to mitigate this risk and to provide early indicators, the development and evolution of identified centres will be closely monitored.
- 6.3 A full risk register is attached at Appendix 4.

7 Compliance Issues:

7.1 How are the recommended decisions consistent with the City Council's priorities, plans and strategies?

- 7.1.1 The Framework will contribute towards the vision contained in the City Council's Plan 2018-2022 (2019 Update) outcomes, specifically: Outcome 1 "Birmingham is an entrepreneurial city to learn, work and invest in" and Outcome 4 "Birmingham is a great city to live in". It has been prepared in the context of the policies of the adopted Birmingham Development Plan (2017), including policies TP21 "The network and hierarchy of centres" and TP24 "Promotion of diversity of uses within centres".

7.2 Legal Implications

- 7.2.1 The City Council has general power of competence under Section 1 of the Localism Act 2011 and it is using this to undertake the production of the Framework. Whilst not a statutory planning document, the Framework will provide guidance to support the Birmingham Development Plan, and the consultation has followed the principles set out in the Birmingham Statement of Community Involvement (2008).

7.3 Financial Implications

7.3.1 The costs for preparing the Framework, including consultation, were funded from the Inclusive Growth Directorate's approved revenue budgets. There are no direct financial implications arising from adopting the Framework. Further work on additional centres will be funded from the Inclusive Growth Directorate's approved revenue budgets.

7.3.2 Any schemes delivered by the Council as a result of the Framework will be subject to the Council's Gateway and related Financial Approval Framework, which will include the identification of financial implications (both capital and revenue) and associated resources.

7.4 Procurement Implications (if required)

7.4.1 No implications.

7.5 Human Resources Implications (if required)

7.5.1 No implications

7.6 Public Sector Equality Duty

7.6.1 An Equality Analysis has been undertaken of the framework and is attached at Appendix 3. The assessment has not identified any specific impacts the framework will have on the protected characteristics. The growth of the urban centres and parades will lead to improvements for the local population including new homes, job opportunities and infrastructure delivery.

7.6.2 Any projects identified in the Framework will need to be subject to their own Equalities Analysis as part of their development where the City Council has involvement in delivery. Equalities issues will also be assessed in relevant ways as part of the determination of planning applications for developments in the centres.

8 Appendices

1. Urban Centres Framework
2. Consultation Statement
3. Equality Analysis
4. Risk Register

9 Background Documents

Birmingham Development Plan 2031 (January 2017)



urbancentres

A framework for inclusive growth
January 2020

Contents

Foreword	3
Introduction	5
Context	9
The strategy	13
Centres for transformation	19
• Sutton Coldfield	
• Perry Barr	
• Bordesley Green	
• Coventry Road - Small Heath	
• Stechford	
• Meadway	
• Erdington	
• Northfield	
• Stirchley	
• Alum Rock Road	
Delivery	61

“
Birmingham is now ranked as one of the
best cities for quality of life in the UK
”





“With over £2 billion of new development planned...a city wide renaissance is underway”

Foreword

As Birmingham continues to develop and prosper a key priority will be the delivery of inclusive economic growth. This growth agenda encompasses new housing, employment space, leisure attractions and cultural facilities. It also involves creating the highest quality liveable environments, improving local skills and access to jobs; and expansion of the city's transport network. Ensuring facilities and services are accessible to our communities and that local centres are well connected by sustainable modes of transport is fundamental to delivering a carbon neutral city and tackling the climate change emergency. Pivotal to the delivery of this agenda will be the city's network of urban centres.

These urban centres are a focal point for our communities. They form the vital hub for local activity, providing places for us to shop, socialise, live and work. As we look to the future these urban centres and local parades will need to evolve; responding to new demands and becoming truly multifunctional places.

The success of Birmingham's city centre offers a blueprint for all of the city's urban centres. Since the launch of the Big City Plan in 2010 the city centre has seen a further renaissance in its economic role and its cultural and residential offer. Billions of pounds of investment and millions more visitors are being attracted and its appeal as a place to live continues to grow. With a clear plan for the city centre its potential to drive further growth is significant.

The city's urban centres also have huge potential.

Building on existing successes the network of urban centres can drive our agenda for inclusive economic growth. With over £2 billion of new development planned for transformational change, a city-wide renaissance is underway.

Through this Urban Centres Framework, we are setting out how these places can become catalysts for change and so in turn strengthen their role at the heart of the city's diverse communities. In delivering this, there are countless opportunities for us to work collaboratively, harnessing the resources, knowledge, expertise and energy of everyone who wants to make Birmingham an even greater city.

I am delighted to be launching this framework as a mechanism to guide the future transformation of our urban centres promoting inclusive economic growth.

Councillor Ian Ward
Leader
Birmingham City Council



Introduction

*Over the next 15 years the City
is set to see significant growth*

Birmingham’s diverse network of urban centres and local parades have a central role in delivering the city’s agenda for inclusive economic growth. With over 70 urban centres and more than 100 local parades, Birmingham has a network of places that can become the focal point for future investment, jobs, housing, cultural activity and connectivity.

Over the next 15 years the city is set to see significant growth, with 51,000 new homes, over a million square metres of new floorspace for commercial uses and billions of pounds of investment in infrastructure to meet the city’s needs. These priorities are making Birmingham a great city to grow up in, live and grow old in, as well

as a great place to learn, work and invest in. This growth is driven by an increase in Birmingham’s population from 1.1 million to 1.25 million in 2031, the continued success of the city as one of the key centres for investment in the UK and the arrival of High Speed rail (HS2).

The city’s network of urban centres ranges in size from the city centre, which attracts millions of visitors and is home to major employers and cultural attractions; to Sutton Coldfield, the second largest centre in the city with shops, restaurants and offices; to smaller clusters in centres like Kings Norton and Balsall Heath, which provide an important focus for local communities.

Over recent years the way in which people use centres has altered. Changes in shopping habits, use of space and consumer demands have made it challenging for them to remain shopping destinations. Whilst some centres have met this challenge by finding a new focus and flourishing, others need to evolve to remain attractive, viable and vibrant places. As the city looks to the future, it needs to reimagine the role of its urban centres as places which offer more than just somewhere to shop.



Image courtesy of Luke Greysmith

The framework will importantly provide context for local communities to bring forward their own plans for their urban centres, and act as a mechanism to seek and secure funding and investment.

Urban centres are also at the heart of tackling the climate change emergency and improving public health. Only through securing investment in sustainable locations that are well connected through public transport, walking and cycling will the city be able to become carbon neutral.

The delivery of this framework will be supported by an online toolkit, enabling communities to drive improvements in their centre or parade. Local communities, in partnership with the City Council and other organisations, can create successful and vibrant places that sit at the heart of thriving neighbourhoods. This toolkit provides information, guidance and examples of good practice that can be applied to all centres, regardless of their size and whether they are included in the framework.



Image courtesy of Luke Greysmith

“As the city looks to the future it needs to reimagine the role of its Urban Centres”



introduction / urban centres framework



Context

*The City is currently experiencing
unprecedented levels of investment*

As an international city, Birmingham is home to over one million people and is thriving as a great place to live, work and visit. The city is currently experiencing unprecedented levels of investment in infrastructure, and major development schemes are being delivered with a number of centres already seeing significant transformation.

Since the late 1980's, Birmingham's largest centre - the city centre - has undergone a renaissance, responding to challenges of a low quality environment, lack of activity, limited retail and leisure offer and poor accessibility. Its success has been driven by the creation of a destination with broad appeal. Its mixture of shops, offices, leisure, cultural and community uses, and the growth of city living has successfully drawn people, investment and new activity into the centre. This approach, defined in the Highbury Initiative of 1987 and the Big City Plan of 2010, to encourage a mixture of uses in a well-connected and high-quality setting provides a blueprint for creating thriving centres throughout the city.

Birmingham's network of urban centres is well established, reflecting the city's historic growth. The network includes over 70 centres which are identified in the Birmingham Development Plan. They are varied in terms of size, offer and who

they serve; ranging from the city centre, which holds a national position as a retail destination, Sutton Coldfield which serves a regional population, to local centres which meet day-to-day needs. In addition, there are many smaller shopping parades throughout the city.

In June 2019 Birmingham City Council declared a climate emergency, cementing tackling climate change as a main priority for the City Council. Urban centres will play an important role in addressing the causes of climate change and developing resilient environments. Minimising reliance on the car, investing in public transport and providing opportunities to access fresh food will all support the creation of sustainable communities. The role of urban centres at the heart of neighbourhoods and communities means they are well placed to act as a focal point for tackling climate change at the local level.

As the city seeks to deliver new development and create successful and vibrant places, its urban centres and parades will need to evolve to accommodate a diverse range of uses and activities that meet the needs of all. This document provides a framework to guide this by setting out the key principles that will enable centres to evolve and thrive into the future. In implementing these principles, a series of initial 'centres for transformation' have been identified to direct investment decisions and

target actions to create sustainable, inclusive and connected places. Although not a statutory planning document, the framework will guide investment and development decisions, helping to shape the centres' evolution. This approach will play a key role in supporting delivery of the growth agenda of the Birmingham Development Plan.

The framework will also ensure that investment in urban centres supports wider City Council priorities. The City Council

is actively addressing the issues of air pollution through a number of measures and a Clean Air Strategy is being produced to cement this commitment. A number of urban centres already fall within identified Green Travel Districts, which aim to promote sustainable transport by working with businesses and partners to make sustainable transport the default choice. The framework will build on the work already being undertaken by the City Council to place sustainable transport at the heart of urban centres.

This fits with the City Council's commitment to tackling climate change through the reduction of emissions but also through the framework's approach towards resilient environments and green infrastructure. Finally, the framework also supports our communities' health and wellbeing by promoting active lifestyles, social interaction and accessible facilities that meet the needs of local communities.

“
Birmingham...
is thriving as
a great place
to live, work
and visit
”





The strategy

“There is unrivalled opportunity for transformation across Birmingham’s network of Urban Centres”

The potential of Birmingham’s urban centres will be maximised by a strategy that promotes them to adapt and change. By focussing on core themes of activity, connectivity and local design and identity, centres can become more vibrant and sustainable places. This will see the delivery of new homes, jobs and amenities and significant improvements to connectivity and the local environment.

This strategy will also ensure that urban centres play a role in the health and wellbeing of our communities. Directing investment towards centres delivers facilities in accessible locations, encouraging walking and cycling which facilitates active lifestyles and supports the Clean Air Strategy. Increased activity at the heart of communities will strengthen community cohesion, helping to mitigate issues such as social isolation. Ensuring high quality resilient design, green infrastructure and improved sustainable transport will all help urban centres play their role in tackling climate change.

To support the application of these principles an online toolkit has been created that can be applied to all centres aiding local businesses, residents and organisations. As part of this strategy, a range of initial centres have been identified with potential for transformation. This is based on the following broad criteria:

- Scale of opportunity for investment and development linked to the growth potential set out in the Birmingham Development Plan.
- Investment in public transport infrastructure enabling local communities to better connect with economic growth.
- Focus at the heart of a wider neighbourhood, with potential for adaptation allowing centres to remain relevant and resilient for the future.

Core Themes

The components for successful urban centres

Successful urban centres are places that offer diversity, not just in the uses but in the spaces, environments and activities that occur there. Equally they will need to feel safe, be accessible by a range of modes of transport and have good connections into their local communities and the wider city. Through having a diverse mix of uses within accessible locations, urban centres help to reduce the need to travel, supporting sustainable communities and contributing to tackling the climate change emergency.

By focusing on the following key components Birmingham’s network of urban centres can evolve and flourish, re-positioning their offer where necessary to become thriving hubs at the heart of communities, accommodating sustainable, high density development and fully supporting the city’s growth agenda.

Each centre is accompanied with a map to help illustrate the vision for the centre. These provide an indicative approach to scale and massing only.

Activity

- **Diverse mix of uses** to create multipurpose areas that bring life to the urban centres, underpinning their economic vitality. This range of uses includes shops, leisure, sport and recreation, homes, community facilities,

markets, training, skills and employment opportunities and services located in a focused cluster. Some centres are, or will naturally become, the focus for a niche offer or activity, which can provide a unique selling point to help them remain vibrant. Temporary uses such as pop-up shops, leisure activities and cultural attractions, including event space, will be supported to bring life and create further activity.

- **Culture** will play a key role, not only in terms of facilities and venues but also through activities, temporary uses and events, igniting life in centres and supporting local identity. By offering a greater range of experiences and activities, urban centres will become more attractive places to live, work and do business.
- **Higher densities of development** that are focussed around key transport nodes and routes to create clusters of economic and social activity, and make efficient use of available land.
- **Active communities** that take the lead in driving the improvement of their urban centres. This will be key in delivering centres that are effective in tackling climate change through the creation of environments that promote lifestyle shifts towards more sustainable living. This can include choosing sustainable modes of transport, increasing the energy efficiency of homes, the use of renewable energy and the effective use of resources.

Connectivity

- **Accessible public transport** that connects centres to their neighbourhoods, employment opportunities and the wider city, via a resilient network of bus, Sprint (bus rapid transit), metro and train. This will include supporting proposals that look to reallocate road space away from single occupancy cars towards prioritising public transport. Investment in public transport will also provide opportunities to utilise associated infrastructure such as shelters to improve biodiversity with green roofs.
- **Walking and cycling routes** that allow people to safely and conveniently access Urban Centres within their neighbourhoods. new sentence to follow: This will include cycle hire and improved cycle parking that make parking a bicycle convenient and secure. These improvements will remove the barriers to cycling and transform the way people move around the city, moving away from car dominated environments and making urban centres places where people are put first.
- **A safe and resilient road network** that operates efficiently and sustainably, managing traffic, congestion and servicing. The appropriate amount of parking will be provided to support local businesses and cater for those with mobility needs. Parking control measures will be introduced, where appropriate, to help manage on street parking pressures. Any parking provided will also make adequate provision for low emission

vehicle charging points and support will be given for the introduction of car sharing schemes to reduce the level of individual car ownership. These measures will help to ensure streets are not dominated by parked cars and that the balance is made between local centres that are accessible by car and encouraging more sustainable transport modes. This will also include supporting aspirations for increasing the number of areas with a limit of 20mph. The combination of measures will help improve air quality within centres supporting the wider Clean Air Strategy.

- **Digital connectivity** that meets residents’ and businesses’ existing and future communication needs. Access to digital services, such as the internet, is critical to urban centres’ economic, environmental and social development. It has the potential to transform the working, learning, shopping and leisure experience of local centres, along with playing an important role in enhancing community engagement. Crucially, improved digital connectivity will facilitate a modern workforce and support flexible ways of working, reducing the need to travel.

The Parking SPD sets out a parking strategy for the city and guidance for any developments taking place to ensure they deliver a balanced approach to parking for all types of transport. The document seeks to support sustainable modes of travel and efficient use of land whilst providing an appropriate amount of parking that is well integrated, high-quality and in secure locations. Appropriate levels of provision will be sought for disabled user parking, electric vehicle charging and car clubs, both on-street and within new developments.

The document also provides an approach towards accessible and secure cycle parking that will help to transform the experience of cycling in the city. This aligns with the principles in the Birmingham Connected White Paper - the current strategy for integrated transport across the city - and in the emerging draft Birmingham Transport Plan - which seeks to update the White Paper - which will guide investment in transport so that it is able to serve a future Birmingham that is home to more people and provides a better environment in which to live and work.



Design and local identity

- **Environmental resilience** that sees sustainability at the heart of urban centres by shaping new developments and existing places in ways that reduce carbon dioxide emissions and positively support resilience to climate impacts. New developments will be expected to incorporate multifunctional green infrastructure, sustainable drainage systems and energy-generating features. Green infrastructure can embrace a range of assets, including: parks, playing fields, allotments, sustainable drainage features, green roofs and walls, street trees and 'blue infrastructure' such as streams, ponds, canals and other water bodies. These measures will all help urban centres to play their role in tackling climate change by ensuring that buildings and infrastructure are resilient to increased risk of flooding and heat stress, and that any opportunity to increase the ecological benefits of new development are fully explored.
- **Local character and history** that sees high-quality development, uses and activity in centres reinforcing or creating a positive sense of place and local distinctiveness. Existing buildings and features of historic, cultural or townscape value should be complemented by high-quality new development. Investment in underused buildings will bring life to centres and also provide opportunities to improve their energy efficiency and use of low carbon energy.

- **High-quality new buildings** will be designed and constructed in ways that maximise energy efficiency and the use of resources, setting a precedent for the quality of design in surrounding areas. Buildings will be future proofed to account for climate change and provide flexibility as technology changes. Buildings will also be expected to incorporate measures to enhance biodiversity value.
- **Attractive streets and spaces** that are safe, accessible, interesting and well-maintained, encouraging people to visit and use their urban centre. The quality of the public realm will need to focus on creating a consistent, high-quality environment that incorporates and links with enhanced, multifunctional green infrastructure. Areas that are identified for improved public space or public realm on the accompanying maps not only play a role in improving the attractiveness of centres but also provide opportunities for green infrastructure. Opportunities for local growing schemes to be incorporated into public realm will be supported, as they provide green infrastructure, access to healthy food and facilitate community ownership of local centres.

Existing adopted local plan policies and documents such as the Green Living Spaces Plan and Sustainable Drainage: Guide to Design, Adoption and Maintenance provide further guidance on how developments can contribute to resilient environments.

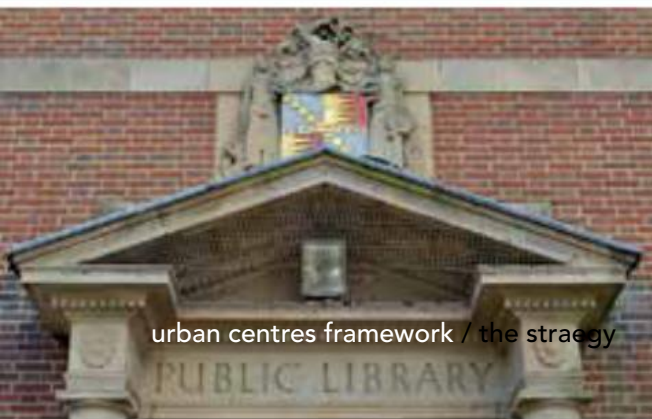
The forthcoming Design Guide will set out guidance for any developments taking place to ensure they deliver buildings and places that enhance their physical surroundings, address climate change and provide inviting, healthy, creative and productive environments for their users.

Delivery

Alongside the centres identified in this framework, there are opportunities throughout the city's urban centres and parades for investment through local communities, businesses, organisations and landowners. All play an important role in creating thriving urban centres.

The delivery section at the end of this document provides some information on how change can be delivered in centres. An online toolkit is also available to view at www.birmingham.gov.uk/urbancentresframework which provides practical advice and information to communities and organisations on how to make centres more active, attractive and connected.

Any proposals that require planning permission will need to accord with the policies set out in the Birmingham Development Plan. This will ensure assets such as the natural and historic environment are protected and enhanced and that issues such as flood risk are given full consideration. The toolkit provides links to the relevant policy documents.



urban centres framework / the strategy

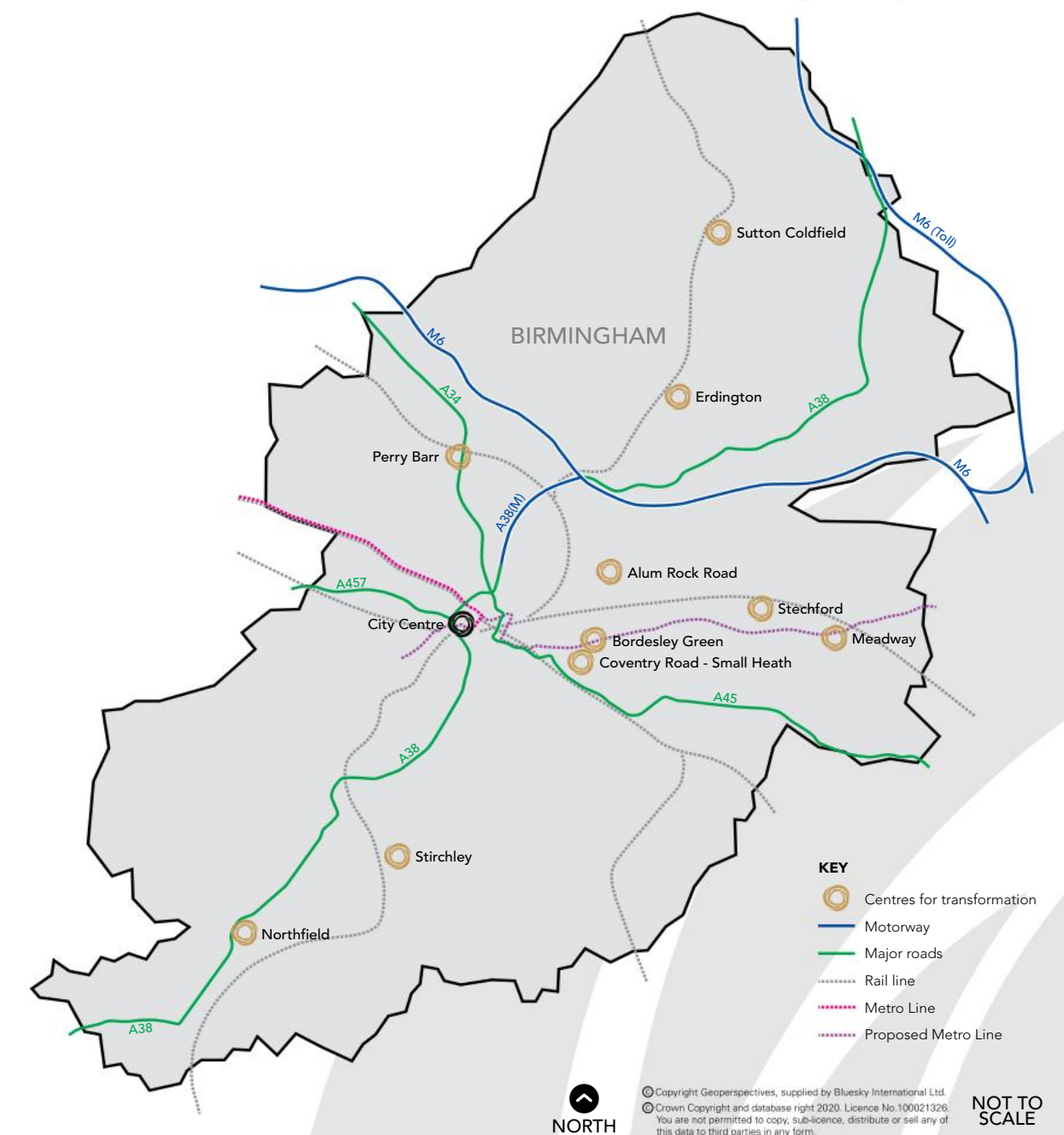


Spatial Strategy

Centres for transformation

Centres for transformation will be at the heart of delivering inclusive growth, with significant opportunities for investment and development. The City Council has identified its initial priority centres of transformation, and there is potential for other urban centres in the city to be identified in the future. Concentrating mixed development in sustainable locations will help to reduce overall emissions and improve air quality across the city.

- Centres at **Sutton Coldfield** and **Perry Barr** will be the focus for significant growth, delivering new homes, jobs and local services. Based upon the growth potential set out in the Birmingham Development Plan, these places will play a leading role in delivering the city's inclusive growth agenda due to their size, location and scale of potential.
- Centres on key public transport corridors present major opportunities for investment, enabling local communities to better connect with economic growth. The proposed East Birmingham Metro will drive forward the delivery of clusters of economic and social activity at key places along the route including **Bordesley Green**, **Coventry Road - Small Heath**, **Stechford** and **Meadway**.
- At a more local scale, there are a number of centres and parades city-wide with growth potential that are at the centre of neighbourhoods. These centres have the potential to adapt to meet the needs of their communities and businesses. **Erdington**, **Northfield**, **Stirchley** and **Alum Rock Road** all present opportunities to re-focus their offer to serve their growing neighbourhoods, remaining relevant and resilient into the future.
- Further centres will be identified for inclusion in future versions of the Urban Centre Framework, where they are considered to meet the criteria set out in the strategy section of this document.



Ensuring...urban centres play their role in tackling climate change



Centres for transformation

- Sutton Coldfield
- Perry Barr
- Bordesley Green
- Coventry Road - Small Heath
- Stechford
- Meadway
- Erdington
- Northfield
- Stirchley
- Alum Rock Road

Sutton Coldfield Town Centre is the largest suburban centre in the city, and is located to the north of Birmingham. It has excellent connectivity by train and bus, and access to the motorway network. It extends from the High Street in the north to Birmingham Road to the south. It incorporates the train station and Town Hall to the north-west, and is bounded by Victoria Road and Queen Street to the east and the rail line to the west.

Sutton Coldfield Old Town, which is the historic heart of the centre, creates a distinctive high street environment. Sutton Park, a 2,400 acre National Nature Reserve and designated Site of Special Scientific Interest, is one of the largest parks in Europe and only a 10 minute walk from the town centre. The proximity to the park provides an opportunity to use multifunctional green infrastructure such as tree planting, sustainable drainage features and green roofs and walls to better connect the town centre and the park, but also to enhance the centre's ability to mitigate and adapt to the effects of climate change.

It has the opportunity to become an unrivalled destination with a unique experience of new shopping, leisure, commercial uses and residential offer. As Birmingham's second largest centre, it has opportunities for substantial investment to build on the area's success as one of the most attractive places to live in the city.

The town centre is both a well-established shopping destination and an important commercial location for office based businesses. Capitalising on the spending power of its surrounding neighbourhoods, the centre will be rejuvenated with a high quality shopping and leisure offer, cultural and community uses and new homes. Growth will be facilitated by a substantial investment in new infrastructure of approximately £35m.

The role of the centre will become even more important over the coming years as the sustainable urban extension at Langley and the employment site at Peddimore, 6.5km from the town centre, will see 6,000 new homes and 71 hectares of employment land delivered. This will create further opportunities for the town centre to reposition itself and attract new investment.

The Birmingham Development Plan identifies that the centre can accommodate further retail growth, major commercial floorspace, and a significant number of new homes. The Royal Sutton Coldfield Town Council and Sutton Coldfield Town Centre Business Improvement District (BID) will be key partners in achieving these ambitious levels of growth and together with Birmingham City Council have committed to delivering a masterplan for the town centre to deliver the strategy within this framework.

THE BIG MOVES

Vibrant mix of retail and leisure uses

The comprehensive redevelopment of the heart of the town centre will create a new offer, with food and beverage, hotel, cultural, community and retail uses, and new residential development.

Thriving businesses

New commercial space will be developed to provide additional floorspace for businesses to start-up, grow and to attract new companies to the town centre.

Town Square

A major new public square will be created for the centre providing an attractive place for people to meet and relax. This new focal point will also provide opportunities for integrated multifunctional green infrastructure, such as integrated sustainable drainage and planting that will help the centre adapt to changes in the environment such as increased risk of flooding and heat stress.

Connecting Sutton Park

The enhancement of key routes will transform the connections to Sutton Park, making the most of this major green asset as part of the town centre offer. Opportunities to capitalize on the proximity of the park through green routes, wayfinding and increased nature features in the centre will be supported.

Sutton Coldfield gateway

A new public transport interchange will link bus and rail passengers directly to the town centre, providing enhanced facilities and a quick and efficient way of linking to the wider city and beyond. This will help increase the overall sustainability of the centre and reduce the dependency on private car access.

Improved road connections

Enhancements to the road network will reduce traffic on the town's historic High Street, creating an attractive environment for businesses, pedestrians, cyclists and shoppers, and revitalising this part of the centre.



CORE THEMES

Activity

- A mix of uses; including retail, leisure, commercial, cultural and community will be delivered through the redevelopment of key sites; including the Red Rose Shopping Centre, Brassington Avenue and Station Street. The potential for a new community hub will be explored.
- The success of the town centre’s festival programmes, restaurant quarter along Birmingham Road and its thriving evening economy will continue to be supported, with improvements to the public realm aided by the redirection of through-traffic.
- New residential development will play an important role and will capitalise on the popularity of recent developments within the town centre, such as Royal Sutton Place, supporting the vibrancy and liveability of the centre.

Connectivity

- The creation of a dedicated public transport interchange will reduce vehicle movements in the centre, facilitating easier movement by foot and by bike around the core area. Connections between the town centre and the wider area could be further enhanced through the reopening of the Sutton Park rail line, which, if realised, could improve links to Streetly, Walsall and towards Castle Vale and Birmingham. Any loss of trees as a result of the scheme will be mitigated through planting elsewhere.
- A proposed Sprint route will link the new residential development at Langley with the town centre.
- A high quality walking and cycling link between the rail station and the centre will create a direct, safe and pleasant route.
- The shopping experience on the High Street will be enhanced through improvements to the highway, creating a safer walking and cycling environment through the heart of the historic core of Sutton Coldfield. Parking provision will be reviewed as part of delivering these enhancements.

- Walking and cycling links will be enhanced from the town centre to Sutton Park to the west and Newhall Valley Country Park to the east.

Design and local identity

- The aspiration for the Gracechurch Shopping Centre in the long term is to remodel the layout to integrate fully with the significantly enhanced public realm and connectivity in the centre, especially the Brassington Avenue development site. The potential for significant changes to the public realm in the centre will allow for opportunities for incorporated multifunctional green infrastructure, including green and brown roofs on the larger units.
- The new town square will be a focal point as a lively hub for cultural events, markets and festivals.
- Public realm improvements will enhance areas around the Town Hall and Beeches Walk.
- The scale of the development opportunities available within the town centre provides significant scope for creative and well-designed, resilient buildings to make a substantial contribution to the public realm and enhance the Plants Brook as a key natural asset in the centre. New developments can enhance the centre both visually and in terms of wider placemaking by improving the legibility of the town centre, with the potential for public art. Proposals will be expected to respond positively to the character of the centre and enhance the historic part of the town.
- The Plants Brook is culverted through the town centre and part of the centre is within Flood Zone 2. Opportunities to enhance the watercourse and its relationship with the centre would therefore be welcomed and schemes should include blue and green infrastructure to help mitigate flood risk.

- Sutton Coldfield’s rich heritage and variety of historic buildings makes the town unique in the city’s hierarchy of centres, with its own heritage trail. The creative re-use of historic buildings will bring a new range of uses to the historic part of the town.
- Sutton Park has significant environmental, historic and leisure value, and lies in close proximity to the town centre. Opportunities will be taken to promote Sutton Park as a major asset to the Town Centre offer, and the links between the two will be improved and this will also increase activity in the park.

Key

- Urban realm improvements
- Development opportunity
- Future public transport interchange
- Improved pedestrian and cycling link
- Streetscape/public realm improvement
- Proposed relief road
- Landmark existing/proposed
- Conservation Area
- Rail station
- Waterway/lake/pool

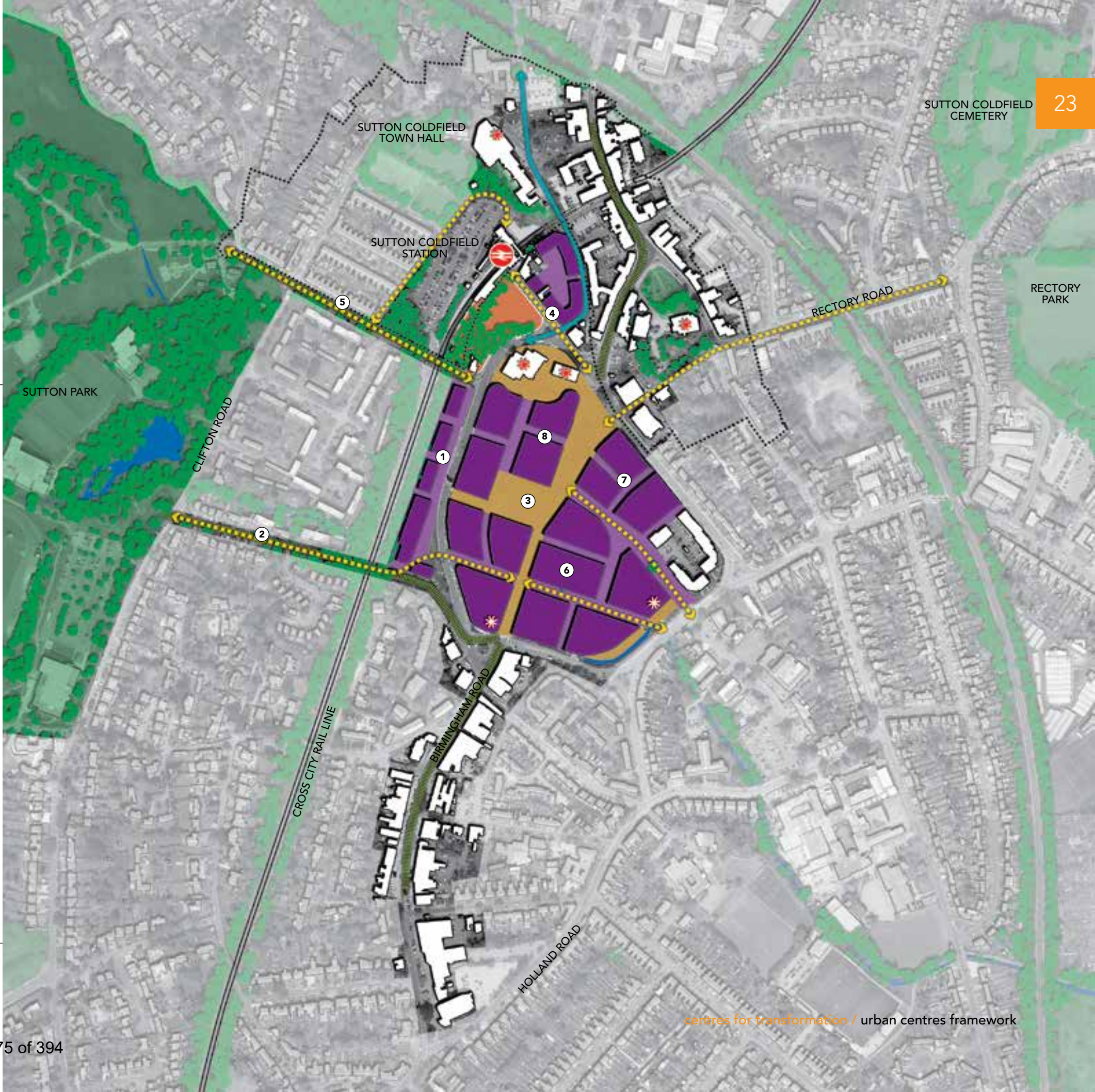
Sites/opportunities

- ① Brassington Avenue
- ② Sutton Park Link I
- ③ New town square
- ④ Station Street
- ⑤ Sutton Park Link II
- ⑥ Town Centre development opportunity
- ⑦ Red Rose Shopping Centre
- ⑧ Gracechurch Shopping Centre



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The Birmingham Development Plan identifies Perry Barr as a district centre for significant growth. It is 3.5km (2.2 miles) north of the city centre, and is served by key bus and rail routes. The centre will become increasingly accessible with significant investment in infrastructure and placemaking interventions, with the Birmingham 2022 Commonwealth Games as a major catalyst.

The centre will be transformed through the development of major sites with high quality buildings, enabled by investment in sustainable transport and the public realm. This will provide improvements to the commercial offer and a significant increase in the number of homes in and around the centre. It will be an attractive urban place that draws many more people to live, work and visit.

The Perry Barr residential scheme will be developed on the former Birmingham City University campus and adjoining sites, providing the residential element of the Athletes Village during Games time. It's legacy of which will provide sustainable residential growth at the heart of the centre. Other improvements will include upgrades to rail and bus infrastructure, a new Sprint service, segregated cycle routes, improvements to open spaces including opportunities to intergrate drainage systems and pedestrian connectivity, providing alternatives to car use and promoting activity. More widely, the legacy projects will lead to over 5,000 homes being delivered across the area.

One Stop Shopping Centre is a successful retail destination with a large number of national stores. Improvements to the centre will continue to be encouraged. In the longer term there is an opportunity, through redevelopment and remodelling, to create a more sustainable higher density, mixed use place with improved frontage and connection to Walsall Road, the River Tame and Perry Hall Park.

Perry Barr's traditional shopping centre, focussed around Birchfield Island, will be boosted through redevelopment of gateway sites to provide commercial and residential growth around a redesigned junction creating a high quality town centre environment.

THE BIG MOVES

Vibrant urban centre destination

Perry Barr will be a focus for higher density development; a place with a strong urban character of well-designed buildings and spaces, an attractive place to live, work and visit for a wide range of shopping, employment and leisure uses. Residential development within the centre will bring new activity.

Enhanced A34 corridor environment

The highway will be redesigned to improve pedestrian and cycling movement and public transport priority within the centre, whilst simplifying vehicle access. Measures include removal of the A34 flyover and a signalised junction at Birchfield Gateway. These changes will increase active travel whilst also creating opportunities for new development in sustainable locations.

Public transport hub

High quality, easily accessible rail, Sprint and bus facilities at the heart of the centre will make public transport the preferred travel choice between Perry Barr, the city centre and the wider area. This will ensure that the new residential developments are sustainable and that the centre is an

environment where people are put first, helping to reduce the dependency on private car use which in turn will reduce emissions, helping to tackle climate change.

East-west movement

People will be able to easily walk and cycle within the centre, and between Perry Hall Park to the west and new residential neighbourhoods to the east, putting green links at the heart of the area. There will be improved connectivity to leisure and employment opportunities beyond the centre.

Perry Barr residential scheme

Development at the Athletes' Village and the wider Commonwealth Games site will be a major catalyst for growth, providing new residential accommodation and attracting investment. It will be a higher density neighbourhood promoting sustainable travel. High quality multifunctional green spaces will help create an attractive, environmentally sustainable place with integrated sustainable drainage features across the development.



CORE THEMES

Activity

- New vibrancy will be added through the development of new homes within the centre, of which approx. 1,200 will be developed ahead of the Commonwealth Games and used as part of the Athletes’ Village. Sites to the north and east, which will accommodate a range of temporary uses in Games time, will be developed for some 500 homes.
- Community and leisure facilities in the area will link well with the centre. A new secondary school will be developed on Holford Drive, and accessibility to education and leisure provision will be enhanced. New community and commercial uses to meet local need will be provided within the residential scheme.
- Land around the junction of the A34 and Wellington Road/Aston Lane will be developed for commercial and higher density residential uses to enclose a remodelled Birchfield Island, forming a new gateway in the traditional part of the centre. Sites include the former Crown and Cushion public house and adjacent land, the former library site and adjoining land, and the shops on the eastern side of Birchfield Road, including land to the rear.
- The aspiration for the One Stop Shopping Centre is to remodel the layout to provide activity to the Walsall Road frontage, bring forward underutilised land for employment uses, and to integrate fully with the significantly enhanced public realm and connectivity in the centre. This will also allow for opportunities to improve the relationship with the River Tame by creating an active frontage, with improved physical and visual linkages. A wider range of leisure uses will be supported and the potential redevelopment of larger units will provide opportunities for green and brown roofs.

Connectivity

- A new public transport interchange and upgraded passenger facilities will be formed by the redevelopment of Perry

- Barr rail station and the adjacent bus interchange, interconnecting with the Sprint service.
- Changes to the strategic highway network will rationalise vehicle movements, including improved access to One Stop, and deliver improved walking and cycling connections both east-west and north-south within the centre. Key to this will be the restriction of traffic on part of Aldridge Road alongside the new residential neighbourhood, creating a public space with high quality pedestrian and cycle provision and improved public transport access.
- Proposals will support public transport priority through the centre and the delivery of a high quality segregated cycle route along the A34 connecting the city centre to Walsall via Perry Barr and the Alexander Stadium.
- Perry Hall Park will be made more accessible and an important asset for the centre offer by providing a walking and cycling route alongside the River Tame, and by opening up links through One Stop Shopping Centre.

Design and local identity

- The scale and quality of development within Perry Barr will clearly identify it as an attractive and modern destination. This will be reinforced by landmark buildings in prominent locations, including at Birchfield Island and on the residential sites.
- The new residential development will be an attractive, resilient and vibrant place to live with a distinctive character and strong sense of place. New public space will reduce the dominance of the road network and provide a high quality setting for development.
- Development across the centre will be based on creating attractive, well overlooked streets and public spaces, with coherent design guided by a clear approach to public realm. The new public realm will provide opportunities

- for multifunctional green infrastructure, in particular tree planting and integrated sustainable drainage features.
- The River Tame runs through the centre and some of the centre is within Flood Zone 2. In addition, Perry Hall Park is a designated flood storage area. Therefore, fulfilling opportunities to include and improve green infrastructure is essential for the resilience of the centre.

Key

- Proposed/upgraded public space
- Development opportunity
- Future public transport interchange
- Cycle route
- Improved pedestrian and cycling link
- Streetscape/public realm improvement
- Landmark existing/proposed
- Rail station
- Future Sprint/Sprint stop
- Waterway

Sites/opportunities

- ① New walking/cycling route alongside the River Tame
- ② Remodelled One Stop Shopping Centre
- ③ Former Crown and Cushion PH
- ④ Birchfield Island enhancements
- ⑤ Former library and adjoining land
- ⑥ Major public space
- ⑦ Commonwealth Games Athletes Village
- ⑧ New secondary school
- ⑨ Birchfield Road development opportunity
- ⑩ Later residential phases



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This is a linear centre extending along Bordesley Green, serving the local community with a variety of shops and services. The majority of businesses are small and independently owned, with the primary shopping area at the western end around the junction of Bordesley Green Road and Victoria Street. Two small supermarkets - Lidl and Asda - are located at the eastern end. The South and City College Bordesley Green Campus adjoins the centre and is an important local hub for education and community uses.

Most shops occupy the ground floors of two-storey Victorian terraced buildings lining the southern edge of Bordesley Green. The northern side generally comprises industrial and commercial uses not typical of a local centre.

Bordesley Green is part of a wider Green Travel District and is accessible by both bus and train, with Adderley Park rail station less than a 10 minute walk from the centre. Metro will run along the entire length of Bordesley Green and be a major catalyst for growth and regeneration, which will bring new life and uses to the centre, enhance the quality of the environment and connect local residents and businesses with economic opportunities across the city and beyond.

These improvements to the public transport offer will ensure the centre is more sustainable and that communities have realistic opportunities to move away from car dependency. Improvements in air quality as a result of the reduction in congestion will help to improve the environment of the centre and this will be further enhanced through the potential incorporation of green infrastructure such as tree planting. A combination of these measures will help the centre mitigate and adapt to climate change.

The centre is located within the Bordesley Park Area Action Plan (AAP), which promotes the creation of up to 3000 new jobs and the delivery of around 750 new homes in the wider area.

Bordesley Green is also a Pilot Centre under the West Midlands Combined Authority's Town Centre Programme which is looking at further local regeneration opportunities.

THE BIG MOVES

Metro connectivity

The arrival of Metro will make Bordesley Green a very accessible location at the eastern edge of the city centre, and a convenient interchange for rail and bus routes including the inner circle. Improved walking and cycling links will also enable people to move easily around the area.

Mixed use regeneration of Bordesley Green north

Good quality redevelopment for higher density housing, shops and other facilities on the northern side of Bordesley Green will enhance the vitality and appearance of the centre.

Enhanced public realm

New and improved public spaces and walking and cycling routes will be delivered in conjunction with Metro and redevelopment opportunities in the centre, making the place a more attractive place to visit. This could include exploring opportunities for road space to be given over to other uses such as public realm, cycle storage and green infrastructure. Bordesley Park AAP provides further details of the proposed improvements.



CORE THEMES

Activity

- A range of new uses, including residential and a much improved environment will increase activity and create a more vibrant centre offer.
- There is potential to enhance the role Henry Barber Park plays as a focus for the local community, with improved open space, sports facilities and entrances. Other smaller parks adjoining the centre also have the potential for improvement.
- The Bordesley Park Area Action Plan already identifies a number of areas within and adjacent to the centre that have the potential for redevelopment to deliver new mixed uses and housing. These include sites that are currently vacant or in poor condition.
- The introduction of Metro creates significant additional opportunities to provide new retail, services, businesses, leisure, community and education uses - as well as higher density and family housing - on under-used land occupying much of the northern side of Bordesley Green centre. This includes the opportunity to extend the site of Bordesley Green Girls' School and Sixth Form.

Connectivity

- The introduction of Metro will address congestion issues which will provide benefits for other road users, including bus services.
- Metro will improve connectivity across East Birmingham, giving Bordesley Green better access to the city centre, Birmingham Airport, the National Exhibition Centre and the HS2 Interchange, as well as destinations inbetween.

- There will also be opportunities for improved local bus services and links to Adderley Park rail station, whilst redevelopment of the centre will include good quality walking and cycling routes, strengthening links to public transport and highway improvements. These improvements will provide better links to the Wheels employment site providing local job opportunities.

Design and local identity

- In places, the environment of the local centre is poor with a number of underused properties and premises, especially to the north of Bordesley Green. The arrival of Metro offers scope to create a greener and more distinctive urban character of attractive streets and public spaces enclosed by good quality new buildings to complement the Victorian terraced buildings along the southern side of Bordesley Green.
- Existing buildings that are local landmarks should be retained within an improved setting, including the imposing former police station and fire station.
- New residential development will include a range of housing types to meet local needs and support the vitality of the centre. This will include larger family units of which there currently is a limited supply within the area.
- New public space will be created along Bordesley Green at Five Ways junction and the open space at Denbigh Street will be re-shaped to create a more welcoming and usable space. This new public space will provide the potential for a high quality scheme that incorporates features such as green walls, planting and integrated sustainable drainage systems. There is also potential to link this new public space with Henry Barber Park to provide a corridor of green features, transforming the character of the centre and improving biodiversity.

Key

- Proposed/upgraded public space
- Development opportunity
- Improved pedestrian and cycling link
- Streetscape/public realm improvement
- Landmark existing/proposed
- Future Metro/Metro station

Sites/opportunities

- ① Bordesley Green Girl's School and Sixth Form
- ② Five Ways junction public space
- ③ Former police station
- ④ Former fire station
- ⑤ Asda supermarket
- ⑥ Lidl supermarket
- ⑦ Mixed use regeneration
- ⑧ Denbigh Street open space improvements



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Coventry Road - Small Heath

Coventry Road - Small Heath forms a traditional linear centre to the east of the city centre, and stretches from Cattell Road to Small Heath Park, a distance of around 1.6km. It is well served by public transport including major bus services, and is part of a wider Green Travel District. A new Metro line is scheduled to serve the northern part of the area.

Forming one of the largest centres in east Birmingham, Coventry Road - Small Heath serves the day to day needs of its local community, as well as growing niche markets with a much wider catchment.

It has a wide and diverse range of shops and community facilities, including health centres, a leisure centre, the historic Small Heath Park (which often accommodates large community events) and the smaller Sara Park. The majority of shops are small and independently owned, occupying a diverse mix and age range of buildings, including some with surviving historic and architectural value.

These uses are complemented by the retail offer of Morrison's, a number of larger national retail chains on St. Andrew's Retail Park at the western end of the centre and Asda to the east.

Small Heath is home to Birmingham City Football Club at St Andrew's Stadium - a major leisure and sports attraction opposite the retail park at the western gateway to the centre.

Development and investment in the area, the creation of new jobs and the delivery of new homes, education and community uses will be guided by the Bordesley Park Area Action Plan.

THE BIG MOVES

Attractive western gateway

New development alongside redevelopment of existing key sites around Bordesley Circus will define and enhance the gateway at the western end of the centre.

Vibrant mix of retail, business and leisure uses

The mixed-use offer along this section Coventry Road will be enhanced through redevelopment of existing under-utilised sites, the introduction of residential accommodation and by improving connections to existing facilities.

High quality public realm

Improvements to the street, shop and business frontages along Coventry Road, St Andrew's Stadium and the retail park, as well as the general environment and routes to the main commercial areas, Small Heath Park and Sara Park will enhance the centre as a pleasant, safe and increasingly attractive place to visit. The proximity of two parks within the centre could be further capitalized on through the greening of links between the open spaces and those to Henry Barber Park in Bordesley Green, providing an improved environment for visitors and improving the environmental sustainability of the centre.

Metro

The environment around the new Metro stop at St Andrew's will be a high quality, welcoming arrival space, with an opportunity to create a new focal public space on Coventry Road. By improving the public transport offer, residents will have access to sustainable modes of travel which will reduce dependency on private vehicles, helping to improve air quality and reduce emissions.



CORE THEMES

Activity

- Under-utilised sites provide the opportunity to increase activity in the centre. Land between Coventry Road and Wright Street, has potential for mixed-use development, including residential. A new public space to better integrate the community facilities at Small Heath Library Wellbeing Centre and School into the centre and create a new focus for activity will be pursued.
- The former tram and bus depot at Coventry Road/Arthur Street has potential to be redeveloped for a mix of uses including residential.
- St Andrew’s Stadium is a key focus for activity on match days, as well as other events throughout the year. The uses and environment around it have significant potential for improvement.
- Redevelopment, together with rationalisation and improvement of existing uses at Herbert Road, Jenkins Street, Parliament Street and Whitmore Road, will deliver new business and community uses.

Connectivity

- The new Metro stop at St Andrew’s and the Sprint route along Small Heath Highway will promote public transport, provide opportunities for further greening of the centre and improve access to Coventry Road, including to the football stadium, and connections with the city centre and key destinations in the wider area.
- Existing bus services through the centre can be improved by the better management of existing road space.

- There is a significant network of green infrastructure in the form of parks, open space and green corridors, such as the Grand Union Canal, around the centre. Walking and cycling links will be enhanced to improve the connections between these facilities and the centre.
- Walking and cycling links will be enhanced across Small Heath Highway to improve access to the railway station and canal.

Design and local identity

- Sites within the western gateway provide opportunities for higher density development defining the approach to the centre from Bordesley Circus, transforming this arrival point into the area.
- There is a longer term opportunity to redevelop existing municipal housing at Coventry Road/Dart Street for higher density, modern residential accommodation.
- The centre contains significant lengths of traditional shop fronts and key buildings, particularly in the eastern part of Coventry Road - Small Heath. Sensitive refurbishment of facades to reveal historic features would benefit the character and attractiveness of the centre.
- There are a number of underused sites, including at corners along Coventry Road, which with appropriate, well-designed development will form local landmarks and add to the area’s distinct identity.
- St Andrew’s Stadium is an important destination and landmark. Improving the built environment and public realm around the Stadium and the adjacent shopping centre, together with a new Metro stop, will create a prominent arrival place at the western gateway to the centre.


- Small Heath Park at the eastern end of the centre is a key historic and community asset used for a range of community events and has the potential for greater use as a focus for local people and visitors alike.

Key

- Proposed/upgraded public space
- Development opportunity
- Improved pedestrian and cycling link
- Streetscape/public realm improvement
- Landmark existing/proposed
- Rail station
- Future Metro/Metro station
- Waterway/lake/pool

Sites/opportunities

- ① Coventry Road/Dart Street
- ② Land at Bordesley Circus
- ③ Former tram/bus depot
- ④ Western Gateway opprtunity
- ⑤ Herbert Road/Jenkins Street/ Parliament Street/Whitmore Road opportunity
- ⑥ Coventry Road/Wright Street opportunity



NORTH

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Stechford local centre is focussed along a 300m stretch of Station Road, between the railway station to the north and leisure centre to the south. The shops generally form the ground floor of traditional 3 storey buildings, serving the day to day needs of the local community. On the western side of the street, shops are set well back behind car parking and open land, offering considerable potential to enhance the centre’s character.

Stechford railway station provides fast connections into the city centre and to Birmingham Airport. It is easily accessible from the centre, although there is potential to improve the entrance to the station. The centre is served by a number of bus routes including the outer circle, whilst the Metro extension will run along Bordesley Green East/Meadway, approximately 5 minutes’ walk to the south of the centre.

The new leisure centre, including a swimming pool and café, is a key attraction within the centre. The site of the existing leisure centre will provide a number of development opportunities including retail and housing.

The River Cole Valley is also an important asset for Stechford residents, providing a strategic green space and recreational route within 10 minutes’ walking distance of the centre. Opportunities to connect the wildlife corridor that runs along the River Cole Valley, to the centre, through enhancements to green infrastructure will be supported. The River Cole Valley also plays an important role as a blue/green corridor providing opportunities for natural flood risk management.

The traditional centre is complemented by larger retailers at Stechford Retail Park located to the north of the centre. The two shopping areas are connected by a section of Station Road that would benefit from an improved appearance and a better walking and cycling environment.

Stechford is located in the City’s Eastern Growth Triangle, which aims to deliver around 1,000 new homes, community facilities, economic growth and regeneration. Improvement of the centre as a destination, with a clear identity and that meets the retail, service and community needs of local residents and visitors, will be taken forward.

THE BIG MOVES

Distinctive, vibrant local centre

The centre will be defined by the landmark new leisure centre and opportunity for a distinctive new railway station which, along with refurbishment of key traditional buildings and selective redevelopment and integrated green infrastructure, will create a more attractive and usable public realm.

High quality homes

New high quality homes will be delivered on a range of sites in and around the centre, which will meet a range of local needs. More people living locally will help the centre become more vibrant.

Easily accessible local centre

Accessibility will be improved by all modes of transport, including an enhanced railway station and environs, along with upgraded pedestrian and cycle routes along Station Road. This will support the sustainability of the centre and allow the centre to become a public transport hub for the surrounding future residential development, helping residents to rely less on private vehicles for short trips.



CORE THEMES

Activity

- Refurbishment and redevelopment of buildings and remodelled public realm will create a new heart for Stechford and encourage more active uses that spill out in to public spaces.
- The new leisure centre will attract more people to Stechford with improved walking and cycling routes to this facility. The former Cascades site has the potential to be redeveloped for a range of uses, including community facilities, retail and/or housing, with an opportunity to provide new housing facing Manor Road recreation ground.
- New homes will help create more vibrant streets and public spaces. Development sites to the north of the centre include vacant land off Avocet Close and underused commercial premises to the west of Station Road between the railway line and the River Cole Valley.

Connectivity

- Remodelling of the spaces between buildings within the centre will accommodate vehicle movement, create more attractive public spaces that are easier to walk and cycle around, and reduce the dominance of roads.
- There is potential for the railway station to have a distinctive new building with a more prominent entrance, improved facilities and better access for all. Lift access in the station is being provided.
- Traffic congestion at the Station Road, Flaxley Road and Iron Lane junction (by the retail park) will be resolved by the highway and junction improvement works that will also incorporate new walking and cycling routes to the River Cole Valley.

Walking and cycling routes will also be provided along Station Road to improve connections between the retail park and the rest of the centre.

- The redevelopment of the former leisure centre site will provide improved access between Station Road and Manor Road recreation ground.
- Waymarking of walking and cycling routes between the centre and Stechford rail station will be improved.

Design and local identity

- The centre will be transformed into a destination with a strong identity and sense of arrival that attracts people to stop and use local shops and facilities. Key to this will be treatment of roads, parking and other open spaces to create a recognisable heart to the centre. This will include refurbishing significant buildings, such as the parade of shops at 195-231 Station Road, the former bank and masonic hall buildings and redevelopment of selected buildings and underused land.
- The centre’s character will be strengthened by a well-designed, more prominent new railway station building connected to Station Road, enhanced public realm and the new leisure centre as an important landmark building.
- There is potential to develop and enhance land alongside Station Road between the railway and River Cole Valley to create an attractive approach to the centre from Stechford Bridge. In addition to improving the attractiveness of the linkages, opportunities for multifunctional green infrastructure will also be explored in order to provide a quantum of green assets that will improve biodiversity and the overall sustainability of the centre.

Key

- Proposed/upgraded public space
- Development opportunity
- Improved pedestrian and cycling link
- Streetscape/public realm improvement
- Landmark existing/proposed
- Rail station
- Waterway/lake/pool

Sites/opportunities

- ① Bull’s Head allotments
- ② Highway improvements
- ③ New rail station building and forecourt
- ④ Parade of shops at 195-231 Station Road
- ⑤ Remodelled/consolidated civic space
- ⑥ Former Cascades site
- ⑦ New leisure centre
- ⑧ Land off Avocet Close



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Meadway is being transformed through the phased redevelopment of the Poolway Shopping Centre. This will revitalise the centre’s offer and attractiveness, providing up to 15,000 square metres of new retail, community and leisure floorspace, 136 new homes and the enhancement of the Kent’s Moat Recreation Ground to provide a modern, safe and attractive park with facilities provided for all ages. The residential development has commenced on site, and the first phase of the new district centre will follow along with works to the park.

Meadway is part of the City’s Eastern Growth Triangle, an area that will see regeneration and growth with the provision of around 1,000 new homes. It’s location on the route of the proposed East Birmingham Metro extension will transform connectivity enabling local communities to better access economic opportunities. The extension will run from the city centre through East Birmingham via Heartlands Hospital, and on to Birmingham Airport, the National Exhibition Centre and the proposed High Speed 2 rail station in Solihull.

THE BIG MOVES

A new destination

Complete redevelopment of the district centre with retail and complementary uses, housing and improved leisure and recreation facilities. This scale of change will allow for the integration of multifunctional green infrastructure, green and brown roofs and resilient building design that can help the centre mitigate against and adapt to climate change. New developments can capitalize on proximity to the enhanced open space, providing an attractive and sustainable centre.

Better connectivity

A Metro stop at Meadway, connecting it with the city centre, East Birmingham and beyond; and planned improvements to Lea Hall rail station, will make getting around easier and safer. This will help create a more sustainable centre where public transport is a realistic option, reducing car dependence which in turn improves air quality and reduces emissions.

New housing

A broad mix of modern properties for both sale and social rent, with the enhanced Kent’s Moat Recreation Ground as a key asset on the doorstep, is replacing the large number of flats and maisonettes that have become increasingly unpopular and unattractive and which have now been demolished.



CORE THEMES

Activity

- The new centre will provide an additional retail and community focus for this part of the city, with the potential to serve a wider catchment across East Birmingham. It could provide a broad mix of facilities potentially including shops, office development and community and/or cultural facilities.
- The centre will be complemented by improvements to the recreation ground to create one of the best public open spaces in the area.
- There is potential to create a new public square within a future phase of centre development, which can provide a focal point for community events.
- New housing, which is already being delivered through the Birmingham Municipal Housing Trust, will enhance local housing choice in the area. Additional residential development opportunities within the new centre as part of mixed use development will also be realised.

Connectivity

- Metro will help to improve connections between Meadway, the rest of East Birmingham, the Airport and beyond, and enhanced transport interchanges along the route will widen and improve local travel choices.
- A Metro stop will serve the new centre, with improved access to the new housing and improved recreation ground. Meadway will become one of the key destinations on the route.

- New links through the area will improve connections to the centre - attractive footpaths will link though the revitalised open space to adjoining roads, and improved facilities will be provided for cyclists.
- Improvements to Lea Hall rail station will include formalised parking as well as upgrades to the interchange and walking and cycling links to the centre, with further consideration given to route enhancement and wayfinding.

Design and local identity

- The new shops and community/cultural facilities will have a strong, prominent frontage facing the Meadway, and a welcoming environment that maximises benefits from passing and local trade. The developments will be of high quality resilient design that is future-proofed to account for climate change.
- High quality new housing, laid out in traditional street patterns with a mix of 2, 3, 4 and 5 bedroom properties, will overlook the improved open space. Extensive landscaping and tree planting, particularly within the recreation ground and along its boundaries, will further enhance the attractiveness and sustainability of the new streets and setting of the buildings.
- The revitalised recreation ground will include a range of new play and sporting facilities, providing a valuable resource for the local community and also complementing the new local centre and associated facilities. This will be further enhanced through the overall greening of the centre.

Key

- Proposed/upgraded public space
- Development opportunity
- Improved pedestrian and cycling link
- Landmark existing/proposed
- Future Metro/Metro station
- Lake/pool

Sites/opportunities

- ① Residential development opportunity
- ② New public square
- ③ New BMHT housing development
- ④ New retail development
- ⑤ Enhanced open space



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Erdington, in north east Birmingham, is one of the larger centres in the city. It is a linear centre, about 0.85km long, which developed along High Street from the late 19th century. It has a range of shops, including national brands, smaller independent stores and indoor markets, as well as cafes and pubs, and a range of community facilities. A new leisure centre and swimming pool has recently opened on the northern edge of the centre.

The High Street is pedestrianised at the northern end, providing space for local events. On and off-street car parking is provided, and it is well served by public transport, including bus services and the nearby Erdington rail station.

The most striking building is the recently restored St Barnabas Church and café (a Grade II listed building dating from 1822) located at the heart of the High Street. The southern half of the street retains significant lengths of attractive Victorian and Edwardian terraced buildings, whilst a number of historic buildings, including Erdington Library and the former swimming baths, are located close to The Green at the northern end of the centre.

There are opportunities to strengthen the retail offer and vibrancy of the district centre and its public spaces by building on its strong assets and character features. The centre also benefits from an active Business Improvement District (BID).

THE BIG MOVES

Vibrant mix of retail and leisure uses

The redevelopment of key sites within and adjacent to the centre will create a new retail offer, along with leisure, residential, cultural and community uses. Concentrating a variety of development in a location well-connected by public transport reduces dependence on private vehicles which improves air quality and the overall sustainability of the centre.

High Street transformation

High Street will be transformed to provide a more attractive shopping environment with new modern retail development of high quality design. Improving the quality of the pedestrian environment and reducing the impact of vehicles will create public spaces with improved air quality for informal gathering and community events. Investment in the public realm will provide opportunities for integrated multifunctional green infrastructure such as tree planting, green walls, green roofs and sustainable drainage systems.

Distinctive local identity

Consistent, high quality treatment of shop fronts to the terraces of Victorian and Edwardian buildings between Church Road and Six Ways junction will create a positive local identity for the southern part of High Street.



CORE THEMES

Activity

- Central Square Shopping Centre and adjacent land at High Street will be redeveloped with a mix of uses, including retail, leisure and residential. There will be enhanced public space in front of the church, car parking and an improved relationship with High Street and St Barnabas Church.
- Wilton Indoor Market attracts people to the centre, however it has a poor relationship with Sutton New Road and the pedestrianised High Street. Remodelling of the market and adjacent buildings will create an opportunity to enhance the retail offer and quality of public spaces, including The Green.
- The former Colliers site on Orphanage Road at the edge of the centre will be redeveloped with mixed uses that will support the centre offer.
- Upgraded public realm, public art potential and development will complement existing buildings at the prominent Six Ways junction and will raise the profile of the centre from the southern gateway.

Connectivity

- Walking and cycling movements along the High Street will be enhanced; possible measures may include one-way vehicle flows and reducing on-street parking. Consideration will also be given to enhancing the High Street in front of St Barnabas Church.
- Enhancements to St Barnabas Churchyard with improved walking and cycling routes will provide better connections between the centre and residential areas to the east.

- Walking and cycling routes from the west will be improved to reduce the barrier effect of Sutton New Road, particularly between Erdington Station and the centre. Here, the aim is to provide multiple active and green routes to the station from the surrounding area.
- Redevelopment of the former Colliers site will enhance pedestrian connectivity to the centre and adjacent leisure centre.

Design and local identity


- Public spaces will be enhanced to become attractive places for people to meet and relax, as well as focal points for local events. There is potential to create a new space at the heart of the centre between Barnabas Road and Church Road, enhancing the setting of St Barnabas Church and other historic buildings on High Street.
- The value of The Green as a community space and northern gateway to the centre will be enhanced by redevelopment of surrounding outmoded buildings, with active frontages and environmental enhancements to better utilise the public space connecting to Erdington Library.
- New signage, upgraded public realm, public art potential and development of land at the junction of Wood End Lane and Wood End Road will complement existing attractive buildings at the prominent Six Ways junction and will raise the profile of the centre from the southern gateway.
- Redevelopment of Central Square Shopping Centre including potential for green roofs and integrated green features in the remodelled public realm will help create a strong identity for High Street.
- Redevelopment of the former Colliers site will be sympathetic in design to the historic character of Erdington Abbey.

Key

- Proposed/upgraded public space
- Development opportunity
- Business opportunity
- Improved pedestrian and cycling link
- Streetscape/public realm improvement
- Landmark existing/proposed
- Rail station

Sites/opportunities

- ① Six Ways junction enhancements
- ② Wood End development opportunity
- ③ Sutton New Road development opportunity
- ④ New public space
- ⑤ Central Square Shopping Centre opportunity
- ⑥ Wilton Indoor Market
- ⑦ The Green improvement
- ⑧ Former swimming baths
- ⑨ Former Colliers site


NORTH

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Northfield is one of the larger centres in the city and serves a wide area of south-west Birmingham. It supports over 200 shops, including local and household names and two supermarkets. The centre is also home to businesses in the financial, leisure, administration and service sectors, and health and community uses.

Most shops and businesses front Bristol Road South, which runs for 1.1km through the centre and offers a pedestrian-friendly High Street environment as well as accessible car parking. Northfield Shopping Centre, towards the northern end of the centre, is home to a large number of shops, including many national retailers. Supermarkets are located in the south of the centre.

Historic buildings include the striking Black Horse public house (Grade II* listed building), which marks the southern gateway to the centre, and listed cottages on Bell Lane in the north. There are a number of attractive older buildings along the Bristol Road South, some of which would benefit from refurbishment.

Northfield, a Green Travel District, has good public transport links with frequent bus services through the heart of the centre and Northfield rail station within 20 minutes' walk, where NCR 5 connects cyclists to Birmingham city centre, Longbridge and beyond. Northfield Ecocentre is located on Church Road, promoting low-carbon initiatives and empowering communities to transition towards a more sustainable lifestyle. The centre is therefore well placed to build on these elements to ensure that new schemes have sustainability at their heart which will help to tackle the effects of climate change.

The centre has received significant investment over the last 15 years, including

the construction of a relief road (Sir Herbert Austin Way), new and improved shops, new leisure centre and swimming baths, and upgraded public spaces. It also benefits from active Town Centre management and a Business Improvement District (BID). The Northfield Regeneration Framework was produced in 2014 to help ensure that the momentum built up through recent investment is carried forward into new development opportunities.

THE BIG MOVES

Vibrant mix of retail and leisure uses

Northfield will have a wider mix of uses with restaurants, coffee shops and leisure uses complementing national retail chains, independent shops, services and community uses to include more family-orientated and evening activities, as well as increased opportunities for sport and recreational uses.

Enhanced Northfield Shopping Centre

The Shopping Centre will be remodelled to provide a more welcoming street frontage, improved visitor experience and better, safer access to Victoria Common Park.

High quality environment

Further investment in creating a high quality pedestrian friendly environment, including improvements to public spaces, refurbishment of attractive older buildings and high quality new buildings will strengthen Northfield's identity as a place to visit.

New developments alongside Sir Herbert Austin Way

Development alongside Sir Herbert Austin Way will create an attractive and active frontage to the relief road and improved links to the High Street.



CORE THEMES

Activity

- Northfield Shopping Centre is a key shopping destination, hosting well known high street brands and offering convenient parking. Remodelling of the 1960s style building will transform this key gateway site, creating an active frontage to Bristol Road South and providing much better access to Victoria Common. This will provide an expanded, modern retail, food and beverage, commercial, residential and leisure offer. Preference will be given to proposals that explore further potential connection to Church Road for pedestrians and cyclists.
- Sites around Prices Square and Bell Lane offer a significant opportunity in the heart of the centre for mixed use redevelopment, including new uses for listed buildings that will enclose and animate the public space and streets.
- Prices Square and Tays Corner will be enhanced as attractive, visually coherent and vibrant public spaces straddling the High Street, with outdoor seating for cafes and space for activities and events.

Connectivity

- Routes between the High Street and Sir Herbert Austin Way will be made more welcoming and convenient for pedestrians.
- Waymarking of walking and cycling routes between the centre and Northfield rail station will be improved, including National Cycle Route 5.
- The junction of Bristol Road South, Bell Lane and Church Road will be remodelled to reduce the dominance of roads and make it a more attractive place for pedestrians and cyclists to navigate. Measures could include wider footways and fewer barriers.

- Consideration will be given to increasing the availability of cycle parking facilities.
- Public access to Victoria Common from Bristol Road South will be greatly improved by remodelling Northfield Shopping Centre.

Design and local identity

- High quality developments will mark the approaches to the centre and the frontage to Bristol Road South. Development of land and buildings between Bristol Road South and Sir Herbert Austin Way could be up to 4 to 5 storeys high to reflect the scale of the road, with potential for taller elements in key corner locations and at approaches to the centre. These developments provide an opportunity to embrace sustainable design and create buildings that are adaptable to climate change. These will also help identify and promote the centre.
- Improvements to Northfield Shopping Centre and adjacent public realm will provide a positive identity and improvements to green infrastructure in the north of the centre.
- The quality of the High Street will be improved by new buildings in key locations on the western side and refurbishment of existing Victorian and inter-war buildings on the eastern side.
- Northfield Baptist Church is hidden behind buildings of poorer quality and redevelopment offers an opportunity to open it up to the street.

Key

- Proposed/upgraded public space
- Development opportunity
- Business opportunity
- Improved pedestrian and cycling link
- Streetscape/public realm improvement
- Landmark existing/proposed
- Conservation Area

Sites/opportunities

- ① Northfield Shopping Centre
- ② Listed cottages on Bell Lane
- ③ Tays Corner
- ④ Prices Square
- ⑤ Northfield Baptist Church enhanced frontage
- ⑥ Mixed use opportunities



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Stirchley is one of the main centres in the south of Birmingham. It is an up and coming area with great public transport links, proximity to attractive parks and the River Rea valley, and accessibility to local employers attracting a growing community of young professionals.

It is within easy walking distance of Bournville rail station and the proposed station on Cartland Road (as a result of re-opening the Camp Hill line to passenger services), has good bus connections, easy access to the Rea Valley walking and cycling network linking to the city centre, and is close to the Worcester and Birmingham Canal. Employers in the local area include Cadburys, the University of Birmingham and the Queen Elizabeth Hospital complex. This excellent connectivity means the centre is highly accessible to facilitate sustainable urban living, reducing car dependence and associated emissions, which in turn improve air quality.

The centre has a range of independent shops, services and community facilities stretching for about 1.2km along Pershore Road. Towards the north of the centre, the historic buildings of Stirchley Baths (converted for community uses including a café, constituency offices and regular indoor market), Stirchley Library and The British Oak public house provide a strong community focus.

The centre is generally characterised by terraces of relatively modest two storey Victorian buildings lining Pershore Road, with some sections that would benefit from refurbishment. Surrounding the centre are bulky goods retail units, employment sites and residential areas.

New homes have recently been built at the southern approach to the centre by the Pershore Road canal bridge, and at Fordhouse Lane with a development of 101 homes and improved public access to the River Rea valley.

Stirchley will become one of south Birmingham’s most important sustainable and vibrant district centres, offering shops, cafes, restaurants and spaces for local markets and events. With major development sites available and other opportunities for investment, there is potential for positive change to the local environment, including incorporating sustainable design and multifunctional green infrastructure that can help the centre mitigate the effects of climate change and adapt to changes in the natural environment.

THE BIG MOVES

Hazelwell Lane development

A large vacant site at Hazelwell Lane will deliver a major mixed use scheme of retail, offices and homes. Development should create a vibrant, urban character that would complement a growing range of attractive independent and specialist shops in the traditional centre, encourage access by sustainable modes of transport and incorporate walking and cycling links to the River Rea and green spaces to the east.

Stirchley Square

A new public square at the junction of Pershore Road and Hazelwell Street will create a community space at a key location in the centre, in front of the historic British Oak public house. This space could incorporate trees and other green infrastructure to enhance the local environment at the street junction.

Stirchley Park

Stirchley Park will be remodelled, with improved access and visibility to complement community activities at the adjacent Stirchley Baths Community Hub. These improvements should look to enhance the park’s existing natural features and biodiversity, which could then be extended from the park along the High Street, increasing the overall level of green infrastructure provision in the centre.

Improved High Street and visitor experience

The appeal of the High Street will be enhanced by improvements to public realm and building frontages along Pershore Road. New and improved walking and cycling routes will link the centre with the rail station, canal and National Cycle Network.



CORE THEMES

Activity

- Retail uses will be consolidated in the core shopping area at the heart of the centre, including potential for combining adjacent terraced buildings to form larger units. A mix of new retail, leisure, office, health, sport, recreation, community and residential and employment uses will add to established and recently opened facilities to bring more activity.
- The major redevelopment site at Hazelwell Lane will provide new retail, food and beverage, employment uses and new homes as well as greener streets. Together with the development site south of the British Oak public house, this will bring increased vitality to the centre. These schemes should incorporate sustainable design, such as sustainable drainage systems and innovative building measures that enable adaptation to help address the impacts of climate change.
- The new Stirchley Square public space and improved Stirchley Park will be places where people meet and relax as well as providing space for local events and markets that complement community activities at the Stirchley Baths Community Hub.
- The site of the former gym/bowling alley on Pershore Road, in the northern approach to the centre near Cartland Road, will be redeveloped with uses that complement the centre.

Connectivity

- Pershore Road public realm improvements will make the centre more accessible and attractive for pedestrians and cyclists, with measures that include widening of footways, new seating and cycle stands. Access to Stirchley Park will also be improved.

- Links to Bournville rail station and canal via Mary Vale Road and Bournville Lane to the west and the proposed Hazelwell Station on Cartland Road to the east will be maintained and improved.
- New and enhanced connections to the National Cycle Network 5 will be incorporated in to new housing on the former Arvin Meritor site and will be integral to development at Hazelwell Lane.

Design and local identity

- The identity of Stirchley as a destination will be strengthened by improvements to the High Street environment. Buildings will be refurbished to retain their Victorian character, with opportunities for good quality new buildings to add visual interest and activity in key locations.
- The historic Stirchley Baths, Library and British Oak public house, together with attractive new development at Hazelwell Lane and the new Stirchley Square, will create a distinctive character in the northern part of the centre.
- The public square in front of the former Selly Oak Constituency Office building will be upgraded as part of wider public realm works to form a landmark space on Pershore Road.
- The southern approach to Stirchley centre will be enhanced by reducing advertisements and signage, and improving the appearance of Pershore Road by upgrading boundary treatments by Breedon Cross canal bridge and frontages to industrial buildings.
- Improvements to the public realm on Pershore Road will enhance the northern approach to the centre, and opportunities will be sought for

environmental improvements to the River Rea and The Bourn. Parts of the centre fall within Flood Risk Zones 2 and 3 and as such opportunities for sustainable drainage systems should be considered throughout the centre and developments should ensure that flood risk is managed effectively.

- The housing development off Fordhouse Lane (adjacent to Mayfield Road) provides an opportunity to define this corner of Pershore Road and mark the route linking with the River Rea.

Key

- Proposed/upgraded public space
- Development opportunity
- Improved pedestrian and cycling link
- Streetscape/public realm improvement
- Landmark existing/proposed
- Conservation Area
- Rail station
- Waterway

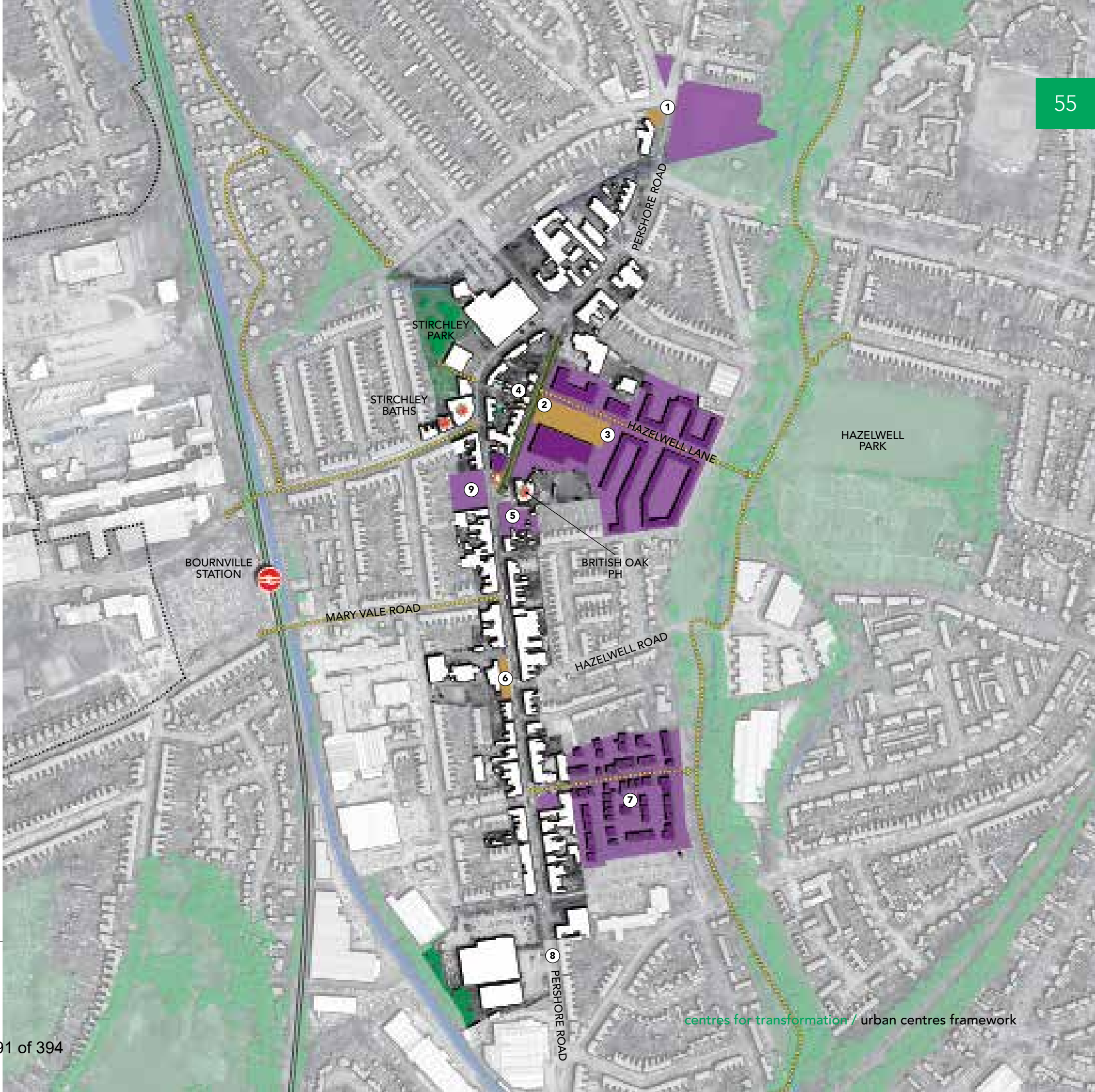
Sites/opportunities

- ① Northern approach
- ② Improved links to Hazelwell Park
- ③ Hazelwell Lane development
- ④ Stirchley Square public space
- ⑤ Development site south of The British Oak PH
- ⑥ Refurbished public square
- ⑦ New housing development
- ⑧ Southern approach
- ⑨ Pershore Road public realm improvements



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Alum Rock Road

Alum Rock Road is the principal centre serving the East Birmingham neighbourhoods of Saltley and Washwood Heath. The centre benefits from good public transport links, with regular bus services and local connectivity and its specialist jewellery, fashion and textile shops attract visitors from a wide catchment area.

The centre runs for about 1km along Alum Rock Road and most shops and businesses are accommodated in two storey Victorian terraced buildings facing the street. The eastern gateway to the centre is marked by Shaw Hill School, and St Mary and St John Parish Hall which is a locally listed building.

There has been recent investment in new housing and community facilities, including Washwood Heath Health and Wellbeing Centre at Clodeshall Road on the eastern edge of the centre. Further growth and investment in East Birmingham is proposed in the Bordesley Park Area Action Plan. In addition to bringing forward some significant development sites, the district centre will improve its visual quality and visitor experience.

THE BIG MOVES

Attractive western gateway

A more prominent and attractive gateway to the centre will be created at the junction of Alum Rock Road, Washwood Heath Road and Adderley Road.

Vibrant retail and leisure offer

Development of key vacant sites and existing buildings will further enhance the mix of retail and leisure uses, boosting the offer of the centre and enhancing its potential to draw in more visitors. This includes bringing forward land and the conversion of properties to retail use at the eastern end of the centre.

High quality public realm

The image and identity of the centre will be enhanced through investment in shop fronts and a high quality public realm with improved footways and street crossings to improve pedestrian safety. Creative design will incorporate green infrastructure within the public realm of Alum Rock Road and linked streets, which will improve the environmental sustainability and attractiveness of the centre.



CORE THEMES

Activity

- The largest development site is the former Leyland Club between Clodeshall Road and Parkfield Road and has the potential to be redeveloped for a mix of uses including retail, community, business, training and residential.
- Another key development site lies at the junction of Alum Rock Road and Adderley Road at the western gateway to the centre with scope for a mix of uses including residential above commercial.
- Also at the western gateway, open land and buildings to the rear of the Victorian Crown Buildings form another potentially significant development site with possible access on to Alum Rock Road.
- At the eastern end of the centre, sensitive conversion of properties on the Alum Rock Road frontage, between Langton Road and Naseby Road, will enable additional businesses to locate in this part of the centre.

Connectivity

- Alum Rock Road is a fairly narrow street, with parking to both sides and is also a key bus corridor. Public transport, walking and cycling will be promoted.
- Opportunities to make the centre more attractive to pedestrians will be realised through improvements to the public realm, including improved footways. A key part of this will be the provision of additional off-street public car parking and improvements to loading and servicing areas of commercial premises to reduce road traffic congestion and cater for displaced on-street parking.
- Following the construction of HS2, there is potential to improve walking and cycling routes across Saltley Viaduct and create improved links and a gateway to the centre.

Design and local identity

- Development of the prominent site at the corner of Alum Rock Road and Adderley Road, together with the Victorian Crown Buildings will create an attractive gateway to mark the western end of the centre. High quality design is required to reflect the location and complement existing buildings and incorporate sustainable design.
- Public realm improvements will be crucial to create a more welcoming environment for visitors to the centre. Wider footways and more convenient crossing places will make walking a safer and more pleasant experience, with potential to introduce more trees and seating. A priority for public realm improvements is the key junction where Alum Rock Road meets Highfield Road and Bowyer Road, including an opportunity to introduce a focal public space at the end of Gowan Road.
- Landmark buildings have potential to boost the identity of the centre. The Victorian Crown Buildings help mark the centre's western gateway, and the Alum Rock Road/Bowyer Road junction is marked by a converted former public house building that would benefit from its facade and architectural features being restored and/or uncovered. Saltley Methodist Church is a key building in the centre and focus for community activity.
- Development of the former Leyland Club site is an opportunity to provide a new high quality building frontage to Alum Rock Road, and also to introduce new streetscape trees to reinforce the amenity value of those that already exist towards the eastern end of the centre. This larger site will provide opportunities for public realm improvements including the incorporation of sustainable drainage systems.

Key

- Proposed/upgraded public space
- Development opportunity
- Business opportunity
- Improved pedestrian and cycling link
- Streetscape/public realm improvement
- Landmark existing/proposed
- Waterway

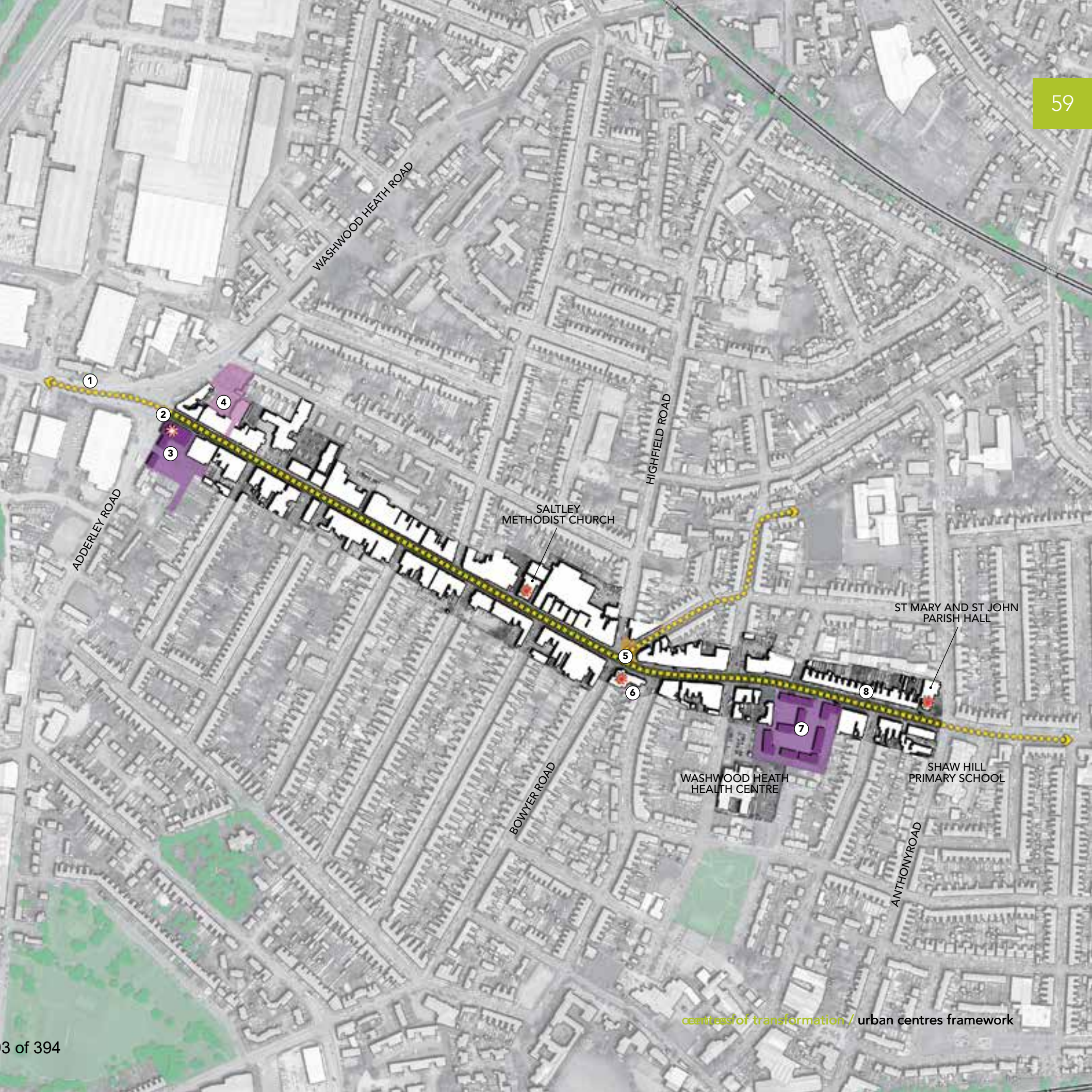
Sites/opportunities

- ① Improved walking/cycling routes
- ② Gateway enhancements
- ③ Key western development site
- ④ Land to the rear of the Victorian Crown Buildings
- ⑤ New public focal space
- ⑥ Former public house
- ⑦ Former Leyland Club site
- ⑧ Sensitive conversion to retail use



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Delivery

“Employers in Birmingham will be creating thousands of new jobs in the coming years”

The previous sections of this framework identify where significant change will occur, setting out a clear vision and strategy for the growth and transformation for the city's network of centres. Realising this will involve a wide range of stakeholders and a mix of interventions.

Enabling

This document sets a framework for local communities and organisations to bring forward plans for their urban centres. Plans can be produced to set out priorities for areas, with opportunity for centres to be considered further with detailed interventions to secure the changes envisaged. Support will also be given to Neighbourhood Planning as a means for local communities, including businesses and residents, to define how their centre will evolve.

“Working in partnership is central to ensuring success”

The City Council's application of Development Management and other regulatory functions will be important in implementing this framework. To support this function, where appropriate development briefs will be produced for individual sites in order to provide further detail. The City Council will proactively use its land holdings in line with its Property Strategy to assist delivery and, where appropriate, its compulsory purchase powers may be used to assist with site assembly.

Employers in Birmingham will be creating thousands of new jobs in the coming years. Major employers will be coming to Birmingham, and our small and medium employers will be generating new jobs as well. The city is working to close the skills gap between the skills people have now and the skills employers will need in the future. Urban centres will be a focus for these new jobs, as well as the colleges and training centres that will provide the services to improve skills. This will help increase productivity and economic growth in the city, getting more people into work.

Good accessibility by public transport is a vital part of vibrant centres and parades. The City Council is working in partnership with Transport for West Midlands (who have overall responsibility for public transport in the region) to promote and develop public transport. The projects and schemes proposed are detailed in 'Birmingham Connected', the city's long term strategy for the transport system.

Funding

Having clear ambitions is vital to securing funding. The production of the Big City Plan enabled the City Council and the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) to secure Enterprise Zone status for the city centre, and the funding this status brings with it to enable infrastructure improvements. The ambitions set out in this framework will enable future funding sources for urban centres and parades to be bid for and secured on the basis of a clear strategy and set of priorities.

Funding available to urban centres and parades may include use of Local Enterprise Partnership (GBSLEP), West Midlands Combined Authority (WMCA) - through its Town Centre Programme and Town Centre Task Force and Government grants, for example the Future High Streets Fund. In addition, Section 106 agreements may be available to secure affordable housing and other benefits and the Community Infrastructure Levy for infrastructure delivery where appropriate. The levy that Business Improvement Districts (BIDs) collect can also be used to deliver improvements in centres. Other funding sources such as the Big Lottery Fund, development incentives and other initiatives may also become available.

Partnerships

This framework will not just be the City Council's vision; it will be owned by communities and a range of stakeholders and organisations. This is vital, as delivering thriving centres and parades requires a partnership approach that focuses effort and pools resources.

This will be achieved by working in partnership with communities, stakeholder groups, landowners, developers, and public and private sector organisations including BIDs, trader associations, heritage and environmental bodies, WMCA, GBSLEP and Homes England to secure deliverable development proposals and investment. The City Council is also working in partnership with Transport for West Midlands to develop Station Travel Plans, to further improve connectivity across the city.

Key to success will be ensuring that new development and investment helps to strengthen centres and parades as great places for all those that shop, visit, trade, live and work in them. Working in partnership is central to ensuring this success.

An online toolkit is available at:
www.birmingham.gov.uk/urbancentresframework

The toolkit provides practical advice and information to communities, businesses, local groups, landowners and other organisations on how to make their centre more active, attractive and connected. It also provides up to date information on funding available for town centre initiatives.

Ian Macleod

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The Urban Centres Framework produced by
Birmingham City Council, Planning and Development, Economy Directorate.

urban**centres**

Birmingham City Council
Urban Centres Framework
Consultation Statement

1. Introduction

Birmingham City Council consulted on the Draft Urban Centres Framework (UCF) from 26th November to the 18th March 2019. This statement explains the development proposals, describes the level and type of responses received, the main issues raised and how they have been addressed in the final framework. The statement has been prepared in accordance with Birmingham Statement of Community Involvement (SCI).

2. Purpose

The UCF has been developed to support the evolution of urban centres within the city, setting out the strategic principles that all urban centres and parades can utilise to become successful multifunctional places. These principles focus on securing diversity of activity, excellent connectivity and high-quality design that celebrates local identity to create places that stand the test of time. The framework focusses on 10 Centres of Transformation setting out Big Moves and core themes to deliver their transformation.

Public consultation on the draft framework was carried out for 16 weeks, from 26th November 2018 to 18th March 2019, when views were sought from stakeholders and the public on the strategies contained within the document.

3. Engagement Strategy

An engagement strategy was developed to set out how the public consultation will be conducted on the draft framework, meeting the requirements set out in the SCI.

The engagement strategy was based on two key approaches:

Methods to Inform

- The draft framework was uploaded onto the City Council's website with an opportunity to comment via BeHeard (the City Councils engagement website) through a structured survey.
- This was publicised through a press release that was also put on the City Council's social media channels.
- Emails and / or letters were sent to all contacts on the Planning and Development Consultation Database, including:
 - Residents associations
 - Community groups
 - Neighbourhood forums
 - Ward councillors
 - Local Members of Parliament
 - Local educational institutions
 - West Midlands Combined Authority
 - Neighbouring local authorities
 - Sutton Coldfield Town Council
 - Chambers of commerce
 - Local Business Improvement Districts (BIDs)
 - Greater Birmingham and Solihull Local Enterprise Partnership
 - Disability user groups
 - Landowners
 - Developers and agents
- Copies of the draft framework were on display in each of the City Council's libraries, as well as being available to view in the Council House and Lancaster Circus receptions.
- Copies of the draft framework were delivered to all ward councillors.

Methods to Engage

- Public drop-in sessions were held in a number of local areas. This provided the local community an opportunity to discuss the plans with officers and to provide their comments. The events were held in the afternoon into the evening to allow people to attend after work. The venues were:

- Northfield Leisure Centre
 - Stechford Leisure Centre
 - Erdington Leisure Centre
 - Stirchley Baths
 - Small Heath Wellbeing Centre
- Officers attended a Perry Barr Ward Forum meeting where they presented an overview of the document and followed with a question and answer session. Officers took notes to document the discussion and comments were incorporated into the consultation responses. Attendees were also encouraged to review the documents thoroughly and submit detailed responses online via BeHeard.
 - Officers held a joint briefing session for the Sutton Coldfield Chamber of Commerce and Sutton Coldfield BID where they presented an overview of the document and answered questions. Both organisations were encouraged to share the consultation with their members and encourage them to respond.

The consultation received responses from over 250 people and organisations.

4. Summary of Consultation Responses

The key changes made to the framework document are summarised as follows:

- Additional wording to state that documents for further centres will be prepared in line with the Urban Centres Framework, where they are considered to meet the criteria.
- Additional wording in the introduction to clarify that the Urban Centres Toolkit applies to all centres regardless of their size or whether they are prioritised by the framework. The Toolkit will also now be web-based rather than a static document, allowing information and guidance to be updated regularly.
- References have been included in the document to state that any proposals requiring planning permission will need to accord with the policies set out in the adopted Birmingham Development Plan. This is further supported by references to the forthcoming Car Parking Supplementary Planning Document and Design Guide. Additional wording has also been included in the introduction to clarify the status of the document.
- A new section in the introduction and cross references throughout the document set out how the framework will support wider Council priorities. These include addressing air pollution and tackling climate change, along with supporting communities' health and wellbeing.
- Removal of the text included in the draft document around centres of 'current transformation'.
- Changes to the format and additional text to clarify the criteria used to identify the initial centres of transformation.
- A new section under the core theme 'activity' within the strategy chapter of the document to set out the role culture plays in centres and their vitality.
- Extension of the uses included under the core theme 'activity' to cover sport and recreation.
- Additional wording under the core theme 'connectivity' to cover cycle hire and improved cycle parking. Also, additional wording to set out the City Council's approach towards achieving a balance between providing the appropriate amount of parking to support businesses and to cater for those with mobility needs whilst encouraging sustainable modes of transport.

- Additional wording has been included in the section on Sutton Coldfield to reference the City Council's commitment to delivering a masterplan for the town centre.
- Throughout the document, updates have been made to investments in public transport, including additional or amended rapid transport routes and proposals to open new rail stations. Updates on cycling routes have also been included. The associated maps have been updated to reflect these changes.
- Throughout the document additional text has been added to strengthen walking and cycling links from the centres to destinations, facilities and opportunities that had not been previously identified. These have also been updated on the associated maps. A link will be provided to the Walking and Cycling Strategy in the Toolkit.
- Additional wording has been added to a number of centres where there are opportunities for improvements to the quality of open spaces within the centre and also the potential for improved connectivity to open spaces within and nearby to the centres.
- Throughout the document, updates have been made to provide the latest information on schemes that have progressed since the draft version and either now have planning permission or have been implemented.
- A number of revisions will also be made to the toolkit to make it more practical. It will be updated to include further reference on funding and recent guidance. Additional topics such as the historic environment and culture will also be covered to ensure the Toolkit provides information on all elements that make up vibrant centres.

Detailed analysis of comments is categorised and set out below:

The overall strategy and delivery

Theme:	Main issues raised:	How these are addressed in the framework
General	<p>There was general support for the framework and agreement it was the right approach to provide a strategy that supports the changing nature of centres.</p> <p>There was some concern that the strategy does not place enough emphasis on the current crisis facing town centres.</p> <p>A few comments were made from individuals wanting to understand the criteria used in selecting the centres covered in the framework.</p> <p>A comment was made on the need to give consideration to the outlying areas in Birmingham.</p> <p>Questions were raised over the status of the document.</p>	<p>Support welcomed.</p> <p>The framework looks to provide a strategy for sustainable and dynamic centres that are resilient to change. The approach within the framework is to create multipurpose areas that provide for a range of uses, allowing centres to adapt to changes in demand and shopping patterns. The focus is on a mix of uses and not just retail. No change to the document is required.</p> <p>The draft framework included a description of the criteria, but this has been expanded and reformatted to make clearer.</p> <p>The Birmingham Development Plan provides the overall strategy for the city that will inform decision-making on housing and other key developments. No change to the document necessary.</p> <p>Additional wording has been included to clearly explain that the framework is not a statutory plan but a document that provides a direction of change for the centres to help inform decision-making and investment.</p>

Design	There were a number of comments supporting higher density in the centres.	Higher densities are included as part of the proposed strategy in the Urban Centres Framework and high-density schemes will be supported in sustainable locations where they are in-keeping with the surrounding area.
Flood Risk	The Environment Agency (EA) requested that the framework makes reference to flood risk. They suggested cross-referencing to policies within the development plan and also recommended a drainage strategy is developed for each centre and that further consideration is given to blue/green corridors.	Reference to flood risk management has been added under the environmental section of the overall strategy. A reference to development proposals having to be in accordance with adopted policies has also been included. Where the EA made specific comments on individual centres this has been reflected in the updated framework. However, as the framework specifies only a few of the urban centres in the city; the approach outlined by the EA towards additional work on flood risk would need to be applied to all centres and as such is not appropriate for this document. Any proposal would be assessed against the adopted policies within the BDP, a number of which relate to flood risk.
Historic Character and Archaeology	<p>The Council for British Archaeology raised the point that a number of the sites identified as opportunities in the framework are likely to have archaeological remains.</p> <p>Historic England welcomed the approach the document takes towards the historic environment. There were also a number of</p>	<p>All proposals that require planning permission will be assessed against the BDP. This will provide the framework for the appropriate recording and protection of historic assets, including archaeological remains. The framework has been amended to make reference to proposals that need planning permission needing to be in accordance with adopted planning policy.</p> <p>The document provides a framework that protects the identity of urban centres and builds on assets such as historic buildings. The toolkit has been updated to make references to guidance</p>

	<p>comments made on the need to protect and enhance the historic environment within centres. Representations also suggested that more creative uses should be found for historic buildings.</p>	<p>and resources for the positive use of historic buildings.</p>
Fast Food Takeaways	<p>Representations were made on the need to control fast food takeaways.</p>	<p>Policy 4 of the Shopping and Local Centres SPD seeks to manage the numbers and concentration/clustering of hot food takeaway uses and should assist in minimising adverse impacts on the viability and vitality of centres and on residential amenity; and will also assist in reducing over exposure to hot food takeaways. The approach taken by planning policy is complemented by other City Council measures developed to tackle health-related issues. No change to document necessary.</p>
Transport and connectivity	<p>A number of general comments were made about the need to prioritise public transport and in support of sustainable modes of transport, walking and cycling.</p> <p>Representations were made arguing for more car parking in centres. However, there were also a number received in support of reducing the amount parking in centres.</p> <p>West Midland Trains made representations in support of the framework, stating the strategy aligned with their aspirations for stations to form</p>	<p>Accessible public transport is the first priority listed within the connectivity theme and is identified as a key component for successful urban centres. The toolkit has been updated to include a reference to the Walking and Cycling Strategy and the maps have been updated to reflect the latest routes.</p> <p>The framework has a balanced approach towards car parking, supporting the provision of appropriate levels of car parking in conjunction with promoting sustainable modes of transport. This approach will be further supported by the forthcoming Parking SPD which has been referenced in the document.</p> <p>Support welcomed. The framework has been amended to reference the role of centres in providing spaces that encouraged social interaction. References to public transport</p>

	<p>key features within centres. They requested that further consideration is given to human interaction and the need for safe and resilient public transport. They also request to work with the Council on any plans for future stations.</p> <p>Transport for West Midlands (TfWM) supported the framework in general but requested that further details were added around parking, improvements outside of urban centres and wayfinding measures across all centres. They also suggested that further information was needed around the centres' existing conditions.</p> <p>Comments were made around the need to promote sustainable transport modes in order to tackle climate change and encourage active lifestyles.</p>	<p>being safe and resilient have also been added. The City Council are working with West Midland Trains on Station Travel Plans.</p> <p>The framework is a strategy for transformation and as such cross references other documents such as the Car Parking SPD and the Walking and Cycling Strategy rather than repeating policy. Links to these documents are included in the toolkit which allows the City Council to make sure information is kept up-to-date. It is considered that further details on the condition of centres would not be appropriate as the framework is a high-level strategic visioning document. Further details on the health of all centres are already published by the City Council and a link to this will be included in the toolkit.</p> <p>The framework has been amended to show how the strategy will help support the City Council's commitment to tackling climate change and to recognise ways in which centres can support the health and wellbeing of communities.</p>
Identity	<p>There were a number of comments on the need to support and promote local identity and individual character of centres. Some comments were made around the need to protect local identity and not to prioritise commercial benefits. A number of comments were also made on the need to encouraged independent</p>	<p>Design and local identity are core themes of the framework and within the document the City Council has provided further details on how these key elements can be strengthened. The toolkit will provide links to a number of resources that could support independent businesses and local communities in fostering an independent spirit within centres.</p>

	<p>businesses.</p> <p>Culture and art were referenced by some as a way in which local identity should be promoted.</p>	<p>The strategy section of the framework has been updated to strengthen references to culture. The toolkit has also been amended to include reference to information on how to deliver public art schemes.</p>
Safety	<p>Comments were made on the need to have a strong focus of safety and crime.</p> <p>The Crime Commissioner for West Midlands Police supported the framework and references made to safe and secure environments but requested further detail on designing out crime.</p>	<p>The design and local identity core theme makes reference to 'attractive streets and spaces that are safe' and there are other policies within the BDP that ensure designing out crime is given full consideration. Wording has been added to refer to the requirement for proposals to accord with the BDP.</p> <p>The framework is a high-level strategy document and the level of detail requested would not be appropriate. All planning proposals would be assessed against the policies with the adopted Local Plan which includes references to designing out crime that would allow for the issues raised to be addressed. No change to document.</p>
Health and Wellbeing	<p>Sports England supported the overall approach but requested inclusion of sport and recreation as an activity that should be encouraged within centres. They also made a number of detailed comments around guidance and schemes they support.</p>	<p>The activity paragraph on page 14 has been updated to include sport and recreation. The suggestions around active environments have been included in the toolkit and the link to the guidance has been included in this section. The Local Delivery Pilot has been included in the toolkit along with references to the Active Wellbeing Society.</p>

<p>Delivery</p>	<p>There were some concerns raised around the lack of detail on delivery and a lack of committed funding.</p> <p>Requests were made for further focus on supporting local businesses and concerns were also raised on how the changes will impact on the affordability of rents for local businesses.</p> <p>Concerns were raised around the City Council's ability to enforce planning permissions.</p> <p>Requests to work with existing organisations in the community and to promote collaborative delivery that involves all stakeholders.</p>	<p>The document provides a framework to guide investment and activity, it sets the context for local communities to bring forward their own plans and acts as a mechanism to seek and secure funding. Costing and funding will be developed for each centre individually as every centre is different and will require a flexible approach. The toolkit provides further details on how elements of the strategy can be delivered and as more information on funding becomes available the toolkit will be updated. Further detail has been added to the delivery chapter to explain this.</p> <p>The toolkit provides links to ways in which the City Council and other organisations support local businesses and this framework should empower local businesses to play an active role in the future of their High Streets. No change to document.</p> <p>The City Council investigates all complaints raised.</p> <p>The document provides a framework to guide investment and activity, it sets the context for local communities to bring forward their own plans and acts as a mechanism to seek and secure funding. Where appropriate and possible the toolkit will include information on active organisations that are working to transform High Streets.</p>
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	There was a suggestion made that a community sponsorship drive be undertaken to support local centres.	This idea would be best explored by the community at a local level as it is area-specific.
Consultation	<p>Some individuals raised concerns that the consultation process was not meaningful and did not engage a wide enough audience.</p> <p>There was some criticism of the use of an online questionnaire and a suggestion we should write to individual homes.</p> <p>Concerns were raised around future engagement on the individual schemes and the ability of communities/businesses to influence them.</p>	<p>The consultation has been undertaken in line with the adopted Statement of Community Involvement (SCI) and this Consultation Statement clearly sets out how the comments have been taken into consideration.</p> <p>In line with the SCI, the Urban Centres Framework is a city-wide document and as such we do not write to individuals. No change to document necessary. The document was available in the libraries and events were held in accessible locations.</p> <p>As set out in the SCI, the City Council would expect projects and any further documents to follow good consultation principles to ensure that communities and organisations can influence projects as they come forward.</p>

Sutton Coldfield – note that all comments made in response to the draft framework will be provided to the consultants appointed to work on the masterplan. The comments will be provided without any personal information such as name or contact details.

Theme:	Main issues raised:	How these are addressed in the framework:
Activity	<p>There was overall agreement that the centre needs investment and regeneration, with a number of respondents recognising the need for a mix of uses and a diversification away from retail. A number of respondents raised concerns about underused buildings and spaces within the town centre. Suggested uses included leisure, hotels, residential and high-quality offices.</p> <p>A number of representations referenced Brassington Avenue and the need to find a positive use for the site.</p> <p>There was a general agreement that new public spaces and squares should be created in the centre in order to facilitate events.</p>	<p>As identified through one of the Big Moves, the framework looks to diversify the uses within the town centre. A number of the suggestions included in the responses align, in principle, with the strategy set out in the framework. All comments will be considered by the consultants appointed to undertake a masterplan for the town centre. The framework has been amended to make reference to the production of a masterplan.</p> <p>The site is identified as a development opportunity in the framework and the City Council recognises that a clear delivery strategy is needed for the site. The masterplan will provide the ideal opportunity to explore the potential of the site.</p> <p>One of the Big Moves identifies the town centre for a major new public square and the activity section makes references to the town centre's festival programme in recognition of the role events will play in transforming the centre.</p>
Connectivity	<p>A number of representations referenced the need to improve accessibility to and within the centre. Respondents made suggestions for areas of further pedestrianisation, changes to bus routes and linkages that need strengthening.</p>	<p>Improved public transport and public realm is a key element to the strategy. The detailed design and delivery of these improvements will be determined through the work undertaken on the public transport interchange and the masterplan for the town centre. The framework has been amended to make reference to the production of a masterplan.</p>

	<p>A number of respondents referenced the need for a bus station in the centre.</p> <p>Some respondents questioned the need for further public transport improvements stating that the centre was already well connected.</p> <p>A number of references were made to the relief road and its deliverability. One respondent suggested that the inclusion of the road in the plan without a clear delivery timetable is preventing the positive redevelopment of sites within the centre.</p> <p>One respondent questioned the role of the Sutton Park Links and if these would encourage car use rather than sustainable travel.</p>	<p>A new public transport interchange is included as a Big Move demonstrating the City Council's commitment to the delivery of improvements to bus services within the town centre. The project is being led by TfWM and will be reflected within the work for the masterplan. The framework has been updated to reflect the latest information on the interchange by showing the proposed location proposed by TfWM.</p> <p>Whilst there may already be sufficient bus services, the quality of the environment and passenger experience could be enhanced through the delivery of a bus station. This has the potential to better link the train station to the surrounding areas making the whole of Sutton Coldfield more sustainable.</p> <p>The masterplan will consider the need for and deliverability of the relief road. The framework has been amended to reference a potential relief road and to make it clear that this will be revisited through the masterplan. The City Council will work with land owners to ensure that the consultants working on the masterplan have all the necessary information to understand the impact of the relief road on individual sites.</p> <p>The Sutton Park Links are identified for public realm improvements and this will encourage pedestrians and cycle use to the park by improved environment and wayfinding.</p>
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	Sprint was raised by a few respondents who proposed amendments to the suggested route.	The final route will be determined by TfWM following consultation.
Design and Local Identity	<p>There was an overall agreement that the document rightly identified Sutton Park and the historic character of the centre as assets that need to be protected and enhanced.</p> <p>References were made to the need for higher-density housing in the centre.</p> <p>One respondent referenced a lack of community spirit.</p> <p>One respondent referenced the need to capitalise on Sutton Park as an asset to attract people to the town centre. There was also a request to further identify the natural importance of the park and make references to improving connection between the centre and the park.</p> <p>There were a number of comments about the need to improve the physical appearance of the centre and invest in enhancing the character of existing buildings. The historic environment was identified</p>	<p>These elements are key in making Sutton Coldfield unique and attractive. The masterplan will further build on the vision in the framework to help enhance the centres local identity.</p> <p>The framework encourages new residential developments and the strategy set out at the start of the document is clear about supporting higher-density development in sustainable locations.</p> <p>The development of a new town square will provide a focal point for cultural events and festivals, providing a heart to the centre that will help forge greater community spirit in the centre.</p> <p>The framework includes connections to Sutton Park as a Big Move and looks to improve linkages between the centre, transport hubs and the park. The framework has been amended to make reference to the natural value of the park.</p> <p>Ensuring high quality design and place-making is a key overarching theme of the framework. Wording has been included in the framework to make it clear that new schemes will be expected to enhance the historic character of the centre.</p>

	<p>in a number of responses as a key characteristic of the centre, agreeing it should be protected and enhanced.</p> <p>A few respondents identified that the watercourse was wrongly named.</p>	<p>The text has been amended to correctly reference Plants Brook.</p>
Other	<p>A number of respondents referenced the need for urgent action and a more detailed plan to deliver the level of change identified in the document.</p> <p>A few respondents questioned where the funding would come from, specifically asking questions with regards to the calculations behind the £35m that has been referenced in the framework.</p> <p>A number of respondents requested that the views of residents and users of the centre are taken into accounts when planning for the centre and delivering the improvements.</p> <p>One responded suggested the redevelopment of a number of car parks for alternative uses. Car parking was also raised as an issue by some of the</p>	<p>A masterplan has been commissioned for the centre and this will provide further details on timescales for delivery. The City Council has committed to this process and is working with Sutton Coldfield Regeneration Partnership to deliver the strategy.</p> <p>The delivery section of the framework provides some detail on delivery, but the masterplan will provide a detailed delivery strategy. The £35m figure has been identified by updating, where possible, the costs quoted in the infrastructure work that supported the Birmingham Development Plan. These are predominantly transport improvements such as the public transport interchange and Sprint.</p> <p>The masterplan will include wide engagement with local residents and users of the town centre.</p> <p>The framework states that parking provision will be reviewed as part of delivering the enhancements identified in the document and the masterplan will further explore the role of parking in</p>

	existing businesses in the centres, stating that car parking is at capacity and that the move towards pedestrianisation should not negatively impact on footfall in the centre or the servicing of businesses.	the town centre. This will allow any surplus car parks to be considered for alternative uses that support the regeneration strategy.
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Perry Barr

Theme:	Main issues raised:	How these are addressed in the Framework:
Activity	<p>A number of respondents agreed that the centre needed investment, especially in housing and supported higher-density schemes.</p> <p>There was a general recognition that One Stop needs investment and that the retail offer could be strengthened. There were a few comments made about the need for a mix of retail offer.</p> <p>Some concern was raised over the affordability of the new housing and concerns were also raised about whether there are sufficient schools and other social infrastructure to support the additional housing.</p> <p>There was a suggestion to relocate the Greyhound Stadium, with the Wheels site suggested as a potential</p>	<p>The framework is clear that the centre will be transformed, and that the Perry Barr residential scheme will provide for sustainable residential growth that will support the centre in the long term.</p> <p>The framework promotes a vibrant centre to serve the future needs of the growing local community. This includes setting out clearly the aspiration for One Stop to be remodelled to provide an enhanced retail offer with a strong frontage and improved public realm.</p> <p>The Perry Barr residential scheme will deliver 22% affordable housing. This is based on viability testing and includes the extra care village. A new secondary school has planning permission and will serve the existing and future community.</p> <p>The Wheels site is designated as a Core Employment Area and is being brought forward for employment uses in accordance with</p>

	<p>alternative location.</p> <p>Concerns were raised over the loss of jobs due to the relocation of Birmingham City University (BCU) Campus.</p> <p>A suggestion was made to expand the list of supported uses to include employment uses.</p>	<p>the adopted Birmingham Development Plan and Bordesley Park Area Action Plan.</p> <p>BCU's decision to consolidate their campus in the city centre is outside of the control of the City Council and these jobs were relocated to the city centre.</p> <p>The framework has been amended to include employment uses as playing a role in ensuring the centre is a vibrant urban centre.</p>
Connectivity	<p>There was some support for demolishing the flyover, whilst others raised concerns about the impact of the work on residents and those using the corridor.</p> <p>Concerns were raised about the impact of the proposals on congestion.</p>	<p>The framework states that improvements will be made to the highway and to the pedestrian / cycling environment. The current flyover limits public transport priority and creates a poor public realm. The decision to remove the flyover is not based on journey times but the purpose of the new junction is to unlock development, improve public transport priority and improve the public realm. The new junction will provide access to the remodelled One Stop Shopping Centre. This junction is being designed in consultation with TfWM to ensure alignment with Sprint proposals. All planning applications coming forward will require a mitigation strategy for any works that may impact on the highway.</p> <p>The new residential scheme proposes low levels of parking in line with City Council policy to encourage modal shift, as much as possible. This is enabled by improving the public transport offer and thus reducing congestion for essential car users.</p>

	<p>Representations were made on the need to improve the cycle network and facilities in the centre including identifying the location of cycle parking.</p> <p>Representations were made about the need to improve pedestrian walkways in and around the centre.</p> <p>There were a number of representations made against the Sprint route, asking the Council to reconsider the proposal and also questioning the consultation undertaken on Sprint.</p>	<p>The framework includes improvements to the A34 corridor for pedestrian and cycle movement as a Big Move in recognition of the important role it plays in transforming the centre. The strategy section of the overall framework has been amended to include references to cycle parking and hire. However, the location and type of cycle facilities needed in individual centres is considered too detailed to include in the document.</p> <p>The framework identifies a number of areas of improved pedestrian and cycle links. Changes to the highway layout will provide for surface level crossings around Birchfield Gateway. New developments and changes to the One Stop Shopping Centre will create a more attractive pedestrian environment.</p> <p>Sprint is proposed by the West Midlands Combined Authority and TfWM conducted its own consultation. The framework reflects the latest proposals as it's an important investment in public transport for the area.</p>
Design and Local Identity	<p>Representations referenced the need to redevelop the centre into a modern centre that attracts people, with high scale development and green infrastructure.</p> <p>Representations stated that the retail frontages and train</p>	<p>The Commonwealth Games will act as a catalyst for the centres' transformation, delivering a high-quality environment. The framework reflects the scheme coming forward as part of the Perry Barr residential scheme proposals which includes higher density and a mix of accommodation in order to create a balanced community, along with significant green space. The framework supports higher density development in the centres and promotes the inclusion of green infrastructure.</p> <p>The framework supports the regeneration of frontages and the</p>

	station need to be improved and that the built environment of the centre is poor.	railway station as a centre point to focus renewal.
Other	<p>There was a request for a petrol station in the area.</p> <p>There was some questioning of the Compulsory Purchase Order (CPO) process that has taken place in Perry Barr.</p>	<p>Birmingham's Carbon Roadmap (Autumn 2013) promotes the development of low-carbon fuel-efficient technologies. As such, the City Council would support low-carbon vehicle technologies including the installation of refuelling and recharging stations for electric and hydrogen fuel cell vehicles.</p> <p>The CPO was the subject of an Inquiry and the Order was confirmed by the Planning Inspector on the authority of the Secretary of State for Housing, Communities and Local Government on 11 September 2019.</p>

Bordesley Green

Theme:	Main issues raised:	How these are addressed in the Framework:
Activity	<p>General support for the inclusion of the centre and an agreement that additional housing would help support the centre.</p> <p>There was a suggestion to relocate the Greyhound Stadium, with the Wheels site suggested as a potential alternative location. There was also a suggestion that the document should include</p>	<p>The framework is clear in its support for increased residential development within and adjacent to the centre.</p> <p>The Wheels site is designated as a Core Employment Area and is being brought forward for employment uses in accordance with the adopted Birmingham Development Plan and Bordesley Park Area Action Plan. Reference has been added to the framework</p>

	<p>reference to strengthening linkages to the Wheels site from the centre.</p> <p>Representations were made in support of the redevelopment of the Wheels site and the proposed improved linkages to the centre. Suggestions were made for investment along Garrison Lane with suggested uses of offices.</p> <p>Sports England supported the re-configuration of Denbigh Street open space and suggested it has the potential to provide a high-quality space at the heart of the centre. They recommend that the sports and play equipment is retained and enhanced in order to make full use of the space for physical activity.</p>	<p>to reference improving linkages between this site and the centre.</p> <p>Support for the redevelopment of the Wheels site noted. Design issues will be considered further as sites come forward for development and the framework has been amended to make reference to detailed development briefs as part of range of tools for delivery.</p> <p>Comments and support are noted regarding Metro and the potential reconfiguration of Denbigh Street open space. Bordesley Park Area Action Plan considers wider open space and related environmental issues, and a detailed strategy to guide and facilitate further local investment in these areas is being produced.</p>
Connectivity	<p>Representations were made around the connectivity along Garrison Lane, including a question around if the Metro would be routed along this road.</p> <p>Representations were made on the need to consider future changes to Coventry Road in order to consider how changes such as the Metro and the Clean Air Zone will impact on the middle ring road.</p>	<p>There are currently no proposals for a Metro route along Garrison Lane. Detailed route designs for the East Birmingham to North Solihull Metro Extension are being prepared by TfWM and will be subject to separate consultation. The toolkit will be amended to include TfWM contact details.</p> <p>It is considered that a combination of new development, enhanced connectivity, including by public transport and works to the public realm, will enhance the built environment and encourage additional trips on foot. The arrival of the Metro extension from across the ring road will improve access and connectivity between Bordesley Green and the city centre,</p>

	<p>Representations were made on the need to maximise the potential of the Metro through convenient crossing points to Henry Barber Park to ensure the park is better integrated into the centre.</p> <p>Representations were made stating that connectivity could be strengthened in relation to the 'last mile' from Adderley Park station. Suggestions included encouraging active frontage, active travel and access improvements to better connect the town centre and the station. A suggestion was also made for promoting 'playable' routes at a child-friendly scale.</p> <p>Concerns were raised around the level of parking, including one suggestion of a multi storey car park to serve the area.</p>	<p>presenting opportunities for further associated public realm works along the route to improve the pedestrian environment. The toolkit will be amended to include TfWM information for the forthcoming East Birmingham to North Solihull Metro Extension which will be subject to separate consultation.</p> <p>The emerging Bordesley Green Area Action Plan supports the enhancements to existing open space and sports facilities within the area including the Henry Barber Park. The framework has been amended to include reference to improving the park and the entrances in recognition of the role the part could play as a facility for the community.</p> <p>The framework does acknowledge the location of Adderley Park station and identifies Bordesley Green Road as an improved pedestrian and cycling link. As sites come forward for development - including those proposed within the Bordesley Park Area Action Plan - there will be opportunities to address streetscape and design that encourages walking and cycling. The framework has been amended to state that improvements to walking and cycling links to public transport will be encouraged.</p> <p>The connectivity section of the overall strategy references the need for an appropriate level of good quality car parking. A variety of parking solutions will be considered based on local circumstances. This includes where redevelopment of existing sites and buildings is likely to take place. However, a key element of the strategy is to make the centre more accessible</p>
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		by sustainable transport such as the Metro and improved links to Adderley Park Station. This will be supported by improved walking and cycling routes. The combination of these measures will be a reduction in congestion and the need for parking within the centre.
Design and Local Identity	<p>Respondents referenced the need for improvements to the built environment in the centre, including reference to litter and other issues.</p> <p>Representations were made on the need for increased density in the centre.</p> <p>There was general support for improvements to the public realm and walking and cycling link.</p>	<p>The framework recognises that, in places, the environment is poor and the Area Action Plan provides further details on how improvements to the environment will be delivered. Through more investment and activity in the centre, issues such as litter are likely to be addressed through increased natural surveillance and pride in the area.</p> <p>Development sites served by good public transport may have the opportunity to be built to higher densities, but this will be balanced by the housing mix. A local demand for larger houses may reduce overall units per hectare but the framework does recognise that in some locations higher-density schemes will be supported.</p> <p>Support welcomed.</p>
Other	Representations were made about the need for investment in the Bordesley Circus area to improve the site function as a gateway into the city.	Although outside the local centre, it is recognised that there are a number of development opportunities on or close to Bordesley Circus. Individual development briefs may be produced as sites come forward.

Coventry Road – Small Heath

Theme:	Main issues raised:	How these are addressed in the Framework:
Activity	<p>General support for inclusion of the centre in the framework. Herbert Road, Parliament Street and Whitmore Road were identified as key streets in need of investment.</p> <p>Sports England supported the proposals for better connectivity to Sara Park and Small Heath Park.</p>	<p>Welcome support. The area around Parliament Street is acknowledged as having development potential and further detail is included in the Bordesley Park Area Action Plan.</p> <p>Support welcomed.</p>
Connectivity	<p>Representations were made stating that on-street parking should be banned and a new multi storey car park built.</p> <p>There was general recognition of the car-dominated nature of the centre. Suggestions were made that removing on-street parking in some of the centre could address this issue.</p>	<p>The forthcoming Parking SPD proposes a balanced approach to parking provision. Where appropriate, further management/control of on-street parking may be implemented. However, there is not scope to significantly increase parking provision in many local centres as there is not network capacity to sustain the increase in traffic flow that this would create. Environmental and Air Quality impacts must also be considered. The approach in the framework is therefore to improve linkages to sustainable modes of transport and to make walking and cycling a desirable option for communities.</p> <p>The congestion on Coventry Road is acknowledged and it is considered that proximity to investments in public transport such as Metro and Sprint will improve accessibility and choice. Opportunities to relocate parking off-street will be explored as they arise.</p>

	<p>Representations were made on the need to make reference to future railway investment in the area.</p> <p>A number of representations were made in reference to the need for improved connectivity with the train station.</p> <p>Representations were made suggesting that car parking should be provided for the football ground.</p>	<p>The framework outlines improving links to Small Heath station and refers to the Bordesley Park Area Action Plan (BPAAP) which covers transportation issues, including the rail network, in greater detail. The BPAAP includes references to the Bordesley Chords which will link the Camp Hill line with Moor Street Station to relieve pressures at New Street. Further work regarding the reopening of the Camp Hill line to passenger traffic (including the reopening of Moseley, Kings Heath and Hazelwell Stations) is being undertaken by TfWM. The framework will be amended to include TfWM contact details for further information regarding rail schemes.</p> <p>A number of wayfinding and connectivity issues are also included within the emerging BPAAP. It is acknowledged that there are a limited number of routes from the local centre to the canal network. The enhancement of the environment on these routes will therefore be key to increasing use by pedestrians and cyclists.</p> <p>Destinations, such as the football ground, are key examples of facilities that should have improved public transport in order to in reduce spikes in congestion. The framework therefore looks to promote modes of sustainable transport and has been amended to make reference to the stadium being served by the Metro.</p>
Design and Local Identity	<p>A number of representations were made in support of the commitment to enhance the traditional shop fronts and reveal the historic</p>	<p>Welcome support.</p>

	features.	
Other	General comment on the need to recognise that Coventry Road has a number of different centres that run along the road.	The framework acknowledges that the city has a network of over 70 local centres and that only a small number have been identified by this framework on the basis that there is potential for transformation based on the scale of opportunity and investment in infrastructure. The framework concentrates on the opportunities along the Small Heath section of Coventry Road, as per the map. This does not preclude discussions on other centres for inclusion in future iterations of the framework.

Stechford

Theme:	Main issues raised:	How these are addressed in the Framework:
Activity	<p>A request was made that more detail is included on the park and river.</p> <p>Comments were made with regard to the future of the Cascades site and the need for the site to come forward as a use that would benefit the community, including requests for it to be sold to a</p>	<p>These are recognised as important assets for the area. Any redevelopment of the former Stechford Cascades will consider the relationship of new development with the park. The River Cole corridor is recognised as an important leisure and nature conservation asset - its route east of Stechford Bridge forms statutory green belt and the whole river corridor forms Project Kingfisher. Much of the corridor is designated as a Site of Local Importance for Nature Conservation. The Station Road/Iron Lane highway improvement scheme now on site will enhance access onto the river corridor for pedestrians and cyclists.</p> <p>The Cascades site is vacant following the opening of the new Stechford Pool and Leisure Centre. The interest is noted and will be considered as the City Council determines the future of the Cascades site. The framework notes that the site has the</p>

	<p>church group so they can provide a facility for the local community.</p> <p>General comments were made about the need for investment, further housing and improved public transport.</p>	<p>potential for a range of uses including retail and housing but has been amended to include community facilities.</p> <p>The framework supports additional housing in the centre and the strategy is based around improving sustainable modes of transport.</p>
Connectivity	<p>Comments made in support of improvements to the station and the need to make the station the heart of the centre with improvements to public realm and linkages spreading from the station to the rest of the centre.</p>	<p>The importance of the station and opportunities for enhancement are acknowledged. The City Council would further welcome proposals to re-provide the booking office to deliver a distinctive new building which would encourage greater use the local rail services.</p>
Design and Local Identity	<p>References were made to improving linkages and visibility to the new leisure centre and to the recreation ground behind the site.</p> <p>Comments were made on the need to improve the River Cole Valley and the potential role of natural flood risk management.</p>	<p>Additional text has been included in the framework to reference improved walking and cycling links to the leisure centre.</p> <p>The River Cole corridor is recognised as an important leisure and nature conservation asset - its route east of Stechford Bridge forms statutory Green Belt and the whole river corridor forms Project Kingfisher. Much of the corridor is also designated as a Site of Local Importance for Nature Conservation. The Station Road/Iron Lane highway improvement scheme now on site will enhance access into the river corridor for pedestrians and cyclists.</p>
Other	N/A	

Meadway

Theme:	Main issues raised:	How these are addressed in the Framework:
Activity	<p>Comments were supportive of suggested improvements to leisure and recreation facilities at Kent's Moat recreation ground.</p> <p>Comments received in support of increasing housing density in proximity to transport links.</p>	<p>The proposals in the framework outline improvements to Kent Moat recreation ground to promote physical activity.</p> <p>New housing construction is underway in the area with further opportunities for increasing density as the Poolway Shopping Centre is demolished. The framework supports the principle of development.</p>
Connectivity	<p>Comments pertained to the need to improve walking routes in the area.</p> <p>Suggestions were made to reference wider connectivity.</p>	<p>The framework has been amended to reflect that further consideration should be given to enhancing pedestrian links and way finding.</p> <p>The framework has been amended to make reference to future Metro linkages with Solihull, the Airport and the NEC.</p>
Design and Local Identity	N/A	
Other	N/A	

Erdington

Theme:	Main issues raised:	How these are addressed in the Framework:
Activity	<p>Comments highlighted the need for more diversity of uses on the High Street and showed support for improving the vibrancy of the centre.</p>	<p>The purpose of the framework is to support and improve the economic vibrancy and resilience of the centre.</p>

	<p>Some respondents suggested further improvements could be made to proposals for active travel and strengthening links to the train station.</p> <p>Some respondents reaffirmed the importance of events to raise the profile of the centre and attract visitors.</p>	<p>The framework had been updated to reflect the latest routes as identified in the forthcoming Walking and Cycling Plan, and text has been amended to give greater weight to sustainable transport modes.</p> <p>The framework supports these activities and the toolkit provides further information on how local communities can get involved in organising markets and events.</p>
Connectivity	<p>Several respondents raised concerns regarding the possibility of reopening vehicular access to the north of the High Street.</p> <p>Many responses included references to the parking issues experienced on the High Street.</p>	<p>After consulting Transportation, this proposal has now been removed from the framework.</p> <p>The framework had been amended to reference the forthcoming Parking SPD which will detail the expansion of parking controls and parking management in local centres such as Erdington, including proposals for reduction/removal of on-street parking where appropriate, to support more sustainable modes of transport.</p>
Design and Local Identity	<p>Comments were supportive of protecting and enhancing historic buildings.</p> <p>Suggestions were made to include more detailed design principles.</p>	<p>The framework supports bringing heritage buildings back into use to benefit the community and to positively contribute to the urban environment in Erdington. Due consideration will be given to the setting of heritage assets in the assessment of any future proposals.</p> <p>These suggestions were noted; however, it is considered that these would be better suited to more detailed development briefs for specific sites, and this will likely be desirable given the</p>

		recent success of Future High Streets Funding from central government and will come forward as necessary. The City Council welcomes the opportunity to have detailed discussions with potential developers regarding emerging ideas for change in the local centre.
Other	It was suggested that some wording be added to clarify that the accompanying plan was an indicative approach to scale and massing only, and not prescriptive.	This suggestion is applicable to all centres and the framework has been amended accordingly.

Northfield

Theme:	Main issues raised:	How these are addressed in the Framework:
Activity	<p>It was suggested that aspirations for the redevelopment of Northfield Shopping Centre be expanded to include commercial and residential as potentially acceptable uses for the site.</p> <p>Lots of comments received in support of diversifying the economy of the local centre and improving the night time offer.</p>	<p>The framework was updated to incorporate these suggestions.</p> <p>The revised framework puts strong emphasis on the need to increase the presence of evening activities to make the centre more resilient.</p>
Connectivity	<p>Many comments pertained to local parking issues in and around the centre.</p> <p>Several responses were supportive of improving the sustainable transport offer and were</p>	<p>The framework has been amended to reference the forthcoming Parking SPD which will detail the future of parking controls and parking management in local centres such as Northfield.</p> <p>The framework has been updated across all centres to reflect the latest cycling routes and improvements to infrastructure, to</p>

	particularly clear on wanting to see improved cycle infrastructure in their local centre. Some respondents also requested that cycle parking be marked on the plan.	align with the forthcoming Walking and Cycling Plan. The principle of increasing the provision for cycle parking and related infrastructure is supported by the framework and built into the text, however the framework does not prescribe to the level of detail required to identify potential cycle storage locations.
Design and Local Identity	Some comments were made that the condition of a few of the buildings fronting the High Street is detracting from its future potential.	The toolkit will provide further information on potential funding opportunities as and when they become available, as well as referencing the forthcoming Birmingham Design Guide (links to the final approved document will be added when it is adopted) to give communities guidance on refurbishments. A point of contact for the Northfield Business Improvement District is also included.
Other	N/A	

Stirchley

Theme:	Main issues raised:	How these are addressed in the Framework:
Activity	<p>Many respondents noted the strong presence of independent businesses in Stirchley and wish to see this continue to flourish.</p> <p>It was suggested that sport and recreational activities should be encouraged in the centre.</p>	<p>The framework celebrates independent businesses thriving in this up and coming centre and the toolkit provides information on potential funding opportunities for small businesses as and when they become available.</p> <p>The framework has been amended to include sport and recreation in the list of desirable uses for the local centre that will be encouraged.</p>
Connectivity	Several comments were received regarding the bus	The toolkit has been updated to provide up to date contact

	<p>and train services.</p> <p>On-street parking was raised as an issue in several responses.</p>	<p>information for TfWM who will be able to advise on operational matters.</p> <p>The framework has been amended to reference the forthcoming Parking SPD which will detail the strategy for the future of parking management in local centres such as Stirchley.</p>
Design and Local Identity	<p>Comments were received in relation to the quality of the urban environment in Stirchley. Some respondents were concerned that the condition of some buildings along Pershore Road is contributing to a poor public realm. It was emphasised that due care should be given to preserving the unique character of historic buildings.</p> <p>Suggestions were made to improve the prominence of green spaces in the local area.</p>	<p>The toolkit will be updated with funding opportunities for communities and businesses to make improvements to their local area as and when they become available. The Design Guide will set out comprehensive guidance to ensure refurbishments are sensitive to and appropriate for the context of the area.</p> <p>The framework emphasises the need to reconnect the local centre with its surrounding parks and improve access. The map has been updated to highlight the existing pocket parks along Pershore Road.</p>
Other	<p>It was highlighted that not all rivers in the local area were highlighted on the map.</p>	<p>The map has been amended to draw attention to the rivers in the area.</p>

Alum Rock Road

Theme:	Main issues raised:	How these are addressed in the Framework:
Activity	N/A	
Connectivity	Comments received pertaining to local parking	The framework has been amended to reference the forthcoming

	<p>issues in and around the centre.</p> <p>Wider connectivity issues were raised, including pedestrian environment, wayfinding and connections to green spaces.</p>	<p>Parking SPD which will detail the strategy for the future of parking management in local centres.</p> <p>The framework has been amended to reference the emerging Bordesley Park Area Action Plan which will consider wider connectivity issues and way finding in greater detail.</p>
Design and Local Identity	N/A	
Other	<p>It was noted that certain wording in the text “recognising the requirements of private vehicles” does not align with the future aspirations of sustainability for the City.</p>	<p>The framework has been amended accordingly and this text has been removed.</p>

Toolkit

Theme:	Main issues raised:	How these are addressed in the Framework:
Level of Detail	<p>A number of requests were made for more details in the toolkit. There was some criticism around the level of detail and some questioning of what the toolkit was.</p> <p>A number of suggestions were made from organisations such as TfWM to provide links to relevant guidance and schemes.</p> <p>A number of respondents requested more examples and case studies.</p>	<p>The toolkit will now take the form of a website, allowing us to provide more detail on funding, guidance and case studies as and when they become available. More details have been provided in the framework to explain what the toolkit is.</p> <p>Further links have been provided to useful and more up-to-date guidance.</p> <p>The toolkit has been expanded to include details on case studies and examples of initiatives.</p>
Funding	Requests were made for details on funding,	The toolkit will be updated to provide details on potential

	especially for shop fronts in historic areas.	funding streams as they become available.
Public Art	Requests were made to include details on how to deliver public art schemes.	Guidance will be included in the toolkit on public art and cultural activities.
Safety	Requests for details on safety and security.	The toolkit will be updated to provide further details around how communities and businesses can deliver schemes to improve safety.
Historic Environment	A request was made to further capture the historic environment and ways in which this can be enhanced.	An additional section will be added to specifically cover the historic environment.

Additional Centres Suggested

Centre:	Summary of representations made in support of including the centres:	Council's response:
Moseley	<p>Arguments were made that:</p> <ul style="list-style-type: none"> The new train station creates a need for improved public realm and linkages. With the increased footfall and hopefully reduced traffic, there is an opportunity to scale back the roads maybe and increase the size of the public realm or at least make it more pedestrian and cycle friendly, scaling back parking too. The centre is an area of growth 	It is proposed that centres that will benefit from new railway stations as a result of the reopening of the Camp Hill passenger line be covered by additional documents following the adopted strategy set out in the Urban Centres Framework. This would cover Kings Heath and Moseley, looking to maximise the potential benefits of the improved connectivity. A planning application for a new train station at Kings Heath was received in September 2019 and it is anticipated that a planning application for Moseley will be received in early 2020.
Kings Heath	<p>Argument were made that:</p> <ul style="list-style-type: none"> The new train station will create a need to consider linkages and development 	It is proposed that centres that will benefit from new railway stations as a result of the reopening of the Camp Hill passenger line be covered by additional documents following the adopted

	<p>opportunities.</p> <ul style="list-style-type: none"> There is potential to connect all the heaths as one plan – Balsall Heath to Druids Heath. 	<p>strategy set out in the Urban Centres Framework. This would cover Kings Heath and Moseley, looking to maximise the potential benefits of the improved connectivity. A planning application for a new train station at Kings Heath was received in September 2019 and it is anticipated that a planning application for Moseley will be received in early 2020.</p>
<p>Hall Green – The Parade. Highfield Road, Hall Green. Robin Hood.</p>	<p>Arguments were made that:</p> <ul style="list-style-type: none"> There are issues with traffic and parked cars. The centre has a poor environmental quality. The Parade is the 'symbol' of the area in need of investment. There are empty retail units and a lack of some services such as banks and post offices. The centre has good connectivity but is congested There is a need for improvements to walkways and cycling infrastructure It's a strong local character that could be enhanced. There are active community groups. There is a real need to tackle the congestion and air pollution in the area. 	<p>It is proposed that centres within Hall Green, including Hall Green Parade, Highfield Road, and Robin Hood Island are included in a future version of the Urban Centre Framework. This will provide a strategy to maximise on the improved connectivity and capitalise on the links to the surrounding residential developments.</p>
<p>Dudley Road</p>	<p>Arguments were made that:</p> <ul style="list-style-type: none"> It's a diverse area in need of regeneration 	<p>Dudley Road is a healthy centre with a low level of vacancies (2018-19 Local Centres Survey).</p>

	<p>with good connectivity.</p> <ul style="list-style-type: none"> • That with the amount of new housing proposed in the Greater Icknield and Smethwick area, the Dudley Road shops and businesses are going to have to improve their offer in order to benefit from all the new people living in and around the area. 	<p>The centre will benefit from the A457 Dudley Road Improvement Scheme which will address congestion in the centre.</p> <p>The wider area is covered by Greater Icknield Masterplan providing a strategy for the area which will support the vitality of the centre however, as there are opportunities for investment and development linked to the growth potential set out in the Birmingham Development Plan a scoping exercise is currently being undertaken to consider if this centre should be included in future versions of the Urban Centres Framework. In the mean-time the guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.</p>
Springfield	<p>Arguments were made that:</p> <ul style="list-style-type: none"> • The centre has issues with traffic and parked cars. • There is a poor environmental quality. 	<p>When further work is undertaken on scoping out the strategy for the other Hall Green centres consideration will be given towards also covering Springfield. However, at present the representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the framework. The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.</p>
Kingstanding Circle	<p>Arguments were made that:</p> <ul style="list-style-type: none"> • The centre has had a lack of funding for years and is in need of regeneration. • There is a poor range of shops and facilities. • There are issues with crime and anti-social 	<p>There are limited opportunities for development linked to the growth potential set out in the Birmingham Development Plan. The representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the</p>

	behaviour.	<p>framework. However, the overall strategy set out in the framework around the key components for a successful centre can be applied to all centres and utilised by stakeholders looking for ways to transform their centre.</p> <p>The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.</p>
Balsall Heath	<p>Arguments were made that:</p> <ul style="list-style-type: none"> • The public realm needs improving. • There has been a lack of investment. • There is some high quality architecture but the centre is in need of investment to maintain the local identity. • There is a need for more public spaces. 	<p>Balsall Heath is a smaller centre where development opportunities are highlighted in the adopted Neighbourhood Plan which was adopted in 2015 and provides local development guidance.</p> <p>The representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the framework.</p> <p>The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.</p>
Cotteridge	<p>Arguments were made that:</p> <ul style="list-style-type: none"> • The centre is near to the train station so provides has good linkages. • There is a need for investment in the public realm. • There are highway improvements needed on the two islands. 	<p>Cotteridge is a smaller centre with a stable retail base and community activity.</p> <p>There are limited opportunities for development linked to the growth potential set out in the Birmingham Development Plan. The representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the framework.</p> <p>The guidance and approaches within the toolkit could be adopted by the local community and investors looking to</p>

		revitalise the area regardless of inclusion in the framework.
Harborne	<p>Arguments were made that:</p> <ul style="list-style-type: none"> • The quality of shops in the centre is poor. • There are issues with road surface and parking. • The High Street units could benefit from investment. • Harborne walkway needs maintaining. • There is a need for improved bus journeys, reduced parking and widening of pavements. • The competition from the new retail park at Selly oak means Harborne will need to improve its offer. • The centre needs improved cycle facilities and links into the city centre. 	<p>There are limited opportunities for investment and development linked to the growth potential set out in the Birmingham Development Plan.</p> <p>Many of the issues raised are around highways and improved linkages which can be addressed through the implementation of other strategies and policies – such as the Parking SPD and the Walking and Cycling Strategy and Infrastructure Plan. Therefore, at present it is not considered to meet the criteria set out in the framework.</p> <p>The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.</p>
Yew Tree	<p>An argument was made that there is a lack of funding in the area.</p>	<p>There are limited opportunities for investment and development linked to the growth potential set out in the Birmingham Development Plan.</p> <p>The representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the framework.</p> <p>The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.</p>
Soho Road	<p>An argument was made that there is a need for funding to encourage shop owners to improve</p>	<p>Soho Road is a successful centre that has a unique retail offer that serves the local and wider community. Over the last 15</p>

	upper floors of premises in order to provide housing.	<p>years the centre has undergone a programme of regeneration. It is characterised by low vacancies and diverse uses. There is an active BID which facilitates improvements and events supporting the vitality of the centre.</p> <p>It is therefore considered that at present the centre would not benefit from inclusion in the Urban Centre Framework.</p> <p>The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.</p>
Selly Oak	<p>Arguments were made that:</p> <ul style="list-style-type: none"> • The centre is important to the city's image. • The wording in the Context section implies no further intervention required and that is not the case. • The centre needs improved road network to limit impact of cars. • There is a need for improved public realm and environmental quality. • There are significant issues over student accommodation. • The listed buildings are in need of positive uses. • The recent developments are not well connected to the centre and do not enhance the character of the area. • There is a need for better links with the university. • There are issues over the number of hot 	<p>A recent Wider Selly Oak SPD (2015) exists and provides development guidance.</p> <p>The Context section has been amended and Selly Oak is no longer referred to as a "centre of current transformation" so as not to detract from its potential for further transformation.</p> <p>With regard to issues around student housing, whilst Bournbrook is not covered by the Article 4 Direction that was put in place in 2014, conversions of larger HMOs occupied by 6 or more people have always required planning approval, irrespective of the Article 4 Direction. Any cases where large HMOs have been created without planning approval should be reported to the City Council's Planning Enforcement Officers. The Enforcement Officers continue to follow up any such cases reported to them and, where appropriate, will require planning applications to be submitted for the change of use of residential properties to HMOs.</p> <p>The new city-wide Article 4 Direction will come in to force in June 2020 and this will also cover Bournbrook. All future conversions of residential properties to small HMOs will</p>

	<p>food takeaways in the centre.</p> <ul style="list-style-type: none"> • There are issues with poor environmental quality and litter. 	<p>therefore require planning approval in this area. This will be supported by a new planning policy within the Development Management in Birmingham document (Policy DM10) which will set criteria for when the creation of new HMO properties will or will not be considered appropriate.</p> <p>Policy TP33 of the Birmingham Development Plan relates to purpose built student accommodation and supports on-campus provision, with strict criteria for off-site purpose-built accommodation.</p> <p>The intention of these policy approaches is to deliver more balanced communities that can provide an appropriate mixture of housing types to meet local needs.</p> <p>The Selly Oak & South Edgbaston Development Framework is in preparation, which will provide further guidance for developments at the university and hospital campus and the regeneration of Selly Oak centre. Therefore, it is not considered necessary to include the centre in the Urban Centres Framework as this Development Framework will look to address the issues raised through the consultation. The consultation responses pertaining to Selly Oak have been shared with officers working on the Selly Oak & South Edgbaston Development Framework for their consideration.</p>
Weoley Castle	<p>Arguments were made that:</p> <ul style="list-style-type: none"> • There are opportunities for investment given the centres location situated between Harborne, Selly Oak, Northfield and Bournville. • The shopping area is dying due to neglect. 	<p>There are limited opportunities for investment and development linked to the growth potential set out in the Birmingham Development Plan.</p> <p>The representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the</p>

		<p>framework.</p> <p>The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the Framework.</p>
Witton	<p>Arguments were made that:</p> <ul style="list-style-type: none"> • There are rail connections and a retail hub, but the centre suffers from multiple disadvantages. • The centre is outside but close to the proposed clean air zone which could have impacts. • The centre is close to the commonwealth games hub. 	<p>There are limited opportunities for investment and development linked to the growth potential set out in the Birmingham Development Plan.</p> <p>The representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the framework.</p> <p>The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.</p>
Newtown	<p>Arguments were made that:</p> <ul style="list-style-type: none"> • There are rail connections and a retail hub, but the centre suffers from multiple disadvantages. • The centre is outside but close to the proposed clean air zone which could have impacts. • The area around shopping centre and the public baths needs investment. 	<p>There are limited opportunities for investment and development linked to the growth potential set out in the Birmingham Development Plan.</p> <p>The representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the framework.</p> <p>The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.</p>
Edgbaston	<p>An argument was made that investment and improvements are needed on the Hagley Road.</p>	<p>Opportunities for investment and development are linked to the growth potential set out in the Birmingham Development Plan.</p> <p>The inclusion of this centre in future versions of the UCF will be reconsidered as part on the ongoing monitoring of centres.</p>

		In the mean-time, the guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.
Lozells	An argument was made that this is an area of deprivation in close proximity to the city centre.	Lozells is a healthy centre with a high number of A1 shopping units and a low vacancy level (2018-19 Local Centres Survey). The representations made did not provide sufficient evidence to justify including the centre in the Framework. Therefore, at present it is not considered to meet the criteria set out in the framework. The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.
Maypole High Street	Arguments were made that: <ul style="list-style-type: none"> • The area needs regeneration. • It's an important urban centre for Druids Heath and Higher Heath communities. • The centre is well connected by bus routes. • The centre is close to the Druids Heath regeneration areas. 	Limited opportunities for development linked to the growth potential set out in the Birmingham Development Plan. Druids Heath redevelopment is proposed and would help support the vitality of the centre. At present, it is not considered to meet the criteria set out in the framework. The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.
Scott Arms – Great Barr	Arguments were made that: <ul style="list-style-type: none"> • The impact of plans and development in Perry Barr will need to be addressed. • The junction suffers from congestion and is in need of investment. 	The small part of the centre that lies within Birmingham has limited opportunities for new development. A cross-boundary plan would need to be produced to be effective and therefore inclusion in the framework would not be the most suitable approach. The guidance and approaches within the toolkit could be

		adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework
Kings Norton	An argument was made that there is major regeneration in the area with new housing developments.	Limited opportunities for development linked to the growth potential set out in the Birmingham Development Plan. The representations made did not provide sufficient evidence to justify including the centre in the framework. At present it is not considered to meet the criteria set out in the framework. The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework
Sheldon	An argument was made that this is a large centre with some opportunities for development.	The centre is located on a main approach into the city with a number of opportunities for development and enhancement. However, these opportunities are less linked to the growth potential set out in the Birmingham Development Plan than the other centres identified through the framework. The representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the framework. The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework
Frankley	An argument was made that this is a deprived area that needs investment.	Limited opportunities for development linked to the growth potential set out in the Birmingham Development Plan. The representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the framework.

Ladywood Parade	An argument was made that this centre needs investment.	Ladywood is not a designated centre however the approaches within the Toolkit could be adopted by the local community and developers looking to revitalise the area. Therefore, at present it is not considered to meet the criteria set out in the framework. The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework
Ivy Bush	An argument was made that investment is needed in the shops along Hagley Road.	Limited opportunities for development linked to the growth potential set out in the Birmingham Development Plan. The representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the framework. The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework
Sparkbrook	An argument was made that this a ' <i>missed opportunity</i> ' to not include the centre in the framework.	Limited opportunities for development linked to the growth potential set out in the Birmingham Development Plan. The representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the framework. The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework
The Fold, Kings Norton	An argument was made that the centre needs completely redeveloping.	The Fold is not a designated centre however the approaches within the Toolkit could be adopted by the local community and developers looking to revitalise the area.

Greater Icknield	An argument was made that there is a substantial increase in housing within the area with no new local centre identified.	The Greater Icknield Masterplan (February 2016) states that Dudley Road will continue to be the main local centre for the Greater Icknield Area and that there are also a number of smaller retail parades in the area. The masterplan also states that small scale retail provision to serve the new residential areas will be supported. Officers are working with the developers on emerging proposals for the area to ensure they deliver community and local facilities.
Winson Green	An argument was made that the centre needs investment.	Winson Green is not a designated centre however the approaches within the Toolkit could be adopted by the local community and investors looking to revitalise the area. Therefore, at present it is not considered to meet the criteria set out in the Framework.
Bartley Green	Arguments were made that this is an overlooked centre that needs investment.	Bartley Green is not a designated centre however the approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area. Limited opportunities for investment and development linked to the growth potential set out in the Birmingham Development Plan. Therefore, at present it is not considered to meet the criteria set out in the framework.
Chelmsley Wood	An argument was made that improved connections and urban spaces are needed to support the wider growth in the area.	Chelmsley Wood is in Solihull so would fall under their planning duties.



USEFUL LINKS:

[Public Sector Equality Duty guidance](#)[Equality Act 2010](#)[Birmingham City Council](#)[Race Disparity Audit](#)[Be heard consultation hub](#)

Assessments

Title of proposed EIA	Adoption of Urban Centres Framework
Reference No	EQUA354
EA is in support of	New Policy
Review Frequency	Annually
Date of first review	01/12/2020
Directorate	Inclusive Growth
Division	Planning and Development
Service Area	
Responsible Officer(s)	<input type="checkbox"/> Laura Spinks
Quality Control Officer(s)	<input type="checkbox"/> Richard Woodland
Accountable Officer(s)	<input type="checkbox"/> Simon Delahunty-Forrest
Purpose of proposal	Adoption of the Urban Centres Framework
Data sources	Survey(s); Consultation Results
Please include any other sources of data	
ASSESS THE POTENTIAL IMPACT AGAINST THE PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Service Users / Stakeholders; Wider Community
Age details:	<p>To ensure residents of all ages (such as those in education or those with work commitments) would have the best possible chance of attending their local consultation events, the drop-in sessions each took place from 1pm-7pm.</p> <p>No comments were raised regarding potential negative impacts of the document on protected groups. A high-level masterplanning approach and infrastructure requirements are set out in the Framework for the specified Centres of Transformation, however technical design matters are addressed in other planning documents such as the Design Guide.</p>
Protected characteristic: Disability	Service Users / Stakeholders; Wider Community
Disability details:	<p>No comments were raised regarding potential negative impacts of the document on protected groups. A high-level masterplanning approach and infrastructure requirements are set out in the Framework for the specified Centres of Transformation, however technical design matters are addressed in other planning documents (e.g. Access for People with Disabilities SPD and Design Guide).</p>
Protected characteristic: Gender	Service Users / Stakeholders; Wider Community
Gender details:	No comments were raised regarding potential negative impacts of the document on protected groups.
Protected characteristics: Gender Reassignment	Not Applicable
Gender reassignment details:	
Protected characteristics: Marriage and Civil Partnership	Not Applicable
Marriage and civil partnership details:	
Protected characteristics: Pregnancy and Maternity	Service Users / Stakeholders; Wider Community
Pregnancy and maternity details:	<p>No comments were raised regarding potential negative impacts of the document on protected groups. A high-level masterplanning approach and infrastructure requirements are set out in the Framework for the specified Centres of Transformation, however technical design matters are addressed in other planning documents such as the Design Guide.</p>
Protected characteristics: Race	Service Users / Stakeholders; Wider Community
Race details:	<p>Responses to the consultation were received from a variety of backgrounds, and no comments were raised regarding potential negative impacts of the document on protected</p>

10/01/2020	<p>Assessments - Adoption of Urban Centres Framework</p> <p>groups. Profile of responses received through BeHeard online consultation portal as follows:</p> <p>76% White background</p> <p>8% Asian/Asian British</p> <p>2% Other</p> <p>1% Black African/Caribbean/Black British</p> <p>1% Mixed/Multiple</p> <p>12% not answered</p> <p>Based on interim (2018) ward census data estimates calculated by BCC, the city-wide profile breaks down as follows:</p> <p>58% White background</p> <p>27% Asian/Asian British</p> <p>9% Black African/Caribbean/Black British</p> <p>4% Mixed/Multiple</p> <p>2% Other</p> <p>Given that 6 of the 10 Centres of Transformation set out in the framework have a majority of white residents (Sutton Coldfield, Stirchley, Northfield, Meadway, Erdington and Stechford), the response profile is considered to be generally representative of the population.</p> <p>However, representation could be improved and officers across the department will be engaging in workshops to share lessons learnt and ideas for increasing participation and ensuring future consultations are inclusive.</p>
<p>Protected characteristics: Religion or Beliefs</p> <p>Religion or beliefs details:</p>	<p>Service Users / Stakeholders; Wider Community</p> <p>Some of the centres identified in the framework host places of worship.</p> <p>A high-level masterplanning approach and infrastructure requirements are set out in the Framework for the specified Centres of Transformation, however technical design matters are addressed in other planning documents such as the Places of Worship SPD and the Design Guide.</p>
<p>Protected characteristics: Sexual Orientation</p> <p>Sexual orientation details:</p> <p>Please indicate any actions arising from completing this screening exercise.</p>	<p>Not Applicable</p> <p>The Framework is in line with the Birmingham Development Plan (BDP) policies, which were subject to an Equalities Analysis and concluded that plans would contribute to equality of opportunity for all groups through provision of additional homes and places of work. The Assessment supports the objectives of the BDP and consultation has not identified any potential to disproportionately disadvantage any protected group. However, officers will continue to review ways in which representation could be improved and officers across the department will be engaging in workshops to share lessons learnt and ideas for increasing participation and ensuring future consultations are as genuinely inclusive as is possible.</p>
<p>Please indicate whether a full impact assessment is recommended</p> <p>What data has been collected to facilitate the assessment of this policy/proposal?</p> <p>Consultation analysis</p> <p>Adverse impact on any people with protected characteristics.</p> <p>Could the policy/proposal be modified to reduce or eliminate any adverse impact?</p> <p>How will the effect(s) of this policy/proposal on equality be monitored?</p> <p>What data is required in the future?</p> <p>Are there any adverse impacts on any particular group(s)</p> <p>If yes, please explain your reasons for going ahead.</p> <p>Initial equality impact assessment of your proposal</p> <p>Consulted People or Groups</p>	<p>NO</p> <p>No</p>

Informed People or Groups

Summary and evidence of findings from your EIA

The Framework has been informed by an evidence base, including evidence collected on the health of all centres in the city (such as vacancy rates and mix of uses), opportunities of investment and development linked to the BDP opportunities, key public transport corridors for investment and the potential of the centres to adapt to meet the needs of their communities and businesses.

There will be positive outcomes for the local population from having successful centres, including new homes, job opportunities and infrastructure delivery. There is reference in the Framework on matters which do not require a Full Equalities Assessment, with specific points set out under the protected characteristic sections.

Any projects identified in the Framework will need to be subject to their own Equalities Analysis as part of their development where the City Council has involvement (e.g. considering mobility issues and the protected characteristics in developing transport projects). Equalities issues will also be assessed in relevant ways as part of the determination of planning applications for developments in the centres.

Public consultation was undertaken as set out in the engagement strategy, in line with the requirements and guidance in the Statement of Community Involvement (2008). The strategy was based on two key approaches: methods to inform and methods to engage.

Public consultation on the draft Framework was carried out for 16 weeks, from 26th November 2018 to 18th March 2019, when views were sought from stakeholders and the public on the strategies contained within the documents.

Methods to Inform

- The draft Framework was uploaded onto the City Council's website with an opportunity to comment via BeHeard (the City Council's engagement website) through a structured survey.
- This was publicised through a press release that was also put on the City Council's social media channels.
- Emails and / or letters were sent to all contacts on the Planning and Development Consultation Database, including:
 - Residents associations
 - Community groups
 - Neighbourhood forums
 - Ward Councillors
 - Local Members of Parliament
 - Local educational institutions
 - West Midlands Combined Authority
 - Neighbouring Local Authorities
 - Sutton Coldfield Town Council
 - Chambers of Commerce
 - Local Business Improvement Districts (BIDs)
 - Greater Birmingham and Solihull Local Enterprise Partnership
 - Disability User Groups
 - Landowners
 - Developers and agents
- Copies of the draft Framework were on display in each of the Council's libraries, as well as being available to view in the Council House and Lancaster Circus receptions.
- Copies of the draft Framework were delivered to all Ward Councillors.

Methods to Engage

- Public drop-in sessions were held in a number of local areas. This provided the local community an opportunity to discuss the plans with officers and to provide their comments. The events were held in the afternoon into the evening to allow people to attend after work. The venues were:
 - Northfield Leisure Centre
 - Stechford Leisure Centre
 - Erdington Leisure Centre
 - Stirchley Baths
 - Small Heath Wellbeing Centre
- Officers attended a Perry Barr Ward Forum meeting where they presented an overview of the document and followed with a question and answer session. Officers

took notes to document the discussion and comments were incorporated into the consultation responses. Attendees were also encouraged to review the documents thoroughly and submit detailed responses online via BeHeard.

- Officers held a joint briefing session for the Sutton Coldfield Chamber of Commerce and Sutton Coldfield BID where they presented an overview of the document and answered questions. Both organisations were encouraged to share the consultation with their members and encourage them to respond.

The consultation received responses from over 250 people and organisations. A summary of the main points raised are as follows:

- A number of requests were made to understand the criteria used to select the centres covered by the Framework.
- A number of representations also sought clarification over the status of the document.
- Some respondents felt that more detail should be included in the document around the health of centres and the challenges they face.
- The Environment Agency requested that the Framework makes reference to flood risk and that cross-references are made to policies within the Birmingham Development Plan. They also suggest a drainage strategy is developed for each centre and consideration is given to blue/green corridors to reduce the risk of flooding and support wildlife.
- The Council for British Archaeology raised the issue that a number of the sites identified as opportunities in the Framework are likely to have archaeology remains and Historic England made representations on the need to protect and enhance the historic environment in centres.
- A number of general comments were made about the need to prioritise public transport and in support of sustainable modes of transport, walking and cycling. This includes support for the Framework from West Midlands Trains and Transport for West Midlands.
- There were also a number of respondents who made an argument for additional/improved car parking in centres in order to support businesses.
- A number of representations focussed on the need to support local identity. This included supporting independent businesses and supporting cultural uses in centres.
- A number of representations focussed on the need to have safe and secure centres that reduce crime.
- Sports England made representations supporting the overall approach but requested inclusion of sport and recreation as an activity that should be encouraged within centres. They also made a number of detailed comments around guidance and schemes they support.
- Some respondents raised concerns about the lack of detail on delivery and the lack of committed funding.

All comments have been analysed and a summary of the resultant key changes to the Framework are as follows:

- Additional wording to state that further centres will be identified for inclusion in future versions of the Urban Centres Framework, where they are considered to meet the criteria.
- Additional wording in the introduction to clarify that the Urban Centres Toolkit applies to all centres regardless of their size or whether they are prioritised by the Framework. The Toolkit will also now be web based rather than a document, allowing information and guidance to be updated regularly.
- References have been included in the document to state that any proposals requiring planning permission will need to accord with the policies set out in the adopted Local Plan. This is further supported by references to the forthcoming Car Parking Supplementary Planning Document and Design Guide. Additional wording has also been included in the introduction to clarify the status of the document.
- A new section in the introduction and cross references throughout the document to set out how the Framework will support wider Council priorities. These include addressing air pollution and tackling climate change, along with supporting communities' health and wellbeing.
- Removal of the text included in the draft document around centres of 'current transformation'.
- Changes to the format and additional text to clarify the criteria used to identify the initial centres of transformation.

- A new section under the core theme 'activity' within the strategy chapter of the document to set out the role culture plays in centres and their vitality.
- Extension of the uses included under the core theme 'activity' to cover sport and recreation.
- Additional wording under the core theme 'connectivity' to cover cycle hire and improved cycle parking. Also, additional wording to set out the City Council's approach towards achieving a balance between providing the appropriate amount of parking to support businesses and to cater for those with mobility needs whilst encouraging sustainable modes of transport.
- Additional wording has been included in the section on Sutton Coldfield to reference the City Council's commitment to delivering a masterplan for the town centre.
- Throughout the document, updates have been made to investments in public transport, including additional or amended rapid transport routes and proposals to open new rail stations. Updates on cycling routes have also been included. The associated maps have been updated to reflect these changes.
- Throughout the document, additional text has been added to strengthen walking and cycling links from the centres to destinations, facilities and opportunities that had not been previously identified. These have also been updated on the associated maps. A link will be provided to the Walking and Cycling Strategy in the Toolkit.
- Additional wording has been added to a number of centres where there are opportunities for improvements to the quality of open spaces within the centre and also the potential for improved connectivity to open spaces within and nearby to the centres.
- Throughout the document, updates have been made to provide the latest information on schemes that have progressed since the draft version and either now have planning permission or have been implemented.

A number of revisions will also be made to the toolkit to make it more practical. It will be updated to include further reference on funding and recent guidance. Additional topics such as the historic environment and culture will also be covered to ensure the Toolkit provides information on all elements that make up vibrant centres.

In addition to the comments on the centres included in the draft framework, a number of representations requested additional centres to be covered by the document. The centres proposed and the City Council's response is included in Appendix 2. As a result of a number of these representations, it is proposed that the strategy set out in the Urban Centres Framework should be applied to further centres that are considered to meet the agreed criteria and that are not covered by another appropriate strategy. At present it is considered there is need for an additional two stages of the Framework covering:

- Centres that will benefit from new railway stations following the reopening of the Camp Hill passenger line. This would cover Kings Heath and Moseley, looking to maximise the potential benefits of the improved connectivity. A planning application for a new train station at Kings Heath was received in September 2019 and it is anticipated that a planning application for Moseley will be received later in 2019/early 2020.
- Centres within Hall Green, including Hall Green Parade, Highfield Road, and Robin Hood Island. This will provide a strategy to maximise on the improved connectivity and capitalise on the links to the surrounding residential developments.

Overall the equalities analysis concludes that the framework will contribute to equality of opportunity for all by helping create the conditions for local centres viability and greater levels of development. In addition, through the consultation process no potential for disproportionately disadvantaging protected groups was identified.

QUALITY CONTROL SECTION

Submit to the Quality Control Officer for reviewing?

No

Quality Control Officer comments

Decision by Quality Control Officer

Proceed for final approval

Submit draft to Accountable Officer?

Decision by Accountable Officer

Approve

Date approved / rejected by the Accountable Officer

Reasons for approval or rejection

Please print and save a PDF copy for your records

Yes

Appendix 4 – Urban Centres Framework Risk Assessment

Risk No	Risk description	Risk mitigation	Residual / current risk			Additional steps to be taken
			Likelihood	Impact	Prioritisation	
1.	Failure to adopt the Framework. The Framework provides a clear vision and strategy for the evolution of urban centres that have been identified as key to delivering the growth agenda set out in the adopted Birmingham Development Plan, and without it there is a risk that development on these sites will not meet the requirements and expectations of the City Council, communities and stakeholders. Also without an adopted Framework it will be more challenging to unite stakeholders, effectively direct investment and made successful bids for funding which could have a long term impact on the viability and vitality of the centres identified in the Framework.	<p>The report sets out clearly the benefits of adopting the Framework.</p> <p>The consultation period was extended from the proposed 12 weeks to a 16-week period to allow for further discussions with stakeholders and detail representations to be submitted. The Consultation Statement clearly sets out how the consultation representations have influenced the final Framework.</p> <p>Where additional centres have been suggested through the consultation, they have been assessed against the criteria set out in the Framework. The Consultation Statement sets out clearly the Council's current position on including the suggested centres in future frameworks.</p>	Low	Medium	Tolerable	The inclusion of further centres in the Framework will be continuously reviewed as part of the overall monitoring of local centres.

2	Failure to implement the strategy set out in the Framework.	The Framework includes a delivery section that provides further details on how the strategy will be implemented. This is supported by an online Toolkit that provides information and resources to support communities, businesses and investors to transform their local centres.	Medium	Medium	Tolerable	The delivery of the strategy will be monitored as part of the annual monitoring of local centres
3	There is a risk that queries are raised regarding centres not specifically covered by the Framework.	<p>As part of the consultation, respondents were specifically asked if there were other centres that BCC should consider as part of the Framework. As a result, additional suggestions were assessed against the criteria in the Framework and a strategy for additional centres is outlined in the cabinet report.</p> <p>In addition, the Toolkit will provide information and resources to support communities, businesses and investors to transform their local centres.</p>	Medium	Low	Tolerable	The inclusion of further centres in the Framework will be continuously reviewed as part of the overall monitoring of local centres.

4	There is a risk that demand for stakeholders to produce their own plans, with the support from the City Council, for inclusion in the UCF will place increased pressure on resources.	Stakeholders will need to show a demonstrated commitment to producing their own plans in order for the City Council to support the inclusion in the masterplan. The potential for additional centres to be included will be reviewed annually allowing for discussions round resources.	Medium	Medium	Tolerable	Where necessary the City Council will prioritise centres that support the growth strategy set out in the adopted Birmingham Development Plan.
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Measures of likelihood/ Impact:

Description	Likelihood Description	Impact Description
High	Almost certain, is expected to occur in most circumstances. Greater than 80% chance.	Critical impact on the achievement of objectives and overall performance. Critical opportunity to innovate/improve performance missed/wasted. Huge impact on costs and/or reputation. Very difficult to recover from and possibly requiring a long term recovery period.
Significant	Likely, will probably occur in most circumstances. 50% - 80% chance.	Major impact on costs and objectives. Substantial opportunity to innovate/improve performance missed/wasted. Serious impact on output and/or quality and reputation. Medium to long term effect and expensive to recover from.
Medium	Possible, might occur at some time. 20% - 50% chance.	Waste of time and resources. Good opportunity to innovate/improve performance missed/wasted. Moderate impact on operational efficiency, output and quality. Medium term effect which may be expensive to recover from.
Low	Unlikely, but could occur at some time. Less than 20% chance.	Minor loss, delay, inconvenience or interruption. Opportunity to innovate/make minor improvements to performance missed/wasted. Short to medium term effect.

Birmingham City Council

Report to Cabinet

21st January 2020



Subject: ADOPTION OF THE 'STATEMENT OF COMMUNITY INVOLVEMENT'

Report of: INTERIM DIRECTOR, INCLUSIVE GROWTH

Relevant Cabinet Member: Councillor Ian Ward, Leader of the Council

Relevant O &S Chair: Councillor Tahir Ali, Economy and Skills;

Report author: Uyen-Phan Han, Planning Policy Manager, Telephone No: 0121 303 2765
Email Address: uyen-phan.han@birmingham.gov.uk

Are specific wards affected?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s):		
Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, add Forward Plan Reference: 006329/2019		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, provide exempt information paragraph number or reason if confidential :		

1 Executive Summary

1.1 To seek authority to adopt the revised Statement of Community Involvement (SCI).

2 Recommendations

2.1 That Cabinet approves the adoption of the revised Statement of Community Involvement (SCI) contained in Appendix 1 of this report.

3 Background

- 3.1 It is a legal requirement for an up-to-date Statement of Community Involvement (SCI) to be adopted and published by local planning authorities under the Planning and Compulsory Purchase Act 2004 (as amended by the Planning Act 2008, the Localism Act 2011 and Neighbourhood Planning Act 2017).
- 3.2 The SCI is part of the local planning framework and sets out how the City Council will engage people in various aspects of its land use planning work. It outlines how the City Council will consult, who it will consult with and when it will consult for both planning applications and planning policy documents. The purpose of the SCI is therefore to guide and help make public consultation more effective and meaningful and encourage more people to take part in the planning process.
- 3.3 The City Council originally adopted a SCI in 2008. This document has now been updated to reflect the legal changes which have taken place since, but also to reflect changes in the way the City Council engages and communicates with stakeholders and citizens. This version of the SCI will therefore supersede the existing 2008 SCI.
- 3.4 The main changes to the SCI since the original version published in 2008 are as follows:-
 - Updated references to legislation including the Housing and Planning Act 2016, the Neighbourhood Plan Act 2017 and the latest regulations associated with them (the SCI therefore includes new sections on Neighbourhood Plans and the Community Infrastructure Levy (CIL).
 - Updates to reflect the latest national and local planning documents including the National Planning Policy Framework (NPPF) and Birmingham's Local Plan.
 - Increased emphasis on the City Council's commitment to equality and inclusivity as part of its statutory duty under the Equality Act 2010.
 - Updated references to the latest City Council Plan and corporate policies on community cohesion and localism.
 - References to the latest forms of consultation including more emphasis on online consultation and the increased use of social media in engaging a wider audience for consultation on planning matters.
- 3.5 A draft of the SCI was approved by Cabinet on 14th May 2019 and was then subject to public consultation for a period of 12 weeks.
- 3.6 Following consultation, all comments received were considered and helped to inform the final version of the SCI now recommended for adoption, with changes made where appropriate. During the twelve week consultation period, a total of 20 individuals/organisations responded generating approximately 150 separate comments. Comments came from various individuals as well as organisations including Acocks Green Neighbourhood Forum, the Birmingham Law Society, the Canals and Rivers Trust, Birmingham and Black Country Wildlife Trust and Natural

England. A summary of these, including the City Council's response to each point raised, is included in a Consultation Statement attached as Appendix 2.

3.7 The main comments raised during the consultation included:

- General support for the aims, purpose, principles and objectives of the document
- Better methods of engagement and early engagement with the public in planning consultations to be maximised.
- Clear understanding about the role that consultees (including members of the public) have in the planning consultation process
- There needs to be continued engagement with a diverse range of bodies during planning consultations
- More emphasis needs to be placed on the importance of the need to provide greater weight to those with protected characteristics as defined by the Equality Act 2010.

3.8 As a result, the changes made included:

- Simplification of parts of the document to ensure plain English is being used.
- More emphasis within the document on the importance of engagement at the early stages in the production of planning documents and policies
- More explicit reference to the requirements of the Equality Act 2010 to ensure that opportunities to engage and consult with groups or individuals representing the 'protected characteristics' were maximised and that key proposals were adequately signposted to those communities who will be particularly affected.

4 Options considered and Recommended Proposal

4.1 Do Nothing: It is a legal requirement for an up-to-date Statement of Community Involvement (SCI) to be adopted and published by local planning authorities under the Planning and Compulsory Purchase Act 2004 (as amended by the Planning Act 2008, the Localism Act 2011 and Neighbourhood Planning Act 2017). The Localism Act 2011 in particular emphasises the importance of enabling communities to contribute towards shaping the places where they live. This is therefore not deemed an option.

4.2 The SCI was previously updated in 2008 since when legal requirements and consultation methodologies used by the City Council have changed sufficiently to warrant an updated version of the SCI to be produced.

5 Consultation

5.1 Officers from the Inclusive Growth Directorate have been involved with the preparation of the Statement of Community Involvement (SCI). Internal and external consultation on a draft version of the SCI took place from Monday 3rd June 2019 for a period of 12 weeks. This was the first and only consultation stage for the SCI

which was carried out under the provisions of the Planning and Compulsory Purchase Act 2004, and the revised procedures required by the Town and Country Planning (Local Planning) (England) Regulations 2012.

- 5.2 A consultation statement has been produced and will be published which is attached as Appendix 2 to this report. All feedback and comments received were taken into consideration in formulating the final version of the SCI now being recommended for adoption by the City Council.

6 Risk Management

- 6.1 The programme for the adoption of the SCI allows flexibility to account for any potential issues. This allows time for discussion with stakeholders and for issues to be addressed, as well as the processing of any comments made.
- 6.2 Other risks are addressed elsewhere in this report, including Section 4 on the risks of not having the SCI, and section 7.3 on the financial implications.

7 Compliance Issues:

7.1 How are the recommended decisions consistent with the City Council's priorities, plans and strategies?

- 7.1.1 The SCI is consistent with the Council Plan 2018-2022 (as updated in 2019) and, in particular, helps to deliver Priority 6 of the outcome; 'Birmingham is a great city to live in' which states that we will 'foster local influence and involvement to ensure that local people have a voice in how their area is run'.
- 7.1.2 The principles of the SCI reflect those of the Community Cohesion Strategy for Birmingham, particularly in promoting inclusive economic growth that benefits everyone across Birmingham and helping to empower and engage neighbourhoods to be active participants in local solutions and decisions.
- 7.1.3 The SCI will also deliver the objectives set out in the Council's framework on Localism in Birmingham as it will help to tailor future engagement on planning matters to be more efficient, better suited to the area and aim to make residents feel that they are more in control of decision making in their local area.

7.2 Legal Implications

- 7.2.1 The preparation of the SCI is being carried out in accordance with the Planning and Compulsory Purchase Act 2004 (as amended by the Planning Act 2008, the Localism Act 2011 and Neighbourhood Planning Act 2017) and is prescribed under Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012. Once adopted, it will replace Birmingham's existing SCI which was adopted in 2008.

7.3 Financial Implications

7.3.1 The SCI has been prepared using existing Inclusive Growth Directorate (Planning and Development) staff resources and existing approved revenue budgets. There are no on-going financial implications from the adoption and operation of the SCI.

7.4 Procurement Implications (if required)

7.4.1 No implications.

7.5 Human Resources Implications (if required)

7.5.1 No implications

7.6 Public Sector Equality Duty

7.6.1 The SCI was prepared in line with Section 149 of the Equality Act 2010 in ensuring that public bodies consider the needs of all individuals in shaping policy. Preparation of the SCI included carrying out an Equality Impact Analysis (Appendix 3) which identified that the report recommendations will not have an adverse impact on the protected groups and characteristics under the Equality Act 2010.

8 Appendices

8.1 List of Appendices accompanying this report (if any):

- Appendix 1 – Statement of Community Involvement Document (Adoption version)
- Appendix 2 – Consultation Statement
- Appendix 3 – Equality Impact Analysis

9 Background Documents

9.1 None



Statement of Community Involvement

December 2019

Statement of Community Involvement

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Contents

1. Introduction	4
What is the Statement of Community Involvement (SCI)?	
Why is the SCI being updated?	
What is the aim of the SCI?	
Consultation Principles	
Consultation Policy Framework	
Inclusive Consultation	
What will we consult on?	
Local Development Scheme	
2. Consultation on Planning Policy Documents	8
Development Plan Documents (DPDs)	
Supplementary Planning Documents (SPDs) and Informal Planning Documents	
Sustainability Appraisal and Strategic Environmental Assessment	
Who will be consulted?	
How will we consult and engage?	
What happens to your view and comments?	
Table 1: Process for preparing Development Plan Documents	
Table 2: Process for preparing Supplementary Planning Document and	
3. Neighbourhood Planning	15
Table 3: Neighbourhood Plans Key Stages	
4. Community Infrastructure Levy (CIL)	19
Table 4: Process for setting or changing the Community Infrastructure Levy	
5. Consultation on Planning Applications	21
Introduction	
Pre-application consultation	
What happens to your views and comments?	
Table 5: Process and consultation on Planning Applications	
6. Monitoring and review	25
Glossary	26

1. Introduction

What is the Statement of Community Involvement (SCI)?

- 1.1 Planning for land use and development in the city is one of the City Council's key responsibilities, impacting directly and indirectly on residents and communities. The City Council is committed to engaging with local people, organisations, businesses and other interested parties to get their views on different aspects of its planning service.
- 1.2 The Statement of Community Involvement (SCI) sets out how the City Council will involve local communities, businesses and other stakeholders in the preparation and review of planning policy and the consideration of planning applications. It explains who will be consulted, when and how.
- 1.3 The SCI is a Local Development Document and forms part of the City Council's statutory local planning framework. The City Council must comply with it in the preparation of any planning policy documents and when determining planning applications.

Why has the SCI been updated?

- 1.4 Birmingham City Council's first SCI was adopted in 2008. An update of the SCI was therefore required to reflect changes to legislation and guidance including the Housing and Planning Act 2016, the Neighbourhood Plan Act 2017, the latest planning regulations, changes in national planning policy and guidance, as well as changes in communication methods and techniques over the past 10 years. This SCI will now replace the 2008 version.

What is the aim of the SCI?

- 1.5 Consultation is crucial in helping the City Council and its partners make decisions which affect the City. By involving the community in the planning process the City Council can ensure that the planning and development of the area meets the aspirations of the widest possible range of people, communities, organisations and businesses. It also supports the Council in meeting its equality duty which will in turn help to provide services that meet the diverse needs of our communities as well as helping to carry out our core business more efficiently. The aims of the SCI are to:
 - help promote participation and involvement in the planning process by presenting clear opportunities for people to make their views known;
 - help make the planning system more accessible, transparent and inclusive;
 - harness the views, aspirations and knowledge of local communities and stakeholders to improve the quality and efficiency of planning decisions; and

- promote social cohesion by making connections with communities and offering them a tangible stake in decision making.

Consultation Principles

- 1.6 The SCI takes account of the Government's Consultation Principles: Guidance (2018) which provides guidance on how consultations should in general be conducted. The City Council wishes to involve people in a meaningful way using timely, proportionate, and appropriate consultation techniques. This document has been prepared in the context of the following overarching consultation principles.

Consultation should:

- Have a purpose and be proportionate, asking relevant questions on the issues that are to be decided on.
- Be clear and informative, using plain English that is clear to help everyone contribute to the process.
- Be open, transparent and responsive, allowing the opportunity for all to take part and showing how comments and views have been considered.
- Be targeted towards the most affected people, but also promote consultation as widely as possible.
- Promote equality through ensuring vulnerable people or disadvantaged groups are involved in the planning process and ensuring that the potential equality impact of planning policies and decisions are fully assessed.
- Promote social cohesion by involving as many sectors of the local community as possible and recognising their different consultation needs.
- Use appropriate methods to engage with people constructively whilst, at the same time, ensuring City Council resources are used in the most effective and efficient manner.
- Commit to working with partners and communities in an open and transparent manner involving all, including those with protected characteristics as identified in the Equality Act 2010.

Consultation Policy Framework

- 1.7 The duty to engage the community in planning matters and to prepare the SCI arises from the Planning and Compulsory Purchase Act 2004 (section 18) as amended by the Planning Act 2008, the Localism Act 2011 and the Neighbourhood Planning Act 2017. This legislation requires the Local Planning Authority (in this case the City Council) to prepare a statement for how it will involve those with an interest in development in the area. There is a clear emphasis through national policy on encouraging early and consistent community involvement.

- 1.8 Legislation sets out the minimum standards for publicity and consultation on planning applications and plan-making, which are set out in the next chapter. The City Council will always meet these requirements and, where appropriate and resources allow, will seek to go beyond them to secure wider-ranging involvement, social inclusion and equality in plan-making and planning decisions.

Commitment to Equality and Inclusive Consultation

- 1.9 In addition to its legal and statutory requirements, the SCI also captures the City Council's commitment to equality, diversity, involvement and community cohesion in line with the following policies and strategies. These are also reflected in the principles for effective and representative consultation set out above.
- Equality - The City Council has a commitment to equality which is also a statutory duty under the Equality Act 2010. The Act aims to promote equality, eliminate discrimination and encourage good relations between different groups associated with age, disability, gender, race, sexual orientation, gender reassignment, religion/beliefs, pregnancy/maternity and marriage/civil partnership. Engaging with residents and other stakeholders is key to meeting this duty to better understand the needs of diverse groups. This SCI has been updated to demonstrate that the City Council has had due regard to this statutory duty in terms of public consultation on planning documents and applications and that analysing the equality impact of policy changes and other planning decisions is now an integral and evident part of policy development and review.
 - Council Plan – This SCI will contribute to the objectives of the Council Plan by 'proactively strengthening our partnerships with key institutions and businesses to create a strong civic family to lead the city' and 'fostering local influence and involvement' so as 'to ensure that local people have a voice in how their area is run'.
 - Community Cohesion – the principles and practices of the SCI reflect those of the Community Cohesion Strategy for Birmingham https://www.birmingham.gov.uk/downloads/download/2606/community_cohesion_strategy.gov.uk particularly in promoting inclusive economic growth that benefits everyone across Birmingham and helps to empower and engage neighbourhoods to be active participants in local solutions and decisions.
 - Localism in Birmingham – the SCI will help to deliver the objectives set out in the City Council's framework on Localism in Birmingham, which aims to build stronger communities and empower them to participate in setting local priorities and influence local service delivery. A key element of this is working more effectively with ward committees, forums and councillors to encourage communities to engage and participate in the planning process, so that they can influence and shape the development of their area.
 - Birmingham Business Charter for Social Responsibility – this is a set of guiding principles which the City Council adheres to and invites all organisations to adopt as a mechanism for managing how they deliver social value.

What will we consult on?

1.10 The SCI relates to the engagement and consultations that the Local Planning Authority carries out; it does not cover all City Council related consultations and engagement activities. The SCI specifically sets out how the City Council will engage with people on the following matters:

- **Chapter 2 - Planning Policy Documents** which are set out as a programme within the Local Development Scheme (see below) including;
 - Development Plan Documents (which make up the **Local Plan**) which set the strategic planning direction for the city, allocate land for development and policies to guide development decisions;
 - Supplementary Planning Documents which support the Local Plan by providing detailed guidance;
 - Informal planning documents, such as area frameworks;
- **Chapter 3 - Neighbourhood Plans**, which are prepared by communities;
- **Chapter 4 - Community Infrastructure Levy** which is a charge that allows local authorities to raise funds from most types of new development in their area to fund essential infrastructure; and
- **Chapter 5 - Planning applications**

Local Development Scheme

1.11 The Local Development Scheme (LDS) lists the planning policy documents that the Council intends to produce or review and the timetables for their preparation. When the LDS is updated and approved it will be published on the City Council's website. Notifications will be sent to the consultation bodies listed in the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) and those on the planning policy consultation database.

2. Consultation on Planning Policy Documents

Introduction

- 2.1 There are various planning documents prepared by the City Council. Each of these is described below and the process for their preparation is set out in the tables overleaf. This chapter sets out how and when people can get involved during the process. To make consultation as effective as possible, an engagement strategy will be put in place for the consultation on each planning document.
- 2.2 The engagement strategy will ensure that the engagement is relevant to the area, that key stakeholders have been identified, and that suitable methods of engagement are put in place. The methods used should inform people and allow opportunities to engage and collaborate as part of the consultation. The strategy should be informed by the community profile for the relevant area which will also help to assess what effect the likely policy will have on equality matters and whether any changes are necessary as a result.
- 2.3 It is recognised that some parts of the community are not always adequately represented, particularly those recognised as sharing protected characteristics within the Public Sector Equality Duty. The City Council will work closely with relevant organisations that have experience in a particular matter or engaging with particular groups to find the best way of consulting and liaising with such groups.

Development Plan Documents

- 2.4 Development Plan Documents (DPDs) are statutory documents which set out strategic policies, allocate sites for development, and set policies for decision making on planning matters. Collectively, the DPDs comprise the Local Plan, which forms part of the Development Plan. Planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 2.5 DPDs need to follow a statutory process set out in the Town and Country Planning (Local Planning) (England) Regulations 2012. This is set out in **Table 1** below along with how the City Council will engage with stakeholders and communities at each stage.

Supplementary Planning Documents and other Informal Planning Documents

- 2.6 Supplementary planning documents (SPDs) and other informal planning documents do not have statutory status and cannot set new policy. Rather they provide more detailed guidance on how the policies in the Local Plan are applied. While SPDs are adopted formally by the City Council and are material considerations in the determination of planning applications, they do not form part of the Development Plan.

- a. SPDs and other informal planning documents may cover a range of issues - thematic and site specific. SPDs may take the form of design guides, area development briefs, masterplans or issue-based documents. Birmingham has a number of adopted SPDs adopted and there are also a number currently in preparation. Find out more on

https://www.birmingham.gov.uk/directory/10/approved_planning_policies/category/55

- 2.8 There are a number of key stages in preparing SPDs which are set out in **Table 2** along with how the City Council will engage with stakeholders and communities at each stage. The level and extent of consultation required in the preparation of a SPD is generally less than that for a DPD and the methods used will vary, according to its content.

Sustainability Appraisal (SA) and Strategic Environmental Assessment

- 2.9 Sustainability Appraisal (SA) seeks to assess how the policies reflect sustainable development objectives. This will be consulted on at certain key stages of the plan-making process.
- 2.10 All DPDs must be subject to a Sustainability Appraisal. Most DPDs and some SPDs are also subject to a Strategic Environmental Assessment (SEA), the latter normally being incorporated into the SA via a combined 'Sustainability Report'. The Sustainability Appraisal Scoping Report, which sets out the methodology for the appraisals, will be updated as necessary and be the subject of consultation with relevant stakeholders each time a DPD is prepared to ensure that it provides for an up-to-date and appropriate appraisal of the likely impacts of the document's policies. The Sustainability Report will be published alongside the relevant DPD.
- 2.11 Natural England, Historic England and The Environment Agency are 'Strategic Environmental Assessment Consultation bodies' who will be specifically consulted on the requirement for and on the scope of any Strategic Environmental Assessments (SEAs).

Who will be consulted?

- 2.12 All planning policies and decisions have the potential to impact on people, with a number of statutory and non-statutory consultees. Among this are residents, councillors, businesses, interest groups, agents, developers, community groups, West Midlands Combined Authority, Transport for the West Midlands, and the Greater Birmingham and Solihull Local Enterprise Partnership.
- 2.13 The minimum legal requirements for consultation and public participation in DPDs and SPDs are set down in the Town and Country Planning (Local Planning) (England) Regulations 2012. Specified bodies must be consulted where the City Council considers that the body may be affected by what is proposed.

- 2.14 The 2012 Regulations also require consultation with other interest groups, which cover a whole range of voluntary, community, special interest, amenity and business interests, referred to as 'general consultation bodies'. The Council maintains an up to date database of such contacts which is used for notification of consultations. Individuals and organisations can ask to be included on the database at any time. If you wish to be included please contact the Planning Policy team or fill in a form on the Council's website at:
https://www.birmingham.gov.uk/info/20054/planning_strategies_and_policies/1722/planning_policy_consultation_database
- 2.15 The Council also has a legal 'duty to co-operate' with other local planning authorities, county councils and other the 'prescribed' public bodies¹ in relation to strategic cross boundary issues, such as housing, transport and flood risk. The Council will continue to positively address cross boundary issues in its plan making. This duty is additional to the basic legal requirements for consultation when plan making.

How will we consult and engage?

- 2.16 The City Council considers wide engagement particularly at the initial stages of preparation to be important so suitable methods to engage and consult need to be considered in order to meet and build on the statutory regulations. We will carefully consider how consultations are run in order to ensure that the city's diverse communities are made aware of relevant planning proposals and opportunities to comment on them. Different methods will be used according to the scope of the consultation, the target audience and the resources available. The following outlines some of the different methods of consultation which will be utilised:
- **Online engagement** – this has become the primary method of engagement for the City Council which includes the use of websites, online questionnaires, social media and email alerts. The City Council's website will be regularly updated with information about the Local Plan and other planning documents. The City Council will advertise all consultations on its website with documents available to view on dedicated pages and will make use of social media where appropriate, posting information on Facebook, Twitter and other social media platforms to promote consultations.
 - **Face to face engagement** – sometimes speaking directly to someone is the best way to understand a person's point of view. Depending on the issues involved, this can include drop-in events, exhibitions, meetings with relevant groups or organisations, and presentations at public meetings such as ward committees. Meetings and exhibitions will be held at accessible and appropriate locations.
 - **Written notifications** – for all statutory consultations, the City Council will directly contact by email or letter all known consultation bodies, along with anyone who has asked to be notified when consultation is taking place. Details of consultation and the availability of documents will be set out in this communication in plain English. Consultation notification e.g. letters and e-mails,

¹ As defined by the Town and Country (Local Planning (England) Regulations 2012) (as amended)

may be accompanied by specially designed comment forms to assist people with their responses.

- **Publicising consultations** – the City Council will publicise consultations through a variety of means, including advertisements in the local press, public notices, media releases, newsletters, posters and site notices (for planning applications). Public notices will be published in local newspapers when appropriate and press releases and/or briefings to convey information to wider audiences will also be used where appropriate.
- **Making consultation material available** - as well as publishing documents and consultation material online, hard copies will be made available for inspection at the City Council's main planning offices or to purchase in hard copy form.

What happens to your views and comments?

- 2.17 All comments received on planning policy documents including the person/ organisation's name and contact details will be recorded. The personal information that you provide will only be used by Birmingham City Council for the purposes of notify you of progress with the document that you have made comments on and any subsequent planning policy consultations.
- 2.18 At the draft document stage for DPDs or following consultation on a draft SPD, comments will be reported to the decision-making body. The comments received will be reported as summaries or summary reports within a Consultation Statement which details the consultation that has been undertaken and the responses received. All comments will be available to inspect in full on request but addresses and contact details will not be published. Generally, anonymous comments are not accepted for consultation purposes. Individual written responses to the comments received will not normally be sent.
- 2.19 For DPDs, representations made at the Publication Stage (Regulation 19) will be sent to and considered directly by a Government appointed Planning Inspector to examine the plan. The representations will be published on the City Council's website in full but with addresses and contact details removed (redacted).
- 2.20 All comments made during the preparation of planning policy documents will be fully considered and, where appropriate, the City Council will make decisions or changes as a result. However, it is important to note that it may not always be possible or appropriate to decide the matter in accordance with the comments(s) received. Sometimes there may be other material considerations to which the City Council must adhere such as requirements of legislation or national / local policies.

Table 1: Process for Preparing a Development Plan Document

Key Stage	Process and Requirements	Opportunities for Engagement
1: Pre-production (Regulation 18)	<ul style="list-style-type: none"> • Collect evidence and scope wider policy framework • Establish how the aims of the policy framework relate to equality and present opportunities for social value enhancement. • Consider issues and alternatives • Establish scope of the SA/SEA • Carry out the 'duty to co-operate' requirement 	<ul style="list-style-type: none"> • Carry out informal consultation and early engagement with relevant stakeholders and the local community, including identifying opportunities for social value enhancement. The nature/extent of this will be determined by the evidence gathered, subject matter and scope of the consultation • Consult with statutory bodies on the scope of the SA/SEA
2: 'Preferred Options' Draft Plan (Regulation 18)	<ul style="list-style-type: none"> • Prepare and publish 'Preferred Options' Draft Document • Carry out initial Equality Analysis and refine opportunities for social value enhancement • Prepare interim SA/ SEA • Consult for a minimum statutory period of six weeks • Prepare Consultation Statement • City Council considers the comments made 	<ul style="list-style-type: none"> • Write to specific, general and all other consultees who the City Council consider may have an interest, including everyone on the planning policy consultation database. • Make consultation documents available for inspection including on the City Council's website, planning offices and other locations as considered appropriate • Hold public exhibitions, events and workshops or more focused meetings where appropriate. • Use social media and/ or local media to raise awareness
3: Publication of Proposed Submission Document (Regulations 19 & 20)	<ul style="list-style-type: none"> • Having considered the comments and evidence gathered, the Publication/ Proposed Submission Document and SEA/SA Report is prepared • Statutory consultation for a minimum of six weeks to comment on the Plan, the SA/ SEA and supporting evidence • Carry out final Equality Analysis • Comments will be considered by the Inspector at the Examination • Prepare Consultation Statement • City Council considers the comments and may propose further 	<ul style="list-style-type: none"> • Write to specific, general and all other consultees who the City Council consider may have an interest, including everyone on the planning policy consultation database. • Make consultation documents available for inspection including on the City Council's website, planning offices and other locations as considered appropriate • Hold public exhibitions, events and workshops or more focused meetings where appropriate. • Use social media and/ or local media to raise awareness

	amendments to be considered by the Inspector	
4: Examination (Regulation 22)	<ul style="list-style-type: none"> • Main issues raised at Stage 3 are summarised and made publicly available • Plan submitted to Secretary of State for independent examination • Independent Examination likely to involve hearing sessions (6 weeks prior notice to people who have requested to appear at the hearings) • Planning Inspector issues report if main modifications are not required, or; • Optional Stage where the City Council agrees, the Inspector can propose changes or 'main modifications' to the plan to avoid it being found 'unsound' • Inspector considers representations on main modifications • The hearing may be re-opened • Planning Inspector issues report 	<ul style="list-style-type: none"> • Use City Council's website and social and/ or local media to raise awareness of the Examination • Make Examination documents available on the City Council's website • The Inspector will consider all representations made at Stage 3. • The Inspector will decide whether to conduct the examination via written representations or hearings and who is invited to participate. • Notice of Examination is given six weeks in advance to people who have requested to appear at hearing sessions • Hearing sessions are generally open to the public. • Examination documents are published on the City Council's website
5: Adoption (Regulation 26)	<ul style="list-style-type: none"> • Plan adopted by the City Council if found 'sound' by Inspector • Six week period for legal challenge to the High Court 	<ul style="list-style-type: none"> • Publish the Plan, adoption statement and other relevant evidence base documents on the City Council's website, and make available at Planning offices and other locations as considered appropriate • Send Adoption Statement to consultees on the Planning Policy Consultation Database and others who have asked to be notified • Use social media and/ or local media to advertise adoption of the Plan.
6: Monitoring & Review	<ul style="list-style-type: none"> • Plan is monitored to make sure it is achieving its aims • Monitoring to include equality impact or likely effects on different groups • The plan will be reviewed where necessary and at least every 5 years 	

Table 2: Process for Preparing Supplementary Planning Documents and Informal Planning Documents

Key Stage	Process and Requirements	Opportunities for Engagement
1: Evidence gathering	<ul style="list-style-type: none"> • Collect evidence and scope wider policy framework • Establish how the aims of the policy framework relate to equality and present opportunities for social value enhancement. • Consider issues and alternatives • Screen to determine whether a SEA and Habitats Regulations Assessment is required 	<ul style="list-style-type: none"> • Carry out informal consultation and engagement with relevant stakeholders and the local community, including identifying opportunities for social value enhancement. The nature/extent of this will be determined by the evidence gathered, subject matter and scope of the consultation
2: Consultation on Draft Plan (Regulation 13)	<ul style="list-style-type: none"> • Statutory consultation for a minimum of four weeks to comment on the draft SPD and any supporting evidence • Carry out initial Equality Analysis and refine opportunities for social value enhancement • Comments considered and SPD amended where necessary • Prepare Consultation Statement 	<ul style="list-style-type: none"> • Write to specific, general and all other consultees who the City Council consider may have an interest, including everyone on the planning policy consultation database. • Make consultation documents available for inspection including on the City Council's website, planning offices and other locations as considered appropriate • Use social media and/ or local media to raise awareness • Depending on the content, consultation may also be supported by workshops/meetings.
3: Adoption (Regulation 14)	<ul style="list-style-type: none"> • Carry out final Equality Analysis • City Council adopts Plan • Publish adoption documents including Consultation Statement • Six week period to allow for any legal challenge to the High Court 	<ul style="list-style-type: none"> • Send Adoption Statement to consultees on the Planning Policy Consultation Database and others who have asked to be notified • Use social media and/ or local media to advertise adoption of the Plan.
4: Monitoring & Review	<ul style="list-style-type: none"> • Plan is monitored to make sure it is achieving its aims • Monitoring to include equality impact or likely effects on different groups • SPD may be reviewed, where necessary 	

3. Neighbourhood Planning

- 3.1 Neighbourhood planning was introduced by the Localism Act (2011). It is a way for communities to decide the future of the places where they live and work by having more of a say in where new homes, businesses, shops and community facilities should be placed in their local area, along with being able to allocate sites for development. Neighbourhood Plans, once adopted, are statutory plans which carry equal weight to any Local Plan.
- 3.2 Unlike DPDs, Neighbourhood Plans are produced by local communities themselves with the support of the City Council. These plans must be in general conformity with the strategic policies in the Birmingham Development Plan and have regard to national planning policy.
- 3.3 Where they choose to, local people can draw up a plan or a development order:
- Neighbourhood Plans allow communities to establish general planning policies for the development of land in the area. A neighbourhood plan comes into force as part of the statutory development plan once it has been approved at referendum. This means that the council and planning inspectors will need to take the plan into consideration when making planning decisions.
- Neighbourhood Development Orders (including community right to build orders) grant planning permission for a specific type of development in a particular area. This could be either a particular development or a particular class of development such as housing or retail.
- 3.4 Like DPDs, there are regulations which cover the preparation of neighbourhood plans/orders including consultation requirements. Regulations also cover the referendum stages. The City Council's role is to provide advice and support to groups developing a plan. Up to submission of the final draft ('proposed submission') plan, it is the town or parish council (or forum) that is responsible for public consultation and engagement in its preparation.
- 3.5 It is only at submission stage that the City Council takes a lead on finalising the plan. This includes consultation and a referendum, which will be publicised on the website and in local press adverts.
- 3.6 The City Council will expect the consultation principles in this document to be followed and a clear engagement strategy in place. **Table 3** sets out the key stages in the process and the City Council's role and the qualifying body's role in relation to consultation and engagement.
- 3.7 The City Council supports and promotes neighbourhood planning and is committed to providing advice and support to groups who wish to prepare neighbourhood plans and orders. As part of this commitment, the City Council will:
- Designate a planning officer to act as the first point of contact between neighbourhood planning groups and the City Council. The officer will provide

appropriate help and advice on planning policy matters and facilitate access to other teams within the City Council where specialist advice is needed;

- Provide appropriate technical advice and assistance, for example, advice on the planning policies applying to the area, the steps involved in the preparing a plan or order, the formulation of a qualifying body;
- Share evidence and information on planning matters;
- Advise on consultation and engagement; and
- Provide a formal consultation response at the draft plan consultation stage

3.8 Further information and guidance on the process of setting up Neighbourhood Forums can be found on the website: www.neighbourhoodplanning.org/

Table 3: Neighbourhood Planning Key Stages

Key Stage	Opportunities for Engagement	
	Parish/ Neighbourhood Forum role	Birmingham City Council's role
1: Designation of Neighbourhood Area and Neighbourhood Forum (where appropriate):	<ul style="list-style-type: none"> • Before submitting an application to designate the neighbourhood area the Parish Council/ Neighbourhood Forum may decide to consult with the local community about preparing a neighbourhood plan/ order. • Identify how the aims of the policy framework relate to equality and present opportunities for social value enhancement 	<ul style="list-style-type: none"> • With the exception of applications which are for an entire parish area, the City Council will formally publicise and consult on applications to designate a neighbourhood area (minimum consultation period is 4 weeks) and publish details in relation to the designation or refusal of a neighbourhood area. • Where appropriate, consultations on the designation of a Neighbourhood Area and a Neighbourhood Forum will be combined. • Write to specific, general and all other consultees who the City Council consider may have an interest. • Make documents available on the City Council's website, planning offices and other locations as considered appropriate. • Use social media and local media/ press to raise awareness

<p>2: Preparing the Draft Neighbourhood Plan/Order:</p> <ul style="list-style-type: none"> • Develop vision, aims and objectives • Gathering baseline information and evidence • Identify and assess options • Determine need for SEA 	<ul style="list-style-type: none"> • Undertake ongoing consultation and engagement with the community and relevant consultees 	<ul style="list-style-type: none"> • Initial screening (5 weeks) consulting the statutory consultees to determine if a SEA is required. • Provide advice on relevant national and local planning policies and guidance • Share evidence and information on planning issues and on funding and skills for neighbourhood planning • Provide relevant contact information to assist consultation, publicity and engagement
<p>3: Pre-submission publicity and consultation:</p>	<ul style="list-style-type: none"> • Publicise the draft Neighbourhood Plan or order and invite representations (minimum of six weeks consultation) • Consider the comments and amends plan/ order if appropriate • Prepare Consultation Statement • Consult the consultation bodies as appropriate 	<ul style="list-style-type: none"> • The City Council will continue to provide informal advice and support and a formal response to consultation
<p>4: Submission of Neighbourhood Plan/Order to the Local Planning Authority</p>	<ul style="list-style-type: none"> • Submit plan or order and supporting documents to the City Council including basic conditions statement, SEA and Consultation Statement. 	<p>If the City Council finds that the plan or order meets the legal requirements, including the completion of an Equality Analysis, it will formally publicise and consult (for a minimum of 6 weeks) as follows:</p> <ul style="list-style-type: none"> • Write to specific, general and all other consultees referred to in the Consultation Statement. • Make documents available on the City Council's website, planning offices and other locations as considered appropriate • Use social media and/ or local media to raise awareness • Collate the representations made to send to the examiner.
<p>5: Independent examination</p>	<ul style="list-style-type: none"> • The Examiner issues a report to the local planning authority and qualifying 	<ul style="list-style-type: none"> • Make arrangements for the independent examination of the

	body	<p>neighbourhood plan</p> <ul style="list-style-type: none"> • Submit the plan or order, relevant documentation and representations to independent examiner. • Publish the Examiner's report on the website • If the City Council is satisfied that the plan/ order meets the basic conditions the neighbourhood plan proceeds to referendum, working with the qualifying body in light of any changes • If the City Council doesn't think the basic conditions have been met, they will work with the qualifying body to determine the way forward. • If a decision is taken to differ from any recommendation then arrange for a further six week consultation as required.
6: Referendum plan/ order	<ul style="list-style-type: none"> • Raise awareness of referendum through publication of neutral promotional material. 	<ul style="list-style-type: none"> • Make arrangements and publish information statement and notice of the referendum • Publish referendum results on the website and issue news release
7: Making the neighbourhood plan/ order		<ul style="list-style-type: none"> • If more than 50% vote in favour, the City Council 'makes' the plan via Full Council resolution. • Publish the Neighbourhood Plan, adoption statement and SEA adoption statement (where relevant) on the City Council's website, at the council offices and other locations as considered appropriate
8: Monitoring and Review		<ul style="list-style-type: none"> • Advise on the options, process and timing for reviewing neighbourhood plans. • Monitoring to include equality impact or likely effects on different groups

4. Community Infrastructure Levy

- 4.1 The Community Infrastructure Levy (CIL) is a charge that allows local authorities to raise funds from development in their area to fund essential infrastructure. CIL is a set charge that is applied to planning approvals for certain types of development in certain parts of the city. The City Council's CIL Charging Schedule is subject to periodic review and can be found at www.birmingham.gov.uk/CIL
- 4.2 CIL Regulations set out the procedure that charging authorities must follow prior to adopting or changing a Charging Schedule. These are summarised in **Table 4** along with the key opportunities for engagement.

Table 4: Setting or Changing the Community Infrastructure Levy

Key Stage	Process and requirements	Opportunities for Engagement
1: Preliminary Draft Charging Schedule	<ul style="list-style-type: none"> • Prepare evidence base to inform the Preliminary Draft Charging Schedule (PDCS) • Carry out initial Equality Analysis. • Establish how the aims of the policy framework relate to equality. • Publish the PDCS • Consult on the PDCS with consultees • Consider representations when preparing the PDCS 	<ul style="list-style-type: none"> • Informal consultation and engagement with key stakeholders and interested parties • Make consultation documents available for inspection including on the City Council's website, planning offices and other locations as considered appropriate • Use social media and/ or local media to raise awareness
2: Draft Charging Schedule	<ul style="list-style-type: none"> • Publication of Draft Charging Schedule (DCS) and a statement of representations procedure • Carry out final Equality Analysis • Statutory consultation for a minimum of six weeks on the DCS and supporting evidence • Prepare Consultation Statement • An Examiner is appointed 	<ul style="list-style-type: none"> • Write to specific, general and all other consultees who the City Council consider may have an interest, including all those who have requested to be notified. • Make consultation documents available for inspection including on the City Council's website, planning offices and other locations as considered appropriate • Use social media and local media to raise awareness • Consultation may also be supported by workshops/meetings. • Consultees can request to be heard by the Examiner and notified of further stages
3: Examination	<ul style="list-style-type: none"> • Submission of Draft Charging Schedule, a summary of main issues 	<ul style="list-style-type: none"> • Documents made available and persons notified as above

	<p>raised by the consultation, copies of the representations and relevant evidence</p> <ul style="list-style-type: none"> • Examiner submits recommendations and the reasons 	<ul style="list-style-type: none"> • If the DCS had been modified following Regulation 16 all consulted under Regulation 15 must receive a copy of the statement of modifications • Notice of Examination given 4weeks in advance to people who have requested the right to be heard • Local publicity for the Examination • Publish Examiner's recommendations and inform all who requested notification
4: Adoption, monitoring and review	<ul style="list-style-type: none"> • City Council approves Charging Schedule and date of effect • Six week period for legal challenge to the High Court • Details of CIL income received and spent will be published in the AMR. • Review in line with BDP progress and changes in costs and values of development • Monitoring to include equality impact or likely effects on different groups 	<ul style="list-style-type: none"> • Adoption Statement, Charging Schedule and associated maps published on website • Use social media and/ or local media to advertise adoption

5. Consultation on Planning Applications

Introduction

- 5.1 The SCI must set out standards of consultation to be achieved by the City Council in making decisions on planning applications. Planning applications can range from modest extensions to existing dwellings to major development schemes for urban expansion or regeneration.
- 5.2 The Town and Country Planning (Development Management Procedure) (England) Order 2015 sets out a minimum standard of publicity and notification of applications to the local community, depending on the nature of the application.
- 5.3 There are a number of different types of application depending on the specific type of consent sought. For most types of application, the process and approach to engagement is set out in **Table 5** below. This explains the process for determining a planning application and when, how and who will be consulted.

Pre-application consultation

- 5.4 Although this is not mandatory or a legal requirement, the Council recognises that for large or locally significant developments, it is important for developers to engage with local communities prior to the submission of a formal planning application. The process enables communities and stakeholders to have early input into planning proposals and help to identify improvements and overcome objections at a later stage.
- 5.5 The City Council welcomes and encourages pre-application consultation where it is appropriate and beneficial. It is recognised that the parties involved at the pre-application stage will vary on each proposal, and the level of engagement needs to be proportionate to the nature and scale of a proposed development. Any pre-application consultation should follow the general consultation principles set out in section 1 of this document. The City Council has no formal role in pre-application consultations but will encourage other parties to take maximum advantage of the pre-application stage.
- 5.6 The Local Planning Authority would encourage developers to have discussions with local residents regarding future options for a site through pre-application consultation to establish if a relevant proposal might enhance social value i.e. by improving the economic, social and environmental well-being of the relevant site/area and how it might act with a view to securing that improvement.
- 5.7 The details of pre-application consultations with the City Council, local community and statutory consultees, should form the basis of a Statement of Community Involvement at Pre-Application, which is submitted with the planning application. (See the Planning Local Validation List)
www.birmingham.gov.uk/downloads/file/7362/local_validation_criteria_2018

What happens to your views and comments?

- 5.8 Anyone can comment on a planning application either in support or to object. Any comments can only be made on the basis of material planning considerations. Material planning considerations are only those matters that can be considered within planning law in assessing and determining a planning application. For example, issues regarding traffic, wildlife, historic interests are all material considerations.
- 5.9 Comments which relate to “non-material” considerations cannot be taken into account. Non-material considerations include issues such as the loss of property value, boundary and other legal disputes between neighbours, potential problems associated with construction work, competition between businesses and structural and fire precaution issues
- 5.10 All relevant comments received within the defined consultation period will be fully considered and, where appropriate, the City Council will make their decision as a result. However, it is important to note that it may not always be possible or appropriate to decide the matter in accordance with the comments(s) received. Sometimes there may be other material considerations to which the City Council must adhere such as requirements of legislation or national / local policies.
- 5.11 Any comments can be made available upon written request. We will remove any personal details such as signatures, phone numbers and email addresses. Any support, objections and comments will be noted in the planning case officer’s report, along with how they have been considered in the decision. The City Council also reserves the right to withhold any comment(s) considered defamatory or harmful to an applicant, a consultee or the wider community.

Table 5: Process and Consultation on Planning Applications

Key Stage	Process and Requirements	Opportunities for Engagement
1. Receipt and registration	<ul style="list-style-type: none"> Check compliance with relevant national and local validation requirements Check all relevant information and appropriate fee has been provided Encourage developers to have early discussions with local residents for major applications including the potential for enhancing the social value of the proposal 	<ul style="list-style-type: none"> The application will be available to view on the City Council’s website.
2. Consultation and publicity	<ul style="list-style-type: none"> Consult in line with current regulations currently for a minimum of 23 days (to cover postal delays). <ul style="list-style-type: none"> If the scheme is amended, and we consider that those 	The City Council notifies Ward Councillors, stakeholders and the community in accordance with the regulations by:

	<p>amendments raise new issues which could lead to further comment, we will seek to re-consult for a further 10 days.</p>	<ul style="list-style-type: none"> • Publishing the application details on the City Council's website and how to comment; • Letter to the owners/occupiers of properties adjoining the application site advising of application and the period in which to submit comments; and/ or • Site notice placed on or near sites subject to applications for development; and or • Publishing a notice in the local press for certain types of development¹ • A weekly list of all new applications received by the City Council is posted on its website <p>Depending on the proposal, we will also consult with:</p> <ul style="list-style-type: none"> • Various statutory and non-statutory consultees • Other bodies and interest groups relevant to the proposal • Duty to Cooperate bodies on major strategic applications or neighbouring authorities on applications for development close to the City boundary
3. Assessment	<ul style="list-style-type: none"> • The planning case officer will normally visit the site. • All material considerations will be taken into account in assessing the application, including comments received, relevant local and national planning policies and guidance. • Any comments received can be made available upon written request. We will remove any personal details such as signatures, phone numbers and email addresses • The City Council reserve the right to withhold any comment(s) considered defamatory or harmful to either an applicant, consultee or the wider community. 	

4. Making a decision	<ul style="list-style-type: none"> • The planning case officer will make a recommendation on the application in a report which sets out the reasoning, along with a summary and consideration of comments and consultation responses. • The majority of planning applications are determined under delegated powers. • Decisions for such applications will be made in accordance with the City Council's "Scheme of Delegation". https://www.birmingham.gov.uk/downloads/file/9180/directorate_for_economy_delegated_authority_to_economy_directorate_officers • In certain circumstances, outlined within the City Council's "Scheme of Delegation", a planning application will be reported to, and determined by Planning Committee. 	<ul style="list-style-type: none"> • If you have supported or objected to an application which is to be reported to Planning Committee you will be invited to speak/ address the Committee for a specified time. • The Planning Committee currently meets regularly in the Council House in Birmingham. The meetings are open to the public, however certain items may be discussed in private. • The Committee meetings are broadcast live on the City Council's website. • Once a decision has been issued, a decision notice will be sent to the applicant and/or agent to inform them of the decision. • If you have commented on an application, you will be notified of the decision. • All planning decisions are published on Planning Online (the public register of applications) available on the City Council's website.
5. Post decision	<ul style="list-style-type: none"> • If the applicants disagree with our decision, they have the opportunity to make an appeal to the Secretary of State • There is no right of appeal for third parties. This means that if planning permission is granted a member of the public cannot take the application to an appeal. 	

¹ Major applications; Listed Building Consent; development affecting Conservation Areas; Development subject to an Environmental Impact Assessment; Departures from the Development Plan; Development affecting a Public Right of Way

6. Monitoring and review

- 6.1 The SCI will be kept under regular review and be updated at least every 5 years or earlier when necessary to correct factual changes not material to its principles. The effectiveness of the SCI will be monitored through the Authority Monitoring Report (AMR).
- 6.2 In monitoring the SCI, account will be taken of the overall number of participants involved, planning policy consultations and feedback received about the satisfaction or otherwise of the involvement techniques used.
- 6.3 Changes to the SCI may also be instigated by further revisions of the regulations which govern publicity and involvement in the planning policy preparation and planning application processes. Any necessary changes will be made following appropriate public consultation, having regard to emerging best practice guidance and/or changes in legislation.

Glossary

Authority Monitoring Report (AMR) - The requirement for a local authority to produce an Authority Monitoring Report (AMR) is set out in Section 113 of the Localism Act 2011. This includes reporting on implementation of the Local Development Scheme (LDS), performance against housing targets set out in the Local Plan, neighbourhood planning, Community Infrastructure Levy implementation, and the Duty to Cooperate.

Birmingham Development Plan (BDP) – The BDP was adopted in January 2017 and is the key planning document which sets out the vision, objectives, and strategy for the future development of the whole of the City.

Community Cohesion – Where there is a common vision and a sense of belonging for all communities across the City

Community Infrastructure Levy (CIL) and Charging Schedule - The Community Infrastructure Levy is a planning charge, introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area. It came into force through the Community Infrastructure Levy Regulations 2010 and has been operating in Birmingham since January 2016. The Charging Schedule specifies the specifics of that charge.

Council Plan – Plan setting out the vision and priorities for the citizens of Birmingham across all disciplines and service provision within the Council.

Development Plan Documents (DPD) - Documents that set out policies for the strategic and overarching vision and development for the City or particular area. Development Plan Documents include the Birmingham Development Plan and Area Action Plans.

Duty to Cooperate - This requires cooperation between us and our neighbouring councils/planning authorities and other public bodies to maximise the effectiveness of strategic planning within the borough, particularly to ensure that regional planning issues are properly addressed.

Equality – Protection of people from discrimination in the workplace and in wider society legally embedded into the Equality Act 2010. Organisations such as local authorities have a duty to comply with the Act and uphold its principles including carrying out an Equality Analysis on all decisions made and policies adopted.

Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) - One of 39 Local Enterprise Partnerships set up by Government to drive economic development in England. It covers the geographical boundaries of the local authorities of Birmingham, Bromsgrove, Cannock Chase, East Staffordshire, Lichfield, Redditch, Solihull, Tamworth and Wyre Forest and is made up of representatives from the public and private sectors, in addition to skills providers.

Informal Planning Documents – Documents which are not statutory and do not set policies but provide planning guidance and additional information for a type of development or the future development of a particular area.

Localism – Enabling people to have control over what happens in their local area, that local businesses should be supported, and differences between places should be respected.

Local Planning Authority (LPA) - An LPA is the local authority or council that is empowered by law to exercise statutory town planning functions for a particular geographical area of the UK.

Local Development Document – Any document which makes up the suite of documents within the Council's development plans and policies

Local Development Scheme (LDS) - Document setting out timescales and milestones for the production of Development Plan Documents and Supplementary Planning Documents.

Localism Act (2011) - An Act of Parliament that changes the powers of local government in England. The aim of the act is to facilitate the devolution of decision making powers from central government control to individuals and communities.

Local Plan - In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004.

Neighbourhood Plans - a way of helping local communities to influence the planning of the area in which they live and work.

Non-statutory Consultees - In addition to Statutory Consultees, there are other consultees for which there are planning policy reasons to consult on planning applications and who are likely to have an interest in a proposal, but who are not required to be consulted by law

Planning and Compulsory Purchase Act 2004 - Government Act which reforms the town planning and compulsory purchase framework in the United Kingdom

Planning Policy Consultation Database - Individuals and organisations who have asked to be informed of consultations on any planning policy documents or those who the council view as needing to be informed of various stages in the planning policy formulation.

Secretary of State – Refers to the Secretary of State within the national government responsible for planning matters which is currently the Secretary of State for Communities, Housing and Local Government.

Statutory Consultees - Individuals or groups that the Council is required to consult. This list of Consultees is provided in the Town and Country Planning (Local Planning)(England) Regulations 2012 (as amended) <http://www.legislation.gov.uk/ukSI/2012/767/contents/made>

Strategic Environmental Assessment (SEA) - The process by which environmental considerations are required to be fully integrated into the preparation of plans and programmes prior to their final adoption. The objectives of SEA are to provide for a high level of protection of the environment and to promote sustainable development.

Supplementary Planning Documents (SPDs) - Documents intended to provide support or additional guidance to Development Plan Documents. Although they will not have development plan status they will be subject to procedures of community involvement and Sustainability Appraisal and are a material consideration in the determination of planning applications.

Sustainability Appraisal (SA) - An assessment of the likely significant social, economic and environmental impacts of policies.

Transport for the West Midlands (TfWM) – The public body responsible for co-ordinating transport services in the West Midlands metropolitan county. It is an executive body of the West Midlands Combined Authority (WMCA), with bus franchising and highway management powers similar to Transport for London.

West Midlands Combined Authority (WMCA) – This is a strategic authority with powers over transport, economic development and regeneration. The authority formally came into being on 17 June 2016 by statutory instrument under the Local Democracy, Economic Development and Construction Act 2009.



**Birmingham City Council
Local Plan**

Statement of Community Involvement

Consultation Statement

December 2019

1. Introduction

- 1.1 This Consultation Statement has been prepared as a supporting document to the preparation of the updated Statement of Community Involvement (SCI). It details how the City Council has dealt with consultations, how comments (representations) have been sought, and how the representations that have been received have been addressed in the preparation and evolution of the SCI.
- 1.2 Birmingham is undergoing an exciting transformation over the next 15 years, which will see a significant level of development and delivery of infrastructure city wide. The SCI is crucial to ensure that consultees including statutory and non-statutory bodies, organisations and citizens are consulted and engaged with appropriately and in good time to encourage local people and organisations to help shape the places in which they live and help formulate the planning policies which impact their city.
- 1.3 The purpose of the SCI is to provide up-to-date information about how Birmingham City Council seeks to consult with its citizens and consultees when determining planning applications or drafting local planning policies whilst taking into consideration changes to relevant government legislation and the revised National Planning Policy Framework (NPPF). The information contained within the SCI provides further details about methods of consultation, planning policy consultations, development management consultations, pre-applications and the legal and policy requirements to be met when consulting with statutory and non-statutory consultees. Once adopted, the SCI will form part of the Local Development Framework for Birmingham.
- 1.4 Birmingham's first SCI was adopted in 2008. The revised SCI updates and supersedes the 2008 version to take account of a number of legislative changes as well as changes in methods of consultation. Following the consultation on the draft SCI in June 2019, a revised version of the SCI was subsequently prepared. This version of the SCI will be the final Statement of Community Involvement and is to be approved and adopted by the Cabinet on 21 January 2020.
- 1.5 The duty to prepare an updated SCI arises from the Planning and Compulsory Purchase Act 2004 (section 18) as amended by the Planning Act 2008, the Localism Act 2011 and the Neighbourhood Planning Act 2017. Section 18 of the Planning and Purchase Act 2004 requires local planning authorities to produce a Statement of Community Involvement, which explains how they will engage local communities and other interested parties in producing their local development plans and determining planning applications. The Town and Country Planning (Local Planning) (England) Regulations 2012 sets out statutory requirements that Local Authorities must comply with. The updated SCI is guided by the Government's Consultation Principles: Guidance (2018) which outlines how consultations should be conducted.

2. Consultation Process Overview

- 2.1 The draft revised SCI has been subject to an extensive process of consultation that has played an important role in helping to shape it. The public consultation was undertaken over a 3 month period from 3rd June 2019 to 6th September 2019. The City Council communicated the document in a number of ways that was suitable to meet the requirements of all audiences. These methods are summarised in the Table below and were carried out in accordance with an Engagement Strategy which was produced prior to the beginning of the consultation and attached as Appendix 2.

Method	Action Taken						
Direct consultation	<p>Letters were sent out to all contacts on the Planning Policy Consultation Database informing them of the consultation, how to access it and how to make representations. This included:</p> <ul style="list-style-type: none"> - Prescribed Specific Consultation Organisations - Other local authorities and County Councils - Primary Care Trusts/ Clinical Commissioning Groups - Utility and telecommunication companies/ undertakers - Voluntary, ethnic, religious and disability groups - Business groups and Local Enterprise Partnerships - Prescribed Duty to Cooperate organisations - Councillors/ MPs - Housing associations - Environmental groups and Local Nature Partnership - Parish/ town councils - Members of the public - Local businesses including planning consultants, surveyors and architects 						
Hard copies for inspection	<p>Hard copies of the consultation document were placed at City Council's main planning offices at 1 Lancaster Circus, Queensway, Birmingham B4 7DJ for the duration of the consultation period. Copies were also placed at all of the City Council's main libraries at the following locations:</p> <table> <tr> <td>Acocks Green Library</td><td>Aston Library</td></tr> <tr> <td>Balsall Heath Library</td><td>Bartley Green Library</td></tr> <tr> <td>Birchfield Library</td><td>Bloomsbury Library at The Pod</td></tr> </table>	Acocks Green Library	Aston Library	Balsall Heath Library	Bartley Green Library	Birchfield Library	Bloomsbury Library at The Pod
Acocks Green Library	Aston Library						
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Birchfield Library	Bloomsbury Library at The Pod						

	<p> Boldmere Library Druids Heath Library Frankley Library Hall Green Library Harborne Library Kings Norton Library Library of Birmingham Northfield Library Quinton Library Shard End Library Small Heath Library Sparkhill Library Stirchley Library Tower Hill Library Ward End Library Yardley Wood Library </p> <p> Castle Vale Library Erdington Library Glebe Farm Library Handsworth Library Kings Heath Library Kingstanding Library Mere Green Library Perry Common Library Selly Oak Library Sheldon Library South Yardley Library Spring Hill Library Sutton Coldfield Library Walmley Library Weoley Castle Library </p>
Online	<p>A full copy of the SCI Consultation Document and method of submitting representations was published on the City Council's website on Monday 3rd June 2019 and maintained for the duration of the consultation until Friday 6th September 2019.</p> <p>The facility to make comments online was also provided, at https://www.birminghambeheard.org.uk/economy/sci on the same day, in line with the City Council's consultation policies and practice.</p>
Social Media	Two messages were posted on the City Council's Facebook and Twitter platforms at the beginning of the consultation period and towards the end to remind people if they wished to comment or respond.
Events	The SCI was consulted on at the Eat, Make Play event at Edgbaston Reservoir on 13 July 2019.
Meetings	<p>The SCI was discussed at the Access Birmingham meeting on 20th May 2019</p> <p>The SCI was discussed at Use-IT/ REMIX Project Participatory Meeting on 24 April 2019</p>
Alternative formats (available on a case by case basis)	Large print, typetalk and various languages available on request and when resources permit.

- 2.2 The City Council maintains a database of organisations and individuals who have expressed a wish to be consulted on planning policies or whom the City Council considers should be consulted as well as statutory consultees. Currently this list contains approximately 780 entries.
- 2.3 The database includes:
- All of the bodies prescribed for the purposes of the Duty to Co-operate in regulation 4 of the Regulations, apart from those which are not relevant to Birmingham.
 - The 'specific consultation bodies' listed in regulation 2 of the Regulations apart from those which are not relevant to Birmingham.
 - A range of bodies falling within the description of 'general consultation bodies' of the Regulations.
 - All adjoining and nearby County, District and Unitary Councils and all Parish Councils within or adjoining Birmingham.
 - All local elected members and MPs.
 - Private individuals and businesses who have previously commented on a planning policy consultation or who have expressed a wish to be included.
- 2.4 The database is a 'living' document which is updated on an ongoing basis, and organisations or individuals can be added to it on request at any time. The City Council does its best to ensure that the information contained in the database is accurate, but it is inevitable that the names of organisations or contact details will sometimes change, and the City Council will usually only be aware of this if notification is received. A copy of the database, excluding the details of private individuals, can be made available on request
- 2.5 During the twelve week consultation period, a total of 20 individuals/organisations responded generating approximately 150 separate comments. A summary of these, including the City Council's response to each point raised, is included as Appendix 1 to this Statement.

Summary of key issues raised

- 2.6 The key comments/ main issues raised were:
- General support for the aims, purpose, principles and objectives of the document
 - More opportunities for better methods of engagement and early engagement with the public in planning consultations to be maximised.
 - There needs to be more understanding about what role consultees including members of the public have in the planning consultation process
 - There needs to be continued engagement with a diverse range of bodies during planning consultations (such as Primary Care trusts)
 - More emphasis needs to be placed on the importance of the need to provide greater weight to those with protected characteristics as defined by the Equality Act 2010.

Appendix 1: Draft Statement of Community Involvement Consultation Summary of comments and BCC Response

Statement of Community Involvement Consultation: Summary of comments and BCC Response					
1/ Do you agree with the Consultation Principles described in the Introduction section?					
Response from:	Support Policy Approach?	Comments and Main Issues Raised	City Council Response	Action	Ref
Mr David Treadwell on behalf of Acocks Green Neighbourhood Forum and AGVP	yes	<ul style="list-style-type: none"> Public participation in planning, particularly at the initial stages, creates better decisions and provides people with the opportunity to shape local places. The opportunities for the public/citizen to engage with their local authorities is very poor Austerity policies and lack of structures in place at constituency and ward levels have exacerbated issues in relation to citizen engagement with local authorities public trust and confidence in the planning system is decreasing and that communities feel they are being marginalised When planning applications redact the details of the applicant, this prevents the local community the opportunity to appreciate who is involved or thinking of getting involved with the local area 	<ul style="list-style-type: none"> Agree about the importance of encouraging public participation in planning particularly at the initial stages. The City Council is looking for more effective ways in communicating with communities within the resources available to encourage greater and wider involvement of the public particularly at the policy formulation stage. Redaction of applicant's details is a legal requirement of the General Data Protection Regulations. However the SCI will help to encourage applicants and developers to engage more widely with local communities for major applications in particular. 	<ul style="list-style-type: none"> The City Council will continue to seek ways in which consultation and engagement can be improved corporately as well as for planning decisions. The importance of public participation at the initial stages of policy documents is to be emphasised within the revised SCI. For major applications in particular, the SCI will emphasise the need for developers to engage more widely with local communities when promoting their proposals. 	SCI/001/1
Mr Linden Thomas on behalf of the Birmingham Law Society	Yes	<ul style="list-style-type: none"> The Law Society agrees with the consultation principles described in the introduction section The Law Society states that the last bullet point should be amended as follows: "Commit to working with partners and communities in an open and 	<ul style="list-style-type: none"> The recommendation to amend the last bullet point of the consultation principles described in Chapter 1 is very useful and welcomed. 	<ul style="list-style-type: none"> SCI to be amended to include suggested wording to the last bullet point of the Consultation Principles within Chapter 1 (Introduction) 	SCI/003/1

		transparent manner involving all, including those with protected characteristics.”			
Canals & Rivers Trust	Yes	<ul style="list-style-type: none"> The Trust is generally supportive of the City Council's approach. 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/004/1
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/008/1
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> Birmingham City Council should be honest with consultees. Decisions are made on planning principles and officer advice. From observing Planning Committee meetings and decisions, it is very rare for a consultation to influence a decision. 	<ul style="list-style-type: none"> Birmingham City Council will always engage with members of the public in accordance with Development Management Procedure Order and the SCI. Officer recommendations are always made in accordance with planning policy, legislation and guidelines which exist to provide a consistent and fair approach to decision making as well as following the City Council's core values. 	<ul style="list-style-type: none"> No further action 	SCI/009/1
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/010/1
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/011/1
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/012/1
Organisation comment on Beheard	Yes	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/013/1
Organisation comment on beheard	Yes	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/014/1
Organisation comments on beheard	Yes	<ul style="list-style-type: none"> Broadly agree with consultation principles 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/015/1
Organisation comments on beheard	Yes	<ul style="list-style-type: none"> Yes 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/016/1
Organisation comments on beheard	Yes	<ul style="list-style-type: none"> Yes, happy with the principles, in particular the commitment to work with partners and communities. 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/017/1
Organisation	Yes	<ul style="list-style-type: none"> Yes. Although we argue that the last 	<ul style="list-style-type: none"> The recommendation to amend the 	<ul style="list-style-type: none"> SCI to be amended to 	SCI/018/1

comments on beheard		bullet point should read: Commit to working with partners and communities in an open and transparent manner involving all, including those with protected characteristics.	last bullet point of the consultation principles described in Chapter 1 is very useful and welcomed.	include suggested wording to the last bullet point of the Consultation Principles within Chapter 1 (Introduction)	
Birmingham and Black Country Wildlife Trust Beheard	Yes	<ul style="list-style-type: none"> Yes 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/019/1

2/ Are there any other Consultation Principles the City Council should follow in consulting on its planning documents or planning applications?

Response from:	Support Policy Approach?	Comments and Main Issues Raised	LPA Response	Action	Ref
Mr David Treadwell on behalf of Acocks Green Neighbourhood Forum and AGVP	No	<ul style="list-style-type: none"> Democratise development and planning, by creating a Public Development Corporation which plans and regulates a fair and public accountable use of land and assets The planning process is a poor reflection of democracy because of the power it grants to landowners and developers who can resubmit planning applications and appeal. Objectors do not have the equivalent right to appeal a decision made in relation to a planning application 	<ul style="list-style-type: none"> Comments noted, but outside scope of consultation. Although a valid point, the creation of a Public Development Corporation would require changes to national legislation across and not within the powers of Birmingham City Council. Similarly, changing national legislation to allow objectors to appeal has long been debated but rejected on the grounds that it would undermine certainty in the planning process and could act to deter development as well as issues on how such a system could be equitably funded. 	<ul style="list-style-type: none"> No further action 	SCI/001/2
Mr Linden Thomas on behalf of the Birmingham Law Society	yes	<ul style="list-style-type: none"> Give weight to those who claim or deem themselves to have protected characteristics. 	<ul style="list-style-type: none"> The law society's recommendation is valid and useful and will be incorporated throughout the final document. 	<ul style="list-style-type: none"> Add references where appropriate to emphasise the need to provide greater weight to those with protected characteristics as defined by the Equality Act 2010. 	SCI/003/2
Canals & Rivers Trust	Yes	<ul style="list-style-type: none"> The Canals & Rivers Trust is not currently a statutory consultee for the purposes of planning policy consultations but is for the development management process As waterways serve multiple functions 	<ul style="list-style-type: none"> Birmingham City Council welcomes the comments from the Canals and Rivers Trust. The need for a robust policy framework which supports canals, rivers is incorporated into the adopted Birmingham Development 	<ul style="list-style-type: none"> No further action 	SCI/004/2

		and have varying characteristics there is no 'one size fits all' approach in planning policy and the canals and rivers trust believes that there is a need to strengthen existing planning policy at all spatial levels to provide a robust policy framework which supports canals, rivers and docks as a cross-cutting policy theme	Plan and other associated Planning Documents.		
Councillor Marje Bridle	No	<ul style="list-style-type: none"> • Unacceptable that just the bare minimum of consultation is done for planning applications • Consultation with the community should be meaningful – particularly where the planning application has potential real impact on a local community including local councillors being alerted in a meaningful way • The City Council should also ensure any letters are sent to a wide area of residents around the site and should be in Plain English and easily understood. 	<ul style="list-style-type: none"> • Birmingham City Council will always engage with members of the public on planning applications in accordance with the Development Management Procedure Order and the SCI. Birmingham City Council will seek to exceed these minimum standards wherever resources allow. The City Council will continue to seek more effective ways of publicising and consulting on planning applications without increasing the limited budgets it has to carry this out. • In relation to planning applications this includes: <ul style="list-style-type: none"> • Publishing the application details on the City Council's website and how to comment; • Letter to the owners/occupiers of properties adjoining the application site advising of application and the period in which to submit comments; and/ or • Site notice placed in or near sites subject to applications for development; and or • Publishing a notice in the local press for certain types of development • A weekly list of all new applications received by the City Council is posted on its website 	<ul style="list-style-type: none"> • Emphasise need for plain English in correspondence as a requirement within the Statement of Community Involvement 	SCI/005/2

			<p>also consult with:</p> <ul style="list-style-type: none"> • Various statutory and non-statutory consultees, other bodies and interest groups relevant to the proposal and Duty to Cooperate bodies on major strategic applications or (neighbouring authorities on applications for development close to the City boundary. • In relation to the preparation of DPDs and SPD, the City Council will engage and consult with the Specific and General Consultation Bodies and the Duty to Co-operate Bodies set out in the regulations, as well as relevant residents and businesses in the area and other stakeholders, There is sufficient flexibility in the SCI to cater an engagement strategy to the relevant area being planned for. • In terms of the consultation letters being made easier to understand, the City Council will continue to review the letters which are sent out to see if simpler language can be used. This is a requirement which will be set out in the Statement of Community Involvement. 		
Individual comment on Beheard	Don't know	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • No Comment 	<ul style="list-style-type: none"> • No further action 	SCI/008/2
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> • Openness and transparency includes making it clear to consultees that their views have a limited place in the planning system. The dashing of raised expectations only breeds cynicism. • The fundamental point about consultations is that they are 'window dressing'. If a response is material the officer will already have picked it up, if it is non-material it is ignored. 	<ul style="list-style-type: none"> • Support welcomed and comments noted. 	<ul style="list-style-type: none"> • No further action 	SCI/009/2
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Support welcomed 	<ul style="list-style-type: none"> • No further action 	SCI/010/2

Individual comment on Beheard	Yes	<ul style="list-style-type: none"> • Should be consultation when HMOs are moving into an area. • There are large numbers of people in Birmingham living in small homes. 	<ul style="list-style-type: none"> • Resources would not permit the City Council to consult widely on all HMOs. However the City Council is currently establishing an Article 4 Direction on the whole City which means that every HMO will require planning permission (not just the large ones). This will help to control their numbers but also allow for publicity whenever new HMOs are proposed in accordance with National Planning Legislation and relevant policy and guidance. 	<ul style="list-style-type: none"> • No further action 	SCI/011/2
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> • Comment complaining about the proliferation of HMOs in Erdington. 	<ul style="list-style-type: none"> • The City Council is currently establishing an Article 4 Direction on the whole City which means that every HMO will require planning permission (not just the large ones). This will help to control their numbers but also allow for publicity whenever new HMOs are proposed in accordance with National Planning Legislation and relevant policy and guidance. 	<ul style="list-style-type: none"> • No further action 	SCI/012/2
Group comment on Beheard	Yes	<ul style="list-style-type: none"> • There should be a principle of supporting collaborative knowledge that helps groups to participate in the process and mobilises hard-to-reach groups to make sense of the SCI articulated by communities. Even for professionals the documentation is daunting so having a mechanism in which the consultation is assessed by a group of resident experts (e.g., accredited community researchers) would be an enhancement of the consultation process and would give greater legitimacy, reach and validity to the consultation principles. One of the ideas we have been considering (CURS/University of Birmingham) is a qualification / certificate in community planning that supports skills in communities to understand the planning process. 	<ul style="list-style-type: none"> • Although this is beyond the scope and remit of the Statement of Community Involvement, it is an idea that could be considered in the future as part of the City Council's commitment to improve the effectiveness of consultations and engagement corporately, as well as on planning documents and applications. 	<ul style="list-style-type: none"> • The City Council will continue to seek ways in which consultation and engagement can be improved corporately as well as for planning decisions 	SCI/013/2

Organisation comment on Beheard	Yes	<ul style="list-style-type: none"> Environment and sustainability should be the central principle, not just a factor. 	<ul style="list-style-type: none"> Environment and sustainability are important factors which are central to national and local planning policy. 	<ul style="list-style-type: none"> No further action 	SCI/014/2
Organisation comment on Beheard	Yes	<ul style="list-style-type: none"> Yes 	<ul style="list-style-type: none"> Support welcomed. 	<ul style="list-style-type: none"> No further action 	SCI/015/2
Organisation comments on beheard	Yes	<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Support welcomed. 	<ul style="list-style-type: none"> No further action 	SCI/016/2
Organisation comments on beheard	Yes	<ul style="list-style-type: none"> Principles cover all of the appropriate areas - maybe worth referencing the STP - but this is probably covered by the ninth principle. 	<ul style="list-style-type: none"> Support welcomed. 	<ul style="list-style-type: none"> No further action 	SCI/017/2
Organisation comments on beheard	Yes	<ul style="list-style-type: none"> Give weight to those who claim or deem themselves to have protected characteristics. 	<ul style="list-style-type: none"> The point made is valid and useful and will be incorporated throughout the final document. Birmingham City Council will always adhere to its public sector equality duty as defined by the Equality Act 2010 when consulting with members of the public and other consultees. 	<ul style="list-style-type: none"> Add references where appropriate to emphasise the need to provide greater weight to those with protected characteristics as defined by the Equality Act 2010 	SCI/018/2
Birmingham and Black Country Wildlife Trust Beheard	Yes	<ul style="list-style-type: none"> The Birmingham and Black Country Wildlife Trust would seek for an amendment to an existing principle or new principle added, that would include a statement ensuring the all relevant public bodies and consultees are directly consulted upon on its planning policies and applications. This will aim to ensure the consultees and bodies have sufficient time to respond to consultations 	<ul style="list-style-type: none"> BCC already consults BBCWT on the preparation of planning policy documents as they are included on the Council's Planning Policy Consultation Database. In terms of planning applications, BCC publish a weekly list of registered planning applications which is publicly accessible. We would, however, welcome discussions with BBCWT on how to enhance consultation in this area. 	<ul style="list-style-type: none"> No further action 	SCI/019/2

3/ Are there any other methods of consultation and engagement that the City Council can utilize in the preparation of Development Plan Documents and Supplementary Planning Documents?

Response from:	Support Policy Approach?	Comments and Main Issues Raised	LPA Response	Action	Ref
Mr David Treadwell on behalf of Acocks Green Neighbourhood Forum and AGVP	No	<ul style="list-style-type: none"> Local authorities lack the resources and powers to uphold and deliver the rightful interests of the citizen and communities Some development proposals do not reflect policies and plans made at national or local level. 	<ul style="list-style-type: none"> Local authorities are constrained by resources in how much they can actively engage and consult on all development decisions within their area. All Planning applications submitted to Birmingham City Council are assessed in accordance with national and local policy 	<ul style="list-style-type: none"> No further action 	SCI/001/3
Mr Linden Thomas on behalf of the Birmingham Law Society	Yes	<ul style="list-style-type: none"> A Leaflet drop and direct engagement with elected members and informing political party offices in affected areas would help when preparing future Development Plan Documents and Supplementary Planning Documents 	<ul style="list-style-type: none"> The engagement strategy for DPD and SPDs could be tailored according to the nature of the document to include such methods. 	<ul style="list-style-type: none"> No Further action 	SCI/003/3
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/008/3
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/009/3
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> Letters notifying residents of planning applications should be addressed personally to the home owner. Using the basic prefix "owner/occupier" means that notifications can often be unopened and treated as junk mail. 	<ul style="list-style-type: none"> All envelopes in which letters notifying residents of planning applications have the wording "Important Papers inside – Please read" written on them so that people can distinguish these letters from ordinary junk mail. Birmingham City Council's Registrations team which sends out notification letters does not have access to the names and details of occupiers for 'Data Protection' reasons so therefore cannot include this information on notification letters 	<ul style="list-style-type: none"> No further action 	SCI/010/3
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> Comment complaining about the proliferation of HMOs in Erdington. 	<ul style="list-style-type: none"> The City Council is currently establishing an Article 4 Direction on the whole City which means that every HMO will require planning permission 	<ul style="list-style-type: none"> No further action 	SCI/012/3

			(not just the large ones). This will help to control their numbers but also allow for publicity whenever new HMOs are proposed in accordance with National Planning Legislation and relevant policy and guidance.		
Group comment on Beheard	Yes	<ul style="list-style-type: none"> A more transparent and embedded mechanism of community research engagement and empowerment run by a social community enterprise in partnership with the HE / Third sector in the West Midlands region and partly funded by corporate partners. This would join up activities and link communities to a wider network of opportunities that could benefit communities, the HE sector and city-regional governance in a number of ways: <ol style="list-style-type: none"> 1) A more coordinated approach to community research refined through the input of community representatives. 2) Provide additional resources for local communities through leveraging income streams related to research grants. 3) Provide a mechanism for social mobility. 4) The community can play a larger role in influencing policy beyond the local level. 5) Provide a mechanism to animate CIL (Community Infrastructure Levy), corporate social responsibility and social value (and the Social Value Act) 	<ul style="list-style-type: none"> The comments are welcomed and helpful. The suggested approach would help communities to engage more effectively in the planning process. It is an idea that could be considered in the future as part of the City Council's commitment to improve the effectiveness of consultations and engagement corporately, as well as on planning documents and applications. 	<ul style="list-style-type: none"> The City Council will continue to seek ways in which consultation and engagement can be improved corporately as well as for planning decisions. 	SCI/013/3
Organisation comment on beheard	Yes	<ul style="list-style-type: none"> I would like to see an environmental planning document for each proposal. 	<ul style="list-style-type: none"> Planning applications will be determined against the City Council's Development Plan which contains policies in relation to the environment and sustainability. The information required to be submitted for planning 	<ul style="list-style-type: none"> No further action 	SCI/014/3

			applications is set out in the City Council's Local Validation Requirements. Information requirements must meet the criteria set out in the Development Management Procedure Order and the Growth and Infrastructure Act.		
Organisation comment on beheard	Yes	<ul style="list-style-type: none"> The issue is to engage rather than purely consult. Engagement could involve the following: <ul style="list-style-type: none"> - adequate publicity of proposed developments / a policy is pointless if those affected are unaware of a development / BCC has therefore to commit to well-advertised and accessible data - SPDs should be subject to expert and community review / assessment on adequacy and impact within the affected community so that they properly understand the impact or have a voice. For Langley the consultation on the SPD appeared to be thorough and effectively managed but only in the sense of formal consultative process. There was little attempt at a design approach based on local context - instead it contained illustrations of national architectural exemplars. - 	<ul style="list-style-type: none"> The City Council agrees that community involvement in the plan-making process requires both engagement and consultation. The SCI tries to emphasise greater frontloading and early involvement to ensure that future policies and decisions are made with appropriate engagement and buy in from local communities as resources permit. 	<ul style="list-style-type: none"> The frontloading of community involvement will have increased emphasis within the final version of the document. 	SCI/015/3
Organisation comments on beheard	Yes	<ul style="list-style-type: none"> Concerned that staffing levels within the local authority do not allow for effective consultation. 	<ul style="list-style-type: none"> Whilst Birmingham City Council has undergone budget cuts and resource constraints, it has always engaged with members of the public in accordance to at least the minimum standards required for consultation as outlined in National Planning Legislation and the SCI. The SCI will ensure that this will continue or possibly seek to exceed these minimum standards wherever possible and insofar as resources allow. 	<ul style="list-style-type: none"> No further action 	SCI/016/3

Organisation comments on beheard	Yes	<ul style="list-style-type: none"> Would be worth considering engaging with the Primary Care Commissioning Committee of the CCG with respect to Section 106 opportunities for primary care developments at a time when we are looking at closer collaboration to ensure a more cost effective approach. 	<ul style="list-style-type: none"> Primary Care Trusts/ CCGs are a Specified Consultation Body for the purposes of consultation and public participation on the preparation of DPDs and SPDs, as set down in the Town and Country Planning (Local Planning) (England) Regulations 2012. The City Council will continue to consult them during the plan-making process. 	<ul style="list-style-type: none"> No further action 	SCI/017/3
Organisation comments on beheard	Yes	<ul style="list-style-type: none"> Leaflet drop and direct engagement with Elected members and to let us know political party offices in affected areas. 	<ul style="list-style-type: none"> The engagement strategy for DPD and SPDs could be tailored according to the nature of the document to include such methods. 	<ul style="list-style-type: none"> No further action 	SCI/018/3
Birmingham and Black Country Wildlife Trust Beheard	Yes	<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> No further action 	<ul style="list-style-type: none"> No further action 	SCI/019/3

4/ Are there any processes or opportunities for engagement missing from Table 1 or Table 2 of the draft SCI?

Response from:	Support Policy Approach?	Comments and Main Issues Raised	LPA Response	Action	Ref
Mr David Treadwell on behalf of Acocks Green Neighbourhood Forum and AGVP	No	<ul style="list-style-type: none"> The system ensures the market is dominated by speculation and self-interest to the detriment of the public. 	<ul style="list-style-type: none"> Comments welcomed 	<ul style="list-style-type: none"> No further action 	SCI/001/4
Mr Linden Thomas on behalf of the Birmingham Law Society	Yes	<ul style="list-style-type: none"> Do not rely purely on electronic engagement or use of social media to avoid disadvantaging those without IT skills / access / English as a native speaker or those who choose for whatever reason to avoid the use of social media in any form. 	<ul style="list-style-type: none"> The SCI does not specify which method of consultation Birmingham City Council will use but instead specifies that the City Council will utilise a variety of consultation methods according to the circumstances and the needs of each target audience. This allows flexibility and Birmingham City Council can tailor methods of consultation according to the needs of each target audience (including those whom may not be able to use electronic methods of engagement) 	<ul style="list-style-type: none"> No Further action 	SCI/003/4

Canals & Rivers Trust	Yes	<ul style="list-style-type: none"> The Canals & Rivers Trust would encourage Birmingham City Council to enter into pre-application discussions with them and believe this should be reflected in the SCI as a commitment to include statutory consultees in Birmingham City Council's own pre-application process or direct applicants for pre-application advice. The canals & Rivers Trust believes that the formulation of planning policy which identifies approaches to promote access to the canals and waters network is highly important to help realise the positive benefit of the canal and waterways network to local communities 	<ul style="list-style-type: none"> Birmingham City Council welcomes the comments from the Canals and Rivers Trust. A robust policy framework which supports canals and rivers is already included in the adopted Birmingham Development Plan and other associated Planning Documents. 	<ul style="list-style-type: none"> No further action. 	SCI/004/4
Natural England	Yes	<ul style="list-style-type: none"> Natural England is supportive of the principle of meaningful and early engagement of the general community, community organisations and statutory bodies in local planning matters, both in terms of shaping policy and participating in the process of determining planning applications 	<ul style="list-style-type: none"> Support welcomed. 	<ul style="list-style-type: none"> No further action 	SCI/006/4
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/008/4
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/009/4
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/010/4
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> I don't think that awareness-raising is effective enough. Places where consultation information is placed is not visible enough. Therefore, it is not until the last minute that communities can respond. 	<ul style="list-style-type: none"> Birmingham City Council will always publicise a planning application in accordance with the Development Management Procedure Order and in accordance with the SCI. This includes: <ul style="list-style-type: none"> Publishing the application details on the City Council's website and how to comment; 	<ul style="list-style-type: none"> No further action 	SCI/011/4

			<ul style="list-style-type: none"> Letter to the owners/occupiers of properties adjoining the application site advising of application and the period in which to submit comments; and/ or Site notice placed in or near sites subject to applications for development; and or Publishing a notice in the local press for certain types of development A weekly list of all new applications received by the City Council is posted its website Depending on the proposal, we will also consult with: <ul style="list-style-type: none"> Various statutory and non-statutory consultees, other bodies and interest groups relevant to the proposal Duty to Cooperate bodies on major strategic applications or neighbouring authorities on applications for development close to the City boundary 		
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> Consultations with normal home dwellers 	<ul style="list-style-type: none"> Birmingham City Council will always publicise a planning application in accordance with the Development Management Procedure Order and in accordance with the SCI. This includes: <ul style="list-style-type: none"> Publishing the application details on the City Council's website and how to comment; Letter to the owners/occupiers of properties adjoining the application site advising of application and the period in which to submit comments; and/ or Site notice placed in or near sites subject to applications for 	<ul style="list-style-type: none"> No further action 	SCI/012/4

			<ul style="list-style-type: none"> development; and or • Publishing a notice in the local press for certain types of development • A weekly list of all new applications received by the City Council is posted on its website • Depending on the proposal, we will also consult with: <ul style="list-style-type: none"> • Various statutory and non-statutory consultees, • other bodies and interest groups relevant to the proposal • Duty to Cooperate bodies on major strategic applications or neighbouring authorities on applications for development close to the City boundary 		
Group comment on beheard	Yes	<ul style="list-style-type: none"> • A Community Research Social Enterprise would provide a starting point for developing consultation strategy. Given the depth of knowledge and local expertise, it could bring the necessary legitimacy to broker relationships across the city-region and assist in developing depth and diversity in all 'planning' processes. As a recognised and valued partner, it would have the visibility and local presence to make 'lost voices' heard; and with an extensive network of accredited local experts, it will have the ability to locate local assets, identify excluded groups in the community and, together with strategic partners, unlock social and economic innovation. 	<ul style="list-style-type: none"> • The suggested approach could possibly help communities to engage more effectively in the planning process is an idea that could be considered in the future as part of the City Council's commitment to improve the effectiveness of consultations and engagement corporately as well as on planning documents and applications. 	<ul style="list-style-type: none"> • The City Council will continue to seek ways in which consultation and engagement can be improved corporately as well as for planning decisions. 	SCI/013/4
Organisation comment on beheard	Yes	<ul style="list-style-type: none"> • Environmental considerations should feature in pre planning 	<ul style="list-style-type: none"> • Environment and sustainability are important factors which are central to national and local planning policy. The adopted Birmingham Development Plan, against which planning applications are assessed, contains 	<ul style="list-style-type: none"> • No further action 	SCI/014/4

			key policies in relation to the environment and sustainability.		
Organisation comment on beheard	Yes	<ul style="list-style-type: none"> Consultation has to be differentiated from engagement and an engagement programme clearly spelt out - for example: <ul style="list-style-type: none"> use of workshops instead of online process programme of awareness and training to raise understanding / grow local voices local practitioner review that has teeth linked to the DC process BCC robustly encouraging developers to engage three way with them and community reps including (for Sutton) the Town Council National facilitators can assist (such as Design Council / Cabe). 	<ul style="list-style-type: none"> The City Council agrees that community involvement in plan-making requires both engagement and consultation. The SCI emphasises greater 'frontloading' and early involvement to ensure that future policies and decisions are made with appropriate engagement and buy in from local communities as resources permit. 	<ul style="list-style-type: none"> The City Council will continue to seek ways in which consultation and engagement can be improved corporately as well as for planning decisions. 	SCI/015/4
Organisation comments on beheard	Yes	<ul style="list-style-type: none"> No processes missing - only the staff to implement them 	<ul style="list-style-type: none"> Whilst Birmingham City Council has undergone budget cuts and resource constraints in recent years, it has always engaged with members of the public in accordance to at least the minimum standards required for consultation. The SCI will ensure that this will continue or possibly seek to exceed these minimum standards wherever possible and insofar as resources allow. 	<ul style="list-style-type: none"> No further action 	SCI/016/4
Organisation comments on beheard	Yes	<ul style="list-style-type: none"> Reference to how the Section 106 arrangements can be accessed and the process for engagement for that resource to support the impact on health as well as other key system areas would be helpful - possibly to include in table 1? 	<ul style="list-style-type: none"> Comments noted. This is not within the remit of the SCI - consultees can make comments through separate consultation for s.106 spending and opportunities. 	<ul style="list-style-type: none"> No further action 	SCI/017/4
Organisation comments on beheard	Yes	<ul style="list-style-type: none"> Do not rely purely on electronic engagement or use of social media to avoid disadvantaging those without IT skills / access / English as a native speaker or those who choose for whatever reason to avoid the use of 	<ul style="list-style-type: none"> The SCI does not specify which method of consultation Birmingham City Council will use but instead specifies that the City Council will utilise a variety of consultation methods according to the 	<ul style="list-style-type: none"> No further action 	SCI/018/4

		social media in any form.	circumstances and the needs of each target audience. This allows flexibility and Birmingham City Council can tailor methods of consultation according to the needs of each target audience (including those whom may not be able to use electronic methods of engagement)		
Birmingham and Black Country Wildlife Trust Beheard	Yes	<ul style="list-style-type: none"> No processes or opportunities for engagement missing 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/019/4

5/ Are there any other opportunities for engagement in the preparation of Neighbourhood Plans missing from Table 3?

Response from:	Support Policy Approach	Comments and Main issues raised	LPA Response	Action	Reference
Mr David Treadwell on behalf of Acocks Green Neighbourhood Forum and AGVP	Yes	<ul style="list-style-type: none"> When the opportunities arise, AGNF and AGVP highlight good developments that have considered the local environment and are a positive addition to the area 	<ul style="list-style-type: none"> Comments welcomed 	<ul style="list-style-type: none"> No further action 	SCI/001/5
Mr Linden Thomas on behalf of the Birmingham Law Society	Yes	<ul style="list-style-type: none"> Engage Elected Members for the relevant localities 	<ul style="list-style-type: none"> The process as set out in Table 3 requires the City Council to write to specific, general and other relevant consultees which includes relevant elected members at certain stages of the Neighbourhood Plan making process. It is however the role of the Forum to undertake ongoing consultation and engagement with the community and relevant consultees in the preparation of Neighbourhood Plans. 	<ul style="list-style-type: none"> No further action 	SCI/003/5
The Canals & Rivers Trust	Yes	<ul style="list-style-type: none"> As neighbourhood plans are produced by local communities, the Canals & Rivers Trust only become aware of 	<ul style="list-style-type: none"> The process as set out in Table 3 requires the City Council to write to specific, general and other relevant 	<ul style="list-style-type: none"> No further action 	SCI/004/5

		<p>neighbourhood plans at a very late stage in their production</p> <ul style="list-style-type: none"> • The Canals & Rivers trust notes that Birmingham City Council provides advice on consultation and engagement to community groups, but they do not consider that this goes far enough in terms of outlining the type of information to be provided • It would be helpful if groups could be given contact details for all relevant consultees and interested stakeholders to assist with early engagement and consultation 	<p>consultees which include relevant elected members at certain stages of the Neighbourhood Plan making process. It is however the role of the Forum to undertake ongoing consultation and engagement with the community and relevant consultees in the preparation of Neighbourhood Plans.</p> <ul style="list-style-type: none"> • As stated in Table 3 the City Council will provide advice and information to Neighbourhood Forums and contact information to assist consultation, publicity and engagement. 		
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Support welcomed 	<ul style="list-style-type: none"> • No further action 	SCI/008/5
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> • Sutton Coldfield Town Council needs to be more adequately consulted 	<ul style="list-style-type: none"> • Birmingham City Council has a consultation database for policy documents and proposals containing contact details for all relevant consultees and interested stakeholders including Sutton Town Council. • The Statement of Community involvement refers to early engagement in relation to both planning policy and planning application consultations. This can be tailored to the needs of particular areas and of particular groups to provide more effective consultation and involvement. 	<ul style="list-style-type: none"> • The City Council will continue to seek ways in which consultation and engagement can be improved corporately as well as for planning decisions with communities and groups such as Sutton Coldfield Town Council. 	SCI/009/5
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> • Notify Homeowners personally 	<ul style="list-style-type: none"> • Birmingham City Council will always publicise a planning application in accordance with the Development Management Procedure Order and in accordance with the SCI. This includes: <ul style="list-style-type: none"> • Publishing the application details on the City Council's website and how to comment; • Letter to the owners/occupiers of properties adjoining the application site advising of 	<ul style="list-style-type: none"> • No further action 	SCI/010/5

			<p>application and the period in which to submit comments; and/ or</p> <ul style="list-style-type: none"> • Site notice placed in or near sites subject to applications for development; and or • Publishing a notice in the local press for certain types of development • A weekly list of all new applications received by the City Council is posted on its website • Depending on the proposal, we will also consult with: <ul style="list-style-type: none"> • Various statutory and non-statutory consultees, • other bodies and interest groups relevant to the proposal • Duty to Cooperate bodies on major strategic applications or neighbouring authorities on applications for development close to the City boundary 		
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> • Work with Community Researchers 	<ul style="list-style-type: none"> • The suggested approach would help communities to engage more effectively in the planning process. Although this is beyond the scope and remit of the Statement of Community Involvement, it is an idea that could be considered in the future as part of the City Council's commitment to improve the effectiveness of consultations and engagement on planning documents and applications. 	<ul style="list-style-type: none"> • The City Council will continue to seek ways in which consultation and engagement can be improved corporately as well as for planning decisions. 	SCI/011/5
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> • There are many other opportunities for engagement in the preparation of Neighbourhood Plans 	<ul style="list-style-type: none"> • Comment noted 	<ul style="list-style-type: none"> • No further action 	SCI/012/5
Group comment onbeheard	Yes	<ul style="list-style-type: none"> • Increasing the capacity of communities to engage through a community research social enterprise and an accredited community planning qualification would increase the capacity of communities to consider 	<ul style="list-style-type: none"> • The suggested approach could possibly help communities to engage more effectively in the planning process. it is an idea that could be considered in the future as part of the City Council's commitment to improve 	<ul style="list-style-type: none"> • The City Council will continue to seek ways in which consultation and engagement can be improved corporately as well as 	SCI/013/5

		neighbourhood planning and to develop engagement skills and social capital in areas of the city where there is a deficit.	the effectiveness of consultations and engagement corporately as well as on planning documents and applications.	for planning decisions.	
Organisation comment on beheard	Yes	<ul style="list-style-type: none"> Environmental considerations should feature for each proposal 	<ul style="list-style-type: none"> Environment and sustainability are important factors which are central to national and local planning policy. The adopted Birmingham Development Plan, against which planning applications are assessed, contains key policies in relation to the environment and sustainability. 	<ul style="list-style-type: none"> No further action 	SCI/014/5
Organisation comment on beheard	Yes	<ul style="list-style-type: none"> Neighbourhood plans should be an integral element in effective community planning. For Langley our initial response was to propose a NP linked to CIL only to find out further down the line this was not allowable. And the idea (strongly promoted) to link SUEs to Town Centre. NP key to this. Yet process made little reference with all the heavy lifting falling on the community itself. 	<ul style="list-style-type: none"> Comments noted. This issue is not directly relevant to the Statement of Community involvement and its consultation. 	<ul style="list-style-type: none"> No further action 	SCI/015/5
Organisation comments on beheard	Yes	<ul style="list-style-type: none"> No processes missing - only the staff to implement them 	<ul style="list-style-type: none"> Whilst Birmingham City Council has undergone budget cuts and resource constraints in recent years, it has always engaged with members of the public in accordance to at least the minimum standards required. The SCI will ensure that this will continue or possibly seek to exceed these minimum standards wherever possible and insofar as resources allow. 	<ul style="list-style-type: none"> No further action 	SCI/016/5
Organisation comments on beheard	Yes	<ul style="list-style-type: none"> Hard to see specific reference to collaboration with health as well as City Council priorities - this is an opportunity to divert some Levy funding to joint ventures as defined by the STP. 	<ul style="list-style-type: none"> Consultees (including the Primary Care Commissioning Committee of the CCG) on the City Council's database will continue to be consulted on all planning documents including Neighbourhood plans. However greater co-operation and closer working in the future is possible as the Council continues to improve its consultation and engagement in a 	<ul style="list-style-type: none"> The City Council will continue to seek ways in which consultation and engagement can be improved corporately as well as for planning decisions. 	SCI/017/5

			more co-ordinated way.		
Organisation comments on beheard	Yes	<ul style="list-style-type: none"> Engage Elected Members for the relevant localities 	<ul style="list-style-type: none"> The process as set out in Table 3 requires the City Council to write to specific, general and other relevant consultees which includes relevant elected members at certain stages of the Neighbourhood Plan making process. It is however the role of the Forum to undertake ongoing consultation and engagement with the community and relevant consultees in the preparation of Neighbourhood Plans. 	<ul style="list-style-type: none"> The City Council will continue to seek ways in which consultation and engagement can be improved corporately as well as for planning decisions. 	SCI/018/5
Birmingham and Black Country Wildlife Trust Beheard	Yes	<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/019/5

6/ Are there any processes or opportunities for engagement missing from Table 4 in setting or changing the Community Infrastructure Levy (CIL)?

Response from:	Support Policy Approach	Comments and Main issues raised	LPA Response	Action	Ref.
Mr Linden Thomas on behalf of the Birmingham Law Society	Yes	<ul style="list-style-type: none"> Ensure all known political parties within potentially affected areas are aware of the consultations and all subsequent documents. Do not rely on social media for those who are unable to access or choose to avoid such media. 	<ul style="list-style-type: none"> Comments noted. The SCI would allow for this and does not rely on social media. 	<ul style="list-style-type: none"> The City Council will continue to seek ways in which consultation and engagement can be improved corporately as well as for planning decisions. 	
Canals & Rivers Trust	Yes	<ul style="list-style-type: none"> The Canals & Rivers Trust have stated that section 4 usefully sets out the process for adopting CIL charging schedule and key opportunities for engagement It would be helpful if the SCI included details of how stakeholders can identify projects eligible for CIL funding going forward 	<ul style="list-style-type: none"> All CIL funded projects should support the growth of Birmingham, as outlined within the Birmingham Development Plan are identified in the Infrastructure Delivery Plan. (IDP) The IDP, rather than the SCI is the vehicle for how stakeholders can identify projects eligible for CIL funding going forward 	<ul style="list-style-type: none"> No further action 	SCI/004/6
Councillor Marje Bridle	No	<ul style="list-style-type: none"> Councillors are not properly informed on potential section 106 money due to come to the local community. 	<ul style="list-style-type: none"> Local councillors receive reports six monthly outlining which S106 funds are available in their area. 	<ul style="list-style-type: none"> The City Council will continue to seek ways in which consultation 	SCI/005/6

		<ul style="list-style-type: none"> There needs to be a root and branch shake up of how councillors are involved on behalf of the local community in arrangements for the provision of Section 106 money and for how this money might be spent locally in the ward 	<ul style="list-style-type: none"> Changes have been made to reporting to ensure the reports accurately reflect which funds are available, and should changes be proposed to existing S106 agreements, these will be taken to Planning Committee before any amendments are made. Whilst continuing to provide the above, the issue is not something which is within the remit of the Statement of Community Involvement but can be looked at corporately to identify possible improvements. 	<ul style="list-style-type: none"> and engagement can be improved corporately as well as for planning decisions. 	
Individual comment on Beheard	Don't know	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> No Comment 	<ul style="list-style-type: none"> No further action 	SCI/008/6
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/009/6
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/010/6
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> The consultation needs to be more transparent. Maybe the community could have a say in how CIL is spent. 	<ul style="list-style-type: none"> The only part of CIL spending subject to consultation under current legislation is the Local CIL contribution (15% of receipts from the area in which development takes place and only to be spent in that area). The City Council retains these receipts but will engage with the communities where development has taken place to agree how best to spend it. The use of neighbourhood funds should match priorities expressed by local communities. The City Council is considering the administration and governance arrangements for these sums of money anticipating the funds will be aligned to projects outlined in Ward Plans. 	<ul style="list-style-type: none"> The City Council will continue to seek ways in which consultation and engagement can be improved corporately as well as for planning decisions. 	SCI/011/6
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> There are many other opportunities for engagement in the preparation of Neighbourhood Plans 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/012/6
Group comment	Yes	<ul style="list-style-type: none"> Preparing the evidence base to inform 	<ul style="list-style-type: none"> Comments are noted. The SCI 	<ul style="list-style-type: none"> The City Council will 	SCI/013/6

on Beheard		the Preliminary Draft Charging Schedule (PDCS) involves 'informal consultation and engagement with key stakeholders and interested parties'. This is vague. The recommendation that the city invests and supports a community research social enterprise (CRSE) would enable a broader consultation on how CIL could be delivered to support grassroots and sustainable development.	<p>provides flexibility and guidance to ensure at least a minimum standard of consultation and engagement is achieved and exceeded when deemed necessary or important.</p> <ul style="list-style-type: none"> Birmingham City Council will always engage with citizens across the city in accordance with the minimum requirements for consultation as outlined in National Planning Legislation and relevant policy and guidance including but not limited to Birmingham City Council's Registration Manual and the statement of community involvement. The SCI outlines this approach. 	continue to seek ways in which consultation and engagement can be improved corporately as well as for planning decisions.	
Organisation comment on beheard	Yes	<ul style="list-style-type: none"> Environmental considerations should feature for each proposal 	<ul style="list-style-type: none"> Environment and sustainability are important factors which are central to national and local planning policy. The adopted Birmingham Development Plan, against which planning applications are assessed, contains key policies in relation to the environment and sustainability. 	<ul style="list-style-type: none"> No further action 	SCI/014/6
Organisation comment on beheard	Yes	<ul style="list-style-type: none"> Potentially CIL can be very beneficial to community aspirations. However in the case of Langley / RSCTC its strategic application has been very limited. CIL is an important enabler and so should be used as such. 	<ul style="list-style-type: none"> Changes have been made to reporting to ensure the reports accurately reflect which funds are available, and should changes be proposed to existing S106 agreements, these will be taken to Planning Committee before any amendments are made. Whilst continuing to provide the above, the issue is not something which is within the remit of the Statement of Community Involvement but can be looked at corporately to identify possible improvements. 	<ul style="list-style-type: none"> The City Council will continue to seek ways in which consultation and engagement can be improved corporately as well as for planning decisions. 	SCI/015/6
Organisation comments on beheard	Yes	<ul style="list-style-type: none"> No processes missing - only the staff to implement them 	<ul style="list-style-type: none"> Whilst Birmingham City Council has undergone budget cuts and resource constraints in recent years, it has always engaged with members of the public in accordance to at least the minimum standards required for consultation as outlined in National Planning Legislation and relevant 	<ul style="list-style-type: none"> No further action 	SCI/016/6

			policy and guidance including but not limited to Birmingham City Council's Registration Manual and the statement of community involvement. The SCI will ensure that this will continue or possibly seek to exceed these minimum standards wherever possible and insofar as resources allow.		
Organisation comments on beheard	Yes	<ul style="list-style-type: none"> Ensure all known political parties within potentially affected areas are aware of the consultations and all subsequent documents. Do not rely on social media for those who are unable to access or choose to avoid such media. 	<ul style="list-style-type: none"> There is sufficient flexibility in the document to tailor consultation to specific needs according to the circumstances and the appropriate needs of each target audience. Councillors, MPs and other elected members are already sent consultation correspondence for planning applications in their areas. Specific proposals and policies that affect certain areas may involve additional contact with Local Members and representatives. . 	<ul style="list-style-type: none"> The City Council will continue to seek ways in which consultation and engagement can be improved corporately as well as for planning decisions. 	SCI/017/6
Birmingham and Black Country Wildlife Trust Beheard	Yes	<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/018/6

7/ Are there any processes or opportunities for engagement missing from Table 5 in relation to consultation on planning applications?

Response from:	Support Policy Approach?	Comments and Main Issues Raised	LPA Response	Action	Ref
Mr Linden Thomas on behalf of the Birmingham Law Society	Yes	<ul style="list-style-type: none"> Add to Key Stage 2 on Table 5 "Notification to Ward Councillors". 	<ul style="list-style-type: none"> The law society's recommendation about adding to Key Stage 2 on Table 5 "Notification to Ward Councillors is noted 	<ul style="list-style-type: none"> Add "Notification to Ward Councillors" to Key Stage 2 on Table 5 	SCI/002/7
Natural England	Yes	<ul style="list-style-type: none"> All planning consultations should be sent electronically to the central hub for their planning and development advisory service at consultations@naturalengland.org.uk 	<ul style="list-style-type: none"> Birmingham City Council thanks Natural England for its response and will ensure that its consultation details are updated accordingly 	<ul style="list-style-type: none"> Ensure correct contact details are added to the Consultation database. 	SCI/006/7
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/008/7

Individual comment on Beheard	Yes	<ul style="list-style-type: none"> How do you educate the public on the difference between material and non-material responses? Responses often include the latter 5.10 - all comments should be made available online - you shouldn't have to ask in writing. Table 5/2 - 'The application will be available to view on the City Council's website'. However the search function is hard to use unless you know what you are looking for. You should provide an online user-friendly weekly list of applications, by Ward. I note that you currently do this but: It requires a download for each week. This is clumsy. There should be an online list. This list should be for each Ward, added to weekly by date, so that it can be scanned. Without this the lists are difficult to search. The application numbers given should be a live link to the application details Also consider social media. Why isn't there a Twitter feed/RSS feed for applications, by Ward? People can't comment if they are not aware. 	<ul style="list-style-type: none"> Comments are noted and welcomed In-line with the General Data Protection Regulations, a written request must be made to access information which may sometimes contain sensitive data The recommendations about providing an online user-friendly list of applications, improving the search functions of the City Councils' website, application numbers acting as a live link to the application details and using social media (including twitter and RSS feeds) are very useful and will be given consideration. 	<ul style="list-style-type: none"> Ensure that the recommendations about providing an online user-friendly list of applications, improving the search functions of the City Councils' website, application numbers acting as a live link to the application details and using social media (including twitter and RSS feeds) have been passed onto the registrations team and communications team for review . 	SCI/009/3
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/010/7
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> Concerns are in relation to processes. Where the information is placed, timing. How consultation is done 	<ul style="list-style-type: none"> Birmingham City Council will always engage with citizens across the city in accordance with the minimum requirements for consultation as outlined in National Planning Legislation and relevant policy and guidance including but not limited to Birmingham City Council's Registration Manual and the statement of community involvement. These standards apply universally and to the same standards across the whole city, and Birmingham City Council always applies these policies equally across 	<ul style="list-style-type: none"> The City Council will continue to seek ways in which consultation and engagement can be improved corporately as well as for planning decisions. 	SCI/011/7

			the city. Birmingham City Council will seek to exceed minimum standards wherever possible and insofar as resources allow.		
Individual comment on Beheard	Yes	<ul style="list-style-type: none"> There are many other opportunities for engagement in the preparation of Neighbourhood Plans 	<ul style="list-style-type: none"> Support welcomed 	<ul style="list-style-type: none"> No further action 	SCI/012/7
Group comment on beheard	Yes	<ul style="list-style-type: none"> Again, a more transparent arrangement with the development of capacity to support planning consultation through a CRSE and a community planning qualification underpinned by the HE sector and CIL/S106 /Social Value remittances would provide the additional capacity to deliver innovative planning outcomes. 	<ul style="list-style-type: none"> Noted. 	<ul style="list-style-type: none"> The City Council will continue to seek ways in which consultation and engagement can be improved corporately as well as for planning decisions. 	SCI/013/7
Organisation comment on beheard	Yes	<ul style="list-style-type: none"> Environmental considerations should feature for each proposal 	<ul style="list-style-type: none"> Environment and sustainability are important factors which are central to national and local planning policy. The adopted Birmingham Development Plan, against which planning applications are assessed, contains key policies in relation to the environment and sustainability. 	<ul style="list-style-type: none"> No further action 	SCI/014/7
Organisation comment on beheard	Yes	<ul style="list-style-type: none"> Same issues apply re Planning Application consultations. To be meaningful especially for large impactful development need to be baselined / related to Committee Plan expectations / i.e. no surprises. Mixed tenure, multigenerational housing, sustainable design. Lower reliance on petrol, greater reliance on public movement / EV pooling etc. Formal processes tend to favour the powerful development lobby. Communities are relatively unskilled, perplexed and easily out manoeuvred - the unitary Planning Authority's first duty is to protect their interests. 	<ul style="list-style-type: none"> Comments noted. 	<ul style="list-style-type: none"> No further action 	SCI/015/7
Organisation comments on beheard	Yes	<ul style="list-style-type: none"> Yes. One of the items missing is disclosure of the names of applicants in planning applications. 	<ul style="list-style-type: none"> In relation to the details of applicants being redacted on planning applications, this is a legal requirement 	<ul style="list-style-type: none"> No further action 	SCI/016/7

		<ul style="list-style-type: none"> Without sufficient resources for the enforcement of planning decisions, the whole system is in danger of being undermined. So you can go through the correct procedures of consultation - but without transparency of applicants and enforcement of decisions we fear for the future of the planning system. 	<ul style="list-style-type: none"> of the General Data Protection Regulations. Birmingham City Council has an active planning Enforcement team whose responsibility is to ensure that developments within the city are carried out according to planning permission and any relevant conditions where required 		
Organisation comments on beheard	Yes	<ul style="list-style-type: none"> No specific reference to the impact of the development on wider systems (e.g. impact on primary care resilience and capacity to support demands) Can consultation with primary care networks and primary care in local areas be made so that the CCG and service providers can collaborate to ensure there is adequate service provision, infrastructure and workforce to meet the needs of the expanding community. Alignment to the STP estates workbook and opportunities for Section 106 investment could be considered as part of the assessment and decision making process. 	<ul style="list-style-type: none"> In terms of engagement, Birmingham City Council will ensure that the CCG is consulted on relevant planning applications. 	<ul style="list-style-type: none"> The City Council will continue to seek ways in which consultation and engagement can be improved corporately for planning decisions including the engagement of the CCG for major planning applications. 	SCI/017/7
Organisation comments on beheard	Yes	<ul style="list-style-type: none"> Add to Key Stage 2 on Table 5 "Notification to Ward Councillors". 	<ul style="list-style-type: none"> The recommendation about adding to Key Stage 2 on Table 5 "Notification to Ward Councillors has been noted 	<ul style="list-style-type: none"> Add the wording "Notification to Ward Councillors" to Key Stage 2 on Table 5 	SCI/018/7
Birmingham and Black Country Wildlife Trust Beheard	Yes	<ul style="list-style-type: none"> The Birmingham and Black Country Wildlife Trust would seek to be included within the list of consultees for all planning applications, where development will directly affect a statutory or non-statutorily protected site or will be situated in close proximity to the development. As a consultee, we would seek to be included within all stages of the planning process from pre-application through to assisting with reserved matters and conditions. In terms of Table 5, we would seek for 	<ul style="list-style-type: none"> If any pre-application directly impacts upon wildlife, nature or other natural features, the city Ecologist and Tree Officer will be consulted. Their advice will take into account any advice and guidance provided by the Birmingham and Black Country Wildlife Trust. 	<ul style="list-style-type: none"> The City Council will continue to seek ways in which consultation and engagement can be improved corporately as well as for planning decisions. 	SCI/019/7

		the pre-application process section to be included within the table, to cover the opportunity for engagements for this stage.			
Other Comments					
Response from:	Support Policy Approach?	Comments and Main Issues Raised	LPA Response	Action	Ref
Mr David Treadwell on behalf of Acocks Green Neighbourhood Forum and AGVP	N/A	<ul style="list-style-type: none"> There are concerns relating to the apparent loss of public space or public rights of way, particularly since large scale redevelopments seen mainly in the City Centre and other related areas Many of these spaces are seemingly becoming privately owned public squares, large areas, thoroughfares that appear to be in public ownership, but in fact, are owned and controlled by developers and their private backers These are not subject to ordinary local authority bylaws, but rather governed by restrictions drawn up by the landowners and usually enforced by private security companies. Transferring public rights and privileges to private interests. 	<ul style="list-style-type: none"> Planning applications will be determined against the City Council's Development Plan which contains policies in relation to the loss of open space and green infrastructure 	<ul style="list-style-type: none"> No further action 	SCI/001/8
Shabana Mahmood MP on behalf of constituents and community groups	N/A	<ul style="list-style-type: none"> One of the leading concerns raised by residents is the management of the development process. MPs' are regularly asked by constituents to make representations on their behalf against planning applications as they feel the planning system lacks transparency, is stacked against them and that the consultation process is not about seeking their views but rather rubber-stamping decisions that have already been made. The City Council should adopt a comprehensive and transparent 	<ul style="list-style-type: none"> The review of the Statement of Community Involvement helps to set the standard for consultation and engagement to ensure a consistent approach across the whole city and across all communities. If necessary the process can be tailored to exceed minimum standards and use best practice to ensure higher standards where resources allow. The SCI is being strengthened to emphasise the need to provide greater weight to those with protected characteristics as defined by the 	<ul style="list-style-type: none"> The City Council will continue to seek ways in which consultation and engagement can be improved corporately as well as for planning decisions in consultation with the Local Government Association and the Planning Advisory Service to ensure best practice. References to be 	SCI/002/8

		<p>consultation process across all parts of Birmingham, especially where residents already struggle to access and engage with City Council services including the most vulnerable socioeconomic groups. In the past the City Council has not necessarily treated the consultation process with the same consistency and due care and attention across the whole city.</p> <ul style="list-style-type: none"> • The City Council could possibly consider <ul style="list-style-type: none"> • implementing rules on the appropriate display of notices • introducing rules for using plain language • adequate signposting of key proposals within development plans to those communities who will be particularly affected. • In order to protect the communities most vulnerable to gentrification and social change in our city, the Council must consider including a statement protecting diverse communities in the aims of the SCI. • The City Council should consider liaising with representatives from the Local Government Association on best practice for consultation and seek to present the gold standard for an SCI and consultation • By using best practice and holding its planning applications and plan-making consultations to a much higher standard than the legal minimum, the City Council could avoid many of the process pitfalls encountered • The City Council should continue to develop its planning and consultation process by engaging with residents, businesses, elected representatives and special interest groups across the city. 	<p>Equality Act 2010 which includes protecting the interests of the most vulnerable groups and communities.</p> <ul style="list-style-type: none"> • Birmingham City Council will continue to develop its planning and consultation process by engaging with a wide variety of both internal and external stakeholders including but not limited to residents, businesses, elected representatives and special interest groups across the city and in neighbouring constituencies where this will benefit the city and its neighbours. 	<p>added where appropriate to emphasise the need to provide greater weight to protecting the interests of vulnerable communities and those groups with protected characteristics to comply with and have regard to the Equality Act 2010.</p> <ul style="list-style-type: none"> • The SCI will be regularly reviewed and updated when deemed necessary to ensure best practice and continual improvement. 	
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Canals & Rivers Trust	N/A	<ul style="list-style-type: none"> The Trust notes and welcomes the commitment to keep the SCI under review and to monitor the effectiveness of the SCI The appropriateness of the first monitoring indicator set out in paragraph 6.2 is questioned which states that “100% of decisions in line with statutory consultee advice on major applications” because it is not uncommon for statutory consultees to have conflicting views on proposals and the role of the planner is to balance these material considerations when determining planning application. It is also unclear as to how the first monitoring indicator set out in paragraph 6.2 measures the effectiveness of the SCI. Further consideration should be given to the proposed indicators which could perhaps link back to the stated aims of the SCI 	<ul style="list-style-type: none"> The Indicators have been reviewed in light of the comments made. 	<ul style="list-style-type: none"> Monitoring indicators have been altered to better reflect the stated aims of the SCI. The SCI will be regularly reviewed in the City Council’s AMR and updated when deemed necessary to ensure best practice and continual improvement. 	SCI/004/8
Natural England	N/A	<ul style="list-style-type: none"> We regret that we are unable to comment, in detail on individual Statements of Community Involvement. Information on the services offered by Natural England including advice on how to consult them can be found at https://www.gov.uk/guidance/protect-d-species-how-to-review-planning-applications 	<ul style="list-style-type: none"> Noted. 	<ul style="list-style-type: none"> No further action required 	SCI/006/8
Network Rail	N/A	<ul style="list-style-type: none"> Network Rail is a statutory consultee for any planning applications within 10 metres of relevant railway (as the Rail Infrastructure Managers for the railway, set out in Article 16 of the Development Management Procedure Order) and for any development likely to result in a material increase in the volume or a material change in the character of traffic using a level 	<ul style="list-style-type: none"> Noted. 	<ul style="list-style-type: none"> No further action required 	SCI/007/8

		<p>crossing over a railway (as the Rail Network Operators, set out in Schedule 4 (J) of the Development Management Procedure Order).</p> <ul style="list-style-type: none"> • Network Rail is also a statutory undertaker responsible for maintaining and operating the railway infrastructure and associated estate. It owns, operates and develops the main rail network. • Network Rail aims to protect and enhance the railway infrastructure, therefore any proposed development which is in close proximity to the railway line or could potentially affect Network Rail's specific land interests will need to be carefully considered. 			
Access Birmingham – Attendance at meeting held 20 th May 2019	N/A	<ul style="list-style-type: none"> • Access Birmingham receive lists of planning applications and provide comments on larger applications concerning large housing developments, public realm developments, large public use buildings and community facilities. • As a group they meet regularly but would welcome attendance from planning officers when discussing particular developments or new documents of relevance 	<ul style="list-style-type: none"> • Noted. The City Council will continue to engage with Access Birmingham and attend meetings at the Group's request if appropriate and where resources allow. 	<ul style="list-style-type: none"> • No further action 	SCI/020/8
Comments received from Use-IT/ REMIX Project following Participatory Meeting on 24 April 2019	N/A	<ul style="list-style-type: none"> • Consultation periods need to be sufficient to give communities enough time to be meaningfully engaged. • Consultations need to allow for the co-design of solutions with communities, businesses, groups, etc. and not just a “yes/no” exercise. • The SCI needs to explain how a community can set up a Neighbourhood Forum to start up a neighbourhood plan. • The document doesn't explain who has access to CIL and what it means for the residents living in the area. 	<ul style="list-style-type: none"> • Birmingham City Council will always engage with members of the public on planning applications in accordance with the Development Management Procedure Order and the SCI. Birmingham City Council will seek to exceed these minimum standards wherever resources allow. The City Council will continue to seek more effective ways of publicising and consulting on planning applications without increasing the limited budgets it has to carry this out. • The SCI emphasises greater 'frontloading' and early involvement to ensure that future policies and 	<ul style="list-style-type: none"> • The City Council will continue to seek ways in which consultation and engagement can be improved corporately as well as for planning decisions in consultation with the Local Government Association and the Planning Advisory Service to ensure best practice. • The frontloading of community involvement will have 	SCI/021/8

			<p>decisions are made with appropriate engagement and buy in from local communities as resources permit</p> <ul style="list-style-type: none"> • The SCI explains the requirements for Community Involvement in the Neighbourhood Plan process. Assistance in setting up a Neighbourhood forum can be found at the Neighbourhood Planning website https://neighbourhoodplanning.org • All CIL funded projects should support the growth of Birmingham, as outlined within the Birmingham Development Plan are identified in the Infrastructure Delivery Plan. (IDP) The IDP, rather than the SCI is the vehicle for how stakeholders can identify projects eligible for CIL funding going forward 	<p>increased emphasis within the final version of the document.</p>	
<p>Comments received from general public at Eat, Make Play event at Edgbaston Reservoir on 13 July 2019</p>	N/A	<ul style="list-style-type: none"> • Documents need to be written in plain English to ensure everyone understands • Need to engage with people and communities much earlier in the process before proposals are identified. Hold regular discussions with communities at events and listen to concerns • Interactive events are a good way to engage with people 	<ul style="list-style-type: none"> • Comments noted regarding plain English. • The SCI emphasises greater 'frontloading' and early involvement to ensure that future policies and decisions are made with appropriate engagement and buy in from local communities as resources permit • Interactive events are part of a number of ways in which the City Council can engage with people. The City Council will continue to seek more effective ways of publicising and consulting on planning applications without increasing the limited budgets it has to carry this out. 	<ul style="list-style-type: none"> • Emphasise need for plain English in correspondence as a requirement within the Statement of Community Involvement • The frontloading of community involvement will have increased emphasis within the final version of the document. The City Council will continue to seek ways in which consultation and engagement can be improved corporately as well as for planning decisions in consultation with the Local Government Association and the Planning Advisory Service to ensure best practice. 	SCI/022/8

<p>Birmingham City Council – Planning Committee. Comments made at Committee Meeting held on 4th July 2019.</p>	<p>N/A</p>	<ul style="list-style-type: none"> • The Statement of Community Involvement (SCI) should be more easily accessible on the City Council's website. • There was a need to revamp the planning section of the City Council's website to explain how the planning process worked to ensure it was transparent and be clear as to how residents can have their say. • The SCI needs to be clear on who is to be consulted. • Printed versions of the SCI should be available in local community facilities such as libraries. • Developers needed to be encouraged to undertake pre-application consultation to the highest standard. • The Planning Committee should be involved in developing the SCI at all stages. 	<ul style="list-style-type: none"> • The City Council acknowledges that the SCI page of the website could be in a more prominent location and more clearly signposted. • The SCI does make it clear who is to be consulted on which part of the planning process and when. • Printed versions of the draft SCI were on display at all of Birmingham's Libraries during the consultation. Each Library will also receive a copy of the final adopted version of the SCI for reference purposes. • Pre-application discussions and consultation by developers is not mandatory. However the SCI emphasises the importance of such consultation by developers for large or locally significant development proposals. • Planning committee were invited to comment on the draft SCI and made valuable comments which is helping to shape the final version of the SCI. 	<ul style="list-style-type: none"> • The website pages are to be re-organised to ensure the SCI page and document are more prominently located on the City Council's website. • The final version of the SCI emphasises the importance of pre-application discussions and consultation with local communities as an important method of engagement for large or locally significant development proposals. • The City Council will continue to seek ways in which consultation and engagement can be improved corporately as well as for planning decisions with communities and groups 	<p>SCI/023/8</p>
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Appendix 2: Engagement Strategy for Statement of Community Involvement Consultation Document Draft June 2019

Introduction

Planning for development within the city is a key responsibility of Birmingham City Council, in order to meet the aspirations of local communities and to reach the City Council's overarching vision of creating and innovative, vibrant and sustainable city. The City Council's objective is to tackle the social, economic and environmental challenges facing the city today. The City Council is highly committed to listening to local people in shaping the city and the services that they received. Due to changes in legislation and planning policy, an updated Statement of Community Involvement (SCI) is sought to ensure that an up to date consultation and engagement strategy is adopted and applied.

Through the updated SCI, the City Council is looking to engage local communities, businesses and other interested parties in the planning process, to gain various viewpoints on how the City Council can make the system more efficient, transparent and inclusive. The City Council is committed to continue using its existing methods of engagement along with identifying new and innovative ways of reaching people more effectively to offer responsive services that meet local needs.

This document sets out the engagement strategy the City Council will adopt for the consultation on the revised Statement of Community Involvement, a document that will, in itself, set out how the City Council will consult in the preparation and review of planning policies and the consideration of planning applications. The SCI will identify the overarching methods in which local residents and interested parties will be encouraged to participate in the planning process.

This engagement strategy is formed of two main parts; the first sets out the City's requirements for consulting on the SCI through a review of local and national planning legislation. The strategy then identifies the key stakeholders and sets out the methods the City Council will adopt for consulting with these groups.

Consultation Policy Framework

The engagement strategy has been produced in line with the following national and local planning policy documents and legislation:

- Planning and Compulsory Purchase Act 2004 (as amended by the Planning Act 2008)
- Localism Act 2011
- The Town and Country Planning (Local Planning) (England) Regulations 2012
- Housing and Planning Act 2016

- Neighbourhood Planning Act 2017
- Government's Consultation Principles: Guidance 2018
- National Planning Policy Framework 2019

The SCI is a requirement of national planning legislation and its review has been triggered by changes to policy over the years. The consultation for the preparation of an updated SCI in Birmingham adheres to the guidance set out in government legislation, required to reflect the changes in national and local policy and to reflect the new communications that have evolved over the last 10 years since the first SCI was adopted in 2008. It is a legal/statutory obligation for local authorities to demonstrate that they are promoting public participation and adopting methods to ensure the voices of local residents and businesses are heard throughout the planning process.

Subsequently, this legislation requires the City Council to prepare a statement for how they will be involving those with an interest in development, setting out the standards for publicity on consultation on planning applications and plan-making.

The duty to prepare an updated SCI arises from the Planning and Compulsory Purchase Act 2004 (section 18) as amended by the Planning Act 2008, the Localism Act 2011 and the Neighbourhood Planning Act 2017.

Section 18 of the Planning and Purchase Act 2004 requires local planning authorities to produce a Statement of Community Involvement, which explains how they will engage local communities and other interested parties in producing their local development plans and determining planning applications.

The Town and Country Planning (Local Planning) (England) Regulations 2012 sets out statutory requirements that Local Authorities must comply with.

The updated SCI is guided by the Government's Consultation Principles: Guidance (2018) which outlines how consultations should be conducted.

There is a clear emphasis within national policy that consultation should begin at the very start of the preparation of any policy documents and communities should be given ample chance to comment on any form of development taking place within the city. Legislation states that early and consistent community involvement should be encouraged by Local Planning Authorities and should involve consulting key partners, including the local community.

The City Council will ensure that a wide and relevant audience is consulted, which will entail informing communities about emerging policies and specific development proposals along with enabling communities to put forward their ideas in shaping the area in which they live in.

Comments made should be acknowledged in the preparation of the document, and a document should be published for a statutory consultation period, being made widely available in public places, online and advertised in newspapers. Any feedback which is received by any bodies should then form part of the 'pre-production work' whereby information, issues and evidence gathered should be considered in the development of any plan or document that the City Council produces.

The final adopted SCI should be produced considering the comments made during the consultation process. The adopted SCI should be widely available to the general public, in public places and available online, and those who asked to be notified of the adoption of the document should be written to.

Engagement Strategy

In accordance with the Regulations, the Local Authority is required to consult relevant bodies at various stages during the planning process. The regulations outline Specific Consultation Bodies that must be consulted, in addition to the other groups outlined in the NPPF, referred to as 'General' consultation bodies. Subsequently, a consultation database is active and utilised by the Planning Department which lists the Specific Consultation Bodies, as outlined in the Regulation, and a list of General Consultation Bodies which have been included because the City Council considers them to be of great importance to the development of any plan.

Early Engagement

Where possible, the City Council has aimed to engage stakeholders in the production of the updated SCI from the outset to create a collaborative approach to this new draft document.

Consideration is given to ensure that this document reaches all audiences in a variety of ways, with officers identifying target groups who are under-represented to engage them in formulating the consultation strategy and learning the best ways to consult positively in the future.

Early engagement has occurred where BCC Officers have attended meetings with local stakeholders, including Access Birmingham and Project USE-IT, and it is noted that attending meetings with community groups is something that will be encouraged, and will continue until the end of the formal consultation stage.

Formal Consultation

Birmingham City Council is looking to invite comments on the draft SCI as part of a statutory formal consultation from 3rd June 2019 and will run for a 12 week period until 6th September 2019.

The City Council will communicate this document in a plethora of ways that would be suitable to meet the requirements of all audiences. The document will be able to be viewed on the City Council website and hard copies will be available to view during

normal operating hours at the Planning and Development offices or local libraries. In addition to these methods, requests for alternative formats will also be made accessible on a case by case basis, including large print, typetalk and various languages, to meet the needs of different people and groups where possible and where resources permit.

There will be a varying degree to which individuals will be able to get involved, with methods to inform the consultation to include:

- Publication on the Birmingham City Council website
- Be Heard
- Press and social media publications/advertisements
- Briefing sessions and meetings
- Officer advice and assistance over the telephone, e-mail and post

Next Steps

At the end of the consultation period, all responses will be analysed and will be taken into account and used to prepare the final version of the SCI which will then be formally adopted by Birmingham City Council.

Appendix 1: Engagement strategy

Consultation Type	Group/ Organisation	Stage	Method of Consultation	Comments
Specific	Local Authorities	Formal	Email/ Letter/ Meeting	Inform neighbouring LPAs of the formal consultation period.
Specific	Resident Associations/ Neighbourhood Forums	Early/ Formal	Email/ Letter/ Meeting	Inform groups of the formal consultation period and provide opportunity for individual meetings, if required.
Specific and General	Environment	Formal	Email/ Letter/ Meeting	Inform groups of the formal consultation period and provide opportunity for individual meetings, if required.
Specific	Government	Early/ Formal	Meeting/ Briefing	Early consultation includes briefings with Leader and Cabinet Members as requested.
Specific and General	Health	Formal	Email/ Letter/ Meeting	Inform groups of the formal consultation period and provide opportunity for individual meetings, if required.
Specific and General	Transport/ Access	Formal	Email/ Letter/ Meeting	Inform groups of the formal consultation period and provide opportunity for individual meetings, if required. Meetings organised with organisations such as Access Birmingham.
General	Civic	Formal	Email/ Letter	Inform groups of the formal consultation period and encourage submission of comments.
General	Developers	Early/ Formal	Email/ Letter/ Meeting	City wide developers shall be informed of the formal consultation period and encouraged to submit their comments.
General	Education	Formal	Email/ Letter/ Meeting	Inform groups of the formal consultation period and provide opportunity for individual meetings, if required.
General	Equalities	Early/	Email/ Letter/	BCC Officers to attend meetings with individual groups upon

		Formal	Meeting	request. Groups are to be informed of the formal consultation period and invited to further meetings, if required. Internal meetings to ensure compliance.
General	Housing	Formal	Email/ Letter/ Meeting	Inform groups of the formal consultation period and provide opportunity for individual meetings, if required.
General	Landowners	Early/ Formal	Email/ Letter/ Meeting	City wide landowners shall be informed of the formal consultation period and encouraged to submit their comments.
General	Religious bodies	Formal	Email/ Letter/ Meeting	Inform groups of the formal consultation period and provide opportunity for individual meetings, if required.

Appendix 2: Consultation events to date

Date	Consultation	Who was involved?
22 nd March 2019	Inclusive Growth Directorate Management Team	Internal - BCC Planning Officers, Director, Assistant Directors
8 th April 2019	Corporate Management Team	Internal - BCC Planning Officers, Corporate Directors and Chief Executive
23 rd April 2019	Executive Management Team	Internal - BCC Planning Officers, Corporate Directors and Leader of the Council
14 th May 2019	Birmingham City Council Cabinet	Internal - Leader and Cabinet Members
20 th May 2019	Presentation and discussion with Access Birmingham	External - BCC Officers, Access Birmingham Group members
End of May 2019	Equality and inclusion assessment	BCC Planning Officers, Equality Officer representatives
4 th July 2019	Presentation and consultation discussion with Birmingham City Council Planning Committee.	BCC Planning Officers, Planning Committee Members

Title of proposed EIA	Statement of Community Involvement (SCI) Final version
Reference No	EQUA440
EA is in support of	Amended Policy
Review Frequency	Annually
Date of first review	04/01/2021
Directorate	Inclusive Growth
Division	Planning and Regeneration
Service Area	Planning Policy
Responsible Officer(s)	<input type="checkbox"/> Martin Dando
Quality Control Officer(s)	<input type="checkbox"/> Richard Woodland
Accountable Officer(s)	<input checked="" type="checkbox"/> Uyen-Phan Han
Purpose of proposal	Analysis of Statement of Community Involvement following consultation
Data sources	Consultation Results; relevant reports/strategies; relevant research
Please include any other sources of data	
ASSESS THE POTENTIAL IMPACT AGAINST THE PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Wider Community
Age details:	<p>The statement of Community Involvement (SCI) sets out principles and process as to how the Council will engage people in plan making as well as decision making on planning applications. In doing this it is envisaged that the SCI will help to make consultations more effective and meaningful to a wider audience and thereby encourage more people to take part in the planning process.</p> <p>The SCI itself is in line with the City Council's Equality objectives in creating a fair and prosperous City through ensuring that all local people are engaged in Council decision making in a democratic way.</p> <p>As a result of the consultation exercise on the draft SCI in June 2019, the SCI has been strengthened further to ensure that the Council commit to working with partners and communities in an open and</p>

<p>Protected characteristic: Disability</p> <p>Disability details:</p>	<p>transparent manner involving all, including those with protected characteristics.</p> <p>Wider Community</p> <p>The statement of Community Involvement (SCI) sets out principles and process as to how the Council will engage people in plan making as well as decision making on planning applications. In doing this it is envisaged that the SCI will help to make consultations more effective and meaningful to a wider audience and thereby encourage more people to take part in the planning process.</p> <p>This includes investigating and setting out methods which will enable people with disabilities along with others with protected characteristics to be actively involved through appropriate consultation methods. As a result of the consultation exercise on the draft SCI in June 2019, the SCI has been strengthened further to ensure that the Council commits to its duties under the Equality Act. This will include working with a variety of representative groups for people with disabilities and to ensure that contacts and methods for consultation are kept under review to ensure engagement with the current correct groups.</p>
<p>Protected characteristic: Gender</p> <p>Gender details:</p>	<p>Wider Community</p> <p>The statement of Community Involvement (SCI) sets out principles and process as to how the Council will engage people in plan making as well as decision making on planning applications. In doing this it is envisaged that the SCI will help to make consultations more effective and meaningful to a wider audience and thereby encourage more people to take part in the planning process.</p> <p>The SCI itself is in line with the City Council's Equality objectives in creating a fair and prosperous City through</p>

ensuring that all local people are engaged in Council decision making in a democratic way.

As a result of the consultation exercise on the draft SCI in June 2019, the SCI has been strengthened further to ensure that the Council commit to working with partners and communities in an open and transparent manner involving all, including those with protected characteristics.

Protected characteristics: Gender Reassignment

Not Applicable

Gender reassignment details:

Protected characteristics: Marriage and Civil Partnership

Not Applicable

Marriage and civil partnership details:

Protected characteristics: Pregnancy and Maternity

Wider Community

Pregnancy and maternity details:

The statement of Community Involvement (SCI) sets out principles and process as to how the Council will engage people in plan making as well as decision making on planning applications. In doing this it is envisaged that the SCI will help to make consultations more effective and meaningful to a wider audience and thereby encourage more people to take part in the planning process.

The SCI itself is in line with the City Council's Equality objectives in creating a fair and prosperous City through ensuring that all local people are engaged in Council decision making in a democratic way.

As a result of the consultation exercise on the draft SCI in June 2019, the SCI has been strengthened further to ensure that the Council commit to working with partners and communities in an open and transparent manner involving all, including those with protected characteristics.

Protected characteristics: Race

Wider Community

Race details:

The statement of Community Involvement (SCI) sets out principles and process as to how the Council will engage people in plan making as well as decision making on planning applications. In doing this it is envisaged that the SCI will help to make consultations more effective and meaningful to a wider audience and thereby encourage more people to take part in the planning process.

The SCI itself is in line with the City Council's Equality objectives in creating a fair and prosperous City through ensuring that all local people are engaged in Council decision making in a democratic way.

As a result of the consultation exercise on the draft SCI in June 2019, the SCI has been strengthened further to ensure that the Council commit to working with partners and communities in an open and transparent manner involving all, including those with protected characteristics.

Protected characteristics: Religion or Beliefs

Religion or beliefs details:

Wider Community

The statement of Community Involvement (SCI) sets out principles and process as to how the Council will engage people in plan making as well as decision making on planning applications. In doing this it is envisaged that the SCI will help to make consultations more effective and meaningful to a wider audience and thereby encourage more people to take part in the planning process.

The SCI itself is in line with the City Council's Equality objectives in creating a fair and prosperous City through ensuring that all local people are engaged in Council decision making in a democratic way.

As a result of the consultation exercise on the draft SCI in June 2019, the SCI has been strengthened further to

include additional references and emphasis on ensuring that the Council engages with residents in an open and transparent manner involving all, including those with protected characteristics.

The Council has planning policies in place on the criteria for the size and location of places of Worship which have been subject to consultation which included engagement with communities of different faiths, religions and beliefs. The SCI will ensure that any future consultations on policy changes will continue to involve the most relevant communities and groups.

Protected characteristics: Sexual Orientation

Sexual orientation details:

Wider Community

The statement of Community Involvement (SCI) sets out principles and process as to how the Council will engage people in plan making as well as decision making on planning applications. In doing this it is envisaged that the SCI will help to make consultations more effective and meaningful to a wider audience and thereby encourage more people to take part in the planning process.

The SCI itself is in line with the City Council's Equality objectives in creating a fair and prosperous City through ensuring that all local people are engaged in Council decision making in a democratic way.

As a result of the consultation exercise on the draft SCI in June 2019, the SCI has been strengthened further to ensure that the Council commit to working with partners and communities in an open and transparent manner involving all, including those with protected characteristics.

Please indicate any actions arising from completing this screening exercise.

Please indicate whether a full impact assessment is recommended

What data has been collected to facilitate the assessment of this policy/proposal?	The SCI was subject to public consultation for three months after which comments were taken on board to strengthen key elements of the document and the processes described within it.
Consultation analysis	The draft SCI was subject to consultation in June 2019 including all known representative groups for the protected characteristics via Be Heard, letters, emails and social media. This was done using a database of consultees and contacts which is under constant review. Responses were reviewed and, whilst nothing specific came up in terms of equality issues, suggestions were made that the document could be strengthened further in terms of the Council's commitment to analysing the impact of planning applications and policies on equality matters and people with the protected characteristics. All stages of the formulation of planning policy documents now have references to the need for regular analysis of equality impacts and the need to review processes and wording of policies as a result.
Adverse impact on any people with protected characteristics.	Through the consultation process, the SCI has been amended and strengthened to ensure that any adverse impact on any people with protected characteristics has been averted as much as possible for future consultations and decision making.
Could the policy/proposal be modified to reduce or eliminate any adverse impact?	As a result of the public consultation exercise, the SCI has already been modified to reduce or eliminate any adverse impact.
How will the effect(s) of this policy/proposal on equality be monitored?	The SCI contains a number of monitoring indicators to ensure that the effects of the SCI on consultation and engagement will achieve the principles identified in the SCI. The Council is committed to constant

monitoring and review of the principles and ensure that the consultation database is continually updated to ensure new groups are captured in future consultation exercises.

What data is required in the future?

Data will be collected as part of the monitoring of the SCI and is set out within the monitoring section of the document. This includes the number of individuals/groups participating in consultations with the protected characteristics and how much participants value their involvement in the process.

Are there any adverse impacts on any particular group(s)

No

If yes, please explain your reasons for going ahead.

Initial equality impact assessment of your proposal

Consulted People or Groups

Informed People or Groups

Summary and evidence of findings from your EIA

It is envisaged that a full assessment is not required. The results of the consultation and any lessons learnt have been used to update and inform this Equalities Analysis and inform the final version of the SCI ready for adoption by the City Council early in 2020.

QUALITY CONTORL SECTION

Submit to the Quality Control Officer for reviewing?

No

Quality Control Officer comments

Decision by Quality Control Officer

Proceed for final approval

Submit draft to Accountable Officer?

No

Decision by Accountable Officer

Approve

Date approved / rejected by the Accountable Officer

09/01/2020

Reasons for approval or rejection

Please print and save a PDF copy for your records

Yes

Content Type: Item

Version: 48.0

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Close

Birmingham City Council

Report to Cabinet

21 January 2020



Subject: EARLY INTERVENTION PROGRAMME – ROLL-OUT OF THE EARLY INTERVENTION COMMUNITY TEAM

Report of: Professor Graeme Betts
Director - Adult Social Care

Relevant Cabinet Member: Cllr Paulette Hamilton - Health and Social Care

Relevant O &S Chair(s): Cllr Rob Pocock - Health and Social Care

Report author: Michael Walsh
Head of Service - Commissioning, Adult Social Care
Telephone No: 07730281349
Email Address: Michael.Walsh@birmingham.gov.uk

Are specific wards affected? If yes, name(s) of ward(s):	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No – All wards affected
Is this a key decision? If relevant, add Forward Plan Reference: 007274/2019	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information? Paragraph 3 of 12A of the Local Government Act 1972 (as amended) - Information relating to the financial or business affairs of any particular person (including the council).		
	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

1. Executive Summary

- 1.1 The purpose of this report is to seek approval from Cabinet to extend a work order through the contract with Bloom Procurement Services Limited for the provision of specialist organisational change partners – Newton Europe Limited - to improve outcomes for citizens and to realise financial benefits

through developing, testing and rolling-out an integrated health and social care model for older people. This is one element of our approach to investing in system capacity for transformational change, alongside building the “in-house” capacity of the system to lead and deliver sustainable transformation in the future.

- 1.2 It is proposed to vary the existing work order to complete the citywide roll-out of the Early Intervention Community Team (EICT). This will build on the success of the prototype within the South locality which has demonstrated the value of the model in terms of improved cross-system working and increased independence for citizens.
- 1.3 Whilst the rollout of EICT was one of the deliverables for the existing work order, system partners are agreed that, contractually, Newton Europe are not liable for the inability to complete EICT rollout within the timeframe and resources defined by the work order. Rather it is a reflection that the programme is breaking new ground in terms of integration within a very complex system – so that at the commencement of the programme there were few points of reference to benchmark timescales and expectations. Unfortunately, delays have been experienced in the programme – mostly relating to capacity and workforce issues – and as a consequence it has not been possible to complete the rollout of EICT as originally programmed.
- 1.4 System partners are satisfied that the Early Intervention programme is delivering significant and sustainable change that is leading to improved outcomes for older citizens in Birmingham and that Newton have committed resources to support the system that are commensurate with the terms of the work order. The programme is recognised as a national exemplar of innovation for the way in which it is bringing partners together to design and implement system transformation in a complex environment.
- 1.5 Partners have learnt a great deal during the last 12 months of programme delivery and have worked together to develop a robust action plan for completing the rollout of EICT (**Appendix 1**). This takes account of the lessons learnt – especially the need to ensure that implementation is properly resourced in respect of the operational teams who will be delivering change.

2 Recommendations

- 2.1 That Cabinet:
 - 2.1.1 Approves an extension to the existing work order with Newton Europe (via Bloom Procurement Service Limited) to provide cross-system support for the Early Intervention Programme.
 - 2.1.2 Notes the contents of the financial information contained within the **Exempt Appendix 4**

2.1.3 Authorises the Director of Adult Social Care and Chief Financial Officer to conclude negotiations agree the terms of the work order extension within the following parameters:

- Completion of a fully implemented and sustainable Early Intervention Community Team model across the city;
- Work order end date of 30 September 2020 – with work scheduled to be completed by 24 July 2020.

2.1.4 Authorises the City Solicitor (or their delegate) to conclude and enter into all legal documents to give effect to the above recommendations.

3. Background

3.1 Cabinet received a business case and approved a strategy report on 26th June 2018 to enter into a procurement process to appoint external support on behalf of the Birmingham Health and Social Care System (Birmingham City Council, Birmingham and Solihull Clinical Commissioning Group, Sandwell and West Birmingham Clinical Commissioning Group, University Hospitals Birmingham NHS Foundation Trust, Birmingham Community Healthcare NHS Foundation Trust and Birmingham and Solihull Mental Health NHS Foundation Trust) to deliver the improvements for citizens and financial benefits for the system identified in the business case.

3.2 Subsequently Newton Europe Limited were engaged – in December 2018 - through the Bloom procurement framework to provide this external capacity for a fee of £10. .25m. The key deliverables in the work order were:

- Design and test an integrated care pathway (5 components) in one locality of the city
- Geographical roll-out of the integrated care pathway across remaining localities
- Support organisations within the system to be ready for roll-out
- Monitoring achievement of the integrated care pathway
- Additional, free, diagnostic assessment of Prevention and/or Ongoing Personalised Support
- Objective of ensuring that each workstream is achieving silver status on the Sustainability Matrix
- Fee Guarantee – recurring annualised financial benefits of at least £14,516,250

3.3 The existing work order with Bloom is due to expire on 31 January 2020.

- 3.4 During the period, Newton Europe has supported the local health and social care system, through the Early Intervention Programme, to successfully deliver sustainable, transformational change.
- 3.5 Whilst the current work order has been delivered to the satisfaction of system partners and to BCC as the contract manager, it is accepted that it has not been possible to fully achieve the ambition of the work order deliverables in the agreed period. Specifically, the roll-out of one of the components – Early Intervention Community Teams (EICT) – has not been achieved. It is accepted by system partners that this outcome was a consequence of system workforce issues that could not be foreseen in a way to enable partners to deploy resource capacity to meet the requirements of the programme plan. It is also a reflection of the innovative nature of the programme; with few exemplars to use as templates for predicting accurate delivery timescales. Consequently, all parties have come to recognise that the original plan was overly ambitious – under-estimating the complexity of effecting change in such a complex health and social care system with multiple partners and ongoing operational pressures. In accordance with the terms and conditions of the work order, Newton served a corrective action notice in respect of this issue. The notice was accepted as being reasonable – and prevented the achievement of contractual outputs both in terms of delivery and the associated forecast financial benefits.
- 3.6 EICT is the most challenging but critical element of the Early Intervention model. Full implementation of EICT requires the creation of five new delivery teams – one in each locality of the city. These are multi-disciplinary teams; aligning professionals from different organisations to work together to provide a co-ordinated and consistent service to citizens who need intensive, short-term interventions. As the “new” part of the model, EICT provides the crucial element that gives professionals in other components the confidence that citizens will be properly and safely cared for in their own home. Conversely a lack of confidence in the ability for care to be provided at home results in longer stays in hospital and referrals to short-term nursing and residential care; with the potential for negative impacts on citizens’ independence and capacity.
- 3.7 The system’s Finance, Performance and Delivery Group has validated that, despite the lack of full programme delivery, the programme has already delivered significant, annually recurring financial benefits for the system. At the 5th December EI Steering Group “live” benefits of £14.4m were reported; with potential for benefits of up to £18m to be realised from the current changes that have been implemented. The latter is dependent upon system capacity and performance management.
- 3.8 However, there is a remaining opportunity to realise further improved citizen outcomes and system financial benefits through fully implementing the EICT model. The full programme financial benefit target for the whole system is forecast as a potential £33.6m per annum.
- 3.9 The Birmingham Older People Partnership Board (BOPPB) have agreed that it is essential – in terms of realising the remaining opportunity for improvement – that the programme is fully delivered. BOPPB considered a range of options on

2 October 2019 and determined that it would be necessary to maintain external support for the next phase of transformation and that their preference would be for Newton Europe to continue to provide this support.

- 3.10 The Better Care Fund Commissioning Executive are the accountable system body for the Bloom Contract as the work was commissioned by the Executive using Better Care Fund resources. The Commissioning Executive has identified that further funding is available to support the delivery of the extension of the external capacity.
- 3.11 The Local Government Association/Better Care Fund Support Team provided a Peer Panel Review for the system on 26th July 2019. This session was designed to provide support and challenge to the system in respect of the Early Intervention Programme. The Panel subsequently provided a feedback letter. Key points include:
- Ensuring that the programme of change is owned by all across the system as we transition from test-bedding innovation to implementing a whole system change programme;
 - “Ensure the programme is supported by both rigorous programme management and an organisational development programme supported by strong and visible system leadership. The system needs to consider investing in substantial programme management expertise, ensuring that a system-wide and rigorous programme management office approach is in place.”
 - “...all of the statutory bodies involved will need to remain committed to be prepared to see through tough decisions if the improvements are to be consolidated and not lost. The system will need to invest substantially in these changes.”
- 3.12 Following the panel’s feedback as we move into future phases of transformation the system is considering investing in “in-house” capacity for change management so that we are able to lead and own future improvement programmes.
- 3.13 The financial information relating to the extension is contained within the **Exempt Appendix 4**.

4. Options considered and Recommended Proposal

- 4.1 Options have been evaluated in the context of three key considerations:
- Full implementation of the Early Intervention Programme within a reasonable timescale
 - Developing the system’s “in-house” capacity to lead and own transformation programmes
 - Availability of funding for the above from the Better Care Fund

- 4.2 Option 1 - Do nothing. A “do nothing” option would terminate the Early Intervention programme at the end of the current work order period. The outcome would be incomplete implementation of the Early Intervention model – with the critical EICT component only operational in the South locality. Realistically it would not be feasible to continue to operate EICT in just the South locality as it would be operationally unsustainable to maintain different processes and procedures for a single part of the city. Demobilising the EICT would result in the loss of financial benefits that have been achieved and would also undermine the benefits delivered through other components of the model for the South locality. In addition, there would be reputational damage to the system. The Early Intervention programme is recognised nationally as an exemplar of cross-system working. Failure to successfully complete the programme would undermine the confidence of key partners – such as Care Quality Commission (CQC) and NHSE – in the ability of the system to work together to make the improvements that are needed for Birmingham’s citizens. On this basis, “do nothing” is not a preferred option.
- 4.3 Option 2 - Extend the current work order to complete EICT roll-out for all localities. The projected timescale is for implementation of the Early Intervention Community Team to have been completed 24 July 2020. This option meets the criteria in terms of full implementation within a reasonable timescale. Sufficient funds are available from the BCF for 19/20 and 20/21 to cover the cost of this option. The option is dependent upon continued input from Improvement Managers seconded from within the system and also requires the system to provide specific capacity for communications and engagement alongside the considerable commitment of resources needed to staff and manage the new EICT teams. It will also require the system to have capacity in place to ensure sustainability of the model at the end of the contract extension period. Finally, the cost of this option will allow an amount of BCF to be made available to build “in-house” capacity for system change. As such the option is compatible with the ambition to develop system capacity for transformation.
- 4.4 Option 3 - Complete EICT roll-out for all localities using “in-house” capacity. This option would require recruitment and mobilisation of an “in-house” change team to manage the full implementation of the EICT model. This would be additional to the capacity that is required in all options from operational teams to work alongside change managers for implementation. Whilst this is an affordable option, the key issue is the ability to deliver within a reasonable timescale. Although the nucleus of a change team is in existence in the form the Improvement Managers who have been seconded from system partners to work alongside Newton, it would not be realistic to fully recruit and mobilise a team until well into 2020. New team members would need to become familiar with the programme and would need immersing in the improvement methodology in order for them to effectively deliver change. Partners recognise and value the expertise that Newton have brought in terms of making change happen – the lack of this input at a critical point for the programme is seen as a significant risk. In addition, the opportunity cost – in terms of the value of the benefits that would have been delivered – associated with further delays to

delivery should be noted. On balance, it is considered that the system is not in a position to fully deliver the programme using solely “in-house” capacity.

- 4.5 Option 4 – a new procurement for external change management capacity. A fresh procurement exercise could be undertaken. There are a number of issues with this option. First, the time taken to undertake the procurement would cause additional delays and cost in terms of loss of benefits that could have been delivered. Secondly, the risk of losing the knowledge of the system and programme that Newton have developed through working with partners since the original diagnostic was undertaken in 2017/18. Thirdly, Newton was the only bidder who passed the quality threshold for the original procurement exercise. For these reasons, BOPP board considered that this option was not realistic or desirable.
- 4.6 It is therefore recommended to pursue Option 2. This will allow the system to continue seamless delivery of the programme and provide the opportunity to build sustainable system “in-house” capacity for further transformational change programmes during the next phase of implementation.

5. Consultation

- 5.1 BOPP Board comprises senior executive officers from all system partners. The Board considered the broad options for the future of the Early Intervention programme at their meeting on 2 October. The Board’s view was that it was essential to fully implement the programme and that it was preferable to retain support from Newton for the next phase of implementation, whilst also seeking to develop the “in-house” change management capacity of the system.
- 5.2 The contents of this report were discussed at the Better Care Fund Programme meeting on 16 December, which included the recommendation for the use of BCF resources from the 2019/20 and 2020/21 programme to fund investment in additional change management capacity – for both external support from Newton and to build the system’s own capacity.
- 5.3 The contents of this report were discussed with the members from the Better Care Fund Executive which included approval for the use of the Better Care Fund to fund the investment in the additional change management capacity.
- 5.4 The Cabinet Member for Finance and Resources has been consulted on the proposals within this report and is supportive of the recommendations.

6. Risk Management

- 6.1 System partners have worked with Newton to develop a revised project plan for the rollout of EICT. A full consideration of risks has been central to this process. System partners are assured that the revised plan takes account of and mitigates for all identified risks – although it is recognised that it is not possible to eliminate all risks from the project. To this end a number of critical milestones or gateways have been identified in the plan to ensure that all partners are ready

for roll-out before resources and capacity are committed to the next stage of delivery. The gateway will check that all of the elements required for a successful roll-out are in place before moving on to the next step in the plan. Newton will not deploy capacity to support rollout unless the gateway has been successfully passed.

- 6.2 In the event of rollout slipping beyond the programmed 24 July 2020 date, partners will need to consider whether or not additional support from Newton is required to complete implementation. This will be determined through a meeting of the Birmingham Older People Programme Board. Any additional BCF would then need to be approved by the BCF Commissioning Executive. Note that in terms of BCC procurement a 10% variation on the contract value is allowable. For clarity this would be 10% of the value of the contract extension (i.e. £299k) rather than 10% of the value of the original contract plus the contract extension.
- 6.3 A negotiation will be required to finalise the terms of the extension of the work order. Officers from Legal and Finance will work alongside Adult Social Care colleagues in negotiating the extension.

7. Compliance Issues:

7.1 How are the recommended decisions consistent with the City Council's priorities, plans and strategies?

- 7.1.1 Birmingham is a fulfilling city to age well in- the recommendations will contribute to this priority through more effectively managing joint health and social care interventions for frail older people whose needs are escalating towards a point of crisis or who are recovering after an episode of hospitalisation. This will prevent admission to hospital, maximise independence for those discharged from hospital and reduce re-admissions. Ultimately the health and well-being of citizens will benefit from being able to remain at home to receive multi-disciplinary care that prevents an admission to bed-based care (e.g. hospital or nursing home) or from being able to return to their own home following a short-term period of bed-based care.

7.2 Legal Implications

- 7.2.1 The recommendations in this report support the delivery of the Council's duties under the Care Act, 2014 which places a duty on Birmingham City Council to prevent and delay the need for Adult Social Care.
- 7.2.2 Under Section 111 of the Local Government Act 1972, a local authority has the power to take action which is calculated to facilitate, or is conducive or incidental to, the discharge of any of its functions and therefore has a general power to enter into contracts for the discharge of any of its functions.
- 7.2.3 Sec 72(1) C Public Contract Regulations 2015 enable the extension of the contract in the accordance with the facts outlined in this report.

7.3 Financial Implications

- 7.3.1 It is proposed to meet the cost of the contract extension from the Better Care Fund. This is a pooled budget arrangement between BCC and Birmingham and Solihull CCG and Sandwell and West Birmingham CCG.

7.4 Procurement Implications

- 7.4.1 The Works Order with Newton Europe Limited let via the Bloom Procurement Services Limited Framework contains a provision to extend the contract. The full roll-out of the Early Intervention Community Team is not altering the scope of the Works Order.

7.5 Public Sector Equality Duty

- 7.5.1 An Equality Analysis has been completed as outlined in **Appendix 2 and 3**.
- 7.5.2 The proposals in this report are focused on improving the quality of life for Older Adults and in so doing improve the council's delivery of the equality agenda.

8. Appendices

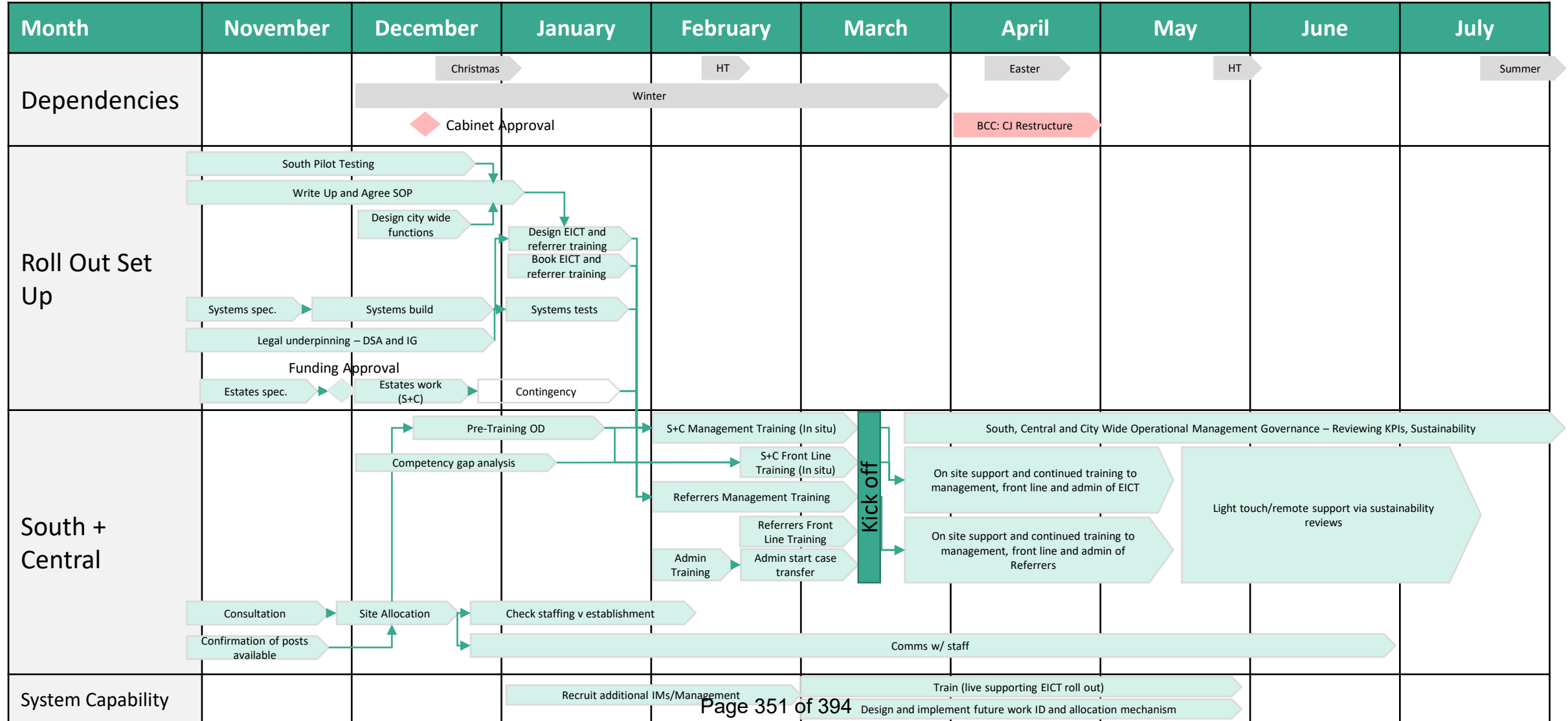
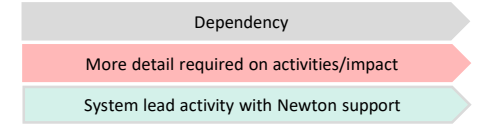
1. Proposed Early Intervention Community Team Project Plan
2. Original Equality Impact Assessment – EA002865 (May 2018)
3. Updated Equality Impact Assessment – EQUA444 (December 2019)
4. Exempt Information

9. Background Documents

- 9.1 Integrating Targeted Health and Social Care Services for Older People Cabinet Report – 26 June 2018 (005190/2018)
- 9.2 Early Intervention – Programme Options presented to the Birmingham Older People Partnership Board – 2 October 2019
- 9.3 Local Government Association Peer Panel Feedback letter - 26 July 2019

V2a Early Intervention Community Team

Detailed Roll Out Plan – South and Central



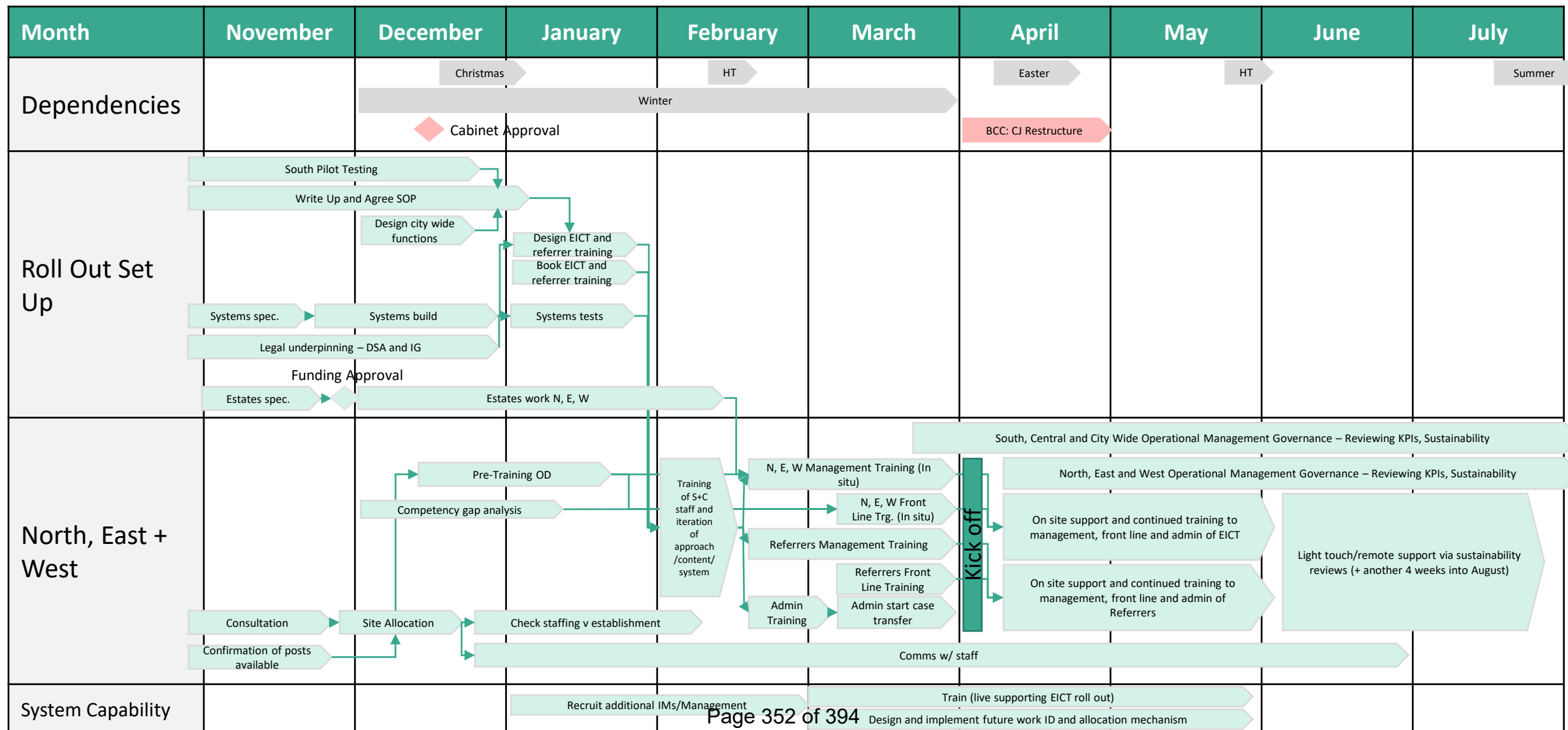
Early Intervention Community Team

Detailed Roll Out Plan – North, East, West

Dependency

More detail required on activities/impact

System lead activity with Newton support



Equality Analysis

Birmingham City Council Analysis Report

EA Name	Integrating Targeted Health And Social Care Services For Older People
Directorate	People
Service Area	Adults - Joint Commissioning
Type	New/Proposed Function
EA Summary	<p>This EA supported the Business Case to making Birmingham a great place to grow old in. As part of the Better Care Fund, Birmingham City Council, NHS and CCGs have committed to transform Birmingham's intermediate care services - those services supporting the recovery, reablement and rehabilitation of older people addressing their physical, mental health and social care needs.</p> <p>Intermediate care comprises of a range of targeted interventions to promote faster recovery from illness or injury, prevent unnecessary hospital admissions and premature admission to long - term residential care, support timely discharge from hospital and maximise independent living.</p>
Reference Number	EA002865
Task Group Manager	kalvinder.kohli@birmingham.gov.uk
Task Group Member	
Senior Officer	max.vaughan@birmingham.gov.uk
Quality Control Officer	safina.mistry@birmingham.gov.uk

Introduction

The report records the information that has been submitted for this equality analysis in the following format.

Initial Assessment

This section identifies the purpose of the Policy and which types of individual it affects. It also identifies which equality strands are affected by either a positive or negative differential impact.

Relevant Protected Characteristics

For each of the identified relevant protected characteristics there are three sections which will have been completed.

- Impact
- Consultat
- ion
- Additiona
- I Work

If the assessment has raised any issues to be addressed there will also be an action planning section.

The following pages record the answers to the assessment questions with optional comments included by the assessor to clarify or explain any of the answers given or relevant issues.

1 Activity Type

The activity has been identified as a New/Proposed Function.

2 Initial Assessment

2.1 Purpose and Link to Strategic Themes

What is the purpose of this Function and expected outcomes?

The business case sets out the cases for change to create a more integrated health and social care system for older people in the City. A system which is preventative in nature, by stopping or slowing down the need for crisis or more costly interventions through premature admissions to long - term residential care and by supporting timely discharge from hospital back into independent living settings either at or close to home.

There are a number of positive expected outcomes as a result of this change for the citizen our health partners and adult social care, these readily relate across to the Care Act 2014

- * Promotion of independence and wellbeing
- * Preventing or delaying care and support needs from becoming more serious
- * Promoting co operation and integration across health and social care

The benefits associated with a move towards greater alignment between adult social care and health include a more seamless journey for the Citizen, avoidance of duplication, removal of gaps, better VFM and an opportunity to innovate across organisations and deploy the skill sets of multi disciplines in the most effective way.

For each strategy, please decide whether it is going to be significantly aided by the Function.

Children: A Safe And Secure City In Which To Learn And Grow	No
Health: Helping People Become More Physically Active And Well	Yes

Comment:

The function and policy will support older people to maximise their independence.

This will be through effective and timely interventions which focus on, preventing unnecessary or premature admissions, reablement at the right time and support to live at home or close to home.

Housing : To Meet The Needs Of All Current And Future Citizens	Yes
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Comment:

The policy and function will support older people to make real choices in terms of their community based housing options as part of their reablement.

Jobs And Skills: For An Enterprising, Innovative And Green City	No
---	----

2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	Yes
---	-----

Comment:

By the right professionals responding more quickly to a crisis 2,900 to 3,500 older people will avoid acute hospital. By receiving therapy led enablement in their own homes 2,300 to 4,000 older people will live more independently.

Will the policy have an impact on employees?	Yes
--	-----

Comment:

There will be a positive impact on employees across both health and adult social care. By focusing upon the strengths of the Citizen, multidisciplinary practitioners will be empowered to:

- * work in partnership with the older person to find out what they want to achieve and understand what motivates them
- * focus on a person's own strengths and help them realise their potential to regain independence.
- * build the person's knowledge, skills, resilience and confidence
- * learn to observe and guide and not automatically intervene.
- * support positive risk taking
- * Staff will be empowered to co - design the solution
- * work across boundaries
- * have opportunities in terms of career pathways
- * enhanced staff roles
- * Development of new skills

As this is a pilot where we will be developing a new model with staff from the bottom up we do not yet know how many staff we will need in existing or newly created roles.

Will the policy have an impact on wider community?	Yes
--	-----

Comment:

By avoiding a sticking plaster approach by agencies and organisations, this will help tackle health inequalities for older people.

The approach also enables carers, family and friends to provide ongoing support within community based settings. The community at large also benefits from a diverse population profiles.

2.3 Relevance Test

Protected Characteristics	Relevant	Full Assessment Required
Age	Relevant	No
Disability	Relevant	No
Gender	Relevant	No
Gender Reassignment	Not Relevant	No
Marriage Civil Partnership	Not Relevant	No
Pregnancy And Maternity	Not Relevant	No
Race	Relevant	No
Religion or Belief	Relevant	No
Sexual Orientation	Not Relevant	No

2.4 Analysis on Initial Assessment

The business case sets out a proposed approach which will tackle fragmented services, inconsistency capacity and an overreliance on beds. Therefore it is anticipated that there will be improved outcomes for older people, better VFM which includes cashable benefits and longer terms cost avoidance.

3 Full Assessment

The assessment questions below are completed for all characteristics identified for full assessment in the initial assessment phase.

3.1 Concluding Statement on Full Assessment

4 Review Date

17/05/19

5 Action Plan

There are no relevant issues, so no action plans are currently required.

Title of proposed EIA	Integrating targeted health and social care services for older people (Update)
Reference No	EQUA444
EA is in support of	Amended Function
Review Frequency	Six Months
Date of first review	31/07/2020
Directorate	Adults Social Care
Division	Commissioning
Service Area	
Responsible Officer(s)	 Sarah Feeley
Quality Control Officer(s)	 Michael Walsh
Accountable Officer(s)	 Louise Collett
Purpose of proposal	The proposal sets out the case for change to continue to create a more integrated health and social care system for older people in the City. A system which is preventative in nature, by stopping or slowing down the need for crisis or costly intervention
Data sources	relevant reports/strategies; Statistical Database (please specify); relevant research
Please include any other sources of data	Newton Europe Diagnostic Early Intervention Programme Dashboards - December 2018 - December 2019
ASSESS THE POTENTIAL IMPACT AGAINST THE PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Service Users / Stakeholders
Age details:	The proposals are not age specific but are targeted at older people as they are more likely to be frailer. The benefits could include shorter hospital stays, quicker discharge allowing people to return home sooner to the place they wish to.
Protected characteristic: Disability	Service Users / Stakeholders
Disability details:	The proposals will provide an opportunity for individuals to access the services as defined within the Early Intervention Programme, as detailed

above this would be more targeted at the older population.

The benefits could include shorter hospital stays, quicker discharge allowing people to return home sooner to the place they wish to.

Protected characteristic: Gender

Not Applicable

Gender details:

Protected characteristics: Gender Reassignment

Not Applicable

Gender reassignment details:

Protected characteristics: Marriage and Civil Partnership

Not Applicable

Marriage and civil partnership details:

Protected characteristics: Pregnancy and Maternity

Not Applicable

Pregnancy and maternity details:

Protected characteristics: Race

Not Applicable

Race details:

Protected characteristics: Religion or Beliefs

Not Applicable

Religion or beliefs details:

Protected characteristics: Sexual Orientation

Not Applicable

Sexual orientation details:

Please indicate any actions arising from completing this screening exercise.

Please indicate whether a full impact assessment is recommended

NO

What data has been collected to facilitate the assessment of this policy/proposal?

Consultation analysis

The design of the programme is based upon an extensive review of individual case files and also captures the experience from citizens who have been through the prototype of the service within the South of the City.

Adverse impact on any people with protected characteristics.

There are no identified adverse impacts on people with the protected characteristics, the proposals look to enhance and develop services into a more coherent service offer. This will improve and enable better outcomes for the citizens of Birmingham. Positive outcomes from the programme to date include reduced length of stay in acute hospitals, greater proportion of people returning home and reducing the need

for ongoing care as a result of increased independence.

Could the policy/proposal be modified to reduce or eliminate any adverse impact? No, the proposal is already designed to reduce any adverse impacts. As we roll-out the programme we will be responsive to local requirements depending on the area of the City that it is rolling out to.

How will the effect(s) of this policy/proposal on equality be monitored? Throughout the implementation we will be monitoring outcomes by citizens characteristics and allowing the service to be responsive to the individual citizen.

What data is required in the future? Capturing the protected characteristics of citizens accessing the service.

Are there any adverse impacts on any particular group(s) No

If yes, please explain your reasons for going ahead.

Initial equality impact assessment of your proposal

Consulted People or Groups

Informed People or Groups

Summary and evidence of findings from your EIA

The roll-out continues to develop the original proposal presented to Cabinet in June 2018 (EA002865) the roll-out of the Early Intervention Community Team will continue the progress already made bringing services and teams together, providing a consistent service offer to the citizens of Birmingham. Therefore it is anticipated that there will be better value for money, improved outcomes and longer term cost avoidance

QUALITY CONTORL SECTION

Submit to the Quality Control Officer for reviewing? No

Quality Control Officer comments I am satisfied that the assessment is robust.

Decision by Quality Control Officer Proceed for final approval

Submit draft to Accountable Officer? Yes

Decision by Accountable Officer Approve

Date approved / rejected by the Accountable Officer 03/01/2020


Reasons for approval or rejection I am satisfied the assessment is robust

Please print and save a PDF copy for your records

Yes

Content Type: Item

Version: 47.0

Created at 20/12/2019 12:07 PM by  Sarah Feeley

Last modified at 03/01/2020 12:33 PM by Workflow on behalf of  Louise Collett

Close

Birmingham City Council

Report to Cabinet

21 January 2020



Subject: Notification of Emergency Report

1 Recommendation

- 1.1 That Cabinet note the Emergency decision posted on 31 December 2019, in accordance with the Constitution (Part E).

2 Appendices

- 2.1 Emergency report, 31 December 2019

Birmingham City Council
Report to the Interim Chief Executive
 30 December 2019



Subject: Commonwealth Games – National Express Bus Depot relocation

Report of: Ian MacLeod, Interim Director, Inclusive Growth
 Rebecca Hellard, Chief Finance Officer

Relevant Cabinet Member: Cllr Ian Ward, Leader
 Cllr Tristan Chatfield, Cabinet Member for Finance and Resources

Relevant O &S Chair(s): Cllr Mariam Khan, Learning, Culture and Physical Activity;
 Cllr Tahir Ali, Economy and Skills; Cllr Penny Holbrook, Housing and Neighbourhoods, Cllr Sir Albert Bore, Resources.

Report author: Rebecca Farr, Development Planning Manager, Inclusive Growth
 Telephone No: 0121 464 9857
 Email Address: rebecca.farr@birmingham.gov.uk

Are specific wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s): Perry Barr, Aston		
Is this a key decision?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, add Forward Plan Reference:		
Is the decision eligible for call-in?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

1 Executive Summary

- 1.1 This report seeks the Chief Executive's emergency approval to decisions which need to be approved and implemented ahead of the next scheduled Cabinet meeting, in line with powers set out at para 6.6 of Part B of the Council's constitution, which state that In an emergency an executive decision may be agreed by the Chief Executive following consultation with the Leaders of the Political Groups. Part E: Scheme of Delegations

provides further details, and the approach detailed in section 5 of this report reflects the requirements of the constitution and para 6.9i of Part B of the Council's Constitution immediate decision implementation, "If the interests of the Council are jeopardised unless an executive decision is implemented immediately then the Chief Executive in consultation with the Leader may designate such executive decision as so urgent that its implementation cannot wait until the expiry of the call-in period."

- 1.2 This report updates part of the £492.6m Full Business Case (FBC) approved under delegation on 6th June 2019 to deliver the Perry Barr regeneration scheme and seeks approval for elements relating to the relocation of the National Express bus depot to facilitate Games and legacy development.
- 1.3 Cabinet approved the Outline Business Case for this programme in June 2018 setting out the proposal for the Commonwealth Games Village and the wider Perry Barr regeneration programme. Although decision 2.7 of the June 2018 Cabinet report delegated to the Leader and the Cabinet Member for Finance and Resources, jointly with the then Corporate Director, Economy and the Chief Finance Officer the approval of the Full Business Case and the authorities necessary to deliver the projects contained within the Outline Business Case, given the extent of variation from the FBC figures it is considered that this decision would normally require Cabinet authority.

2 Recommendations

- 2.1 That the Chief Executive, under the powers set out at Para. 6.6 and Para 6.9i of Part B of the Council's constitution:
 - (i) Approves the acquisition by BCC of the existing National Express bus depot as shown edged black on the plan at Appendix 1 to this report (the existing site).
 - (ii) Approves the disposal of land comprising the replacement bus depot to WM Property Holdings Ltd (WMPH) and West Midlands Travel Limited (WMT) (WMPH/WMT) as shown edged black on the plan at Appendix 2 to this report (the replacement site).
 - (iii) Authorises entering into a sale and development funding agreement with an initial cost cap of £12.5m and a long-stop cost cap of £15.5m to enable the delivery of the replacement bus depot.
 - (iv) Authorises the City Solicitor to negotiate, execute and complete all necessary legal documents to give effect to the above recommendations.
 - (v) In consultation with the Leader designates these decisions as so urgent that its implementation cannot wait until the expiry of the call-in period.

3 Background

- 3.1 On 15th August 2017, Cabinet approved the decision for Birmingham to submit a bid to be the Host City for the 2022 Commonwealth Games. As part of supporting the bid, Cabinet also approved the strategy to deliver the Commonwealth Games Athletes' Village (the Village). Cabinet subsequently approved a further report on 26th June 2018 which delegated authority to the then Corporate Director, Economy to negotiate the acquisition of all interests in land to deliver the CWG Village and the wider Perry Barr Regeneration Programme.

- 3.2 The relocation of the National Express Bus Depot is a critical plot necessary to enable the assembly of the site for the non-residential part of the Games-time Village. It is also important to the legacy regeneration of Perry Barr as it unlocks legacy residential development by relocating the non-conforming use to a site which is not suitable for residential development, thereby making more efficient use of land. The site will accommodate around 135 new homes and without it, the delivery of around 100 further homes on the site of the Oscott Gardens student accommodation would be difficult to achieve.
- 3.3 The replacement site comprises:
- (i) Vacant land in BCC freehold ownership.
 - (ii) The existing JobCentre which is in the freehold ownership of BCC and leased to the Department for Works and Pensions. This leasehold interest will be surrendered upon completion of a surrender and relocation agreement.
 - (iii) Leacy MG Ltd, a car parts retail and wholesale business – the property is in freehold ownership of BCC and leased back to the occupier for a period to 21st February 2020.
 - (iv) Anduff Car Wash, which will be vested using CPO powers on 16th March 2020.
 - (v) The George Ellison land, which will be vested using CPO powers on 16th March 2020.
 - (vi) An unregistered strip of land, which will be vested using CPO powers on 16th March 2020.
- 3.4 The relocation of the existing site is contingent upon the relocation of the Aston Lane JobCentre. The delivery on the ground of the new JobCentre scheme is well progressed – the site has been cleared, planning permission has been granted, and procurement is underway. A detailed programme is in place to deliver the new JobCentre, relocate their provision, demolish the existing JobCentre, and develop the new bus depot, to a timescale that enables the Games-time site to be assembled.
- 3.5 To give effect to the series of moves set out above, BCC needs to enter into a sale, relocation and development funding agreement with WMPH and WMT. This agreement covers the following:
- (i) Transfer by BCC of the freehold properties comprising the replacement site described in 3.3 above to WMPH and WMT. In the case of the JobCentre and Leacy's properties the transfer will be subject to the existing leases also described at 3.3.
 - (ii) Transfer by WMPH and WMT of the existing site to BCC, with a temporary leaseback to WMPH and WMT to enable the ongoing operation of the depot at the existing site, expiring on 31st December 2021, with an extended term of 28 February 2022 if delays result from BCC's action or inaction.
 - (iii) A sale and development funding agreement between BCC and WMPH/WMT, the details of which are addressed in Section 4.

- 3.6 With the exception of the sale, relocation and development funding agreement as described in paragraph 3.5 of this report, approvals are either already in place or delegated to the Director, Inclusive Growth to allow the relocation of the Bus Depot to take place. Early approval of the sale, relocation and development funding agreement is necessary to ensure that the relocation can take place within the timescales required for the delivery of the Commonwealth Games.
- 3.7 The costs associated with the delivery of this acquisition, along with the costs for demolition and remediation of the site, were set out in the FBC for the Perry Barr programme approved in June 2019. Additional detail developed since then identifies a significantly increased cost in relation to the construction of the new depot. A revised FBC for the overall programme is being prepared to address this and other changes to the programme, and is anticipated to be considered by Cabinet in February 2020. This report seeking the acquisition of the National Express site is being brought ahead of the revised FBC in order to reduce programme risk given the short time available for the delivery of the overall scheme.
- 3.8 It should be noted that the relocation is not a like-for-like re-provision. The facility at the existing site includes a traditional covered garage, which will not be replicated. However there will be more office and workshop floorspace. The new facility will also be suitable to accommodate Sprint buses.
- 3.9 The details of the legal agreement for sale and development funding between BCC and WMPH/WMT were finalised on Monday 23rd December. This information, including costs, was required to enable the completion of this report. The report could not, therefore have been brought sooner.
- 3.10 The delegation under which the FBC was approved is not considered to be applicable to the decisions requested through this report. As such in the normal course of events this would be a decision for Cabinet. However, awaiting the next Cabinet meeting would result in an unacceptable delay to the programme.
- 3.11 In the unlikely event that the development of the Commonwealth Games Village does not proceed at the Perry Barr site, the relocation of the bus depot will still contribute to site assembly required to facilitate the regeneration programme in the area in line with the vision set out in the Birmingham Development Plan.

4 Options Considered and Recommended Proposal

- 4.1 The use of an Emergency Report has been carefully considered. The options available were as follows:
- 4.1.1 **To utilise the provisions of the constitution to ensure the decisions and actions necessary were not delayed, and that the Council and its partners could continue to deliver in line with the required timescales.** This has the potential to give rise to criticism, but the impact of delay to the programme is a greater risk to the Council.
- 4.1.2 **To delay the programme in order to seek Cabinet authority.** The next available Cabinet Meeting is 21st January 2020. Waiting until then to seek authority would have the effect of delaying the delivery of the replacement bus

depot and significantly jeopardising the delivery of the Games-time village. This would be reputationally damaging to the City, particularly with Games partners. It would also give rise to financial risks, with the City having to meet additional costs arising from its action or inaction.

- 4.2 Hosting the Games has given Birmingham the opportunity to attract and secure additional funding for the area to maximise the regeneration potential of the works. The Council has the following options:

4.2.1 **To continue with the regeneration of Perry Barr as agreed by Cabinet at Full Business Case stage and progressed by this report, thereby delivering the transformational housing growth, highways, and public transport improvements.**

This includes the requirements for the Athletes' Village, the delivery of which is heavily supported by the wider interventions. This will deliver an improved environment within the Perry Barr centre and act as a catalyst to generate further development opportunities and deliver future growth in the area.

4.2.2 **To limit the development work undertaken in Perry Barr by not relocating the bus depot.**

This would mean a review of the Games-time village, and the approach to legacy development. It may be the case that the Council would be unable to meet the requirements of the grants secured, and would have to accommodate some of the cost of the works from internally generated resources, putting additional pressure on the budget.

- 4.3 It is recommended that this report is approved, to enable the timely and planned regeneration of Perry Barr and unlock further development in the area.

5 Consultation

- 5.1 In line with the requirements of the Constitution, in relation to the use of an Emergency Report and the immediate implementation of the decisions, the following approach has been taken:

5.1.1 The Leaders of the Political Groups have been consulted.

5.1.2 The Leader of the Council has been consulted and is supportive.

5.1.3 The City Solicitor and Chief Finance Officer have been consulted and are supportive.

5.1.4 The decisions and recommendations herewith shall be reported to the next scheduled meeting of Cabinet.

- 5.2 There is ongoing dialogue with Ward Councillors for Perry Barr and Aston to keep them up to date on progress of the development of the residential scheme and its potential to regenerate the wider area. All Members have been invited to briefing sessions, and a Members Advisory Board is in place.

- 5.3 Briefings have been provided to MPs across the City and Region as part of briefings on the Commonwealth Games.

- 5.4 Officers from Planning, Highways, Transport and Connectivity, Housing, Procurement, Birmingham Property Services, Legal Services, Commonwealth Games Directorate, and Finance have been involved in the preparation of this report.

- 5.5 Opportunities for the regeneration at Perry Barr are set out in the Birmingham Development Plan and Aston, Newtown and Lozells Area Action Plan, both of which were subject to extensive consultation.
- 5.6 A Residents' Liaison Group has been established to ensure local people are kept informed of progress of schemes in the area. Responses to principles of regeneration have been positive and local people welcome the improvements it will bring to the area.
- 5.7 The freeholders and leaseholders of properties which are directly affected by this element of the scheme have been engaged, and this is continuing.
- 5.8 Significant local stakeholders have been consulted on proposals for the regeneration of Perry Barr including Transport for West Midlands (TfWM) and the West Midlands Combined Authority (WMCA).
- 5.9 The Commonwealth Games Organising Committee is being kept informed on an on-going basis as part of the updates provided at Capital Projects Board and is supportive of the recommendations of this report.

6 Risk Management

- 6.1 The risks of making this emergency decision have been considered. The risk to the programme should the decision not be made in advance of the next Cabinet Meeting are such that the decision has been made to proceed with this approach.
- 6.2 Risks associated with the implementation of the decisions will be managed within the Birmingham 2022 Programme Risks, Issues and Dependencies (RID) Management Protocol. This dynamic approach to RID management is embedded within project delivery and includes clear lines of escalation.

7 Compliance Issues:

7.1 How are the recommended decisions consistent with the City Council's priorities, plans and strategies?

- 7.1.1 The proposed development at Perry Barr is in line with the Council's plans for growth as set out in the Birmingham 2031 Development Plan. The Village forms the first phase of significant proposals for Perry Barr.
- 7.1.2 This proposal is also consistent with the Council's Vision and Forward Plan 2018 key priorities:
 - Birmingham is an aspirational city to grow up in – the regeneration of Perry Barr will lead to a step change in the local Neighbourhood and ensure a safe, warm, sustainable and connected environment in which our children can thrive;
 - Birmingham is a great city to live in – the Council is committed to the development of enough high-quality new homes to meet the needs of a growing city, and the proposals within this report seek to support housing growth in the city;
 - Birmingham is an entrepreneurial city to learn, work and invest in – activity within the construction sector, as unlocked by the recommendations of this report, will create jobs and apprenticeships in the city, and activity in the supply chain industries, supporting the local economy through the Birmingham Business Charter for Social Responsibility;

- Birmingham is a fulfilling city to age well in – the links between health and housing are well recognised. The recommendations of this report unlock the delivery of the Games and its legacy resulting in (i) new homes which are designed to high standards, affordable for residents and will offer a higher quality of life leading to better health outcomes, and (ii) a range of health and wellbeing opportunities being delivered through the emerging legacy programme;
- Birmingham residents gain the maximum benefit from hosting the Commonwealth Games – the improved housing, transport provision and environment in Perry Barr will provide benefits to Birmingham residents.

7.2 Legal Implications

7.2.1 The provisions for Emergency Reports are set out at Paras 6.6 of Part B of the Council's constitution.

7.2.2 Para 6.9i of Part E of the Council's constitution provides for the immediate implementation of decisions.

7.2.3 Section 1 of The Localism Act 2011 contains the City Council's general power of competence.

7.2.4 Section 111 of the Local Government Act 1972 contains the Council's financial powers in relation to the discharge of its functions.

7.2.5 Sections 120-123 of the Local Government Act 1972 contains the Council's land acquisition and disposal powers.

7.3 Financial Implications

7.3.1 The costs associated with the relocation of the depot at the existing site are set out in the table below.

	£
Development agreement cost cap	12,500,000
Longstop cost cap (in addition to the above)	3,000,000
Capped development costs	15,500,000
SDLT on the replacement site	328,177
Buyers design and project management costs	339,844
Buyers surveyor's costs	65,000
Buyers legal fees and disbursements	31,500
Items for payment on completion	764,521
SDLT on acquisition of the existing site	94,500
BCC surveyor's costs	1,000
BCC legal costs	6,000
BCC costs	101,500
GROSS ACQUISITION COSTS	16,366,021

- 7.3.2 The FBC as approved under delegation allocated funding for land acquisitions, with SDLT payments and professional fees consistent with the costs identified above. However there is a significant increase in the cost of constructing the replacement depot (the capped development funding costs of £15.5million as identified in the above table), which was originally identified as £2million. The original allocation was based on limited information and a number of assumptions and exclusions. The increase of £13.5million is a result of full details being provided, and costs being rebased to align with development timescales.
- 7.3.3 The original cost estimate was provided by an external consultant and work will be undertaken in due course to understand why the estimate proved to be so inaccurate.
- 7.3.4 It is understood that the existing National Express depot is opted to tax, as are a number of the components of the replacement site. Where possible options to tax the remaining parts of the replacement site will be considered in order to optimise the Council's VAT recovery position.
- 7.3.5 A revised FBC is being prepared reflecting the details outlined in this report and other changes to the programme. This will be presented to Cabinet for approval in February 2020. All costs will be managed within the overall cash envelope approved through the revised FBC.
- 7.3.6 The contract with WMPH/WMT allows for BCC to scrutinise the development costs through an open book mechanism.
- 7.3.7 The estimated demolition and remediation costs relating to both the existing and replacement sites were considered as a part of the FBC approved in June 2019, and have not varied materially in the intervening period.

7.4 Procurement Implications

- 7.4.1 BCC is not procuring the development of the bus depot, but will be fully briefed through a detailed stakeholder briefing.
- 7.4.2 The procurement of the replacement JobCentre building is subject of a separate report.

7.5 Human Resources Implications

- 7.5.1 The Council is providing support, skill and expertise from within existing resources.

7.6 Public Sector Equality Duty

- 7.6.1 The equalities implications for the development of the Commonwealth Games Village were set out in the report to Cabinet dated 14th November 2017. A specific Equalities Appraisal for the Perry Barr Regeneration Programme was carried out in June 2018 and updated in March 2019, as attached at Appendix 3. The same continues to apply. No material considerations were identified and continue to apply to the report recommendations as they do not have any adverse impact on the protected characteristics and groups under the Equality Act 2010. It is not considered that a further Equalities Appraisal is required.

8 Appendices

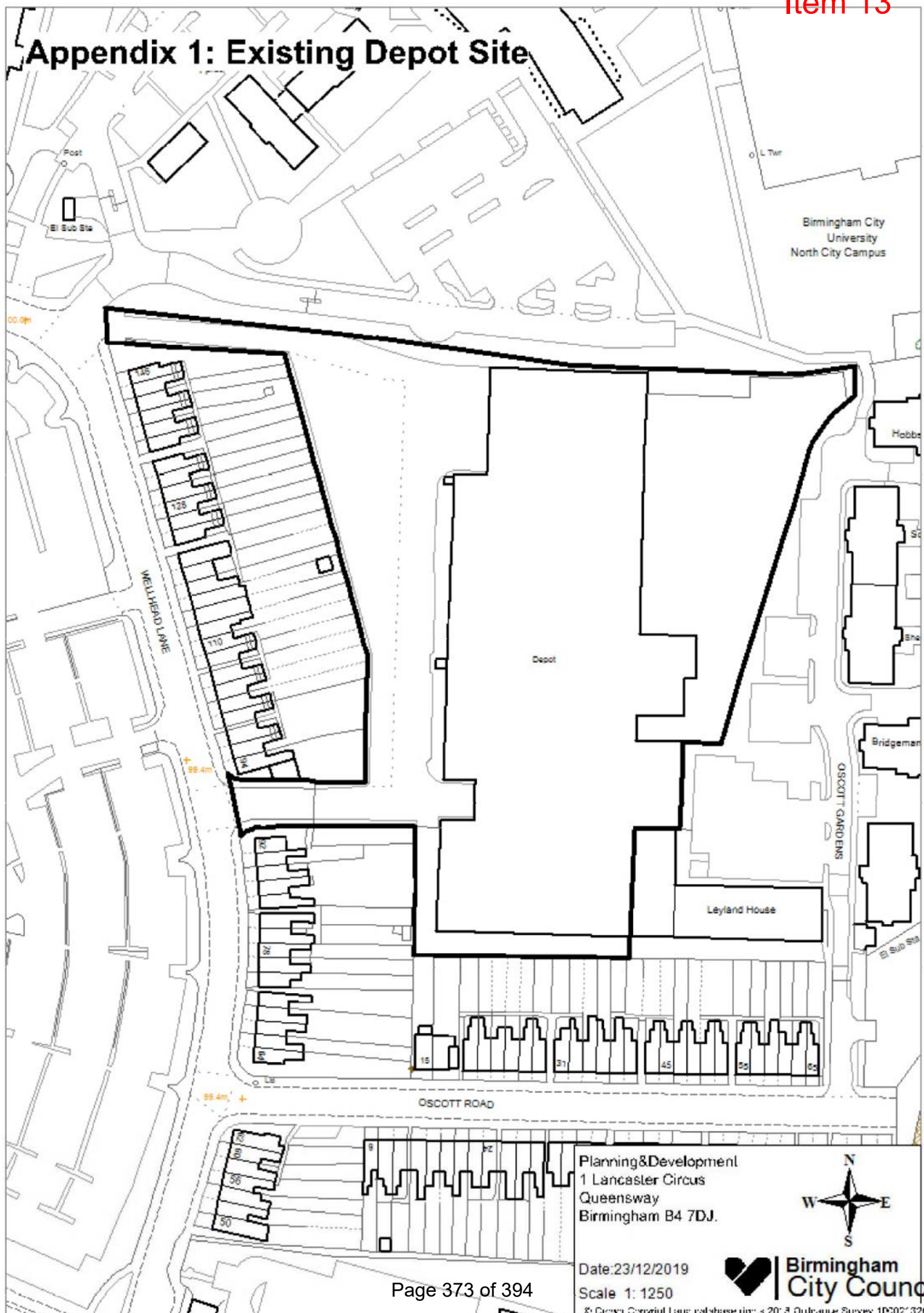
- 1 – Plan of existing depot site
- 2 – Plan of depot relocation site

3 – Equalities Appraisal

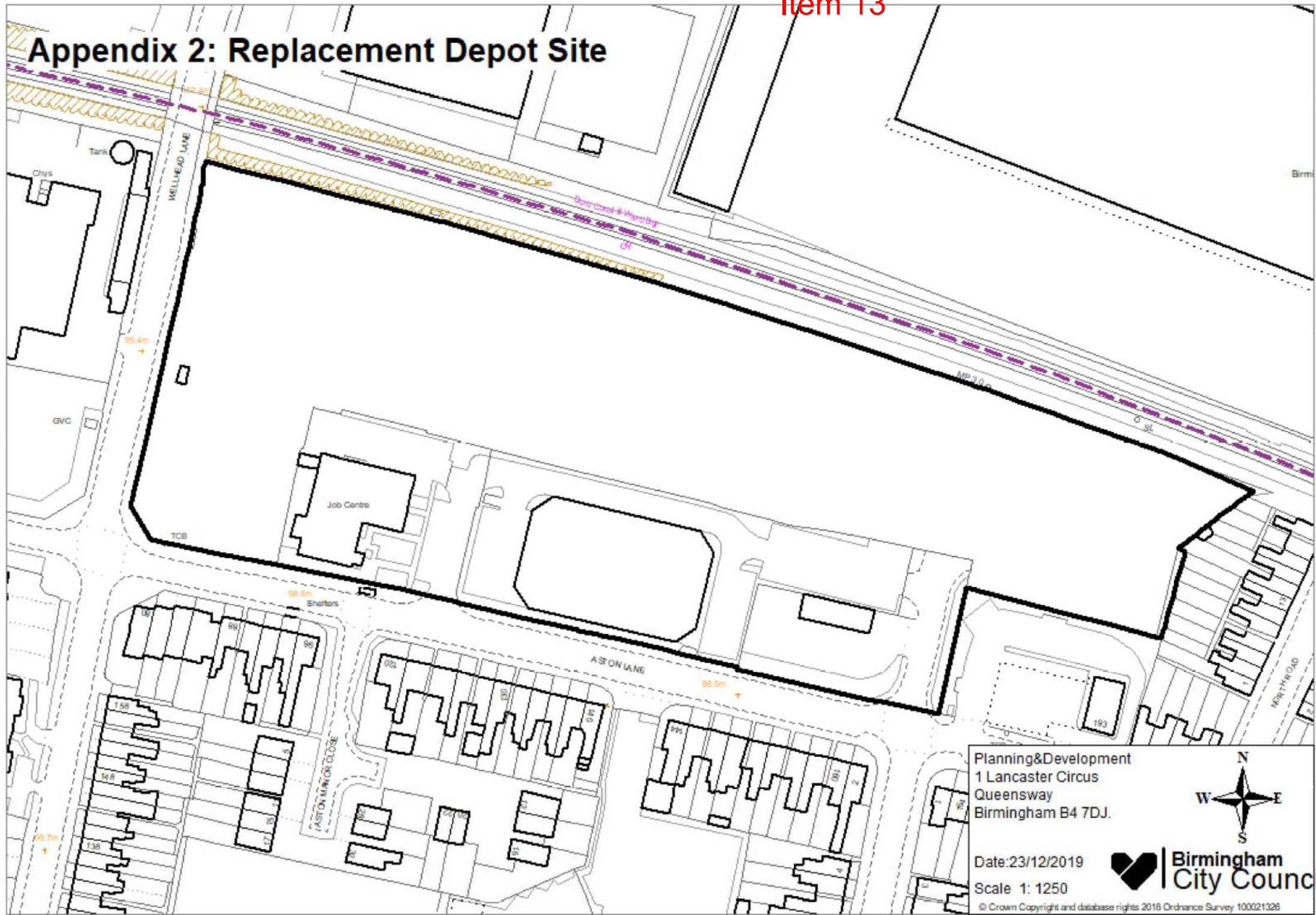
9 Background Documents

Report to Cabinet 26th June 2018 – Commonwealth Games Village and the Wider Perry Barr Regeneration Programme

Appendix 1: Existing Depot Site



Appendix 2: Replacement Depot Site



Equalities Appraisal: Perry Barr Commonwealth Games Athletes' Village and legacy regeneration

Update 1

March 2019

1. Introduction

- 1.1. An Equality Analysis (EA) report (Reference Number: EA002780) was produced as part of the Commonwealth Games Village and wider Perry Barr regeneration programme Outline Business Case Cabinet Report ("the OBC") (26th June 2018), in line with the City Council's duties under the Equalities Act 2010. The EA report identified; "that there is some potential for the programme to have differential impacts on protected characteristics but that mechanisms are in place to mitigate this."
- 1.2. This paper provides an update on the equalities position, to support the Council's position on the Compulsory Purchase Order ("the CPO") and the Commonwealth Games Athletes' Village and wider Perry Barr regeneration Full Business Case report ("the FBC"). It sets out the potential issues identified and the Council's approach to mitigating any potential differential impacts.
- 1.3. This paper does not address the proposed highway scheme or public transport improvements, and only considers them insofar as the impact of the acquisitions required to deliver those elements of the overall scheme.

Equalities duties

- 1.4. The City Council has a duty under the Equalities Act 2010 ("the Act") to consider the needs of diverse groups when designing and delivering services, so that people can get fairer opportunities and equal services, to consider all the protected characteristics, and to tackle socio-economic inequalities.
- 1.5. The Act protects you from discrimination by; employers, business and organisations which provide goods or services, health and care providers, someone who you rent or buy a property from, school, colleges and other education providers, transport services and public bodies like government departments and local authorities. The Act contains nine protected characteristics which are age, disability, gender reassignment, marriage or civil partnership (in employment only), pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 1.6. The most relevant characteristics in the case of this scheme are age and disability.

2. Background

Perry Barr Regeneration

- 2.1 The scheme for the regeneration of Perry Barr, as set out in the OBC referred above, includes the delivery of the Commonwealth Games Athletes' Village (residential and

Games-time operational uses), highways and public transport works, and site assembly to enable future growth.

- 2.2 The Games village is essential to the successful delivery of the Commonwealth Games, and as such will enable significant benefits to be realised for the city and region as well as for the immediate locality. The residential element of the Village will be developed in line with the planning approval (application number 2018/06313/PA) granted in December 2018 for c. 1400 new homes. The Games-time overlay site will be delivered adjacent to this, on the former BCU campus and adjoining sites. This will be developed post-Games for residential uses, with the Doug Ellis Sports Centre being retained for leisure uses.
- 2.3 The highways works will provide for an improved public realm, public transport priority and cycle routes through the area. It will also enable new housing development to be maximised by unlocking development plots and improving the viability of housing schemes in the area. Rather than through this document the equalities implications of the highways scheme are being considered as part of the approvals process for these works through the City Council's gateway process.
- 2.4 The public transport improvements will provide for better access to rail and bus services, better modal interchange, and a more attractive environment for passengers. These schemes will be delivered through the West Midlands Combined Authority's governance processes, and equalities issues arising directly from these schemes will be addressed through that process.
- 2.5 Wider site assembly will both facilitate the delivery of the schemes outlined above and will enable the delivery of new development to improve the local centre and provide additional housing post-Games.
- 2.6 As such, it is clear that the scheme brings about benefits on the macro level. In developing the key elements of the scheme to full business case the Council will continue to review the equalities implications of each element. For example a separate EA for the highways scheme was carried out to accompany the Outline Business Case to the Council's Cabinet, identifying issues specific to the highways scheme.
- 2.7 The scheme is in line with the city's planning framework for the area set out in the Birmingham Development Plan (BDP) and Aston, Newtown and Lozells Area Action Plan (the AAP), and the emerging Urban Centres Framework (UCF), which builds upon the policies set out in the BDP and AAP. It should be noted that policies set out in these documents have themselves been subject to equalities appraisal, sustainability appraisal, and independent examination.

The Compulsory Purchase Order (CPO)

- 2.8 The City Council has authority to make acquisitions in the Perry Barr area to deliver the Athletes' Village, associated works, and an ongoing regeneration legacy for Perry Barr. Because there is a limited amount of time to prepare for the Commonwealth

Games, the Council needs to be sure that it can buy the land needed to deliver the proposals within a reasonable time. To do this the council will be using a CPO alongside voluntary negotiations. To provide certainty in the acquisitions process a CPO was made on 7 December 2018. If the council is not able to negotiate a purchase of a property by agreement, a CPO (if confirmed by the Secretary of State) allows the council to buy land even if the owner does not agree. The council is legally obliged to pay a fair price for the property under a CPO, as governed by the Compensation Code. To use CPO powers the council has to show that the use of these powers is justified based on legal tests. It is a statutory obligation to notify everyone affected by a CPO and anyone affected can object and make their case at a Public Local Inquiry if they wish, before the Secretary of State makes a decision.

3. Demographics

The local population

- 3.1 Perry Barr district centre at the juncture of three Birmingham City Council wards – Perry Barr, Aston and Birchfield. We are using the demographic data for these wards to give an indication of the population directly affected by the scheme.
- 3.2 The last census was carried out in 2011. Since then there will inevitably have been significant changes in terms of demographics in the area. It should also be noted that ward boundaries were revised in 2018. However, based on the 2011 census (BCC estimates for 2018 wards) the following trends can be noted:
- The proportion of the population aged under 16 is higher than the city average in Aston and Birchfield, and marginally below the city average in Perry Barr.
 - The proportion of the population aged 65 or more is below the city average in Aston and Birchfield, but above the city average in Perry Barr.
 - In 2011, less than 10% of the population in Aston or Birchfield was White British. 52% of the population in Perry Barr was White British.
 - More than half of the population in Birchfield and more than two thirds of the population in Aston was Asian or Asian British.
 - More than a quarter of the population in Birchfield was Black or African or Caribbean or Black British, compared with 13% in Perry Barr and 16% in Aston.
- 3.3 These people will be affected by the scheme, both during delivery and following completion. Given the important role that Perry Barr district centre plays in providing local facilities for the community, it is important that the needs of local people are reflected in the design of the overall scheme.

People directly affected by the CPO

- 3.4 It has been important for the Council to recognise the individual circumstances of those who are directly affected by the CPO. It is not appropriate to provide a detailed

breakdown of those affected as the specific nature of the site boundary means that this would potentially enable individuals to be identified. However, based on the information gathered about the affected parties, and observations made from the engagement work to date, it is possible to identify the following points:

- A range of ethnicities are affected, which is relatively reflective of the make-up of the wider area. This has included people for whom English is not a first language, or with limited English.
- A range of age groups are affected, including children (living in residential properties affected by the Order) and older people (both residents and property owners).
- There are a number of people with disabilities or health conditions.
- In certain parts of the CPO area there are more women affected than men.
- A significant number of business owners affected are from BAME communities, and a number of the businesses cater to BAME communities.
- Tenants, investment owners and owner occupiers are affected.

3.5 These people are affected as a result of the location of their property interests rather than as a result of their specific characteristics. As such, and as the Council considers the acquisition of land here to deliver the scheme to be in the public interest, it is important that the Council mitigate against any potential negative differential impacts on these people.

4. Findings of the Initial Statement

4.1 The Initial Statement addressed the housing and transport infrastructure at OBC stage, as well as the acquisitions. It did not address the policy positions on Perry Barr regeneration or the Commonwealth Games, which were considered through the appropriate processes. It also identified that those affected by the policy would be users/stakeholders as well as the wider community. It found that differential impacts could occur as a result of Disability, Race, and Religion or Belief.

4.2 The Initial Statement recognised that throughout the development of the programme of regeneration, including the Athletes' Village and hosting of the Games, the local community will be engaged. A Perry Barr Commonwealth Games Residents Liaison Group had been established and other community engagement would be carried out on specific proposals. It highlighted that a comprehensive approach to consultation and engagement across the programme would be centrally managed.

5. Mitigating Equalities Impacts

Residential development

- 5.1 The Birmingham Development Plan identifies a need for significant new housing in Birmingham, and the provision of new housing in Perry Barr will contribute to this. It is not considered that the delivery of new housing here will have a negative impact on any particular group, and in fact there are a number of measures which will have benefits for particular groups, for example older people (through the provision of Extra Care housing), families awaiting housing on the Council's waiting list, and all communities living in the area in terms of improved environment. All schemes will be subject to planning consent which will enable issues to be considered.
- 5.2 The first phase of housing, which will provide the residential element of the Athletes' Village, is being constructed on the former Birmingham City University (BCU) teaching campus, which has been vacant or partly vacant for around 12 months since BCU relocated to the City Centre. The derelict site has attracted anti-social behaviour. The redevelopment of the site has been largely welcomed by local residents and will provide immediate and lasting improvements to the local environment.
- 5.3 The site is largely apartment led (there are 58 houses on the site). This density is appropriate in policy terms for this location, and is also necessary to deliver the Games-time requirements. It will be balanced by a second phase which will be focused on the provision of family housing. Both elements will help meet local and city-wide need.
- 5.4 The phase 1 scheme includes an 'Extra-Care Village' for older adults with differing care needs. All properties across the site will be built to lifetime homes standards which will mean they are accessible for people of all ages and with mobility difficulties. It also improves access to open space for all people in the area.
- 5.5 The development provides for a range of tenures, which will enable accommodation to be available to a range of people. This will include houses which will be let by the Council (through its choice-based lettings approach), shared ownership, private rented accommodation, and units for outright sale.
- 5.6 The Athletes' Village requires land acquisitions, the mitigations in respect of which are outlined below.

Communication with those affected by the CPO

- 5.7 To enable the Council to best work with affected parties in the area there has been a significant effort to communicate with all those affected and provide information to enable them to engage in the process.
- 5.8 Those affected by the CPO were contacted in July 2018 and invited to attend drop in sessions to get more information. A number attended or called for more information, and this early contact enabled the Council to better understand the needs of those affected. All attendees were advised about appointing their own agent, how costs would be covered, and given information about the compensation code.

- 5.9 Notice of the Order was served by 'signed-for' to ensure that all affected parties were correctly informed of the making of the Order. The supporting documents relating to the CPO were made available to view in person at two accessible locations: 1 Lancaster Circus, Birmingham, B4 7DJ or within the local area at Doug Ellis Sport Centre, 150 Wellhead Lane, Perry Barr, Birmingham, B42 2SY.
- 5.10 Following the making of the Order, in January 2019, affected parties with residential interests (Wellhead Lane and Birchfield Road), and business interests (Birchfield Road, Aldridge Road, and Aston Lane) were contacted by letter inviting them to attend surgery sessions and providing leaflets with more details of the acquisitions process. Those with interests in affected forecourts (Birchfield Road) were also contacted about the surgery sessions.
- 5.11 A website link was produced to contain information relating specifically to the CPO (<https://www.birmingham.gov.uk/perrybarrcpo>). The website link provided general information on the CPO. The website contained a link to view the Order documentation online including documents titled; BBC1- BCC30. The link also provided a web version of the residential and commercial booklet as well as the residential form. The website link also contained information on the advice surgery sessions including times, dates and contact details on how to book a slot.
- 5.12 Three surgery sessions were held following the making of the Order. These were held at Doug Ellis Sport Centre:
- Tuesday 19 February 2019, 3pm-7pm
 - Thursday 21 February 2019, 9am-2pm
 - Saturday 23 February 2019 10am-3pm
- This ensured that sessions were available at all times of day. Furthermore, all attempts were made to accommodate those who were unable to make these sessions, including meetings at properties in the area during the same week.
- 5.13 21 appointment slots were booked up. These were staffed by representatives from Birmingham City Council Housing and the Council's agents in respect of particular properties, Carter Jonas LLP and Gateley Hamer, and provided a range of advice as required by each attendee. This included guidance about timescales, rehousing and relocation options, compensation, and general support and information. All sessions were well received and attended by a mixture of people affected including those with an interest in the residential properties, commercial properties and forecourts.
- 5.14 In addition, affected parties have been visited at their properties, both for the purposes of valuation and to provide one to one advice as appropriate.

Mitigating language barriers

- 5.15 The letters referred above contained a translation in a number of languages which loosely read; if you would like this letter in another language format, ask someone who speaks English to make a request on your behalf by calling the number on the letter. One translation was provided on request.
- 5.16 The Council also provided a translator for one of the surgery sessions referred above to ensure that the tenants of the property could understand the circumstances of the CPO.

Rehousing

- 5.17 The council has provided a dedicated housing officer to support residential occupiers affected by the Order. This officer has provided advice and support at the surgery sessions and through one to one meetings with affected parties to understand their needs and circumstances including tenancy agreement and type of tenancy, current property type/number of bedrooms, household details and other details such as; medical/disability needs, employment, education or caring responsibilities. Where appropriate this has included supporting residents to register on the Council's choice based lettings portal to enable them to access Council housing. The Council's criteria for accessing housing means that at this point most affected residents would be in 'band 2', but that by summer of 2019, 6 months prior to the property being demolished, they would qualify as 'band 1' – the highest priority.
- 5.18 To support those looking for private rented property in the area the Council's agents are maintaining an up to date list of such properties.

Business relocations

- 5.19 Where appropriate the Council and its agents are supporting affected businesses to identify alternative properties either held by the Council or privately, and has actively made links with local agents to identify opportunities. The Council is also supporting relocating businesses through the provisions of the compensation code. The extent to which a number of these businesses serve the local community, and particularly BAME communities, is recognised, and there is a drive to identify local opportunities to relocate.
- 5.20 Where the Council has made acquisitions and there is a tenant in occupation, there are a number of cases where either a deferred completion or a leaseback arrangement has been agreed to enable businesses more time to relocate and/or freeholders to benefit from the ongoing income.
- 5.21 A feasibility study is underway to consider the provision of temporary units within the Perry Barr centre which would enable businesses to remain in the area in the short term, either prior to relocating elsewhere or to enable them to then move into commercial space resulting from the proposed development in the area.

Impact of the scheme on the wider community

- 5.22 It is recognised that the scheme as a whole requires the loss of commercial and residential space in the short term, and that the implementation of the scheme will cause disruption. Specific mitigation measures will be put in place during the delivery of the various elements of the scheme to ensure that the impact is managed and that, for example, businesses are able to continue operating effectively.
- 5.23 The loss of local facilities such as small shops, restaurants and takeaways, and banking facilities as a result of the scheme is recognised and the Council is working with local businesses to look for relocation opportunities which will minimise the impact of this, and to reprovide key facilities in new developments.
- 5.24 The scheme facilitates the delivery of a new school, adjacent to the Games-time Athlete's Village. This will provide additional secondary school and sixth form places in a mixed, non-religious setting, to meet local demand.
- 5.25 The scheme as a whole will improve accessibility and movement across the area, for all residents and visitors. There will be better access to existing and new open spaces. Public transport will improve access to areas of employment.

6. Conclusions

- 6.1 The residential development in the area serves to provide new housing for the city and the local community, and to do so in a way that benefits the local community.
- 6.2 The Council has been working actively with those impacted by the CPO both in a residential and commercial property capacity. The Council is currently working with existing businesses and is looking to mitigate the impact on existing businesses through considering a scheme to provide temporary units in place of those commercial properties which will be affected as part of the CPO. In addition to this, it is the Council's long term ambition as part of the legacy to deliver mixed use development.
- 6.3 Throughout the process measures are being taken to ensure that those affected by the CPO are given the opportunity to engage with the Council and benefit from appropriate support.
- 6.4 No additional equalities issues have been identified as a result of this paper. The Council will continue to monitor this.

Details

Status:	Implemented
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Title:	Commonwealth Games - National Express Depot relocation
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Reference:	007305/2019
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Urgent Decision - Not in Forward Plan	No
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Details for Agenda Sheet	Emergency Executive Report.
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Implementation Date (not before meeting on)	Tue 31 Dec 2019
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Purpose	To seek approval for elements relating to the relocation of the National Express bus depot to facilitate Games and legacy development
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Key Portfolio	Leader
----------------------	--------

Include item on Forward Plan/ Key Decision	No
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Decision Maker	
-----------------------	--

Reason For Key Decision	
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Relevant Documents**Decision Type:** Committee**Decision Maker:** Cabinet**Directorate** Inclusive Growth**Other Information****Private Reason****Decision Outcome**

On 31 December 2019, following consultation with the Leaders of the Political Groups, the Chief Executive agreed emergency approval to the decisions below, which needed to be approved and implemented ahead of the next scheduled Cabinet meeting, in line with powers set out at paragraph 6.6 of Part B of the City Council's Constitution:

- i. Approved the acquisition by the City Council of the existing National Express bus depot as shown edged black on the plan at Appendix 1 to the report (the existing site);
- ii. Approved the disposal of land comprising the replacement bus depot to WM Property Holdings Ltd (WMPH) and West Midlands Travel Limited (WMT) (WMPH/WMT) as shown edged black on the plan at Appendix 2 to the report (the replacement site);
- iii. Authorised entering into a sale and development funding agreement with an initial cost cap of £12.5m and a long-stop cost cap of £15.5m to enable the delivery of the replacement bus depot;
- iv. Authorised the City Solicitor to negotiate, execute and complete all necessary legal documents to give effect to the above decisions;
- v. In consultation with the Leader, designated these decisions as so urgent that implementation cannot wait until the expiry of the call-in period.

NB: THIS DECISION IS NOT SUBJECT TO CALL-IN - paragraph 6.9i of Part B of the Council's Constitution, Immediate Decision Implementation, "If the interests of the Council are jeopardised unless an executive decision is implemented immediately then the Chief Executive in consultation with the Leader may designate such executive decision as so urgent that its implementation cannot wait until the expiry of the call-in period."

Birmingham City Council

Report to Cabinet

21 January 2020



Subject: APPOINTMENTS TO OUTSIDE BODIES

Report of: City Solicitor

Relevant Cabinet Member: Cllr Ian Ward, Leader of the Council

Relevant O &S Chair(s): Cllr Carl Rice, Chairman of Co-ordinating Overview and Scrutiny Committee

Report author: Celia Janney, Committee Services

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Are specific wards affected?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s):		
Is this a key decision?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, add Forward Plan Reference:		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, provide exempt information paragraph number or reason if confidential :		

1 Executive Summary

- 1.1 The report seeks the approval of the Cabinet to the appointment of representatives to serve on outside bodies detailed in the appendix to this report.

2 Recommendations

- 2.1 That Cabinet agrees to appoint representatives to serve on the Outside Bodies detailed in the appendix to this report.

3 Background

- 3.1 At a meeting of all Councillors on 11 July 2017, the City Council approved changes to the Constitution that set out those appointments that are reserved to the full City Council to determine. All other appointments of Members and officers to outside bodies shall be within the remit of Cabinet to determine and the proportionality rules will not automatically apply.

4 Options considered and Recommended Proposal

- 4.1 These appointments are a matter for the Cabinet to determine, in accordance with the City Council's current Constitution.

5 Consultation

For appropriate items, the Secretaries to the Political Groups represented on the Council.

6 Risk Management

- 6.1 The main risk of not making appointments might lead to the City Council not being represented at meetings of the bodies concerned. It is always important in making appointments to have regard to the City Council's equal opportunities policies.

7 Compliance Issues:

- 7.1 How are the recommended decisions consistent with the City Council's priorities, plans and strategies?

7.1.1 The appointments are consistent with the legal and constitutional requirements of the City Council.

7.2 Legal Implications

7.2.1 As set out in paragraph 7.1.1 above.

7.3 Financial Implications

7.3.1 There are no additional resource implications. Where applicable, those implications arise at the time that the relevant body, or a grant to it, is established.

7.4 Procurement Implications (if required)

7.4.1 Not applicable.

7.5 Human Resources Implications (if required)

7.5.1 Not applicable.

7.6 Public Sector Equality Duty

7.6.1 As set out in paragraph 6.1 above.

8 Background Documents

- 8.1 Report of the Council Business Management Committee to City Council on 11 July 2017 “Revised City Council Constitution”; along with relevant e-mails/file(s)/correspondence on such appointments.

Attached: Appendix to Report to Cabinet – 21 January 2020 – Appointments to Outside Bodies

APPENDIX 1**APPENDIX TO REPORT TO CABINET 21 January 2020**
APPOINTMENTS TO OUTSIDE BODIES**1. Summary of Decisions**

On 15 August 2017, Cabinet resolved under decision number 004096/2017 that the practice be continued of contacting each representative when their term of office is due to expire to ascertain whether they are willing to be re-appointed and that, unless indicated otherwise in the report to Cabinet, it will be understood that such representatives are not willing to be re-appointed.

Annual Appointment

Further to the meeting on 25 June 2019, the following amendments are proposed to the schedule of annual appointments:-

2. Birmingham Museums Trust Ltd

There is a vacancy. Two Directors in total. The other Director is Hon. Ald. Randal Brew (Con).

Therefore it is

RECOMMENDED:-

To appoint Cllr Phil Davis (Lab) as Director, for the remainder of the term i.e. from 21 January 2020 until 23 June 2020.

3. Yardley Educational Foundation

The term of office of Rev William Sands ended on 12 December 2019. Governors may, but need not be, Members of the Council. Three-year term of office. The other Governors are:- Mrs Penny Wagg, Luisella O'Shea, Cllr Paul Tilsley M.B.E.

Rev Sands has advised that he would like to be re-appointed. Therefore it is

RECOMMENDED:-

To re-appoint Rev William Sands from 21 January 2020 until 20 January 2023, as Governor.

