

Members are reminded that they must declare all relevant pecuniary and non-pecuniary interests relating to any items of business to be discussed at this meeting. If a 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.

BIRMINGHAM CITY COUNCIL

CABINET

**Wednesday, 11 January 2017 at 1615
hours in Committee Rooms 3 and 4,
Council House, Birmingham**

PUBLIC AGENDA

1. NOTICE OF RECORDING

Chairman to advise/the meeting to note that members of the press/public may record and take photographs, except where there are confidential or exempt items.

2. APOLOGIES

Attached

3. ASHTED CIRCUS – FULL BUSINESS CASE AND CONTRACT AWARD

Report of the Strategic Director for Economy.

Attached

4. SPECIALIST FORENSIC MENTAL HEALTH STEP DOWN RESIDENTIAL REHABILITATION SERVICE – PROCUREMENT (C0261)

Report of the Strategic Director for People.

Attached

5. STRATEGIC LEADERSHIP CAPACITY FOR BIRMINGHAM CITY COUNCIL TO DELIVER THE NEW FUTURE OPERATING MODEL

Report of the Chief Executive.

6. 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.

7. EXCLUSION OF THE PUBLIC

That in view of the nature of the business to be transacted, which includes exempt information of the category indicated, the public be now excluded from the meeting:-

(Exempt Paragraphs 3 and 4)

PRIVATE AGENDA

Attached 8. ASHTED CIRCUS – FULL BUSINESS CASE AND CONTRACT AWARD

Report of the Strategic Director for Economy.

(Exempt Paragraph 3)

Attached 9. SPECIALIST FORENSIC MENTAL HEALTH STEP DOWN RESIDENTIAL REHABILITATION SERVICE – PROCUREMENT (C0261)

Report of the Strategic Director for People.

(Exempt Paragraph 3)

10. STRATEGIC LEADERSHIP CAPACITY FOR BIRMINGHAM CITY COUNCIL TO DELIVER THE NEW FUTURE OPERATING MODEL

Report of the Chief Executive – to be tabled.

(Exempt Paragraphs 3 and 4)

11. OTHER URGENT BUSINESS (EXEMPT INFORMATION)

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

PUBLIC REPORT

Report to:	CABINET
Report of:	STRATEGIC DIRECTOR FOR ECONOMY
Date of Decision:	11th January 2017
SUBJECT:	ASHTED CIRCUS – FULL BUSINESS CASE AND CONTRACT AWARD
Key Decision: Yes	Relevant Forward Plan Ref: 000312/2015
If not in the Forward Plan: (please "X" box)	Chief Executive approved <input type="checkbox"/> O&S Chairman approved <input type="checkbox"/>
Relevant Cabinet Member(s):	Councillor Stewart Stacey – Cabinet Member for Transport and Roads Councillor Majid Mahmood – Cabinet Member for Value for Money and Efficiency
Relevant O&S Chairman:	Councillor Zafar Iqbal – Economy, Skills and Transport Councillor Mohammed Aikhlaq – Corporate Resources and Governance
Wards affected:	Nechells

1. Purpose of report:	
1.1	To seek approval to the Full Business Case (FBC) for the Ashted Circus project at a total cost of £8.1m. The key benefits of this investment are to support and protect the City's growth objectives in terms of enabling access to key development sites, reducing congestion, improving road safety and providing additional highway capacity.
1.2	To seek approval to enter into a funding agreement and accept £1.998m of Enterprise Zone funding from the Greater Birmingham & Solihull Local Enterprise Partnership (GBSLEP).
1.3	To seek approval to enter into a funding agreement and accept £5.545m of Local Growth Fund grant funding from the GBSLEP.
1.4	The accompanying private report contains confidential market information and seeks approval to place orders for the works.

2. Decision(s) recommended:	
2.1	That Cabinet, Notes this report.

Lead Contact Officer(s):	Varinder Raulia – Head of Infrastructure Projects 0121 303 7363
Telephone No: E-mail address:	varinder.raulia@birmingham.gov.uk

3. Consultation	
3.1	<u>Internal</u>
3.1.1	Ward Councillors for the affected ward together with the MP for Ladywood, the District Committee Chair and District Engineers have been consulted. The outcome of the consultation is detailed in Appendix D.
3.1.2	Officers from City Finance, Procurement and Legal and Democratic Services have been involved in the preparation of this report.
3.1.3	The Director of Highways and Infrastructure has been consulted and his comments are given in Appendix D.
3.2	<u>External</u>
3.2.1	A public consultation exercise, including highway users passing through the junction, was carried out during February 2015 and the results are given in Appendix D.
3.2.2	Transport for West Midlands (TfWM), bus operators, cycling groups and other key stakeholders have also been consulted as part of the scheme development and the results are given in Appendix D.

4. Compliance Issues:																													
4.1	<u>Are the recommended decisions consistent with the Council’s policies, plans and strategies?</u>																												
4.1.1	The Ashted Circus scheme fully supports the primary objectives as set out in the City Council’s Business Plan and Budget 2016+. The proposal contributes to a strong economy through investment in transport infrastructure that supports new developments being built in Birmingham. It also aligns with the GBSLEP Strategy for Growth, Strategic Economic Plan.																												
4.1.2	The project support the targets and objectives of the Local Transport Plan 3, 2011-2026, specifically those targets around reducing congestion, improving road safety, improving the highway network and improving air quality.																												
4.1.3	Birmingham Business Charter for Social Responsibility - The recommended contractor is a certified signatory to the Charter and has provided commitments proportionate to the value of this contract that will be included in their action plan. These actions will be monitored and managed throughout the contract period.																												
4.2	<u>Financial Implications</u>																												
4.2.1	The estimated capital cost of the Ashted Circus Project is £8.1m (including works, contingency, statutory undertaker’s diversions and fees). The Project cost and funding has changed from that reported at PDD stage and is shown in Table 1.																												
	<table><tr><th><u>Table 1: Funding (Capital)</u></th><th>Funding at PDD (March 2015)</th><th>Current Funding Requirement</th><th>Difference</th></tr><tr><td>Local Growth Fund (LGF)</td><td>£4.070m</td><td>£5.545m</td><td>+£1.475m</td></tr><tr><td>Integrated Transport Block (ITB)</td><td>£2.073m</td><td>£0.003m</td><td>-£2.070m</td></tr><tr><td>DfT Local Pinch Points Fund (LPPF)</td><td>£0.180m</td><td>£0.254m</td><td>+£0.074m</td></tr><tr><td>Enterprise Zone</td><td>£0.300m</td><td>£2.298m</td><td>+£1.998m</td></tr><tr><td>Section 106</td><td>£0.050m</td><td>£0</td><td>-£0.050m</td></tr><tr><td>Funding Total</td><td>£6.673m</td><td>£8.100m</td><td>+£1.427m</td></tr></table>	<u>Table 1: Funding (Capital)</u>	Funding at PDD (March 2015)	Current Funding Requirement	Difference	Local Growth Fund (LGF)	£4.070m	£5.545m	+£1.475m	Integrated Transport Block (ITB)	£2.073m	£0.003m	-£2.070m	DfT Local Pinch Points Fund (LPPF)	£0.180m	£0.254m	+£0.074m	Enterprise Zone	£0.300m	£2.298m	+£1.998m	Section 106	£0.050m	£0	-£0.050m	Funding Total	£6.673m	£8.100m	+£1.427m
<u>Table 1: Funding (Capital)</u>	Funding at PDD (March 2015)	Current Funding Requirement	Difference																										
Local Growth Fund (LGF)	£4.070m	£5.545m	+£1.475m																										
Integrated Transport Block (ITB)	£2.073m	£0.003m	-£2.070m																										
DfT Local Pinch Points Fund (LPPF)	£0.180m	£0.254m	+£0.074m																										
Enterprise Zone	£0.300m	£2.298m	+£1.998m																										
Section 106	£0.050m	£0	-£0.050m																										
Funding Total	£6.673m	£8.100m	+£1.427m																										
4.2.2	In September 2016 a revised funding strategy was agreed to meet the City Council’s local contribution commitments to Ashted Circus and Iron Lane Local Growth Fund Projects. The strategy reallocates TfWM, EZ, and ITB resources across certain projects within the Transportation and Highways Capital Programme to support the delivery of Ashted Circus and Iron Lane. The additional EZ funding of £1.998m for Ashted Circus was approved by the EZ Executive Board 17th November 2016.																												

4.2.3	The additional funding of £1.998m from the GBSLEP is consistent with the Enterprise Zone Investment Plan (EZIP) approved by Cabinet on the 20th September 2016. The period of prudential borrowing made by the council as Accountable Body will be linked to the maximum life of the EZ, in accordance with the Council's debt repayment policy for the EZ. The prudential borrowing can be funded from the uplift in business rates within the EZ and in doing so will comply with the financial principles in relation to the EZIP which were detailed in the report to Cabinet on 20th September 2016. Revenue costs associated with the borrowing will be repaid through the business rates uplift.
4.2.4	The Business Case for Local Growth Fund allocation of £5.545m is expected to be approved by the GBSLEP in December 2016.
4.2.5	The reasons for the increase in the project cost estimate compared to the previously approved Project Definition Document are given in 5.6 below.
4.2.6	The Ashted Circus project will create assets that will form part of the highway upon completion of the project; as such they will need to be maintained within the overall highway maintenance regime. The estimated net cost of including these newly created assets within the highway maintenance regime is £29,939 pa (full year 2019/20). This additional cost will be funded from the provision for Highways Maintenance held within Corporate Policy contingency.
4.2.7	A risk management assessment has been undertaken and is included in Appendix C.
4.3	<u>Legal Implications</u>
4.3.1	The City Council carries out transportation, highways and infrastructure related works under the relevant primary legislation including the Town and Country Planning Act 1990, Highways Act 1980, Road Traffic Regulation Act 1984, Traffic Management Act 2004, Transport Act 2000, Local Government (Miscellaneous Provisions) Act 1976, Countryside and Rights of Way Act 2000, and other related regulations, instructions, directives and general guidance.
4.4	<u>Public Sector Equality Duty (see separate guidance note)</u>
4.4.1	In November 2015 an analysis of the Effects of Equality was undertaken for Ashted Circus project and is attached as Appendix B to this report.

5.	Relevant background/chronology of key events:
5.1	In June 2013 the Department for Transport (DfT) approved the allocation of £3.900m Local Pinch Point Fund (LPPF) to the City Council's Ring Road Package.
5.2	The City's Ring Road plays a vital role in providing access to the city centre, with improvements required to reduce congestion and accommodate key developments proposed as part of the Enterprise Zone. Improvements on the Ring Road at Holloway Circus, Ashted Circus, Curzon Circus, Bordesley Circus and Haden Circus were identified to support economic growth. The project deliverables will both support and protect the City's growth objectives in terms of enabling access to key development sites, reducing congestion, improving road safety and providing additional highway capacity. The project, together with the other improvements on the ring road, will support the creation of up to 40,000 new jobs within the Enterprise Zone. The FBC covering the improvements at Holloway Circus, Curzon Circus, Bordesley Circus and Haden Circus was approved by Cabinet on 15th September 2014.

5.3	<p>In Autumn 2013 a Consultant was appointed to undertake outline design activities and produce an Options Appraisal Report for the Ashted Circus Project. This work showed that the design solution for Ashted Circus that was put forward at the bid stage for Local Pinch Points Fund (LPPF) would not deliver the required traffic benefits to support economic growth. The proposal at the bid stage was to add left turn slip lanes on the Dartmouth Middleway approaches to increase traffic capacity and was costed at £0.9m. The options appraisal study identified significant structural works would be required to implement this solution, it would also impact on adjoining private land and buildings and incur significantly higher costs than allowed for in the bid estimate, without any significant traffic benefits.</p>
5.4	<p>A further option was explored to replace the existing roundabout with a traffic signal junction. It is proposed to take forward the traffic signal junction layout as it will provide the traffic benefits to support economic growth and also offer scope for traffic flow management (through 'linking' the traffic signals) along the ring road between Dartmouth Middleway and Bordesley Circus. The cost of the traffic signal junction scheme is estimated at £8.100m.</p>
5.5	<p>The PDD for Ashted Circus, approved by Cabinet 16th March 2015, approved development fees up to Full Business Case stage of £480,000. Approval is now sought to increase the development fee to £530,000, which was the revised total for the work that was required to develop this proposal to FBC stage.</p>
5.6	<p>At the PDD stage the project cost estimate was £6.673m. The cost was reviewed in early 2016. Based on experience of recent project delivery costs it was considered that the level of cost provision and contingency for the significant temporary traffic management works and construction interface with the works of statutory undertakers was not sufficient. The project cost estimate was adjusted to £8.1m following the review. A breakdown of the cost is given in the Private Report.</p>
5.7	<p>The increase in the scope of work led to the submission of a LGF bid to the GBSLEP seeking the additional funding required. On the 7th July 2014 the GBSLEP announced the Growth Deal with a £4.07m LGF allocation towards Ashted Circus. In May 2016, to fund the increase in the project cost an additional £1.475m LGF was requested from GBSLEP and this was approved on 27th May. This additional allocation will provide a maximum capped total funding contribution of £5.545m and is subject to the approval of the Business Case which is expected December 2016.</p>
5.8	<p>The proposed project at Ashted Circus is fully detailed in Appendix A and shown on the drawing in Appendix E. Below is a brief overview of the proposals:</p> <ul style="list-style-type: none"> • Converting the roundabout to a signalised cross road junction and filling the central island of the roundabout, removal of pedestrian subways and approach ramps; • Providing at-grade footway, signal controlled toucan crossings and right turn only lanes on all the four arms of the junction. Prohibiting U-Turns at the junction; • The bus lanes on the Jennens Road and Nechells Parkway approaches to the junction will be modified to suit the new junction layout. The new traffic signals will be designed and optimised to improve bus journey times through the junction; • Providing cycle lanes on B4114 Jennens Road (inbound and outbound) and on A47 Nechells Parkway (inbound);

	<ul style="list-style-type: none"> • Providing unsegregated shared use footway/cycleway to connect to the existing advisory cycle routes, including an unsegregated shared use footway/cycleway on the A47 Nechells Parkway outbound; • Providing double yellow lines at Windsor Street South/ Nechells Parkway Junction; • Removal of non-pay parking bay on A47 Nechells Parkway; • Removal of approximately 100 trees from areas around the junction; • Providing for the planting of 200 trees in the new verge and other areas in the locality, together with other landscaping.
5.9	The appointment of the Design and Construct Contractor to undertake the works was effected using the Council's Highways and Infrastructure Works Framework 2014 to 2018 Lot 4 (Works £500,000+). The process carried out to award a contract is detailed in the attached FBC.
5.10	The tendered price of the recommended contractor is within the pre tender works cost estimate. The results of the tender process are presented in the Private Report. The procurement process was for a design and build contract with a stop clause to limit the risk of not being able to agree a final works cost. If at the conclusion of the design stage the Council are unable to agree a price with the recommended contractor for the works element, the Council will own the design but will have to re-tender the works element as a separate contract.
5.11	It is proposed to appoint an experienced contractor using the City Council's Landscape Construction Framework Agreement 2015-2019 for the proposed landscaping, including tree removal and planting works. The work will be procured in line with the framework agreement where the work is offered to the first ranked supplier in the first instance. If this opportunity is declined, it will be offered to the second ranked supplier and so forth. The removed trees will be replaced in the locality on a 2 for 1 basis in consultation with the Ward Councillors. The removal of trees/bushes is programmed for January to April 2017 in advance of the main contract work, at the same time it is proposed to plant some of the new trees in the locality. The completion of the tree planting will be undertaken in the following two planting seasons as set out in 5.14 below. The appointed landscape contractor will undertake the tree removal works in accordance with the specification set out in the Framework Agreement, temporary traffic management will be provided as necessary for works alongside live traffic lanes. The trees will be cut into manageable lengths and removed from site to the Hodge Hill timber recycling depot run by Parks, where the tree waste is converted into Biomass wood fuel which the City Council then supplies under contract to a green energy company. This process generates income for the city. The new trees within the highway boundary will be maintained for two years by the landscape contractor. All of the new trees will be maintained by the City Council..
5.12	A Tree Survey was undertaken in May 2016. Seven London Plane trees have been identified as 'Class A' trees which should be considered for transplanting. These trees are located within the Ashted Circus roundabout which makes access difficult with a tree spade (lorry mounted). London Planes of this size and quality can be purchased relatively easily, therefore the cost to transplant these and subsequent maintenance may be prohibitive compared to comparative purchase and maintenance of new trees. The transplanting of these seven trees is to be explored further with the appointed Landscape Contractor.
5.13	Approvals are now sought, subject to the approval of funding, to the FBC for the Ashted Circus Project and to award a contract for the Design and Construction of Ashted Circus. Authority is also sought to place orders for the diversion of statutory undertakers' apparatus and to delegate the appointment of a Contractor for the landscaping / tree removal works to the Assistant Director Transportation and Connectivity.

5.14	<p>The delivery programme for Ashted Circus is as follows:</p> <ul style="list-style-type: none"> • Appointment of Landscape Contractor: January 2017. • Appointment of Design and Construct Contractor: January 2017. • Design start: January 2017. • Commence tree removal and planting of new trees (in the vicinity but away from the junction): January 2017 to April 2017. • Construction start (engineering works): August 2017. • Continue with planting new trees in the vicinity but away from the junction: October 2017 to April 2018. • Construction finish (engineering works): July 2018. • Complete landscaping and tree planting at the junction: October 2018 to April 2019.
5.15	<p>The construction works will result in some disruption to road users and businesses / residents in the locality. The constraints for working on the carriageway as stated in the tender prohibit lane closures during the daytime. The appointed contractor is required to put in place Temporary Traffic Management control measures, these measures will be developed during the design development stage in conjunction with the Traffic Manager. The appointed contractor is also required to put in place a Stakeholder Engagement and Management Plan and this will include the proposals for communicating the construction works and expected disruption impacts to users.</p>
5.16	<p>HS2 highway proposals in this area include the replacement of Curzon Circle and Garrison Lane roundabouts with traffic signal junctions. No firm delivery programmes for these works have been provided by HS2. The City Council will continue to pursue delivery programmes from HS2 in order that implementation of all works can be coordinated to minimise impact on highway users.</p>

6. Evaluation of alternative option(s):	
6.1	<p>A study of alternative options at Ashted Circus was undertaken by an external consultant in 2013 and an options appraisal report was submitted to the Project Manager in February 2014. Further development work was commissioned and in March 2014 a preferred junction layout at Ashted Circus was identified (as detailed in this FBC) on the basis of providing additional traffic capacity to support economic growth and value for money. The options for Ashted Circus were reported in the 'LPPF Ring Road Package Update and Full Business Case Phase One' report to Cabinet on 15th September 2014.</p>

7. Reasons for Decision(s):	
7.1	<p>To enable the proposed Ashted Circus project to progress, through the appointment of contractors to undertake the implementation of the traffic signal junction works, landscaping works (including tree removal) and detailed design.</p>

Signatures	Date
<p>Councillor Stewart Stacey Cabinet Member for Transport and Roads</p> <p>.....</p>	<p>.....</p>
<p>Councillor Majid Mahmood Cabinet Member for Value for Money and Efficiency</p> <p>.....</p>	<p>.....</p>
<p>Waheed Nazir Strategic Director for Economy</p> <p>.....</p>	<p>.....</p>

List of Background Documents used to compile this Report:

1. Local Pinch Points Fund – Bid Submission Project Definition Document – Report of the Strategic Director of Development and Culture to Cabinet 11th February 2013.
2. Local Pinch Points Fund Ring Road Package Update and Full Business Case Phase One – Report of the Deputy Chief Executive, Economy Directorate 15th September 2014.
3. Local Growth Fund Transport and Connectivity Projects Project Definition Document - Report of the Deputy Chief Executive to Cabinet 16th March 2015
4. Updated Transportation & Highways Capital Funding Strategy 2015/16 - 2020/21 Programme Definition Document – Report of the Strategic Director for Economy 16th Feb 2016.

List of Appendices accompanying this Report (if any):

1. Appendix A – Full Business Case
2. Appendix B - Equality Assessment Ref: EA000676
3. Appendix C – Risk Management Assessment
4. Appendix D – Consultation Summary
5. Appendix E – E1 Scheme Plan, Drawing Number CA-02569-S1-102, Rev C; E2 Parallel Cycle Route Plan and Drawing Number CA-02569-S1-006 Rev A

Report Version	25	Dated	21/12/16
-----------------------	-----------	--------------	-----------------

PROTOCOL PUBLIC SECTOR EQUALITY DUTY

- 1 The public sector equality duty drives the need for equality assessments (Initial and Full). An initial assessment should, be prepared from the outset based upon available knowledge and information.
- 2 If there is no adverse impact then that fact should be stated within the Report at section 4.4 and the initial assessment document appended to the Report duly signed and dated. A summary of the statutory duty is annexed to this Protocol and should be referred to in the standard section (4.4) of executive reports for decision and then attached in an appendix; the term 'adverse impact' refers to any decision-making by the Council which can be judged as likely to be contrary in whole or in part to the equality duty.
- 3 A full assessment should be prepared where necessary and consultation should then take place.
- 4 Consultation should address any possible adverse impact upon service users, providers and those within the scope of the report; questions need to assist to identify adverse impact which might be contrary to the equality duty and engage all such persons in a dialogue which might identify ways in which any adverse impact might be avoided or, if avoidance is not possible, reduced.
- 5 Responses to the consultation should be analysed in order to identify:
 - (a) whether there is adverse impact upon persons within the protected categories
 - (b) what is the nature of this adverse impact
 - (c) whether the adverse impact can be avoided and at what cost – and if not –
 - (d) what mitigating actions can be taken and at what cost
- 6 The impact assessment carried out at the outset will need to be amended to have due regard to the matters in (4) above.
- 7 Where there is adverse impact the final Report should contain:
 - a summary of the adverse impact and any possible mitigating actions (in section 4.4 or an appendix if necessary)
 - the full equality impact assessment (as an appendix)
 - the equality duty – see page 9 (as an appendix).

Equality Act 2010

The Executive must have due regard to the public sector equality duty when considering Council reports for decision.

The public sector equality duty is as follows:

1	<p>The Council must, in the exercise of its functions, have due regard to the need to:</p> <ul style="list-style-type: none">(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act;(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
2	<p>Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:</p> <ul style="list-style-type: none">(a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;(b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;(c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
3	<p>The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.</p>
4	<p>Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:</p> <ul style="list-style-type: none">(a) tackle prejudice, and(b) promote understanding.
5	<p>The relevant protected characteristics are:</p> <ul style="list-style-type: none">(a) age(b) disability(c) gender reassignment(d) pregnancy and maternity(e) race(f) religion or belief(g) sex(h) sexual orientation

Full Business Case (FBC)			
1. General Information			
Directorate	Economy	Portfolio/ Committee	Transport and Roads
Project Title	ASHTED CIRCUS FULL BUSINESS CASE AND CONTRACT AWARD	Project Code	CA-02569
Project Description	<p><u>Background</u></p> <p>In June 2013 DFT approved the allocation of £3.900m Local Pinch Point Fund (LPPF) to the Ring Road Package. The City's Ring Road plays a vital role in providing access to the city centre, with improvements required to reduce congestion and accommodate key developments proposed as part of the Enterprise Zone. Improvements on the Ring Road at Holloway Circus, Ashted Circus, Curzon Circus, Bordesley Circus and Haden Circus were identified to support economic growth. The FBC covering the improvements at Holloway Circus, Curzon Circus, Bordesley Circus and Haden Circus was approved by Cabinet 15th September 2014. The works at Curzon Circus, Bordesley Circus and Haden Circus were completed Spring 2016.</p> <p>Holloway Circus - the diversion of some statutory undertakers (SU) apparatus have commenced on the Cleveland Tower side of the junction. Progression of the SU diversions is subject to the appointment of a contractor to manage the diversions works. The road construction work is unlikely to commence before 2017. The works on the Scala House side of the junction are under review.</p> <p>The PDD for Ashted Circus, approved by Cabinet 16th March 2015, approved development fees up to Full Business Case stage of £480,000.</p> <p>This FBC covers the Ashted Circus Project.</p> <p>In Autumn 2013 a consultant was appointed to undertake outline design activities and produce an Options Appraisal Report for the Ashted Circus Project. This work showed that the design solution for Ashted Circus that was put forward at the bid stage would not deliver the required traffic benefits to support economic growth. The proposal at the bid stage was to add left turn slip lanes on the Dartmouth Middleway approaches to increase traffic capacity and was costed at £0.9m. The options appraisal study identified significant structural works would be required, impact on adjoining private land and buildings, significantly higher costs than allowed for in the bid estimate without any significant traffic benefits.</p> <p>A further option was explored to replace the existing roundabout with a traffic signal junction. It is proposed to take forward the traffic signal junction layout as it will provide the traffic benefits to support economic growth and also offer scope for traffic flow management (through 'linking' the traffic signals) along the ring road between Dartmouth Middleway and Bordesley Circus. The cost of the traffic signal junction scheme is estimated at £8.1m.</p> <p>The increase in the scope of work led to the submission of a LGF bid to the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) seeking the additional funding required. On the 7th July 2014 the GBSLEP announced the Growth Deal with a £4.07m LGF allocation towards Ashted Circus. In May 2016 an additional £1.475m LGF was requested from GBSLEP which was approved on 27th May. This additional allocation will provide a maximum capped funding</p>		

contribution of £5.545m and is subject to receipt of an approved Business Case. The Business Case is expected to be approved by GBSLEP December 2016.

Benefits

The project deliverables will both support and protect the City's growth objectives in terms of enabling access to key development sites, reducing congestion, improving road safety and providing additional highway capacity. The project, together with the other improvements on the Ring Road, supports creation of up to 40,000 new jobs within the Enterprise Zone.

The proposed traffic signal junction layout will provide significant reductions in journey times through the junction (32/33 seconds in the AM peak and 15 seconds in the PM peak). Following collection of journey time data in February 2016 the performance of the existing roundabout junction has been assessed and compared with the proposed traffic signal junction. See Table 1 below.

Table 1

AM Peak Hour	Do Nothing 2018	Do Nothing 2033	Proposed vs Base 2018	Proposed vs Base 2033
Journey Time Difference	+98 seconds (+4.12%)	+204 seconds (+8.22%)	-795 seconds (-32.08%)	-905 seconds (-33.75%)
PM Peak Hour	Do Nothing 2018	Do Nothing 2033	Proposed vs Base 2018	Proposed vs Base 2033
Journey Time Difference	+58 seconds (+3.08%)	+152 seconds (+7.74%)	-288 seconds (-14.71%)	-333 seconds (-15.78%)

If HS2 goes ahead the Curzon Circle and Garrison Lane junctions will be signalised. With the introduction of traffic signals at Ashted Circus, all the main junctions on the section of the Ring Road from Bordesley Circus (the works to signalise Bordesley Circus roundabout were completed spring 2016) to A34 New Town Row will be controlled by traffic signals. The traffic signals at these key junctions will be linked to enable the most efficient management of traffic flow along this section of the Ring Road.

No firm delivery programmes for these works have been provided by HS2. The City Council will continue to pursue delivery programmes from HS2 in order that implementation of all works can be coordinated to minimise impact on highway users.

Scheme Specific Proposals

The junction proposals for Ashted Circus, junction of the A4540 Dartmouth Middleway / A47 Nechells Parkway / B4114 Jennens Road / A4540 Lawley Middleway, are shown on Drawing No. CA-02569-S1-102, Rev C, in Appendix E to the executive report and comprise of:

- Converting the roundabout to a signalised cross road junction and filling the central island of the roundabout, removal of pedestrian subways and approach ramps;
- Providing at-grade footway, signal controlled toucan crossings and right turn only lanes on all the four arms of the junction. Prohibiting U-Turns at the junction;
- The bus lanes on the Jennens Road and Nechells Parkway approaches to the junction will be modified to suit the new junction layout. The new traffic signals will be designed and optimised to improve bus journey times through the junction;
- Providing cycle lanes on B4114 Jennens Road (inbound and outbound) and on A47 Nechells Parkway (inbound);
- Providing unsegregated shared use footway/cycleway to connect to the existing advisory cycle routes, including an unsegregated shared use footway/cycleway on the A47 Nechells Parkway outbound;

- Providing double yellow lines at Windsor Street South/ Nechells Parkway Junction;
- Removal of non-pay parking bay on A47 Nechells Parkway;
- Removal of approximately 100 trees from areas around the junction;
- Providing for the planting of 200 trees in the new verge and other areas in the locality, together with other landscaping*.

* As many of the trees to be removed are in dense clusters the Highways Tree Manager has advised to budget and programme for the removal of 100 and planting of 200.

Funding and Revenue Implications

The estimated cost of the Ashted Circus Project is £8.1m funded as shown in Table 2.

Table 2: Funding (Capital)	Amount
Local Growth Fund (LGF)	£5.545m
Integrated Transport Block (ITB)	£0.003m
DfT Local Pinch Points Fund (LPPF)	£0.254m
Enterprise Zone	£2.298m
Funding Total	£8.100m

In September 2016 a revised funding strategy was agreed to meet the City Council's local contribution commitments to Ashted Circus and Iron Lane Local Growth Fund Projects. The strategy reallocates TfWM, EZ, and ITB resources across certain projects within the Transportation and Highways Capital Programme to support the delivery of Ashted Circus and Iron Lane. The additional EZ funding of £1.998m for Ashted Circus was approved by the GBSLEP Executive Board 17th November 2016.

The Ashted Circus projects will create assets that will form part of the highway upon completion of the project; as such they will need to be maintained within the overall highway maintenance regime. The estimated net cost of including these newly created assets within the highway maintenance regime is £29,939 pa (full year 2019/20). This additional cost will be funded from the provision for Highways Maintenance held within Corporate Policy contingency.

Consultation Summary

A public consultation exercise was carried out in February 2015. The public consultation comprised letter drop to residents / businesses in the locality, publication of the scheme proposal and consultation plans on BEHEARD and installation of temporary signage to direct users of the junction to visit the website www.birminghambeheard.org.uk (BEHEARD). A 'drop in' venue was also arranged in the locality where the plans were viewed and the proposals were discussed with the Officers.

Ward Councillors, the MP for Ladywood, District Committee Chair, District Engineers, Emergency Services, Transport for West Midlands, bus operators, cycling groups, key stakeholders and residents were all consulted with as part of the scheme development and the results are provided in Appendix D to the executive report.

Following the feedback received the following changes have been incorporated in the scheme proposals:

- Providing toucan crossings on all the four arms of the junction; and
- Providing shared use footway/ cycleway on A4540 Dartmouth Middleway, A4540 Lawley Middleway and B4114 Jennens Road.

Procurement Strategy

It is proposed to appoint a Design and Construct Contractor to undertake the works. A Contractor will be procured through the Birmingham City Council Highways and Infrastructure Works Framework 2014 to 2018 Lot 4 (Works £500,000+). The process to identify a preferred Contractor was as follows:

- i. In summer 2015 all the Lot 4 Framework Contractors were issued with a draft set of tender documents, and have attended both a pre-tender workshop and a site visit.
- ii. A Pre-Selection Questionnaire was then produced and issued, the questionnaire provided the basis of a shortlisting process, and was used by the City Council to select from the 6 Framework Contractors up to 3 Contractors who were invited to submit a tender.
- iii. Tenders were invited from the selected 3 Contractors on 17th December 2015.
- iv. During the tender period mid tender interviews were held with the three contractors to clarify the Council's requirements but also to answer any queries from tenderers. Responses to questions of a non-specific nature were shared with all other tenderers.
- v. Tenders were returned on 18th March 2016.
- vi. Post tender interviews were held including a presentation by the contractors covering project team structure, key constraints and risks, delivery programme, traffic management phasing, utilities and stakeholder liaisons.
- vii. Following the initial assessment and post tender interviews the evaluation team sought clarifications from the three tenderers to enable the assessment to be completed.
- viii. The evaluation was completed against the predetermined price (60%) / quality (30%) / social value (10%) model (as set out in Appendix F) taking into account the initial tender returns and the clarifications received from the tenderers.
- ix. The tenderer that ranked first after the quality / social value / price is recommended for contract award.

Approximately 100 trees are required to be removed for the works, it is proposed to appoint a contractor through the City Council's Landscape Construction Framework Agreement 2015-2019 for the proposed landscaping, including tree removal and planting works. The programme for the landscaping works is detailed below.

Equalities Analysis

An Equality Analysis for Ashted Circus Improvements has been carried out and is attached in Appendix B. The scheme is aimed at improving facilities for all road users including the local community and it is not envisaged that any user group will be adversely affected by the proposals.

Key Milestones

The delivery programme for Ashted Circus is as follows:

- Appointment of Landscape Contractor: January 2017.
- Appointment of Design and Construct Contractor: January 2017.
- Design start: January 2017.
- Commence tree removal and planting of new trees (in the vicinity but away from the junction): January 2017 to April 2017.
- Construction start (engineering works): August 2017.

	<ul style="list-style-type: none"> Continue with planting new trees in the vicinity but away from the junction: October 2017 to April 2018. Construction finish (engineering works): July 2018. Complete landscaping and tree planting at the junction: October 2018 to April 2019. 		
Links to Corporate and Service Outcomes	<p>The Ashted Circus scheme fully supports the primary objective 'A Strong Economy' as set out in the City Councils Business Plan and Budget 2016+. The proposal contributes to growing the economy through investment in transport infrastructure that supports new developments being built in Birmingham. It also aligns with the GBSLEP Strategy for Growth, Strategic Economic Plan.</p> <p>The projects support the targets and objectives of the Local Transport Plan 3, 2011-2026, specifically those targets around reducing congestion, improving road safety, improving the highway network and improving air quality.</p> <p>Local Transport Plan Objectives</p> <p>The project will contribute to the following objectives in the Local Transport Plan 2011-2026 (LTP3):</p> <ul style="list-style-type: none"> K01 <i>'To underpin private-sector led growth and economic regeneration in the West Midlands metropolitan area'</i> by increasing the mobility of labour markets and helping people access jobs by sustainable travel; K02 <i>'Climate Change'</i> by reducing greenhouse gas emissions from the area's transport system and encouraging greater use of the most sustainable and low-carbon transport options; and K03 <i>'To improve the health, personal security and safety of people travelling in the West Midlands metropolitan area'</i> by encouraging sustainable travel options and reducing road traffic casualties. 		
Project Definition Document approved by	Cabinet	Date of Approval	11 th February 2013
Benefits Quantification- Impact on Outcomes	Measure	Impact	
	Converting the roundabout to a signalised cross road junction and filling the central island of the roundabout.	<p>The provision of the signalised cross road will provide additional capacity through the junction and relieve congestion at this busy junction. The introduction of traffic signals at the junction will when linked to other traffic signal junctions on this section of the Ring Road will enable the most efficient management of traffic flow along this section of the Ring Road.</p> <p>The measures will support and protect the City's growth objectives in terms of enabling access to key development sites, reducing congestion, improving road safety and providing additional highway capacity. The project, together with the other improvements on the Ring Road, supports creation of up to 40,000 new jobs within the Enterprise Zone.</p>	

	Removal of pedestrian subways and approach ramps and installation of signal controlled toucan crossings to be integrated into the signalisation of the junction.	Improved accessibility for pedestrians and cyclist in an area with trip attractors such as Aston University, Birmingham City University, student accommodation, City Centre schools, businesses and proposed Eastside Locks Development; Unite the Union Development, HS2 College and Birmingham Conservatoire. Encouraging walking and cycling by the provision of at grade crossing facilities, pedestrian and cycle. Existing parallel cycle routes will be reviewed and were necessary enhanced through additional signage.
Project Deliverables	<p>This project will deliver improvements at Ashted Circus - junction of the A4540 Dartmouth Middleway / A47 Nechells Parkway / B4114 Jennens Road / A4540 Lawley Middleway- related to motorist, cycle and pedestrian infrastructure, including:</p> <ul style="list-style-type: none"> • Converting the roundabout to a signalised cross road junction and filling the central island of the roundabout, removal of pedestrian subways and approach ramps; • Providing at-grade footway, signal controlled toucan crossings and right turn only lanes on all the four arms of the junction. Prohibiting U-Turns at the junction; • Providing cycle lanes on B4114 Jennens Road (inbound & outbound) and on A47 Nechells Parkway (inbound); • Providing unsegregated shared use footway/cycleway to connect to the existing advisory cycle routes; • Providing double yellow lines at Windsor Street South/ Nechells Parkway Junction; • Removal of approximately 100 trees from areas around the junction. <p>Provision of landscaping including planting of trees on a 2 for 1 basis in the new verge areas together with tree planting in the locality.</p> <p>The above project deliverables will both support and protect the City's growth objectives in terms of enabling access to key development sites, reducing congestion, improving road safety and providing additional highway capacity. The project, together with the other improvements on the ring road, supports creation of up to 40,000 new jobs within the Enterprise Zone.</p>	
Scope	This project includes highway improvement measures at Ashted Circus to support economic growth as detailed in this FBC.	
Scope exclusions	<p>The proposals cover the works detailed in this FBC only.</p> <p>This project excludes any works on the proposed Birmingham Cycle Revolution (BCR) Scheme but will complement the measures that BCR will introduce.</p>	
Dependencies on other projects or activities	Completion of the statutory Traffic Regulation Order (TRO) process. Any unresolved objections will be reported to the Cabinet Member for Transport and Roads for consideration.	

Achievability	<p>The project involves standard highway engineering measures and the City Council has experience of successfully managing the delivery of highway projects of this nature. This scheme will also utilise Design and Construct support from a Contractor to be appointed on the Highways and Infrastructure Works Framework. The Contractor will be utilised to bring specialist expertise and support for Highway design elements, structures, traffic signals, street lighting, drainage, road safety audits, forward planning, phasing of the works, risk management, stakeholder and utilities management and CDM responsibilities,</p> <p>Statutory Undertaker's diversions are required and these will be programmed into the construction and managed by the Contractor to minimise any disruption to road users and delay to the construction programme.</p> <p>Notice will be provided to Suppliers on the Highways and Infrastructure Works Framework of the Design and Construct tender opportunity. This will enable Suppliers to plan resources and return the quotation within the set timescales.</p> <p>The construction works will result in some disruption to road users and businesses / residents in the locality. The constraints for working on the carriageway as stated in the tender prohibit lane closures during the daytime. The appointed contractor is required to put in place Temporary Traffic Management control measures, these measures will be developed during the design development stage in conjunction with the Traffic Manager. The appointed contractor is also required to put in a place a Stakeholder Engagement and Management Plan and this will include the proposals for communicating the construction works and expected disruption impacts to users.</p>		
Project Manager	<p>Kieran Boyle, Project Manager, Infrastructure Projects</p> <p>Tel: 0121 465 4405 E-mail: kieran.boyle@birmingham.gov.uk</p>		
Budget Holder	<p>Peter Parker, Design Development Manager, Infrastructure Projects</p> <p>Tel: 0121 303 7096 E-mail: peter.parker@birmingham.gov.uk</p>		
Sponsor	<p>Anne Shaw – Assistant Director, Transportation & Connectivity</p> <p>Tel: 0121 303 6467 E-mail: anne.shaw@birmingham.gov.uk</p>		
Project Accountant	<p>Alison Jarrett – Assistant Director, Finance</p> <p>Tel: 0121 675 5431 E-mail: alison.jarrett@birmingham.gov.uk</p>		
Project Board Members	<ul style="list-style-type: none"> • Project Director: Peter Parker • Project Manager: Kieran Boyle • Policy Manager: Phil Edwards • LGF Manager: Lesley Edwards • Finance: Alison Jarrett 		
Head of City Finance (HoCF)	Alison Jarrett (Assistant Director, Finance)	Date of HoCF Approval:	
Planned start date for delivery of the project	January 2017 (Design) August 2017 (Construction)	Planned date of technical completion	July 2018 (Construction Completion)

2. Budget Summary								
Capital Costs & Funding, Ashted Circus Project	Voyager Code	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Totals
		£'000	£'000	£'000	£'000	£'000	£'000	£'000
Expenditure								
Development, Design and Implementation Costs	CA-02569	74	156	189	899	4314	2468	8100
Scheme Total (Capital)		74	156	189	899	4314	2468	8100
Funding (Capital)								
DfT Local Pinch Points		74	153	27	0	0	0	254
Enterprise Zone		0	0	0	300	1000	998	2298
Integrated Transport Block		0	3	0	0	0	0	3
LGF Funding		0	0	162	599	3314	1470	5545
Total Funding (Capital)		74	156	189	899	4314	2468	8100
Revenue Consequences		2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
		£'000	£'000	£'000	£'000	£'000	£'000	£'000
Infrastructure Works							(Part Year)	(Full Year)
Maintenance Costs		0	0	0	0	0	17.551	26.326
Energy		0	0	0	0	0	2.408	3.613
Infrastructure Works Total		0	0	0	0	0	19.959	29.939
Funded By:								
The provision for Highways Maintenance held within Corporate Policy contingency.		0	0	0	0	0	19.959	29.939
Totals		0	0	0	0	0	19.959	29.939

Notes – Revenue Consequences

Asset Management / Maintenance Implications

As part of the City Council's obligations under the Highway Maintenance and Management Private Finance Initiative (HMMPFI) contract, Highways have been formally notified of the proposed changes to the highway inventory arising from this scheme which has been allocated SSD No. 2910.

Consultation with Amey is also being carried out to coordinate the proposed works with other programmed activities on the highway network.

Maintenance Costs – Infrastructure Works

The Ashted Circus projects will create assets that will form part of the highway upon completion of the project; as such they will need to be maintained within the overall highway maintenance regime. The estimated net cost of including these newly created assets within the highway maintenance regime is £29,939 pa (full year 2019/20) as shown below. This additional cost will be funded from the provision for Highways Maintenance held within Corporate Policy contingency.

Ashted Circus Maintenance Cost	Maintenance and Liability Cost (Per Annum, Full Year)	Energy Cost (Per Annum, Full Year)	Total (Per Annum, Full Year)
Highway Assets	£31,326	£3,613	£34,939
*Four Subways and retaining walls	-£5,000	0	-£5,000
Total	£26,326	£3,613	£29,939

*The de-accrual cost for decommissioning the subway and parts of the retaining wall has been estimated by the Project Manager based on previous cost estimates for similar works. As the design is developed this deaccrual cost will be reviewed working with the HMMPFI contractor.

3. Checklist of Documents Supporting the FBC

Item	Mandatory attachment	Number attached
Financial Case and Plan		
<ul style="list-style-type: none"> Detailed workings in support of the above Budget Summary (as necessary) 	Mandatory	Included in section 2 and Private Report
<ul style="list-style-type: none"> Statement of required resource (people, equipment, accommodation) – append a spreadsheet or other document 	Mandatory	Included in section 1
<ul style="list-style-type: none"> Whole Lifecycle Costing analysis (as necessary) 	Mandatory	N/A
<ul style="list-style-type: none"> Milestone Dates/ Project Critical Path (set up in Voyager or attached in a spreadsheet) 	Mandatory	Included in FBC
Project Development products		
<ul style="list-style-type: none"> Risk Management Assessment 	Mandatory	Appendix C to Executive Report
<ul style="list-style-type: none"> Consultation Summary 	Mandatory	Appendix D to Executive Report
Other Attachments (list as appropriate)		
<ul style="list-style-type: none"> Equality Analysis 		Appendix B to Executive Report
<ul style="list-style-type: none"> Scheme Plans and Parallel Cycle Route Plans 		Appendix E to Executive Report

Equality Analysis

Birmingham City Council Analysis Report

EA Name	Local Pinch Point Fund Ashted Circus
Directorate	Economy
Service Area	Transportation Services Infrastructure Projects
Type	New/Proposed Policy
EA Summary	<p>Birmingham City Council has successfully secured Local Growth Funding and Department for Transport 'Local Pinch Point' funding in order to deliver infrastructure improvements at Ashted Circus roundabout. This junction currently experiences serious levels of congestion thus restricting accessibility of the Central Business District and Enterprise Zone.</p> <p>The scheme proposes to convert the existing roundabout into a traffic controlled cross roads junction, with at-grade pedestrian facilities by the means of infilling of existing island and removal of subways and approach ramps.</p>
Reference Number	EA000676
Task Group Manager	Natalia.Haberko@birmingham.gov.uk
Task Group Members	poonam.kamal@birmingham.gov.uk, Hilary.Mills@birmingham.gov.uk
Date Approved	2016-10-03 01:00:00 +0100
Senior Officer	Peter.Parker@birmingham.gov.uk
Quality Control Officer	Lesley.Edwards@birmingham.gov.uk

Introduction

The report records the information that has been submitted for this equality analysis in the following format.

Overall Purpose

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
- Consultation
- Additional 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 Policy.

2 Overall Purpose

2.1 What the Activity is for

What is the purpose of this Policy and expected outcomes?	<p>Ashted Circus located within boundaries of Nechells Ward, forms a key junction on A4540 Birmingham Ring Road, providing connections to industrial areas to the northeast and Birmingham City Centre to the south-west. Roundabout serves as the key access point for Aston University, Eastside and the planned High Speed 2 station on Curzon Street. The Ring Road plays a vital role in providing access to the city centre, with improvements required to reduce congestion and accommodate key developments proposed as part of the Enterprise Zone. It is therefore proposed to undertake improvements at Ashted Circus to relieve traffic congestion and to enable growth in the Eastside area. The design proposal is to replace the existing roundabout with a traffic signal junction, which has been assessed in terms of capacity and will provide traffic benefits and offer greater scope for traffic flow management (through linking the traffic signals) along the ring road between Dartmouth Middleway and Bordesley Circus.</p> <p>We are seeking to make major changes at Ashted Circus in 2016 as follows:</p> <ul style="list-style-type: none">- Converting the roundabout to a signalised cross road junction and filling the central island of the roundabout, removal of pedestrian subways and approach ramps.- Providing at grade footway, signal controlled toucan crossings and right turn only lanes on all the four arms of the junction. Prohibiting U-Turns at the junction.- Providing cycle lane on B4114 Jennens Road (inbound & outbound) and on A47 Nechells Parkway (inbound).- Providing unsegregated shared use footway/cycleway to connect to the existing advisory cycle routes.- Providing double yellow lines at Windsor Street South/Nechells Parkway Junction.- Removal of parking bay on A47 Nechells Parkway.- Removal of trees and shrubs from the areas adjacent to the junction and central reservation.- Providing landscaping including planting of trees in the new verge areas.
---	---

For each strategy, please decide whether it is going to be significantly aided by the Function.

Public Service Excellence	Yes
A Fair City	Yes
A Prosperous City	Yes
A Democratic City	Yes

2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	Yes
Will the policy have an impact on employees?	No
Will the policy have an impact on wider community?	Yes

2.3 Analysis on Initial Assessment

The proposal will support and protect the City's growth objectives in terms of enabling access to key development

sites, reducing traffic congestion, improving pedestrian/cycle routes and providing additional highway capacity. The proposal, together with other improvements recently completed and under construction on the ring road, will support the creation of up to 40,000 new jobs within Enterprise Zone. All relevant stakeholders have been identified and have been given the opportunity to be involved with the scheme consultation process. All members of the community, including groups whose first language is not English, have been invited to comment on the proposals during public consultations. The proposals will be designed in line with national design standards which give consideration to the needs of disabled people, helping to promote positive attitudes towards disabled people.

3.1 Age

3.1.1 Age - Differential Impact

Age	Relevant
-----	----------

3.1.2 Age - Impact

Describe how the Policy meets the needs of Individuals of different ages?	<p>The scheme includes increasing the capacity of the junction and incorporating at grade toucan crossing facilities, which will provide significantly improved facilities for pedestrians and cyclists. The introduction of signals at this junction will enable pedestrians to safely cross the road when the traffic is stopped (under red traffic light). The new measures will offer a significant improvement for reduced mobility pedestrians, children and the elderly. Signals will be operated on on-demand basis, with pedestrians needing to press the button when intending to cross. The control buttons feature tactile cones which rotate when the pedestrian signal is green and it is safe to cross the road. This is helpful for pedestrians with visual impairments often experienced by the elderly. Tactile paving is laid flush within the adjacent footways; kerbs at crossings are at level with the surrounding area to ensure step-free access to the crossing point for people with reduced mobility or wheelchair/walking aids user. Bright colours of tactile paving stand out from surrounding surface so that visually impaired pedestrians can locate the crossings. The scheme includes the removal and infill of the central area of the current roundabout, and connected underpasses. This removes level changes and increased distances which are inconvenient, difficult for people with reduced mobility or disability. Subways can also raise concerns over personal security, thus their removal will increase the perception of safety.</p>
Do you have evidence to support the assessment?	Yes

Please record the type of evidence and where it is from?	Industry good practice. The provision of signalised pedestrian crossings is widely recognised by the Transportation/Highways profession as a safety benefit for pedestrians crossing busy roads. The introduction of new traffic signals/pedestrian crossings is the most common way to address road safety concerns and reduces conflict between pedestrian and vehicle movements.
Have you received any other feedback about the Policy in meeting the needs of Individuals of different ages?	No
You may have evidence from more than one source. If so, does it present a consistent view?	Not applicable
Is there anything about the Policy and the way it affects Individuals of different ages which needs highlighting?	No

3.1.3 Age - Consultation

Have you obtained the views of Individuals of different ages on the impact of the Policy?	Yes
If so, how did you obtain these views?	<p>In February 2015, over 3200 consultation letters and plans were sent out to Ward Councillors, MP, residents and businesses adjacent to or accessed from the junction, and one public consultation exhibition was at Nechells Community Sports Centre on 11th February 2015 from 4pm to 8pm where plans could be viewed and the proposals discussed with officers.</p> <p>Consultation was also published online on Be Heard website, Consultation Database for Birmingham's public sector. Consultation was live from 2 February 2015 to 28 February 2015. Signs were erected at the four approaches to the junction directing commuters to the website where they could view the plans and make comments on the proposals.</p>
Have you obtained the views of relevant stakeholders on the impact of the Policy on Individuals of different ages?	Yes

<p>If so, how did you obtain these views?</p>	<p>In February 2015, over 3200 consultation letters and plans were sent out to residents and businesses adjacent to or accessed from the junction, and one public consultation exhibition was at Nechells Community Sports Centre on 11 Feb 2015 from 4pm to 8pm where plans could be viewed and the proposals discussed with officers.</p> <p>Letters/emails and plans were also sent to the following stakeholders:</p> <ul style="list-style-type: none"> - Elected Member (Wards Councillors and MPs), - City Council Officers (District Engineers, Traffic Regulation Orders Services, Traffic Management Services, School Crossing Patrol Manager), - Emergency Services (Police, Fire and Ambulance Services), - Public Transport Companies (Centro, National Express, Network West Midlands), - Disabilities Representative Groups (Access Committee for Birmingham) - Sustainable transport organizations (Living Streets, Push Bikes, Sustrans, Cyclist Touring Club) <p>Consultation was also published online on Be Heard website, Consultation Database for Birmingham's public sector. Consultation was live from 2 Feb 2015 to 28 Feb 2015. Signs were erected at the four approaches to the junction directing commuters to the website where they could view the plans and make comments on the proposals.</p>
<p>Is there anything about the Policy and the way it affects Individuals of different ages which needs highlighting?</p>	<p>No</p>

3.1.4 Age - Additional Work

<p>Do you need any more information to complete the assessment?</p>	<p>No</p>
---	-----------

<p>Please explain how individuals may be impacted.</p>	<p>The scheme includes increasing the capacity of the junction and incorporating at grade pedestrian crossing facilities, which will provide significantly improved facilities for pedestrians. The design has been carried out in line with the current standards Pedestrian crossings will be signalised, with pedestrian phase during which ongoing traffic must stop and give way to pedestrians that aids with crossing making decision for people who are often less confident due to their inexperience or reduced mobility such as children, or elderly. Signals will be operated on on-demand basis, with pedestrians needing to press the button when intending to cross. The control buttons feature tactile cones which rotate when the pedestrian signal is green and it is safe to cross the road. This is helpful for pedestrians with visual impairments often experienced by the elderly.</p> <p>Tactile paving is laid flush within the adjacent footways; kerbs at crossings are at level with the surrounding area to ensure step-free access to the crossing point for people with reduced mobility or wheelchair/walking aids user. Bright colours of tactile paving stand out from surrounding surface so that visually impaired pedestrians can locate the crossings.</p> <p>The scheme includes the removal and infill of the central area of the current roundabout, and connected underpasses. This removes level changes and increased distances which are inconvenient, difficult for people with reduced mobility or disability. Subways can also raise concerns over personal security, thus their removal will increase the perception of safety.</p>
--	---

Please explain how.	<p>The scheme includes increasing the capacity of the junction and incorporating at grade pedestrian crossing facilities, which will provide significantly improved facilities for pedestrians. The design has been carried out in line with the current standards Pedestrian crossings will be signalised, with pedestrian phase during which ongoing traffic must stop and give way to pedestrians that aids with crossing making decision for people who are often less confident due to their inexperience or reduced mobility such as children, or elderly. Signals will be operated on on-demand basis, with pedestrians needing to press the button when intending to cross. The control buttons feature tactile cones which rotate when the pedestrian signal is green and it is safe to cross the road. This is helpful for pedestrians with visual impairments often experienced by the elderly.</p> <p>Tactile paving is laid flush within the adjacent footways; kerbs at crossings are at level with the surrounding area to ensure step-free access to the crossing point for people with reduced mobility or wheelchair/walking aids user. Bright colours of tactile paving stand out from surrounding surface so that visually impaired pedestrians can locate the crossings. The scheme includes the removal and infill of the central area of the current roundabout, and connected underpasses. This removes level changes and increased distances which are inconvenient, difficult for people with reduced mobility or disability. Subways can also raise concerns over personal security, thus their removal will increase the perception of safety.</p>
Is there any more work you feel is necessary to complete the assessment?	No
Do you think that the Policy has a role in preventing Individuals of different ages being treated differently, in an unfair or inappropriate way, just because of their age?	Yes
Do you think that the Policy could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it?	Yes

3.2 Disability

3.2.1 Disability - Differential Impact

Disability	Relevant
------------	----------

3.2.2 Disability - Impact

<p>Describe how the Policy meets the needs of Individuals with a disability?</p>	<p>The scheme includes increasing the capacity of the junction and incorporating at grade toucan crossing facilities, which will provide significantly improved facilities for pedestrians and cyclists. In order to meet the needs of individuals with a disability the new crossing facilities will include following features. Pedestrian crossings will be signalised, with pedestrian phase during which ongoing traffic must stop and give way to pedestrians that aids with crossing making decision for people who are often less confident due to their disability i.e. require longer gap between traffic to cross, what is unachievable at such a busy junction. Signals will be operated on on-demand basis, with pedestrians needing to press the button when intending to cross. The control buttons feature tactile cones which rotate when the pedestrian signal is green and it is safe to cross the road. This is helpful for pedestrians with visual or hearing impairments. Yellow bands will be installed on all signal poles approx. 1.5 - 1.7 m above the ground to highlight location of the poles to visually impaired people.</p> <p>Tactile paving is laid flush within the adjacent footways; kerbs at crossings are at level with the surrounding area to ensure step-free access to the crossing point for people with reduced mobility or wheelchair/walking aids user and reduce trip hazards. Bright colours of tactile paving stand out from surrounding surface so that visually impaired pedestrians can locate the crossings. The design also ensures that all pedestrian facilities widths are maintained at the level ensuring comfortable movements of people using mobility aids and reflecting kerb shyness of people with reduced mobility.</p> <p>The scheme includes the removal and infill of the central area of the current roundabout, and connected underpasses. This removes level changes and increased distances which are inconvenient, difficult for people with reduced mobility or disability as required maximum ramp gradients require more space to construct than the grade-level crossing. Subways can also raise concerns over personal security, thus their removal will increase the perception of safety.</p>
<p>Do you have evidence to support the assessment?</p>	<p>Yes</p>
<p>Please record the type of evidence and where it is from?</p>	<p>No negative feedback from consultation with regards to provisions for disabled people.</p>

Have you received any other feedback about the Policy in meeting the needs of Individuals with a disability?	No
You may have evidence from more than one source. If so, does it present a consistent view?	Not applicable
Is there anything about the Policy and the way it affects Individuals with a disability which needs highlighting?	No

3.2.3 Disability - Consultation

Have you obtained the views of Individuals with a disability on the impact of the Policy?	Yes
If so, how did you obtain these views?	<p>In February 2015, over 3200 consultation letters and plans were sent out to Ward Councillors, MP, residents and businesses adjacent to or accessed from the junction, and one public consultation exhibition was at Nechells Community Sports Centre on 11th February 2015 from 4pm to 8pm where plans could be viewed and the proposals discussed with officers.</p> <p>Consultation was also published online on Be Heard website, Consultation Database for Birmingham's public sector. Consultation was live from 2 February 2015 to 28 February 2015. Signs were erected at the four approaches to the junction directing commuters to the website where they could view the plans and make comments on the proposals.</p>
Have you obtained the views of relevant stakeholders on the impact of the Policy on Individuals with a disability?	Yes

If so, how did you obtain these views?	<p>The Councillors of the Ward that the roundabout improvement is to be undertaken in have been consulted on the proposals. In February 2015, over 3200 consultation letters and plans were sent out to residents and businesses adjacent to or accessed from the junction, and one public consultation exhibition was at Nechells Community Sports Centre on 11 Feb 2015 from 4pm to 8pm where plans could be viewed and the proposals discussed with officers.</p> <p>Letters/emails and plans were also sent to the following:</p> <ul style="list-style-type: none"> - Elected Member (Wards Councillors and MPs), - City Council Officers (District Engineers, Traffic Regulation Orders Services, Traffic Management Services, School Crossing Patrol Manager), - Emergency Services (Police, Fire and Ambulance Services), - Public Transport Companies (Centro, National Express, Network West Midlands), - Disabilities Representative Groups (Access Committee for Birmingham) - Sustainable transport organizations (Living Streets, Push Bikes, Sustrans, Cyclist Touring Club) <p>Consultation was also published online on Be Heard website, Consultation Database for Birmingham's public sector. Consultation was live from 2 Feb 2015 to 28 Feb 2015. Signs were erected at the four approaches to the junction directing commuters to the website where they could view the plans and make comments on the proposals.</p>
Is there anything about the Policy and the way it affects Individuals with a disability which needs highlighting?	No

3.2.4 Disability - Additional Work

Do you need any more information to complete the assessment?	No
Please explain how individuals may be impacted.	<p>It is considered that there is no aspect of the scheme that could contribute to inequality. The facilities proposed are for all users and none are excluded from using the facilities.</p>

<p>Please explain how.</p>	<p>The scheme includes increasing the capacity of the junction and incorporating at grade toucan crossing facilities, which will provide significantly improved facilities for pedestrians and cyclists. In order to meet the needs of individuals with a disability the new crossing facilities will include following features. Pedestrian crossings will be signalised, with pedestrian phase during which ongoing traffic must stop and give way to pedestrians that aids with crossing making decision for people who are often less confident due to their disability i.e. require longer gap between traffic to cross, what is unachievable at such a busy junction. Signals will be operated on on-demand basis, with pedestrians needing to press the button when intending to cross. The control buttons feature tactile cones which rotate when the pedestrian signal is green and it is safe to cross the road. This is helpful for pedestrians with visual or hearing impairments. Yellow bands will be installed on all signal poles approx. 1.5 1.7 m above the ground to highlight location of the poles to visually impaired people.</p> <p>Tactile paving is laid flush within the adjacent footways; kerbs at crossings are at level with the surrounding area to ensure step-free access to the crossing point for people with reduced mobility or wheelchair/walking aids user and reduce trip hazards. Bright colours of tactile paving stand out from surrounding surface so that visually impaired pedestrians can locate the crossings. The design also ensures that all pedestrian facilities widths are maintained at the level ensuring comfortable movements of people using mobility aids and reflecting kerb shyness of people with reduced mobility.</p> <p>The scheme includes the removal and infill of the central area of the current roundabout, and connected underpasses. This removes level changes and increased distances which are inconvenient, difficult for people with reduced mobility or disability as required maximum ramp gradients require more space to construct than the grade-level crossing. Subways can also raise concerns over personal security, thus their removal will increase the perception of safety.</p>
<p>Is there any more work you feel is necessary to complete the assessment?</p>	<p>No</p>

Do you think that the Policy has a role in preventing Individuals with a disability being treated differently, in an unfair or inappropriate way, just because of their disability?	Yes
Do you think that the Policy could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it?	Yes
Do you think that the Policy will take account of disabilities even if it means treating Individuals with a disability more favourably?	Yes
Do you think that the Policy could assist Individuals with a disability to participate more?	Yes
Do you think that the Policy could assist in promoting positive attitudes to Individuals with a disability?	Yes

3.3 Pregnancy And Maternity

3.3.1 Pregnancy And Maternity - Differential Impact

Pregnancy & Maternity	Relevant
-----------------------	----------

3.3.2 Pregnancy And Maternity - Impact

Describe how the Policy meets the needs of Pregnant women or those who are on maternity leave?	<p>The scheme includes increasing the capacity of the junction and incorporating at grade toucan crossing facilities, which will provide significantly improved facilities for pedestrians and cyclists. In order to meet the needs of pregnant women and parents with small children and prams the new crossing facilities will include following features. Pedestrian crossings will be signalised, with pedestrian phase during which ongoing traffic must stop and give way to pedestrians that aids with crossing for people who are often less confident with making a crossing decision especially expecting mothers with reduced mobility, mothers with prams and small children i.e. require longer gap between traffic to cross, what is unachievable at such a busy junction. Kerbs at crossings are at level with the surrounding area to ensure step-free access to the crossing point for people with reduced mobility such as expecting mothers, or parents with pushchairs and small children; these provisions also reduce trip hazards and effort required to cross.</p> <p>The scheme includes the removal and infill of the central area of the current roundabout, and connected underpasses. This removes level changes and increased distances which are inconvenient and challenging for people with reduced mobility such as pregnant women or parents with buggies and small children as required maximum ramp gradients require more space to construct than the grade-level crossing.</p>
Do you have evidence to support the assessment?	Yes
Please record the type of evidence and where it is from?	No negative comment received from consultation with regards to pregnancy or maternity.
Have you received any other feedback about the Policy in meeting the needs of Pregnant women or those who are on maternity leave?	No
You may have evidence from more than one source. If so, does it present a consistent view?	Not applicable
Is there anything about the Policy and the way it affects Pregnant women or those who are on maternity leave which needs highlighting?	No

3.3.3 Pregnancy And Maternity - Consultation

Have you obtained the views of Pregnant women or those who are on maternity leave on the impact of the Policy?	Yes
If so, how did you obtain these views?	<p>In February 2015, over 3200 consultation letters and plans were sent out to Ward Councillors, MP, residents and businesses adjacent to or accessed from the junction, and one public consultation exhibition was at Nechells Community Sports Centre on 11th February 2015 from 4pm to 8pm where plans could be viewed and the proposals discussed with officers.</p> <p>Consultation was also published online on Be Heard website, Consultation Database for Birmingham's public sector. Consultation was live from 2 February 2015 to 28 February 2015. Signs were erected at the four approaches to the junction directing commuters to the website where they could view the plans and make comments on the proposals.</p>
Have you obtained the views of relevant stakeholders on the impact of the Policy on Pregnant women or those who are on maternity leave?	Yes

<p>If so, how did you obtain these views?</p>	<p>The Councillors of the Ward that the roundabout improvement is to be undertaken in have been consulted on the proposals. In February 2015, over 3200 consultation letters and plans were sent out to residents and businesses adjacent to or accessed from the junction, and one public consultation exhibition was at Nechells Community Sports Centre on 11 Feb 2015 from 4pm to 8pm where plans could be viewed and the proposals discussed with officers.</p> <p>Letters/emails and plans were also sent to the following stakeholders:</p> <ul style="list-style-type: none"> - School Crossing Patrol Manager, - Emergency Services (Police, Fire and Ambulance Services), <p>Consultation was also published online on Be Heard website, Consultation Database for Birmingham's public sector. Consultation was live from 2 Feb 2015 to 28 Feb 2015. Signs were erected at the four approaches to the junction directing commuters to the website where they could view the plans and make comments on the proposals.</p>
<p>Is there anything about the Policy and the way it affects Pregnant women or those who are on maternity leave which needs highlighting?</p>	<p>No</p>

3.3.4 Pregnancy And Maternity - Additional Work

<p>Do you need any more information to complete the assessment?</p>	<p>No</p>
---	-----------

Please explain how individuals may be impacted.	<p>The scheme includes increasing the capacity of the junction and incorporating at grade toucan crossing facilities, which will provide significantly improved facilities for pedestrians and cyclists. In order to meet the needs of pregnant women and parents with small children and prams the new crossing facilities will include following features. Pedestrian crossings will be signalised, with pedestrian phase during which ongoing traffic must stop and give way to pedestrians that aids with crossing for people who are often less confident with making a crossing decision especially expecting mothers with reduced mobility, mothers with prams and small children i.e. require longer gap between traffic to cross, what is unachievable at such a busy junction. Kerbs at crossings are at level with the surrounding area to ensure step-free access to the crossing point for people with reduced mobility such as expecting mothers, or parents with pushchairs and small children; these provisions also reduce trip hazards and effort required to cross.</p> <p>The scheme includes the removal and infill of the central area of the current roundabout, and connected underpasses. This removes level changes and increased distances which are inconvenient and challenging for people with reduced mobility such as pregnant women or parents with buggies and small children as required maximum ramp gradients require more space to construct than the grade-level crossing.</p>
Please explain how.	The facilities proposed are for all users and none are excluded from using the facilities.
Is there any more work you feel is necessary to complete the assessment?	No
Do you think that the Policy has a role in preventing Pregnant women or those who are on maternity leave being treated differently, in an unfair or inappropriate way, just because of their pregnancy and maternity?	Yes
Do you think that the Policy could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it?	Yes

3.4 Concluding Statement on Full Assessment

The proposals have been developed with due regards to potentially affected user groups. Consultation has been undertaken, the results of which will be presented to the Cabinet as a part of the Full Business Case. The above has taken due regard to the Equality Act 2010. Prior to implementation, affected parties will be given an update and informed of programmed construction start and end dates.

4 Review Date

01/06/18

5 Action Plan

There are no relevant issues, so no action plans are currently required.

Appendix C – Ashted Circus: Risk Management Assessment

Ashted Circus Project

No	Item of Risk	Potential Impact	Inherent Risk		Control Measures	Control Measure Managed by	Residual Risk	
			Impact	Likelihood			Impact	Likelihood
1	Resourcing capacity and ability to programme in necessary stats diversions by the statutory undertakers in line with the works programme.	Delay to works commencing, extended works programme and cost overruns.	High	High	On-going stakeholder consultation and dialogue. Co-ordination meetings being held to agree designs and programming of works. The appointed Design and Construct Contractor will be contracted to plan, manage and coordinate Statutory Undertaker diversions in accordance with the specific requirements detailed in the contract.	Project Manager, Contractor	Medium	Medium
2	Unidentified Statutory Undertakers equipment.	Cost and time overruns.	High	High	Undertake Ground Penetration Radar (GPR) surveys of the site. Close liaison with the Statutory Undertakers to ensure accurate information is available to the Contractor. Flag up through Early Warning Notice procedure and work collectively to mitigate impact on the project cost / programme.	Project Manager	Medium	Low
3	Construction cost increases after works have commenced on site.	Funding above the allocated contingency sum not identified.	Medium	Medium	Continued discussions with the site team, Quantity Surveyor and Contractor to mitigate risks and raise early warnings. Apply value engineering and consider descoping.	Project Manager, Quantity Surveyor, Contractor	Medium	Low
4	Disruption to road users during the construction stage.	Delays to highway users.	High	High	Careful planning, phasing and consideration to be made of the construction programme to ensure disruption is kept to a minimum. The Contractor is to work with the Project Manager and Traffic Management Services throughout the design development stage to further investigate traffic management controls to implement the works with least overall impact to users. Introduce pro-active traffic monitoring during the works. Members of the public to be informed prior to start of works of the likely disruption, the diversion routes and advised to use other modes of transport.	Project Manager, Traffic Management Services, Contractor	Medium	Medium
5	Objections to the scheme being received as a result of the advertisement of the Traffic Regulation Orders.	Potential delay, omission or amendment of scheme proposals.	Medium	Medium	On-going dialogue with Ward Councillors, key stakeholders and members of the public. The public consultation has not raised any major concerns over the TRO proposals.	Project Manager	Low	Low
6	Impact of other highway proposals on securing road space	Delay to works commencing & extended programme due to working hour restrictions that may be imposed.	High	High	Close liaison with Traffic Manager to coordinate these works with other highway schemes on strategic routes. Work closely with the other delivery partners manage impact to the highway users.	Project Manager	Medium	Low
7	Disruption to businesses during the construction stage.	Loss of trade.	High	High	There will be ongoing dialogue with the businesses throughout the works and access will be maintained. Careful planning, phasing and consideration to be made of the construction programme to ensure disruption is kept to a minimum. The Contractor is to work with the Project Manager and Traffic Management Services throughout the design development stage to further investigate traffic management controls to implement the works with least overall impact to users.	Project Manager, Traffic Management Services, Contractor	Medium	Medium
8	Cost /time overruns	Cost exceed budget	Medium	Low	Detailed estimates have been used to build up scheme costs including contingency provision. The contract comprises a design stage followed by a construction stage. During the design stage the tendered construction cost will be reviewed and adjusted if necessary and a target cost set to deliver the works within the construction period of 12 months. It is anticipated that any cost increase or time overruns resulting in a cost increase will be contained within the allocated contingency provision. In the event the project cost is expected to exceed the allocated budget the City Council will work with the Contractor to descope the works in at all possible and apply value engineering savings, if the cost cannot be contained within the approved budget a report will be brought forward to seek additional funds.	Project Manager / Site supervisors/Contractor	Medium	Low

ASHTED CIRCUS PINCH POINT – CONSULTATION SUMMARY

Consultation Details

- In February 2015, letters / e-mails were sent to Ward Councillors, MP for the District, District Committee Chair, District Engineers, Emergency Services, Centro, bus operators, disabled groups, cycling groups other key stakeholders.
- 3,200 consultation letters and plans were sent out to residents and frontages that were adjacent to or accessed Ashted Circus Junction.
- A public exhibition venue was arranged in the locality where plans could be viewed and the proposals discussed with officers. The public exhibition attracted 6 people on the exhibition day of which one didn't leave any comments. On Beheard, 6 responses were received and 1 response was received via email. A total of 12 responses were received.
- A web page on BeHeard was also created for the scheme.
- During the consultation period signs were erected at the junction directing commuters to the website www.birminghambeheard.org.uk (BEHEARD) where they could view the plans and make comments on the proposals.
- Ward Councillors were also contacted by email in July 2016 with an update on the project. The District Committee Chair was contacted by email in September 2016 with an update on the project. The MP was contacted by email in September 2016 with an update on the project.
- A summary of the responses received are given below.

MP / Councillors	Comments	Opinion	Response
Councillor Tahir Ali (Nechells Ward)	Email sent 14/07/16. No comments received.	-	-
Councillor Chauhdry Rashid (Nechells Ward)	Supports the proposals.	Positive	Noted
Councillor Yvonne Mosquito (Nechells Ward)	Email sent 02/02/15 & follow up emails sent 02/04/15 and 14/07/16. No comments received.	-	-
Shabana Mahmood MP (Ladywood District)	Email sent 02/02/15 & follow up emails sent 02/04/15 and 13/09/16. No comments received.	-	-
Councillor Ziaul Islam (Ladywood District)	Supports the proposals.	Positive	Noted

Key Stakeholder	Comments	Opinion	Response
District Engineer (Nechells Ward)	Email sent 02/02/15 & follow up email sent 02/04/15. No comments received.	-	-
School Crossing Patrols	Email sent 02/02/15 & follow up email sent 02/04/15. No comments received.	-	-
West Midlands Fire Service	Email sent 02/02/15 & follow up email sent 02/04/15. No comments received.	-	-
West Midlands Police	Comments received: No concerns/observations on behalf of West Midlands Police.	Positive	Noted.
West Midlands Ambulance	Email sent 02/02/15 & follow up email sent 02/04/15. No comments received.	-	-
Access Committee for Birmingham	Comments received: The following are requested: 1. All new crossing points and reservations to be suitable for use by wheelchair & mobility scooters and of sufficient width to allow passing in both directions. 2. Given the volumes of traffic using the ring road the crossing controls to allow adequate time for ambulant disabled people, people with pushchairs and manual wheelchair users to cross safely. 3. Concerns over un-segregated shared-use surfaces for the risk they present to people with sight impairment. 4. 'Keep clear' boxes are installed at the junction to allow radial routes, from and to the city, to flow on the many occasions that ring road traffic is backed up.	Neutral	1. All new crossing points and reservations will comply with current design standards and legislations. 2. Sufficient time will be allowed for all user groups to cross the junction safely. 3. Signs will be provide as per TSRGD. Provision of courtesy signs such as "cyclists give way to pedestrians" or "share with care" will be considered. 4. Road markings will be reviewed at detailed design stage and keep clear signs will be provided where necessary.
Living Streets	Email sent 02/02/15 & follow up email sent 02/04/15. No comments received.	-	-
Centro	Email sent 02/02/15 & follow up email sent 02/04/15. No comments received.	-	-
National Express	Email sent 02/02/15 & follow up email sent 02/04/15. No comments received.	-	-
Northfield EcoCentre.	Email sent 02/02/15 & follow up email sent 02/04/15. No comments received.	-	-
Sustrans	Comments received: 1. Could shared use and toucans be incorporated for the less confident? The scheme allows for ASL's and lanes over the junction to provide connection between Jennens Road and Francis Street but crossing this junction on carriageway for the less confident might be quite challenging.	Neutral	1. Shared use footways/ cycleway and toucan crossings will be provided.
Push Bikes	Comments received: 1. Strongly object to these proposals as they have a very significant impact on the A47 Parkway main corridor route that was consulted in 2014 as part of the Birmingham Cycle Revolution. The plans that have been put out to consultation do not show any awareness of the existence of the Birmingham Cycle Revolution consultation. 2. The level of traffic on the ring road is such that existing cyclists would find the proposed cycle lanes and ASLs difficult and unpleasant to use.	Negative	1. The scheme has been developed in conjunction with the Birmingham Cycle Revolution (BCR) team and the options proposed have been agreed with the BCR team to ensure links are provided to key cycle routes including the canal link to the south of the junction and to proposed and existing advisory cycle routes. 2. The scheme will cater for cyclists crossing the Ring Road and links to existing or proposed routes. Cyclists are not encouraged to use the Ring Road, parallel cycle routes are available.

	<p>3. Most people would simply refuse to cycle in the conditions that would prevail at this junction. While providing ASLs will help some cycle users who are already cycling on this road, most people when faced with the prospect of struggling with heavy traffic will elect to use the proposed crossings. However, this would require waiting at five stages of staggered pedestrian (not toucan) crossings. The time implications for anyone trying to cross this junction using the crossings are considerable. Based on experience of such crossings it could take 10 minutes for a pedestrian or cycle user to cross this junction diagonally. A delay of this length is wholly unacceptable and will act as a major barrier to cycle use along this strategic route. Additionally, it would be illegal for someone to cycle on these crossings, further reducing the attractiveness of the route. It is very clear that the junction as proposed will make cycling so unattractive that very few people will use the proposed cycle route. Yet this route is supposed to be one of the main corridor routes of the BCR, providing a direct, comfortable, route into Birmingham City Centre.</p> <p>4. Ideally the underpasses would be retained and re-engineered to meet the standards of underpasses designed in other European countries, with good sight-lines for users to create a feeling of social safety.</p> <p>5. An alternative solution is to provide protected cycle lanes up to the junction and then provide a direct route across the junction for people on cycles that is separate from the heavy motor traffic. In London, the new Cycle Superhighways designs have junctions which have a 'hold the left turn' design, where cycle users move ahead with motor traffic travelling straight on, while left turning motor traffic is held. You could also consider a simultaneous green junction which are widely used in the Netherlands, but would need a slight modification in the UK. These junctions offer high capacity and high scalability, and have a proven, excellent safety record. We urge that you liaise with the BCR team to discuss ways in which these solutions might be implemented.</p> <p>6. At-grade shared use (toucan) crossings are the worst option, but if they are to be used, then these must be direct, single stage crossings for each arm of the junction, to enable cycle users to cross each arm of the junction in a single movement. This is normal practice in Northern European countries such as the Netherlands and Germany. The dog-leg crossings on the proposed design introduce conflict between cycles wobbling while they turn 90 degrees at a slow speed in a confined space and pedestrians also trying to use that space. In addition, where the crossings are set to only respond to demand (button pressing) it is essential that they are set to respond as quickly as in other European countries.</p>		<p>3. The scheme to convert the roundabout to a signalised cross road junction requires the filling of the central island and as a consequence the removal of pedestrian subways and approach ramps is necessary. The crossing points are proposed to be Toucan Crossings at the junction along with shared use footways around the junction. Cyclists can therefore legally cycle across the crossings.</p> <p>4. See response 3 above. There is strong support from local residents to remove the underpasses from the scheme as they are undesirable and residents avoid using them at present preferring to cross the busy carriageway.</p> <p>5. Alternative solutions and layouts will be investigated at detailed design stage considering availability of land, width of the road, traffic flow, signal phasing and liaison with BCR team.</p> <p>6. LTN 2/95 recommends that if a road width exceeds 15m a staggered crossing layout should be provided. Call times for the Toucan Crossings will be considered at detail design stage along with the use of cycle loops to call the Toucan Crossings on approach to the crossing when a cyclist approaches to reduce waiting times for crossing the junction</p>
The National Cycling Charity	<p>Comments received:</p> <p>1. Overall the Ashted Circus Pinch Point Scheme must be very welcome from the perspective of bike users, simply because it entails conversion from a large roundabout to a signalised crossroads.</p> <p>2. Continuation of a cycle lane northwards along Nechells Parkway is missing.</p> <p>3. Jennens Way/Nechells Parkway is subject to improvements under Birmingham Cycle Revolution Phase 1 – it would have been helpful if the consultation plan had made more explicit how the BCR and pinch point funded schemes interface with each other.</p> <p>4. Most of the other Ring Road pinch point schemes will still leave roundabouts in place that present significant risk to bike users.</p>	Positive	<p>1. Noted.</p> <p>2. The proposed cycle lanes along Nechells Parkway are connected to existing advisory cycle routes. Continuation of cycling facilities will be considered in detail with BCR during detailed design stage.</p> <p>3. The cycle route consulted as part of BCR consultation proposed using the underpasses to take cycle users past Ashted Circus junction. The scheme developed with the proposal to convert the roundabout to a signalised cross road junction and filling the central island of the roundabout, removal of pedestrian subways and approach ramps.</p> <p>4. Each situation is considered on a case by case basis, and careful consideration is given to vulnerable road users.</p>
Traffic Management Services (Traffic Regulation Orders)	<p>Comments received are:</p> <p>1. All TRO and Notice elements will be applied for following the approved process and due consideration has been given to the existing TROs / Notices.</p> <p>2. Shared use footway shown on carriageway. It is assumed that this will be cycle lane on carriageway.</p> <p>3. Carriageway lane designation markings correspond with traffic signing both proposed and existing and are consistent with the route signing.</p>	Neutral	<p>1. All TRO's required will be identified and processed during detail design.</p> <p>2. Shared use footway is proposed on the footways as part of the scheme to provide access to the Toucan Crossing facilities. On carriageway Cycle lanes are proposed on Jennens Road and Nechells Parkway.</p> <p>3. Road markings and signs will be finalised at detailed design stage but will be consistent with existing traffic and route signing on the ring road.</p>

	4. Cycle Lane on Jennens Road is designed to allow busses to access the existing stop/layby.		4. Design of Cycle Lane on Jennens Road will be reviewed to avoid conflicts with buses.
Traffic Management Services	<p>Comments received are:</p> <ol style="list-style-type: none"> 1. The pedestrian stages should be fully “disabled compliant” in accordance with standard details i.e. tactile paving and tactile buttons. 2. It is assumed that the pedestrian stages are “walk with Traffic” rather than all red. 3. It is assumed that traffic modelling has taken place to confirm that the junction will function efficiently in terms of traffic movements taking into account pedestrian stages. 4. It is assumed that UTC have been consulted and are content that the signals can be commissioned and operated effectively and that all appropriate measures to achieve this are incorporated into the scheme e.g. linking of signals, appropriate specification of traffic signal equipment, provision of CCTV 5. Consideration of early cut- off's or right filters to assist turning movements. 6. Consideration of yellow box junction. 7. Compliance with statutory procedures for proposed TRO's. 	Neutral	<ol style="list-style-type: none"> 1. The pedestrian stages will be compliant 2. The initial design of the junction utilises 'Walk with Traffic' as part of the Signal design. There is no proposal currently to have an all red stage. 3. Traffic modelling has been undertaken which indicated that the junction would perform better than the existing junction and reduce queue lengths. The major benefits of the scheme would be realised when further signalised junctions are installed on the ring road and traffic flows can be controlled by BCC Urban Traffic Control Centre. 4. UTC have been consulted and have raised no concerns. There will be further communication with UTC during the design development stage. 5. The inclusion of early cut-offs at the Traffic signals will be considered at detailed design stage and the impact on capacity assessed. 6. Final Road markings for the junction will be designed in accordance with current design standards and site requirements during detailed design. At this stage it is felt that a Yellow Box Junction may not provide any benefit to the junction. 7. All TRO's required will be identified and processed during detail design and comply with statutory procedures.

Summary of Consultation Responses from residents / businesses on the overall proposals.

	Total Respondents: 12		Details below.
Respondents	Comments	Opinion	Details below
Respondent x1	<p>Comments received are:</p> <ol style="list-style-type: none"> 1. It's not an improvement for cyclists or pedestrians. It is a design to encourage more motorists into the city centre. Pedestrians in worst case scenario have up to 5 sets of lights to negotiate to cross the road. Cyclists will be expected to deal with high speed multi-lane roads. Realising this you thought you would side step it by publishing the parallel routes document. i.e. cyclists - don't use this road, go around it. You do realise one of your recommended parallel routes may become a no go for cycling depending upon the metro consultation. Why don't you just be honest and say, cyclists and pedestrians are not wanted at this crossing (or in Birmingham) because it slows down motorists. 	Negative	<ol style="list-style-type: none"> 1. The scheme will benefit not only the motorist but also pedestrians and cyclists within the area. The proposals for cycling facilitates were developed with the Cycling Officer and Birmingham Cycling Revolution Team to encourage cycling and reduce dependence on private car users. <p>The introduction of traffic signals at the junction will control traffic flows and reduce speeds, thereby improve safety for all users.</p> <p>Parallel cycle routes were published to provide information on alternative quieter routes available parallel to the busy Ring Road. The less experienced cyclists can use the parallel routes and the more experienced cyclist can use the proposed on carriageway cycle lanes and or the shared footways/ cycleways.</p>
Respondent x1	<p>Comments received are:</p> <ol style="list-style-type: none"> 1. Concerns regarding removal of underpasses / subways; diversion of cycleways; increase in traffic lights; landscaping, timing, congestion; and risks of roadway misuse by street racers. 	Negative	<ol style="list-style-type: none"> 1. The scheme developed with the proposal to convert the roundabout to a signalised cross road junction. For the new layout it is necessary to fill the central island of the roundabout and remove the pedestrian subways and approach ramps. It was considered necessary to fill the approach ramps to prevent maintenance cost and anti-social behaviour. <p>Due to the high traffic volumes, the traffic signals will provide benefits compared to other junction layouts such as: Different timing plans can be applied to optimise traffic movements, particularly during periods of busy demand. It is possible to incorporate controlled pedestrian crossing movement.</p> <p>The traffic signals will be monitored and controlled using the UTC system and CCTV monitoring. The junctions in the area will be linked by SCOOT which will be used to manage traffic along this section of the Ring Road.</p>

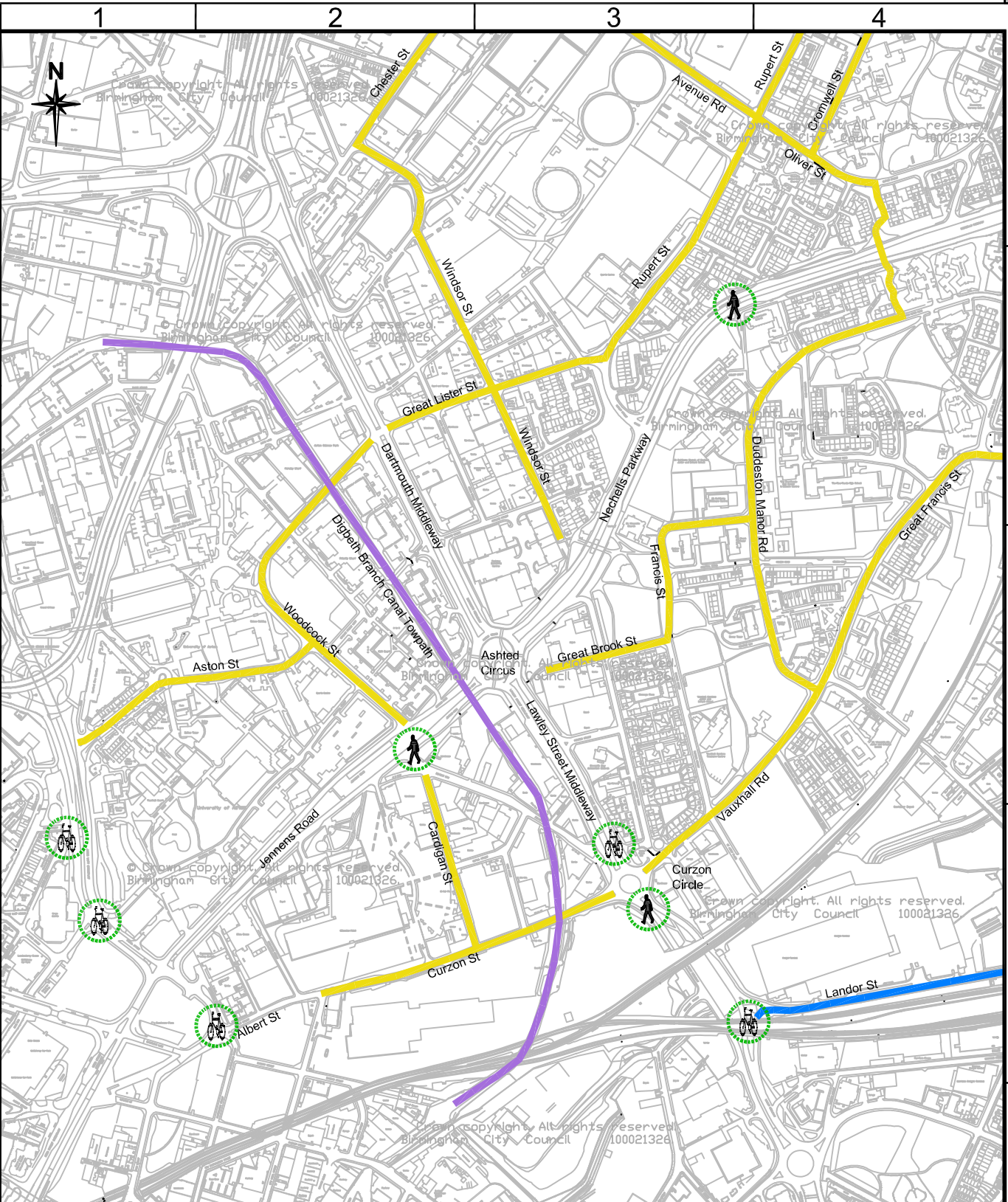
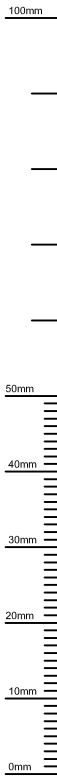
			<p>At detailed design stage we will identify the appropriate amount of green time to cater for the volume of general traffic and cyclists at each arm of the junction. We will monitor the performance of the traffic signals following their introduction, and make adjustments as required.</p> <p>Advanced Stop Lines (ASLs) help cyclists to position themselves in drivers' line of sight, wait away from direct exhaust fumes, and enjoy a head start over motorised traffic. Research has shown that ASLs have a very low or zero effect on junction capacity.</p> <p>We consider that installing ASLs on Jennens Road and Nechells Parkway will provide safety benefits to cyclists, without affecting general traffic flows.</p> <p>It is necessary to remove the trees in the centre of the roundabout. Every effort will be made to retain the trees outside the roundabout on the central reserves and verges. It is not known at this stage whether the excavations required to construct the scheme will adversely affect adjacent tree roots. Any trees which do need to be removed will be replaced by suitable specimens in locations as close as possible to the ones taken out or at appropriate locations.</p>
Respondent x1	<p>Comments received are:</p> <ol style="list-style-type: none"> There is plenty of room for segregated cycle lanes. It's close to BCU and student accommodation blocks so they should be building safe infrastructure to encourage more cyclists -- looks like 1990 style junction for urban motorways that are being dug up in many cities. 	Negative	<ol style="list-style-type: none"> The proposals for cycling facilitates were developed with the Cycling Officer and Birmingham City Revolution Team. There isn't sufficient width to provide segregated cycle lanes. <p>Road Safety Audit (RSA2) will be carried out to assess the detailed design and the comments received will be carefully examined and revised the proposal where deemed feasible to provide safer environment for the road users.</p>
Respondent x1	<p>Comments received are:</p> <ol style="list-style-type: none"> The cycle lane on the eastbound carriageway is shown to the left of a left turn lane. This is dangerous as it encourages cyclists to pass down the inside of turning vehicles. The cycle lane should be similar to that shown on the westbound carriageway. Alternatively the cycle lane colouring should be continued across the junction to indicate the presence of cyclists particularly to turning vehicles. 	Neutral	<ol style="list-style-type: none"> Noted. The cycle lane on the westbound differs from the eastbound as there is a segregated left slip lane at this location. The ASL is designed to allow cyclists to bypass the queuing traffic and get ahead of the left turning vehicles. Consideration will be given at detailed design to extending advisory markings across the junction to highlight the cyclists may be proceeding straight on at the junction.
Respondent x1	<p>Comments received are:</p> <ol style="list-style-type: none"> Would the number of new trees and shrubs exceed the number removed as there seems to be far too many plants being removed by Birmingham City Council? 	Neutral	<ol style="list-style-type: none"> It is necessary to remove the trees in the centre of the roundabout. Every effort will be made to retain the trees outside the roundabout on the central reserves. It is not known at this stage whether the excavations required to construct the scheme will adversely affect adjacent tree roots. Any trees which do need to be removed will be replaced by suitable specimens on a 2 for 1 basis in locations as close as possible to the ones taken out or at appropriate location.
Respondent x1	<p>Comments received are:</p> <ol style="list-style-type: none"> These proposals are contradictory to those in the Birmingham Cycle Revolution plans of 2014, which involved shared use of the subways by cyclists thus encouraging cycling on this major route into the city centre. 	Negative	<ol style="list-style-type: none"> The cycle route consulted as part of BCR consultation proposed using the underpasses to take cycle users past Ashted Circus junction. The scheme developed with the proposal to convert the roundabout to a signalised cross road junction. For the new layout it is necessary to fill the central island of the roundabout and remove the pedestrian subways and approach ramps.
Respondentsx2	<p>Comments received relevant to scheme:</p> <ul style="list-style-type: none"> Issue with underpass - want it closed; Crime / drugs / vandalism - cost to council; Fill in and put at grade crossing; <p>Additional general comments not relevant to scheme proposals:</p> <ul style="list-style-type: none"> Lack of on street policing; Bus routes - why all diverted onto Nechells Parkway; and Possibility of parking restrictions on Nechells Parkway. 	Positive	<p>Noted. The proposals include closing the subways and providing at-grade crossing facilities.</p> <p>All other comments raised were not relevant to the aims of this scheme but were passed on to the relevant departments.</p>
Respondent x1	<p>Comments received:</p> <ol style="list-style-type: none"> The scheme will improve the area. However, there are some concerns regarding parking and extra traffic. 	Neutral	<ol style="list-style-type: none"> In order to improve visibility and safety for cyclist at Windsor Street/ Nechells Parkway Junction, parking is to be prohibited by implementing double yellow lines. <p>In order to provide shared use footway/ cycleway on Nechells Parkway, it is proposed to remove the parking bay on Nechells Parkway. This would displace approximately 6 cars. Drivers are currently overriding on the footway on Nechells Parkway, thereby damaging the existing footway adjacent to the parking bay. This is considered extremely hazardous to the disabled, the elderly, the young, the pedestrians and cyclists.</p> <p>There will be growth in traffic with the Eastside Development, HS2 and other prosperous developments on the Ring Road and City Centre. The proposed junction improvements will improve highway capacity thereby supporting economic growth and development. Due to the high traffic volumes, the traffic signals</p>

			<p>will provide benefits compared to other junction layouts such as:</p> <ul style="list-style-type: none"> • Different timing plans can be applied to optimise traffic movements, particularly during periods of busy demand. • It is possible to incorporate controlled pedestrian crossing movement. <p>The traffic signals will be monitored and controlled using the UTC system and CCTV monitoring. The junctions in the area will be linked by SCOOT which will be used to manage traffic on this section of the Ring Road.</p>
Respondent x1	<p>Comments received:</p> <ol style="list-style-type: none"> 1. My first point relates to the my agreement that Ashted Circus does indeed represent a Pinch Point upon the inner ring road that will only increase with impending change of use and developments in the area. This is exacerbated when considered in conjunction with the highway from Heybarnes Circus through to Dartmouth Circus. Any improvement will be positive, but to be an improvement traffic flow and management must be considered on a "whole ring road" basis because any event or occurrence on any part of the ring road produces subsequent and consequential effects on the ring road as a whole. This is abundantly clear from the number of situations that currently cause unacceptable congestion and traffic obstruction, many occurrences are minor but result in disproportionate escalation and delays. 2. Relating immediately to this point is my concern regarding the increase in traffic signalisation proposed. Traffic lights cause congestion; this is absolute, indisputable and blatant based upon clear empirical evidence. Their introduction is contra to sustainability and environmental factors and must be considered a serious flaw in planning. I therefore question the competence of this aspect of the proposal. The only way that increased signalisation can be effective is if the traffic control measures are monitored throughout a significant part of the day by a manned control room that considers the whole ring road and all subsidiary and connecting routes. I am not currently convinced that the infrastructure in place and intended has the capacity or capability to deliver this level of management. Traffic management will be required to consider and deliver solutions to ensure traffic flow that allows a steady 20mph flow at all times throughout the whole ring road; anything less would be obstructive and unacceptably incompetent / negligent delay to essential business users. Emergency Services utilising the inner ring road for critical response would also suffer impairment. The negative effect would also undermine the direction towards achieving 20mph speed limits in many wards within the city. 3. Also related to the traffic light issue specifically is the proximity of signals which increase driver frustration and escalate erratic behaviours demonstrated at junctions this may lead to road safety deterioration. If the planned signals are examined more closely they appear to be of a staggered type (dogleg) the evidence here points to the increased crossing time for pedestrians using the facility and the consequential related escalation of risk orientated behaviours, for example bypassing the crossing concerned and barrier traversing. Where under consideration pedestrians need to be able to make the crossing in the shortest possible obstructed time - this also directly correlates to the minimised traffic obstruction. Dog leg crossings don't work. 4. Installing crossings will be required to compensate for the removal of subways and approach ramps. For some time this approach has been viewed as a positive approach to the city planning. The evidence being used to support the approach being the reduction in maintenance costs and the reduction in crime, anti-social behaviour. This evidence is fundamentally flawed and arises from poor quality research that ignores many of the subsequent and consequential damaging affects of such works. The first and blatant consequence is the compromise of subway removal to pedestrian and cyclist road safety - whilst never challenged through the courts in relation to the Road Safety Act 2006 it is abundantly clear there is a case to answer should a case ever be brought for liability from removal of subways. The crime aspect is indeed an issue but in all areas where vandalism and crimes against the person are present in subway areas the argument that the safety and security of the area is not adequate could be offset by adequate lighting, CCTV presence and security or police patrols which will all have the same effect as subway removal. The difference here is cost benefit values. Of course the cost pressure of maintenance / police patrols may well be higher for subways than without. However cost of Road Traffic Incidents and associated highway repairs are never compared to allow sufficient adequate analysis. My suspicion is that the result would be minimally differential. What was clear at the public event was the low level of confidence in Policing of the locality which is also associated with the confidence in Council supervision and enforcement of parking measures. When you remove a 	Neutral	<ol style="list-style-type: none"> 1. Junction improvements have recently been completed (spring 2016) on the Haden Circus, Bordesley Circus and Curzon Circle Pinch Point schemes on the Ring Road. Ashted Circus junctions will be linked to the other major junctions utilising SCOOT which will assist with managing traffic on this section of the Ring Road. Signalisation of Curzon Circle and Garrison Circus is being considered as part of HS2, if these works proceed all signals will be linked to optimise/manage traffic flow. The traffic signals at Ashted Circus will be monitored and controlled using the UTC system and CCTV monitoring. Signal timings will be adjusted to meet pedestrian demand and optimise traffic movements, particularly during periods of busy demand. 2. See above for the proposed traffic signalisation. Traffic Management measures along the Ring Road will be reviewed separately especially in response to proposed developments such as new housing or employment sites. Emergency Services were consulted. West Midlands Police had no concerns/observations. Other Emergency Services did not respond to the Consultation. 3. LTN 2/95 recommends that if a road width exceeds 15m a staggered crossing layout should be provided. There are no specific guidance for in-line split phase crossing. There are sites in the UK where an in line split phase crossing with a central island of 5m is provided for puffin crossings. We have concerns of the width of the central island for an in line split phase toucan crossing for the proposed layout at Ashted Circus. For Ashted Circus, dual carriageway, the option of a single-stage crossing will be investigated during detailed design stage considering the pedestrian and cycle counts, width of the central island, safety, signal timings and delays. 4. The points made are noted. For the proposed layout at Ashted Circus scheme developed it is necessary to fill the central island of the roundabout and remove the pedestrian subways and approach ramps. The new traffic signals will provide for pedestrian crossing stages which will enable pedestrians to cross under traffic signal control.

	<p>subway and change simple roundabout roadway to a more complex traffic measure there will be a loss of confidence in local highway traffic flow and surrounding issues - where this includes parking and road safety the reputational consequence is difficult to manage. The shortfall in policing patrol cover and parking enforcement will need addressing this will cost - probably more than subway maintenance.</p> <p>5. Further points relating to the signalisation include the right turn only lanes which I agree will be a positive measure. As to will be the prohibition of the U Turns. I would suggest that outflow needs to be of a more open design - removing the cornering and producing an open funnel appearance with the facility of a continuously flowing filter lane. This may also require reducing the presence of midlane islands at the junction exits.</p> <p>6. I agree with the provision of cycle lanes. Segregation is required to the footway / cycleway Drawing CA - 02569 - S1 - 006; non segregation can be considered a breach of the Road Safety Act 2006 and associated legislation. Whilst current footfall and cycle use in the area is low this will with immediate and future development increase and raise accident potential.</p> <p>7. I agree with the provision of double yellow lines as indicated.</p> <p>8. I have concerns regarding the removal of the parking bay on the A47 Nechells Parkway this was supported by the reaction of other local residents at the public consultation. If used by residents this is essential local parking and should not under any circumstance be removed. If not used by local residents this is parking used by a number of users working in the area - BCC staff at Woodcock Street and the intended increase in BCU / BCHC / Aston University and other incoming employers to the area will increase parking requirements. Immediate users are projected to be 1000 to 1500 in the next 18 months - have you adequately scoped this?</p> <p>9. I do not agree with the removal of the bus lane on the Nechells Parkway. Bus flow and priority MUST not deteriorate or be affected by this scheme.</p> <p>10. If you are removing trees and shrubs they must be replaced by an exact equivalent number or an increased amount and with the associated like for like or increased landscaping verge areas. This not only ensures the aesthetics of the scheme but ensures that environmental and sustainability concerns are addressed.</p> <p>11. Supplementary concerns for me are that I am not convinced that all aspects of access and use in accordance with the Equality Act 2010 have been addressed specifically in relation to subway removal and the crossing provision - I would like to see overpass facility for cyclists and pedestrians addressed.</p> <p>12. Currently a roundabout influences use of the roadway and acts as deterrence to street racing evident in the area. The scheme will increase road racing probability - has this been addressed in local policing policy?</p> <p>13. The scheme will require increased traffic policing and parking enforcement measures are these under current consideration?</p> <p>14. Has the scheme considered increased footfall to the University areas and the Engineering Academy and local student population? Is this scheme suitable for the increased traffic flow when the HS" and Rail Hub is in place?</p> <p>15. Finally no work on this scheme will be practicable or feasible until the Paradise Forum redevelopment and New Street Station is complete due to the influence on traffic disruption which at current level has a borderline affect on the immediate delivery of Health and Social Care. Further disruption levels will cause sufficient impact on the delivery of Community Services and Patient Care to require scrutinise by relevant Governance mechanisms within the Local Authority supervision arrangements. To this end any planned work will need to be against a published schedule and controlled to be delivered within minimally disruptive and the shortest possible timeline.</p>		<p>5. Noted.</p> <p>6. Noted. Shared use footways are to be provided around the junction to link to the Toucan crossings that will be installed as part of the scheme. The scheme has been designed to connect into adjacent cycle routes such as canal and advisory cycle routes.</p> <p>7. Noted.</p> <p>8. In order to provide shared use footway/ cycleway on Nechells Parkway, it is proposed to remove the parking bay on Nechells Parkway. This would displace approximately 6 cars. Drivers are currently overriding on the footway on Nechells Parkway, thereby damaging the existing footway adjacent to the parking bay. This is considered extremely hazardous to the disabled, the elderly, the young, the pedestrians and cyclists. There are parking facilities on the premises of existing businesses around the junction. There are parking bays for residents in the area.</p> <p>9. The bus lanes on the Jennens Road and Nechells Parkway approaches to the junction will be modified to suit the new junction layout. The new traffic signals will be designed and optimised to improve bus journey times through the junction.</p> <p>10. Noted. It is necessary to remove the trees in the centre of the roundabout. Every effort will be made to retain the trees outside the roundabout on the central reserves. It is not known at this stage whether the excavations required to construct the scheme will adversely affect adjacent tree roots. Any trees which do need to be removed will be replaced by suitable specimens on a 2 for 1 basis in locations as close as possible to the ones taken out or at appropriate locations.</p> <p>11. An Equality Analysis for the works at the junction was undertaken and is attached to the Full Business Case Document. Provision of an overpass facility for cyclists and pedestrians is not considered feasible. Pedestrian and cycling facilities are provided in accordance with national standards and legislation.</p> <p>12. There is no evidence to suggest the alignment of the junction will affect issues with road racing in the area. Local residents reported that the issue was prevalent on Nechells Parkway and not the ring road.</p> <p>13. The scheme is not expected to have any significant impact on traffic policing and parking enforcement.</p> <p>14. The scheme has taken into account adjacent new developments and traffic growth. The scheme will improve junction capacity and accessibility.</p> <p>15. The Ashted Circus scheme is programmed to commence on site in 2017. The other Ring Road schemes at Bodesley Circus, Curzon Circle and Haden Circus were completed spring 2016. The works on carriageway requiring reduction in the number of lanes will also be restricted to night time working to reduce congestion and disruption. The Traffic Manager will coordinate City Centre works, the various works will be programmed as far as possible, and constructed in a way to minimise disruption to users. In addition a communication strategy will be put in place to inform commuters / users of the highway works.</p>
--	---	--	--



1



Key:- Crown copyright. All rights reserved.
Birmingham City Council 100021326.

- Existing signed cycle route
- Existing advisory cycle route

- Existing pedestrian / cycle crossing
- Existing pedestrian crossing

Birmingham City Council
ANNE SHAW
ASSISTANT DIRECTOR
TRANSPORTATION AND CONNECTIVITY
1 LANCASTER CIRCUS
BIRMINGHAM B4 7DQ



SCHEME									
PINCH POINTS ASHTED CIRCUS		30/11/16	A	Amended key and notes			NH	KB	
DRAWING		DATE	REV.	REVISIONS			DRN	PM	
PARALLEL CYCLE ROUTES		DRAWN		DESIGNER		PM	REVISION		
		NH	27/01/15	PK	27/01/15	KB	27/01/15	A	
		DRAWING STATUS						SCALE	
		GENERAL						NTS	
		DWG. No							

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. B.C.C. Licence No 100021326 Date 2016

Report to:	Cabinet
Report of:	Strategic Director for People
Date of Decision:	11th January 2017
SUBJECT:	SPECIALIST FORENSIC MENTAL HEALTH STEP DOWN RESIDENTIAL REHABILITATION SERVICE – PROCUREMENT (C0261)
Key Decision: Yes	Relevant Forward Plan Ref: 003021/2016
Relevant Cabinet Member(s) or Relevant Executive Member:	Cllr Majid Mahmood, Value for Money and Efficiency
Relevant O&S Chairman	Cllr Mohammed Aikhlaq – Corporate Resources and Governance
Wards affected:	All

1. Purpose of report:
<p>1.1 To seek approval to the proposed procurement strategy for a Specialist Forensic Mental Health Step Down Residential Rehabilitation Service. The proposed contract will run for a period of up to three years, commencing 1st March 2017.</p> <p>1.2 The Private Report contains the commercially confidential information relating to this service requirement.</p>

2. Decision(s) recommended:
<p>That the Cabinet</p> <p>2.1 Note the contents of this report.</p>

Lead Contact Officer(s):	
Telephone No:	Parveen Mercer Head of Service – Commissioning Centre of Excellence, People Directorate.
E-mail address:	0121 303 4307 parveen.mercer@birmingham.gov.uk
Telephone No:	Jennifer Finch Commissioning Manager – Universal & Prevention Commissioning Centre of Excellence, Directorate for People
E-mail address:	07710 852 576 jennifer.finch@birmingham.gov.uk

3. Consultation

3.1 Internal

- 3.1.1 Officers from the Commissioning Centre of Excellence, the Assessment and Support Planning Team and the Forensic Social Work team have been consulted and are supportive of the proposal as the preferred option to ensure client recovery is maintained and any risk to the public reduced.
- 3.1.2 The Cabinet Member for Health & Social Care has been consulted and is supportive of this proposal.
- 3.1.3 Officers from Finance, Corporate Procurement and Legal & Democratic Services have been involved in the preparation of this report.

3.2 External

- 3.2.1 We are working in close partnership with Midland Heart Ltd to ensure safe exit of services.
- 3.2.2 There is a joint communications strategy in place between BCC, Midland Heart and Clinical Commissioning Groups (CCGs) Mental Health Commissioning which covers communication with service users, families and other key stakeholders.
- 3.2.3 A market shaping day took place on Friday 16th December 2016 with all prospective providers within the market where the commissioning intentions for the Specialist Forensic Mental Health Step Down Residential Rehabilitation Service were discussed. Officers outlined that the future commissioning of these services was at the same financial envelope which includes accommodation costs with no inflator uplifts during the contract term. There were approximately 22 people who attended the event from 16 different provider organisations. There appeared to be appetite from the market to deliver these services within the current three year fixed financial envelope, with some providers suggesting that they could access alternative accommodation provision if Flint Green was not financially viable in terms of any future leasing arrangements.

4. Compliance Issues:

4.1 Are the recommended decisions consistent with the Council's policies, plans and strategies?

4.1.1. The service will contribute to the priorities set out in the Council's Business Plan and Budget 2016+ Outcome five: A healthy, happy city:

- Vulnerable citizens feeling safe, living with dignity and independence and having engaged lives in their communities; clients will have access to integrated health and social care services that help clients to develop skills to move towards becoming more independent and integrating back into the community.
- A seamless health and social care provision so clients can get the service they require in one place, in an environment that is able to support their recovery.

4.1.2 In order to discharge the Council's duty under the Public Services (Social Value) Act 2012 and the Council's Social Value Policy the appointed provider will be required to comply with the Birmingham Business Charter for Social Responsibility and demonstrate how their performance on the contract will comply with the principles through the development and submission of an action plan. This will be required as evidence submitted with their application.

4.2 Financial Implications

4.2.1 The current financial arrangements for this contract are under a Section 75 agreement with the CCGs. Whilst the contract is with the Council, Health contributes 70% of the cost with the City Council funding the remaining 30%. The City Council's contribution is funded from the Adult Social Care service approved budget.

4.2.3 The City Council's preferred option is to utilise Flint Green to keep stability for the current citizens, however if the new provider proposes alternative accommodation then this will be considered, if there are no suitable bids for Flint Green. As Midland Heart own the property the council has no exit or liability costs associated with Flint Green.

4.3 Legal Implications

4.3.1 Under the Mental Health Act 1983 as amended together with associated legislation, statutory guidance and codes of practice, the local authority has the power and the duty to deliver services to meet the mental health needs of citizens. Under the Care Act 2014 together with associated legislation and statutory guidance the local authority has the duty to meet assessed eligible need for care and support.

4.4 Public Sector Equality Duty

4.3.1 An initial equality impact assessment has been completed (ref. EA001717). Whilst the proposal will affect service users in all the protected categories, there will be no adverse impact as securing the current service and forensic programme will ensure the vulnerable clients continue to receive a service.

4.3.2 Contingency arrangements have also been considered; if an alternative provider is not found, then the City Council will have to spot purchases places on the open market from the current Adult Social Care Framework. This is not desirable as the costs would be significant.

5. Relevant background / chronology of key events:

- 5.1 Midland Heart has made a strategic decision to cease to provide specialist mental health and learning disability services across Birmingham and other Local Authorities. As a result of this decision Midland Heart served Birmingham City Council with notice on 19th August 2016 for 3 learning disability schemes and 1 specialist forensic mental health step down rehabilitation unit (Flint Green). The learning disability clients have had alternative service provision sourced through the current adult social care framework.
- 5.2 Midland Heart will cease to provide a service at Flint Green on 28th February 2017. The current contract comes to a natural end on the 31st March 2017 and there are no break clauses.
- 5.3 Flint Green is a Specialist Forensic Mental Health Step Down Residential Rehabilitation Service unit for individuals with complex needs who are ready to leave secure mental health units such as Reaside and are typically under restriction orders (Sections 37 and 41 Mental Health Act 1983 as amended) to move towards integrating back into the community.
- 5.4 The unit comprises of 15 beds in total and most clients will undergo an 18 month programme before they are assessed as ready for independent accommodation within local communities. Placements for this scheme are assessed by a joint panel between CCGs Mental Health Commissioning Lead and BCC Adult Social Care Group Manager.
- 5.5 Due to the complex needs of these high risk clients, lack of available bed vacancies across the city and alternative provision being extremely high cost, it was deemed necessary by the City Council and CCG's Mental Health commissioners to keep this essential service and procure an alternative provider to minimise risk and any destabilisation of clients.
- 5.6 The current contract is between the City Council and Midland Heart, the CCGs through the Joint Mental Health Commissioning Team are the lead commissioners for specialist mental health provision.
- 5.7 It is proposed that the contract will be advertised in the Official Journal of the European Union, Contracts Finder and Finditinbirmingham using the "Open" route to attract a range of providers from within this limited market. A Prior Information Notice (PIN) was placed in December 2016 to allow a reduced tender period. The PIN does not commit the Council to go to tender. As this will be under the 'Light Touch Regime' there will be a degree of flexibility available and bidders will be advised of the Council's preference for the Flint Green site to be continued to be used so citizens who use the service are not disrupted or have local social networks impaired. Bidders will be advised that whilst they are permitted to propose an alternative site such alternative site will only be considered if there are no suitable bids received for the Flint Green Site. A suitable bid is one which fully complies with the Council's tender requirements including the financial cap on price and is unqualified. Such bids will be evaluated in accordance with the award criteria set out below. If no suitable bids are received for the Flint Green Site the Council will evaluate any alternative bids received in accordance with the award criteria set out below.
- 5.8 Evaluation of the award criteria below will be carried out by officers from People Directorate – Universal & Prevention Commissioning team, an officer from Birmingham

- 5.9 As this is proposed as a fixed cost three year finance model and from experience of other spot purchases which are considerably higher it is not considered there is any further financial margin to be gained. As a result each bid will be evaluated on the quality (80%) / social value (20%) criteria (with a minimum overall threshold of 60%) as detailed below:

Mandatory Criteria	Weighting %	Sub-Criteria	Weighting %
Price	0%	N/A	N/A
Quality	80%	Experience & Expertise	30%
		Partnership working	20%
		Barriers to Service	20%
		Outcomes	10%
		Mobilisation	20%
Social Value	20%	Local Employment	20%
		Buy Birmingham First	10%
		Partners in Communities	30%
		Good Employer	20%
		Green and Sustainable	10%
		Ethical Procurement	10%
	100%		

- 5.10 The indicative timetable is given in the table below:

Issue of invitations to tender	January 2017
Return of tenders	February 2017
Tender evaluation	February 2017
Contract award decision	February 2017
Service commencement	March 2017

- 5.11 The contract will be managed in house by the Commissioning Centre of Excellence.
- 5.12 **Appendix 1** is the outline specification and includes the outcomes that a provider's performance will be measured against.

6. Evaluation of alternative option(s):

6.1 It was considered not to procure Specialist Forensic Mental Health Step Down Residential Rehabilitation Service however as this is an essential service provision, decommissioning this service would have a significant impact on the following:

- Clients may need to return to a secure hospital e.g. Reaside as there are limited specialist mental health providers with bed vacancies in Birmingham. This would not support client recovery to becoming more independent in terms of skills and accommodation.
- Market testing and intelligence has identified that the alternative to a fixed price model would be to Spot purchase individual placements these would be more costly to the council and health as specialist placements can cost up to £2,000 per week per bed due to the complex and forensic needs of these high risk clients. (This would equate to £1.56m per annum for the City Council and Health if current service provision was unable to continue).
- The market day event has shown that there is appetite in the market for a fixed price model and potential providers liked the stability of having a confirmed income over the 3 year period opposed to spot purchasing which brings uncertainty.
- Moving clients before they are ready could destabilise their recovery and pose a potential significant risk owing to their offending histories if not managed effectively.
- Best practice as advised by the Ministry for Justice and the police for monitoring and managing these clients is to do so within a specific dedicated unit rather than having clients dispersed across the city in individual self- contained accommodation units, where they can pose a great risk to the wider community before they are ready for community integration. Having clients dispersed also is more management resources intensive which leads to higher service delivery costs.

7. Reasons for Decisions (s):

7.1 To allow the Strategic Director for People to progress the procurement of a service provider to procure a new provider for the specialist mental health forensic rehabilitation service.

<u>Signatures</u>	<u>Date</u>
Peter Hay Strategic Director for People
Cllr Majid Mahmood Value for Money and Efficiency

List of Background Documents used to compile this Report:
Source documents: Mental Health Act 1983 as amended

List of Appendices accompanying this Report (if any):
Appendix 1 – Specification and Outcomes

Report Version:	V10	Date	22.12. 2016
------------------------	-----	-------------	-------------

Appendix 1 – Draft Service Specification and Outcomes

Service Name	Specialist Forensic Mental Health Step Down Residential Rehabilitation Service.
Commissioner Lead	
Provider Lead	
Period	1 st March 2017 – 29 th February 2020
Review	Annual

1. Aim(s) of the service

- To divert people from permanent placement in residential care
- To facilitate the transfer of people from residential placements back into community settings
- To facilitate those leaving a hospital setting and who require a residential placement
- To provide a time limited rehabilitation service

2. Description of service

The service will provide people with a proactive, time limited and intensive rehabilitation programme, which is flexible to meet individual's needs and focuses upon assisting recovery from mental health. In this way it will enable people from the target group to take up and maintain appropriate tenancies in the community.

Prospective service users will be assessed by operational staff within Community Mental Health Teams across Birmingham City. A willingness and commitment to engage in this process must be evidenced as this is the single most important factor in effectiveness.

Assessments will be referred to a joint selection panel between Birmingham Social Care and Health.

The Service will provide a recovery model, which assists individuals to manage their symptoms and their mental health well-being. The Service will focus on developing independent living skills of residents, either by way of developing new skills or re-learning old skills.

3. Target Group

The target group for this Service Specification are adults aged 18 to 64 years with a functional mental health diagnosis who have an assessed eligible need for care and support funded via Birmingham Social Care and Health Directorate.

They will have been assessed as having an eligible need for residential care.

The service will specifically target people subject to Section 117 of the Mental Health Act 1983 as amended.

4. Volume and Location of Services

Volume

This contract agreement regulates the provision of fifteen beds at Flint Green (or other location as agreed with the Council). Under the terms of this block contract the service is to be provided to Adults with Mental Health difficulties requiring residential rehabilitation to enable their movement to a more independent environment.

Location of Services:

Flint Green House
4 Sherbourne Rd
Acocks Green
Birmingham B27 6AE

OR

To be agreed with the Council.

5. Referrals

All referrals will come directly to the Birmingham Social Care and Health Services Mental Health selection panel. The panel will prioritise those people within the target group and who would benefit from independent living with support.

All referrals must be accompanied by a Care Plan with clear outcomes for the individual, prepared in accordance with the agreed Care Programme Approach protocols. The outcomes for each individual must be clarified prior to placement as part of the written Care Plan. An outcome objective should define what benefits rehabilitation is to achieve for each person.

Selection from referrals

Assessments of potential service users must take account of the following circumstances:

- The person has a functional mental health diagnosis
- The person is subject to the provisions of the CPA.
- The person must be an adult of working age.
- The individual is currently in long term residential caring or ready for discharge from hospital and subject to Section 117 Aftercare.

OR

- The person has been assessed by Social Services as likely to benefit from a period of intensive rehabilitation.
- The individual is in agreement to undertaking a programme of rehabilitation.
- The service offered should be made explicit to users before commencement of placement.
- The emphasis of treatment should be to prevent relapse.
- Each person should have a named care co-ordinator from the Community Mental Health Teams and written care plan under CPA.

6. Service Standards

The service will enable individuals to exercise control and make informed choices in their own lives by:

- Ensuring services are responsive to individuals, taking account of their race, religion, culture, age, disability, gender and sexuality.
- Offering a range of social activities, which stimulate service users including adult education opportunities.
- Offering culturally relevant social activities for all residents.
- Developing self-management of daily living skills such as personal hygiene, time management, domestic skills including budgeting, shopping and cooking.
- Supporting the person to make links like employment.
- Supporting the person to self-manage their medication.
- Supporting the person to develop coping strategies.
- Supporting the person to develop social networks.
- Allocating a named key worker to develop, promote and monitor individuals rehab programmes.
- Undertaking reviews every 3 months following the first four weeks of placement, which includes the person's care co-ordinator under the CPA.

7. Staffing

- All staff are trained and skilled in risk management, health and safety, record keeping, recovery and rehabilitation models.
- Staff will meet the necessary requirements as specified under the Care Quality Commission (CQC).
- Staff must have knowledge and understanding about function mental health conditions.
- All staff at the unit must be committed to taking appropriate proactive approaches that focus on promoting independence and maximising an individual's skill base.
- Staffing must include sleep in night provision.
- The service must provide staff covering 24 hours a day, 7 days a week.
- Staff levels and qualifications must meet those required by the Care Quality Commission (CQC) and must fall in line with legal requirements.
- All tasks undertaken by staff must be performed with sensitivity and respect for the dignity of the individual.
- The service will provide staff that are skilled in assisting service users to build on levels of self-confidence.

8. Service Policy and Procedures

The service should have in place policies and procedures, which cover both staff and service users and make both staff and service users aware of these.

As well a clear statement of intent from the provider, which makes linkage to recovery model in mental health, these policies should also include at least all of the following areas:

- Comments and complaints
- Health and safety
- Codes of conduct
- Violence at work
- Recording and documentation
- Handling of finances
- Equal opportunities

- Staff training, supervision and appraisal
- Adult protection
- Safeguarding
- Reporting of deaths or serious incidents
- Confidentiality

9. Discharge and Service User Review

At the start of each placement active planning for discharge must be undertaken. This process must include service user, care co-ordinator and all those who will be involved in future support and provision.

If during placement either service provider, care co-ordinator or service user believes there are concerns that either placement breaking down or is not appropriate, a review must be arranged and held within 72 hours. The purpose of this review will be to reassess the situation and enable the service user to resettle into more appropriate accommodation.

There must be a clear throughput of service users from the rehab programme to resettlement in community. Therefore having access to move on accommodation is crucial to the success of the Time Limited Placements.

10. Length of Programme

Mental health rehabilitation placements will always be of a time-limited nature and permanent placements cannot be considered for this scheme.

Suitable candidates will be people with mental ill health who require a period of focussed rehabilitation with review of moving on into appropriate alternative accommodation.

The duration of placements should last between 3 months and no longer than 18 months. It is expected that the maximum length of stay for any resident will be no longer than 18 months. It is the responsibilities of both referring agent and provider to ensure people are made aware that placements are for a maximum of 18 months. Placements can only be extended beyond 18 months period in exceptional circumstances.

11. Social Activity

- The service provision will assist individuals in accessing the social support networks within the local community.
- The service will also develop links with the local community to enable individuals to access local resources, which will promote levels of independence.

12. Monitoring and Service Evaluation Process

Quarterly quality audit reports will be produced by provider and presented at quarterly meetings with provider, commissioning and operational staff, which includes:

- The number and nature of new referrals
- The numbers of planned and unplanned psychiatric hospital admission
- The numbers of formal and informal complaints received regarding the service and outcomes
- The number of people waiting to access the service

- The number of permanent and temporary staff providing the service
- The number of service users exiting the service both planned and unplanned
- The number of voids (as per condition 3 (temporary absence and voids) and Schedule 3 – Performance and Voids Reporting)
- The number of people admitted to placements
- The number of emergency admissions
- Feedback on current service users including: access of community based social activities and educational facilities and accommodation needs
- The number of individual tenancies maintained 6 to 12 months after leaving the placement
- Feedback on discharged service users, who have completed a period of rehabilitation and have been discharged from placement into more independent accommodation
- Inspections and feedback from Care Quality Commission (CQC) visits.

13. Outcome Measures

Annual qualitative reports will be produced by the provider based on:

- Customer survey
- Staff survey
- Stakeholder survey
- Monitoring and evaluation processes.

14. Performance Targets

- 100% service users will have commenced a rehabilitation programme, which will focus on promoting independence
- Voids will be kept to a minimum and in line with Provider's organisational targets and section 15 of this service specification.

15. Temporary Absence and Voids

Any absence of residents shall be notified by the Provider to the social work team in accordance with within 48 hours. (as per Condition 2.2 in the contract)

The Provider shall not, without the Council's prior written consent, sub-let or allow any other occupation of the resident's room during periods of temporary absence.

The Provider shall maintain accurate and up to date records relating to all temporary absences of residents. The Provider shall permit the Council with 24 hours' notice to inspect and take copies of such records at the provider premises.

Where a void occurs the Council will continue to make payments to the provider under a block contract for up to 56 days as long as the Provider notifies the council within 24 hours as to when the bed became vacant.

If the provider fails to notify the Council of a void the 56 days payment will start from the date the council was notified and will not be backdated from the initial void date.

Where a vacancy is not being taken up the Provider the Council will cease payment after the initial 56 days. It is expected that the provider will take prompt action to fill the void and hence relieve the financial burden upon the Council.

Please also refer to contract condition 3 (Temporary absence and voids) and schedule 3 – (Performance reporting and Voids).

Report to:	CABINET	
Report of:	Chief Executive	
Date of Meeting:	11 January 2017	
SUBJECT:	Strategic Leadership Capacity for Birmingham City Council to deliver the new Future Operating Model	
Key Decision: NO	Relevant Forward Plan Ref:	
If not in the Forward Plan: (please "tick" box)	Complied with Rule 15	<input checked="" type="checkbox"/>
	Complied with Rule 16	<input type="checkbox"/>
Relevant Cabinet Member(s):	Councillor Ian Ward	
Relevant O&S Chairmen:	Councillor Mohammed Aikhlaq (Chair)	
Wards affected:	NONE	
1	Purpose of report	
<p>This report sets out proposals to strengthen the strategic leadership capacity of Birmingham City Council; reshape that strategic leadership; and initiate the implementation of a new future operating model (FOM).</p>		

2	Decision(s) recommended
<p>The following are noted:</p> <p>2.1 The intention to implement a Future Operating Model which prioritises public facing services; consolidates and optimises support services; and brings consistency to the spans and layers of management.</p>	
3.	Consultation
<p>3.1 Internal</p> <p>Councillor Robert Alden and Councillor Jon Hunt have been consulted on this report, together with the Leader of the Council, John Clancy.</p> <p>3.2 External</p> <p>There has not yet been a need to conduct External consultation with any partners and stakeholders.</p>	
4.	Compliance Issues:
<p>4.1 Are the recommended decisions consistent with the Council's policies, plans and strategies?</p> <p>As per the public report.</p>	
5	Background and introduction to the new proposed Future Operating Model (including development stages and phasing)

- 5.1 Following the Kerslake Review and subsequent progress reports, it has become increasingly evident that the combination of the scale, complexity and pace of change required of the City Council in respect of delivering improvement, transformation and making further significant savings, is a huge challenge for the authority. One consequence of this is that it has been prudent to re-examine the strategic leadership capacity required to secure timely effective and sustainable organisational governance and change.
- 5.2 Over the last 15 months Birmingham City Council has been collecting feedback from its partners, citizens and staff on what a council of the future in 2020 should aspire to be like.

This has focussed work on defining 5 key areas (together forming the “whole council” element of the Council of the Future model;

- Purpose
- Vision, priorities & priority outcomes
- Guiding principles
- Big moves & enablers
- Values & behaviours

- 5.3 These areas set out to describe how Birmingham City Council will operate and deliver services in 2020 and are described further in the Council’s Plan and associated website material.

Birmingham City Council will operate as an ‘Enabling Council’ – our Council of the Future model clearly sets out how Birmingham City Council is an enabler to Birmingham using its assets and levers to join together the City and the region in delivering improved services to ‘make a positive difference every day to people’s lives’.



- 5.4 The council, partners and citizens have set out aspirations that a Council of the Future will be:
- Inclusive
 - Sustainable
 - Connected

- Diverse and reflect the city it serves
- Have a clear purpose and sense of leadership
- Agile – ie responsive and pro-active
- Skilled and forward thinking

5.5 As a consequence of assessing the impacts of the first stages of development of the Council of the Future, it is being identified that the most immediate and significant pressures on strategic capacity are in relation to:

- Development and implementation of the authority's new Future Operating Model to meet the needs of the Council's vision and its described outcomes for the Council, citizens, partners, stakeholders and the wider community;
- Defining and shaping the Council's strategic approach including appropriate governance, assurance, financial capacity and capability building;
- Robust programme management of the financial systems, processes, budget development and key transformational activities.

5.6 The principles for achieving our new Future Operating Model are:

- Delivery departments aligned to "co-commissioning" models of working with communities
- Rationalisation of all core support services
- Streamlined management structures with reduced layers between the chief executive and the citizen to support the organisation's role in local leadership
- Clear Birmingham Leadership role that has transparent accountability and broadly consistent spans of control
- Focus on ensuring retention of the right people with the right skills in the right roles
- Provision for talent management and succession planning, e.g. apprentices/graduates

5.7 To ensure that the City Council can deliver the Future Operating Model, it is imperative that the organisation adjusts its structures, spans and layers of management to align with the model. At its centre the organisation requires a streamlined, disciplined operating centre that supports delivery departments to achieve the priorities of the organisation.

6 Human Resource Implications

6.1 Any new posts at JNC level that are either Chief Officer or Deputy Chief Officer will be made by the Chief Officer and Deputy Chief Officer Appointments, Dismissals and Service Conditions Sub-Committee.

6.2 In recognition of the partnership arrangements required in respect of these roles, it may also be appropriate to involve partners and key stakeholders in the selection process.

7 Financial Implications

7.1 The level of savings expected from the proposal will be:

	2017/18 £000	2018/19 £000	2019/20 £000	2020/21 £000
Gross saving	12.85	42.5	42.5	42.5
Less revenue implementation costs	0	0	0	0
Net saving	12.85	42.5	42.5	42.5

	Less saving already shown within LTFP (for ISS)	7.5	7.5	7.5	7.5	
	New saving generated	5.35	35.0	35.0	35.0	

8	Legal Implications
8.1	The proposals contained within this report are in line with statutory obligations and the Council's constitution.

9	Public Sector Equality Duty
9.1	Nothing specific has been identified, but there will be further work to understand the impact. A full equality impact assessment will be carried out and considered before implementation of any proposals.

10	Evaluation of alternative option(s):
10.1	Whilst the authority may continue to deliver support services as it does currently, the proposal outlined in this paper is expected to deliver considerable savings to the council. A large proportion of support services currently sit within Corporate Services however, there is also a large proportion of support services within the other Directorates. It is envisaged that these posts will be re-aligned, restructured and rationalised in line with the new Future Operating Model.

11	Reasons for Decision(s)
11.1	To achieve the required strategic and leadership capacity in respect of Future Operating Model by re-aligning support services for the City Council, and the wider Birmingham community.
11.2	To protect the front line, consolidate support services from the Directorates to combine with central support services and address spans and layers of management to provide efficiency savings as outlined in this report.

Contact Officer(s)
Chief Executive HR Director City Solicitor

Signature	Date
Councillor Ian Ward Deputy Leader and Portfolio Holder	