

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

BIRMINGHAM CITY COUNCIL

JOINT CABINET MEMBER AND CHIEF OFFICER

MONDAY, 07 AUGUST 2017 AT 00:00 HOURS
IN CABINET MEMBERS OFFICE, COUNCIL HOUSE, VICTORIA
SQUARE, BIRMINGHAM, B1 1BB

A G E N D A

3 - 32

1 SELECTIVE LICENSING - PROPOSED CONSULTATION IN TARGET WARDS

Report of the Service Director - Housing

33 - 64

2 HOLLOWAY CIRCUS IMPROVEMENT REVISIONS TO FBC AND CONTRACT AWARD

Item Description

P R I V A T E A G E N D A

3 HOLLOWAY CIRCUS IMPROVEMENT REVISED FBC AND CONTRACT AWARD - PRIVATE

Item Description

BIRMINGHAM CITY COUNCIL**PUBLIC REPORT**

Report to:	JOINT CABINET MEMBER FOR HOUSING AND HOMES AND CORPORATE DIRECTOR - PLACE	
Report of:	Service Director - Housing	
Date of Decision:	4 August 2017	
SUBJECT:	SELECTIVE LICENSING – PROPOSED CONSULTATION IN TARGET WARDS	
Key Decision: No	Relevant Forward Plan Ref: N/A	
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 Peter Griffiths, Housing and Homes	
Relevant O&S Chairman:	Councillor Victoria Quinn, Housing and Homes	
Wards affected:	Stockland Green, Soho,	

1. Purpose of report:
<p>1.1 To seek approval to commence consultation on proposals to introduce Selective Licensing for private rented properties in first phase target wards, Stockland Green and Soho, as part of the Council's approach to improving standards in the private rented sector (PRS).</p>

2. Decision(s) recommended:
That the Cabinet Member for Housing and Homes and Corporate Director - Place:-
<p>2.1 Agree to commence local consultation in Stockland Green and Soho Wards on proposals to designate areas, subject to Selective Licensing under the Housing Act 2004</p> <p>2.2 Agree to receive a subsequent report on the outcome of the consultation to determine whether the Council will implement a Selective Licensing scheme in the target areas</p>

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3. Consultation**3.1 Internal**

The proposal to consult on Selective licensing was included in the Council's budget statement for 2017/18 and reported to Full Council on 28 February 2017 in the Council Financial Plan 2017+. It was also considered as part of a Housing and Homes Overview and Scrutiny review of the PRS in early 2017. The Cabinet approved the Housing Birmingham Strategy Statement at the meeting on 25 July 2017 which included the proposal to use licensing to improve standards in the PRS. The proposal to commence consultation in the first phase target wards has been notified to the local Ward Committee Councillors.

3.2 External

The proposal to consult on the introduction of Selective Licensing was included in the Housing Birmingham – Housing Strategy Statement launched on 25 July 2017 by the Housing Birmingham partnership which includes the Council, social housing providers, third sector organisations and representatives from the private rented sector Landlord Forum Steering Group. Officers have discussed issues of the impact from a growing PRS and proposal for licensing with the Stockland Green Ward Committee, Stockland Green Ward Advisory Board and Soho Ward Committee, who were in favour of the use of licensing to improve standards in the PRS in their area. The Council has discussed the proposal with partners at the Birmingham Landlord Forum Steering Group which is made up of private landlords from a range of market areas as well as the regional representative of the National Landlords Association. The LFSG is opposed to the use of licensing and feels the Council has sufficient powers to target irresponsible landlords.

4. Compliance Issues:**4.1 Are the recommended decisions consistent with the Council's policies, plans and strategies?**

The decision to consult on the proposal to introduce Selective Licensing is consistent with the Council's priority to improve standards in the private rented sector through enabling, education and enforcement. The Council has followed the requirements in the Housing Act 2004 on the criteria to consider whether Selective licensing is appropriate and will ensure it has consulted in accordance with the standard set out in the Act.

The proposal is consistent with the recommendations from the Birmingham Child Poverty Commission and the action plan agreed by the Council.

**4.2 Financial Implications
(Will decisions be carried out within existing finance and Resources?)**

There are no specific financial implications involved at this stage. Should the consultation recommend that licensing should proceed a further report will be presented to Cabinet which will set out the financial implications. It is worth noting that the Council can charge a fee for the administration of the licence and so any scheme will be cost neutral and will not impact on the Council's finances.

4.3 Legal Implications

The Council has the power to designate an area of their district as subject to selective licensing under Part 3, Section 80 Housing Act 2004, subject to the conditions being met as set out in Section 80 subsection 3 -8. The Government has issued guidance on the use of Selective Licensing

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/418551/150327_Guidance_on_selective_licensing_applications_FINAL_updated_isbn.pdf

The guidance sets out the criteria for licensing and applies a restriction of 20% of the area or PRS stock that the local authority can declare under Selective licensing.

This report does not involve processing personal data or sharing information with 3rd party providers and therefore there are no Data Protection Act implications

Consultation on the Council's website Be Heard will be done in accordance with policies on Data Protection

4.4 Public Sector Equality Duty

A copy of the Equality Act 2010 – Public Sector Duty statement is appended – Appendix 4. The Council is proposing to consult on the use of legal powers and therefore at the time of the decision report to Cabinet on the outcome of the consultation a full impact assessment would be required.

5. Relevant background/chronology of key events:

- 5.1 The Council currently operates a statutory licensing scheme for certain types of House in Multiple Occupation where a property is
- rented to 5 or more people who form more than 1 household
 - at least 3 storeys high and tenants share toilet, bathroom or kitchen facilities

The Council has received an increasing number of representations from some Ward Members and residents across the city, including the Stockland Green and Soho Wards, who are concerned at the growth of the private rented sector and associated issues that impact on local communities and tenants. The concerns are about issues such as anti-social behaviour (ASB) of tenants, landlords failing to tackle the behaviour of their tenants, failing to repair properties or letting unsafe homes, increased fly tipping and household litter. This also impacts on local services such as Waste Collection, Fly Tipping, Planning, Housing Enforcement, and Local Community Safety partners especially the Police and Fire Service.

5.2 Housing Birmingham Strategy Statement

The Council has been working with partners in the social and private housing field to develop a joint approach to meeting the future housing needs of the city. Cabinet approved the Housing Birmingham Strategy Statement at their meeting in 25 July 2017. This stated that the approach to the private rented sector would be:-

Private Rented Sector

We will focus the resources we have to tackle issues in the worst parts of the market; to ensure that private tenants can live in good homes and neighbourhoods. We will make use of licensing and other powers to target rogue landlords across the city. In particular we will;

Promote greater self-regulation of the sector to secure a professionally managed rental market, by:

- ***Developing a more strategic, professional Landlord/Agent partnership;***
- ***Developing with partners a Rental Charter/Code for Birmingham or across the West Midlands;***
- ***Increasing the capacity of Landlord Accreditation in the City to act as a positive force within the market.***

Use enforcement powers to target the worst landlords, agents, properties and neighbourhoods:

- ***Introduce selective licensing in target areas;***
- ***Enforce standards in HMOs where licensing applies;***
- ***Joint working/delegations with West Midlands Police and West Midlands Fire Service (WMFS) on enforcing standards in the Private Rented Sector.***

5.3 Birmingham Child Poverty Commission – A fairer start for all children and young people

In June 2016 an independent review was published on child poverty in the city. The report considered the causes of poverty and the impact on children and amongst the key issues was poor housing. The report made a specific recommendation in relation to the private rented sector as part of mitigating the impact of existing poverty.

Recommendations

B. Mitigate the impact of existing poverty

While we can seek to reduce child poverty and even, ultimately, eradicate it, we must also support those currently facing it. With an average of almost 30% of children and young people in Birmingham living in poverty, families need to be supported with the day-to-day challenges poverty brings.

8. By January 2018, Birmingham City Council should adopt to undertake a formal review of their housing standards enforcement, with a view to introducing a landlord accreditation scheme such as that in operation in Newham.

(Note: the scheme in operation in London Borough of Newham is actually a borough wide Selective Licensing Scheme and not a voluntary accreditation scheme).

5.4 In response the Council has agreed the following action plan:

- The Council is reviewing its housing standards enforcement by consulting with communities and business over Selective Licensing in target wards with high levels of PRS (over 19%) and affected by issues of low demand, poor property conditions, or anti-social behaviour. The Council budget plan highlights the proposal to consult in the following 11 target wards, which meet the 19%+ threshold (see Appendix 2) : Edgbaston, Handsworth Wood, Harborne, Ladywood, Moseley and Kings Heath, Nechells, Selly Oak, Sparkbrook, Springfield, Soho, Stockland Green.
- The Council is working with relevant partners through HOMESTAMP, a West Midlands consortia of local authorities, Fire Service and National Landlords Association, to ensure decent housing standards framework for all PRS properties. The Council supports the Midlands Landlords Accreditation Scheme (MLAS) to ensure tenants can identify responsible landlords who provide decent homes. BCC will review this framework to determine how the standards can be enforced.
- The Council has identified the potential risk of displacement to other areas if Selective Licensing is introduced in certain wards. The Council will be evaluating the licensing approach and improving data sharing with partner agencies to determine if this risk factor actually occurs. This could lead to further licensing consultation in newly affected areas. Discussions will be held with Planning and Regeneration as part of the initial consultation to consider how use of powers under Article 4 may be appropriate to protect potentially vulnerable housing areas from this possibility.
- The Council has responded to support Government proposals to extend mandatory licensing to all Houses in Multiple Occupation with five or more people sharing. This proposal will substantially increase the scope of control over poor quality housing.

5.5 The Council is a key partner in Birmingham Community Safety Partnership and it has worked hard to support action against ASB in local communities. It has also adopted neighbourhood management and created Place Managers to focus services on priority areas, alongside the Police Neighbourhood Tasking.

5.6 In January 2017 the Council was successful in obtaining £110,250 of Rogue Landlord Funding to target the worst landlords who put tenants at risk. This scheme ran until the end of June 2017 and resulted in:

- 230 visits made to PRS properties to check if standards were being
- Over 10 visits were combined visits with the Police or Fire Service

- 29 cases were deemed serious enough for investigation for legal action
- By June 2017, 7 cases were successfully prosecuted for offences under Housing Act with fines and charges totalling £35,000 (does not include costs awarded to the Council), with one case involving a fine of £22,000.

5.7 The Rogue Landlord Fund demonstrated that given resources to proactively target improving standards in the PRS, the Council is able to find a significant proportion of properties (over 10%) that are unsafe or a risk to the health of the tenants.

5.8 Other services such the Housing Options Service face significant demand from homeless households from the PRS. The largest proportion of homeless enquiries is as a result of the ending of an assured short-hold tenancy in the PRS. The Council has been successful in obtaining 'Trailblazer' funding to take new approaches to preventing homelessness. Part of this is to look at how to stop tenants having to come to the Council where disrepair and poor living conditions mean they want or have to move or the landlord wants the tenants out rather than carry out repairs. A stronger enforcement framework using licensing may assist some tenants to remain in their homes.

5.9 **Continued Demand**

Despite these combined efforts the Council and its partners continue to receive complaints from tenants about lack of security, poor living conditions, rats and rubbish on private rented land as well as complaints from residents about the lack of effective management of PRS properties, which impacts on the local neighbourhood.

5.10 **Taking a new approach**

It is considered that a new approach utilising licensing powers alongside existing approaches and initiatives is required to address the level of demand. In accordance with the Government's guidance this new approach using Selective Licensing powers has to target the areas where there are high concentrations of PRS (defined by the Government as above 19%). At present the 2011 Census data shows 11 Wards in the city where there is a high proportion of PRS : Edgbaston, Handsworth Wood, Harborne, Ladywood, Moseley and Kings Heath, Nechells, Selly Oak, Sparkbrook, Springfield, Soho, Stockland Green. This data is therefore being used to initially focus activity in some of these wards to help develop a future model for the city.

5.11 **Public Health Index**

To support this targeted approach, the Council's Public Health Service has developed a public health index for the factors set out in the guidance to help highlight areas for intervention. This has been compared with information on locations of private rented properties to produce "heat maps". (See Appendix 3). This shows that traditional areas of private renting in particular where larger Victorian houses have been converted over the years to multi-occupied dwellings, continue to show higher levels of fuel poverty, ASB, crime, homeless presentations, deprivation and migration. This evidence supports the need to target areas and that Stockland Green and Soho wards would be appropriate areas to consider in the first phase. Further work is being undertaken to improve this toolkit of indices for the future phases of targeted consultation.

5.12 From this initial phase the Council will review feedback from the consultation and determine the best way forward. With effect from 1 April 2015 a local housing authority will now need to apply to the Secretary of State for Communities and Local Government for confirmation of any scheme which would cover more than 20% of their geographical area or that would affect more than 20% of privately rented homes in the local authority area. These proposals to target Stockland Green and Soho Wards will not exceed the 20% criteria but may provide evidence to allow the Council to take forward proposals to the Secretary of State on improving standards in the private rented sector.

5.13 The use of the indices is to focus on priority areas. During the consultation the Council and its partners will need to explore which particular factor is driving the issue as this may help the development of specific licence conditions for private rented properties in an area.

5.14 **Government Proposals to extend mandatory HMO Licensing**

In December 2016 the Government completed its own consultation on proposals to extend existing HMO licensing for any property with 5 or more tenants. If introduced this will increase the number of multi occupied properties in scope for licensing, possibly by another 4,000. Although this would assist the city in improving standards in higher risk premises it is still a relatively small proportion of the PRS and would not significantly impact large neighbourhoods or Wards of the city other than possibly Selly Oak Ward where there is a large concentration of shared student housing. At present it is anticipated that the new measures will be introduced in October 2017 at the earliest, however due to the recent election there is no guarantee this will go ahead soon. The Council will be working to be able to integrate this possible extension to HMO licensing into the targeted Selective Licensing proposals to ensure clarity for landlords, agents and tenants as well as partner agencies.

5.15 **Conclusion**

The evidence shows that the Council and its partners continue to receive demand from tenants who live in the PRS concerned about safety and security and from communities concerned about the growth of the PRS in their area and the lack of management by some landlords. The Council has discretionary powers to use Selective Licensing for all PRS properties where certain criteria are met and it is therefore proposed to commence formal consultation in Stockland Green and Soho Wards where the data shows the Government's criteria are met.

5.16 **Recommendations**

It is recommended to commence formal consultation on proposals to introduce Selective Licensing in Stockland Green and Soho Ward in accordance with the Housing Strategy and to report back on the outcome of the consultation and set out proposals to respond to the feedback.

6. Evaluation of alternative option(s):

- 6.1 The Council could decide not to undertake this consultation and rely on existing legal powers. Given the resources available to the PRS Service this will not significantly impact on rogue landlords and protect vulnerable tenants in unsafe housing.
- 6.2 Should the Government introduce extended powers under mandatory HMO licensing the Council should ensure these provisions are enforced across the city but there is no indication yet where and how this extension is to be introduced. The likely scale of the increase number of licensable properties would not be sufficient to impact at neighbourhood level in most parts of the city.
- 6.3 The Council could work with the Midland Landlord Accreditation scheme as an alternative mechanism to improve standards in the city and to strengthen the understanding and enforcement of responsibilities of tenants, landlords and agents but this approach is voluntary and is unlikely to involve the worst landlords. The MLAS scheme at present does not routinely verify property and management standards and relies on self-regulation until there is a dispute over the management of a tenant's complaint to the landlord or agent.

7. Reasons for Decision(s):

- 7.1 This decision is part of the strategy to improve standards in the private rented sector.

Signatures**Date**

Cabinet Member

.....
 Cllr Peter Griffiths
 Cabinet Member for Housing and Homes

.....

Chief Officer

.....
 Jacqui Kennedy Corporate Director - Place

.....

List of Background Documents used to compile this Report:

1. Department for Communities and Local Government: Selective licensing in the private rented sector - A Guide for local authorities. March 2015

List of Appendices accompanying this Report (if any):

1. Distribution of private rented housing by Ward
2. Birmingham City Council Public Health Index mapping
3. Map of density of PRS in Stockland Green and Soho Wards
4. Public Sector Duty

Report Version**Dated**

Appendix 1

Distribution of private rented housing in Birmingham Wards above 19% i.e. a high proportion

- 45.6% of households in **Ladywood** rented their home from a private landlord or letting agent, the only Ward where it was the predominant household tenure type.
- Although **Selly Oak** had a similar level of private renting (42.6%), this was smaller in size when compared to owner occupied housing (44.6%).
- Over a quarter of all households within **Edgbaston** (31%), **Harborne** (28.1%), and **Moseley & Kings Heath** (25.8%) Wards rented their home privately.
- Private renting is also above the city average and 19% threshold in **Stockland, Green** (23.9%); **Soho** (23.8%), **Springfield** (22.5%); **Handsworth Wood** (20.5%) **Nechells** (20.4%) and **Sparkbrook** (19.3)

Table 1.

Wards over 19% PRS stock			
Ward	No. All households	% PRS	Total PRS
Edgbaston	9004	31.00	2791
Handsworth Wood	9296	20.50	1906
Harborne	9939	28.10	2793
Ladywood	15661	45.60	7141
Moseley and Kings Heath	11010	25.80	2841
Nechells	12045	20.40	2457
Selly Oak	8194	42.60	3491
Sparkbrook	9406	19.30	1815
Springfield	9309	25.50	2374
Soho	10300	23.80	2451
Stockland Green	10328	23.90	2468
TOTAL	114492		32529
TOTAL PRS STOCK 16.7%	68592		
20% for Selective Licensing	13718		

Birmingham Public Health

An index to support the case for Selective Licensing within the Private Rented Sector

The index consolidates a series of related indicators that represent the conditions that Local Authorities (LAs) need to consider when consulting on the case for selective licenses within the Private Rented Sector (PRS)

The purpose of the index is to aid the consultation process, and the case for pursuing selective licensing in Birmingham. It serves to identify those areas where action could be considered

June 2017 (v0.2)

1) Introduction

The index consolidates a series of related indicators that represent the conditions that Local Authorities (LAs) need to consider when consulting on the case for selective licenses within the Private Rented Sector (PRS).

The purpose of the index is to aid the consultation process, and the case for pursuing selective licensing in Birmingham. It serves to identify those areas where action could be considered.

2) Methodology

Table 1 shows the indicators that we have used, against the conditions outlined in the DCLG guidelines for Selective Licensing.

The method used produced a composite index that can be used to:

- Stimulate discussion, and aid consultation with reference to the current indicators used, and the potential for using other contributory indicators, this includes whether the original indicators are best fit, and best represent local knowledge and intelligence.
- Identifies areas for consideration with reference to piloting selective licensing, and provides the evidence to support this.
- Provides information of cumulative need at a sub ward level (LSOA), which allows for more localised targeting and selection of areas of need and intervention.

Using statistical techniques we converted the available data into a dimensionless score that adjusted for national averages, we did this using a Z score formula. By doing this, we can show how far away from the mean a score is. This enables us to offer an index of all LSOAs for Birmingham, compared to national averages, in a way that can be used to identify areas of highest need with reference to the opportunities that selective licensing can bring.

This gave us a consolidated non-weighted index for all *LSOAs in Birmingham (*LSOA: Lower Layer Super Output Areas are built from groups of contiguous Output Areas and have been automatically generated to be as consistent in population size as possible, and typically contain from four to six Output Areas. The Minimum population is 1000 and the mean is 1500.)

We're interested in a cumulative z score of more than 2.56, which is equivalent to 3 standard deviations (SD) from the national mean. This is significant because 99% of LSOAs should have fallen within 3 SD, this would show that it sits within the top 1 percentile of LSOAs nationally on the scale that we have created; it shows an area of cumulative need for the indicators that we've utilised for this index. Ultimately this information can be used to identify and then further stratify areas where we may consider utilising selective licensing in the private sector for prevention and intervention.

Where full national data was not available at an LSOA level, Birmingham level data was analysed, weighted against suitable national averages that were taken from a variety of sources. This information is available upon request. Additionally, a natural distribution was assumed for the purposes of the statistical tests undertaken.

Where national data was available, this was analysed as a whole and national averages calculated. Whilst we could have transformed the data to a normal distribution, local knowledge indicated that this would not provide an accurate picture of Birmingham compared to the national average.

Table 1**Source Data for the index, against Selective Licensing Categories**

Selective Licensing Category	Data Type	Local Data Source
ASB	ASB	West Midlands Police
Crime	Crime	West Midlands Police
Proxy Indicator	Homelessness	Birmingham City Council
Low Housing Demand	Empty Properties	Birmingham City Council
Poor Property Conditions	Fuel Poverty	Fuel Poverty Index (https://www.gov.uk/government/collections/fuel-poverty-sub-regional-statistics)
Migration	Flag 4 Migration	Exeter Flag 4 Data
Deprivation	% of Children in low-income families	HMRC

Table 2

National Data Source	Notes
https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/bulletins/crimeinenglandandwales/2015-10-15#anti-social-behaviour	ASB categories Environmental, Personal, Nuisance
https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/datasets/policeforceareadatatables	Crime Types are: Homicide Violence with injury Violence without injury Possession of weapon Robbery (business) Robbery (person) Residential Burglary Commercial and Business Burglary Theft of Motor Vehicle Theft from Motor Vehicle Other Vehicle theft Theft from Person Theft from Shop/Stall Theft other Criminal Damage (dwelling) Criminal Damage (non dwelling) Criminal Damage Vehicle Criminal Damage (other) Arson Public Order Drugs trafficking Drugs other offences Other crimes
https://www.gov.uk/government/statistical-data-sets/live-tables-on-homelessness	Indicative of high levels of demand. The specific data used was “Homeless reason -8a. Termination of assured shorthold tenancy”.
https://www.gov.uk/government/statistical-data-sets/live-tables-on-dwelling-stock-including-vacants#live-tables	Housing demand.
National data available. No need for cited national mean as this was calculated	In the UK, fuel poverty is defined by the Warm Homes and Energy Conservation Act as: “a person is to be regarded as living “in fuel poverty” if he is a member of a household living on a lower income in a home which cannot be kept warm at reasonable cost”.
GP Links stats estimated 2013-2016 across the whole of England	Migration data(Exeter Flag 4)
National data available. No need for cited national mean as this was calculated	The Children in Low-Income Families Local Measure shows the proportion of children living in families in receipt of out-of-work (means-tested) benefits or in receipt of tax credits where their reported income is less than 60 per cent of UK median income.

Presenting the data

There are 639 LSOAs in Birmingham. 227 have a significantly higher cumulative score than the national average (by 3sd or more), with reference to the indicators used for this study. We have further stratified these scores to enable identification, selection and prioritisation for local decision makers with reference to implementing selective licensing conditions.

The Government has issued guidance on selective licensing, meaning that the council has discretion to use selective licensing (which covers all PRS stock in an area), in areas where PRS is over 19% of the stock.

Figure 1 displays all 639 LSOAs in Birmingham, and rates them via a colour coded key with reference to how far away from the national average they are against the consolidated indicators that relate to the conditions outlined in the Selective Licensing DCLG guidance for LAs.

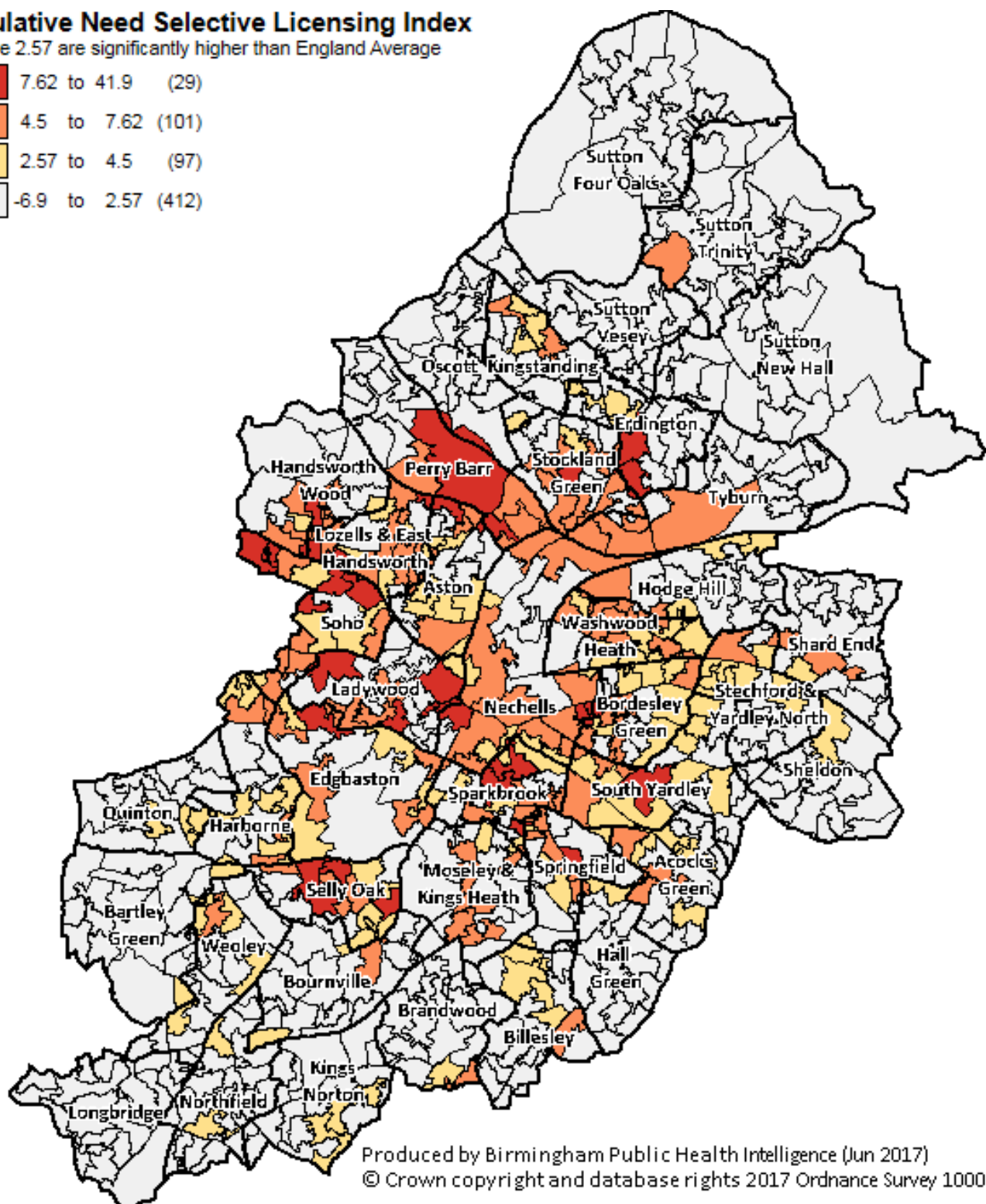
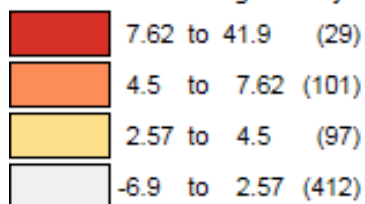
Although there are 11 wards within Birmingham that are over the 19% threshold, within those wards there are significant pockets of high and low cumulative need, based on the information that we have provided within this index. We have provided ward level maps for those selected Wards. In summary, the index shows that there is scope for not just targeting wards, but areas within wards, and not necessarily just those wards that breach the 19% threshold.

There is an opportunity for further analysis to be conducted if necessary; this is in reference to weighting. For example, if it is felt that child poverty is a particular issue in Birmingham with reference to the case for implementing selective licensing, then greater emphasis can be placed on this within the index. In other words, we can be advised by our partners that certain indicators are more important than others, and we can adjust our calculations accordingly to reflect and support the significance of the indicators in question.

Figure 1

Cumulative Need Selective Licensing Index

All above 2.57 are significantly higher than England Average

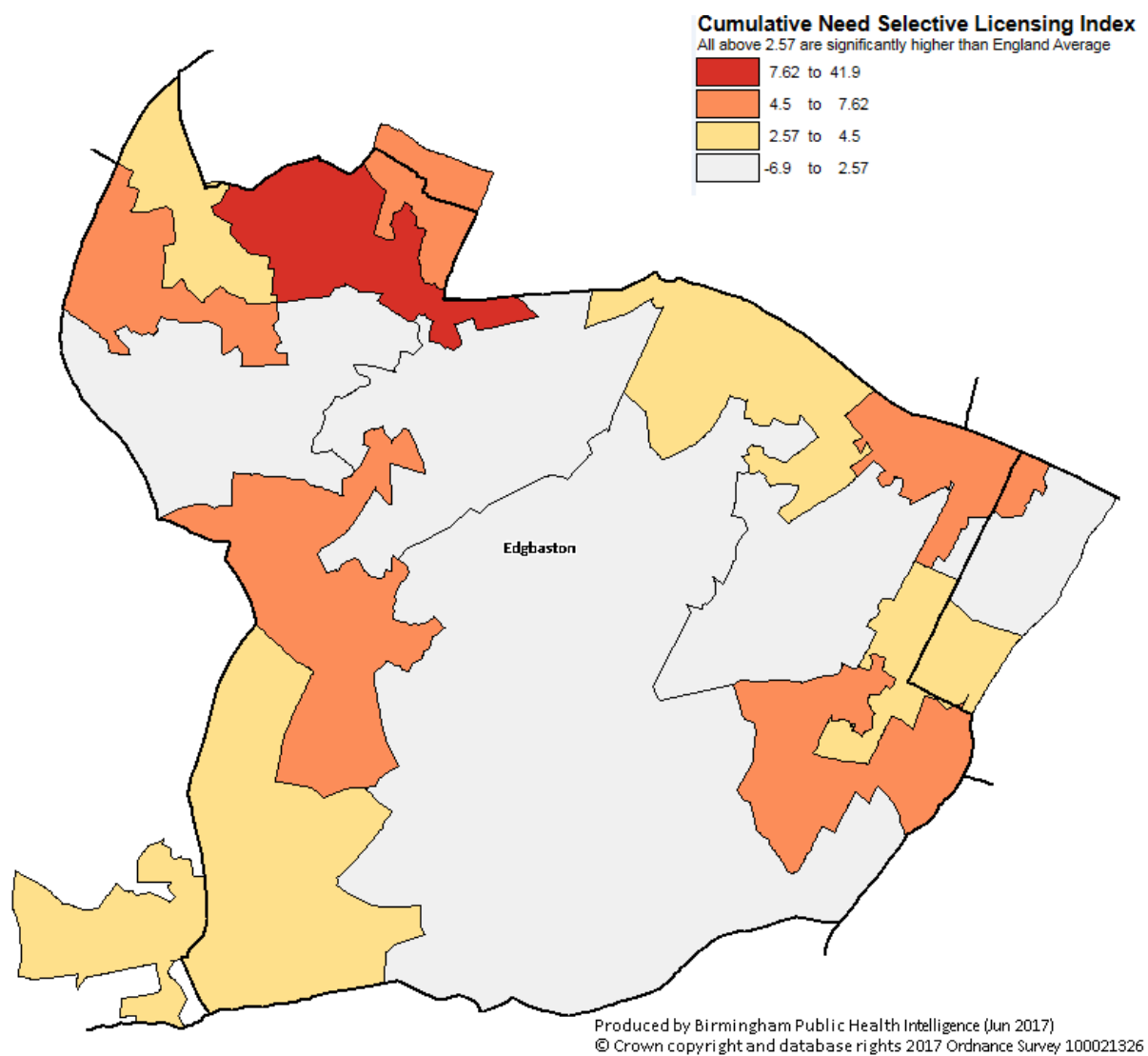


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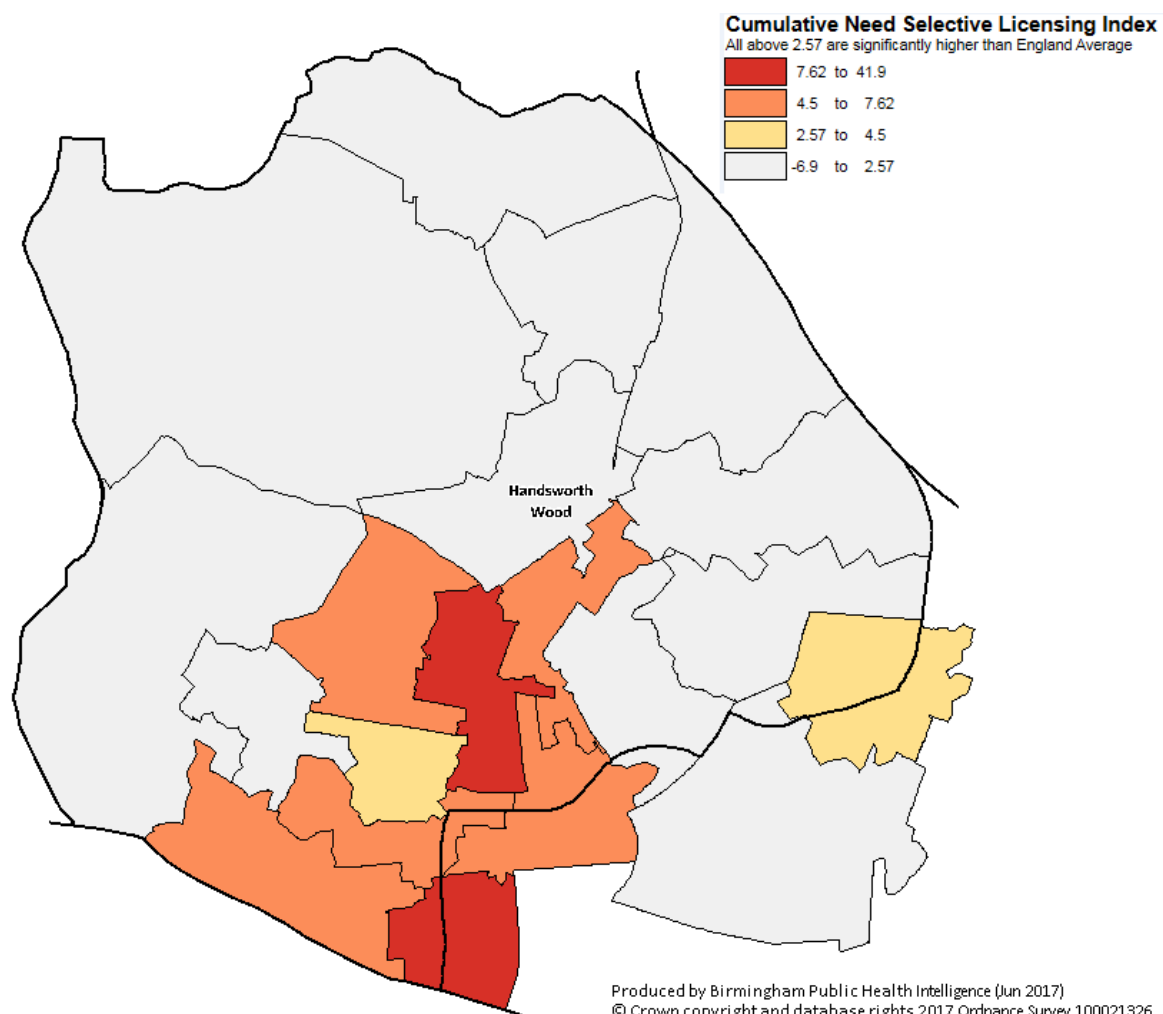
Table 3

<p>11 Wards identified for possible Selective Licensing in Birmingham</p> <p>4 wards have been identified for possible 1st round selective licensing intervention:</p> <p>Handsworth Wood</p> <p>Soho</p> <p>Sparkbrook</p> <p>Stockland Green</p>	Edgbaston
	Handsworth Wood
	Harborne
	Ladywood
	Moseley and Kings Heath
	Nechells
	Selly Oak
	Soho
	Sparkbrook
	Springfield
	Stockland Green

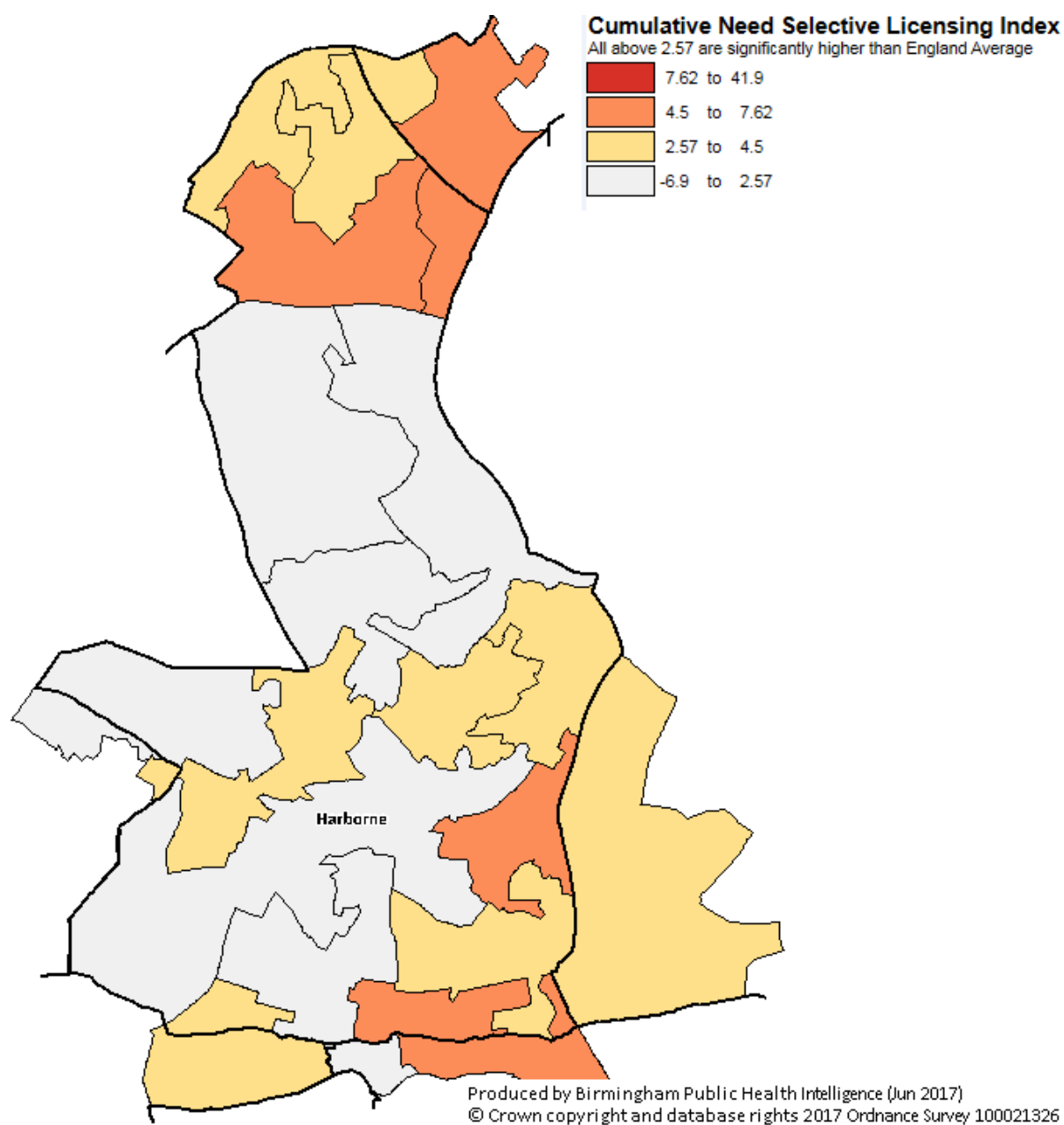
Edgbaston ward



Handsworth Wood - highlighted for 1st round intervention

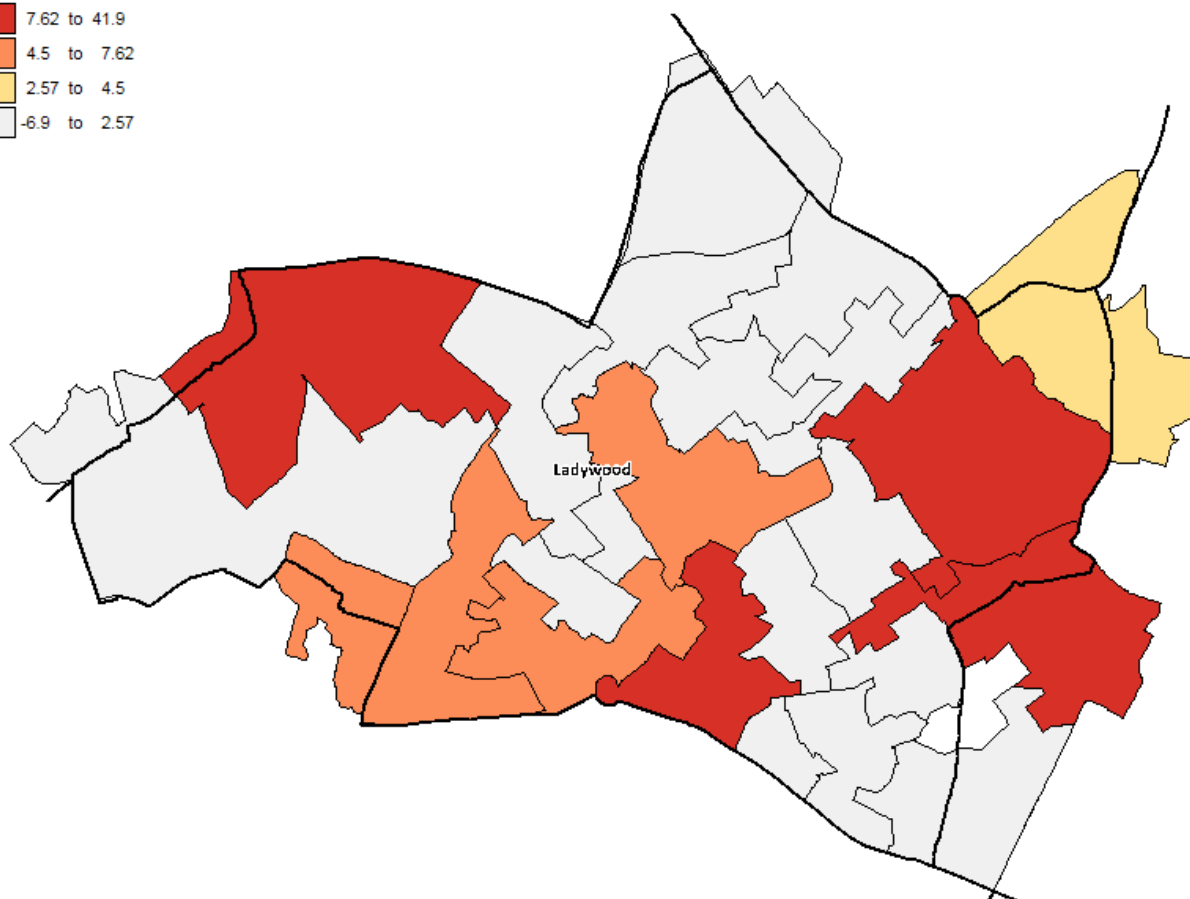
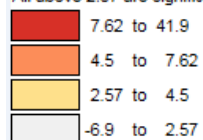


Harborne



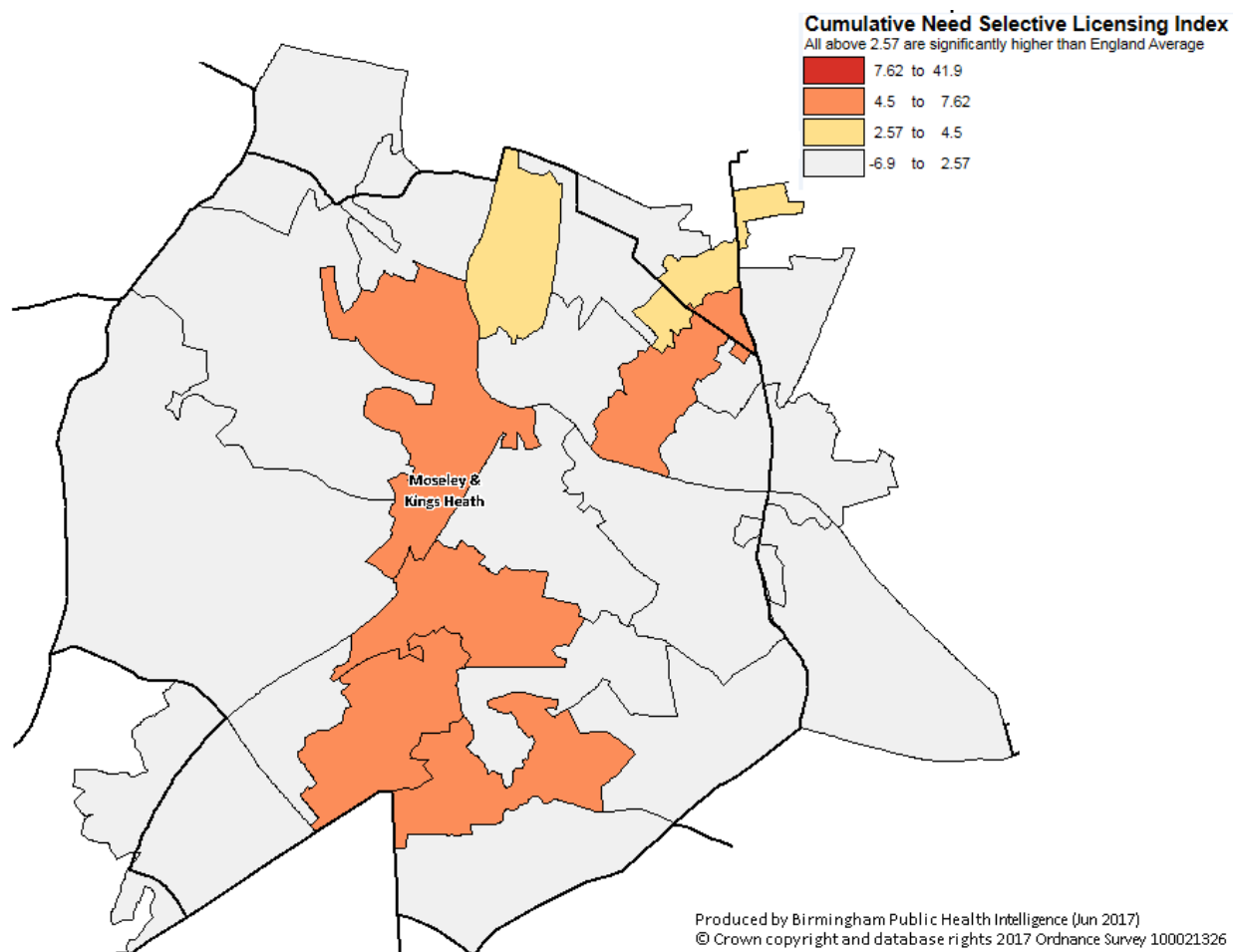
Ladywood

Cumulative Need Selective Licensing Index
All above 2.57 are significantly higher than England Average

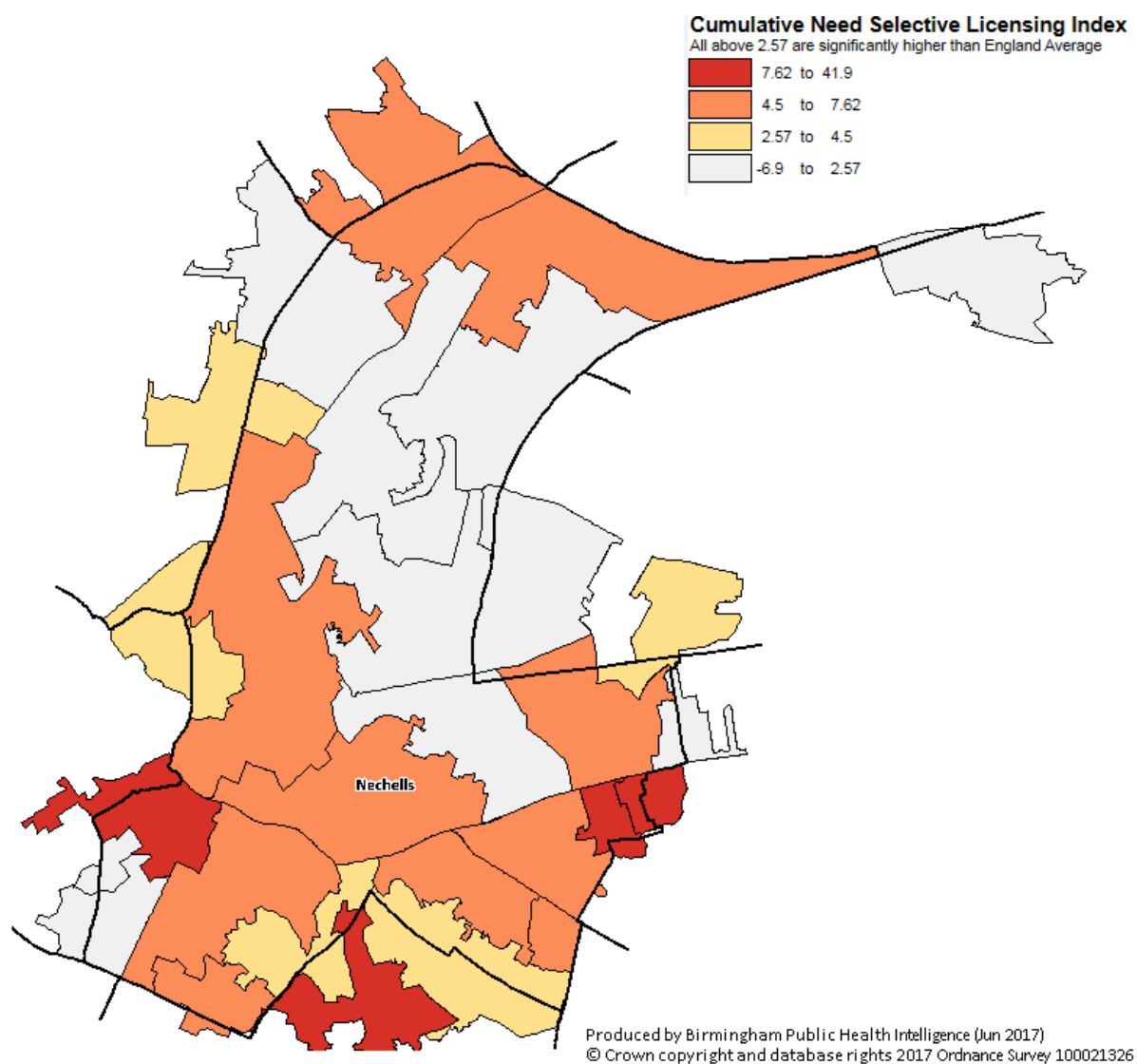


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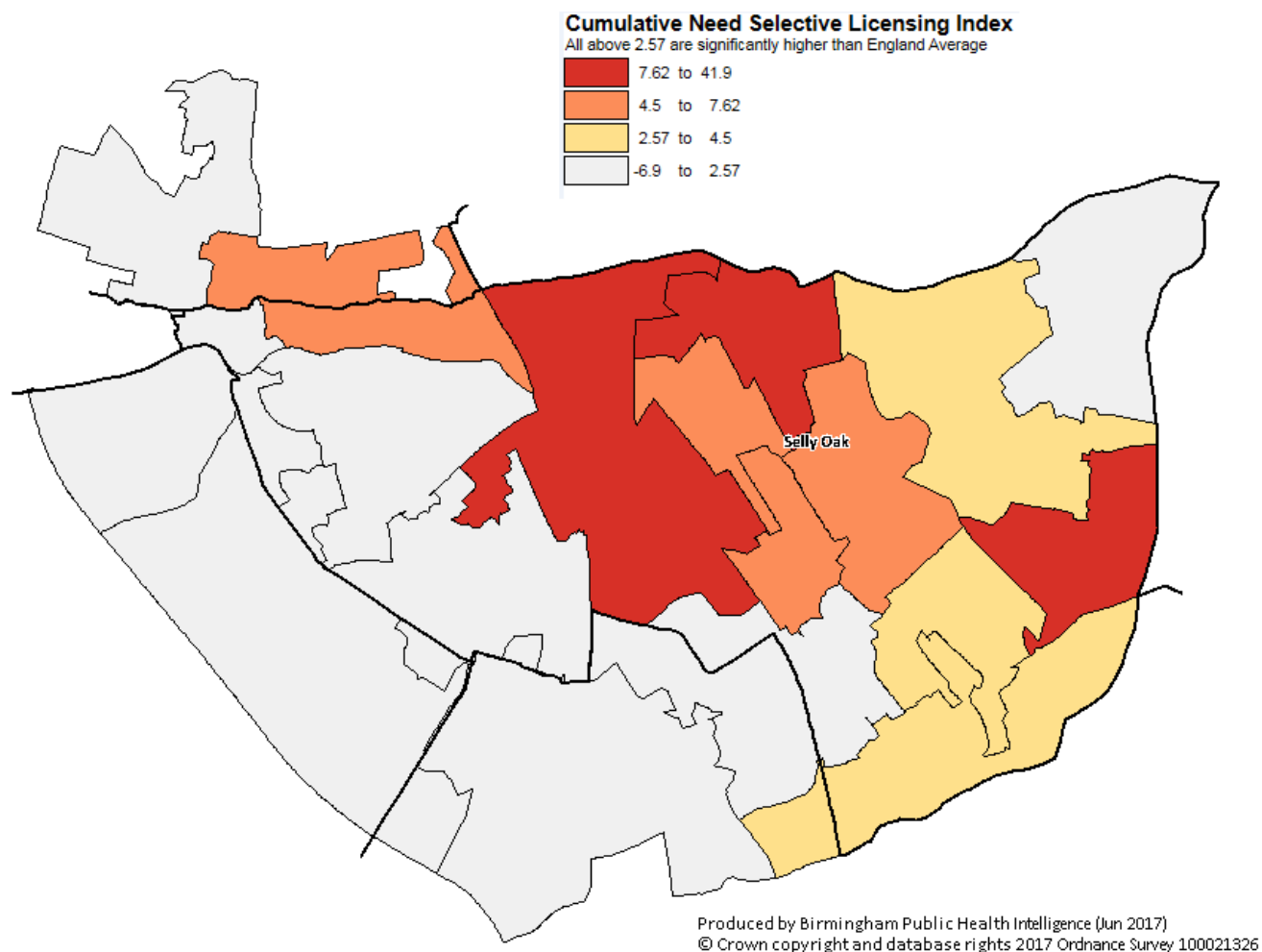
Moseley and Kings Heath



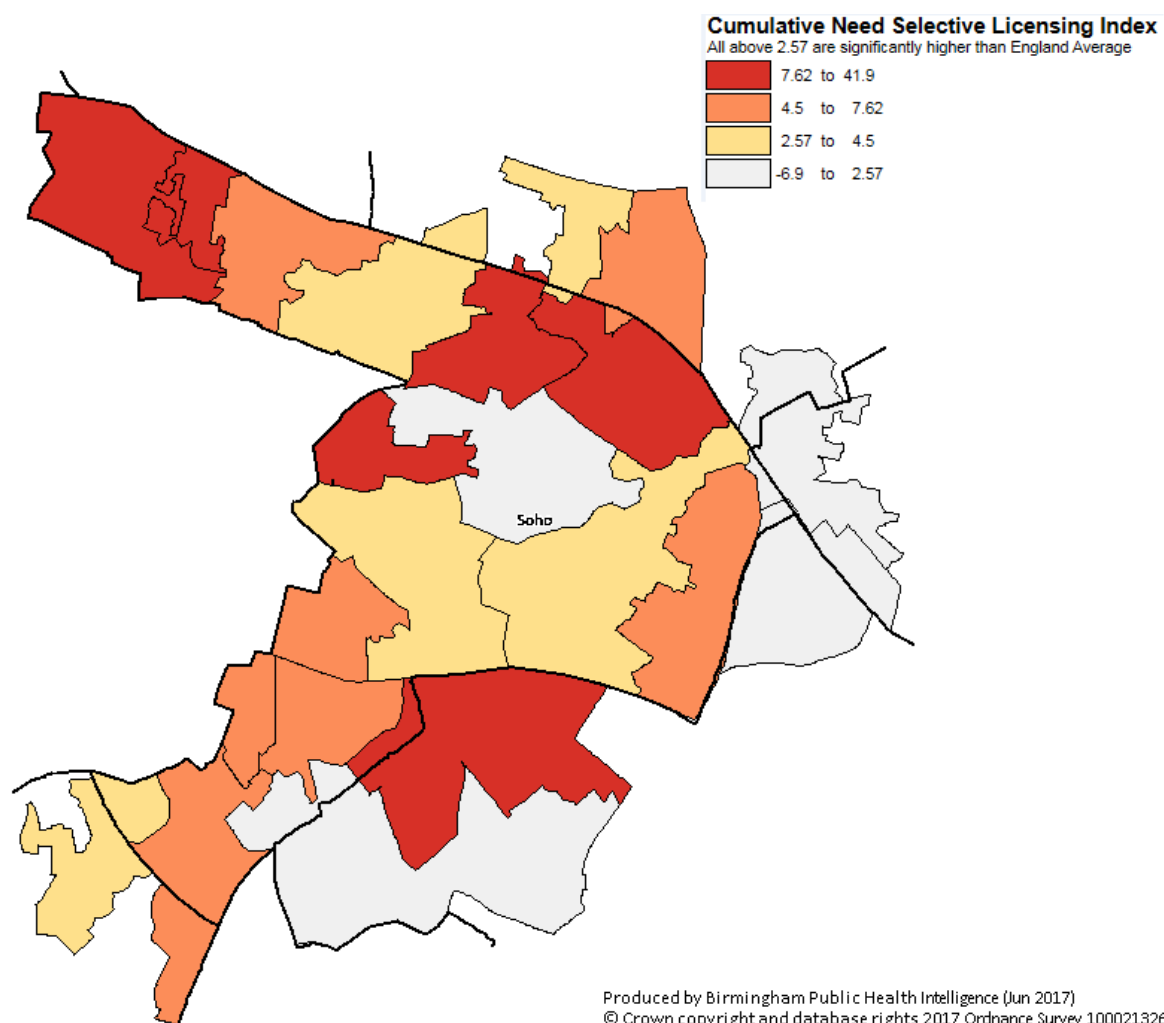
Nechells



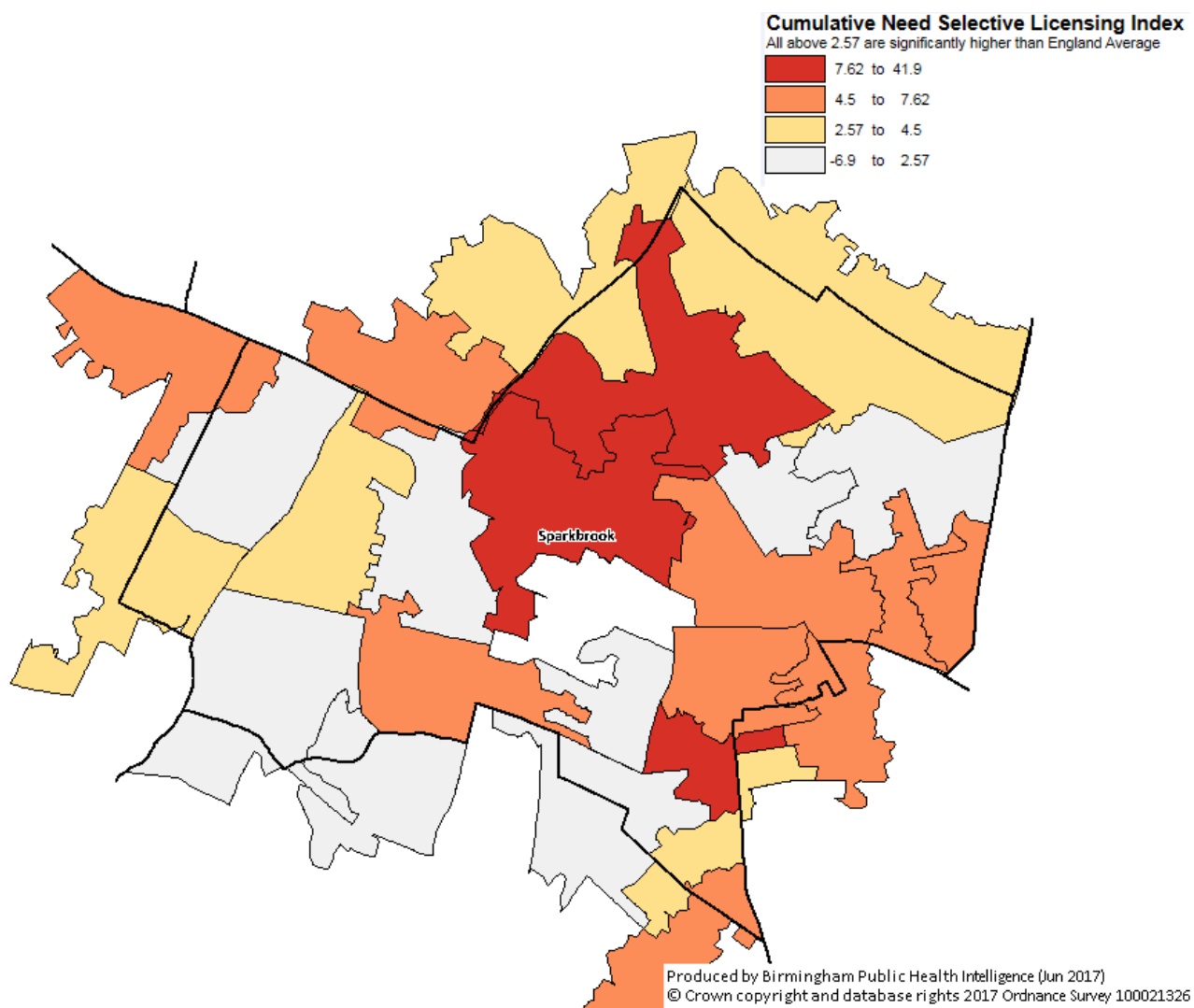
Selly Oak



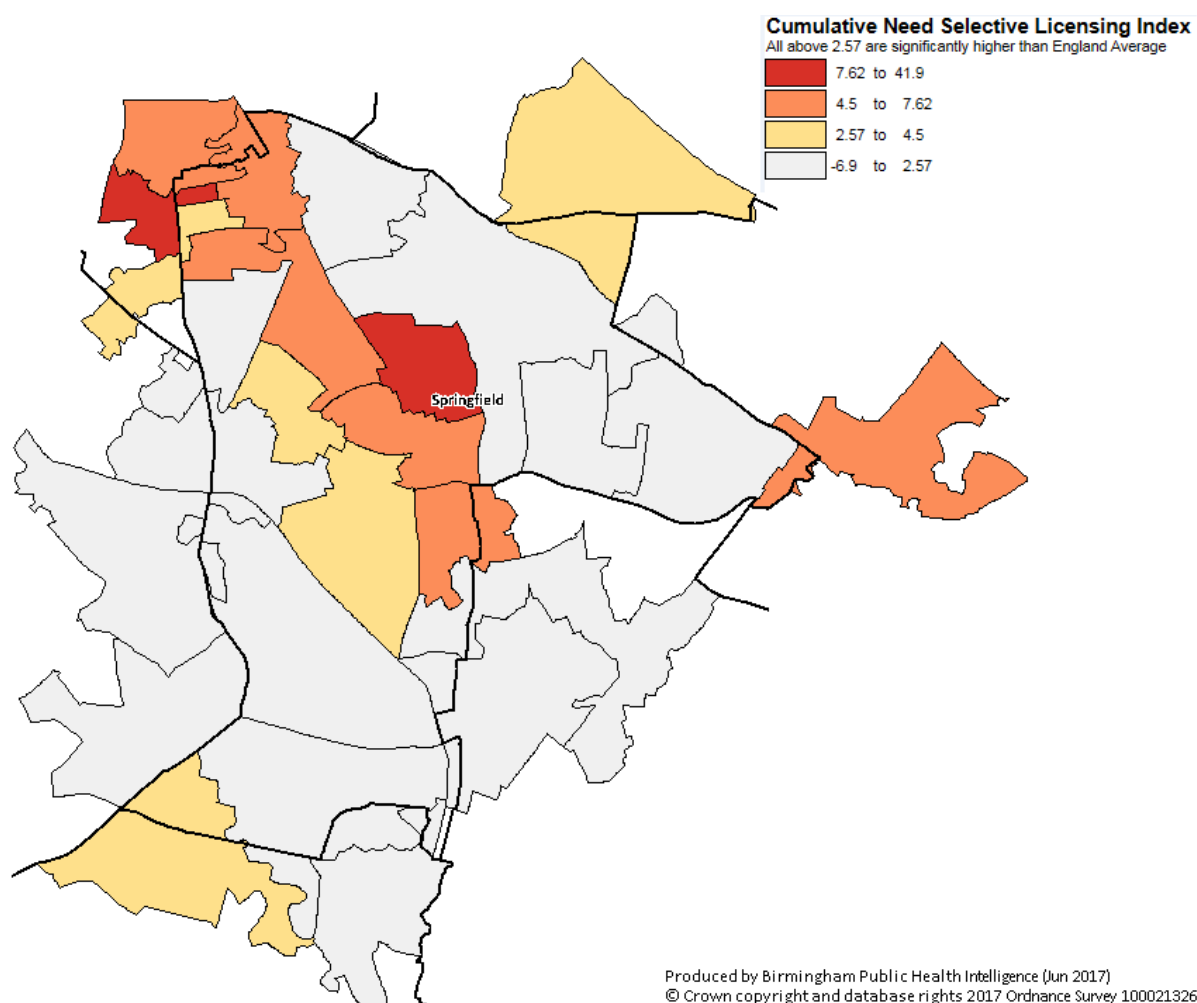
Soho – highlighted for 1st round intervention



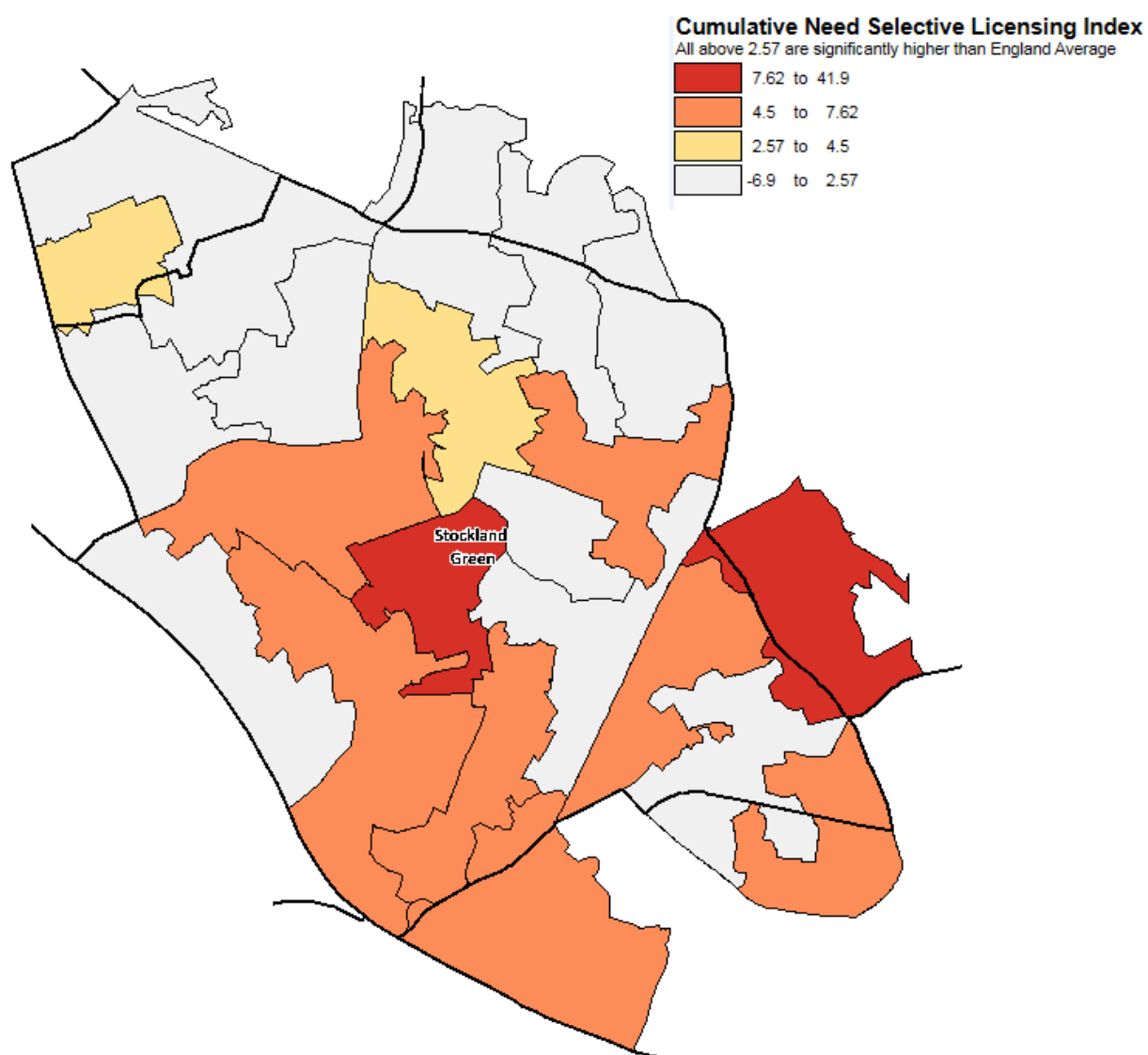
Sparkbrook – highlighted for 1st round intervention



Springfield



Stockland Green – highlighted for 1st round intervention



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Summary and Recommendations

- To use the index and its components to inform, advise and guide conversation and the case for implementing selective licensing in Birmingham. When we say 'components', the index isn't just a stratified map indicating areas of most need, but the data that underpins the index can be further interrogated, and presented in other formats to complement and aid discussion and further consultation.
- We feel that the systematic way in which this index has been constructed and produced, it can be used as a robust and 'defensible' tool to support the case for selective licensing in Birmingham – it provides a reasonably objective measurement that we feel can stand up to scrutiny and to challenges to the case for adopting selective licensing in Birmingham.
- The index offers a completely transparent process for collating, analysing and presenting data relating to the indicators and conditions that underpin the Local Authority DCLG guidance for selective licensing.
- After consultation with other officers in other fields of intelligence within Birmingham City Council, we are confident that the indicators that we have used are the best fit and most appropriate for this piece of work.
- However, we are open to further recommendations and insight that could complement the ability of the index to be able to support the case for selective licensing.

For further information please contact:

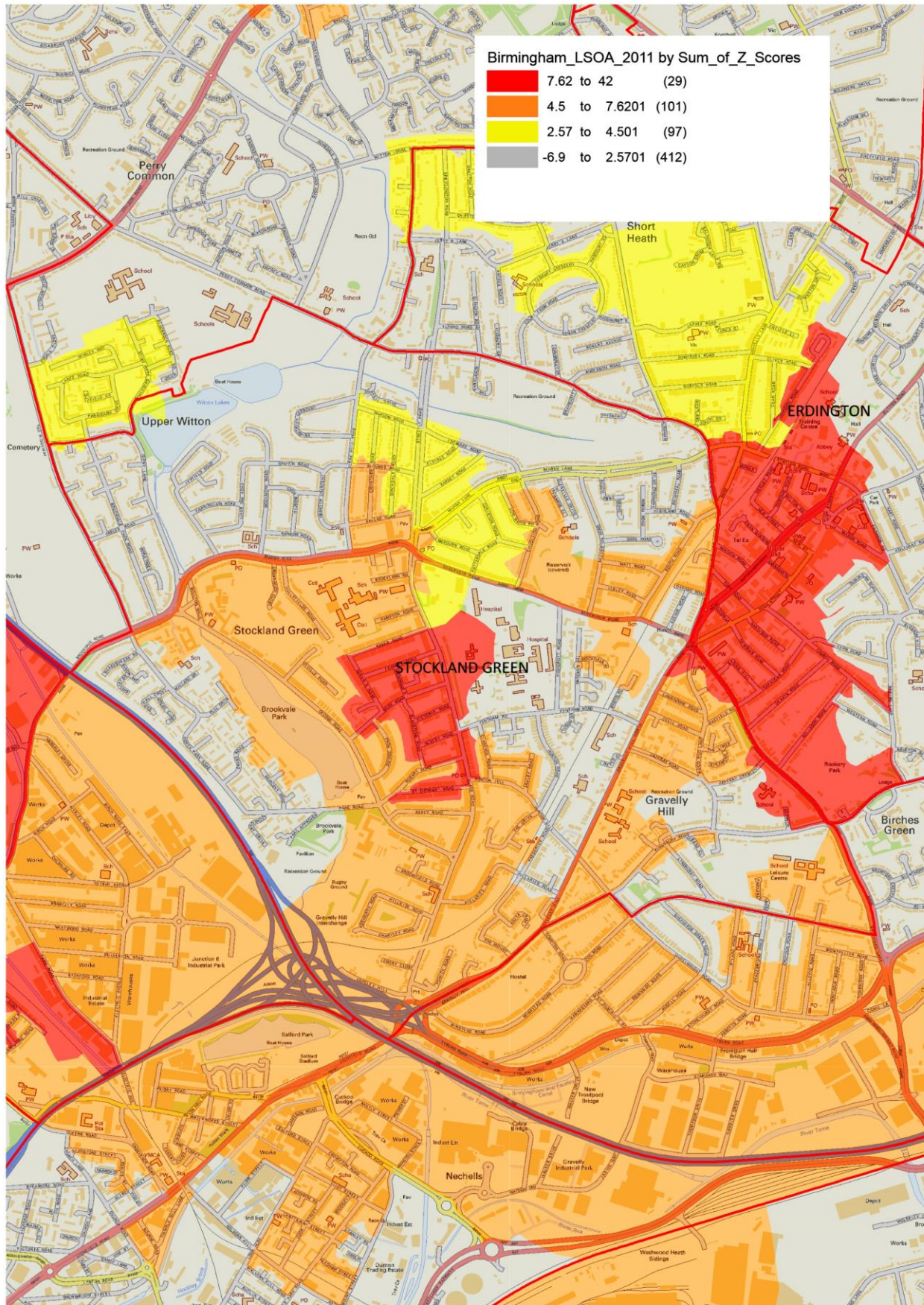
Kyle Stott

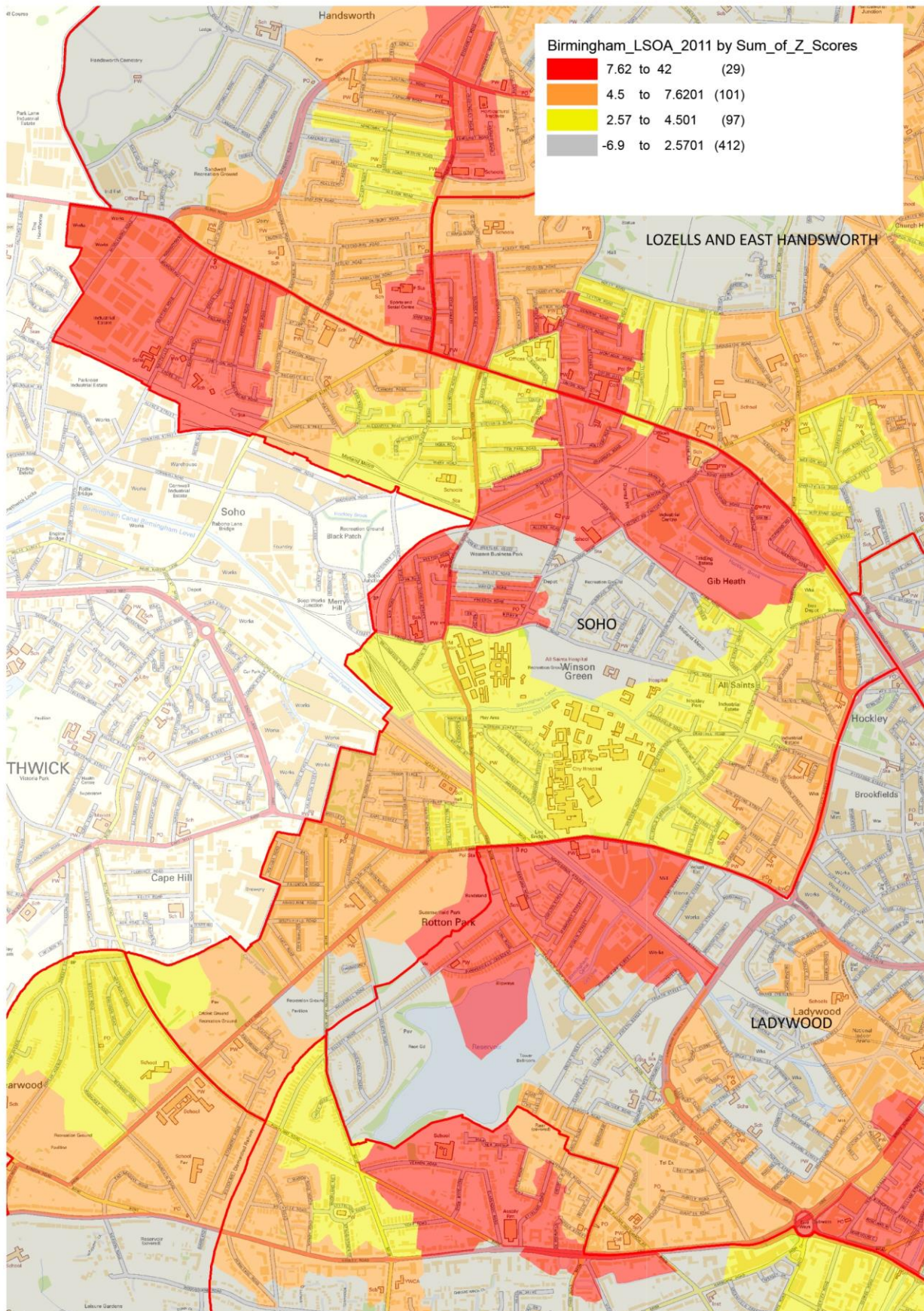
Birmingham Public Health

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BIRMINGHAM CITY COUNCIL

PUBLIC REPORT

Report to:	CABINET MEMBERS FOR TRANSPORT AND ROADS AND VALUE FOR MONEY AND EFFICIENCY JOINTLY WITH THE CORPORATE DIRECTOR, ECONOMY
Report of:	ASSISTANT DIRECTOR, TRANSPORTATION AND CONNECTIVITY
Date of Decision:	3rd August 2017
SUBJECT:	HOLLOWAY CIRCUS IMPROVEMENT: REVISIONS TO FULL BUSINESS CASE AND CONTRACT AWARD
Key Decision: No	Relevant Forward Plan Ref:
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) or Relevant Executive Member:	Councillor Stewart Stacey: Transport and Roads Councillor Majid Mahmood: 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:	Ladywood, Nechells

1. Purpose of report:
<p>1.1 To update the Cabinet Members on the progress on the Holloway Circus Improvement scheme and the reasons for the proposed revision to the layout.</p> <p>1.2 To note the revision to the funding package for the Holloway Circus Improvement scheme, as set out in the Transportation and Highways Funding Strategy 2017/18 to 2022/23 approved by Cabinet in May 2017.</p> <p>1.3 To seek approval to the revised Full Business Case.</p> <p>1.4 The private report contains commercially confidential information in relation to the procurement process.</p>

2. Decision(s) recommended:
<p>That the Cabinet Member for Transport and Roads and the Cabinet Member for Value for Money and Efficiency jointly with the Corporate Director, Economy:-</p> <p>2.1 Approve the Revised Full Business Case including the revised layout of the Holloway Circus Improvement scheme at a total estimated scheme cost of £3.1m.</p>

Lead Contact Officer(s):	Varinder Raulia
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E-mail address:	varinder.raulia@birmingham.gov.uk

3. Consultation

Internal

- 3.1 The Ward Councillors were consulted on the original scheme proposals in 2014, as part of the full business case, and will be advised of the revisions to the Holloway Circus scheme layout set out within this report.
- 3.2 Officers from within Economy Directorate, City Finance, Corporate Procurement and Legal and Governance have been involved in the preparation of this report.

External

- 3.3 Local stakeholders including Transport for West Midlands, the Southside BID, Retail BID and the emergency services were consulted on the original scheme proposals in 2014, as part of the original full business case, and will be advised of the revisions to the Holloway Circus scheme layout set out within this report.
- 3.4 As the proposed Cleveland Tower slip road requires an existing CCTV camera to be relocated, an additional consultation process has been undertaken in accordance with new Home Office guidelines to assess the public response to providing additional CCTV cameras in the subways. A positive response was received and the results of this consultation are included in Appendix 3.

4. Compliance Issues:

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

The Holloway Circus scheme proposal will contribute towards achieving the Council's key policies and priorities as set out in the Vision and Forward Plan, West Midlands Strategic Transport Plan, Birmingham Development Plan and the Birmingham Connected Strategy.

- 4.2 Financial Implications

- 4.2.1 The estimated total cost of the revised Holloway Circus scheme is £3.1m (inclusive, of works, contingencies, statutory undertaker's works and fees). The project funding comprises of £1.118m DfT Local Pinch Point Fund, £0.9m Integrated Transport Block (ITB), £0.392m Enterprise Zone Funding and £0.7m National Productivity Infrastructure Fund (NPIF). The NPIF resources need to be spent by the 31st March 2018 in line with the grant conditions.
- 4.2.2 Whilst the total cost of the revised scheme is the same as that originally approved in the Full Business Case (FBC), the funding sources have changed. The contribution from Transport for West Midlands (TfWM, formerly Centro) has been returned to them to fund the Swallow Street Link scheme. These resources have been replaced with ITB and NPIF funding. These changes in funding are summarised in the table below:

Funding source	Original values (£m)	Revised values (£m)
TfWM	1.500	0.000
DfT (Local Pinch Point fund)	1.108	1.108
Enterprise Zone	0.392	0.392
Integrated Transport Block	0.100	0.900
National Productivity Infrastructure Fund (NPIF)	0.000	0.700
Total	3.100	3.100

4.2.3 The Holloway Circus scheme 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 revisions to the scheme have resulted in an estimated change in revenue consequences from £7,370 to £6,172 per annum. These costs will be funded from the provision for Highways Maintenance held within Corporate Policy contingency.

4.2.4 A risk assessment has been undertaken and is included in Appendix 5.

4.3 Legal Implications

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 Public Sector Equality Duty (see separate guidance note)

An initial screening for an Equalities Assessment (EA) has been undertaken for the revised scheme and has concluded that a full EA is not required at this time, with no impacts on protected groups. The initial screening is provided in Appendix 4 to this report.

4.5 The Birmingham Business Charter for Social Responsibility (BBC4SR)

Compliance with the BBC4SR is a mandatory requirement that will form part of the conditions of this contract. Amey LG Ltd is a certified signatory to the Charter and has submitted an action plan that will look to address local unemployment issues and bring added value to the project, and this will be implemented and monitored as part of the contract management.

5. Relevant background/chronology of key events:

- 5.1 The Local Pinch Point Fund full business case for Holloway Circus was approved by Cabinet, on the 15th September 2014. This report gave authority to undertake Compulsory Purchase Order processes to purchase the land required to carry out the project and to award contracts and place orders to undertake the works. The aim of the scheme is to manage traffic movement through the junction more efficiently.
- 5.2 Following approval of the report the necessary land was obtained through agreement with the owners without the need for Compulsory Purchase Orders. This allowed the advanced utility diversion works to commence in April 2015.
- 5.3 The key constraint on this work was the need for Severn Trent Water (“STW”) to divert an existing water main adjacent to Cleveland Tower which would then allow the other utility companies to complete their diversions of equipment and the main works to proceed. Unfortunately, the complexity of the STW works meant that considerable investigatory works in the carriageway were required, which due to on-going works at Paradise and Grand Central, resulted in these works not being able to be undertaken until mid- 2016.
- 5.4 In February 2016, STW attempted to undertake the necessary main diversions for the road widening on the other side of the junction. STW found that foundations from the adjacent buildings, the demolished pedestrian subway, and other utilities equipment meant they had to abandon their work. As there was no affordable alternative option to this diversion it was necessary to abort the proposed road widening on the Scala House side of the junction.
- 5.5 As a result of the above issues plus the closure of Hurst Street, which resulted in a reduction of traffic passing through Holloway Circus from the Scala House side of the junction, it was appropriate to reconsider the originally proposed scheme layout. Accordingly, the Scala House left slip road and the associated pedestrian crossing for Horsefair/Bristol Street has been removed but traffic signals on the Horsefair approach to the roundabout are now proposed. The revised FBC and the proposed scheme layout is shown in Appendices 1 and 2 respectively.
- 5.6 Given what was becoming a highly complicated and complex exercise it was decided that not only appointing a contractor early to help programme and manage these works but also to co-ordinate utilities works would significantly reduce risk and improve cost certainty for the City Council.
- 5.7 Therefore a tender process was undertaken in May 2016 (details are provided in the Private Report) under Lot 4 of the Highways and Infrastructure Works Framework Contract. A framework contractor was appointed to undertake Phase 1 - Utility works and Early Contractor Involvement and subject to this being successfully completed leading to a potential appointment to Phase 2 – Completing remaining utility works and the civils works.
- 5.8 Working closely with this contractor, the Phase 1 works commenced in August 2016 which allowed STW to complete their investigations (refer to paragraph 5.3) and plan their works and for the other utilities to carry out elements of their works. However, this contractor was unable to fully resolve all of the issues with the utilities and in particular STW and therefore an opportunity was missed to complete all of the work by January

2017. In addition their estimated price to deliver the revised works in Phase 2 was significantly higher than the available works budget and meetings with the contractor failed to realise any significant reductions in costs or risks and it decided that the City council could not proceed on this basis.

- 5.9 In view of the need to progress the scheme Amey were appointed initially to assist officers with the utility diversions. As a result this led to an opportunity to co-ordinate PFI works with the main works and they were asked to submit a proposal (detailed in the Private Report) for the delivery of the revised Holloway Circus scheme within the available budget.
- 5.10 Following approval of this report works are programmed to start in late August 2017 with completion in early spring 2018.
- 5.11 Paragraph 2.9 of the Cabinet Report dated 16th May 2017 “Updated Transportation and Highways Funding Strategy 2017/18 to 2022/23 Programme Definition Document” delegates approval of all Project Definition Documents and Full Business Cases for named projects and programmes such as Holloway Circus to the relevant portfolio holders, jointly with the Corporate Director, Economy, up to a maximum of £10.0m.

6. Evaluation of alternative option(s):

- 6.1 This junction is a major gateway to the city centre and an improved level of traffic control is required and therefore doing nothing is not an acceptable option.
- 6.2 As the original scheme involved widening the carriageway at Scala House which is now technically impossible without major redevelopment of the area as well as being unaffordable, continuing with this unrevised design will jeopardise the ability to complete the works before 31st March 2018 and put at risk current funding such as the NPIF.

7. Reasons for Decision(s):

- 7.1 To enable the delivery of the revised Holloway Circus Improvement before the NPIF deadline, and avoid loss of funding.

<u>Signatures</u>	<u>Date</u>
Councillor Stewart Stacey, Cabinet Member for Transport and Roads
Councillor Majid Mahmood, Cabinet Member for Value for Money and Efficiency
Waheed Nazir, Corporate Director, Economy

List of Background Documents used to compile this Report:
<ul style="list-style-type: none"> Local Pinch Point Fund Ring Road Package Update and Full Business Case, Report to Cabinet of the Deputy Chief Executive Economy Directorate, 15th September 2014. Transportation and Highways Funding Strategy 2017/18 to 2022/23 approved by Cabinet in May 2017

List of Appendices accompanying this Report (if any):
<ol style="list-style-type: none"> Revised Full Business Case Revised Layout Plan CCTV Consultation Survey Equality Analysis Risk Assessment

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) Marriage & civil partnership (b) Age (c) Disability (d) Gender reassignment (e) Pregnancy and maternity (f) Race (g) Religion or belief (h) Sex (i) Sexual orientation

Revised Full Business Case			
1. General Information			
Directorate	Economy	Portfolio/ Committee	Transport and Roads
Project Title	LOCAL PINCH POINT FUND RING ROAD PACKAGE - HOLLOWAY CIRCUS REVISED FULL BUSINESS CASE	Project Code	CA-02581
Project Description	<p><u>Scheme Specific Full Business Case Proposals</u></p> <p>The junction proposals for Holloway Circus, A38 Suffolk Street Queensway / Smallbrook Queensway / A38 Bristol Street / B4127 Holloway Head, are shown on Drawing No. CA_02581_S1_001 in Appendix 2 to the Public Report and comprise:</p> <ul style="list-style-type: none"> - Left slip lane from Holloway Head to Suffolk Street Queensway, to reduce traffic flow on the circulatory carriageway. - Holloway Head to Suffolk St Queensway: to reduce the existing parapet/retaining wall levels for the left slip lane carriageway widening construction and to infill/bench into the existing earthwork slope. Provision for diverted/realigned Statutory Undertakers plant within the new road layout. - Installation of traffic signals on the Horsefair/Bristol Street slip road entry arm of the junction so that both A38 slip road arms of Holloway Circus have traffic signal control. The existing crossings will be upgraded to improve overall vehicle control, and will include Toucan crossings. - Subways: As the Smallbrook Queensway to Horsefair (Scala House) left slip lane and pedestrian crossing cannot be constructed, the subways will be maintained and some improvement works to lighting etc. undertaken. Where possible, CCTV improvements will be made in conjunction with the PFI Service Provider. <p>The original left slip at Scala House (and pedestrian crossings on Horsefair/Bristol Street slip roads) cannot be provided due to utility problems. However, the amended scheme still provides public benefit through an overall improvement in traffic flow through the junction by removing left turn traffic from the circulatory carriageway on the Holloway Head approach and providing improved traffic signal controlled entry on the Horsefair/Bristol Street slip road entry arm. Two of the arms of the roundabout will have improvements to their existing at-grade pedestrian crossing facilities by converting them to Toucan crossings, improving the quality of pedestrian and cycle movement at this location.</p> <p><u>Funding and Revenue Implications</u></p> <p>The total estimated capital cost of the project is £3.1m including for contingency and risk, with £1.108m provided from the DfT Local Pinch Point Fund, £0.392m Enterprise Zone funding, £0.700m National Productivity and Infrastructure Fund (NPIF – to be spent before 31st March 2018) and £0.900m Integrated Transport Block funding. A total of £1.274m was spent up to the end of 2016/17, and the remainder of these resources will be required in 2017/18 to 2018/19. Accordingly, funding is in place for the Scheme.</p>		

	<p>The Holloway 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 £6,172 per annum (full year 2018/19). This additional cost will be funded from the provision for Highways Maintenance held within Corporate Policy contingency.</p> <p><u>Consultation Summary</u></p> <p>A public consultation exercise was carried out in July 2014 on the original scheme layout. It is proposed to inform the local stakeholders of the amended layout if approved by the Cabinet Members. The consultation for the relocation of the CCTV camera (including local stakeholder views on providing additional cameras) is included in Appendix 3 of the Executive Report.</p> <p><u>Procurement Strategy</u></p> <p>As detailed in the Private Report</p> <p><u>Equalities Analysis</u></p> <p>As detailed in Appendix 4 of the Public Report</p> <p><u>Key Milestones</u></p> <p>Assuming that the utility works are completed within a period that does not delay the main road improvement work, and that approval is given for the traffic management implications of constructing the works to the estimated programme, the key dates are:-</p> <ul style="list-style-type: none"> • Detailed Design Completion – late July 2017 • Revised Full Business Case Approval – early August 2017 • Appoint Contractor –early August 2017 • Construction Start on Site – mid/late-August 2017 • Construction Completion on Site – 31st March 2018 • Post Implementation Review – February 2019 <p>The works will overlap with other projects (e.g. Paradise and Metro), and the implications of this on network traffic flows need to be accommodated. Failure to construct the majority of the works before March 2018 would risk loss of the NPIF monies.</p>		
Links to Corporate and Service Outcomes	The Holloway Circus scheme proposal will contribute towards achieving the Council's key policies and priorities as set out in the Vision and Forward Plan, West Midlands Strategic Transport Plan, Birmingham Development Plan and the Birmingham Connected Strategy.		
Full Business Case approved by	Cabinet	Date of Approval	15 th September 2014
Benefits Quantification- Impact on Outcomes	Measure		Impact
	Left slip lanes from Holloway Head to Suffolk Street Queensway.		Provide additional traffic capacity by removing left turning traffic from the circulatory carriageway of the roundabout.
	Installation of traffic signals on the Horsefair/Bristol Street slip road entry arm and circulatory carriageway of the junction.		Provide traffic signal control on both slip road entry arms and circulatory carriageway to improve/control overall traffic flow more efficiently.

	Upgrade of existing pedestrian crossings	As part of the overall traffic control of the junction, the new crossings will be linked into the overall signal control system. Toucans will be provided for cyclists.
	Holloway Head to Suffolk St Queensway: to reduce the existing parapet/retaining wall levels for the carriageway widening construction and to infill/bench into the existing earthwork slope.	Provide additional traffic capacity by removing left turning traffic from the circulatory carriageway of the roundabout.
	Subway improvements to be undertaken in conjunction with PFI Service provider.	To allow for removing the originally proposed pedestrian crossing on the Horsefair/Bristol Street slip roads, some improvements to the subways will make it safer for pedestrians.
Project Deliverables	This project will deliver improvements at Holloway Circus - A38 Suffolk Street Queensway / Smallbrook Queensway / A38 Bristol Street / B4127 Holloway Head.	
Scope	This project includes highway improvement measures at Holloway Circus to support economic growth.	
Scope exclusions	The proposals cover the works detailed in this FBC only. The amended layout proposed has been discussed above.	
Dependencies on other projects or activities	<p>The Traffic Management approvals will need to take into account the Paradise Development and Metro Centenary Square Extension works, as the schemes would all be under construction simultaneously.</p> <p>Placing orders with contractors.</p>	
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.</p> <p>The Contractor will be utilised to bring specialist expertise and support for the construction of the highway elements including, 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>The construction works will result in some disruption to road users and businesses / residents in the locality. The appointed contractor is required to have Temporary Traffic Management control measures, which will be developed in conjunction with the Traffic Manager. The appointed contractor will also put in a place a Stakeholder Engagement and Plan and this will include the proposals for communicating the construction works and expected disruption impacts to users.</p>	

Project Manager	Nigel Tammo		
Budget Holder	Varinder Raulia		
Sponsor	Anne Shaw		
Project Accountant	Andy Price		
Project Board Members	Varinder Raulia, Mike Steele, Nigel Tammo, Andy Price		
Head of City Finance (HoCF)	Simon Ansell	Date of HoCF Approval:	3 rd August 2017
Planned start date for delivery of the project	See Milestones Schedule above.	Planned date of technical completion	See Milestones Schedule above.

2. Budget Summary						
Capital Costs & Funding	Voyager Code	Up to 2015/16	2016/17	2017/18	Later Years	Totals
		£'000	£'000	£'000	£'000	£'000
Expenditure Development, Design and Implementation Costs	2581-02 & -03	1,042	232	1,761	65	3,100
Scheme Total (Capital)		1,042	232	1,761	65	3,100
Funding						
DfT Pinch Points		1,038	70	0	0	1,108
Enterprise Zone		0	66	326	0	392
National Productivity and Infrastructure Fund (NPIF)		0	0	700	0	700
Integrated Transport Block		4	96	735	65	900
Funding Total (Capital)		1,042	232	1,761	65	3,100
Revenue Consequences		2015/16	2016/17	2017/18	2018/19	
		£'000	£'000	£'000	£'000	
Infrastructure Works					(Full Year)	
Maintenance Costs		0.000	0.000	0.000	5.151	
Energy		0.000	0.000	0.000	1.021	
Infrastructure works Total		0.000	0.000	0.000	6.172	
Funded By:						
Highways Maintenance Revenue (see below)		0.000	0.000	0.000	6.172	
Totals		0.000	0.000	0.000	6.172	

Note ⁽¹⁾ Fees of £350,000 were approved by Cabinet in February 2013 for the Development stage to FBC for the Pinch Points programme.

Notes – Revenue Consequences

Asset Management / Maintenance Implications

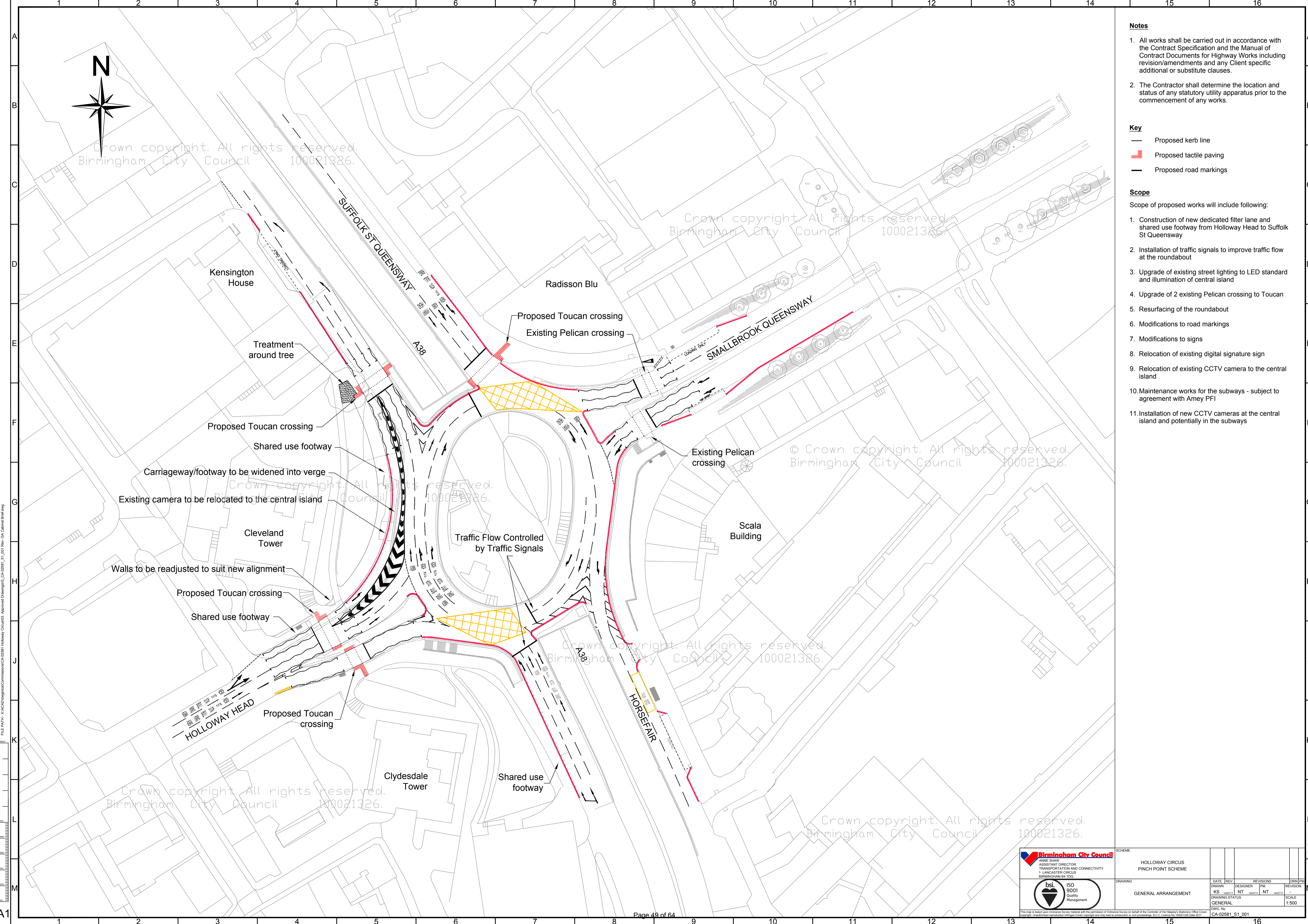
As part of the City Council's obligations under the Highway Maintenance and Management Private Finance Initiative (HMMPFI) contract, Highways have been formally notified of the proposed changes to the highway inventory arising from this scheme which has been allocated SSD No. 3098.

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 Holloway 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 £6,172 pa (full year 2018/19). This additional cost will be funded from the provision for Highways Maintenance held within Corporate Policy contingency.

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 FBC
<ul style="list-style-type: none"> Statement of required resource (people, equipment, accommodation) – append a spreadsheet or other document 	Mandatory	n/a
<ul style="list-style-type: none"> Whole Lifecycle Costing analysis (as necessary) 	Mandatory	Included in FBC
<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 5 to Public Report
<ul style="list-style-type: none"> Consultation Summary for CCTV relocation and proposed additional cameras. 	Mandatory	Appendix 3 to Public Report
Other Attachments (list as appropriate)		
<ul style="list-style-type: none"> Equality Analysis 		Appendix 4 to Public Report
<ul style="list-style-type: none"> Scheme Plans 		Appendix 2 to Public Report



- Notes**
1. All works shall be carried out in accordance with the Contract Specification and the Manual of Contract Documents for Highway Works including revision/amendments and any Client specific additional or substitute clauses.
 2. The Contractor shall determine the location and status of any statutory utility apparatus prior to the commencement of any works.

- Key**
- Proposed kerb line
 - Proposed tactile paving
 - Proposed road markings

- Scope**
- Scope of proposed works will include following:
1. Construction of new dedicated filter lane and shared use footway from Holloway Head to Suffolk St Queensway
 2. Installation of traffic signals to improve traffic flow at the roundabout
 3. Upgrade of existing street lighting to LED standard and illumination of central island
 4. Upgrade of 2 existing Pelican crossing to Toucan
 5. Resurfacing of the roundabout
 6. Modifications to road markings
 7. Modifications to signs
 8. Relocation of existing digital signature sign
 9. Relocation of existing CCTV camera to the central island
 10. Maintenance works for the subways - subject to agreement with Arney PFI
 11. Installation of new CCTV cameras at the central island and potentially in the subways

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A1

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

bsi ISO 9001
Quality Management

SCHEME		HOLLOWAY CIRCUS PINCH POINT SCHEME			
DRAWING		GENERAL ARRANGEMENT			
DRAWN	REV.	DESIGNER	PM	REVISIONS	DRN/PM
KS	1400117	NT	1400117	NT	1400117
DRAWING STATUS		GENERAL		SCALE	
				1:500	
DWG. No		CA-02581 S1_001			

BUSINESS SURVEY

2016

BUSINESS SURVEY

1 SURVEY OF THE BUSINESS COMMUNITY

1.1 Profile of respondents

A number of surveys were circulated by the BID wardens to the business located around the Holloway Circus traffic Island and a total of 28 surveys were returned.

Table 1 below shows the composition of each survey sample by sector.

SECTOR	2016
Retail	48.1%
Industrial	0.0%
Service	51.0%

Table 1.1: Survey sample by sector

The above table shows that the service and retail sectors are responsible for all of the responses.

Some 44.4% of the businesses responding have been in the area for more than ten years, and 29.6% had been in the area between 3 – 10 years. 25.7% of business replying had been established in the area for under 3 years.

1.2 Perceived crime problems

Businesses were asked whether they felt that the area in which they were sited suffered particular crime problems which were directly attributed to the presence of Holloway Circus/Thomas Gardens. The following is a list of perceived major problems.

Incident	2016
Begging	92.9%
Alcohol/ Intoxication	85.7%
Anti-social Behaviour	71.4%
Groups Hanging around	
Vagrants	64.3%
Drugs	60.7%
Threatening behaviour	46.4%
Robbery	
Vandalism	

Table 1.2: Perceived Problems

It appears that Begging, Alcohol abuse/Intoxication, Anti-social behaviour and groups hanging around are the perceived to be the major problems.

Other problems which they perceived to be associated with the proximity to Holloway Circus/Thomas gardens were;

Drug dealing
Shoplifters
Sexual harassment
Urinating

1.3 Witnesses any problems

The survey then asked if the respondents had actually witnessed any problems themselves on Holloway Circus/Thomas gardens. 64.3% stated that they had and listed the following;

Begging
Vagrants
Alcohol abuse/Drugs
Anti-social behavior
Groups of people loitering
Fights
Swearing
Rent boys and girls

Two of those surveyed made the following additional responses;

“ I have seen on various levels all of the above happen on a daily basis and been harassed”

“ Seen many groups arguing, aggressive, loud, fighting, much of this is a regular happening”.

1.4 Businesses a victims of crime

Some 62.5% of businesses responding believed they had been a victim of crime/offence in the last twelve months, as a direct result of the problems occurring on Holloway Circus/Thomas Gardens. The following are a sample of the problems experienced by the businesses;

“Harassment of our visitors puts off people and damages reputation of area”

“ The drunks approaching audience members” (Theatre)

“Shoplifting and abuse to staff”

“ Vagrants harassing guests” (Hotel)

“ Yes, people are worried about moving into area”

Some 61.1% of victims had not reported the crimes/offences to the police.

1.5 Crime prevention measures

The following table shows the views of businesses with regard to the need to improve existing environment and crime prevention measures. They were allowed multiple choice responses.

MEASURE	2016
Making subways safer environment (including lighting, cleaning and CCTV	88.0%
Better Lighting on Holloway Circus itself	80.8%
More police/warden patrols	57.7%
Increase CCTV	88.5%

Table 1.3: The need for improvements to crime prevention measures

The respondents would clearly support increasing the CCTV systems and making the subways safer by removing the graffiti, cleaning the area, increasing the lighting and again installing CCTV. As there are frequent patrols by the BID wardens this appeared to be of less importance, however, there were some comments about lack of police presence.

1.6 The CCTV scheme

Respondents were asked their perceptions as to the effectiveness of a CCTV system if it were to be installed. The following table shows the responses.

	2016
Reduce Crime	86.4%
Reduce fear of crime	75.0%
Improve detection	100.0%

Table 1.4: Effectiveness of the CCTV scheme

The responses received during appear to indicate a positive perception as to the capabilities of the CCTV scheme.

1.7 Further Comments

The respondents were asked if they had any further comments on any of the issues covered, or feel that certain issues have not been covered. The following are a sample of the responses.

“Even with the street wardens, attendance issues are growing worse”

“ Groups of beggars hanging around on Inge Street come from Holloway Circus, distributing their drugs and drink”

“ Begging is out of control”

PEDESTRIAN SURVEY

2016

PEDESTRIAN SURVEY

1. RESIDENTS SURVEY FINDINGS

1.1 Profile of respondents

Over a period of three days, face to face interviews were conducted at Holloway Circus/Thomas Gardens with people who used the location to access the city centre for a variety of reasons. Due to various reasons people were reluctant to stop and share their views on the location and therefore only 13 questionnaires were completed, however, the sample, albeit small, should be viewed as being representative of those using the area.

Some 58.0% of respondents were Male. Table 1.1 below shows the age profile of respondents.

	16 or under	17-34	35-54	55-64	65 or over
2016 survey	0.0%	77.00%	23.0%	0.0%	0.0%

Table 1.1: Age profile of survey respondents

The above age profile skews the responses towards the younger age groups, however, this may indicate that the more mature person does not use this location for a number of reasons.

1.2 Reason for using Holloway Circus/Thomas Gardens

When asked the reason for using the location all stated that when questioned they were using it to access their work, however, they also used it on occasions to walk into the city centre for leisure/shopping.

When questioned as to how many times they use Holloway Circus/Thomas gardens 36.4% several times a day and a similar percentage also stated they used it once a day. A further 18.2% said they used it three or more times a week and 9.0% once or twice a week.

1.3 Perceived crime problems

Respondents were asked if were aware of the type of problems, if any, that may occur on Holloway Circus/Thomas Gardens. The following are a list of their responses.

Drug Issues
Groups loitering
Anti-social behaviour
People shouting abuse
People having sex on the island
Drunks/Drinking/Alcoholics
Urinating
Homeless sleeping rough
Vagrancy

Mess and rubbish

1.4 Victims of crime

Some 66.7% of those interviewed had been a victim of crime/offences in the last twelve months. The following are a sample of the type of incidents mentioned.

- “ A drunk racial attack”
- “ Verbal abuse by individuals”
- “ Fear and sworn at by drug users”

Other comments;

- “ Tend to walk around and use another road”
- “ Fearful when with children and the only option at the traffic island is the long way round”
- “ Do not use because not safe”
- “ Crowd of people hanging around quite often – intimidating”

1.5 Personal Safety

When asked, 84.6% stated that they did not feel comfortable or safe when using Holloway Circus/Thomas Gardens.

1.6 Crime prevention measures

Respondents were offered a list of measures which might help to reduce opportunities to commit crime.

Measure	Percentage
Cleaning the area	81.8%
Lighting on Holloway circus itself	75.0%
Police/warden patrols	55.6%
CCTV	100%

Table 1.2: Percentage of respondents who believe measures need improving.

The most important measure was seen as being CCTV and this was followed by cleaning the area and then lighting. Patrols were considered less important but this could be due to the BID wardens patrolling the area regular.

1.7 The CCTV scheme

Respondents were asked their perceptions as to the effectiveness of a CCTV system if it were to be installed. The following table shows the responses.

	2016
Reduce Crime	72.7%
Reduce fear of crime	100.0%
Improve detection	100.0%

Table 1.4: Effectiveness of the CCTV scheme

The responses received during appear to indicate a positive perception as to the capabilities of the CCTV scheme.

Equality Analysis

Birmingham City Council Analysis Report

EA Name	Holloway Circus Improvements
Directorate	Economy
Service Area	Economy - Transportation Services Infrastructure Projects
Type	Amended Function
EA Summary	Holloway Circus junction requires improvements to manage traffic movement and allow it to accommodate expected changes brought about by redevelopment and the extension of Metro to Broad Street/Centenary Square.
Reference Number	EA001895
Task Group Manager	nigel.tammo@birmingham.gov.uk
Task Group Member	
Date Approved	2017-07-25 00:00:00 +0100
Senior Officer	varinder.raulia@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.

Initial Assessment

This section identifies the purpose of the Policy and which types of individual it affects. It also identifies which equality strands are affected by either a positive or negative differential impact.

Relevant Protected Characteristics

For each of the identified relevant protected characteristics there are three sections which will have been completed.

- Impact
- 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 Amended Function.

2 Initial Assessment

2.1 Purpose and Link to Strategic Themes

What is the purpose of this Function and expected outcomes?

The projects support the targets and objectives of the 2011-2026 Local Transport Plan, specifically those targets around reducing congestion, improving road safety, improving the highway network and improving air quality.

The scheme is an improvement to the existing roundabout junction at Holloway Circus, where the A38 Bristol Road/Suffolk Street Queensway/Holloway Head/Smallbrook Queensway meet. 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. It is proposed to make improvements at Holloway Circus to support developments in Southside, specifically Birmingham New Street Station and Grand Central (including the new John Lewis department store), and the impact of the Metro extension to Centenary Square. Improvements to Holloway Circus will unlock employment space at Arena Central and mixed use development as part of the Smithfield Masterplan (e.g. 300,000sqm of new floorspace and 2,000 new homes), alongside supporting existing infrastructure such as Birmingham New Street and Grand Central.

The Holloway Circus project is being undertaken within a limited site, and options for improvement are constrained by surrounding development. It is already a grade separated junction, and problems occur on the roundabout section above the A38 tunnel. Hence, work proposed includes a segregated left turn slip lane from Holloway Head to Suffolk Street Queensway and the inclusion of traffic signal control on the slip road approach from Bristol Street (and the adjacent circulatory carriageway). The existing traffic signal control (pedestrian crossings) will be upgraded to include these new traffic signals, and traffic will be managed more efficiently through the junction. Upgrades of the street lighting, traffic signs and road markings etc. will be required along with some carriageway/footway resurfacing on the approach roads.

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

Children: A Safe And Secure City In Which To Learn And Grow	No
Health: Helping People Become More Physically Active And Well	No
Housing : To Meet The Needs Of All Current And Future Citizens	No
Jobs And Skills: For An Enterprising, Innovative And Green City	Yes

2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	Yes
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Comment:

I have taken Stakeholders to mean local businesses within the vicinity of the junction, public transport (e.g. National Express) and emergency services bodies. Service users are the general public - i.e. drivers, pedestrians and cyclists.

Will the policy have an impact on employees?	No
Will the policy have an impact on wider community?	Yes

2.3 Relevance Test

Protected Characteristics	Relevant	Full Assessment Required
Age	Not Relevant	No
Disability	Not Relevant	No
Gender	Not Relevant	No
Gender Reassignment	Not Relevant	No
Marriage Civil Partnership	Not Relevant	No
Pregnancy And Maternity	Not Relevant	No
Race	Not Relevant	No
Religion or Belief	Not Relevant	No
Sexual Orientation	Not Relevant	No

2.4 Analysis on Initial Assessment

This is a road improvement scheme which will look to improve junction performance and manage traffic flows. The scheme was part of the Ring Road Pinch Points bid, and the bid proposals have been posted on the Birmingham City Council website since the 21st February 2013 (www.birmingham.gov.uk/ringroad). A wider consultation on the developed design was undertaken prior to the Pinch Points full business case (September 2014). The original design included a further dedicated slip-road from Smallbrook Queensway to Bristol Street. This removed the subways and provided an additional at-grade pedestrian crossing at the Bristol Street arm. Original consultation showed support for improvements to the junction, but some people wanted subways retained as they preferred not to cross the road. The subways themselves are not considered safe and a consultation by BCC's CCTV section showed that crime levels are high in this area.

Following significant difficulties with the utility works on the Scala House side, the proposed dedicated left-slip on this side will no longer be provided. The loss of this feature has been significantly mitigated by the closure of Hurst Street to traffic in September 2015. This semi-permanent scheme was implemented:

- . To prevent 'rat-running' traffic from Pershore Street etc. using Hill Street to access Holloway Circus and Paradise Circus. This was causing congestion at local junctions around the Gateway/Grand Central development.
- . As a precursor to a proposal from the Hippodrome /Southside BID to create a larger public square/events area, utilising current carriageway within Hurst Street /Ladywell Walk.

This means that the existing subways will now be retained and an at-grade pedestrian crossing will not be provided across Horsefair/Bristol Street. However, the dedicated left-slip on the Cleveland Tower side is still proposed, and the traffic signal improvements required to manage the traffic flows will also still be implemented. We are also working with the PFI service provider to improve the subway condition for continued pedestrian use. Hence, there will be no detriment to pedestrian service users, and traffic flow through the junction should be more efficient. Traffic Modelling has been undertaken and the implementation of the new traffic signal control will help improve management of traffic through the junction, but the scheme cannot solve all congestion issues.

3 Full Assessment

The assessment questions below are completed for all characteristics identified for full assessment in the initial assessment phase.

3.1 Disability - Assessment Questions

3.1.1 Disability - Relevance

Disability	Not Relevant
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Comment:

Age and Disability are relevant in terms of geometry of footways (width and gradient) for pedestrians and with respect to pedestrian crossings. All elements of the highway design will be to the relevant design standards and will look to minimise or remove any adverse impact on these two groups.

3.1 Concluding Statement on Full Assessment

This is a highway junction improvement which provides one new dedicated left-slip lane on the Holloway Head/Cleveland Tower roundabout approach arm. A consequence of utility diversion problems at the Scala House arm is that this dedicated left-slip lane will not be provided, and the subways at the junction will remain. It is recognised that we have lost the positive impact of taking the general public out of subways (i.e. less chance of mugging or anti-social behaviour and removal of steps/ramps), but pedestrian - vehicle interaction is as before. However, we are providing traffic signal control to the Bristol Street approach.

Crossing carriageways can also place additional pressures on the elderly and/or disabled users. However, the junction already has pedestrian crossings on three of its arms and these will be retained. The careful design of at-grade crossings can look to provide an optimum design with suitable time for the public, whilst minimising the impact on vehicles. Additional provision of tactile buttons, auditory warnings and appropriate tactile paving can also improve the user friendliness for disabled users.

As the junction is retaining its existing at-grade crossings, and such facilities are already prevalent at other locations on this road network, this scheme is not considered to impose any significant inequality on any of the protected groups and, is therefore, not considered to warrant a Full Equality Analysis.

4 Review Date

20/02/17

5 Action Plan

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

Appendix 5 – Risk Assessment

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. NPIF funding lost if not used by end of March 2018	High	Medium	On-going stakeholder consultation and dialogue has already reduced the amount of works required. Co-ordination meetings being held to agree programming of remaining works. The appointed 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. NPIF funding lost if not used by end of March 2018	High	High	We have undertaken Ground Penetration Radar (GPR) surveys of the site, and further recent trial pits. 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 and/or programme increases after works have commenced on site (e.g. late amendments to design/earthworks solution or Lighting foundation details)	Funding above the allocated contingency sum not identified. NPIF funding lost if not used by end of March 2018	Medium	Low	Detailed estimates have been used to build up scheme costs including contingency provision. Continued discussions required with the site team, Contractor to mitigate risks and raise early warnings. If contingency is not enough apply value engineering and consider descoping.	Project Manager, Site team, Contractor	Low	Low
4	Disruption to road users and impact on businesses during the construction stage.	Delays to highway users/ loss of trade.	High	High	The Contractor is to work with the Project Manager and Traffic Management Services to further investigate traffic management controls to implement the works with least overall impact to users. Undertake as much of the earthworks operations as possible before implementing the lane closure to remove the retaining wall and complete infill. Introduce pro-active traffic monitoring during the works. Businesses/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	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 Paradise and Metro etc. Work closely with the other delivery partners manage impact to the highway users. We need to complete the earthworks by Christmas to avoid loss of NPIF funding.	Project Manager, Traffic Management Services	High	Medium
6	Disruption to businesses during the construction stage.	Loss of trade.	High	High	There will be ongoing dialogue with the businesses in the area 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. Under current legislation there is no provision for compensation for loss of trade as a result of works carried out by highway authorities.	Project Manager, Traffic Management Services, Contractor	Low	Low
7	Outdoor/Signature digital sign relocation (problems/delays)	Delays earthworks operations	High	Medium	Working with sign owner to agree works, but they are currently in a Planning appeal process to get a larger sign. This may not fit within agreed location if appeal won.	Project Manager / Site supervisors/Contractor	Medium	Medium
8	Asbestos found within subways	Prevents proposed improvement works or delays them.	High	Medium	This does not affect the main earthworks / TM but may delay or prevent the proposed PFI upgrade of the subways. It may also delay or prevent the CCTV future proofing provision (see below)	Contractor	Medium	Medium
9	CCTV Requirements not covered	Costs exceed budget	Medium	Low	Working with BCC CCTV team and Amey to move the existing camera and fund 'future proofing' provision for cameras (e.g. ducting / chambers) within the current works. Revenue budget for additional cameras is not available, currently, but scheme will look to minimise unnecessary future capital costs	Project Manager / Site supervisors/Contractor	Low	Low
10	Change to PFI programme means works cannot be coordinated	Increased impact on road users and reduced cost benefit of joint working	Medium	Low	Amey are working to ensure that <u>all</u> proposed works on the junction are coordinated	Project Manager / Contractor	Low	Low

