

BIRMINGHAM CITY COUNCIL
MEETING OF THE CITY COUNCIL

TUESDAY, 14 JANUARY 2020 AT 14:00 HOURS
IN COUNCIL CHAMBER, COUNCIL HOUSE, VICTORIA SQUARE,
BIRMINGHAM, B1 1BB

A G E N D A

1 NOTICE OF RECORDING

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

2 DECLARATIONS OF INTERESTS

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

5 - 68

3 MINUTES

To confirm and authorise the signing of the Minutes of the meeting of the Council held on 5 November 2019.

4 LORD MAYOR'S ANNOUNCEMENTS

(1400-1410)

To receive the Lord Mayor's announcements and such communications as the Lord Mayor may wish to place before the Council.

5 PETITIONS

(10 minutes allocated) (1410-1420)

To receive and deal with petitions in accordance with Council Rules of Procedure (B4.4 E of the Constitution)

As agreed by Council Business Management Committee a schedule of outstanding petitions is available electronically with the published papers for

the meeting and can be viewed or downloaded.

6 QUESTION TIME

(70 minutes allocated) (1420-1530)

To deal with oral questions in accordance with Council Rules of Procedure (B4.4 F of the Constitution).

- A. Questions from Members of the Public to any Cabinet Member or Ward Forum Chair (20 minutes)
- B. Questions from any Councillor to a Committee Chair, Lead Member of a Joint Board or Ward Forum Chair (10 minutes)
- C. Questions from Councillors other than Cabinet Members to a Cabinet Member (20 minutes)
- D. Questions from Councillors other than Cabinet Member to the Leader or Deputy Leader (20 minutes)

7 APPOINTMENTS BY THE COUNCIL

(5 minutes allocated) (1530-1535)

To make appointments to, or removals from, committees, outside bodies or other offices which fall to be determined by the Council.

8 EXEMPTION FROM STANDING ORDERS

Councillor Martin Straker Welds to move an exemption from Standing Orders.

9 EXECUTIVE BUSINESS REPORT

(45 minutes allocated) (1535-1620)

To consider a report of the Cabinet.

Councillors Kate Booth, Jayne Francis and Paulette Hamilton to move the following Motion:

"That the report be noted."

(break 1620 - 1650)

10 BIRMINGHAM SUICIDE PREVENTION STRATEGY 2019- 2024

(35 minutes allocated) (1650-1725)

Report from the Cabinet Member for Health and Social Care.

69 - 76

77 - 116

Councillor Paulette Hamilton to move the following Motion:

"That Council endorses the Birmingham Suicide Prevention Strategy and calls on elected members across all parties to support the delivery of the strategy moving forward."

117 - 220

11 **BORDESLEY PARK AREA ACTION PLAN: ADOPTION**

(20 minutes allocated) (1725-1745)

To consider a report of the Leader.

The Leader, Councillor Ian Ward, to move the following Motion:

"That the City Council adopts the Bordesley Park Area Action Plan."

221 - 222

12 **MOTIONS FOR DEBATE FROM INDIVIDUAL MEMBERS**

(90 minutes allocated) (1745-1915)

To consider the attached Motions of which notice has been given in accordance with Council Rules of Procedure (B4.4 G of the Constitution).



**MEETING OF BIRMINGHAM
CITY COUNCIL, TUESDAY, 5
NOVEMBER 2019**

**MINUTES OF THE MEETING OF BIRMINGHAM CITY COUNCIL HELD
ON TUESDAY, 5 NOVEMBER 2019 AT 1400 HOURS IN THE COUNCIL
CHAMBER, COUNCIL HOUSE, BIRMINGHAM**

PRESENT:- Lord Mayor (Councillor Mohammed Azim) in the Chair until the break.

Deputy Lord Mayor (Councillor Yvonne Mosquito) in the Chair from the break.

Councillors

Muhammad Afzal	Eddie Freeman	Karen McCarthy
Akhlaq Ahmed	Peter Griffiths	Saddak Miah
Mohammed Aikhlaq	Fred Grindrod	Gareth Moore
Deirdre Alden	Paulette Hamilton	Simon Morrall
Robert Alden	Roger Harmer	Brett O'Reilly
Tahir Ali	Kath Hartley	John O'Shea
Gurdial Singh Atwal	Adam Higgs	David Pears
David Barrie	Jon Hunt	Robert Pocock
Baber Baz	Mahmood Hussain	Julien Pritchard
Bob Beauchamp	Shabrana Hussain	Hendrina Quinnen
Matt Bennett	Timothy Huxtable	Chauhdry Rashid
Kate Booth	Mohammed Idrees	Carl Rice
Sir Albert Bore	Zafar Iqbal	Lou Robson
Nicky Brennan	Morriam Jan	Gary Sambrook
Marje Bridle	Kerry Jenkins	Kath Scott
Mick Brown	Meirion Jenkins	Lucy Seymour-Smith
Tristan Chatfield	Julie Johnson	Mike Sharpe
Zaker Choudhry	Josh Jones	Sybil Spence
Debbie Clancy	Nagina Kauser	Ron Storer
Liz Clements	Zaheer Khan	Martin Straker Welds
Maureen Cornish	Narinder Kaur Kooner	Sharon Thompson
John Cotton	Chaman Lal	Paul Tilsley
Phil Davis	Mike Leddy	Lisa Trickett
Adrian Delaney	Bruce Lines	Ian Ward
Barbara Dring	Keith Linnecor	Mike Ward
Neil Eustace	Mary Locke	Ken Wood
Mohammed Fazal	Ewan Mackey	Alex Yip
Peter Fowler	Majid Mahmood	Waseem Zaffar
Jayne Francis		

NOTICE OF RECORDING

- 19273 The Lord Mayor advised that the meeting would be webcast for live and subsequent broadcasting via the Council's internet site and that members of the Press/Public may record and take photographs except where there are confidential or exempt items.

The Lord Mayor reminded Members that they did not enjoy Parliamentary Privilege in relation to debates in the Chamber and Members should be careful in what they say during all debates that afternoon.

DECLARATIONS OF INTERESTS

- 19274 The Lord Mayor reminded members that they must declare all relevant pecuniary and non-pecuniary interests arising from any business to be discussed at this meeting.
-

MINUTES

It was moved by the Lord Mayor, seconded and –

- 19275 **RESOLVED:-**

That the Minutes of the meeting held on 10 September 2019 having been circulated to each Member of the Council, be taken as read and confirmed and signed.

LORD MAYOR'S ANNOUNCEMENTS

Poppy Appeal

- 19276 The Lord Mayor reminded all that today the annual Poppy Appeal was launched. If people had not got a poppy, they could buy one from reception, or from plenty of our armed services personnel selling them throughout the city centre. The Lord Mayor explained that Birmingham was one of only 5 cities to have a City Poppy Day and that this year he had agreed to attend a special event at New Street Station where he would have the opportunity to thank the volunteers, both military and civilian. The Lord Mayor explained that he would have to leave the Council meeting at the break, at which time the Deputy Lord Mayor would take the chair.
-

PETITIONS

Petitions Relating to City Council Functions Presented at the Meeting

The following petitions were presented:-

(See document No. 1)

In accordance with the proposals by the Members presenting the petitions, it was moved by the Lord Mayor, seconded and -

19277 **RESOLVED:-**

That the petitions be received and referred to the relevant Chief Officer(s) to examine and report as appropriate.

Petitions Update

The following Petitions Update had been made available electronically:-

(See document No. 2)

It was moved by the Lord Mayor, seconded and -

19278 **RESOLVED:-**

That the Petitions Update be noted and those petitions for which a satisfactory response has been received, be discharged.

QUESTION TIME

19279 The Council proceeded to consider Oral Questions in accordance with Council Rules of Procedure (B4.4 F of the Constitution).

Details of the questions asked are available for public inspection via the Webcast.

APPOINTMENTS BY THE COUNCIL

The following schedule was submitted:-

(See document No 3)

Councillors Martin Straker Welds, Gareth Moore and Mike Ward made further nominations and it was-

19280 **RESOLVED:-**

That the appointments be made to serve on the Committees and other bodies set out below:-

Council Business Management Committee

The Chair of the Coordinating Overview and Scrutiny Committee, Councillor Carl Rice be appointed on to the Committee for the period ending with the Annual Meeting of City Council in May 2020.

Standards Committees

The following are appointed as Lay Members

Stephen Atkinson	6 November 2019 – 31 October 2023
Alastair Cowan	6 November 2019 – 31 October 2023
Mohammed Khan	6 November 2019 – 31 October 2023

Safety Advisory Groups

To make appointments as follows for the period ending with the Annual Meeting of City Council in May 2020:

Aston Villa Football Club Safety Advisory Group

Councillor Mike Leddy	(Lab)
Councillor Bob Beauchamp	(Con)
Councillor Roger Harmer	(Lib Dem)
Councillor Muhammad Afzal	(One Aston Ward Member)

Birmingham City Football Club Safety Advisory Group

Councillor Safia Akhtar	(Lab)
Councillor Ron Storer	(Con)
Councillor Mike Ward	(Lib Dem)
Councillor Yvonne Mosquito	(Bordesley and Highgate Ward Member)

Warwickshire County Cricket Club Safety Advisory Group

Councillor Zafar Iqbal	(Lab)
Councillor Neil Eustace	(Con)
Councillor Robert Alden	(Lib Dem)
Councillor Deirdre Alden	(One Edgbaston Ward Member)

Planning Committee

Councillor Martin Straker Welds be appointed on to the Committee for the period ending with the Annual Meeting of City Council in May 2020.

Education and Children's Social Care Overview and Scrutiny Committee

Councillor Charlotte Hodivala replace Councillor Suzanne Webb for the period ending with the Annual Meeting of City Council in May 2020.

Co-ordinating Overview and Scrutiny Committee

Councillor Ewan Mackey replace Councillor Charlotte Hodivala for the period ending with the Annual Meeting of City Council in May 2020.

Commonwealth Games, Culture & Physical Activity Overview and Scrutiny Committee

Councillor John Lines replace Councillor Ewan Mackey for the period ending with the Annual Meeting of City Council in May 2020.

EXEMPTION FROM COUNCIL RULES OF PROCEDURE.

19281 **RESOLVED:-**

That, pursuant to discussions by Council Business Management Committee, Council Rules of Procedure be waived as follows:

- Allocate 50 minutes for item 9 (Tackling Period Poverty and raising Period Awareness)
 - Allocate 50 minutes for item 10 (A34 Perry Barr Highway Improvement Scheme)
-

TACKLING PERIOD POVERTY AND RAISING PERIOD AWARENESS

The following report from the Health and Social Care Overview and Scrutiny Committee was submitted:-

(See document No. 4)

Councillor Rob Pocock moved the motion which was seconded by Councillor Peter Fowler.

A debate ensued.

Councillor Rob Pocock replied to the debate.

The Motion having been moved and seconded was put to the vote and by a show of hands was declared to be carried.

It was therefore-

19282 **RESOLVED:-**

That the recommendations R01 to R06 be approved, and that the Executive be requested to pursue their implementation.

ADJOURNMENT

It was moved by the Lord Mayor, seconded and

19283 **RESOLVED:-**

That the Council be adjourned until 1645 hours on this day.

The Council then adjourned at 1600 hours.

At 1647 hours the Council resumed at the point where the meeting had been adjourned.

Deputy Lord Mayor in the Chair

LORD MAYOR'S ANNOUNCEMENTS

Death of former Councillor Clare Bradley

The Deputy Lord Mayor informed the Chamber of the death of former Councillor Clare Bradley.

Clare served on the City Council from 1995 to 1999 as a Councillor for Oscott Ward.

It was moved by the Lord Mayor, seconded and:-

19284 **RESOLVED:-**

That this Council places on record its sorrow at the death of former Councillor Clare Bradley and its appreciation of her devoted service to the residents of Birmingham. The Council extends its deepest sympathy to members of Clare's family in their sad bereavement.

Members and officers stood for a minute's silence, following which several tributes were made by Members

A34 PERRY BARR HIGHWAY IMPROVEMENT SCHEME

The wording of the petition relating to the demolition of Perry Barr Flyover and a report of the Cabinet Member for Transport and Environment were submitted:-

(See document No. 5)

Councillor Leddy declared a pecuniary interest in that he owned property not far from the flyover. Councillor Narinder Kaur Kooner declared a pecuniary interest in that she owned land in the area. Both Councillors were advised that they could remain in the meeting but not take part in any votes relating to the item.

Councillor Morriam Jan read out the wording of the petition.

Councillor Waseem Zaffar moved the motion which was seconded.

In accordance with Council Rules of Procedure, Councillors Jon Hunt and Morriam Jan gave notice of the following amendment to the Motion:-

(See document No. 6)

Councillor Jon Hunt moved the amendment which was seconded by Councillor Morriam Jan.

In accordance with Council Rules of Procedure, Councillors Timothy Huxtable and Robert Alden gave notice of the following amendment to the Motion:-

(See document No. 7)

Councillor Timothy Huxtable moved the amendment which was seconded by Councillor Robert Alden.

A debate ensued.

Councillor Waseem Zaffar replied to the debate.

The first amendment having been moved and seconded was put to the vote and by a show of hands was declared to be lost.

Here upon a poll being demanded the voting with names listed in seat number order was as follows:-

(See document No. 8)

The total results referred to in the interleave read:-

Yes –26 (For the amendment)
No – 46 (Against the amendment)
Abstain – 1 (Abstention)

The second amendment having been moved and seconded was put to the vote and by a show of hands was declared to be carried.

Here upon a poll being demanded the voting with names listed in seat number order was as follows:-

(See document No. 9)

The total results referred to in the interleave read:-

Yes –26 (For the amendment)
No – 46 (Against the amendment)

Abstain – 0 (Abstentions)

The Motion having been moved and seconded was put to the vote and by a show of hands was declared to be carried.

It was therefore-

19285 **RESOLVED:-**

Council notes the petitions 2142 and 2156 submitted in support of the A34 Flyover. Pending the re-consideration of the Full Business Case for the scheme by Cabinet, following a call-in by the Sustainability and Transport Overview & Scrutiny Committee, the Council recommends that these petitions are discharged.

MOTIONS FOR DEBATE FROM INDIVIDUAL MEMBERS

The Council proceeded to consider the Motions of which notice had been given in accordance with Council Rules of Procedure (B4.4 G of the Constitution).

A. Councillor Paulette Hamilton and Nicky Brennan have given notice of the following motion.

(See document No. 10)

Councillor Paulette Hamilton moved the Motion which was seconded by Councillor Nicky Brennan.

A debate ensued.

Councillor Paulette Hamilton replied to the debate.

The Motion having been moved and seconded was put to the vote and by a show of hands was declared to be carried.

It was therefore-

19286 **RESOLVED:-**

The Council notes:

- That although the Equality Act 2010 has specifically clarified that it is unlawful to discriminate against a woman because she is breastfeeding a child, there is some way to go until this is accepted as the norm on all premises.
- That the medical evidence supports breastfeeding as the preferred option for both mother and baby, and that this view is endorsed by the British Medical Association and the World Health Organisation.

- That breastfeeding can protect babies from infections including sickness and diarrhoea, ear infections and chest infections, and help prevent juvenile onset diabetes and obesity.
- That evidence demonstrates that breastfeeding also leads to health benefits for mothers, including a reduction in the risk of developing breast cancer.
- That breastfeeding can counteract health inequalities; leaves no ecological footprint and saves money.
- That ultimately the decision whether or not to breastfeed must lie with the mother, and no action should be taken which may make mothers feel guilty if they are unable or choose not to breastfeed.

The Council believes that:

- Birmingham should be seen as a 'Breastfeeding Friendly' city and that it should be made clear to all mothers that breastfeeding is welcomed in all public areas.
- All women should be supported to feel confident and comfortable in breastfeeding their babies in line with WHO recommendations, to help babies (and mothers) to receive the benefits of breastfeeding.

The Council therefore resolves to:

- Continue to promote and support breastfeeding in the City through the BCC commissioned 'Birmingham Forward Steps' Early Years Service and the Birmingham and Solihull United Maternity and Newborn Partnership (BUMP), in line with the UK Unicef and WHO 'Baby Friendly Initiative'.
- Ensure that all Council premises are aware of their duty under the Equality Act 2010 not to discriminate against breastfeeding mothers and display signage to indicate that breastfeeding is welcome.
- Encourage businesses, third sector organisations, schools, colleges and educational establishments to display signage to indicate that breastfeeding is welcome.

B. Councillor Robert Alden and Ewan Mackey have given notice of the following motion.

(See document No. 11)

Councillor Robert Alden moved the Motion which was seconded by Councillor Ewan Mackey.

In accordance with Council Standing Orders, Councillors Ian Ward and Lisa Trickett gave notice of the following amendment to the Motion:-

4069

(See document No. 12)

Councillor Ian Ward moved the amendment which was seconded by Councillor Lisa Trickett.

A debate ensued

The amendment having been moved and seconded was put to the vote and by a show of hands was declared to be carried.

Here upon a poll being demanded the voting with names listed in seat number order was as follows:-

(See document No. 13)

The total results referred to in the interleaved read:-

Yes – 40 (For the motion)

No – 18 (Against the motion)

Abstain – 8 (Abstentions)

The Motion as amended having been moved and seconded was put to the vote and by a show of hands was declared to be carried.

It was therefore-

19287

RESOLVED:-

This Council gives its full support to the Labour Party's plan for a 'Green Industrial Revolution', which includes a commitment to invest £2bn in the creation of Gigafactories across the country. This council will continue conversations with Rebecca Long-Bailey, Shadow Secretary of State for Business, Energy & Industrial Strategy about how the development of Gigafactories and Labour's Green Industrial Revolution will directly support the creation of thousands of new jobs.

The meeting ended at 2003 hours.

APPENDIX

Questions and replies in accordance with Standing Order 10.2.

WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR ADAM HIGGS

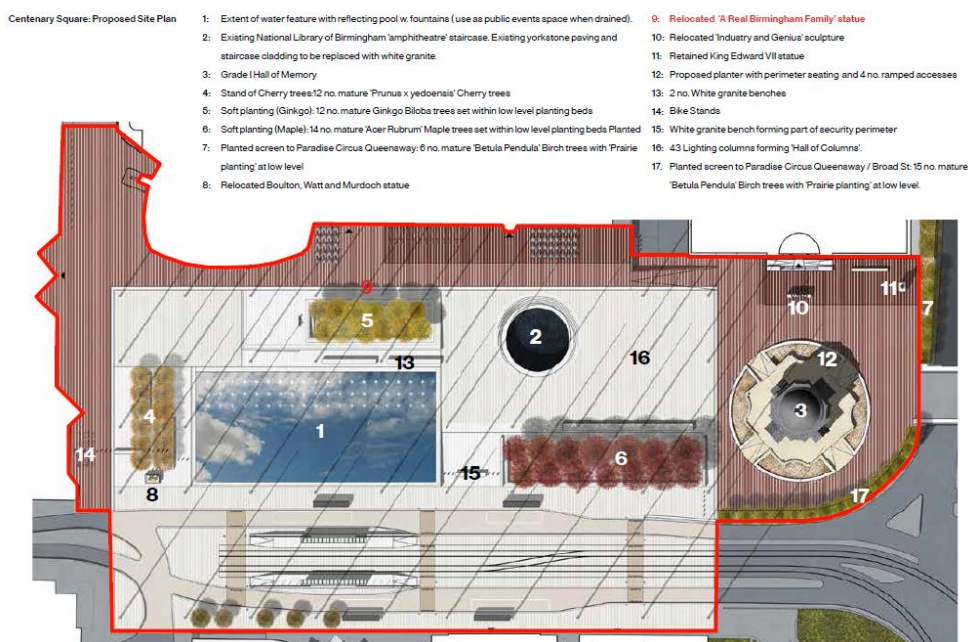
A1 Golden Boys Statue

Question:

The Statue of Boulton, Watt and Murdoch that was moved to make way for the tram extension, was due to be returned to public view in late 2018 according to the press release at the time, when do you now expect it to be repositioned, and where?

Answer:

The Boulton, Watt and Murdoch (BMW) statue is scheduled to be re-sited into the square, indicated by number 8 on the plan (please see below). The statue was removed as part of the metro development works and was scheduled to be re-sited in readiness for Centenary Square's reopening in June this year. The concrete plinth has already been constructed on site. However, as you can see from the plan, the allocated area for BMW within the square is too close to the Symphony Hall's development area and falls within the development compound. To avoid risk of damage to BMW, it will be returned by the Metro team to public view in the square on completion of Symphony Hall's façade in September 2020.



**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR ALEX YIP**

A2 Tax Justice

Question:

Can you provide an update on all work completed to date to comply with the Tax Justice Motion agreed by Full Council on 12th July 2016?

Answer:

Update to statements in the motion.

Statement:

The Pre-Qualification Questionnaire (PQQ) and Invitation to Tender (ITT) for the Open procedure states grounds for mandatory exclusion including the non-payment of taxes, social security contributions or VAT. These are pass/fail criteria.

Actions/Current position:

The Council's Selection Questionnaire follows the national template and includes pass/fail questions related to the detailed grounds for mandatory exclusion of an organisation that are referred to by a link to this web page:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/551130/List_of_Mandatory_and_Discretionary_Exclusions.pdf

These include the following:

- fraudulent evasion within the meaning of section 170 of the Customs and Excise Management Act 1979 or section 72 of the Value Added Tax Act 1994;
- an offence in connection with taxation in the European Union within the meaning of section 71 of the Criminal Justice Act 1993;
- Non-payment of tax and social security contributions
- Breach of obligations relating to the payment of taxes or social security contributions that has been established by a judicial or administrative decision. Where any tax returns submitted on or after 1 October 2012 have been found to be incorrect as a result of:
 - HMRC successfully challenging the potential supplier under the General Anti – Abuse Rule (GAAR) or the “Halifax” abuse principle; or
 - a tax authority in a jurisdiction in which the potential supplier is established successfully challenging it under any tax rules or legislation that have an effect equivalent or similar to the GAAR or “Halifax” abuse principle;

a failure to notify, or failure of an avoidance scheme which the supplier is or was involved in, under the Disclosure of Tax Avoidance Scheme rules (DOTAS) or any equivalent or similar regime in a jurisdiction in which the supplier is established

Statement:

The PQQ also includes grounds for discretionary exclusion where non-payment of taxes/social security can be demonstrated where no binding legal decision has been taken. These are pass-fail criteria and follow the CCS guidance as above and in line with PPN 03/14.

Action/Current position:

Non-payment of tax and social security contributions now included in the PQQ.

Statement:

The Birmingham Business Charter for Social Responsibility (BBC4SR) contains the principle of Ethical Procurement which in turn requires Charter signatories to pay their fair share of taxes. This goes further than breach of obligation and essentially seeks to address tax avoidance mechanisms.

Action/Current Position:

Payment of fair share of taxes (other than that caught by the exclusion criteria above) would fall under part (i) of the BBC4SR below (and therefore not enforceable under the contract):

“The BBC4SR has 2 main objectives which are delivered through 6 themes:

(i) Promote good practice. The BBC4SR is a set of guiding themes which the Council adheres to and invites all organisations to adopt as a mechanism for managing how they deliver social value. These may not be measured but will reflect the ethos and standard of best practice of an organisation which we would expect from a BBC4SR signatory.

This is particularly the case of the Good Employer and Ethical Procurement themes, where further information and links to good practice can be found below and in the accompanying guidance notes.

(ii) Seek relevant and proportionate commitments related to the subject matter of the contract. In accordance with PCR15 Regulation 70 which allows for inclusion of special conditions, which may include environmental, social or employment related considerations. These commitments form the basis of a Social Value Action Plan that covers the life of the contract and is managed throughout the contract period.”

Statement:

The imminent review of the BBC4SR will, amongst other things, be seeking to consult on PPN 03/14 and whether the Charter should incorporate and apply the model terms and conditions to be included in contracts as set out in PPN 03/14. However, the Council will need HMR/external professional advice in order to determine whether there has been a breach and also where there is a breach the adequacy and efficacy of any self-cleaning measures which have been implemented.

Action/Current Position:

The BBC4SR is not the mechanism to include the terms of contract stated in PPN 03/14, but see note below.

Statement:

In addition to the measures that the Council already takes, Council asks officers to investigate whether and how PPN 03/14 could be effectively included in the Council's Procurement Procedures and at a threshold which does not detrimentally impact on SMEs and Third Sector Organisations or otherwise impact on wider social value considerations covered by the BBC4SR's six principles of : Local Employment, Buy Birmingham First, Partners in Communities, Good Employer (incorporating the Birmingham Living Wage), Green and Sustainable and Ethical Procurement.

Action/Current Position:

Currently the clauses in the PPN 03/14 are not in the councils standard terms, however this is being reviewed for contracts that are over £5M.

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR RON STORER**

A3 Walsall Road Allotments

Question:

What protections are in place within the contract with BCU for the Commonwealth Games site, to ensure that the Walsall Road Allotments continue to be safeguarded?

Answer:

The parameters of the Commonwealth Games and the new stadium development at Alexander Stadium are now established and there will be no impact on the allotments site. The site continues to benefit from the protections provided by the various Allotments Acts particularly the provisions of the Allotments Act 1925 which provides that the Secretary of State must be asked for consent before a 'statutory' allotment site can be disposed of by a local authority or taken out of allotment use. No such application has been made.

The ongoing involvement of BCU following the Games provides a lasting legacy for the stadium and will not involve use of the allotment site.

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR CHARLOTTE HODIVALA**

A4 Commonwealth Games Partner Contributions

Question:

Please list all partner contributions committed to date for the Commonwealth Games and all those still outstanding.

Answer:

The following table sets out the partner contributions as understood during the bid. To date £29m of the required £75m has been secured, with a decision on the contribution of the WMCA (£25m) anticipated to be made in November 2019, which would ensure that £54m was secured.

Work is continuing with partners who indicated their willingness to provide funding for the Commonwealth Games at the time of the Birmingham bid, with a view to securing formal agreements for all contributions over the coming months.

Partner	Contribution Value sought £'m	Status
West Midlands Combined Authority	25.0	Full Board approval anticipated in early November 2019. The case for this has been built on the Alexander Stadium Business case.
GBSLEP	20.0	The GBSLEP Board approved this funding (£20m) in their September 2019 meeting. The case for this was built on the Alexander Stadium Business case.
Black Country LEP	5.0	BC LEP have provided £5m of direct funding to Sandwell relating to the Aquatics Centre. Further conversations remain to be progressed about the grounds for a direct contribution.
C&W LEP	5.0	C&W LEP Board have confirmed £3m of the funding (September 2019) with a commitment to continue to work with BCC to achieve the £5m contribution.
Midlands Engine	10.0	BCC are liaising with the Midlands Engine team to identify how this funding might be realised
Universities	10.0	Both parties are in the process of creating a joint set of proposals for the sector which will need to be approved by senior management in both organisations before being presented to any of the Universities
CIL	5.0	Work under way to confirm timing of CIL funding availability and to identify specific elements of the overall programme that meet CIL requirements.
NEC (Revenue)	1.0	Agreed in principle, MoU to be progressed with the NEC
Total	81.0	Note only £75m assumed in financial modelling.

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR GARETH MOORE**

A5 Public Realm Works

Question:

By Ward, how much has been spent in total in each of the last 5 years on public realm works?

Answer:

The majority of public realm work in the city is associated with developer or third party led projects covering new or refurbished commercial accommodation, housing and transport improvements such as the Midland Metro Extension. Third party expenditure is not recorded in the Council's accounts.

Public realm works delivered by the Council are generally funded from multiple sources including Section 106 planning obligations, external grant (e.g. Department for Transport, Greater Birmingham and Solihull Local Enterprise Partnership), corporate resources and private contributions. Notable examples over the last 5 years include Holyhead Road £0.068m; Longbridge £0.190m; Acocks Green £2.326m; Snow Hill £2.084m; Golden Square £2.283m; Caroline Street £0.197m and Centenary Square £15.500m.

Both planned and completed public realm works in the city centre are set out in the Big City Plan launched by the Conservative/Liberal Democrat coalition in 2010, with further projects to be reported in accordance with the Council's gateway and related financial approval framework. Further projects in urban centres will be set out in the Council's 'Urban Centres Framework for Inclusive Growth', which is to be presented for adoption by Cabinet in December 2019.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR ALEX YIP**

B1 Hunter Hill School

Question:

Ofsted have just published a particularly damning inspection report for Hunter Hill School, stating that “this school is failing its pupils”. At what point did the Council become aware of the problems at this school and what steps did it take?

Answer:

Hunter Hill College was judged by Ofsted to ‘require improvement’ in May 2016. Since this time the school has accessed support through the BEP.

A monitoring visit by Ofsted in July 2017 noted that ‘Leadership and management are improving’ and that ‘The Birmingham Education Partnership (BEP) is providing effective support to the school in order to help it to improve. The link officer knows the school well and offers advice and challenge to leaders to help to improve the quality of education provided. The school has received regular visits from officers from BEP. The rapid recovery plan and the reviews commissioned by the partnership have helped leaders to improve the quality of teaching in the school. Leaders and governors value the input provided by BEP.’

An Ofsted inspection in October 2018 judged the school to ‘require improvement’ and noted that ‘The support of advisers and external partners has been effective’ and that ‘There is a culture of safeguarding, and staff build positive relationships with pupils’.

In August 2019 additional leadership capacity for the school was sourced by BCC through BEP to address concerns around safeguarding.

A further inspection by Ofsted in September 2019 judged the school to be ‘inadequate.’

A directive Academy Order has recently been issued to the school from the Department for Education.

WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S WELLBEING FROM COUNCILLOR ADAM HIGGS

B2 EHCP

Question:

According to the most recent performance monitoring report which went to Cabinet, there has been a significant drop in the performance of SENAR since last year's damning Ofsted inspection, with only 68% of EHCPs being issued within the statutory 20 week timeframe. What actions are being taken to resolve this and who is leading on it?

Answer:

Birmingham's performance for the completion of EHCPs being issued, dipped this month, although has remained above the national average. The authority recognise that this performance is not good enough and are addressing the systemic issues that underpin the high volume of request for an EHCPs.

Strategic direction moving forward:

- to move to a local area model for assessment and provision, so that resources are more locally accessed and managed
- specialist provision to be more inclusive of local need, so that travel distances are reduced and there is less needed to place pupils out of City and support in building local capacity
- SEN support service managers (educational psychology and advisory teachers) taking more responsibility for managing access to local provision and resources, through more local decision-making panels
- This will be achieved by freeing up their capacity to do this (and deliver school/pupil/family interventions) by reducing reliance on EHCP assessments to access resources in mainstream
- special schools having a more flexible role in their local area, for example through the provision of outreach or managing/supporting mainstream resource bases

Nichola Jones as Assistant Director Inclusion and SEND is the leading on this area.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR DEBBIE CLANCY**

B3 EHCP Annual Reviews

Question:

For each academic year since 1st September 2014, please give the percentage of EHCP Annual Reviews that have met the statutory requirement for a decision to be made regarding amendments within 4 weeks of the paperwork being submitted to SENAR.

Answer:

14 /15: 4.8%

15/16: 12.3%

16/17: 8.5%

17/18: 4.6%

18/19: 1.06%

The local authority recognises that the poor performance is not acceptable and has in place a planned programme to address the issues.

WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S WELLBEING FROM COUNCILLOR KEN WOOD

B4 Support for SEN parents

Question:

According to a report issued by the Commons Education Select Committee, parents of children with special education needs face “unlawful practices, buck passing and a treacle of bureaucracy”. In Birmingham, what support is available to inform and advise parents of their rights and to challenge unlawful practices?

Answer:

The quote above is not specifically attributed to Birmingham. In Birmingham through the **Special Educational Needs & Disability Information, Advice and Support Service** (SENDIASS) offers impartial information, advice and support to children and young people with special educational needs or disabilities.

The service is impartial, confidential, and free. The service can:

- Help to understand the referral process
- Act as a named contact throughout the process
- Help to communicate with everyone involved in the assessment process
- Provide information about personal budgets
- Signpost to other people who can help, if necessary.

Birmingham SENDIASS is part of a range of services provided by Birmingham City Council to deliver education services to children and young people in the City. While SENDIASS is provided 'in house' they work at 'arms' length' to the Council providing accessible, information, advice and support to children, young people and families on all matters related to special education needs and disability.

The service (formerly known as the Parent Partnership Service) was established in September 2014 as a result of the introduction of the Children and Families Act and the Special Educational Needs and Disability Regulations 2014. To take a lead in delivering an early intervention service supporting parents and families of children and young people with additional needs or disabilities, with an aim to build self-reliance and resilience for families.

In addition to these services the local authority are currently appointing **SEND PARENT LIAISON OFFICERS**. There will be a coordinator and four officers based in the North, South, East and West of the city who will work closely with the local team of professionals, supporting schools and families to improve communication and participation of parents, children and young people, seeking to avoid disagreements and earlier resolution of disagreements.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR ADRIAN DELANEY**

B5 SEND and Inclusion

Question:

Please define what you mean by Inclusion and SEND and explain the difference between the two?

Answer:

Inclusion

Inclusion in education refers to young people with special educational needs and disabilities having the right to being educated in mainstream schools alongside other children from their community rather than being educated in Special Schools

All schools have a duty to be accessible and inclusive for the children within their community with SEND.

SEND –Special Education Needs and Disability

A child or young person has SEND if they have a learning difficulty or disability which calls for special educational provision to be made for him or her. The Local Authority's job is to support parents with SEND children to access education and provide the best possible education for their children across the four areas of SEN:

1. Communication and interaction difficulties
2. Cognition and learning needs
3. Social, emotional and mental health difficulties
4. Sensory and/or physical needs

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR MAUREEN CORNISH**

B6 SEND Locality Hubs

Question:

I understand that at a recent briefing for Members, it was stated that there are plans for SEND "locality hubs". Please can you outline what services will be provided at each of these hubs?

Answer:

Please see poster on next page outlining the SEND locality model.

The Birmingham SEND Locality Team

The Locality Team

Building on and developing current good practice, SEND teams of professionals are being established in four localities (North, South, East and West). The teams will support settings and families, through LA and health funding as well as traded services. These multi agency teams will promote inclusive practices ensuring children and young people are prepared for key transitions and adulthood. The team of professionals include:

- Educational psychologists
- Specialist teachers and practitioners
- Speech and Language Therapists
- Occupational Therapists
- Nurses
- Primary Mental Health Workers
- Family support workers
- Parent link officers

SENIOR LEADER UPDATES

Senior leaders within educational settings will work with the locality team to provide termly updates of data around the following trends:

- Fixed term and permanent exclusions
- Requests for Elective Home Education
- Numbers of learners on a part time placement
- Change of placement requests
- Requests for an EHC assessment
- Number of learners who are currently not attending school, including NEET data

The purpose of the data sharing is to inform developments within the locality. Information about placements in independent, special and resource base provision as well as enhanced allocation of resources will be shared annually with schools to plan and develop localised specialised support and provision.

MEETINGS WITH SCHOOLS

SEND INCLUSION AND REVIEW MEETINGS

In the Spring and Summer terms a consultation and planning meeting will be held with senior leaders in each school in the City to provide the opportunity to problem solve areas where the school are stuck and identify areas which require additional support to ensure the needs of children are met in their local school.

SENCO Forums

The locality wide Senco forum will provide the opportunity to develop collaborative working between schools and agencies to build capacity as well as provide solution focussed approaches.



SEND Termly Family Forum

The family forum will provide the opportunity for the specialist team of professionals to meet with the families in the locality. The forum also provides a network for families in the locality to enable peer to peer support and signposting to universal and targeted provision that is available across the city.

PROFESSIONAL MEETINGS

Locality Panels

Current centralised SEND and Inclusion panels, including the EHC panel, will be divided into 4 locality panels, based on area (North, South, East, West). Each locality panel will consider:

- Requests for statutory assessment of educational, health and care needs
- Enhanced (Top-up CRISP) support.
- Access to resource base provision.
- Access to special school/college placements.
- Transport requests for children and young people with complex needs

THE HUB

A 'hub' will facilitate the area led provision across the City based in the North, South, East and West. The hub will provide a base for teams to work from and be an information and advice centre for children with SEND and their families.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR DAVID PEARS**

B7 SEND Locality Hubs

Question:

I understand that at a recent briefing for Members, it was stated that there are plans for SEND “locality hubs”. Please can you outline where each of these ‘hubs’ will be located?

Answer:

North, South, East and West of the City

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR SUZANNE WEBB**

B8 SEND Locality Hubs

Question:

I understand that at a recent briefing for Members, it was stated that there are plans for SEND “locality hubs”. Can you please set out the proposed staffing structures and implications for existing staff, including details of any consultation carried out?

Answer:

The locality hubs are based on the existing structures within the educational psychology and advisory team. Work has been undertaken with the team managers to coordinate the current activity to a more integrated way of working across the two teams. Initially the commencement of locality panels for agreeing additional support/specialist resources will take place from November.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR DAVID BARRIE**

B9 SEND Locality Hubs

Question:

I understand that at a recent briefing for Members, it was stated that there are plans for SEND “locality hubs”. What are the commissioning arrangements for these hubs?

Answer:

The locality hubs relate to services within the SEND/Inclusion team – there is no requirement to commission new services.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR SIMON MORRALL**

B10 SEND Locality Hubs

Question:

I understand that at a recent briefing for Members, it was stated that there are plans for SEND “locality hubs”. What is the business case for and budget allocated to these hubs?

Answer:

The hubs are based on existing services.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR EDDIE FREEMAN**

B11 SEND Locality Hubs

Question:

I understand that at a recent briefing for Members, it was stated that there are plans for SEND “locality hubs”. Can you provide details of when this change was approved and by whom?

Answer:

The change in delivering the inclusion/SEND services, which is intended to commence in the New Year, has been discussed with team managers and the director as well as myself the portfolio holder, have been briefed and kept regularly updated.

The service is moving to locality panels to ensure the right professionals are part of the support and decision-making process for children and young people with SEND.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR TIMOTHY HUXTABLE**

B12 SEND Locality Hubs

Question:

I understand that at a recent briefing for Members, it was stated that there are plans for SEND “locality hubs”. What is the timetable for implementation of these hubs?

Answer:

The integration of the work undertaken by the advisory and educational psychology teams will commence in January 2020.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR DEIRDRE ALDEN**

B13 SEND Interim and Consultancy spend

Question:

How much has been spent on consultants and on interims at senior level with regard to SEND since January 2019?

Answer:

The total cost for this period is £207,440.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR ROBERT ALDEN**

B14 SEND Interim and Consultancy Spend 2

Question:

How much has been spent on consultants and on interims at senior level with regard to SEND in each year since the 2014, including year to date?

Answer:

The cost for each year is:

Year	Cost £
2014	0
2015	0
2016	35,738
2017	0
2018	79,350
2019 (to date)	207,440

WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND RESOURCES FROM COUNCILLOR PETER FOWLER

C1 Savings not met

Question:

For each year since 2015/2016, including year to date, please list all planned savings not fully met on a recurring basis, including what the total of the saving not met for each was?

Answer:

Two separate files have been provided in response.

The first spreadsheet (C1 Savings CFW since 2015-16) summarises the savings achieved on a one-off basis. Savings are identified as being delivered on a one-off basis when the original plan could not be implemented as originally envisaged, and services had not identified a robust and sustainable plan for delivering the saving on a long term basis. In some cases, services may have had several attempts at trying to deliver the savings on a one -off basis before the saving was eventually written out of the programme. Where one-off savings have been written out of the programme, they have been reflected in the Undelivered Savings spreadsheet. This means that the totals of the two spreadsheets cannot be added as some savings will appear in both spreadsheets.



C1 Savings CFW
since 2015-16.xlsx

Separately, there are some savings that have been written out of the programme as services have been unable to deliver the original saving or provide an alternative as mitigations. Since 2015/16, the value of savings written out has totalled £92m. These are detailed in C1 Undelivered Savings.



C1 Undelivered
Savings.xlsx

**WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND
RESOURCES FROM COUNCILLOR SIMON MORRALL**

C2 Financial Resilience Index

Question:

Please provide a copy of the ‘score’ for each service area under CIPFA’s financial resilience index.

Answer:

CIPFA has not released the final version of its Resilience Index. It is waiting until the release of local authority revenue and expenditure outturn data in November 2019, following which the Index is expected to be made publicly available.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND
RESOURCES FROM COUNCILLOR DAVID BARRIE**

C3 Insurance Claims

Question:

How many claims in number and value have been made by council against insurance and how much has been received in number and value?

Answer:

The Council elects to self-insure the majority of its insurable risk through the adoption of high levels of excess on its major insurance policies and no claims have been made against its insurers for incidents occurring since the start of the 2018/19 financial year.

An internal insurance reserve exists for claims which fall within the policy excess, but which would have been insured in the absence of that excess. For the same financial period payments of £315,000 have been made from that reserve in respect of four claims for damage to Council property.

The insurance reserve also meets claims where the Council has incurred a legal liability for injury to Council employees or third parties or damage to third party property, which fall within the insurance excess. For incidents occurring since the start of the 2018/19 607 claims have been received. To date £539,000 has been paid to claimants and their representatives and a further £3,764,000 has been reserved pending final decisions on liability and quantum.

This information excludes liability for injury and damage occurring on roads and pavements (Highways Maintainable at Public Expense) as these claims are paid by Amey under the terms of their contract with the Council.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HEALTH AND SOCIAL
CARE FROM COUNCILLOR NEIL EUSTACE**

D1 Where would underspend be allocated to if allowed

Question:

If the Directorate was allowed to retain its underspend, currently projected at nearly £8 million, what would she allocate the funds to?

Answer:

Transitions and Mental Health.

WRITTEN QUESTION TO THE CABINET MEMBER FOR HEALTH AND SOCIAL CARE FROM COUNCILLOR JON HUNT

D2 Alleviating delayed discharges of care for patients

Question:

Hospitals have struggled with continuing pressure over the summer months, evidenced in recent performance reports by continuing problems with delayed discharge of care. What could her Directorate to do alleviate this, given the resources?

Answer:

It is important to note that there has been increased demand seen across the Health Care system during the summer of 2019. For the week commencing the 23rd September there was a 14.74% increase in attendance across all acute organisations.

There has been similar increased demand for the Ambulance Service; September 2019 had a 4.9% increase in activity above contract levels. There is evidence now emerging that the spike in demand was experienced nationally.

The Adult Social Care directorate has been over recent years been transforming the way it works and will continue working with partners to:

- Embed the principles of Home First
- Work with the care home sector to try to reduce admissions
- Implement the Early Intervention Community Team to reduce admission from the community
- Tightening operational processes such weekly escalation meetings to resolve complex delays

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HOMES AND
NEIGHBOURHOODS FROM COUNCILLOR ADRIAN DELANEY**

E1 Meadvale Road

Question:

**What was the Cost of installation of secure door entry and new door\frontage at 83-93
Meadvale Road, Rednal?**

Answer:

To date, the cost of the works are £16,919 but the works are not yet complete.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HOMES AND
NEIGHBOURHOODS FROM COUNCILLOR SIMON MORRALL**

E2 Tollhouse Road

Question:

**What is the cost of installation of a secure door entry and new frontage of flats 1-15
Tollhouse Road, Rednal?**

Answer:

The cost of the works was £32,988.30

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HOMES AND
NEIGHBOURHOODS FROM COUNCILLOR GARY SAMBROOK**

E3 Leaseholder costs

Question:

How many leaseholders have been made to contribute towards the costs of door entry systems on council owned blocks of flats since 2016?

Answer:

2015/16 = 0 leaseholders

2016/17 – 114

2017/18 – 197

2018/19 – 128

= 439 leaseholders

WRITTEN QUESTION TO THE CABINET MEMBER FOR HOMES AND NEIGHBOURHOODS FROM COUNCILLOR DEBBIE CLANCY

E4 Leaseholder consultation

Question:

What is the policy for consulting with leaseholders prior to any work for which they will be charged, on Council owned properties, prior to that work being carried out?

Answer:

LEASEHOLDER PROCEDURE

Contents

Foreword

- i) Flat Information
- ii) Reason for Procedure

Leasehold Procedure

- 1) Programme Phase
- 2) Preliminary Notification Phase
- 3) Establish Lease Type
- 4) Determine Scope of Works
- 5) Primary Notification Phase
- 6) Completing Works

Appendix

- A Note on Schemes Involving Many Leaseholders
- A Note on Windows
- A Note on TMO's + List of Recognised TMO's / Resident Associations

Foreword

i) Flat Information

All flats sold by BCC are sold as leaseholders.

BCC still own the fabric of the building: therefore, BCC are responsible for its maintenance, as all other council properties.

ii) Reason for Procedure

If the cost of the works to block exceeds £250 per unit, then a formal consultation process has to take place with the leaseholder.

For works under £250 per unit there is no formal consultation process however costs will still have to be supplied by Contractors so that the Leasehold Team know to record the expenditure and to invoice the leaseholders once the work is complete.

Failure to comply with the formal procedure, then BCC may not be able to charge the leaseholder for their contribution

The procedure also applies to repairs carried out to leaseholder blocks.

Leasehold Procedure

1. Programme Phase

Programmes of work are issued by the Capital Investment Team. Leaseholder blocks are identified on the programme along with the actual leaseholders within each block.

2. Preliminary Notification Phase

Once programmes are known BCC will issue a Pre-Notification letter to each leaseholder notifying them that they are on a programme in the forthcoming financial year along with a brief description of what the work will entail. This is not essential under leasehold legislation however it is good practise and will assist in smooth delivery of the programme.

3. Establish Lease Type

The BCC Leasehold Team will advise on the type of lease that each leaseholder has as there are several different types of leases in place and they determine the extent of works that are re-chargeable.

Example, under some leases the leaseholders only pay for the replacement of an existing door entry system, however under others they will have to pay for replacements and the installation of a new door entry system.

The Leasehold Team also check the leaseholders name, alternate billing address as many properties are sub-let and carry out a block address check to ensure all relevant properties are included in the calculations and subsequent Notice of Intention.

4. Determine Scope of Works

Joint surveys by Contractors and BCC staff are to be carried out to determine the scope of the works which will enable detailed costings to be prepared.

Works could include some or all of the following:

- Window replacement individual dwellings
- Window replacement communal areas
- Fascia, soffit and rainwater goods
- External repairs/painting
- Internal painting (communal areas)
- Structural
- Re-roofing
- Environmental Works

The total cost of the work for the block is broken down in to the individual elements of work, and includes all the additional costs such as overheads, profit, design and management fees etc. and is displayed in a standard format

The following are leaseholder's responsibility:

- All improvements/repairs within the dwelling
- The repair/replacement of their front door
- The repair/replacement of their rear door, unless it forms part of the combination frame incorporating a window.
- The replacement and painting of their external store/shed doors.

5. Primary Notification Phase

Contractors supply detailed costings for both the block and the individual flats in line with the agreed scope of work to BCC for preparation of the Notices of Intention. The costs will have to be issued in the agreed format.

BCC issue the Notices of Intention to the leaseholders and updates the NOI tracker to indicate when issued. The NOI will include the following information;-

- Copies of the relevant specifications
- A detailed breakdown of the cost for each element of work
- A copy of the payment procedure

The Notice also informs the leaseholder that they have a 30-day period to raise objections or seek further clarification regarding costs, specification and payment procedure.

BCC will also include works under £250 on the NOI tracker and a letter will be sent to leaseholders advising them of the works and the costs however the 30 day notice period does not apply.

No work can commence on any property within the block until the 30-day notification period has expired.

BCC will advise when the 30 day notification period has expired and works can commence or if any objections to the work have been received and therefore work cannot commence until a formal response has been issued. BCC have to respond to any formal requests within 21 days of receipt.

If windows are to be replaced an acceptance form is provided for the leaseholder to sign and return in a stamped addressed envelope agreeing to the window replacement and subsequent payment prior to windows going into production..

Letters confirming start dates or notification that scaffold is going to be erected should be sent by the Partners.

Contractors are to liaise with BCC representatives before commencing manufacturing or installation to obtain approval to proceed with the leaseholders work or with the work to the structure/block.

6. Completing Works

Once the work is completed block jointly re-measured to determine final costs prior to production of final invoice. Contractors are to provide BCC with an invoice for the actual cost of the works.

This process needs to be completed within 6 months or BCC may not be able to charge the leaseholder.

If the Partners do not comply then BCC will counter charge the Partners for the loss.

Contractor's representatives are to carry out an inspection of the property upon practical completion to ensure works are completed to the satisfaction of the leaseholder and issue the relevant maintenance manuals, if required.

Appendix

A Note on Schemes Involving Many Leaseholders

On schemes involving a large number of leaseholders such as multi-storey blocks or where the costs are high then the best course would be to hold a public meeting to discuss the process, nature of works and the costs before the Notice of Intention is issued. Representatives from the Leasehold Team, Capital Investment Team and the Contractor will be in attendance.

A Note on TMO's

With regards to the existing TMO's the Leaseholder procedure is the same except that a Notice of Intention must be issued to the TMO as well as the leaseholders. This also includes any recognized residents associations that are set up.

The TMO and residents associations that are recognised are:

Manor Close Residents Management Organisation

1 St Michael House
Manor Close
Melville Road
Edgbaston
Birmingham
B16 9NF

Bloomsbury Estate Management Board

4 Meadway Tower
52 Cromwell Street
Nechells
Birmingham
B7 5QB

Holly Rise Housing Cooperative Ltd

Flat 23 Southam House
141 Holly Bank Road
Billesley
Birmingham
B13 0QZ

Four Towers Management Organisation

3 Kendal Tower
Malins Road
Harborne
Birmingham
B17 0JY

Roman Way Estate Community Interest Company

27 Underwood Close
Edgbaston
Birmingham
B15 2SX

A Note on Windows

The Leaseholders are able to replace their own windows subject to an agreed specification (low-rise properties only). When windows are being replaced in multi storey blocks there is no choice for leaseholders to opt out.

The maintenance of the windows will become the leaseholders through a “Deed of Variation to the Lease”

When carrying out the consultation for the replacement of the leaseholder’s windows, the surveyor should consult on the style/design of the windows and get the leaseholder to confirm their acceptance and sign the survey sheet/documentation.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HOMES AND
NEIGHBOURHOODS FROM COUNCILLOR EDDIE FREEMAN**

E5 Door Entry Systems

Question:

What is the overall budgeted cost for the cost of the introduction of Door entry systems on flats since April 2016

Answer:

The overall budgeted cost is £2m per annum, therefore £8m.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HOMES AND
NEIGHBOURHOODS FROM COUNCILLOR PETER FOWLER**

E6 Door Entry Systems 2

Question:

How many door entry systems have been installed on council owned flat blocks since April 2016?

Answer:

2016/17 – 84
2017/18 - 86
2018/19 – 30
2019/20 – 151 to date

Total = 351

**WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND
PARKS FROM COUNCILLOR DEBBIE CLANCY**

F1 Street Bins

Question:

As of 1 April of each year since 2014, how many street bins were located in each Constituency?

Answer:

The information in relation to numbers of street bins in Constituencies is not held.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND
PARKS FROM COUNCILLOR BOB BEAUCHAMP**

F2 Tyseley Incinerator

Question:

Prior to the contract extension in January 2019, what work was done to assess the state of repair of each of the chimneys at the incinerator which have since malfunctioned?

Answer:

On 5th of October 2019 there was an extremely rare failure of one of the reactor towers which form part of the Flue Gas Treatment process (FGT) that is in turn part of the Energy Recovery Facility (ERF) at Tyseley.

Maintenance of the reactor Towers prior to the contract extension included, routine maintenance of the structural supports, dispersion blades, flow shields and hopper, as these are considered by industry experts to be the areas that are most at risk within the structure.

BCC developed a five-year Essential Works Programme with Veolia, to deal with end of life works at the ERF, with the aim of giving additional life to the current plant in readiness for the future procurement post 2023. The FGT process, that the reactor towers are part of, had been highlighted as one of the principal areas requiring end of life works and this was scheduled to begin in April 2020 and is set to continue until 2023.

The reactor tower is a 30 meter high structure with a diameter of 9.9 meters and weighs 35 tonnes, in 2017 Veolia had inspected the thermal breaks between the reactor vessel and its supporting structure as part of the routine maintenance as above. Advice from the independent engineering experts Fichtner Engineering Ltd has informed us that the failure in 2019 was due to very localised thinning of the reactor vessel at the 16 metre level which is not typical for a vessel of this type. Therefore this type of failure of the reactor could not have been reasonably foreseen by anyone. We continue to work with our engineering experts on the essential works programme moving forward.

WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND PARKS FROM COUNCILLOR ROGER HARMER

F3 Street Cleaning Staff Numbers

Question:

Please list, by depot, the number of staff assigned to street cleaning over the past five years.

Answer:

As at the 1st September 2019 the FTE posts assigned to each depot are as follows

Depot	Service Manager GR6	Assistant Service Manager GR4	Team Leader GR4	GR3 Various	GR2 Beat Sweeper
Perry Barr	1	3	2	60	16
Redfern	1	3	3	65	18
Lifford	1	3	3	62	13
Montague Street	0.5	6	1	103	13
Total	3.5	15	9	290	60

This model has been in place since 2008. It should be noted that a Street Scene Restructure is underway which incorporates Street Cleansing.

WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND PARKS FROM COUNCILLOR PAUL TILSLEY

F4 Street Cleaning interventions and interactions with residents

Question:

Can the Cabinet set out the number of interventions and interactions with residents undertaken by WRCO's, per month, since April 2019, stating whether it is by face to face contact or leaflet?

Answer:

WRCOs are as the name suggests responsible for encouraging recycling and undertaking waste collections, rather than street cleaning. As a result, find below the amount of direct resident engagement interventions in relation to recycling made by the WRCOs, broken down by type of interaction.

Month	Total Direct Resident Engagement Interventions	Face to Face Contact		Leaflet Left	
		No	Yes	No	Yes
April	75	66	9	7	68
May	57	47	10	18	39
June	95	85	10	8	87
July	91	88	3	7	84
August	51	51	0	3	48
September	57	54	3	6	51
Up to 30 October	24	23	1	6	18
TOTAL	450	414	36	55	395

In addition, during the same period and linked to the overall cleanliness of streets they have logged 1741 incidents of Flytipping which has either been removed by the crews, referred through to Street Cleansing and or Waste Enforcement for action.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND
PARKS FROM COUNCILLOR MIKE WARD**

F5 Street Cleanings' missed and uncompleted rounds

Question:

Is the Cabinet Member satisfied that the problem of missed rounds and uncompleted rounds has been resolved?

Answer:

The daily statistics show significant improvement. However, I will not be happy until we consistently collect all bins and we have no missed collections.

We have been working hard with depot staff, crews and the Trades Unions to improve our performance but it only takes a breakdown, roads blocked through inconsiderate parking or sickness to create a missed collection.

There is a commitment at all levels of this service to resolve the problems, but this is an ongoing process of improvement.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND
PARKS FROM COUNCILLOR BABER BAZ**

F6 Loss of rounds due to vehicle breakdowns with Street Cleaning

Question:

How many collection rounds have been lost to vehicle breakdown since 1 April 2019?

Answer:

The Street Cleaning operation is not designed on a round basis therefore the data requested is not available.

WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND PARKS FROM COUNCILLOR NEIL EUSTACE

F7 Up-date of intended allocation of £15 million for Waste Collections and Ground Maintenance vehicles

Question:

Recent Cabinet papers indicated significant “slippage” in the spending of capital assigned for new Waste Collections and Ground Maintenance vehicles to the sum of £15 million. Can the Cabinet Member update Council on progress?

Answer:

Ensuring that we procure the right vehicle types i.e. size (weight), fuel type, cab/body and chassis is vital and to inform this we have been trialling a number of different vehicles with staff and crews. The procurement process has been progressing as planned but the reason for the slippage is due to the delivery time of vehicles, the earliest we can expect our first delivery of new waste collection vehicles is May 2020.

The Ground Maintenance vehicles were purchased at the start of the new contract period when the service was brought back in house and have been deployed to carry out that work across the city.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND
ENVIRONMENT FROM COUNCILLOR ADAM HIGGS**

G1 Car Parking Permit

Question:

How many vehicles do you have registered against your Councillor car parking permit?

Answer:

One

**WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND
ENVIRONMENT FROM COUNCILLOR PETER FOWLER**

G2 Workplace Parking Levy

Question:

On what date did the Council first start work on plans for the Workplace Parking Levy?

Answer:

Procurement for the Workplace Parking Levy Study commission commenced in September 2018 with the Contract Award Letter issued to the consultant support, Pell Frischmann, on 3 October 2018. The project inception meeting for the development of the WPL Best Practice Review and WPL Strategic Outline Business Case was held on 5 October 2018.

WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR MAUREEN CORNISH

G3 Workplace Parking Levy

Question:

On what date was the WSP 'Birmingham Clean Air Zone Feasibility, Additional Measures Study' first commissioned as part as the introduction of CAZ D+?

Answer:

Contract award was made to Mouchel (Part of WSP Global Inc) commencing 10 July 2017 for the CAZ Additional Measures Appraisal. The project inception meeting was held on 13 July 2017.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND
ENVIRONMENT FROM COUNCILLOR ROBERT ALDEN**

G4 Malcolm Walker Memorial

Question:

Can you please outline what steps you plan to take to protect the safety and future of the Malcolm Walker Memorial in Perry Barr during any ground works for highways changes in Perry Barr?

Answer:

We are in contact with the Police Memorial Trust, and once the detailed design process is underway, we will be meeting with them to discuss how best to incorporate the memorial into the new layout.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND
ENVIRONMENT FROM COUNCILLOR ZAKER CHOUDHRY**

G5 External spending for Workplace Parking Levy

Question:

How much has been spent on external advice and support in developing the proposal for Workplace Parking Levy?

Answer:

To date £21,792.12 has been spent.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND
ENVIRONMENT FROM COUNCILLOR MIKE WARD**

G6 External spending for advice supporting the Birmingham Transport Plan

Question:

How much has been spent on external advice and support in developing the emerging Birmingham Transport Plan?

Answer:

To date (30 October 2019), £8,596.30 has been spent.

WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR JON HUNT

G7 Projected costs for Moor Street Pedestrianisation and River Statue projects

Question:

Could the Cabinet Member set out the projected costs of some of the City Centre projects that have been listed in recent Cabinet Papers, specifically the pedestrianisation of Moor Street and the restoration of the River (Floozie) Statue?

Answer:

The Moor Street project seeks to remodel the area in front of the proposed HS2 Curzon Station rather than fully pedestrianise the area. The project is under development and costs will not be known until a preferred layout has been agreed between the Council and key stakeholders.

Outline costs for Victoria Square including the restoration of the River Statue are included within the private appendix of the report tabled at Cabinet on 29 October 2019.

WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR MORRIAM JAN

G8 A34 Perry Barr Transport Project Carbon Emissions and Nitrogen levels

Question:

What will be the impact on Carbon Emissions and Nitrogen levels of the work and the disruption to transport networks of the A34 Perry Barr Transport Project? If precise estimates are not available, a range will be satisfactory.

Answer:

It is assumed that the reference to 'nitrogen levels' means nitrogen oxide emissions. The nitrogen oxide emission forecasts for the scheme are reported in the Air Quality Impact Assessment Summary report that is attached to the Full Business Case for the Scheme at Appendix H. The report considers NO₂ emissions and Particulate Matter as these are considered by DfT to be the primary gases that impact on the Local Air Quality for a highway scheme. The summary report shows that 23 of the 24 receptors are predicted to see a reduction in annual mean NO₂ by 2026. The full Air Quality Impact Assessment report is a background document that is also available if more detail is required.

Carbon emissions are greenhouse gases, rather than local air quality issues, and the biggest impact on greenhouse gases is achieved by encouraging more people to use mass transit systems such as bus, train, tram and Sprint rather than using the car. The highway scheme will improve bus and sprint services by providing bus lanes and bus priority measures, and the improvements to cycling and pedestrian infrastructure will also encourage a greater uptake of active travel options. Other local transport improvements to the Perry Barr rail station and bus interchange are also expected to contribute to an increased usage of bus and train by commuters. The scheme's contribution to this mode shift will help to reduce carbon emissions across the north of Birmingham.

Birmingham City Council

City Council

14 January 2020



Subject: Executive Business Report

Report of: Cabinet

Report authors: Professor Graeme Betts (Director – Adult Social Care)
Dr Tim O'Neill (Director – Education and Skills)
Rishi Shori (Head of Leader's Office)

Does the report contain confidential or exempt information? ☐ Yes ☒ No

If relevant, state which appendix is exempt, and provide exempt information paragraph number or reason if confidential :

1 Executive Summary

- 1.1 On 10 September 2019, Full Council accepted the recommendations of the Coordinating O&S Committee review in respect of changes to the Full Council agenda.
- 1.2 Recommendation 3 of the review requested that the Executive provide an update to Full Council on its work via the provision of an *Executive Business Report* ('EBR').
- 1.3 EBRs will be provided to Full Council four times per municipal year and will include details of progress made in relation to the delivery of the outcomes set out in the Council Plan [2018 to 2022].
- 1.4 The Council Plan Outcomes [2018 to 2022] are as follows:
 - **OUTCOME 1: Birmingham is an entrepreneurial city to learn, work and invest in**
 - **OUTCOME 2: Birmingham is an aspirational city to grow up in**
 - **OUTCOME 3: Birmingham is a fulfilling city to age well in**
 - **OUTCOME 4: Birmingham is a great, clean and green city to live in**

- **OUTCOME 5: Birmingham residents gain the maximum benefit from hosting the 2022 Commonwealth Games**
- **OUTCOME 6: Birmingham is a city that takes a leading role in tackling climate change**

- 1.4 Each EBR will provide an update on two Council Plan outcomes per report. This first EBR will focus on Outcome 2: *Birmingham is an aspirational city to grow up in* and Outcome 3: *Birmingham is a fulfilling city to age well in*.

2 Recommendations

- 2.1 That the report be noted.

3 Outcome: Birmingham is an aspirational city to grow up in

- 3.1 Birmingham's vision for children and young people is that they grow up in a child friendly city where their outcomes take priority. Partners are working to improve outcomes for children and young people and are determined that they are supported earlier and more effectively to ensure all children and young people achieve their potential.
- 3.2 Birmingham continues to be a national leader in Unicef's Rights Respecting Schools programme with over 250 schools now actively participating. Birmingham's successful model where the council funds training for schools has been promoted by Unicef and is now being taken up by local authorities across the country.
- 3.3 Initial discussions have taken place between Unicef, BCC, Birmingham Children's Trust and other partners including West Midlands Police and the NHS Clinical Commissioning Group. Our intention is to apply to Unicef to start the Child Friendly City process early in 2020 with a view to achieving this status in the near future.
- 3.4 Birmingham is taking a lead role nationally in shaping policy around the teaching of relationships and sex education (RSE). The Council's Resilience team is leading work with senior leaders in education to develop an RSE toolkit for schools in the city. Initial feedback on the draft toolkit has been positive from a range of stakeholders including SACRE, the DfE, Ofsted and others. The draft toolkit is currently being piloted at a small number of primary schools with launch due in the Spring of 2020 in advance of the new statutory guidance on RSE coming into force in September 2020. Local authority officers are currently undertaking a DfE funded project to ensure that out of school settings are fit for purpose and keep children safe. The team, in partnership with Unicef, is developing a Rights Respecting pledge that recognises the commitment of settings, including out of school settings and early years settings in promoting and upholding children's rights in Birmingham.
- 3.5 The Director of Education and Skills has a strong working relationship with Birmingham Children's Trust. Performance and contract management

arrangements between BCC and BCT are well embedded. A more focussed and targeted approach to safeguarding has been successfully embedded, with the launch of Birmingham Safeguarding Children Partnership on 1 April 2019.

- 3.6 Children's social care services for children overall are improving. The most recent Ofsted inspection found that services require improvement to be good. Improvements are driven through [the Trust Development Plan](#), a detailed, high level plan to focus on the priorities for consistently good services for our children. The progress of this plan is tested rigorously to ensure improvement and sustainability.
- 3.7 Birmingham continues to prioritise early years provision. Recent projects include a focus on securing speech and language resources for all early years providers in the city; developing a pilot 'localities based' approach to supporting children with SEND in nursery provision and improving support for childminders in Birmingham so that the city can broaden its range of early educational provision.
- 3.8 Birmingham's performance in relation to take up of two year old early education entitlement is now just above statistical neighbours but we need to further improve. This will remain a key priority focus area for the Early Years team who have been working with the providers of the Early Years Health and Wellbeing model to ensure they are fulfilling their contract and supporting parents of eligible children to access places for their children. Additionally, the Early Years networks have a role in driving up take-up locally; the responsibility for these has been transferred back to the council, which will be working in partnership with nursery school headteachers to lead the Network Steering Groups from 2020.
- 3.9 Birmingham Education Partnership (BEP) continues to support Birmingham's self-improving school system and delivers targeted school improvement work on behalf of the council. The council remains determined to further improve the city's performance in attainment compared to other core cities and there are some encouraging signs in the last academic year.
- 3.10 In one of the key identifiers of children's attainment, Progress 8, Birmingham is improving significantly. In 2019, Birmingham showed a positive improvement in Progress 8 with the Birmingham average at 0.09 compared to the national average of -0.03. This means Birmingham children are making more progress than similar children nationally. Birmingham is also above both statistical neighbours (-0.01) and core cities (-0.05) averages.
- 3.11 More children in Birmingham are achieving a "Good Level of Development" at the Early Years Foundation Stage (68%) and the gap between Birmingham and national has reduced in recent years (3.8% in 2019 compared to 5.6% in 2016). Sustained work is needed to improve this further and close the gap.
- 3.12 At Key Stage 2 in 2019, 61.2% of pupils in Birmingham achieved at least the expected standard in reading, writing and maths, the same as in 2018. Narrowing

the gap between Birmingham and national average will be a focus as the gap widened by 0.4% in 2019.

- 3.13 Further work is required for Birmingham to move towards being the best core city for attainment.
- 3.14 Following the findings of the Ofsted CQC local area inspection of SEND in June 2018, the transformation of SEND services has made significant progress, notably the establishment of four locality panels that have been piloted from November 2019.
- 3.15 Attainment for pupils with SEND in Birmingham is improving. For example, the percentage of children receiving SEN Support that reached the expected standard in reading, writing & mathematics (20.3%) has shown a particularly notable increase since 2015/16 (+10.1 percentage points). By Key Stage 4, children with SEND appear to be attaining expected standards in line with the national and core cities average. A relatively high proportion of young people with learning difficulties or disabilities in Birmingham are in higher education (47%) compared with the lower national figure (37%).
- 3.16 Progress has been made in recent years in reducing the levels of Birmingham young people who are NEET or Not Known. The level of young people who were NEET in 2018/19 was 2.6% compared to 5.2% in 2015/16. The gap between Birmingham's combined NEET and Not Known figure and the national average is closing. The improvements are an outcome of the Council's investment in the 14-19 tracking service and leadership capacity around 14-19, which was established within Education and Skills.
- 3.17 Birmingham City Council aims to provide a local high-quality school place for each of its resident children in order to support pupil attendance and attainment. Our Basic Need programme is an essential strand to the wider school improvement strategy in Birmingham and place planning officers work closely with the school admissions team to predict demand for places.
- 3.18 Birmingham's Fair Access Protocol has been significantly strengthened in the past year. The Protocol is triggered when a pupil has not secured a school place under the normal in-year admissions procedures and has been widely supported by schools across the city. As a result, pupils are now placed at schools far more quickly.
- 3.19 The support and challenge to individual schools with budget deficits has been strengthened with BCC officers working with CIPFA to provide assurance to the approach that is being taken in this area.
- 3.20 The Council set the Education & Skills Directorate a net budget of £255.477m for 2019/20 at its meeting on 26 February 2019. This net budget is after approving a savings programme of £8.837m. Following budget adjustments relating to the Council restructure, the net budget for the Directorate is now £268.759m.

- 3.21 The budget includes a number of services which have been transferred in from the Place and Economy directorates, including Libraries, Adult Education, Careers, Youth Service and Employment Services. The overall budget of transferred services as at period 8 is £24.802m.
- 3.22 At Period 8 the Education & Skills Directorate forecasts that net spend for the year will be £269.139m which represents an overspend of £0.380m reflecting an adverse movement of £0.380m since period 7. However, it also needs to be highlighted that Birmingham Children's Trust (BCT) is reporting an overspend risk of £8.600m at Period 7. Further mitigations are being sought by the Trust though these have yet to be confirmed. At this stage no variance has been factored into the forecast pending clarification from the Trust on the expected impact of mitigations over the remainder of the financial year.
- 3.23 In 2020 a key focus will be ensuring all of the council's services and partnership arrangements are aligned with delivering the council's outcome priorities and local and national education policy.

4 Outcome: Birmingham is a fulfilling city to age well in

- 4.1 The vision for adult social care can be summarised as "The goals that Birmingham Council are seeking to achieve for adults and older people are that they should be resilient, living independently whenever possible and exercise choice and control so that they can live good quality lives and enjoy good health and wellbeing." This vision was approved in 2017 and formed the aspirational basis for the journey of transformation on which the Directorate embarked.
- 4.2 Now midway through the transformational journey the Directorate via its internal Adults Transformation Programme is making continued progress against the delivery of the Vision and Improvement and Business Plan. Alongside the internal transformation programme, the Directorate has also been making progress, working with partners via the Birmingham Older Peoples Programme. Together these programmes are supporting the Directorate to deliver against the outcome of making Birmingham a fulfilling city to age well in.
- 4.3 As part of an asset-based approach, significant progress has been made in building community capacity in localities through the Neighbourhood Networks initiative. The Neighbourhood Networks initiative achieved full coverage across the city at the end of November 2019. This means that each locality in Birmingham now has an active Neighbourhood Network that links citizens with innovative and creative support locally. This is supporting a noticeable reduction in citizens coming directly to Adult Social Care for low level support. A key benefit is better outcomes for citizens as they remain independent and in their own homes for longer.
- 4.4 The continued implementation of the Customer Journey and Three Conversations service model is further strengthening the asset-based approach. It is ensuring that

the Adult Social Care workforce is aligned to localities, embraces a multidisciplinary approach and retains the right skills mix. Further it is ensuring that social work practice values the contribution of local assets and makes use of Neighbourhood Networks to increase independence at home.

- 4.5 The Directorate continues to actively promote choice and control in how the needs of citizens are met. Ambitious targets for direct payments were set in 2017 spanning the period up to 2021/22. The target for the 2019/20 financial year is that 35% of citizens new to adult social care and accessing long term social care services, will do so via a direct payment. The Directorate is on course to meet the target with 34% of citizens new to adult social care and accessing long term social care services, now doing so via a direct payment.
- 4.6 Work on Early Intervention with health partners is progressing with a positive impact on the lives of citizens. The work on Early Intervention is based on a holistic and systemwide approach. This means health and social care systems working in partnerships to improve all aspects of the patients journey through the admission and discharge processes.
- 4.7 The work at the front door of the hospital has focused on ensuring that as many older people as possible entering the hospital receive the support that they need. Ideally this support is delivered back in their own home, thereby reducing the number of people that end up being admitted to a ward. Alongside this, a consistent multi-disciplinary approach to hospital discharge is maximising the independence of patients and minimising the time spent in a hospital bed after being medically fit. Early Intervention Beds provide an inpatient rehabilitation and recovery service for older adults who no longer need the acute medical care of a hospital. System working within the community setting has meant the creation of a brand-new multidisciplinary team. The Early Intervention Community Team provides urgent assessment, treatment and care for people, and a range of integrated services that promote recovery and independence.
- 4.8 Whilst the Directorate has made significant progress in improving outcomes for citizens it has also faced challenges. Three key challenges are highlighted in this report. Two are related to progressing improvement proposals; namely Enablement and Day Opportunities. The third is related to sustaining improvements in delayed transfers of care. The challenges related to day opportunities and enablement has meant that the Directorate is still not able to fully maximise the independence of citizens. Although it is currently managing demand for services, not optimising enablement and day opportunities will pose a risk to future delivery of savings and outcomes for citizens. The Directorate has made real progress in reducing delayed transfers of care since 2017. However, there has been a sustained increase in delays over the summer. It must be acknowledged that there has been significant systemwide improvement changes. Along with improvement changes in individual organisations. These changes have occurred in the period leading up to the

increased delays, whilst some are still ongoing. Work is progressing with partners and internally to understand the causes of the increased delays and implement a plan to stabilise, then continue the reduction of delayed transfers of care.

- 4.9 The Council set the Adult Social Care Directorate a net budget of £325.707m for 2019/20 at its meeting on 26 February 2019. This net budget is after approving a savings programme of £14.620m and requiring a further £1.690m savings to be delivered that were achieved on a one-off basis in 2018/19. Following budget adjustments, the net budget for the Directorate is now £331.516m.
- 4.10 At Period 8 the Adult Social Care Directorate forecasts that net spend for the year will be £321.994m, which would result in an underspend of £9.522m with major underspends identified within Packages of Care and employees. This is an increase of £1.923m against the forecast underspend at period 7. The underspend on packages of care reflects the Directorate's achievements against their challenging savings and transformation programme. Also reflected in the underspend position is early delivery of savings for the 2020/21 financial year.
- 4.11 At Period 8 no new savings have been identified in the forecast. Existing savings now reflect current delivery and the £0.918m of savings shown as not being delivered against Specialist Care Services are now being delivered through demand management within packages of care.

5 Background Papers

- Council Plan 2018 – 2022 [2019 Update] – which can be found [here](#) under item 7.

Birmingham City Council

City Council

14th January 2020



Subject: The Birmingham Suicide Prevention Strategy 2019 - 2024

Report of: Cabinet Member for Health & Social Care

Report author: Dr Justin Varney, Director of Public Health

Does the report contain confidential or exempt information? ☐ Yes ☒ No

If relevant, state which appendix is exempt, and provide exempt information paragraph number or reason if confidential :

1 Executive Summary

- 1.1 It was agreed at Full Council on 06/11/2018 that a suicide prevention strategy would be developed.
- 1.2 The Birmingham Suicide Strategy has now been completed and formally approved through the Health and Wellbeing Board.
- 1.3 The strategy sets out the priorities for action and a shared ambition for the city to reduce deaths from suicide, as part of the wider ambition to become a mentally healthy city.
- 1.4 The Strategy is being brought to Full Council for endorsement and to request support from Full Council in implementing the strategy.

2 Motion

- 2.1 That Council endorses the Birmingham Suicide Prevention Strategy and calls on elected members across all parties to support the delivery of the strategy moving forward.

3 Background

- 3.1 The Birmingham Suicide Prevention Strategy has been co-produced with partners from the NHS, voluntary and community, business and academic sectors of the City and with the support of Public Health England and NHS England. It is based on the national strategic and informed by local evidence.

- 3.2 The Birmingham Suicide Prevention Working Group is a multi-agency forum, that reports into the Creating a Mentally Healthy City Forum and will oversee delivery of the Birmingham Suicide Prevention Strategy.
- 3.3 The Birmingham Suicide Prevention Working Group meets on a quarterly basis which focuses on Regional and National updates and feedback from a wide range of partners including Network Rail, Birmingham & Solihull Women's Aid, NHS Birmingham & Solihull Clinical Commissioning Group, and Common Unity. The Working Group have collaborated on a shared partnership Suicide Prevention Action Plan.
- 3.4 The Health and Wellbeing Board has established the 'Creating a Mentally Healthy City Forum' to focus action on improving mental wellness in the City, following the consultation on public health priorities in spring 2019 which highlighted this as a gap. The multi-agency Forum reports to the Health and Wellbeing Board on a bi-monthly basis with a detailed presentation to the Board on an annual basis. The Forum is chaired by the Cabinet Member for Health and Social Care. The Forum sits alongside the NHS led partnership forums focused on Mental health diagnosis, treatment and support, in which the Council plays an active role.
- 3.5 Key issues:
- 3.5.1 Suicide is preventable. The latest figures in Birmingham, indicate suicide rates to be significantly lower than the England average and the lowest of all the core cities.
- 3.5.2 The Five-Year Forward View for Mental Health set the ambition that by 2020/21 the number of people taking their own lives will be reduced by 10% nationally compared to 2016/17 levels. This included the development and delivery of a local multi-agency suicide prevention and action plans.
- 3.5.3 An Equality Impact Assessment has been undertaken and the strategy considers all the protected characteristics.
- 3.6 Strategy Approach and Themes
- 3.6.1 The Birmingham Suicide Prevention Strategy is a co-produced strategy that sits alongside national strategy and is based on a combination of local and national evidence and data. In Birmingham, in addition to the nationally recognized high-risk groups, we also have higher rates of suicide among individuals working in skilled trade occupations like construction and among citizens born in Poland and Eastern European countries.
- 3.6.2 The Strategy sets out a series of key priority areas for action across the partnership under six core areas: -
- Reducing the risk of suicide in high-risk groups
 - Improving mental health in specific groups
 - Reducing access to means of suicide
 - Provide better information and support to those bereaved or affected by suicide

- Support the media in delivering sensitive approaches to suicide and suicidal behaviour
- Support research, data collection and monitoring

3.6.3 The collaborative action plan to deliver the Strategy is now being led through the Suicide Prevention Working Group.

3.6.4 Two specific actions to highlight are the city's partnership with the city of Warsaw in Poland to share learning and collaborate on addressing suicide prevention in Polish communities, and the Council securing support from the Association of Directors of Public Health and the Local Government Association to accelerate this work through an expert led workshop in Spring 2019.

4 Appendix

- Birmingham Suicide Prevention Strategy 2019-2024

BIRMINGHAM SUICIDE PREVENTION STRATEGY

2019-2024



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EXECUTIVE SUMMARY

Death through suicide reflects the ultimate loss of hope and leaves a significant and lasting impact on families, communities, employers and society.

Prevention suicide requires partnership working across the breadth of society and building on the 2012 national strategy this strategy has been developed through a co-production partnership between the Council and a wide range of organisations as a shared approach to reducing deaths through suicide.

Although in Birmingham the rate of suicide is low compared to other cities, and the national rates, there is a shared ambition to maintain the lowest rate of suicide of any of the core cities in England and continue to reduce deaths through suicide in the City over the next decade through a Zero Suicide approach.

The Birmingham Suicide Prevention Strategy is a co-produced strategy that sits alongside national strategy and is based on a combination of local and national evidence and data. In Birmingham in addition to the nationally recognized high risk groups we also have higher rates of suicide among individuals working in skilled trade occupations like construction and among citizens born in Poland and Eastern European countries.

The Strategy sets out a series of key priority areas for action across the partnership under six core areas:

Reducing the risk of suicide in high-risk groups

Improving mental health in specific groups

Reducing access to means of suicide

Provide better information and support to those bereaved or affected by suicide

Support the media in delivering sensitive approaches to suicide and suicidal behaviour

Support research, data collection and monitoring

The Birmingham Suicide Prevention Working Party that will be the driving partnership group that will enable and oversee delivery of the action plan that underpins these priorities and will report into the Health and Wellbeing Board through the Director of Public Health.

We are confident through the shared action of partners, communities and citizens Birmingham will achieve its ambition to reduce the rate of suicide in the city to zero.

BIRMINGHAM

WORKING TOWARDS A SUICIDE FREE CITY



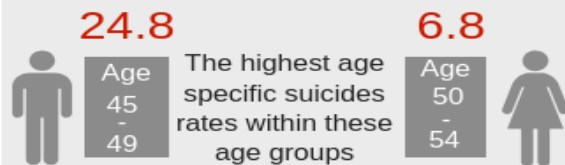
Public Health, July 2019
Not to be used without permission.
Numbers have been rounded

THE NATIONAL PICTURE

In 2017 there were
5,821
suicides registered
in the UK, an age
standardised rate of
10.1
deaths per 100,000

Male Suicide Rate
15.5
deaths per 100,000
Female Suicide Rate
4.9
deaths per 100,000

AGE SPECIFIC RATES



ACCESS TO SERVICES

two thirds of people who die through suicide have been in contact with Services
one third of people have had no contact - **young men** are the most likely to be among this third.

THE LOCAL PICTURE

In 2015/17 there were
205
suicides registered in Birmingham, which equates to
70
deaths per year

Male Suicide Rate
11.3
deaths per 100,000
Female Suicide Rate
4.1
deaths per 100,000

53% of suicides in Birmingham over the last 10 years have taken place in the **home**

76% of suicides in Birmingham are men
residents born in **Poland** and **Eastern Europe** have a higher rate of suicide.

30.5 deaths per 10,000 occur in the **Skilled Trades Occupations**
42,000 people in Birmingham work in this sector

3,700 mental health in-patient admissions during 2017/18

AT RISK & VULNERABLE

Men have a...
3x
greater risk of suicide than women

4.7 households per 1,000 households are in temporary accommodation

Self-harm is the single biggest indicator of suicide risk

in Birmingham
1,977 individuals presented to A&E with self-harm in 2017/18

Nationally...
45% of suicides involved patients with a history of alcohol misuse and **33%** had a history of drug misuse.

There is growing evidence of increased rates of mental health problems, self-harm, and suicidal thoughts among **LGBT** people.

Data sourced from: Birmingham Suicide Prevention Strategy 2019 - 2024; Graphics: Canva; The Noun Project

INTRODUCTION

Every suicide is one too many.

The death of someone by suicide has devastating effects on families, friends, workplaces and communities. For each person that dies this way at least 10 people are affected and only 1 in 3 who take their life are known to Mental Health Services¹.

Suicide is one of the leading causes of years of life lost (YLL)²; in Birmingham as well as across England and in terms of absolute numbers suicide is 4th highest cause of YLL (2014-2016), behind infant mortality, coronary heart disease and lung cancer.

There is an associated economic cost and the average cost per suicide for those of working age is £1.7 million in England³, which includes intangible costs (loss of life to the individual, the pain and suffering of relatives), as well as lost output (both waged and unwaged), police time and funerals⁴. But above all, suicide is preventable and by working together we can reduce this tragic loss of life and provide better support for those left behind.

In 2012, the UK Government published a national strategy 'Preventing Suicide in England: A Cross Government Outcomes Strategy to Save Lives' which set out overall objectives of:

- A reduction in suicide rate in the general population in England
- Better support for those bereaved or affected by suicide

The Birmingham Suicide Prevention Strategy builds on this to set out priorities for action and a shared ambition for the city to reduce deaths through suicide, as part of our wider ambition to become a mentally healthy city.

The Strategy is a collaboration between organisations, communities and citizens to take collective and individual action over the next five years to significantly reduce the rate of suicide in the city, address inequalities in suicide by focusing on those in highest risk groups, and improve care and support for those affected by suicide.

¹ Local Suicide Prevention Planning

² Preventing Suicide in England: a cross-government outcomes strategy to save lives 2012: <https://www.gov.uk/government/publications/suicide-prevention-strategy-for-england>

³No health without mental health: A cross-Government mental health outcomes strategy for people of all ages https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/215808/dh_123993.pdf.

⁴ Knapp, Martin and McDaid, David and Parsonage, Michael (2011) Mental health promotion and mental illness prevention: the economic case. 15972. Department of Health, London, UK.

CONTEXT OF SUICIDE AND SUICIDE PREVENTION

The context of suicide and suicide prevention is set out in terms of policy at local and national levels as well as the picture from the data and research nationally and the evidence from cities.

Policy Context

The Five Year Forward View for Mental Health set the ambition that by 2020/21 the number of people taking their own lives will be reduced by 10% nationally compared to 2016/17 levels. This included development and delivery of local multi-agency suicide prevention plans.

In 2012 the Department of Health released its national suicide prevention strategy Preventing Suicide in England. The National Strategy identified six key areas for action to support delivery of objectives. These six areas provide the themes for our local approach and are being used as the basis for the Birmingham suicide prevention action plan which accompanies this strategy.

The NHS Long Term Plan ⁵ contains suicide prevention & reduction ambitions including the following;

- Suicide reduction will remain a NHS priority
- Full coverage across the country of the existing suicide reduction programme
- Design and roll out of a Mental Health Safety Improvement Programme with a focus on suicide prevention and reduction for mental health inpatients
- Use of decision support tools to increase our ability to deliver personalised care and predict future behaviour, such as risk of self-harm or suicide.
- Bereavement support for families and staff bereaved by suicide , who are likely to have experienced extreme trauma and are at heightened risk of crisis themselves, which will be rolled out to all areas of the country.
- A new approach to the longer term management of self-harm

There have been a number of other national publications to support this strategy; such as:

- Preventing suicide in England: Third progress report (2017)⁶
- Public Health England's Local suicide prevention planning practical resource (2016)⁷

⁵ <https://www.longtermplan.nhs.uk/online-version/>

⁶ Department of Health (England). Preventing suicide in England: Third progress report of the cross-government outcomes strategy to save lives. 2017.

⁷ Public Health England Local suicide prevention planning: A Practice resource: <https://www.gov.uk/government/publications/suicide-prevention-developing-a-local-action-plan>

- National Confidential Inquiry into Suicide and Homicide Report: Suicide by children and young people (2017) ⁸
- The National Confidential Inquiry into Suicide and Homicide by People with Mental Illness (2017) ⁹
- Public Health England: Support after a suicide: A guide to providing local services: National Suicide Prevention Alliance (2017)¹⁰

These publications, alongside stakeholder engagement and the local data have informed the development of this strategy. This local strategy will in time align with the wider action plan to support a Mentally Healthy City and the Health Inequalities Framework for Birmingham which will be developed over 2019/20.

⁸ Suicide by children and young people in England. National Confidential Inquiry into Suicide and Homicide by People with Mental Illness (NCISH). Manchester: University of Manchester, 2017.

⁹The National Confidential Inquiry into Suicide and Homicide by People with Mental Illness. Annual Report: England, Northern Ireland, Scotland and Wales. October 2017. University of Manchester

¹⁰ Public Health England: Support after a suicide: A guide to providing local services: National Suicide Prevention Alliance <https://www.gov.uk/government/publications/support-after-a-suicide-a-guide-to-providing-local-services>

The Picture of Suicide

The picture of suicide in England is limited because the data is drawn from death certification.

For many years the coroner has had to be certain beyond reasonable doubt that the death was through suicide before confirming this on the death certificate, this has probably led to an under-estimate of the scale of suicide. However in 2017/18 the guidance for coroners changed to allow 'death through suicide' to be based on reasonable judgement and this is likely to see an increase in the number of deaths attributed to suicide.

It is important to also recognise that although there may be a link between self-harm and suicide, the data on self-harm reflects a larger group of people, some of who have no intention of dying.

The National Picture

Suicides have seen an overall decreasing trend since time series began. However male suicides remain significantly higher than females. Suicide rates are higher among specific groups of occupation as well as specific population groups such as lesbian, gay, bisexual and trans people, ethnic minority people and refugee and asylum seekers.

The highest rates regionally are seen in the North of England. With the West Midlands close to the England average. The lowest rates are in London.

In 2017¹¹ there were 5,821 suicides registered in the UK, an age-standardised rate of 10.1 deaths per 100,000 population. The UK male suicide rate of 15.5 deaths per 100,000 was the lowest since time-series began in 1981; for females, the UK rate was 4.9 deaths per 100,000, this remains consistent with the rates seen in the last 10 years. Males accounted for three-quarters of suicides registered in 2017 (4,382 deaths), which has been the case since the mid-1990s. Suicide is currently the most significant cause of death among Males below the age of 50 and young people aged 5 to 19¹².

The highest age-specific suicide rate was 24.8 deaths per 100,000 among males aged 45 to 49 years; for females, the age group with the highest rate was 50 to 54 years, at 6.8 deaths per 100,000.

A third of people who die through suicide have been in contact with mental health services before their death, a further third have been in contact with primary care

¹¹<https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/bulletins/suicidesintheunitedkingdom/2017registrations>

¹² ONS: Deaths Registered in England and Wales (series DR): 2017

services but the remaining third have had no contact with services. Young men are the most likely to be among the third with no contact with services before their death. In 2017 hanging or strangulation was the most common method for suicide followed by poisoning.

Data is lacking on how many suicide attempts are among those previously bereaved by suicide, but research suggests around 1 in 10 bereaved people have made an attempt¹³.

Non-fatal self-harm is one the strongest risk factors for subsequent suicide. The data on self-harm is based on clinical data from presentation to healthcare services, so is likely to be an underestimate of the actual number of people affected. Evidence suggests that the UK has one of the highest rates of self-harm in Europe¹⁴ and for all age groups the annual prevalence is approximately 0.5%¹⁵ of the population experience self-harm.

Self-harm is most common among young people with the highest rates of hospital admissions due to self-harm in the 15-19 age group. (648.6 admissions per 100,000 in 2017/18¹⁶).

Research also shows us that girls are twice as likely to self-harm than boys¹⁷ and admission rates for girls almost doubled in two decades, from 7,327 in 1997 to 13,463 in 2017.

¹³ Pitman AL, Osborn DP, Rantell K, King MB. Bereavement by suicide as a risk factor for suicide attempt: a cross-sectional national UK-wide study of 3432 young bereaved adults. *BMJ open*. 2016 Jan 1;6(1):e009948.

¹⁴ Horrocks, J., House, A. & Owens, D. (2002). Attendances in the accident and emergency department following self-harm; a descriptive study. University of Leeds, Academic Unit of Psychiatry and Behavioural Sciences.

¹⁵ NICE (2003). "Self-harm in over 8s: long term management." Clinical Guideline 133. Available at: <https://www.nice.org.uk/guidance/cg133/resources/selfharm-in-over-8s-longterm-management-35109508689349>

¹⁶ <https://fingertips.phe.org.uk/search/self%20harm#page/3/gid/1/pat/6/par/E12000005/ati/102/are/E08000025/iid/92796/age/6/sex/4>

¹⁷ Morgan C, Webb RT, Carr MJ, Kontopantelis E, Green J, Chew-Graham CA, Kapur N, Ashcroft DM. Incidence, clinical management, and mortality risk following self harm among children and adolescents: cohort study in primary care. *bmj*. 2017 Oct 18;359:j4351.

The Local Picture

The latest figures in Birmingham indicate the suicide rate to be significantly lower than the England average¹⁸.(fig 1)

The number of death registrations for suicide and injuries of undetermined intent in 2015-17 was 205¹⁹ which equates to around 70 per year. Rates for Birmingham are similar to some of nearest statistical neighbours²⁰, but lower than most.

Fig 1: Age standardised rate of suicide (all persons) per 100,000 population 2015-17 (3yr average) Source: PHE Fingertips



There has been some fluctuation in the 3 year rate for Birmingham as in 2014 due to a backlog of coroners cases being processed within a single year, however this has now rebalanced and the current trend is in line with the previous 3yr rate.

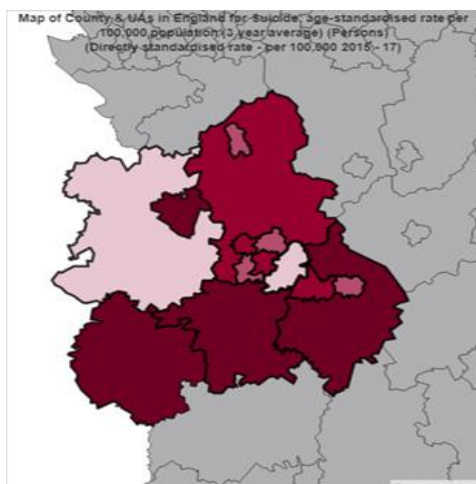
Compared to the rest of the West Midlands, Core cities group and the CIPFA comparator group, the 3 year rate of suicide in the city is one of the lowest, (fig 2). However it is important to note that because of the size of the city the overall count of suicides across the three years is second highest and in one year, on average, there are more deaths through suicide in Birmingham than across the whole three year period in Solihull.

Fig 2: Comparison map and table of Age standardised rate of suicide (all persons) per 100,000 population 2015-2017 (3yr average) across the West Midlands region

¹⁸ <https://fingertips.phe.org.uk/profile-group/mental-health/profile/suicide/data#page/0/gid/1938132828/pat/6/par/E12000005/ati/102/are/E08000025>

¹⁹ Public Health Outcomes Framework indicator 4.10.

²⁰ CIPFA nearest neighbours - <https://www.cipfa.org/policy-and-guidance/publications/n/nearest-neighbour-model-england>



	Count	Rate
Birmingham	205	7.6
Shropshire	67	8.0
Coventry	76	8.8
Walsall	65	9.1
Dudley	77	9.4
Solihull	52	9.5
Staffordshire	225	9.7
Wolverhampton	66	9.9
Sandwell	86	10.4
Worcestershire	165	10.8
Warwickshire	169	11.3
Herefordshire	59	11.7

Source: Fingertips, Public Health England

Compared to the Core Cities group Birmingham currently has the lowest rate of suicide and across the CIPFA comparison group (a group of demographically matched areas) the 3yr rate of suicide in the city is one of the lowest, (fig 3).

Fig 3: Comparison tables of Age standardised rate of suicide (all persons) per 100,000 population 2015-2017 (3yr average) across the Core Cities and the CIPFA nearest neighbours group for Birmingham

	Rate		Rate		Rate
Core City Average	11.8	CIPFA Average	10.8		
Leeds	11.8	Salford	12.3	Nottingham	9.2
Bristol	10.6	Bolton	11.9	Walsall	9.1
Liverpool	9.9	Leeds	11.8	Bradford	9.0
Manchester	9.3	Bristol	10.6	Leicester	8.9
Nottingham	9.2	Sandwell	10.4	Coventry	8.8
Sheffield	7.7	Liverpool	9.9	Sheffield	7.7
Birmingham	7.6	Wolverhampton	9.9	Birmingham	7.6
		Kirklees	9.4	Derby	7.3

Public Health England's suicide prevention profile¹⁸ highlights that Birmingham has high levels of some of the recognised risk factors for suicide but despite this has lower overall rates of suicide than other areas in the West Midlands and Core Cities.

Fig 4: Some of the Suicide Prevention Risk Factors - Birmingham

MARITAL BREAK DOWN

12.5% of adults are
living in single person
households
(2011)

CRIME & VIOLENCE

6.4 young people (10-
18yrs) per 1,000 in the
youth justice system

24.2 domestic abuse-
related crimes and
incidents per 1,000
adults recorded by the
police

(2017/18)

LOW HAPPINESS SCORE

8.8% of adults have a low happiness score

4.1% report a low level of life satisfaction

19.0% report a high anxiety score
(2017/18)



SEVERE MENTAL ILLNESS

1.19% of GP patients
have a severe mental
health illness
(2017/18)

HOMELESSNESS

4.7 households per 1,000 households
in Birmingham are in temporary
accommodation (17/18)

MARITAL BREAK DOWN

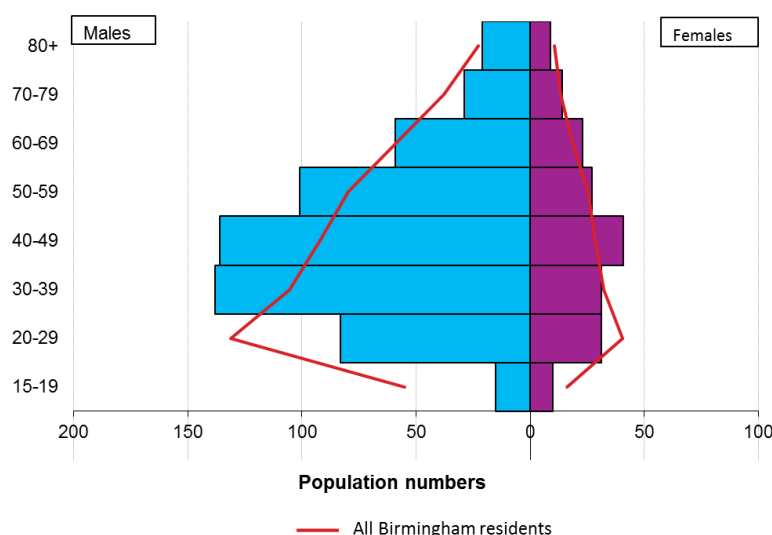
10.7% of adults are
divorced or separated
(2011)

SOURCE: PHE SUICIDE FINGERTIPS TOOL

When we explore the detail of the deaths through suicide in Birmingham it highlights some important differences:

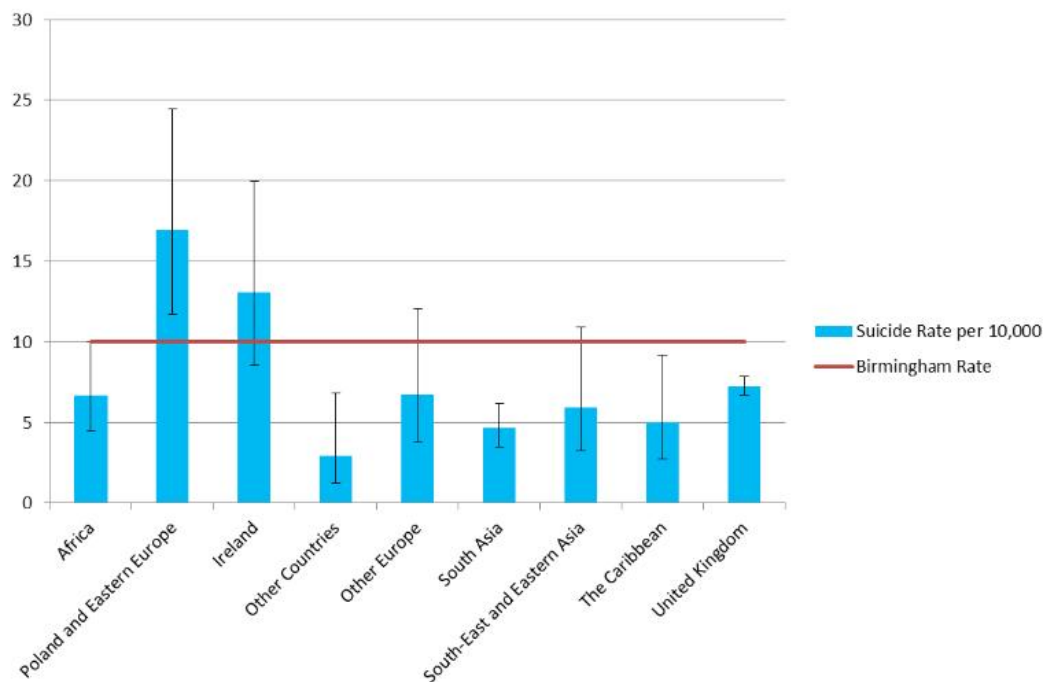
- 76% of suicides in Birmingham are men and they most commonly occur in ages 30-49, for women the largest age group is 40-49. (fig 5)
 - Birmingham residents born in Poland and Eastern Europe have a higher rate of suicide compared to people born in the UK; however this may not account for recent migration trends and is likely to be a reflection of the larger numbers of working age males in the denominator population. (fig 6)
 - 53% of suicides in the last 10 years have taken place at home. Other common locations were other residential properties (6%), public green spaces (4%), canals or rivers (4%), railways (4%). Hospitals were recorded as place of death in 16% of suicides, with no further information on where the suicide took place
- Methods of suicide were similar to national rates, with hanging or suffocation accounting for 63% of male and 44% of female suicides since 2007; poisoning was more common for females than males (31% vs 15%)
- Similar to national patterns, occupations with higher numbers of suicides in Birmingham were skilled trades, process plant and machine operatives and elementary occupations. (fig 7)
 - Nationally, students had a lower rate of suicides than the general population. This appears to also be true for Birmingham according to local analysis

Figure 5: Population pyramid showing age and sex distribution of deaths due to suicide and undermined injury, Birmingham residents, 2007-2017



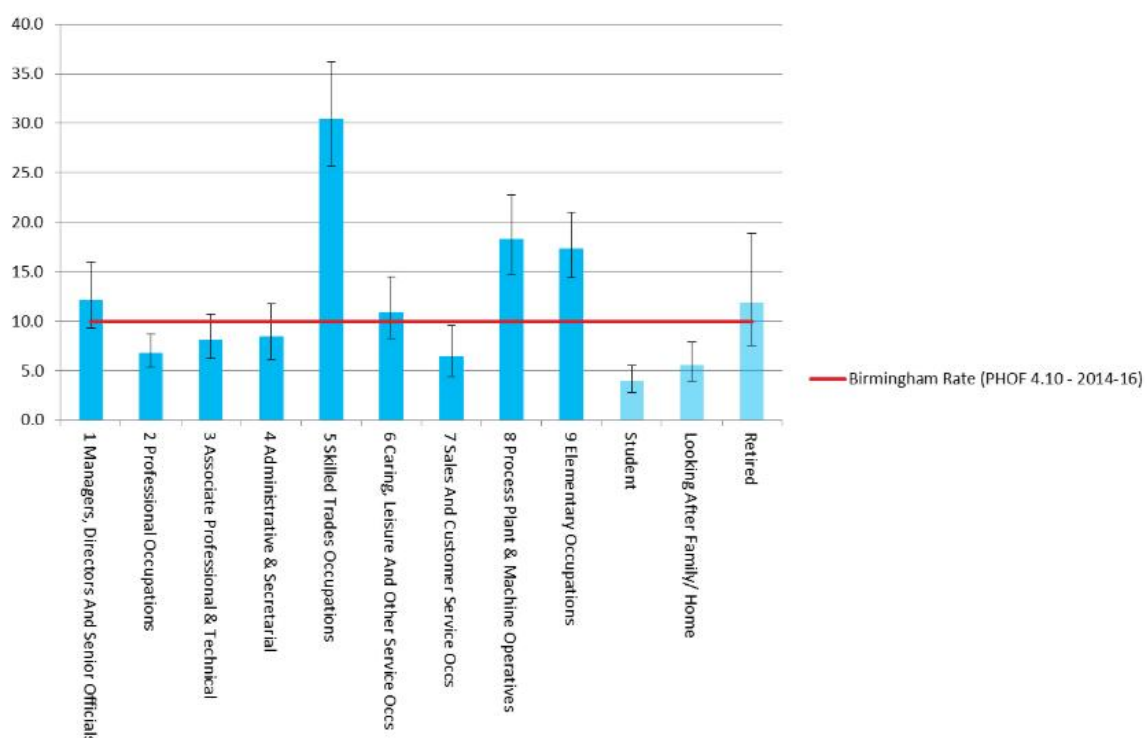
Source: Primary Care Mortality Data, NHS Digital

Figure 6: Crude suicide rate by country of birth, Birmingham residents, 2007-2017



Denominator Source: ONS Detailed Country of Birth Analysis from the 2011 Census

Figure 7: Crude suicide rate by occupation group (males and females), Birmingham residents, 2007-2017



Denominator Source: NOMIS annual population Survey Employment by occupation Apr 17 to Mar 18, and Economic inactivity table

<https://www.nomisweb.co.uk/reports/lmp/la/1946157186/report.aspx#tabjobs>

OUR SUICIDE PREVENTION AMBITION

Our ambition for this strategy is to **maintain the lowest rate of suicide of any of the core cities²¹ in England and continue to reduce deaths through suicide in the City over the next decade through a Zero Suicide approach**

We will achieve this ambition through collaboration and working together at every level of the city and in every community, family and workplace, focusing our efforts in six key areas (building on the National Suicide Prevention Strategy):

- 1. Reduce the risk of suicide in key high-risk groups**
- 2. Tailor approaches to improve mental health in specific groups**
- 3. Reduce access to the means of suicide**
- 4. Provide better information and support to those bereaved or affected by suicide**
- 5. Support the media in delivering sensitive approaches to suicide and suicidal behaviour**
- 6. Support research, data collection and monitoring**

We can achieve a step change in suicide prevention and mental wellbeing but only if we all step up to act. It is important that we take action across all six areas simultaneously in order to effect change.

²¹ Major cities are defined as being the 'Core City Group' reflecting the largest cities in England. This allows us to benchmark progress against comparable populations and urban context.

OUR PRIORITIES

Priority One: Reduce the risk of suicide in key high-risk groups

The inclusion of specific high risk groups within this strategy is underpinned by findings of the National Confidential Inquiry²², National Strategy and local intelligence.

- **Men**

Men have a 3 times greater risk of suicide than women, in Birmingham this risk is highest among working age men between 30-49yrs.

In Birmingham there are an estimated 414,319 men²³, the current 3yr average rate of suicide in men in the city is 11.3/100,000, meaning over the last three years and estimated 47 men have died through suicide.

Men are a large and diverse group of the population. However focusing on raising awareness of mental health issues and suicide amongst men and reducing the stigma on men talking about their mental health can be effective interventions.

- **People with a history of self-harm**

Self-harm, including attempted suicide, is the single biggest indicator of suicide risk.

In Birmingham in 2017/18 1,977 individuals presented to A&E with self-harm.

There is already NICE guidance on the treatment of self-harm which includes psychosocial assessment and mental health liaison support in the emergency department. Psychiatric Liaison service is specialist multidisciplinary mental health service, working within all acute hospitals in Birmingham for people that present at A&E.

Alongside this important provision it is important that clinical commissioners ensure that good local data is driving service improvement to minimise the risk for this group when they present in the emergency department or in primary care.

²² The National Confidential Inquiry into Suicide and Homicide by People with Mental Illness. Annual Report: England, Northern Ireland, Scotland and Wales.

²³ ONS Mid-Year population Estimates 2017 – Males aged 18+

- **People with alcohol and drug-related problems**

Nationally 45% of suicides involved patients with a history of alcohol misuse, 33% had a history of drug misuse.

13.6%²⁴ of adults in Birmingham are binge drinkers of alcohol, and while this is lower than the national average it still represents approximately 115,469 adults in the city. A further 1.66% are dependent drinkers, approximately 14,094 adults.

There are around 6,666 individuals in treatment for drug use²⁵.

There is existing NICE guidance on dual diagnosis, i.e. substance misuse and mental health issues, and it is important that our drug and alcohol support services and mental health services are working closely together to support individuals and reduce the risk of suicide through the care pathway.

- **People in the Care of Mental Health Services (including in-patients)**

Around 60-70 inpatients die by suicide per year nationally. Of all patients who died through suicide in the first week after discharge in 2017, the highest number occurred on the second (19%) and third (21%) day.

There were 3,700 mental health in-patient admissions during 2017/18 in Birmingham²⁶, although some of these represent readmission of the same individuals, each admission is an opportunity to intervene and prevent suicide after discharge.

The national campaign for all mental health trusts to achieve Zero suicides provides an excellent framework for action and Birmingham Mental Health Trust will need to work with partners across primary and secondary care to achieve this and reduce the risk for in-patients and patients supported by community services.

In addition local data indicates two specific high-risk groups identified by place of birth and occupation:

- **Birmingham residents born in Poland and Eastern Europe**

According to the last census there were approximately 16,562 Birmingham residents born in Poland and Eastern Europe and this figure is likely to be

²⁴ PHE Local Alcohol Profiles for England

²⁵ PHE Public Health Profiles : Adults in treatment at specialist drug misuse services

²⁶ Hospital Episode Statistics (ICD10 codes F00-F99)

higher today. This group has the highest suicide rate by country of Birth and is two thirds higher than the City's population as a whole

By the nature of being a thriving city there is some churn in the population with people moving into the city and leaving the city but there is a growing population who have moved into Birmingham from Poland and Eastern Europe. We need to work with these communities and the groups that are most engaged with them as well as with service providers to ensure mental health and wellbeing services are culturally appropriate.

- **People in skilled trades occupations (e.g. construction industry)**

In Birmingham the rate of suicide among men and women in skilled trade occupations, like construction, is three times the average for the city.

It is estimated that 42,000 people in Birmingham work in a skilled trade²⁷.

Birmingham is a city with a significant amount of construction and building development, providing jobs for local people as well as attracting transient trades people from outside the city. We have to work with employers, developers and trade professional bodies to raise awareness of suicide and reduce the risks associated with the workplace.

Although these are in many ways broad categories of individuals, by addressing them in a focused way there is likely to be a positive impact on the general mental wellbeing of the city and reduce the risk of suicide.

²⁷ NOMIS Annual Population Survey by SOC2010 2017/18

Priority Two: Tailor approaches to improve mental health in specific groups

As well as targeting high-risk groups, another way to reduce suicide is to improve the mental health of the population. For this whole population approach to reach all those who might need it, the national strategy recommends tailored measures to improve the mental health of groups with particular vulnerabilities or problems with access to services.

The groups highlighted in the national strategy are:

- **Children and young people, specifically looked after children, care leavers and children and young people in the youth justice system**

Children and young people have an important place in the strategy. Too many children are developing poor mental well-being and the risk of suicide is greater when children have mental health issues. Looked after children and care leavers are between four and five times more likely to self-harm in adulthood.

In Birmingham when we focus on the highest risk groups of children and young people, this is the scale of the population in 2017:

1,838 Looked after children²⁸

726 Care Leavers²⁹

870 Children and young people in the youth justice system

Focusing our efforts on preventing suicide among these children and young people who are at highest risk will have a broader positive impact on the wider population of children and young people.

- **Survivors of abuse or violence, including sexual abuse**

There is a strong link between individuals experiencing violence and abuse and suicide, which is why it is important that there are coherent and evidence based services of support for people enduring violence and abuse.

We know from the research into adverse childhood events (ACE) that the impact of abuse, neglect and violence can play out across a lifetime. While there is no routinely collected data on the distribution of those with defined

²⁸ DfE Children Looked After in England Local Authority Tables 2017

²⁹ DfE Children Looked After in England Local Authority Tables 2017 - Number of children who ceased to be looked after during the year

ACES in Childhood, commissioned surveys^{30 31} suggest that almost half (47%) of Adults (aged 18-69) had at least one of these experiences in childhood. In Birmingham this could potentially equate to almost 350,000 adults.

Over 40,000³² individuals experience domestic abuse in the City and it is important that all of our specialist support services are actively thinking about the mental health and wellbeing of clients. There are also 31,692 people affected by violent crime in the city in 2017/18³³ and as well as considering the physical impact of this violence it is essential that commissioners and service providers address the short and long term psychological impact.

- **Veterans**

In Birmingham there are an estimated 93,000 veterans³⁴.

The Council and many partner organisations are signatories to the Armed Forces Community Covenant which sets out a commitment to address the needs of veterans and provides an important opportunity to specifically think about the needs of this group of individuals.

- **People living with long-term conditions and disability**

There is a strong evidence of an association between long-term health conditions and poor mental health.

In Birmingham approximately 198,000 people are living with a long-term health condition or disability³⁵. Nationally two thirds of people with a long term physical health condition also have a co-morbid mental health problem, mostly anxiety and depression. Therefore we would estimate at least 130,680 people are living with mental health problems and long term health conditions. It is important that we consider the mental health and wellbeing of individuals with long term conditions, especially chronic pain, and clinical and social care professionals are actively talking about mental health issues, especially where physical health is deteriorating.

³⁰ ACES in Blackburn with Darwin Council –with Liverpool John Moores University 2014

<https://www.blackburn.gov.uk/Pages/aces.aspx>

³¹ Hughes K et al. Relationships between adverse childhood experiences and adult mental well-being: results from an English national household survey. BMC public health. 2016

³² Birmingham Domestic Abuse Prevention Strategy 2018 – 2023

https://www.birmingham.gov.uk/downloads/file/10086/domestic_abuse_prevention_strategy_2018_-_2023

³³ Police.UK – Reported Violence and Sexual Offences 2017/18 (to September) Extrapolated from published rate using ONS mid-year population data

³⁴ 2011 Census (ONS) estimates 11% – applied to Birmingham Population

³⁵ <https://www.nomisweb.co.uk/census/2011> (table KS301EW)

- **People with untreated depression**

People who have untreated depression are at increased risk of suicide and self-harm and around half of all completed suicides are related to depressive and other mood disorders (ICD-10 F3)³⁶. Only around 1 in 3 people with depression receive treatment, and there are inequalities in treatment seeking behaviour and receipt of treatment.³⁷ With around 55,000³⁸ adults on the primary care depression registers of Birmingham GPs, there may potentially be an additional 110,000 people who are not in receipt of treatment and at higher risk of suicide than those receiving help.

We need to increase awareness of the signs and symptoms of depression and ensure that people are aware of the support available and how to access it themselves or to signpost others.

- **People who are especially vulnerable due to social and economic circumstances**

There are strong links between mental ill-health and social factors like unemployment, debt, social isolation, family breakdown and bereavement. Adults aged between 16 and 59 who live alone for example are significantly more likely to have common mental disorders (CMD) than those who live with others. There are also marked differences in CMD prevalence among labour market cohorts. Using age-standardised figures, the CMD rate in employed people is 15.2% (aged 18-64) compared to 28.8% in the unemployed and 33% among people who are economically inactive³⁴. Birmingham's claimant rate is the highest of all of the core cities at 7.3%, and economic data shows around 37,000 are unemployed and seeking work with an additional 217,000 people economically inactive³⁹. Between these two cohorts there may be around 82,000 in a vulnerable position suffering with CMD.

We need to work to improve the advice and support available to people who are more vulnerable due to their circumstances. This means delivering mental health support together with practical advice in front line services (such as debt, benefits and housing), with mental health awareness embedded within service delivery.

- **Lesbian, gay, bisexual and transgender people**

³⁶ Bachmann S. Epidemiology of suicide and the psychiatric perspective. International journal of environmental research and public health. 2018 Jul;15(7):1425.

³⁷ Adult Psychiatric Morbidity Survey 2014: NHS Digital

³⁸ Quality and Outcomes Framework 2017-18 Recorded Disease Prevalence Table 2: Depression

³⁹ Economically Inactive – includes full time students, looking after family and those unable to work for health reasons

Between 2-5%⁴⁰ of the population nationally identify as lesbian, gay, bisexual and/or trans, however data from the GP patient survey in 2017⁴¹ would suggest in Birmingham the figure is between 2.5- 3.9% .

Nationally and internationally there is evidence of increased rates of mental health problems, self-harm and suicidal thoughts among LGBT people, especially LGBT young people⁴². In Birmingham, it is estimated, that between 17,563 and 43,908⁴³ identify as LGBT based on the national estimates.

Addressing these issues requires action across the whole system and is as much about ensuring that mental health services are accessible and culturally competent to support LGBT people as tackling the discrimination and harassment that add to the burden of mental ill health.

- **Black, Asian and minority ethnic groups**

People from Black, Asian and minority ethnic groups often face cultural stigma around mental health problems and there are inequalities in access to health services. Research suggests that Black Adults for example have the lowest treatment rate of any ethnic group⁴⁴ but have higher rates of serious mental illness such as psychosis⁴⁵. There is also evidence that some immigrant groups may be at higher risk of suicide. In a review Non-European immigrant women (including Black African and South Asian) were at the highest risk for suicide attempts. Risk factors among migrants and ethnic minorities were found to be: language barriers, worrying about family back home, and separation from family⁴⁶.

42% of the population of Birmingham come from a non-white British ethnic background⁴⁷; in some parts of the city non-white ethnic groups are becoming the majority population, however there remain issues with culturally competent services and issues of stigma and discrimination around mental health within some ethnic minority communities.

We need to work with communities to reduce stigma around mental health and suicide as well as bridge the gap between service providers and communities to ensure individuals in need are able to access support.

⁴⁰ Annual Population Survey (2017 data), Office for National Statistics

⁴¹ NHS GP Patient Survey (2017). IPSOS Mori. <https://gp-patient.co.uk/surveysandreports2017>

⁴² NIESR Report: Inequality among lesbian, gay bisexual and transgender groups in the UK 2016

⁴³ Calculated on Birmingham Population 16 and over

⁴⁴ Mental health and wellbeing in England: Adult Psychiatric Morbidity Survey 2014. Leeds: NHS Digital

⁴⁵ Kirkbride, J et al. Psychoses, ethnicity and socio-economic status. The British Journal of Psychiatry, 2006 193(1), 18–24

⁴⁶ Forte A et al. Suicide risk among immigrants and ethnic minorities: a literature overview. International journal of environmental research and public health. 2018

⁴⁷ ONS Census 2011: KS201

- **Refugees and asylum seekers.**

People who are refugees and asylum seekers may require additional support as a result of trauma that they may have experienced in their country of origin or during their journey to the UK

There are approximately 1,800 asylum seekers in Birmingham, though this figure fluctuates during the year being accommodated by the government and awaiting a decision on their asylum claim. This is in addition to people who have already been granted refugee status (or some other leave to remain) and have settled within the City... Support for refugee communities is inconsistent but delivered through a range of voluntary, community and public sector agencies and services.

The Home Office and its contracted providers (Serco and Migrant Help from September 2019) are responsible for the welfare of asylum seekers they are accommodating and supporting. Once people leave that accommodation those duties come to an end and it is the responsibility of mainstream public sector services to identify, engage with and support refugee communities who may be experiencing crisis or at risk of crisis. Mental health is a consistent concern – including awareness and self-help, cultural sensitivities, visibility in and engagement with the health system, as well as specific and relevant services for refugee communities and it is vital that we maintain this focus.

- **People in Contact with the Criminal Justice System**

People who come into contact with the criminal justice system are high risk of for suicidal behaviour and self-harm⁴⁸ and experience many of the risk factors associated with these behaviours such as mental illness, adverse life events, drug and alcohol misuse and relationship breakdown as well as the effects of incarceration, and adjustment to life after release. We need to ensure an efficient and consistent approach across all partner organisations involved in the Criminal Justice System, to recognise and support poor mental health and other risks.

⁴⁸ Borschmann R, Young JT, Moran PA, et al. Self-harm in the criminal justice system: A public health opportunity. The Lancet Public Health. 2018 Jan 1;3(1):e10-1.

Priority Three: Reduce access to the means of suicide

Restricting access to the means of suicide is an important component of this strategy. It is a well evidenced and effective area of suicide prevention particularly in cases of impulsive suicide, where if the means are not easily available at the time of crisis the suicidal impulse may pass^{49 50}.

The most common methods of suicide in both Birmingham and England are hanging, suffocation and poisoning.

Addressing access requires action at many different levels, including:

- Considering risk of suicide in the planning, design and refurbishment of housing and public spaces and facilities (e.g. car parks) for both new and change of use facilities for vulnerable people near to high risk locations.
- Mapping potential high risk sites through reviewing self-harm data and reports from health and police services and take action to reduce risk e.g. barriers, signage.
- Increase awareness of suicide risk, and steps to intervene, in staff working in high risk areas e.g. park wardens, traffic wardens.
- Reduce the risk of medication stockpiling through safer prescribing practice, especially for patients in high risk groups.
- Support retailers and vendors to consider suicide risk in the sale of potentially fatal gases and liquids.

Reducing access in many ways is one of the simplest steps that we can take but because of the variety of ways in which individuals die through suicide it is an area which requires continual review and collaboration between partners as things progress.

⁴⁹ Florentine JB and Crane C (2010) Suicide prevention by limiting access to methods: a review of theory and practice. *Social Science & Medicine* 70(10): 1626–1632

⁵⁰ HM Government: Preventing Suicide in England; A cross-government outcomes strategy to save lives

Priority Four: Provide better information and support to those bereaved or affected by suicide

For those bereaved by suicide the impact is severe.

Families and friends who are bereaved are at highest risk of mental health problems but it can have also have a profound effect on the local community or on the workplace/school or college where the individual was.

For every life lost at least 10 people are affected, with research suggesting that this could be as high as 135⁵¹ people in need of support. Based on the number of suicides in Birmingham we would estimate that between 700 and 9,500 people affected by suicide are in need of support annually.

There is no national specialist service for those bereaved by suicide in the NHS but there are many charities which provide support and advice to bereaved individuals.

It is important that all organisations in the city think about how they can support individuals who are bereaved, including when that bereavement is through suicide, this includes:

- Employers utilising the evidence based toolkits in suicide post-vention from Public Health England and Business in the Community
- Promoting the 'Help at Hand' resource to relatives when a death occurs alongside the 'Waiting Room Resource Key' to support signposting to help.
- Working between public sector and third sector partners to ensure an appropriate bereavement support service that recognises the specific aspects of death through suicide with consideration of capacity, real time referral and data sharing requirements.
- Considering public awareness campaigns to raise awareness of the support available for individuals affected by a death through suicide.

⁵¹ Cerel, Julie, et al. "How many people are exposed to suicide? Not six." Suicide and Life-Threatening Behaviour (2018).

Priority Five: Support the Media in delivering sensitive approaches to suicide and suicidal behaviour

How the media portrays suicide and what is reported can have a significant influence on behaviours and attitudes.

The way in which the UK media has reported suicide has changed fundamentally over the years – in part due to charities, like Samaritans working in the area of suicide prevention.

Ultimately, we can only reduce the numbers of suicides each year if we continue to talk about the issue and the media has an important role in educating the public on suicide prevention and are able to utilise mass readership and viewing to publicise sources of help and support available. However inappropriate reporting may put vulnerable individuals at risk, effect the bereaved and may lead to imitative behaviour.

Research consistently demonstrates that risk significantly increases if details of suicide methods are reported, or if the coverage is extensive or sensationalised.

The media need to continue to cover this important topic but this need to be done without putting vulnerable people at risk.

We need to work with local and regional media, especially considering media focused on high-risk communities, to increase awareness of national guidelines on responsible reporting of deaths through suicide and promoting a positive and culturally sensitive discussion in the media about mental health issues.

Priority Six: Support research, data collection and monitoring

Accurate and timely data on suicides statistics is vital for understanding patterns and behaviours, reducing risk and informing action to prevent future suicides. Such intelligence will also provide some of the measures of success for this strategy.

Currently there is a limited source of information and intelligence regarding local suicides to inform prevention activity in the city. However there are future opportunities to develop a system of real time surveillance with partners.

We have to work together across the partnership supporting this strategy to develop more a coherent and robust picture of suicide and self-harm and the related risk factors in the city to support service planning and monitor the impact of this strategy on outcomes and risk reduction.

MOVING INTO ACTION

Governance & Accountability

Tackling suicide requires major action from a wide range of organisations working in partnership.

We recognise that our NHS commissioning and provider partners have geographies which extend beyond the geographical boundary of the city, most often with Solihull.

Ultimately there is shared responsibility between the NHS and the Council for delivery of this strategy. This shared responsibility comes together through the statutory Health and Wellbeing Boards and the Mentally Healthy City sub-board that is being established in 2019/20. The Mentally Healthy City sub-board will link with the NHS STP Mental Health Delivery Board which reports up through the NHS governance framework and both will draw on the external stakeholder Mental Health Partnership Group.

The Suicide Prevention Working Group will oversee the delivery of the action plan and monitor progress against the plan. This group will report to the Mental Health Programme Delivery Board and the Health and Wellbeing Board through the Mentally Healthy City Sub-Board. Annex 2 sets out the current terms of reference.

The Suicide Prevention Working Group will oversee delivery of an annual action plan that will be signed off by the Director of Public Health on behalf of the Health and Wellbeing Board and the Clinical Commissioning Group.

Measuring Success

Fortunately suicide is still a relatively infrequent occurrence, however we will track progress for this strategy through metrics linked to our ambition.

Our ambition is to maintain the lowest suicide rate of the core cities in England and achieve a zero deaths through suicide ambition over the next decade; these will be monitored through the national indicators on 3yr rolling rates and counts published by PHE.

Alongside these indicators we are also developing through the action plan for 2019/20 a suite of metrics to track progress against the priority areas for action.

Principles for Action

Across the implementation of this strategy we have agreed a set of core principles which are shared across the partnership, these are:

1. We are open to share and learn as we implement action to move forward the strategy in the city.
2. We recognise the inequalities in mental health and self-harm that sit behind the picture of suicide and will work collectively to address these.
3. We understand that the implementation of this strategy will require action by all partner organisations, by communities and by citizens working together.
4. We are committed to keeping citizens at the centre of what we do.

Action Plan Development

The Suicide Prevention Working Group will be responsible for co-developing an annual action plan which will be approved by the Director of Public Health for Birmingham City Council, in consultation with the chairs of Health and Wellbeing Board and STP/CCG Boards.

Keeping Citizens at the centre

We are committed to keep Citizens at the centre of what we do as we move forward this work and therefore the final section of this strategy is dedicated to the voices of citizens affected by suicide and self-harm.

'When I look back over the period of time leading up to my suicide attempt, I realise I actually hit all the 'high risk' markers. A holistic approach is needed rather than a 'tick box' one. If a person is saying no to thinking of acting on suicidal thoughts, yet all the indicators point to significant risk factors, such as recent abuse or assault, significant depression, a major life circumstance, a history of self-harm including drug misuse, every effort should be made to ensure safety of that individual. My own personal experience is that I would have benefitted from Increased input from a community mental health team, a link between mental health and drug misuse teams, my doctor not supplying large quantities of medication on prescription at once and retailers being giving training to be made aware of potentially fatal means being sold.'

'My life took a desperate turn when I lost my job and got into debt. I couldn't face life failing my family. I had enough medication from my Doctor to end it. They would be better without me. If I hadn't been found as soon as I was, my children would have been growing up without their Daddy and this haunts me every day. I was scared to tell anyone how I felt because I thought my children would be taken into care. Looking back, I wasn't a danger to anyone, only myself. Maybe I wouldn't have got that far if it wasn't such a stupidly scary thing to talk about or if people could talk to me without being scared themselves. People are too scared to even say the word.'

ANNEXES

1. Membership of the Suicide Prevention Working Group
2. Suicide Prevention Working Group TOR

ANNEX 1 – Suicide Prevention Working Group Membership⁵²

Name	Organisation
Justin Varney	Director of Public Health - BCC
Duncan Vernon	Public Health - BCC
Amanda Lambert	Public Health - BCC
Dennis Wilkes	Public Health - BCC
Jenny Riley	Public Health - BCC
Mo Philips	Public Health - BCC
Elaine Woodward	NHS England
Helen Wadley	Birmingham MIND
Paul Sanderson	PHE
Kerry Webb	BSMHFT
Joanne Carney	BSOL CCG
Gemma Coldicott	BSOL CCG
Jennifer Weigham	BSOL CCG
Dario Silverstro	BSOL CCG
Clare Walker	Solihull MBC
Elaine Kirwan	BWC NHS FT
Lisa McGowan	BWC NHS FT
Sean Russell	WMCA
Karen Edwards	NHS England
Dave Brown	PAPYRUS
Lesley Hales	CRUSE Birmingham

⁵² As at May 2019

ANNEX 2 – Suicide Prevention Working Group Terms of Reference

Terms of reference Birmingham Suicide Prevention Working Group

1. Aim

The Birmingham Suicide Prevention Working Group aims:

- to reduce the rate of suicide and self-harm within Birmingham
- to provide a forum for successful multi-agency partnership working at strategic and operational level
- to work across STP area Birmingham and Solihull

2. Objectives

To facilitate and promote joined up partnership arrangements where appropriate in ensuring effective working to reduce suicide rates across STP area

3. Responsibilities

- to develop and agree a multi-agency suicide prevention strategy and action plan for Birmingham (and work across/with Solihull's strategy and plan)
- to monitor the implementation of the suicide prevention strategy
- to review and update the strategy as appropriate
- to inform and influence commissioning of specific projects and initiatives to meet the aims of the suicide prevention strategy over and above routine MH commissioning by CCGs
- to commission and analyse an annual statistical and intelligence update
- to publicise ongoing work and recent developments
- to facilitate partnership working between organisations represented on the Working Group
- to influence the work of all agencies and individuals who could help prevent suicide and self-harm, including those with lived experience.

4. Membership

To ensure that as many people and organisations are aware of, and involved in, suicide prevention this group has two types of members:

- those that regularly attend the meetings of the working group
- those who don't regularly attend the meetings, but are on the circulation list and may attend the meetings on an ad-hoc basis.

[regular attenders must include one representative from each of the Task and Finish groups; member from each political party; DPH, PHE/NHSE, Solihull, CCG, MH Trust, VCSE]

[Others who are to be included in the circulation list who may attend on an ad hoc basis include emergency services; police; fire; CJS; railways]

5. Accountability

This group will report to the local Health and Wellbeing Board, the appropriate STP board, and Health Committees within the Council.

6. Administrative support

Public Health will provide the Chair and the admin support for the Group initially until further review.

7. TOR approval and review date

Terms of reference will be reviewed every two years. The next review date will be Feb 2021.

8. Frequency of Meetings

Meetings of the working group will be held quarterly (unless otherwise agreed by the working group). Where possible, meetings will be held in different venues across Birmingham.

Birmingham City Council

City Council

14th January 2020



Subject: BORDESLEY PARK AREA ACTION PLAN: ADOPTION

Report of: Councillor Ian Ward, Leader of the Council

Report Contact: Doug Lee, Development Planning Manager - East & South
Birmingham, Tel: 0121 464 9858, Email: doug.lee@birmingham.gov.uk

Does the report contain confidential or exempt information? ☐ Yes ☒ No

If relevant, state which appendix is exempt, and provide exempt information paragraph number or reason if confidential :

1 Executive Summary

- 1.1 To seek approval to adopt the Bordesley Park Area Action Plan.

2 Motion

- 2.1 That the City Council adopts the Bordesley Park Area Action Plan.

3 Background

- 3.1 The Bordesley Park Area Action Plan (AAP) has been prepared to guide development and regeneration across a significant area to the east of Birmingham city centre, including parts of the Nechells, Alum Rock, Bordesley and Highgate, Bordesley Green and Small Heath wards. The AAP will cover the period up to 2031 and will complement and support policies and proposals within the Birmingham Development Plan (BDP) (adopted January 2017) which identifies the area as one of the city's ten priority growth areas. Policy GA7 "Bordesley Park" of the BDP – sets out the key aims of delivering 750 new homes and up to 3,000 new jobs within the area.
- 3.2 Cabinet and Full Council approved the 'Submission' version of the AAP in July and September 2018 for submission to the Secretary of State. The AAP was subsequently submitted and was subject to Public Examination on the 30th May 2019. The Inspector's Report has been received and the AAP is now recommended for adoption. Once adopted, the AAP will be a Development Plan

Document (DPD) forming part of the City Council's Local Development Framework.

3.3 The key proposals in the AAP focus on:

- **Growth** – Attracting and retaining high quality local employment opportunities with a target of up to 3,000 new jobs and apprenticeships across a range of skills and types and accommodating demand for new housing with a target of 750 homes with supporting community and education facilities to meet the requirements of the growing population.
- **Connectivity** – improving linkages across the area and with the city centre and other centres of activity including the promotion of Metro between the city centre and the Airport/NEC/HS2 Interchange and other public transport initiatives and walkability.
- **Local Character** – Enhancing environmental quality within the area including making the most of existing assets; promoting high quality design and community safety in new development; and improving the network of green infrastructure.
- **Sustainability** – Supporting proposals that contribute to the city's sustainability targets.

3.4 Detailed land use proposals are set out in the AAPs five key opportunity areas for change, which comprise:

- **The Wheels Site & Environs** - the promotion of new industrial and employment opportunities, creating a high-quality employment site of up to 24 ha in an improved environment. Proposals will be subject to significant land remediation works and the successful relocation of a number of existing occupiers. Adjoining industrial premises provide significant opportunities for improvement as well as further employment-led development linked to the proposed Metro route through the area.
- **Cherrywood Road** – the creation of a new residential environment with improved community facilities and local environment, with opportunity for an improved local centre and transport infrastructure including a rapid transit route (Metro) along Bordesley Green.
- **Adderley Park** - an improved residential environment and supporting employment and community uses, focussed around the park.
- **Alum Rock Road Local Centre** - investment encouraged within the centre and expansion to accommodate the growth of local centre uses to the east.
- **Coventry Road, Small Heath Local Centre** - support for investment in the centre, and the creation of a gateway including new development to define the western end of the centre.

- 3.5 A number of smaller scale developments and opportunities for change relating to mainly smaller sites were included in the AAP's Neighbourhoods Section which included smaller housing sites, public realm enhancement, extension to school sites and improvement of connectivity.
- 3.6 A number of transportation improvements are suggested or proposed across and adjacent to the area including improvements to local rail services, stations and the Camp Hill Chords; improved walking and cycling routes; works to ring road junctions; and the implementation of HS2. In particular, rapid transit routes are proposed comprising Metro between the city centre and the Airport/NEC with onward connection to the proposed HS2 Interchange Station, which could run along Cattell Road and Bordesley Green and SPRINT which could run along the A45.
- 3.7 The production of the AAP has included the following stages:
- 3.7.1 Approval of an Options Report which set out the vision for Bordesley Park as a revitalised neighbourhood, delivering growth in a high quality urban environment. At the heart of this vision is the promotion of sustainable growth in terms of economic activity, jobs, housing numbers and community infrastructure. The report set out a range of possible options for a number of key areas of potential change and was the subject of wide-ranging consultation which generated a large number of comments, broad support for the plan making process and significant interest in the options produced and issues identified. The consultation process also raised additional issues which were taken forward into the Preferred Options stage.
- 3.7.2 Approval of the Preferred Options Report, which set out proposals for the development of the Wheels site as a major new employment area, the promotion of a new residential neighbourhood at Cherrywood Road, the extension of both the Alum Rock and Coventry Road local centres and the promotion of development opportunities within each. Consultation on this took place between July and October 2013.
- 3.7.3 The Pre-Submission Report was published for a statutory 6-week period of public consultation between March and May 2017 which enabled further formal representations to be made. Following that consultation and further minor amendments the Submission Report was submitted to the Secretary of State on 9 November 2018.

- 3.7.4 Throughout the preparation of the plan, full consideration has been given to a range of sustainability issues and the preparation of a Sustainability Appraisal (SA) alongside the AAP, has been an integral part of the plan making process.

3.8 Examination in Public (EIP) May 2019

- 3.8.1 An Examination in Public was held on 30 May 2019. Although over twenty individuals and organisations had made final representations on the AAP, only a small number of these attended the Examination (including representatives of the Wheels occupiers).
- 3.8.2 The Planning Inspector's report was received on 20 August 2019 which concluded that the AAP provided an appropriate basis for the planning of Bordesley Park. The Inspector found it to have been justified by a sound evidence base and positively prepared with a high degree of engagement with stakeholders. The AAP was found to be sound as submitted, with no Main Modifications necessary before the plan could be adopted. A small number of additional minor text amendments were made to the AAP to update factual information to become the final adoption version of the Bordesley Park AAP.
- 3.8.3 The Inspector's Report is attached as Appendix 1. The final Bordesley Park AAP is attached as Appendix 2 for adoption by the City Council.
- 3.8.4 The Planning and Compulsory Purchase Act 2004 requires adoption of Local Development Documents by resolution of the local authority. As such, adoption of Development Plan Documents, such as Area Action Plans, is a non-executive function and therefore has to be approved by the Full Council.

3.9 Next Steps

- 3.9.1 Following adoption by the City Council an Adoption Statement will be published in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 3.9.2 The next steps in implementing the AAP will then be to progress the development of the AAP's major sites and development proposals (including

the Wheels site), the ongoing promotion of Metro and transportation improvements (including the Camp Hill Chords) and securing investment in housing sites, education and community facilities and the enhancement of the environment.

3.9.3 The AAP will also be used to raise the profile of the area and the development opportunities within it. This will assist landowners and potential developers and help with attracting and bidding for resources. It will also provide further detailed local guidance to assist the Development Management function in determining planning applications.

3.9.4 On the basis of the work done with respect to the AAP, Bordesley Green has been selected as one of the West Midlands Combined Authority's pilot local centres which provides the opportunity to access funding to assist delivery of short and longer-term projects that will help meet and deliver the aspirations of the plan.

4 Appendices

- 4.1 Appendix 1 The Planning Inspectorate Report to Birmingham City Council on the Examination of the Bordesley Park Area Action Plan (20 August 2019)
- 4.2 Appendix 2 Bordesley Park Area Action Plan Adoption Document January 2020.
- 4.3 Appendix 3 Bordesley Park Area Action Plan Equalities Analysis

5 Background Documents

- 5.1 Report to Cabinet – Bordesley Park Area Action Plan: Adoption 17 December 2019.
- 5.2 Bordesley Park Area Action Plan – Adoption Document January 2020.
- 5.3 Bordesley Park Area Action Plan Sustainability Appraisal (February 2017).
- 5.4 Bordesley Park Area Action Plan Sustainability Appraisal Addendum (July 2018).
- 5.5 Bordesley Park Area Action Plan Consultation Statement (July 2018).



The Planning Inspectorate

Report to Birmingham City Council

by Jameson Bridgwater Dip TP MRTPI

an Inspector appointed by the Secretary of State

Date: 20 August 2019

Planning and Compulsory Purchase Act 2004

(as amended)

Section 20

Report on the Examination of the Bordesley Park Area Action Plan

The Plan was submitted for examination on 9 November 2018

The examination hearing was held on 30 May 2019

File Ref: PINS/P4605/429/9

Abbreviations used in this report

AA	Appropriate Assessment
BDP	Birmingham Development Plan
BPAAP	Bordesley Park Area Action Plan
CAZ	Clean Air Zone
DtC	Duty to Co-operate
HRA	Habitats Regulations Assessment
HS2	High Speed 2
LDS	Local Development Scheme
LP	Local Plan
MHCLG	Ministry of Housing, Communities and Local Government
MM	Main Modification
NPPF	National Planning Policy Framework
PPG	Planning Practice Guidance
SA	Sustainability Appraisal
SCI	Statement of Community Involvement

Non-Technical Summary

This report concludes that the Bordesley Park Area Action Plan provides an appropriate basis for the planning of Bordesley Park. The Plan aims to support the economic growth of the area by the creation of up to 3000 new jobs and 750 new homes. Furthermore, it seeks to improve connectivity, local character and the environment in a sustainable manner. I find that the Bordesley Park Area Action Plan is justified by a sound evidence base. It has been positively prepared with a high degree of engagement with stakeholders. I am satisfied that it is in conformity with the Birmingham Development Plan and Government guidance. The Local Plan is sound as submitted, and there are therefore no Main Modifications necessary before the Plan may be adopted.

Introduction

1. This report contains my assessment of the Bordesley Park Area Action Plan (BPAAP) in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004 (as amended). It considers first whether the Plan's preparation has complied with the duty to co-operate. It then considers whether the Plan is sound and whether it is compliant with the legal requirements. The National Planning Policy Framework 2012 (paragraph 182) makes it clear that in order to be sound, a Local Plan should be positively prepared, justified, effective and consistent with national policy.
2. The revised National Planning Policy Framework was published in July 2018 and further revised in February 2019. It includes a transitional arrangement in paragraph 214 which indicates that, for the purpose of examining this Plan, the policies in the 2012 NPPF will apply. Similarly, where the Planning Practice Guidance (PPG) has been updated to reflect the revised NPPF, the previous versions of the PPG apply for the purposes of this examination under the transitional arrangement. Therefore, unless stated otherwise, references in this report are to the 2012 NPPF and the versions of the PPG which were extant prior to the publication of the 2018 NPPF.
3. The starting point for the examination is the assumption that the local planning authority has submitted what it considers to be a sound plan. The Bordesley Park Area Action Plan submitted in November 2018 is the basis for my examination. It is largely the same document as was published for consultation in February 2017, albeit with minor factual updates, that amongst other things relate to the deletion of references to the Commonwealth Games 2022 and typographical corrections. As such, they are changes which do not materially affect the policies in the plan and are often referred to as minor modifications. The Council is therefore accountable for them and they do not fall within the scope of the examination.

Main Modifications

4. As the BPAAP as submitted is both sound and legally compliant, it is capable of being adopted without change and no MMs are recommended in this report.

Policies Map

5. The Council must maintain an adopted policies map which illustrates geographically the application of the policies in the adopted development plan. When submitting a local plan for examination, the Council is required to provide a submission policies map showing the changes to the adopted policies map that would result from the proposals in the submitted local plan. In this case, the submission policies map comprises the set of plans identified as Proposals Plan, November 2018 as set out in document reference CD 3/8.
6. When the Plan is adopted, in order to comply with the legislation and give effect to the Plan's policies, the Council will need to update the adopted policies map to include all the changes proposed in the BPAAP.

Assessment of Duty to Co-operate

7. Section 20(5)(c) of the 2004 Act requires that I consider whether the Council complied with any duty imposed on it by section 33A in respect of the Plan's preparation.
8. The Council has a long history of working with neighbouring authorities and the prescribed bodies on cross boundary issues and strategic matters. The BPAAP seeks to implement the strategic objectives of the Birmingham Development Plan Document (BDP) which, in turn, has been prepared in accordance with the Duty to Co-operate. As such, strategic matters have already been appropriately considered within the BDP. Nonetheless, the Birmingham City Council has outlined its continuing collaborative approach to the Duty to Co-operate (DtC), within its Consultation Statement July 2018 and supporting documents. These show appropriate engagement with the necessary local planning authorities and the various prescribed bodies.
9. As such, I am satisfied that where necessary the Council has engaged constructively, actively and on an on-going basis in the preparation of the Plans and that the duty to co-operate has therefore been met.

Assessment of Soundness

Background

10. Bordesley Park is located immediately to the east of Birmingham city centre, with the BPAAP covering an area of approximately 580 hectares. This includes parts of Bordesley Green, Bordesley Village, Small Heath, Vauxhall, and Washwood Heath, which are long established communities that have contributed to the success of the city. The area contains a mix of industrial, residential, educational, sports and leisure uses including Birmingham City Football Club and the Wheels Project. Moreover, the area contains a number of local centres that provide essential facilities for the communities that they serve. The BPAAP has 4 objectives for the plan area, these are to promote growth, improve connectivity, enhance the local character and support proposals that contribute towards Birmingham's sustainability targets combating climate change.

Main Issues

11. Taking account of all the representations, the written evidence and the discussions that took place at the examination hearings, I have identified 3 main issues upon which the soundness of this plan depends. This report deals with these main issues. It does not respond to every point or issue raised by representors. Nor does it refer to every policy, policy criterion or allocation in the Plan.

Issue 1 – Is the Bordesley Park Area Action Plan consistent with, and does it positively promote, the vision, objectives and spatial policies contained in the Birmingham Development Plan and is its overall approach consistent with national policy?

12. The BPAAP has 4 key policy objectives. These are consistent with the BDP, in particular the policies contained within the chapter Spatial Delivery of Growth. This identifies Bordesley Park as one of the 10 growth areas within Birmingham. The BPAAP, seeks to encourage growth in the area, improve connectivity, enhance the local character and the environment in a sustainable manner. The overall vision of the plan is to revitalise the Bordesley Park area through the creation of a high-quality urban area that builds upon the existing local character and maximises growth opportunities derived from the proposed High Speed 2 (HS2) terminus at Curzon Street.

Growth

13. One of the principle aims of the BDP is to generate sustainable growth in Birmingham. As such, policy GA7 of the plan directs a proportion of Birmingham's economic growth to Bordesley Park and seeks to facilitate the creation of up to 3000 new jobs and 750 new homes. Policy GA7 of the BDP is clear that this should be through the preparation of an area action plan.
14. To implement the BDP, the BPAAP seeks to direct new development to 5 key opportunity sites. These are the Wheels site and environs, Cherrywood Road and Adderley Park which will be a focus for new residential and employment opportunities supported by education and community uses. The plan seeks to support these by the provision of improved transport connectivity and environmental improvements. With regard to Alum Rock Road and Coventry Road the plan seeks to enhance their accessibility and range of facilities within these local identified centres whilst improving the overall image of the specific areas.

Connectivity

15. Connectivity is a key objective of the BDP and its policies TP38 to TP46 specify amongst other things that high-quality connections by road, rail, bus, walking, cycling or digital, are vital to the City's future economic prosperity and social inclusiveness. This is through the provision of access to education, employment, business, retail and leisure opportunities. Moreover, paragraphs 29 to 42 of the NPPF encourages Councils to support sustainable transport solutions and the delivery of high-quality communications infrastructure.
16. Therefore, the BPAAP seeks to improve linkages both within the area and to the city centre. The plan promotes rapid transit routes along Bordesley Green (Metro) and the A45 (SPRINT) along with improvements to local bus and rail services. As such, the plan seeks to reduce traffic congestion within the area and encourage more walking and cycling reducing carbon emissions and improving road safety.
17. During the examination of the BPAAP the Department for Environment Food and Rural Affairs issued the following Environment Act 1995 (Birmingham City Council) Air Quality Direction 2019 (17 June 2019). Birmingham's Clean Air Zone (CAZ) will cover all the roads within the A4540 Middleway Ring Road, but not the Middleway itself. The CAZ seeks to reduce roadside nitrogen dioxide concentrations in and around Birmingham city centre; it is expected that this will come into force in 2020.

18. There is a small triangular area of the BPAAP, predominantly around Bordesley railway station that is bounded by the railway line, Coventry Road and the A4540 Middleway Ring Road, which is located within the boundary of the CAZ. As set out above, one of the key objectives of the BPAAP is to improve connectivity through enhanced public transport, walking/cycle routes and ensure that new development proposals contribute towards a clean and safe environment. As such, I consider based on the evidence before me that the BPAAP's policies would be likely to make a positive contribution to the reduction of roadside nitrogen dioxide concentrations in Birmingham, by way of promoting sustainable travel options and supporting environmental improvements.

Local character

19. Policy PG3 of the BDP seeks amongst other things to reinforce or create a positive sense of place and local distinctiveness, with design that responds to site conditions and the local area context, including heritage assets and appropriate use of innovation in design. Moreover, the NPPF seeks to promote or reinforce local distinctiveness.
20. The character of Bordesley Park has many component parts that include parks, open spaces, waterways, industrial heritage, which together create a varied tapestry of townscape. It is the aim of the BPAAP to improve the quality of the built and natural environment by supporting proposals that promote high quality design that build upon the local character of the area. Moreover, it encourages the development of a green infrastructure network that is designed to be safe and secure. This will enhance the environment along with promoting connectivity and health benefits by creating spaces that allow for positive social interaction with good natural surveillance.

Sustainability

21. It is the aim of the Environment and Sustainability chapter of the BDP to improve the quality of the City's environment, through delivering sustainable development and dealing with the impacts of climate change. The policies in the BPAAP support development that demonstrates best practice in sustainable construction design, seeking to ensure that both new industrial and residential development maximise energy efficiency and low carbon generation. With regard to the canal network and the River Rea the plan includes measures to enhance and improve water quality, drainage and biodiversity. Furthermore, it makes provision for improvements to infrastructure to enhance digital connectivity consistent with the aims and objectives of Birmingham's smart city commission. As such, the overall package of measures will be likely to contribute to managing the effects of climate change.
22. Having reached the conclusions above, the BPAAP, a subsidiary plan which is intended to implement the BDP, is consistent with, and positively promotes, the vision, objectives and spatial policies contained in the BDP. As such, the overall approach is consistent with national policy.

Issue 2 – Are the areas identified within the BPAAP as Key Opportunities for Change consistent with the Birmingham Development Plan and national policy, are site allocations deliverable and has the plan been positively prepared in these respects?

23. Policy GA7 of the BDP provides clear direction in relation to the key opportunities for transformation within Bordesley Park. The BPAAP sets out site specific policies for each of the 5 sites that are identified as Key Opportunities for Change within Bordesley Park (Wheels site and environs, Cherrywood Road, Adderley Park, Alum Rock Road and Coventry Road). The policies seek to direct a significant proportion of new development within the plan area to these sites. The policies set out broad parameters for new development on each of the opportunity sites and provide clear direction in relation to the assessment of new development proposals within them.

The Wheels Site and Environs

24. Key Opportunity 1 - The Wheels Site and Environs is a 16-hectare site that currently contains a variety of uses. These include amongst other things industrial, commercial, retail, community along with the Bordesley Green Girls' school. The site is also home to the Birmingham Wheels project which was established in the 1970s as an initiative to engage with young people and address youth crime. The range of activities have expanded over time at the site and now provides a 400m oval stockcar racing track, karting tracks, off-road routes and a roller-skating track. It is clear from the evidence that the facilities are used by both the local community and by clubs, societies and individuals from across the Midlands and beyond.
25. I have therefore carefully considered the issues raised by interested parties submitted in writing and at the hearing who argued that the BPAAP was not consistent with policies contained within the BDP and the National Planning Policy Framework (NPPF). However, the BPAAP identifies this site for the promotion of new industrial and employment opportunities through a comprehensive development approach. The plan supports the redevelopment and enhancement of the existing industrial areas through partnership working with occupiers; including working with them should relocation be required. Moreover, there is nothing contained within the policy that would preclude development proposals coming forward that retained or re-configured the motorsport and leisure uses that currently operate from the site. Concerns were raised in relation to the effect of new development proposals on the existing sporting, leisure and recreational uses that operate on the site. However, I consider that the policies in the BDP and BPAAP would provide clear direction to enable the robust assessment of any proposal. In reaching this conclusion I have had regard to the NPPF in particular paragraph 74.
26. Additionally, it was argued at the hearing that the proposals for the regeneration of the Wheels Site and Environs would be difficult to deliver, particularly in relation to improving site access. However, the BPAAP is realistic in that it highlights and seeks to address issues relating to access, contamination and the significant changes in levels across the site. Moreover, the plan has a degree of flexibility to adapt to market conditions and business requirements, which should ensure that the overall objectives for the Wheels site and environs can deliver a proportionate contribution to the 3000 new jobs planned for across the Bordesley Park area within the plan period.
27. Therefore, having reached the conclusions above, the BPAAP policies relating to the Key Opportunities for Change are consistent with the BDP and national policy. As such, the plan's strategy for the provision and allocation of land for

housing, employment and recreational uses are justified by the available evidence. Consequently, the Key Opportunities for Change policies are deliverable within the plan period and are sound.

Issue 3 –Are the Neighbourhoods policies consistent with the Birmingham Development Plan and national policy, are site allocations deliverable and has the plan been positively prepared in these respects?

28. Sustainable neighbourhoods are at the heart of Birmingham's growth agenda. Policies TP27 and TP28 of the BDP provide clear policy guidance with regard to creating a strong sense of place, high standards of design and environmental sustainability, climate proofing and supported by high quality infrastructure and facilities. As such, the Neighbourhoods chapter of the BPAAP contains 6 area specific policies that seek to underpin and enhance the role of the 6 distinct neighbourhoods (Bordesley Green, Bordesley Village, Small Heath North, Small Heath South, Vauxhall and Washwood Heath) within the plan area.
29. The BPAAP aims to improve the social, economic and environmental wellbeing of each neighbourhood through a series of area specific objectives. The plan balances the expansion and growth of industrial uses and new housing with improvements to the environment, community infrastructure and connectivity. Measures within the plan include, the reuse of vacant or underused sites, reducing the risk of flooding, improving pedestrian routes including utilising the canal towpath network and complementary public transport improvements.
30. Consequently, the plan policies are positively worded to support the delivery of development that reinforces the character of each neighbourhood whilst ensuring there is adequate infrastructure to support growth. Therefore, the BPAAP's approach to Neighbourhoods is justified, and sound; consistent with the BDP and the NPPF.

Monitoring

31. The Council's Annual Monitoring Report will monitor the performance of the Plan and provides most of the necessary evidence on which to assess the success or failure of delivery and what alternatives might reasonably be provided if necessary. The monitoring regime should ensure that any risks to non-delivery are 'flagged up' and interventions made to alleviate risks should this prove necessary.

Assessment of Legal Compliance

32. My examination of the legal compliance of the Plan is summarised below.
33. The BPAAP has been prepared in accordance with the Council's Local Development Scheme (Local Development Scheme for Birmingham 2018 to 2021).
34. Consultation on the Local Plan was carried out in compliance with the Council's Statement of Community Involvement.

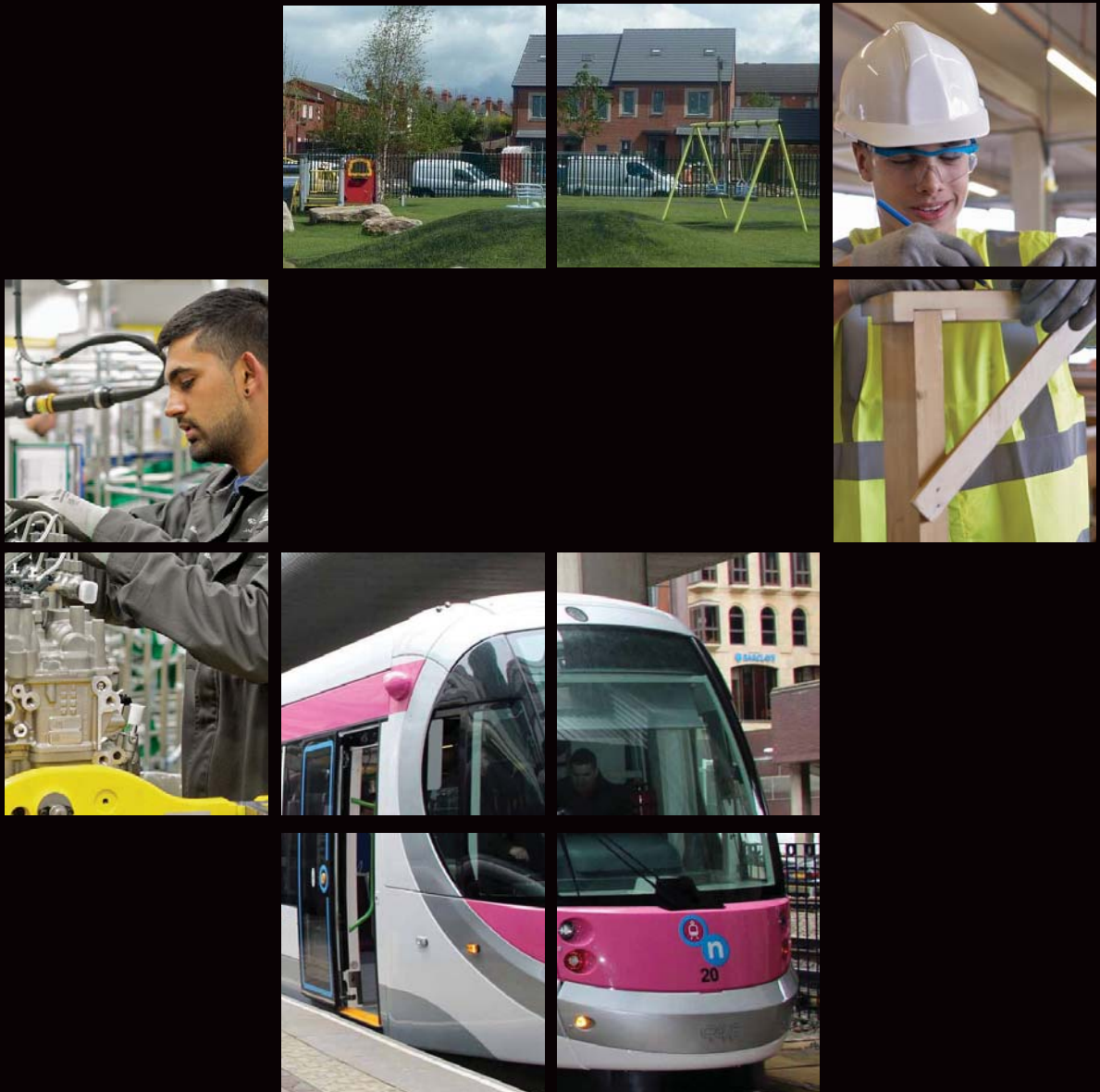
35. Sustainability Appraisals (February 2017 and July 2018) have been carried out and are adequate.
36. The Habitats Regulations Appropriate Assessment Screening Report February 2017 sets out why an AA is not necessary.
37. The BPAAP includes policies designed to secure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change.
38. The BPAAP complies with all other relevant legal requirements, including the 2004 Act (as amended) and the 2012 Regulations.
39. I have had due regard to the aims expressed in S149(1) of the Equality Act 2010.

Overall Conclusion and Recommendation

40. In accordance with Section 20(7) of the 2004 Act I recommend that the submitted Plan is adopted on the basis that it meets in full the requirements of Section 20(5) of the 2004 Act. My report covers the main issues that have led me to this conclusion.

Jameson Bridgwater

Inspector



Bordesley Park Area Action Plan

January 2020

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Foreword

This is the Bordesley Park Area Action Plan (AAP) a strategic plan which will drive forward the regeneration of the area to the immediate east of the City Centre. It was adopted by Birmingham City Council in January 2020.

The location of the area at the gateway to the City Centre offers real opportunities. The regeneration of Bordesley Park will complement proposals for long term transformational change already set out in the Big City Plan and nearly £2 billion of public sector investment including Birmingham City Centre Enterprise Zone, Birmingham Gateway New Street Station, Birmingham Curzon Masterplan for Growth and the development of Paradise Circus.

Just as importantly, there is the potential for the whole of East Birmingham, including the AAP area, to benefit from the investment and growth associated with HS2. As well as development at Curzon Street Station and the High Speed Rail College in the City Centre, growth at UK Central including the proposed Interchange Station and expansion of the airport will be increasingly accessible thanks to a package of infrastructure improvements including Metro.

The AAP, alongside the East Birmingham Prospectus for Growth, will therefore provide the catalyst for the transformation of the area, including parts of Washwood Heath, Bordesley Green, Bordesley Village and Small Heath, over the next 11 years, to 2031. I believe that it will create the right conditions to bring forward major development opportunities which will contribute to the city's growth, and maximise the benefits of wider growth for the residents and businesses of the area.

The plan will also facilitate change and deliver benefits at the neighbourhood level. The Bordesley Park area is home to a young, diverse and vibrant community, who should benefit from the range of new employment and residential opportunities the AAP can deliver.

This Plan has been produced in partnership with you – local residents, businesses, and the development community – to ensure that it meets your needs and aspirations. We will continue to work with you all in bringing forward the proposals set out in the Plan and delivering a positive future for the Bordesley Park area.



Councillor Ian Ward
Leader
Birmingham City Council

The Bordesley Park Area Action Plan (AAP) covers an area of around 580 hectares to the immediate east of the City Centre, including parts of Washwood Heath, Bordesley Green, Bordesley Village and Small Heath.

The development of the AAP has provided the opportunity to work with a range of local stakeholders to build upon this area's assets and set out a plan which will deliver:

- A focus for growth including a wide range of employment opportunities for local people.
- High quality housing suitable for the needs of existing and new communities.
- Attractive and thriving local centres.
- Infrastructure that meets the current and future needs of business and residents.
- A connected place including enhanced public transport and a high quality pedestrian environment.
- A clean, safe, attractive and sustainable environment in which to live and work.

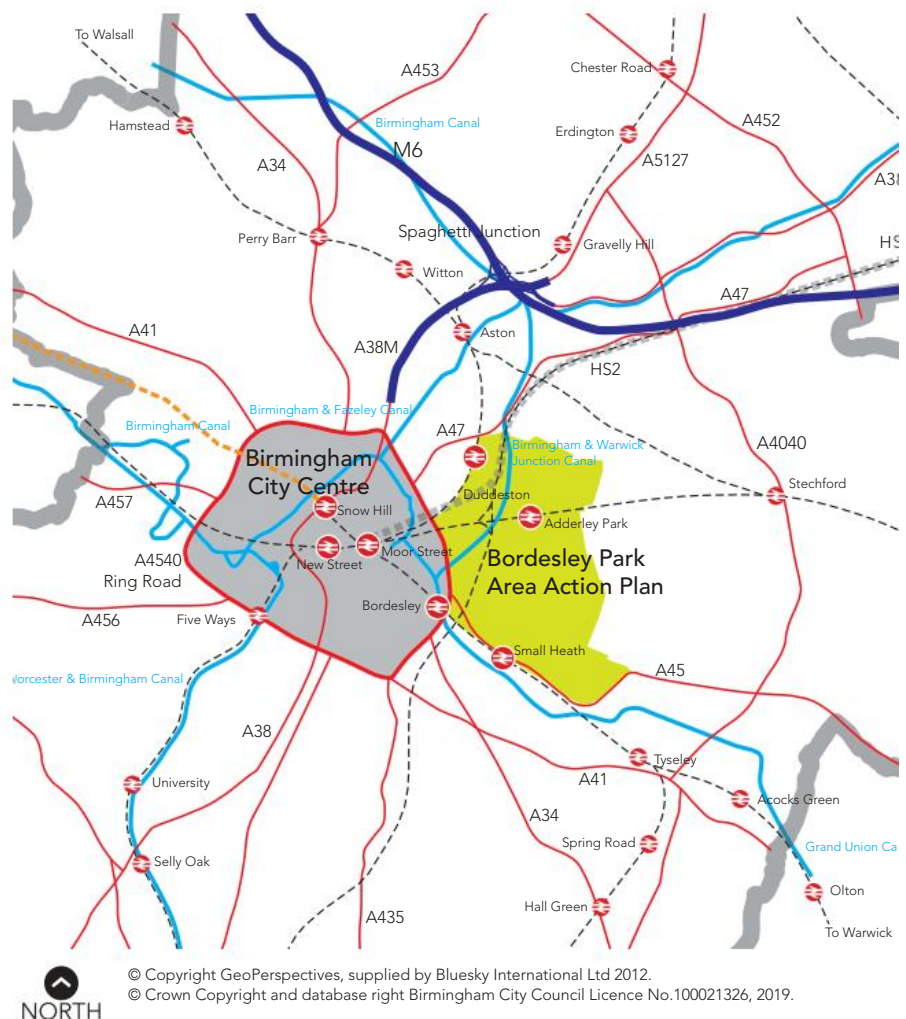
The AAP is a statutory land use plan that:

- Sets out a vision for the area.
- Establishes objectives, principles and opportunities which will deliver the vision.
- Sets out land use proposals to guide development up to 2031.
- Shows how the proposals for the area link to and build upon other strategies, plans and guidance to help to achieve local aspirations and wider objectives.
- Acts as a tool to promote the area to potential investors and developers.

Status of the AAP and its relationship with other plans

The adopted AAP forms part of the Local Development Framework (LDF) and is a formal Development Plan Document, which has statutory plan status. As such it will be a material consideration in the determination of future planning applications and development proposals, and provide more detailed planning policies for the area.

The Birmingham Development Plan (BDP) was adopted in January 2017 and sets out a spatial vision and a strategy for the sustainable growth of Birmingham up to 2031, and will be used to guide decisions on planning, development and regeneration activity over this period. The BDP now largely replaces the majority of the former Unitary Development Plan which had provided the city-wide planning policy framework for the city since 1993.



Plan 1 Location plan



Plan 2 Area Action Plan boundary

The BDP identifies two regional development sites of 20 and 25 hectares, an employment site of 71 hectares at Peddimore to be removed from the Green Belt, and a requirement for a minimum five year reservoir of 96 hectares of land for employment use. Through the BDP, land at the Wheels site has now been designated as Core Employment Land and is a key part of the city's growth strategy to deliver industrial land and job opportunities. Bordesley Park is identified within the BDP as one of the key areas within the city that will make a significant contribution towards delivering growth. Bordesley Park forms Growth Area 7 (policy GA7) and includes targets of delivering 750 new homes and up to 3000 new jobs. The BDP's delivery plan indicates the delivery of the development opportunity at Wheels to be between 5 and 10 + years.

Relationship with Other Plans and Programmes

The AAP has been prepared in the context of a range of existing and emerging plans, policies and programmes. The principles and proposals have been drawn up and considered against a wider spatial context including guidance within the National Planning Policy Framework (NPPF) and the BDP. It will also complement and be consistent with policies and proposals within the Birmingham Local Development Framework and the Big City Plan (the master plan for the development of the City Centre).

The key planning and regeneration policies and programmes that affect the area are as follows:

- National Planning Policy Framework.
- The Local Development Framework including the retained elements of the UDP, Birmingham Development Plan, Statement of Community Involvement, and adopted and emerging Supplementary Planning Documents and guidance.
- The Big City Plan and the Birmingham Curzon HS2 Masterplan for Growth and the Midlands HS2 Growth Strategy (produced by the Greater Birmingham and Solihull Local Enterprise Partnership)
- Birmingham's Sustainable Community Strategy.
- Birmingham's growth agenda including the East Birmingham Prospectus for Growth.
- Birmingham Connected Birmingham's 20-year transport strategy.
- West Midlands Combined Authority Movement for Growth

The AAP has been progressed so that it is consistent with national policy; justified and supported by an up to date evidence base; and importantly contains policies and proposals which will be both deliverable and effective in transforming the area. More detail is provided in Appendix A.

The process for preparing the AAP

Government guidance on the preparation of Area Action Plans is set out in the National Planning Policy Framework (NPPF) and the Town and Country Planning (Local Planning) (England) Regulations 2012. These identify four main stages of preparation, alongside which a Sustainability Appraisal (SA), incorporating Strategic Environmental Assessment (SEA), is required. The stages for the Bordesley Park AAP – including the key activities at each point – are set out in the table below. This report represents the conclusion of Stage 4 - the Adopted AAP.

The adopted plan is based on the results of the public consultation undertaken on the Bordesley Park Options Report between August and October 2011, the Preferred Options Report between July and October 2013, the Pre-Submission

Report between March and May 2017 as well as further technical work. It was subject to Examination in May 2019.

Birmingham has been confirmed as the host city for the 2022 Commonwealth Games, a bid that was strongly supported by the City Council, neighbouring authorities, Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP), West Midlands Combined Authority, the Midlands Engine for Growth and National Government. Hosting the games will have a significant positive impact on the city and regional economy – generating in excess of £390 million GVA and thousands of jobs as well as bringing significant social and cultural benefits. The potential worldwide coverage of the event will benefit the image of the city and region and future investment.

The games will be focussed at a refurbished and expanded Alexander Stadium at Perry Barr with an Athletes' Village at the former BCU campus. Other existing venues will be used for the majority of events with a small number of new facilities having to be provided. None of these will impact upon the land use proposals set out in the AAP.

	AAP Documentation	Sustainability Appraisal	Milestones	Community/Stakeholder Engagement
Stage 1 Early Analystist	Baseline report setting out current conditions in the area and, where relevant, their likely evolution.	Sustainability Appraisal (SA) Scoping Report including sustainability indicators against which the draft policies and proposals were to be appraised.	Formal commencement of AAP Oct 2009 Consultation on draft SA Scoping Nov 2009	Consultation with statutory consultees drew a number of responses which were incorporated into the next stage of the SA. Ongoing engagement with stakeholders to identify key issues and develop proposals.
Stage 2 Producing the Plan	Options Report Report setting out proposed vision and objectives, identifying potential key areas of change, and presenting a range of options for each of these areas.	Options SA Report Independently produced report examining the vision, objectives and options against the agreed sustainability indicators.	Consultation on Options Report Aug-Oct 2011	Period of non-statutory consultation carried out to engage stakeholders in the process. Consultees included those required under the regulations. The consultation period was publicised locally, online and through direct communication. A series of public exhibitions were held to enable local people to respond. Responses were considered in the production of the Preferred Options Report.
	Preferred Options Report Revised report responding to outcomes of consultation, SA and further technical work, setting out proposed vision, objectives, and preferred approach.	Preferred Options SA Independent revision of SA reflecting the Preferred Options against the agreed sustainability indicators.	Consultation on Preferred Options Aug-Oct 2013	Statutory consultation on the Preferred Options in line with the regulations. This included online consultation, exhibitions and meetings. The nature of key responses is summarised in the relevant chapters of this document.
	Pre-Submission Report This report – a consultation document identifying proposals, based on the Preferred Options Report and reflecting responses to previous consultation, further technical work etc.	Pre-Submission SA Independent revision of SA reflecting the Pre-Submission Report against the sustainability indicators.	Consultation on Pre-Submission Report and SA 2017	Subsequent consultation on the associated SA. Statutory consultation ahead of submission to Secretary of State.
	Submission Document Version of the plan for submission to the Secretary of State for examination.	Submission to Secretary of State	November 2018	Representations and participation at examination.
Stage 3 Examination			Independent examination May 2019	Participation at examination.
Stage 4 Adoption			Receipt of Inspector's Report August 2019 Adoption of Area Action Plan January 2020	

Context

The AAP area has a population of just under 35,000 (2016 population estimates). This is up 2.9% since 2011 and 5.6% since 2001. The age profile of the AAP area is notably younger than that of both Birmingham as a whole and England; the proportion of the population that are children is 31% compared with a city wide average of 22.8%. Almost half of the population of the AAP area is of Pakistani origin, and more than 10% Bangladeshi. An increasing proportion of people (5.3% in 2011 compared with 0.8% in 2001) are from African backgrounds.

The worklessness rate in the plan area is persistently higher than in the city as a whole, although the gap has fallen from more than 5 percentage points in 2009 to 1.6 percentage points in 2016, so that in November 2016, the Worklessness rate across the four wards within which the plan area falls was between 14.3% and 16.5%; the citywide rate was 13.7%.

Within the AAP area there is a mixture of residential, mixed use and industrial neighbourhoods as well as large local centres at Coventry Road and Alum Rock Road. These neighbourhoods and their individual characteristics are outlined in more detail in the 'Neighbourhoods' section.

The areas of employment land within and near to the AAP area are of poor quality and do not generally meet the needs of new and growing employers. There is potential to improve some of the existing employment areas, as set out in this plan. However, there remains a shortage of quality employment land here, and across the city as a whole, as evidenced by the Employment Land Review carried out to support the Birmingham Development Plan.

There are a number of formal parks, such as Small Heath Park, and smaller areas of incidental open space within the area, as well as linear green/blue space along the Birmingham and Warwick Junction Canal. The Cole Valley Linear Open Space falls just outside the AAP area to the east. However it is recognised that the overall

environment of significant parts of the area is in need of improvement. Leisure facilities located within the area include St Andrew's, the home of Birmingham City Football Club, the wheeled activities at Birmingham Wheels Park (including a 400m oval stock car racing track, karting track, off road facilities and a speed skating track), and Small Heath Leisure Centre.

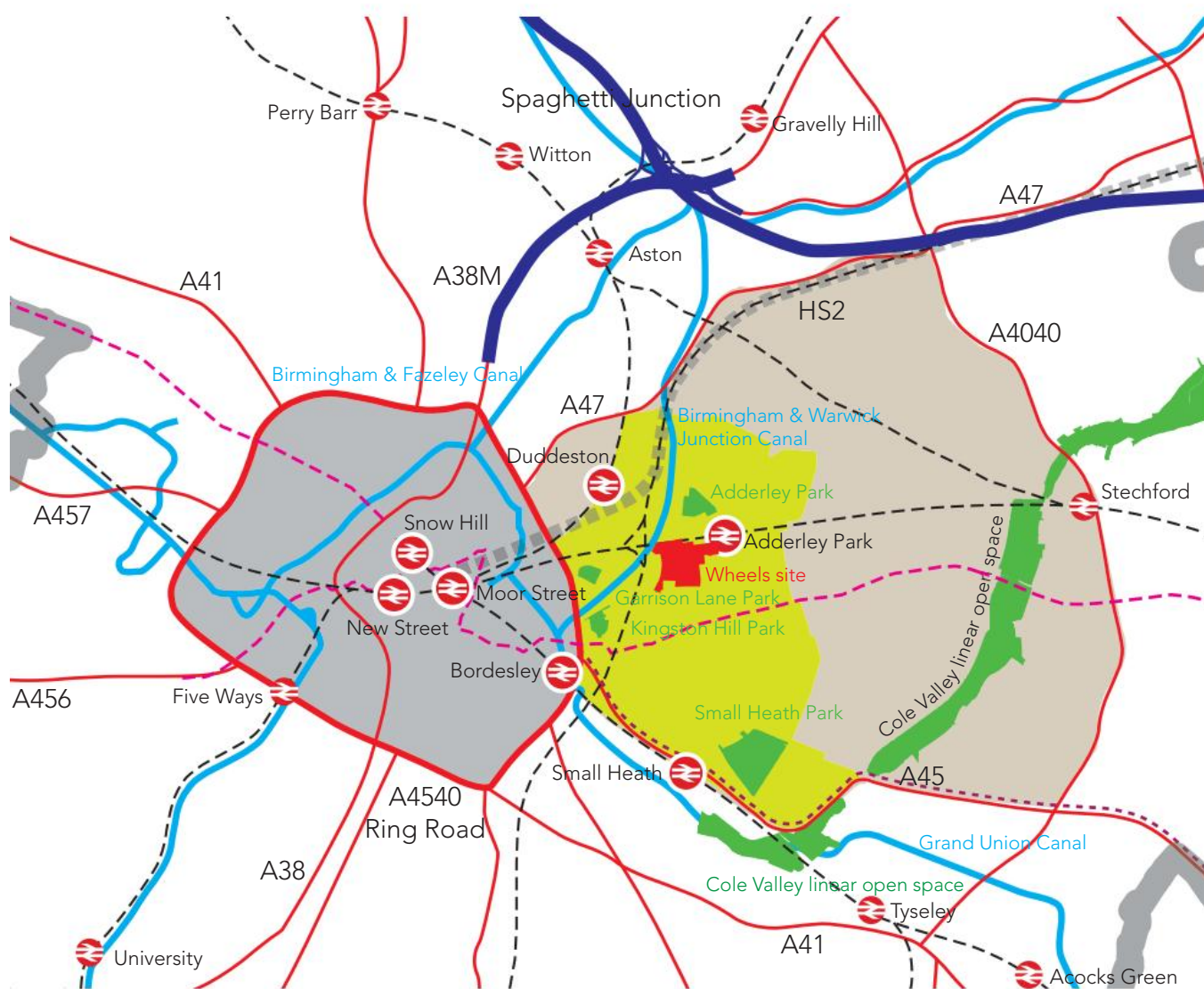
The area is dominated by significant transport corridors including major rail lines, the ring road (A4540) and the A45 which connects the City Centre with Birmingham Airport and the NEC. The proposed route for the High Speed 2 (HS2) rail line, promoted by Government, also runs through the area to a new rail station at Curzon Street within the Eastside Quarter of the City Centre. These routes impact not only on the urban environment but also on pedestrian connectivity within the area and with adjacent neighbourhoods (including across the ring road to the City Centre).

Its location between the City Centre and UK Central (the area including Birmingham Airport and the proposed High Speed 2 Interchange in Solihull) presents significant economic opportunities for Bordesley Park.

The growth of the City Centre as outlined in the Big City Plan and the Birmingham Curzon HS2 Masterplan, when coupled with enhanced economic, social and physical connections with the City Centre, will make the area more attractive to investors, developers,

businesses and residents who can capitalise on the new development, investment and jobs generated - especially at Eastside.

The area will be affected by the construction and operation of the HS2 line. Although it is the Vauxhall area which is directly affected, the impact of the line will be felt more widely within the AAP area as Saltley Viaduct will be closed for a period during construction, and changes to the ring road to accommodate the route will impact on traffic. Particular issues are addressed in the relevant sections of this document.



Key

	Birmingham City Centre		A38 M, Spaghetti Junction & M6		HS2
	Bordesley Park Area Action Plan		Strategic Highway Network (SHN)		Canals
	Wider Area of Influence		Metro		
	Green space		Sprint		



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Plan 4 Local context

Development vision and principles

We have defined an aspirational and challenging vision and accompanying series of objectives for the AAP. These are set out below, and form a framework for the proposals presented in the following chapters.

Vision

The vision for Bordesley Park is:

A revitalised neighbourhood, delivering growth in a high quality urban environment.

Four objectives have been defined to support the delivery of this vision:

1. For Bordesley Park to become a focus for sustainable growth in terms of economic activity, housing and community infrastructure.
2. For Bordesley Park to benefit from improved linkages within and across the area to the City Centre and other centres of activity.
3. For the character and quality of the environment across the whole of Bordesley Park to be improved.
4. To ensure a sustainable future for Bordesley Park, and for the area to make a positive contribution to the City's sustainability targets.

The remainder of this chapter sets out a series of principles which will be applied to ensure that these objectives are achieved. The principles then flow into the opportunities – and associated proposals – identified in the following chapters. These are underpinned by a clear evidence base and are deliverable.

Growth

Bordesley Park has the potential to play a significant part in delivering growth and sustainable development to support the city's growing population.

The BDP sets the context for growth, and promotes positive change in East Birmingham including the development of rapid transit routes, improved links through the area to the City Centre and Birmingham Airport, and the development of sustainable neighbourhoods at Bordesley Park and 'the Eastern Growth Triangle' (comprising Stechford, Meadway and Shard End).

The AAP supports this by moulding Bordesley Park into an increasingly sustainable neighbourhood.

Bordesley Park is identified as Growth Area 7 Bordesley Park within the BDP, which emphasises the overall growth targets of 750 new homes and up to 3000 new jobs.

Employment

The provision of sufficient land to enable a diverse economic base is vital to a sustainable economy. There is a shortage of land, and particularly of high quality readily available land, for employment uses in the city, which needs to be addressed.

The AAP area includes a range of existing employment areas, including Core Employment Land (as identified in the BDP) at Vauxhall and Small Heath Business Park. Investment and improvements to the environment in these areas is promoted, alongside the creation of major new employment

Principle 1: Growth

To promote growth in the AAP area, with a presumption in favour of sustainable development, by supporting proposals which:

- Provide the right conditions for growth, diversification and enhanced competitiveness to secure the economic revitalisation of the area and support a target of creating up to 3000 new jobs. This will include bringing forward land for significant employment development opportunities at the Wheels site, and promoting existing industrial areas at Vauxhall and Small Heath.
- Enhance and develop thriving local centres by supporting their niche market position and providing a strong retail offer and range of services. Alum Rock Road, Bordesley Green and Coventry Road are identified as key centres for investment and additional development and growth.
- Enhance the quality and range of the housing offer within the area, including the delivery of up to 750 new homes to meet existing and future housing needs, improvements to existing housing stock, and measures to bring vacant properties into residential use. The Cherrywood Road area is identified as having the greatest potential for new residential development.
- Improve access to high quality leisure, community and educational facilities and infrastructure.
- Maximise development opportunities along main transport routes, particularly along the proposed Metro line and at its stops, at transport hubs and within and adjacent to local centres.

uses at the Wheels site (see Key Opportunity 1: The Wheels Site and Environs). These will provide much needed employment opportunities for local people. There are also smaller clusters of employment uses in local centres and historical industrial sites across the area; the 'neighbourhoods' section of this plan identifies where interventions in relation to change of use or measures to minimise impact are supported.

Local Centres

Local centres at Alum Rock Road and Coventry Road are identified

in the BDP as district centres, and as such the preferred locations for retail, office, leisure and community facilities. These centres provide a range of shops and services which are reflective of the local community. Development which contributes to the diversity and vitality of these centres, as well as improvements to accessibility and environment, is promoted (see Key Opportunities 4 & 5). Improvements to the environment of other local centres and parades will also be supported.

Housing

A range of housing types and tenures is required to meet the needs of the community, including affordable housing, large family housing, and properties suitable for elderly and disabled people. The Cherrywood Road area offers the greatest potential for new housing (see Key Opportunity 2: Cherrywood Road), with a number of smaller opportunities identified across the area. Measures to improve existing housing, replace that which is beyond repair, and bring vacant properties and sites back into use – including the use of the City Council's compulsory purchase powers – will also be supported.

The City Council will work with landowners and developers to bring sites forward, and identify new housing opportunities. This will include the annual review of the SHLAA - originally prepared as part of the evidence base for the BDP. Bringing vacant properties back into use and windfall housing opportunities will also contribute to housing growth.

Community Infrastructure

Access to high quality leisure, community and education facilities is vital to the creation of a sustainable neighbourhood. Protecting, enhancing, and promoting the use of parks, sports pitches and local open spaces which form part of a wider green infrastructure network will be key. There is a demand for community and religious facilities which can meet the changing needs of the growing population. These should be accommodated in accordance with the City's adopted Places of Worship SPD.

A shortage of school places has been identified and, given the young and growing population within the area, proposals are included to provide for additional school places.

The existing leisure facilities in the area provide an important offer for local people as well as attracting visitors. Improvements to provision of and access to leisure uses will be supported. Where proposals have the potential to affect the

operation of or necessitate the relocation of existing sports and leisure uses, including at the Wheels site, the Council will work to ensure appropriate support to help them to continue. St. Andrew's Stadium, home of BCFC, is a major visitor attraction and the stadium and its surroundings have scope for enhancement.



Small Heath Park

Connectivity

Birmingham has set out its vision of a transport system which puts the user first and delivers the connectivity that people and businesses require (Birmingham Connected, 2014, see Appendix A). This includes faster, safer and healthier travel and using transport as a catalyst to invest in the fabric of the city. It also uses the transport system as a way of reducing inequalities across the city by providing better access to jobs, training and education, and removing barriers to mobility.

The AAP promotes a sustainable and efficient transport network in keeping with this vision with improved public transport, walking and cycling connections.

Public Transport

The following measures have been identified as important in improving the public transport offer in the area:

- Working with Network Rail, the train operating companies and the devolved local rail franchise through West Midlands Rail to improve the quality, capacity and frequency of rail services in the area including the general environment of and connections to Adderley Park, Small Heath and Duddeston stations.
- HS2, which although it will not have stations within the AAP boundary will be easily accessible from the area and will greatly increase travel opportunities. Associated with HS2, a package of local and city-wide transport connectivity improvements will improve the local public transport offer.
- Supporting the delivery of two high quality rapid transit routes through the area; one a high quality bus (SPRINT) route along the A45, and the other a Metro route through the heart of the Eastern Corridor. The alignment of the Metro route is still being developed but in line with the East Birmingham Prospectus for Growth currently extends from the City Centre along

Principle 2: Connectivity

To improve linkages within and across the area to the City Centre and other centres of activity, connecting local residents and businesses with economic opportunities by supporting and promoting proposals which:

- Enhance public transport across the area including the promotion of rapid transit routes along Bordesley Green (Metro) and the A45 (SPRINT) as well as improved local rail and bus services.
- Better manage traffic and congestion within the area.
- Encourage more walking and cycling within the area reducing transport's impact on the environment thereby improving air quality, reducing carbon emissions and improving road safety.

Kingston Road, Cattell Road and Bordesley Green to Heartlands Hospital, Meadway and then on to the airport. As the business case for the route is developed this route will be thoroughly examined including the evaluation of alternative options and could be refined and revised further.

- Working with Transport for West Midlands and bus operators to improve bus services within the area making them more reliable and attractive for users. This will include improving public transport interchanges, ticketing, travel information and 'way finding' to make public transport more convenient and simpler to use.
- investigating opportunities for park and ride.

Managing Traffic & Congestion

It is recognised that car use, and in particular the use of vehicles for business purposes, will remain important in the area. Measures to reduce congestion, improving journey times and reducing emissions, and to reduce the dominance of traffic are supported including:

- Management of traffic and road space, including Urban Traffic Management and Control (UMTC), Intelligent Transport Systems (ITS), and other digital technologies, considering road space allocations to best meet the needs of users.
- Enhancing the A45 to tackle congestion and improve the general environment of this important road corridor.



Metro

- Improving key junctions on the ring road, in particular Bordesley Circus and Garrison Circus. Both junctions are set to be significantly redesigned with surface level crossings.
- Tackling localised congestion, improving pedestrian safety and enhancing the environment of the main linear routes through the area (including Coventry Road, Garrison Lane, Bordesley Green and Alum Rock Road). 20 mph zones will be introduced in key areas including local centres.
- Seeking opportunities to improve car parking, particularly provision of off road parking within local centres such as Alum Rock Road and Coventry Road, and general parking provision within residential areas.
- Addressing the parking and congestion issues around St Andrew's Football Stadium on match days.
- Exploring the potential for new transport technologies, including electric charging points on key routes.

Walking & Cycling

Improving and expanding the network of walking and cycling routes through the area is essential in terms of connectivity and in promoting associated health benefits. Safe, attractive and legible routes are required.

The ring road carries large volumes of traffic and is a barrier to pedestrian movement separating the communities of East Birmingham from the City Centre; particular emphasis will be placed on improving these connections. Walking routes within the area, accessing local facilities, are also important.

Birmingham's 'Cycle Revolution' will improve cycling facilities within a 20-minute cycling time of the City Centre, including improvements to 95km of existing routes and the creation of 115km of new cycle

routes, with the aim of making cycling an everyday way to travel in Birmingham over the next 20 years. A target has been set of 5% of all trips in the city to be made by bike by 2023 and to double this again to 10% by 2033.

Measures to make walking or cycling a positive transport option are supported including:

- Creating a network of pedestrian routes across the area – a 'walkable neighbourhood' utilising existing and new green space, and with improved linkages to rail stations (including the HS2 Curzon Street Station), leisure attractions and facilities, areas of employment, and local centres (including improving the pedestrian environment within local centres). Improved walking routes and green spaces, including safety improvements, will encourage journeys by foot as well as promoting the health benefits of walking.
- Improving the pedestrian environment and connectivity across the ring road, whilst acknowledging the important traffic function of the ring road. New and enhanced pedestrian crossing points should connect Bordesley Park with the network

of pedestrianised streets, squares and open spaces that have been created across the City Centre and which will be further developed through the proposals within the Big City Plan and the Birmingham Curzon HS2 Masterplan for Growth.

- Linking directly into the City Centre via the Grand Union and the Birmingham and Warwick Junction Canals, provides an opportunity to expand into the AAP area proposals to develop a network of attractive and pedestrian friendly water spaces within the City Centre. This will not only enhance pedestrian linkages into the City Centre canal corridor but also build upon the canal's potential as a leisure amenity and nature conservation asset.
- Defining new cycle routes running parallel to main corridors and providing an alternative to the busy 'A' and 'B' roads. Two routes are currently proposed through the area, the first will parallel Coventry Road linking Digbeth to Small Heath and a second linking the City Centre to Stechford via Saltley and Alum Rock. These will benefit from directional signing and cycle markings on the road



Curzon Street rail terminus

but may also include marked cycle lanes, shared pavements for pedestrians and cyclists, improvements to side road junctions, new and upgraded signalised crossings where routes cross main roads, and measures to reduce vehicle speeds.

- Providing safe and convenient cycle routes and facilities through the area including cycle parking at key locations along with parking for scooters and motorcycles.
- Providing 'way-finding' signage within the area.

Wider Proposals

There are a number of transport improvements planned which, whilst not directly improving connectivity in the AAP area, will nonetheless have an impact on movement within the City and are supported through the BDP:

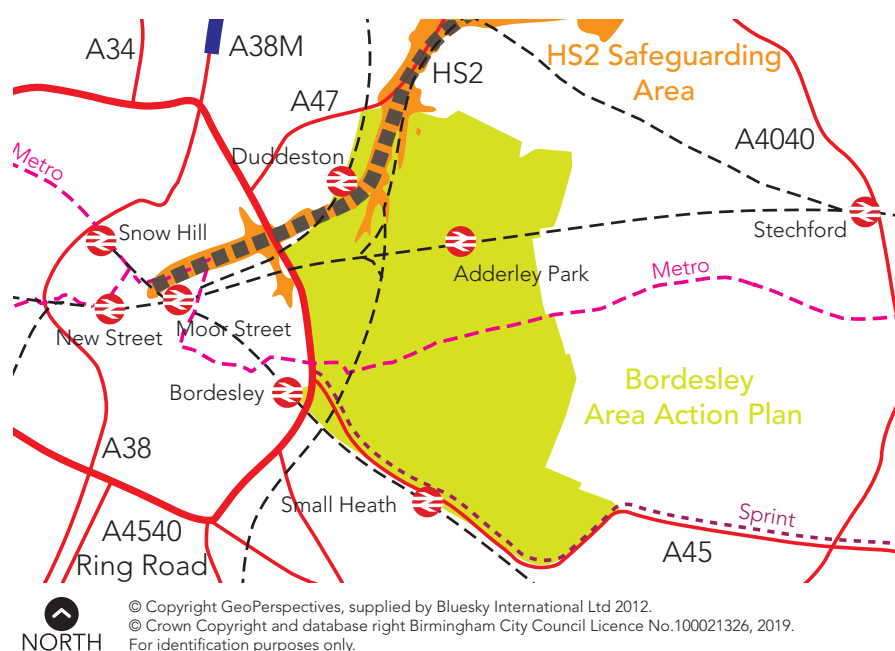
- Re-opening of the Camp Hill railway line to passenger services between Kings Norton and Tamworth including a connection into Moor Street station via new 'Chords' at Bordesley. This is a major transport priority supported by the City Council and partners such as Transport for West Midlands and Network Rail that would bring significant

benefits to the wider regional rail network. As part of this initiative new railway stations are proposed within the city at Fort Parkway and Castle Vale to the north and at Moseley, Kings Heath and Hazelwell to the south. However, this will require major infrastructure works to the south of Bordesley Circus. There will be a need for a full assessment of the implications of the Chords proposal, along with consideration of any development opportunities that may arise on adjoining land.

- In the longer term the government's proposals for HS2, with a rail terminus at Curzon Street in the City Centre (within a short distance of the AAP area) will enhance connections to London, the rest of the UK and Europe as well as provide a focus for new economic activity. The proposed line of HS2 passes through the Vauxhall neighbourhood of the AAP from Saltley Viaduct to Curzon Circus. The Council will continue to protect land within the designated HS2 Safeguarding Area, as shown on Plan 5. Further updated Safeguarding Directions, which would supersede the HS2 Safeguarding Area shown, may

be issued by the Secretary of State for Transport and will be available at <http://www.hs2.org.uk/developing-hs2/safeguarding>.

- The City Council is working with HS2 Ltd to minimise and mitigate the impact of the rail line on local residents and businesses both during the construction and operation of HS2. The safeguarded area protects the land required for both the construction and operation of the new rail line but not all of the land within the safeguarding area will be needed permanently. The HS2 proposals were taken forward through a Parliamentary Hybrid Bill which gained Royal Assent in early February 2017. The new rail line is programmed to be operational from 2026.
- The construction of HS2 requires the temporary closure of Saltley Viaduct which is a key gateway into the Alum Rock Road local centre and wider East Birmingham. As part of the construction of HS2 it is necessary to re-build Saltley Viaduct which as a result will be closed for a period of up to 18 months. Following the submission of the High Speed Rail (London – West Midlands) Bill to Parliament the City Council negotiated a number of 'assurances' on HS2 and its impact with the Secretary of State for Transport. This has included an 'assurance' to develop a strategy to minimise as far as reasonably practicable, the impact of the closure of Saltley Viaduct for HS2 works on the road traffic network and mitigate its impact on all user groups taking into account the effects of any diverted traffic in the wider area. The City Council will work with HS2 and other stakeholders to minimise the impact of this on movement and businesses operations across the area.



Plan 5 HS2 and Safeguarding Area

Local Character

The environment of the area is varied in terms of character and quality. The AAP represents a significant opportunity to enhance the character of the area by capitalising on and being led by the best examples of local character – quality buildings, attractive green spaces, a range of housing and commercial areas – and ensuring that the new development and interventions brought forward through the AAP are of high quality.

Historic Legacy

Historic landscape characterisation has been used to show how the area has developed over time and the date at which the present land use type began.

In 1750 the area was predominantly fields with scattered farms and just a few clusters of houses joined by roads and lanes. By 1900, although there were still extensive fields, a canal and railways crossed the area, and residential development and the growth of commercial centres created the basis of the urban character of today.

Roads such as Coventry Road and Bordesley Green appear on maps by 1750 and are likely to be medieval in origin. Surviving land uses from the 1800s include the railways and canal, commercial development along Coventry Road and some residential development to its south, smaller areas to the north and some development along Alum Rock Road.

20th century development retained and reinforced the general pattern of land, except that industrial and related uses now occupied most of the north-west of the area, including some former residential land, and fields had been replaced by the expansion of commercial centres and the spread of residential development.

Bordesley Park therefore has a rich history and a wide variety of distinctive townscapes, buildings and parks. Within the AAP area there are a number of listed and locally listed buildings and

Principle 3: Local Character

To improve the quality of the environment across the whole of the AAP area by supporting proposals which:

- Build upon local character to promote high quality design and community safety in new development. This will include acknowledging the area's rich variety of townscape, buildings, archaeology, parks, open space, waterways and industrial heritage and the promotion of high quality design of new development and public space.
- Improve the general amenity of the area including design, streetscape, and tackling problem sites and local eyesores.
- Develop a network of green infrastructure across the area in order to maximise the benefits of and linkages to the area's existing assets of parks, open spaces and canals that will enhance the natural environment, promote connectivity and improve health.

archaeological remains which are both a physical legacy of the past and a significant asset for the area.

The City Council will work with Historic England to enhance these assets and their local setting. There are also a number of attractive tree lined residential streets which although not formally protected form part of a quality townscape which should also be recognised and valued. The canals, railways and River Rea running through the area are also an integral part of the city's industrial heritage and a key part of the area's local character.

These historic assets, both designated and non-designated, contribute to the character of the area and are recognised as an important resource.

The sympathetic reuse of historic buildings is supported. Enhancement of the area's historic streets, spaces and places should influence the design of the new development in the area encouraging and inspiring environmental improvements and new high quality design which in turn enhances these assets and their settings.



Birmingham and Warwick Junction Canal

The parks and open spaces within the area such as Small Heath Park, are a significant part of the area's character, which provide social and health benefits. The enhancement of the areas parks will be a commitment of the AAP going forward.

Plan 6 identifies statutory and locally listed buildings and the canal infrastructure. The City Council holds further information about these, along with locations of archaeological and other historic interests.

Design

The environment in the area can be significantly improved through high quality design in new development and public space. All new developments should reflect local context and make a positive contribution to the area; appropriate innovative design will be supported.

New housing and neighbourhoods should be designed in line with adopted and emerging citywide guidance (see Appendix A) and Government guidance, and should be inclusive, accessible, adaptable, sustainable and good value.

The amenity of new and existing uses, and the relationship of new development with existing uses,

should be considered in design, with appropriate mitigation applied.

New development should integrate green infrastructure, play space, new roads and walking routes where appropriate and should provide links into the existing green infrastructure network. This space, public or private, should be attractive, functional, and inclusive, with long term management considered.

Safety & Security

Actual or perceived safety concerns limit the use of some of the green spaces in the area, as well as certain pedestrian routes. Safe environments that design out crime should be achieved through layouts, building design and spaces which promote positive social interaction and natural surveillance.

New public realm, including green space, should be designed to be accessible, safe and overlooked, and existing spaces improved, in order to promote walking and outdoor activity.

Further measures to improve community safety will be promoted and will complement West Midlands Police's priority areas for long term police and partnership action.

General Environment

It is recognised that in parts the general environment is poor and in need of improvement. Litter and fly-tipping is a particular blight in residential areas and local centres. Inconsiderate parking is detrimental to amenity, and is also a safety issue in places. Whilst the AAP cannot directly resolve these, measures to improve the general environment of the area, combined with improvements to the transport network, will go some way to alleviate these issues. Therefore the City Council is establishing a cross-service Project Board to adopt an holistic approach to improving the environment across the AAP area.

Improvements to the public realm in local centres and at key junctions will enhance the image of the area. Such opportunities are identified within the Key Opportunities and Neighbourhoods sections.

Certain commercial uses cause problems for adjoining occupiers and are detrimental to the general character and environment of the area. Where these uses are non-conforming, for example industrial uses within residential neighbourhoods, proposals will be brought forward for redevelopment subject to consideration of relocation issues. Where such uses are appropriate we will encourage good management and measures to improve frontages and contain uses within the curtilage of sites (for example scrap yards, car repairs and MOT garages). We will use planning conditions and will enforce against breaches where necessary.

Vacant sites and buildings are also detrimental to the character and environment. Opportunities for development are identified throughout the Key Opportunities and Neighbourhoods sections, and overall the reuse of existing buildings will be encouraged.



St. Peters College

Green Infrastructure (GI)

There is a network of green spaces and corridors within the AAP area which provide a range of environmental and quality of life benefits. This includes formal parks, playing fields or other areas of significant open space - often within schools or other locally accessible facilities, and green spaces along road, rail, river and canal corridors; key elements are shown on Plan 7. Street trees and gardens also contribute to this network of Green Infrastructure (GI).

The most effective benefits of GI are realised where spaces are interconnected and multifunctional. Although the quality and value of GI across the area varies, it does contribute to the overall quality of the environment, visually and physically, and has the potential to help improve health within the area through the promotion of physical activity. As well as its recreational and amenity value, GI is important in supporting biodiversity and air quality, and mitigating the impacts of climate change. The incorporation of sustainable drainage into multifunctional GI areas will also reduce water pollution and help manage flood risk if designed appropriately. This is key in this location where surface water drains into the River Rea, currently classified as being of bad status. This is addressed further in the following 'Sustainability' section.

Open spaces within the AAP will be protected, and enhanced where appropriate, and proposals will aim to maximise access to open space. This could include the shared use of community sports and play space by nearby schools, as well as gardens and community spaces for leisure or food production (for example community growing schemes).

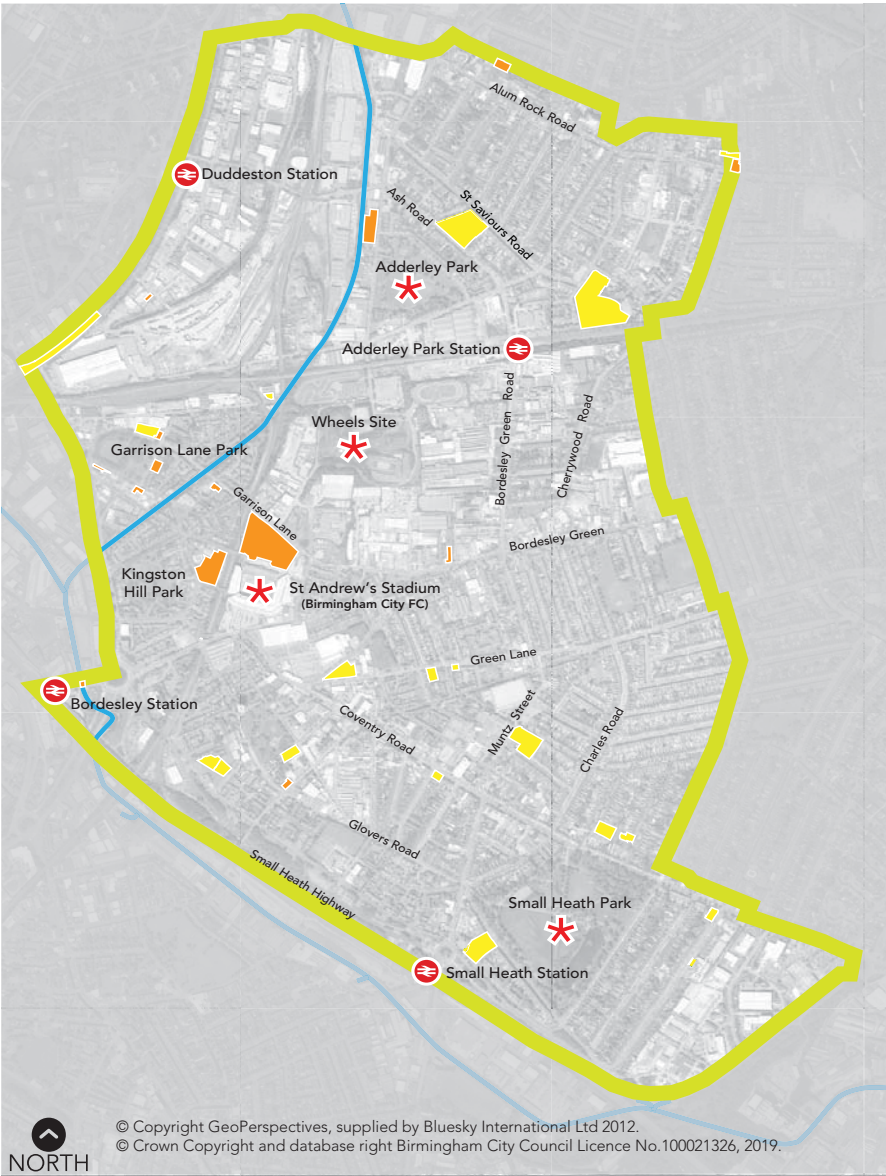
Proposals will seek to improve connections with the City Centre GI network to the west, and the River Cole linear open space to the east (linking to the City's Green Belt land to the east). This will include both the creation of new GI assets, and the enhancement of existing assets.

The River Rea and Birmingham and Warwick Junction Canal are important assets for the area in terms of amenity and leisure value. Measures to improve access, particularly to the canal for walking and cycling, will be supported, as will measures which enhance their ecological role, again addressed in more detail in the following 'Sustainability' section.

Trees and planting are of particular environmental importance, and are also important in promoting amenity, character and sense of place. New trees and planting, including measures such as green roofs, will be supported.

Key

- Statutory Listed Buildings
- Locally Listed Buildings
- Local landmark
- Canals



Plan 6 Historic assets



Key

- | | | | |
|--------------------------------------|--|-------------------------------|-------|
| Formal Open Space | Schools or other facilities with significant open space or GI assets | Nature Conservation Corridors | Canal |
| Incidental green space with GI value | | Cycle Route | River |
| | | Railways | |



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Sustainability

The City Council has set out an ambitious target to become one of the world's leading green cities. The AAP will help to meet the City's goals, contributing to achieving the wider priorities for sustainable development and adapting to the impacts of climate change.

Birmingham's Green Commission report "Building a Green City" and the Your Green and Healthy City draft Supplementary Planning Document provide further details on the City's priorities. These priorities include:

- Creating a low carbon green economy as part of Birmingham's overall ambition for a 60% reduction in carbon dioxide emissions by 2027.
- Promoting sustainable construction and requiring new development to reduce carbon dioxide emissions.
- Improving the energy efficiency of the city's homes and buildings.
- Reducing the city's reliance on traditional energy sources through low carbon energy generation and energy planning.
- Promoting sustainable transport systems, particularly the use of public transport, cycling and walking, and reducing the environmental impact of the city's mobility needs through low carbon transport.
- Reducing the need to travel by providing important services and facilities within walking distance for local residents.
- Reducing levels of waste and encouraging the use of waste as a resource.
- Mitigating and managing flood risk.

Principle 4: Sustainability

To support proposals which contribute to the City's sustainability targets and which:

- Demonstrate best practice in sustainable development, including:
 - Sustainable construction and design of the built environment with new residential properties aiming to be carbon neutral and non-industrial buildings meeting the specified BREEAM standards and energy efficiency measures targeting existing buildings.
 - Energy efficiency and low carbon generation.
 - Waste and water management through measures to secure the improvement of water quality and the introduction of Sustainable Drainage Solutions.
- Benefit the natural environment through measures to enhance the wide range of green and blue infrastructure across the area including canals and the River Rea.
- Promote a sustainable transport network.
- Reflect the need to manage the effects of climate change.
- Recognise and provide for emerging digital applications including promoting the principles set out by Birmingham's Smart City Commission.

The Built Environment

All development should make the most efficient use of land and buildings, in line with the City's overall development strategy.

For non-domestic buildings, the Building Research Establishment Environmental Assessment Method (BREEAM) provides market recognition for low environmental impact buildings. It is proposed that all new non-residential developments over 1000 square metres (or with a site area over 0.5 ha) should meet BREEAM standard 'Excellent' (or any future national equivalent).

New residential development should aim to be carbon neutral, incorporating measures to reduce energy and water consumption, reduce waste and utilise sustainable building materials. Development should also meet relevant national standards for sustainable construction.

Within the AAP area the existing building stock will largely remain and improving the energy efficiency and achieving the same standards

of sustainability as new buildings will therefore be promoted. The City Council will work with key partners, such as Homes England, to support retrofitting and other initiatives (such as the Birmingham Energy Savers Programme) aimed at existing developments to deliver reductions in carbon dioxide emissions.

Energy Generation

Combined Heat and Power (CHP) systems integrate the production of usable heat and power (electricity), in one single, highly efficient process. CHP is already in use in the City Centre and the proximity of the Tyseley Energy Recovery Facility (within the Tyseley Environmental Enterprise District to the south east of the area) presents the opportunity to introduce such a system within Bordesley Park. There are similar opportunities with regard to the way waste is handled and how it can become both a resource and a potential generator of employment.

Waste Management

The area includes a number of waste management facilities serving a local and regional catchment. The City recognises the importance and supports the provision of such facilities, alongside measures to minimise waste production. However, we will also seek to improve the environmental performance of waste management facilities, and to ensure that their operation is managed to minimise the impact on nearby occupiers.

Flooding and Drainage

New development should demonstrate measures to mitigate against flood risk and to ensure that they do not increase flood risk elsewhere.

Sustainable Drainage Systems (SuDS) such as soakways, infiltration trenches, permeable pavements, grassed swales ponds and wetlands will be required as part of all development proposals to manage surface water. This will reduce surface water flood risk, improve water quality, and contribute to enhanced green infrastructure and biodiversity.

The AAP area drains into both the River Cole and River Rea. Water quality in the area is adversely affected by foul water draining into these water courses as a result of historical misconnections, dual manholes, and combined sewer overflows. The water is classified as bad to moderate. This should be addressed where possible. These issues should be addressed through redevelopment wherever possible alongside the incorporation of SuDS techniques that specifically benefit water quality and limiting of surface water discharge to combined sewers. New development and improvements to existing sites should rectify historical foul and surface water misconnections and replace dual manhole covers.

The Natural Environment

The natural environment, including green and blue infrastructure, is

important for biodiversity and air quality, and mitigating the impacts of climate change. This includes the River Rea and Warwick Junction Canal corridors, as well as green spaces and corridors.

The River Rea is largely in a brick-lined channel through the AAP area. Measures to improve its course to work towards Water Framework Directive compliance, including removal of hard engineering where impacts on function and management have been fully assessed, in-channel morphological diversity, and preserving and where possible enhancing the ecological value of marginal aquatic habitat banks and the riparian zone, will be encouraged. The setting of new development in relation to the river to enhance its context and access will be addressed as proposals come forward.

The Warwick Junction Canal is an important ecological corridor, the value of which should also be enhanced.

Natural environments will be protected and enhanced in line with the principles of the Birmingham and Black Country Nature Improvement Area, with new opportunities for wildlife and biodiversity encouraged as part of new and existing development.

Digital Connectivity

Digital technology will be an important tool in the future knowledge economy and help contribute to improved transport, health provision, access to education and employment, and the City's green agenda.

Birmingham's Smart City Commission has committed to support a Smart City spatial demonstrator in East Birmingham, with the aim of embedding Smart City principles (release, use and access to data; integration and use of digital technologies; and strong citizen/business engagement) to support economic growth and reduce inequalities. As such, East

Birmingham including the AAP area and immediate surrounds will be a test bed for new digital applications. The City Council will also work with developers and Digital Birmingham to ensure that the provision of infrastructure and new technologies which enhance digital connectivity forms an essential part of future investments and developments.

Activity over the plan period may include:

- Installation of open access ducting infrastructure to support an integrated approach to shared utility services, optical fibre to the premises, and shared use of wireless connectivity and power to street devices.
- Development of ubiquitous, superfast and affordable wired and wireless connectivity.
- Installation of sensors and monitoring stations to support growth in data transmission for monitoring, management and control of existing and new services, e.g. smart metering, intelligent traffic management, smart parking, electric charging bays, or monitoring environmental conditions.
- Establishing a digital platform to capture and make available data to support innovation.
- Intelligent energy infrastructure or smart grids to support district energy and local energy generation.
- Enhancing and securing the digital capability of the locality through communication hubs and data exchanges.
- Digital programmes to help improve quality of life, for example access to digital learning, digital support and guidance for carers, or digital logbooks for social housing residents.

Key Opportunities for Change

Five areas have been identified that offer the greatest potential for change, where new development or new uses can make the biggest impact on the area and best deliver the aims of the plan.

Each area forms an integral part of the wider AAP area and opportunities will be maximised to exploit linkages and connectivity between them - particularly access to jobs and training.

Three of these areas, at the heart of the AAP, combine to create the opportunity for a new neighbourhood. New residential, employment, education and community uses complemented by enhanced transport connections and an improved environment, are proposed at:

- The Wheels Site and Environs.
- Adderley Park.
- Cherrywood Road.

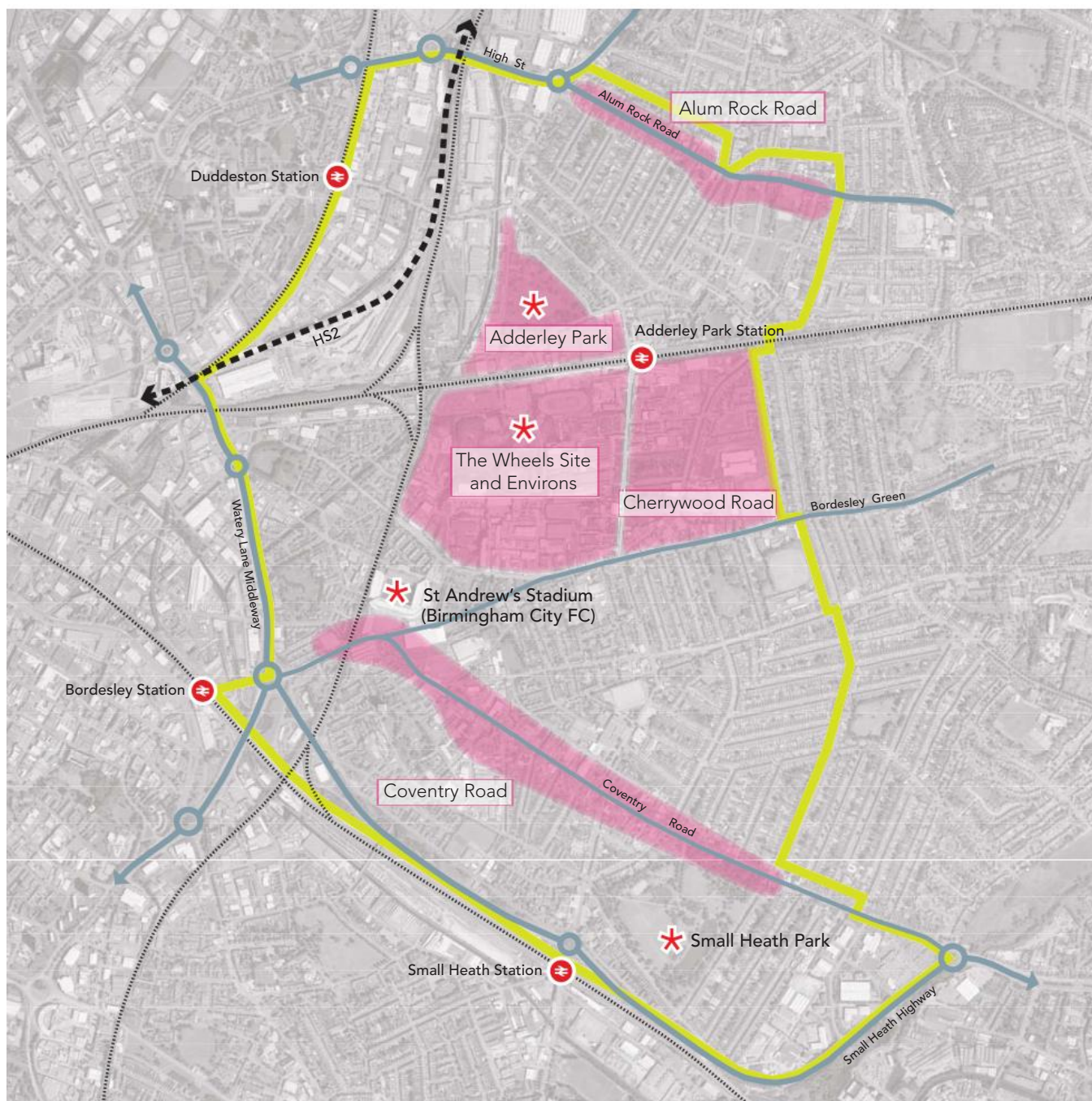
Two further areas offer the opportunity to enhance some of the area's most important assets. Measures to improve the image, accessibility, and range of facilities within the local centres are proposed at:

- Alum Rock Road.
- Coventry Road.

Building upon the work undertaken to date, through the issues, ideas and opportunities outlined and consulted upon in the Options and Preferred Options Reports, a set of land use proposals have been drawn up for each of these areas.



New housing in Saltley

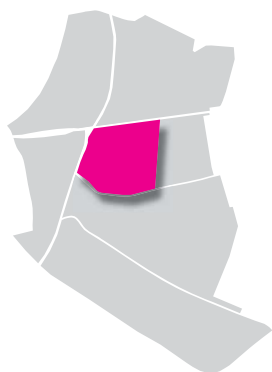


Key

- | | | | |
|------------------------------|------------------|-----------------------------|----------------|
| Area Action Plan boundary | Railways | HS2 | Local landmark |
| Key opportunities for change | Railway stations | Road network (major routes) | |



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The Wheels Site and Environs

The Wheels Site & Environs includes the 40 acre (16 ha) Wheels site as well as a wider area containing a range of industrial uses, retail and community uses within the local centre, and Bordesley Green Girls' School.

The Wheels site is located between the industrial uses on the north side of Garrison Lane and the West Coast Main Line, and currently accommodates a centre for 'wheeled activities' including a 400m oval stock car racing track, karting tracks, off road facilities and a roller skating track. The wheeled activities on the site commenced in the 1970s as part of an initiative to counter youth crime. The range of activities operating from the site has expanded up to the present day although the site is underused and has significant potential.

The site, having previously accommodated brick pits and landfill, is contaminated. There are also significant changes in levels across the site, and it has limited access.

The proposals for the Wheels Site and Environs include:

a. Promotion of new industrial and employment opportunities.

New industrial and employment opportunities (B1(b) & (c), B2 & B8) and ancillary facilities will be promoted on and around the wider Wheels site (more than 59 acres/24 hectares). The illustrative scheme shows up to 1 million sq. ft. over a number of units of differing sizes. Whilst the principles of a spine road through the site and a range of units in a high quality landscaped environment are set, further detail will depend on the nature of the scheme as it comes forward. A range of units up to 200,000 sq.ft. are currently considered to be appropriate, but will be reviewed/amended in line with market conditions and business requirements.

There is the potential for links to be developed with key business

Key Opportunity 1: The Wheels Site and Environs

The Wheels Site and Environs will become an attractive location for high quality employment uses.

This will include:

- Promotion of new industrial and employment opportunities including the comprehensive and coordinated development of the Wheels site to deliver up to 1 million sq ft of floor space and contribute to the provision of up to 3000 jobs and training opportunities. The Council will work with existing occupiers regarding relocation opportunities.
- Redevelopment and enhancement of existing industrial areas for employment led mixed uses north of Bordesley Green through partnership working with occupiers regarding improvements to property and wider development opportunities.
- Opportunities for new and improved facilities at Bordesley Green Girls' School including the potential extension of the school site.
- New and improved access arrangements with improved access into the Wheels site (and the development of a spine road through the site) to serve the industrial development.
- High quality public transport including the promotion of rapid transit proposals (Metro) along Bordesley Green and improved access to local rail and bus services.
- Improvements to the wider environment including Bordesley Green local centre linked to the development of rapid transit proposals.

Implementation

Local/National Funding	Partnership Working	Land Assembly/ CPO	CIL/ Section 106	Planning Management
✓	✓	✓	✓	✓

sectors in the city, including the automotive sector, as well as with universities and other education and training establishments.

b. Redevelopment and enhancement of existing industrial areas.

The existing industrial areas also have great development potential, ranging from the improvement of existing premises and access through to redevelopment linked to the proposals for the Wheels site,

Metro and proximity to the local centre. The future of the existing housing will be considered in light of the emerging proposals for the wider site.

The proposed route of the Metro along Bordesley Green will be a key opportunity for the area facilitating growth including the potential redevelopment of the local centre and the scope for higher density development.



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c. Opportunities for new and improved education facilities.

The site of Bordesley Green Girls' School will be extended (subject to continuing demand) providing an improved educational environment/setting and additional space for teaching and learning.

Education/training facilities associated with the employment uses on the core site will also be supported, along with HMS Forward on Tilton Road.

d. New and improved access arrangements.

Existing accesses to and from the site from Adderley Road South and Venetia Road will be improved, and a new access from Bordesley Green Road created. Traffic to and from the site should be routed away from nearby residential streets.

e. High quality public transport.

Proposals for a Metro route along Bordesley Green to the south of the site will be supported including the need to accommodate any land take required to facilitate the delivery of this.

Improved pedestrian connections will be promoted, particularly to Adderley Park Railway Station, major bus routes and future rapid transit routes, as well as the City Centre. The Ward End cycle route along Arden Road to the north of the site provides a sustainable link for accessing new development here.

f. Improvements to the environment including Bordesley Green local centre.

Improvements and/or the redevelopment of Bordesley Green local centre will be supported in line with emerging rapid transit proposals. This is addressed further under Key Opportunity 2: Cherrywood Road.

Measures will be taken to address environmental and amenity issues for residential and other sensitive uses adjoining industrial activities.

Justification

The proposal addresses the need to promote economic growth and new industrial and business opportunities responding to the need to increase the supply of high quality employment land identified in the Employment Land Review 2012 and the evidence base for the BDP, and more recently by the Employment Land Assessment 2017. It also maximises the potential to provide employment and training opportunities for the local community.

The proposal responds to the locational advantages of the site and the scale of land available for inward investment and major business locations. There is market demand in the city for quality purpose built employment uses.

Bordesley Green Girls' School, which has been expanded for post 16 provision is located on a physically constrained site. The proposal offers the opportunity to improve the school by extending its site.

The proposal will improve accessibility across and within the area, and will support improvements to the local centre, in keeping with the AAP principles.

Delivery

The core area of the site is in City Council ownership. The City Council will work with developers to assemble the wider site required to deliver the employment proposal.

Major challenges include the changes in levels and poor ground conditions across the site and working with existing occupiers to secure suitable sites for relocation where appropriate.

The AAP will create the 'market' to make the site deliverable whilst de-risking it as a regeneration initiative. It is recognised that further work on viability and deliverability will need to be undertaken as a detailed scheme for the site is developed. This will include the relationship between different uses on the site and with uses on adjacent sites, as well as design issues.

Going forward this mechanism will also be used to deliver the site including potential land reclamation and assembly.

The City Council will promote the locational advantages of the site, including its strategic location and proximity to the ring road, and opportunities to further enhance access. The scale of opportunity



Bordesley Green Girls' School



Adderley Park Railway Station

for industrial development will be promoted to encourage economic growth.

The Asset Accelerator is a joint BCC/Homes England programme which enables the recycling of capital receipts from the disposal of former Regional Development Agency assets to facilitate the unlocking of development opportunities on a number of sites across the city. For the Wheels area, this funding is initially being used to fund commissions to address reclamation, provision of infrastructure and financial modelling as well as the consideration of relocation requirements of existing occupiers.

The Council will work with existing occupiers regarding options for the relocation of their facilities. The importance of these facilities is recognised and their continued operation through equivalent or better quantity and quality replacement provision elsewhere and/or consolidation on site in conjunction with any redevelopment of the Wheels site is supported. This will include consideration of the catchment

area of the participants involved. Appropriate provision will also need to be made for other existing business occupiers of the site.

Evolution of the proposal

Following extensive options development and analysis, the Options Report presented four options - the incremental intensification of existing sporting uses, significant housing development to create a new neighbourhood, a major leisure attraction with associated leisure and retail uses, and the development of a major industrial/employment site. These were broadly drawn, and were deliberately not mutually exclusive – all included some elements of improved connectivity and environment, as well as new/expanded educational facilities. Combinations of options or individual elements could therefore be considered.

Each of the options secured a range of comments, with many relating to the need to safeguard the existing sporting activities on site, provide improved educational

facilities, and address issues relating to some of the existing industrial premises (in particular potential for expansion, and the environmental and amenity impact of particular businesses on adjoining uses). There was also significant interest in training and employment uses.

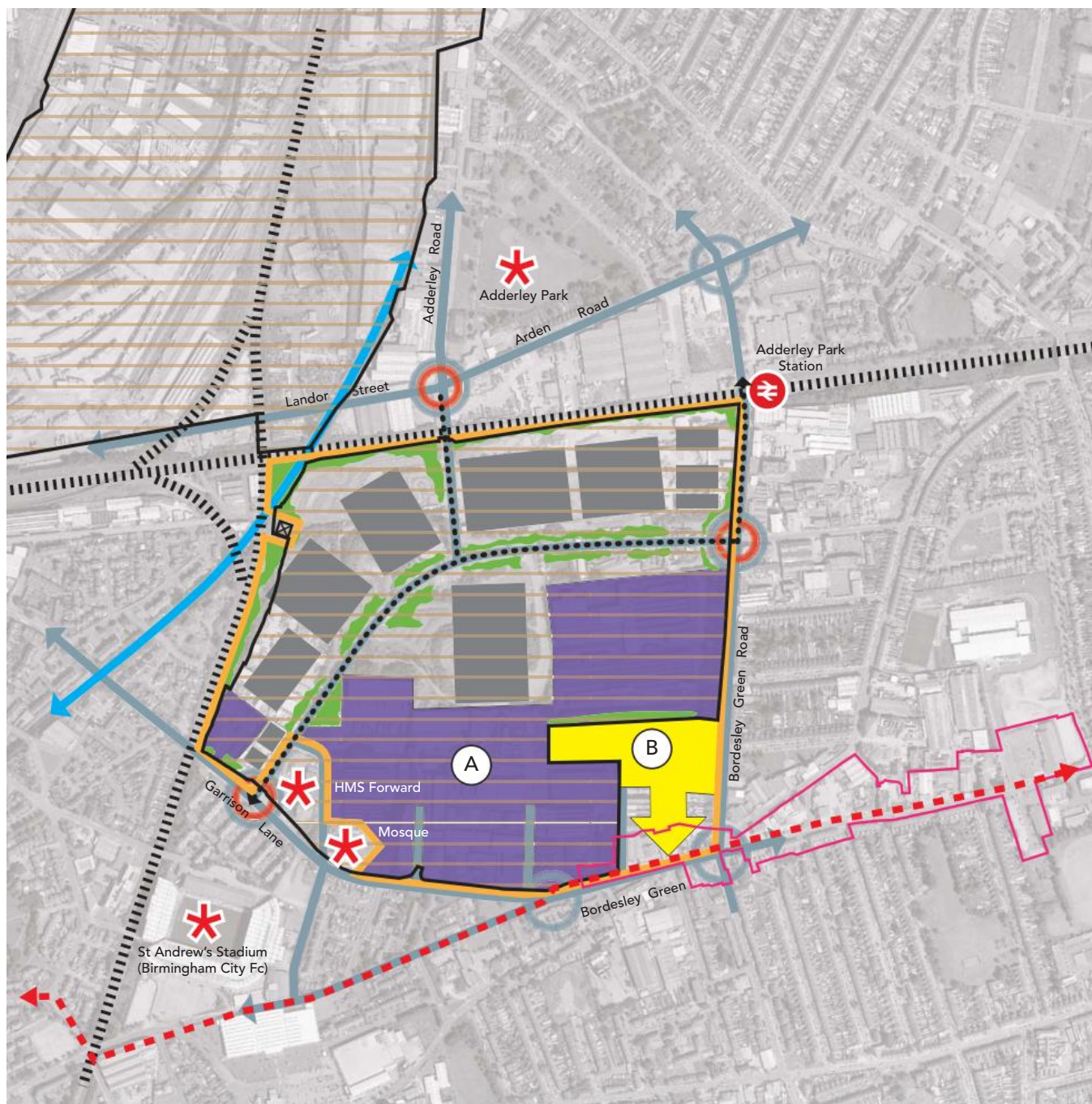
There was no interest shown for the arena option from potential occupiers at that time, which limited the scope of this option from moving forward. Site constraints also limited the potential for residential development.

The Preferred Option focused on the industrial and employment option. Most consultation responses again related to the need to safeguard the existing sporting activities. There was also interest from the commercial sector regarding the potential for the delivery of significant new industrial floorspace.

The proposals set out in the Preferred Option Report were carried forward into the Pre-Submission Report, the Submission Report and now into the adopted plan. Through consultation, there remains concern about the impact of proposals on the current leisure uses on the Wheels site, but development of employment uses reflects the proposals in the adopted Birmingham Development Plan.



Junction of Bordesley Green and Bordesley Green Road

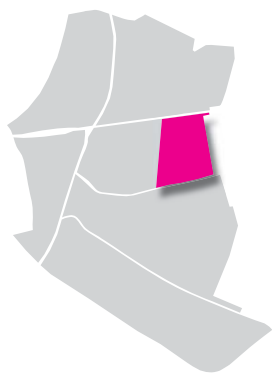


Key

Area of Development Opportunity	Road network (existing and proposed)	Junction improvements	Existing employment area. Support for long term improvement/redevelopment
Employment (proposed)	New access routes	Principal gateways	
Employment led mixed uses (existing/proposed)	Proposed rapid transit route (Metro)	Local landmark	Existing school site facilities and access enhancements to be considered
Core Employment Areas	Railway lines	Canal	
Education (site extension)	Railway stations	Electricity pylon	
Existing & proposed landscaping			
Bordesley Green Local Centre			



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Cherrywood Road

The Cherrywood Road area adjoins the eastern boundary of the Wheels site and is bounded by Bordesley Green Road, the West Coast main railway line, Fordrough Lane and Bordesley Green. It includes areas of older terraced housing, the education campus of South and City College Birmingham and two distinct industrial areas - the area between Bordesley Green Road/Cherrywood Road and the area to the north of Bordesley Green.

The proposals for the Cherrywood Road area include:

a. New residential development.

Residential development will be promoted on sites in the area. This will initially be on Cherrywood Road and Cherrywood Road/Humpage Road, with the scope for a wide range of housing types to meet the needs of the local area. Development here will be designed to maximise residential amenity, respecting the operation of businesses in the wider area. Opportunities to bring forward further housing development will be explored.

b. Opportunities to review education needs.

The future needs of Al Hijrah School will be considered regarding its proximity to industrial premises and location on a constrained site. Alternative sites will be explored, if appropriate.

c. Improving the setting and amenity of the area.

There are a number of car repairs, recycling and similar uses which currently have a detrimental effect on the amenity of the area. The concentration and cumulative impact of a large number of these uses will be reviewed with the aim of securing improvements to the amenity of existing housing and to allow new residential development to take place.

d. Improvements to Bordesley Green local centre.

Development opportunities along Bordesley Green include the scope for additional convenience retail and community/service provision. These will be supported where they contribute to the vitality of

Key Opportunity 2: Cherrywood Road

A new residential neighbourhood with improved community facilities and local environment will be created.

This will include:

- a. New residential development at Cherrywood Road and Cherrywood Road/Humpage Road that addresses amenity issues and constraints presented by adjoining uses.
- b. Opportunities to review education needs within the area including the site issues of Al-Hijrah school.
- c. Improving the setting and amenity of the area by reviewing the concentration and operation of car repair and recycling uses to improve the amenity of existing housing and allow further residential development to take place including at Cherrywood Road/Denbigh Street.
- d. Improvements to Bordesley Green local centre through the promotion of new retail and community development and the promotion of a rapid transit route (Metro) along Bordesley Green.

Implementation

Local/National Funding	Partnership Working	Land Assembly/CPO	CIL/Section 106	Planning Management
✓	✓	✓	✓	✓

the local centre, the promotion of a rapid transit route through the area, and the safeguarding of historic buildings. Again the Metro route provides the opportunity for the reconfiguration and/or redevelopment of the local centre as well as the potential for higher density development.

Justification

The promotion of new residential sites will contribute to meeting local housing needs, allowing the provision of a wider range of housing types and tenures. The core sites are identified in the Strategic Housing Land Availability Assessment (SHLAA) which forms

part of the evidence base for the BDP.

The area presently suffers from conflicting business, residential and community uses which are often in close proximity to each other. The opportunity to review land use and promote new residential development will facilitate the resolution of these issues, and is in line with the 'growth' and 'local character' principles of the AAP.

The promotion of new employment land and economic development opportunities on the Wheels site will counter the loss of employment land in this area and enable the safeguarding of jobs.



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Plan 11 Cherrywood Road

Al Hijrah School is located on a constrained site and close to industrial premises. Addressing these constraints would enable the school to expand although alternative sites will be explored as part of this process.

Development considerations

The key to unlocking the full potential of these sites is addressing the issues arising from the long term industrial use of parts of the area and exploiting the scope of the wider area in delivering a significant new residential area.

For Cherrywood Road/Humpage Road this will involve the potential relocation of existing vehicle repair, recycling and other industrial premises in order to both safeguard existing jobs and secure improvements to the amenity of existing housing and allow new residential development to take place.

For Cherrywood Road this will include the need to protect existing key local businesses and consider the constraints on residential development imposed by existing industrial installations. A site specific risk assessment has been carried out by the Health and Safety Executive (HSE) under the Control of Major Accident Hazards (COMAH) Regulations, which has resulted in the production of risk contours which impact on the area including Al Hijrah School. In particular this will require further discussions with the HSE regarding the impact of risk on sites in the area and how this can be addressed (and potentially reduced) to enable new development to take place.

For both housing sites there may be a need to address potential ground condition issues following many years of industrial uses. The sites, and surrounding land and property, are in private ownership; some land assembly may be necessary to provide sites of sufficient size for residential development. Further housing opportunities will be explored.

The City Council will work with partner agencies such as Transport for West Midlands to deliver improvements to public transport - including the proposed rapid transport route along Bordesley Green. The impact of this, together with the existing Highway Improvement Lines affecting the Bordesley Green/ Victoria Street junction, is likely to impact on uses on the Bordesley Green frontage. New development should more satisfactorily address the Bordesley Green frontage and complement adjoining and nearby housing. There is the opportunity for higher density development along the proposed Metro route.

Evolution of the proposal

The Cherrywood Road area was not included in the original Options Report as a potential area of change, but a number of local issues were considered within Neighbourhood 4 - Bordesley Green.

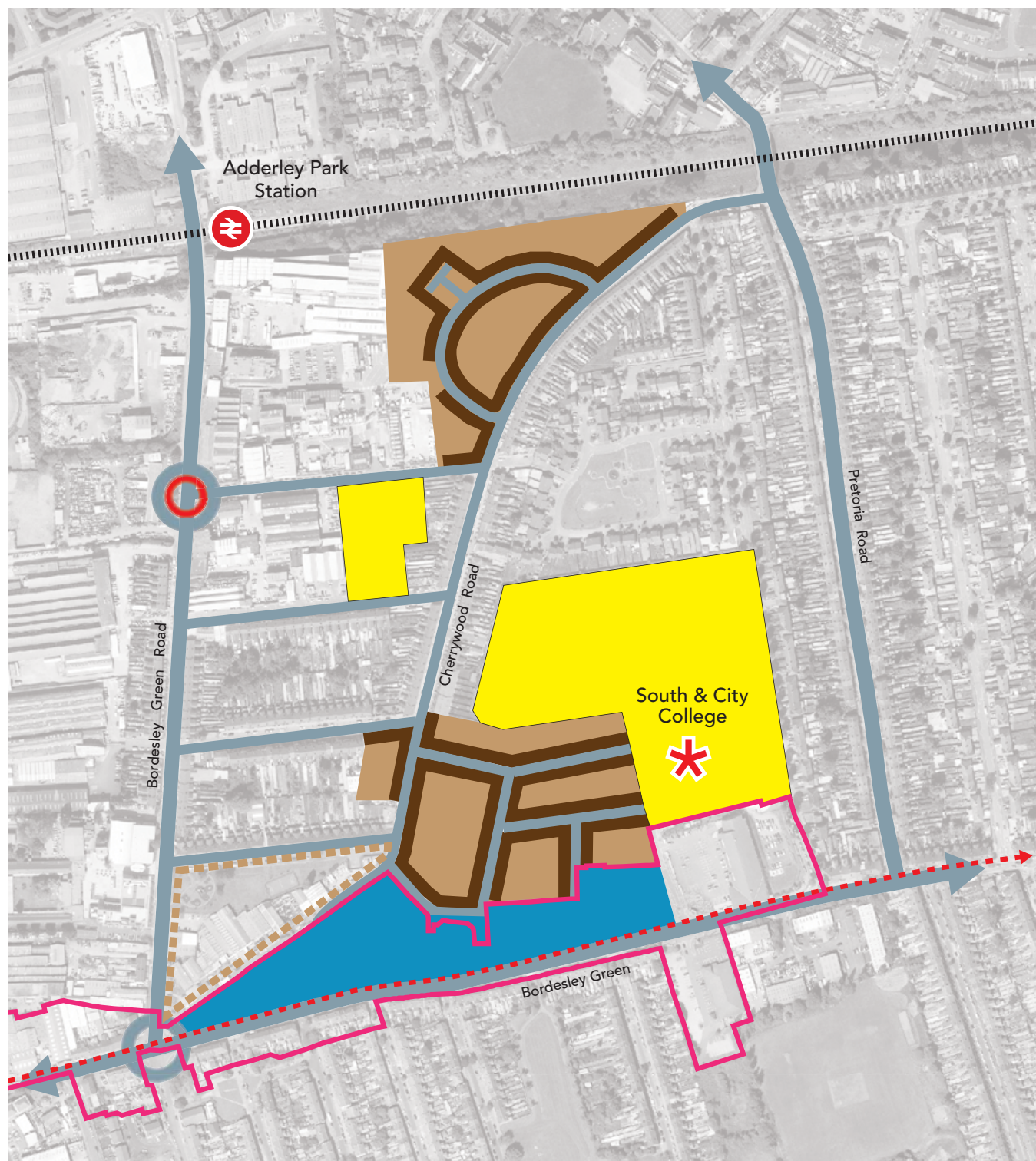
The residential development opportunities arose as part of the 'call for sites' through the review of the Strategic Housing Land Availability Assessment (SHLAA), and Cherrywood Road was therefore identified in the Preferred Options Report as an additional area with key opportunities for change.

Consultation responses to the Preferred Option were largely supportive of residential development, although some concerns were raised about the future operations of businesses within and immediately adjoining the area.

Again, consultation responses were supportive of the key elements of the plan and the proposals have been carried forward into the Submission Report and now into the adopted plan.



Junction of Bordesley Green, Pikewater Road and Cherrywood Road



Key

 Bordesley Green Local Centre

 Residential

 Education

 Longer term residential development opportunity

 Local Centre improvements and re-development opportunities

Road network (existing and proposed)

 Junction improvement

 Principal gateways

✱ Local landmark

Railway lines

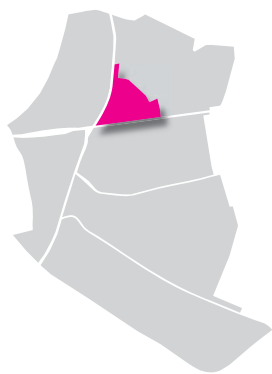
Proposed rapid transit route (Metro)

 Railway stations



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Plan 12 Cherrywood Road (Proposals)



Adderley Park

The Adderley Park area is a mixed use area to the north of the main Wheels site and the West Coast railway line. It includes significant areas of industrial land and premises - much of which is either in a poor condition, in low intensity uses, or comprises uses that could potentially give rise to environmental or amenity issues for neighbouring uses.

The area has great potential, with Adderley Park itself providing a significant area of public open space at its heart. Although the open space is over-looked on one side by housing (on Hams Road) this contrasts with industrial uses to the west of Adderley Road and to the south of Arden Road and Landor Street.

The Birmingham and Warwick Junction Canal runs down the western edge of the area and there is the potential to improve access and signage to the canal here as well as improvements to the general environment of the canal corridor. Towpath improvements have already been carried out to improve the route for pedestrians and cyclists. Adderley Primary School is located in the south west corner of the park and although there has been recent investment in the buildings, the school suffers from a poor quality environment and the high levels of HGV traffic on Landor Street/Arden Road.

To the west of the canal are further industrial areas - including a comparatively modern industrial estate accessed from Duddeston Mill Road, and beyond that a major metal recycling facility (EMR) located off Landor Street. Given the nature of industrial activity to the west of the canal and its environmental impact, it will continue to influence the future of nearby sites.

The proposals for the Adderley Park area include:

a. A wider mix of uses along Adderley Road and to the south of Arden Road.

A mix of uses will be supported including the retention of existing business uses and opportunities for

Key Opportunity 3: Adderley Park

An improved neighbourhood will be created, responding to opportunities for employment and community uses focussed around Adderley Park along with the improvement of the environment - particularly for existing housing.

This will include:

- The promotion of a wider mix of uses including for employment, education and community (but not residential) along Adderley Road and to the south of Arden Road.
- Creating active and attractive frontages to the neighbourhood along Adderley and Arden Roads, promoting quality design and reviewing existing scrap and vehicle repair premises.
- Improving the environment of Adderley Primary School.
- Improving traffic management and junction arrangements including access into the Wheels site and EMR.
- Improving the quality and promoting greater use of Adderley Park and the Birmingham and Warwick Junction canal.

Implementation

Local/National Funding	Partnership Working	Land Assembly/CPO	CIL/Section 106	Planning Management
✓	✓	✓	✓	✓

new employment, education and community uses (for example space for start-up businesses or social enterprises).

b. Creating an active and attractive frontage.

A more flexible approach to uses along Adderley Road and Arden Road will be adopted based on the provision that development creates an active and attractive frontage to the neighbourhood, is of high quality design and contributes to the overall uplift of the environment.

To ensure a high quality environment, scrap yards, car

breakers or other uses which often spill out onto the highway and have a negative impact on the local environment will be resisted. The management of existing such uses will be addressed and relocation explored.

c. Improving the environment of Adderley Primary School.

Measures to improve the setting of Adderley Primary School (including potential extension of the school facilities) and to minimise the impact of adjoining uses on the school's environment will be supported.



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Plan 13 Adderley Park

d. Improving traffic management and junctions.

Junction and traffic management improvements in the area will need to reflect the wider context. In particular:

- Managing traffic and access to the Wheels site via Adderley Road South.
- A new access to the EMR site is proposed on Duddeston Mill Road, which will potentially reduce the number of HGV movements along Adderley Road.
- Forthcoming changes to the ring road junctions will affect turning movements for HGVs using Landor Street. This will need to be addressed to ensure that there is no detrimental impact on access to existing business operations.
- General improvements to traffic management to better reflect the needs of all road users.

e. Improving the quality and use of Adderley Park and the Birmingham and Warwick Junction canal

Improvements to Adderley Park as a recreational and green asset for the area will be supported, including measures such as waymarked footpaths and outdoor fitness equipment to encourage exercise. The canal corridor through the area should also be improved including the potential for the setting of new development to enhance the canal environment.

Justification

The proposal offers scope to meet demand for community, education and employment uses in the area. However given the important industrial area to the west of the canal residential uses would not be appropriate.

New development along Adderley Road will become an area of transition between the park neighbourhood, to the east, and the area of heavier industry beyond

the canal to the west. Similarly, development on Arden Road will provide a transition between the railway and new employment uses on the Wheels site and the park neighbourhood. New development will be required to improve buildings and the environment thereby enhancing the amenity of nearby housing and the setting of both the park and school. The proposal does potentially involve the loss of employment land, but not designated Core Employment Land, to other uses. However, the City Council is promoting the retention of industrial land in other locations across the city, including the Vauxhall area and the Wheels site, which are better located, have better access and are more attractive to the market.

Junction and traffic management improvements will reduce the negative impact of traffic, especially HGV traffic, on Adderley Primary School and residents in the area.

Development considerations

The majority of the sites are in private ownership. The City Council will work with land owners to bring development proposals forward within the context of the Area Action Plan.

New community and education uses along Adderley Road and to the south of Arden Road will be required to demonstrate that site constraints can be appropriately addressed, including ground conditions, noise and other environmental issues relating to the nearby industrial sites, and car parking. Proposals for the area south of Arden Road will be partly governed by proximity of the main rail line to the south of the site and also by the proposals for the northern part of the Wheels site. Consideration of detailed planning, design, environmental and transportation matters will be important to ensure satisfactory relationships between uses in the area.

Where development requires it, the City Council will work with existing businesses to explore relocation and safeguard local jobs.

Evolution of the proposal

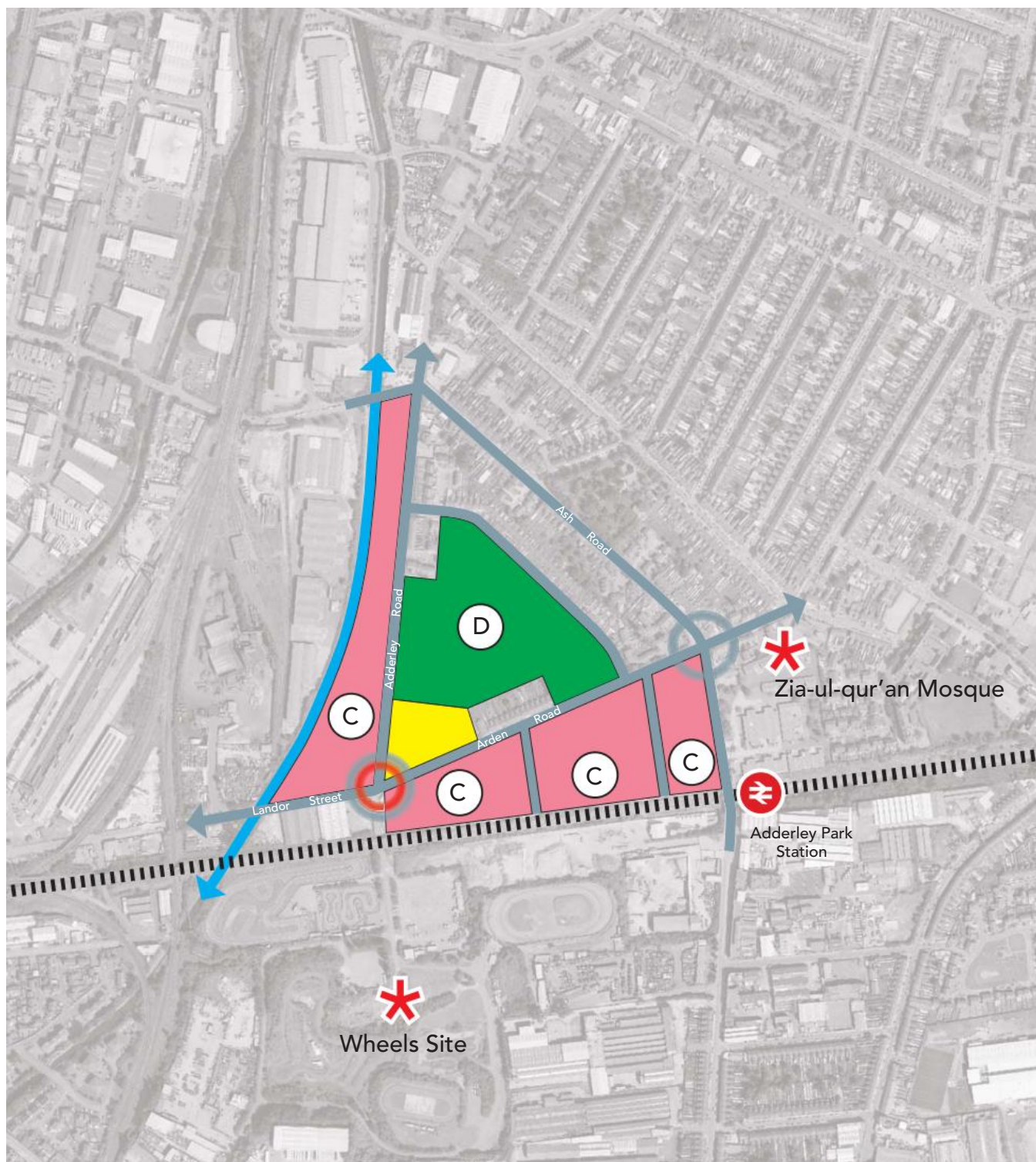
The Options Report presented three options for the purposes of consultation. These comprised a minimum change option, an option that explored residential and community uses and a third option that also supported the change of use of some of the industrial land to education and community use. Each option acknowledged issues relating to the setting of Adderley Primary School and the opportunities for further improvements to Adderley Park.

The main comments received included a desire for a greater range and mix of uses in the area including education and community elements and opportunities to address environmental issues and the number of poorer quality industrial premises - particularly those on Adderley Road that face the park.

The Preferred Options Report reflected previous consultation comments. It proposed a new mixed use neighbourhood focused on Adderley Park, improving the residential environment and supporting community and education uses.

There was some support for the allocation of land for new education and community facilities. There are vacant sites at Adderley Road and Bordesley Green Road which were considered the best location for such new facilities.

The proposals have been carried forward into the Submission Report and now into the adopted plan.



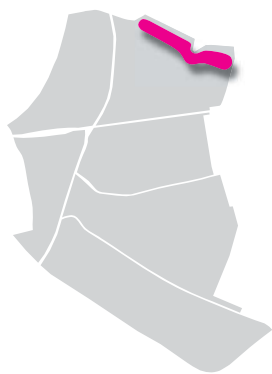
Key

- | | | |
|--------------------------------------|----------------------|--|
| Education | Junction improvement | Mixed uses including small office, business and training space |
| Improved public open space | Principal gateways | Improved leisure/recreation provision |
| Mixed uses | Railway lines | |
| Road network (Existing and proposed) | Railway stations | |
| Canal network | Local landmark | |



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Plan 14 Adderley Park (Proposals)



Alum Rock Road

Alum Rock Road is the principal local centre serving Saltley and Washwood Heath. Linear in form, it comprises mainly traditional terraced shops with some more recent infill including a number of community uses.

The centre serves a mainly Asian population, and its shops and services strongly reflect the needs of the community. In addition, the centre also attracts visitors from a wider catchment area, because of its specialisms in jewellery, fashion and textiles.

The centre is very busy and suffers from road traffic congestion which detracts from the environment and shopping experience within the centre. In many places pavements are narrow with little scope for widening. Opportunities for growth within the centre are generally limited, although a number of sites are being developed, and others are subject to discussions with owners regarding their future use.

Although the centre does have some opportunities for growth, its niche role and the nature of likely opportunities will determine the scale of new development. New proposals must be appropriate in scale and of good design as well as integrated with the existing local centre.

Parts of the surrounding Clodeshall Road/Couchman Road area have undergone significant change over the last decade with the demolition of many of the older terraced houses and the redevelopment of the subsequent sites. New housing is being built, a new health centre has opened, and a park has been laid out. Discussions are taking place about the provision of additional community facilities.

Key Opportunity 4: Alum Rock Road

An improved local centre will be secured through investment and development within the existing centre and its growth to the east

This will include:

- Maximising development opportunities and use of space within the existing centre.
- Expansion of the centre to the east between Langton Road and Naseby Road.
- Provision of additional off road parking and loading facilities at locations along the centre.
- Improvement of the public realm and environment.

Implementation

Local/National Funding	Partnership Working	Land Assembly/ CPO	CIL/ Section 106	Planning Management
✓	✓	✓	✓	✓

The proposals for Alum Rock Road include:

- Maximising development opportunities and use of space within the existing centre.**

The appropriate development of the following will be promoted:

- The former Tilt Hammer Public House site at the corner of Alum Rock Road and Adderley Road which has been vacant for many years and is an important and very visible site at the entrance to the local centre. This site, along with the adjoining car park and land in city council ownership, presents a number of potential development opportunities including retail and car parking.
- The Crown Buildings which have undergone some refurbishment

and offer further potential for improvement to provide a range of retail or community uses which could include office, business and training uses. There are opportunities for land at the rear of these premises to be brought back into more efficient use

- The former Leyland Club has planning permission for a mixed retail, community and residential development which includes a significant underground car park.

Support will be given to proposals which improve and maximise the use of existing buildings. This will include, the wider community use of Saltley Methodist Church (whilst ensuring the historic character of the building is safeguarded) and use of upper floors of retail premises.



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Plan 15 Alum Rock Road

Opportunities for ancillary commercial use or improved parking/servicing at the rear of existing commercial premises will be identified through a review of this space.

Particular support will be given to the provision of new facilities that will complement the centre including banking and finance facilities.

b. Expansion of the centre to the east between Langton Road and Naseby Road.

Conversion of properties on the Alum Rock Road frontage between Langton Road and Naseby Road to local retail or other appropriate local centre uses will be supported. The local centre boundary has already been amended to reflect this.

c. Provision of additional off road parking and loading facilities at locations along the centre.

Locations for additional well priced off-street pay and display parking will be identified to serve the centre. Where possible new development should accommodate parking; however, access to the centre for pedestrians and by public transport is good, and measures to promote access by these modes – limiting the need for car parking – will be a priority. Improvements to loading areas to the rear of commercial premises will also be supported.

d. Improvement of the public realm and environment.

Measures to improve the image and identity of the centre will be supported. This may include branding, environmental improvements, or centre management. Enhancements to the gateway into Alum Rock Road at Saltley Gate to the west and definition of a new gateway into the centre from the east will be promoted. The City Council will also work with HS2 Ltd and the Alum Rock local traders to minimise and mitigate the impact of the proposed temporary closure of Saltley Viaduct during the construction of the new rail line upon the local centre.

Justification

Demand for units within the centre is high – vacancy levels are lower and rents higher than in comparable centres. Maximising the use of space within the centre is therefore vital. The level of demand is sufficient to justify managed growth; growth to the west is constrained by the road network so growth to the east is supported. This will be monitored and potentially reviewed in the future. The Shopping and Local Centres SPD sets out proposals for the expansion of the local centre to the east, and this also gained support from local residents and businesses. Parking, and associated congestion, on Alum Rock Road is a significant issue identified over many years.

Any opportunity to provide off-road parking and loading, in association with new development or otherwise, will be of benefit to the centre.

Development considerations

The majority of the sites are in private ownership. The City Council will work with land owners to bring development proposals forward within the context of the Area Action Plan. The expansion of the centre will be kept under review with potential for further expansion to be considered in the future.

One of the key challenges here relates to the impact of the growth of the centre to the east, in particular the resulting loss of housing as well as the need to safeguard residential amenity as adjoining properties are converted to commercial uses. There may be locations where some proposals for change of use may not be appropriate on amenity grounds – this might include restaurants and hot food takeaways, or uses that would generate an amount of noise such as day nurseries or certain community uses. It is recognised that there are limited opportunities for off road parking along the main part of the centre.

The Council will work with public and private landowners to deliver car parking, and will consider assembly of sites where appropriate.

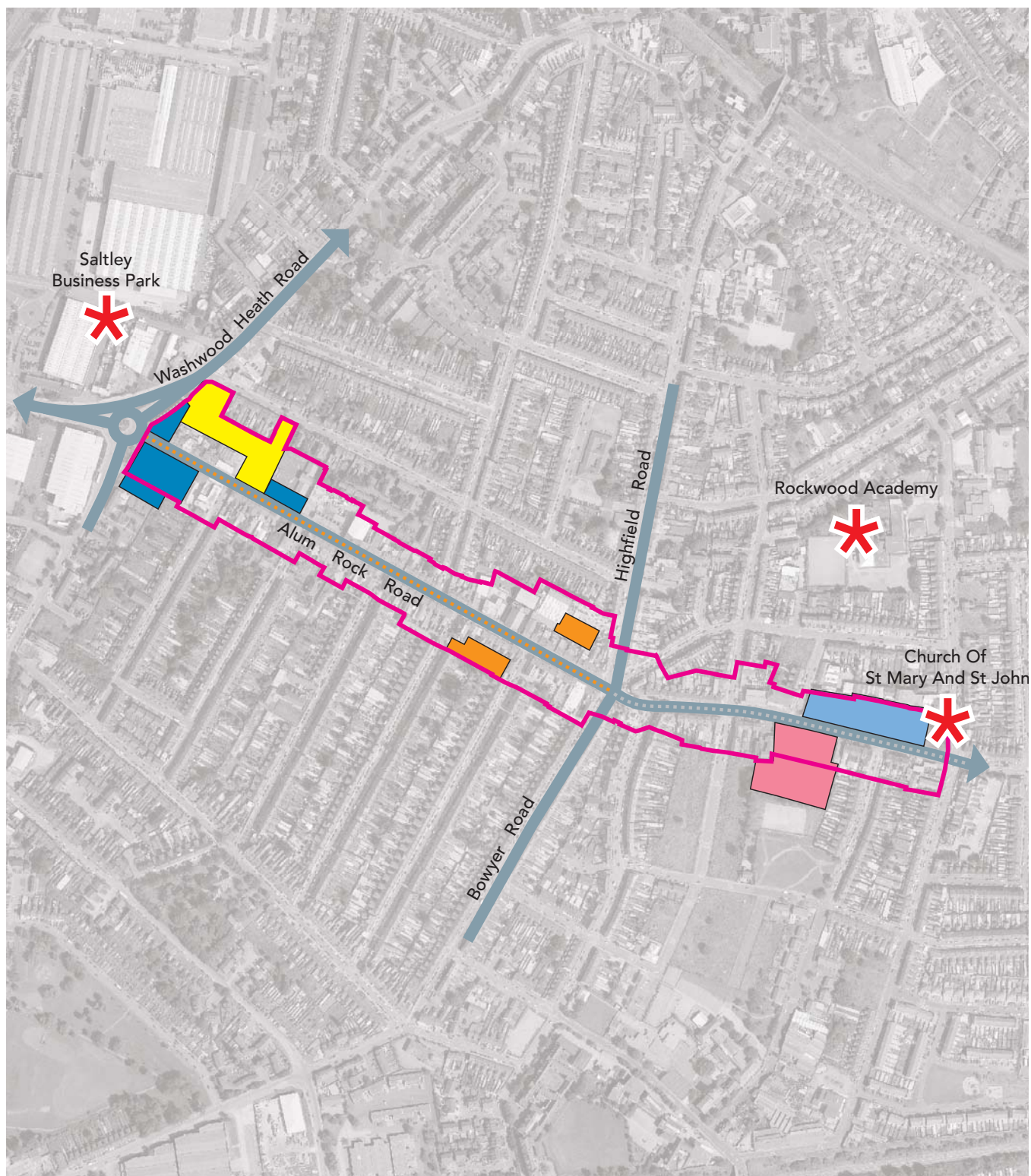
Evolution of the proposal

The Options Report presented two options for Alum Rock Road. The first suggested the development of additional retail and other centre related uses within the existing centre boundary, whilst the second option proposed the growth of the centre to the east – initially focussing on the properties between Langton Road and Naseby Road.

Comments received during the consultation supported key elements of both options as well as the need to address traffic and congestion issues, enhance the range and quality of facilities and significantly upgrade the image of the area.

The Preferred Option reflected the points raised during the earlier consultation. This received continuing support.

The proposals have been carried forward into the Submission Report and now into the adopted plan.



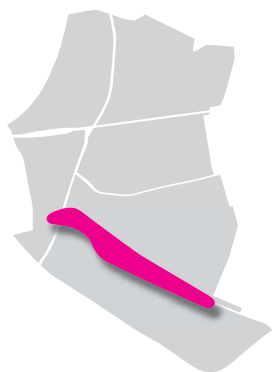
Key

- | | | |
|---|---|---|
| Alum Rock Road Local Centre | Opportunity to improve the commercial use of land including car parking to the rear of businesses | Road network (Existing and proposed) |
| Existing education with opportunity for extension | Retail (Local Centre expansion) | Traffic management and environmental improvements |
| Retail (Local Centre regeneration) | Local landmark | |
| Mixed uses including commercial and residential | | |



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Plan 16 Alum Rock Road (Proposals)



Coventry Road

The Coventry Road centre is a traditional linear inner city local centre, straddling Coventry Road and stretching from Cattell Road to Small Heath Park, a distance of some 1.6 km (1 mile).

The centre serves the day to day needs of the mainly Asian population and incorporates a range of community facilities, including health facilities, leisure centre and park. In recent years the local centre has also become a focus for shops and businesses serving the Arab and Somalian communities. The majority of the shops are small and independently owned; which are complemented by the retail offer of Morrison's and Asda at either end of the centre. There has been some recent investment within the centre - including the creation of the St. Andrew's Retail Park.

Proposals to improve the vitality and viability of the centre will be supported and there are a number of potential opportunities for growth. Improvements to the environment and public realm of the centre will be promoted, as will the consideration of measures to improve accessibility and tackle localised congestion.

St Andrew's Stadium is a major leisure and sports attraction at the western gateway to the centre. It is likely that the stadium will remain in its current location, and that opportunities will be taken to further improve facilities at the existing site. The City Council will continue to work with the owners of the football club to explore opportunities to do this.

The proposals for Coventry Road include:

a. New development to define the gateway at the western end of the centre.

There are a number of opportunities at the western edge of the centre which should be developed so as to maximise the benefits of the proposed Metro

Key Opportunity 5: Coventry Road

An improved local centre will be secured with investment within the existing centre and the promotion of new development and creation of a gateway at its western end.

This will include:

- New development to define the gateway at the western end of the centre.
- Creating a high quality business and enterprise environment in the area to the south of Coventry Road
- Enhancing the provision of retail and other facilities within the centre.
- Addressing local accessibility and car parking issues.
- Improvement of the public realm and environment.
- Support for the extension of the Metro route through the northern edge of the centre.

Implementation

Local/National Funding	Partnership Working	Land Assembly/ CPO	CIL/ Section 106	Planning Management
✓	✓	✓	✓	✓

route. This includes potential for higher density development which will contribute to the gateway and facilitate growth and jobs within the area, including:

- The former tram/bus depot at Coventry Road/Arthur Street, which could accommodate a mix of uses including residential to the rear.
- The frontage to St. Andrew's stadium, with potential to improve the public realm around the stadium including car parking and environmental works.
- Further measures to improve the environment and vitality of St Andrew's Retail Park.

- At Bordesley Circus there is potential to create a prominent and attractive frontage. The existing buildings fronting Bordesley Circus, including properties at Mount Pleasant, offer the opportunity for longer term redevelopment to improve the frontage to the ring road. Environmental enhancements such as appropriate signage, artwork, landscaping and planting will enhance pedestrian linkages to the City Centre and improve the gateway to the Bordesley Park area reflecting the importance of this major junction. The construction of the Bordesley Chords will impact on this area.



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Plan 17 Coventry Road

- The former cinema site at Coventry Road/Dart Street is potentially partially affected by the emerging Metro proposals. However, this site, along with adjoining sites including the maisonettes on Dart Street offer a longer term opportunity for redevelopment to provide high quality housing and community uses.

b. Creating a high quality business and enterprise environment in the area to the south of Coventry Road.

The area to the south of Coventry Road, around Herbert Road, Jenkins Street, Parliament Street and Whitmore Road, offers the potential to support community facilities and a high quality business and enterprise environment:

- The cluster of community uses around Chapman Road, Herbert Road and Jenkins Street could be enhanced by the addition of further related uses, and by improvements to the environment including to Sara Park.
- The Parliament Street area to the south of Coventry Road will be supported as an area for local enterprise and business. The uses which have grown in this area (sometimes without planning approval) will be regularised provided that they are of good design, contribute to the enhancement of the overall environment and have appropriate parking. Any operations should not extend beyond the site curtilage.
- The western part of the centre has also become a focus for Arab and Somalian shops and businesses. Further development will be supported which adds to the attractions and overall vibrancy of the area.
- The site adjoining 285 Coventry Road and corner of Coventry Road/Regent Park Road provides the opportunity for retail development. Retention or redevelopment of the car park at Regent Park Road would also be appropriate.

c. Enhancing the provision of retail and other facilities within the centre.

A number of other sites along Coventry Road offer the opportunity to enhance the provision of retail and other facilities within the local centre:

- Frontage sites and land to the rear of 440-474 Coventry Road present an opportunity for redevelopment and are also accessible from Wright Street to the rear.
- The site at the corner of Coventry Road and Golden Hillock Road offers the potential for residential development with retail on the Coventry Road frontage.
- The site adjacent to 511 Coventry Road is suitable for education, community or local centre uses, and has access from Lloyd Street to the rear for associated car parking.
- Properties at 670-672 Coventry Road have been derelict and boarded up for a number of years. These should be improved and brought back into viable use.
- Investment in existing buildings, both to safeguard heritage and bring upper floors back into use, will be encouraged.

d. Addressing local accessibility and car parking issues.

Additional off-street parking making use of public and privately owned sites to offer well priced pay and display parking to serve the centre will be supported. Where possible new development should accommodate parking. However, access to the centre for pedestrians and by public transport is good, and measures to promote access by these modes – limiting the need for car parking – will be a priority. The Muntz Street junction suffers from congestion. Measures to improve traffic flows, pedestrian facilities and the environment here will be supported.

The proposed Metro route passes the western end of the local centre. Consideration will be given to the positioning of stops to maximise the access benefits for the centre.

e. Improvement of the public realm and environment.

Measures which improve the quality of the local environment will be supported, including:

- Improvements to the public realm and the pedestrian environment within the local centre.
- A branding scheme to improve the identity of the centre and the marketing of its attractions and facilities.
- Enhancement of Small Heath Park and Sara Park and their linkages with, and use by, the surrounding residential community. The emphasis will be on improving facilities, the environment and public safety.

f. Support for the extension of the Metro route through the northern edge of the centre.

The proposed Metro route will run from the Curzon Street HS2 Station down through Digbeth to Adderley Street, where it will cross the Middleway. The route is then proposed to pass up Kingston Road, Cattell Road (in front of St. Andrews Stadium) and onwards along Bordesley Green.

Justification

The proposals reflect the comments received through the consultation and the benefits of combining elements from the various options set out in the Options Report.

Growth at the western end of the centre ties in with proposals for Metro and will maximise access benefits for the centre.

Development considerations

The majority of the sites are in private ownership. The City Council will work with land owners to bring forward development proposals. It is recognised that assembly of sites of sufficient size to secure private sector interest and investment

and enable the creation of a new western gateway to the centre will be a particular challenge, but that this is vital in maximising the benefits of Metro for this area.

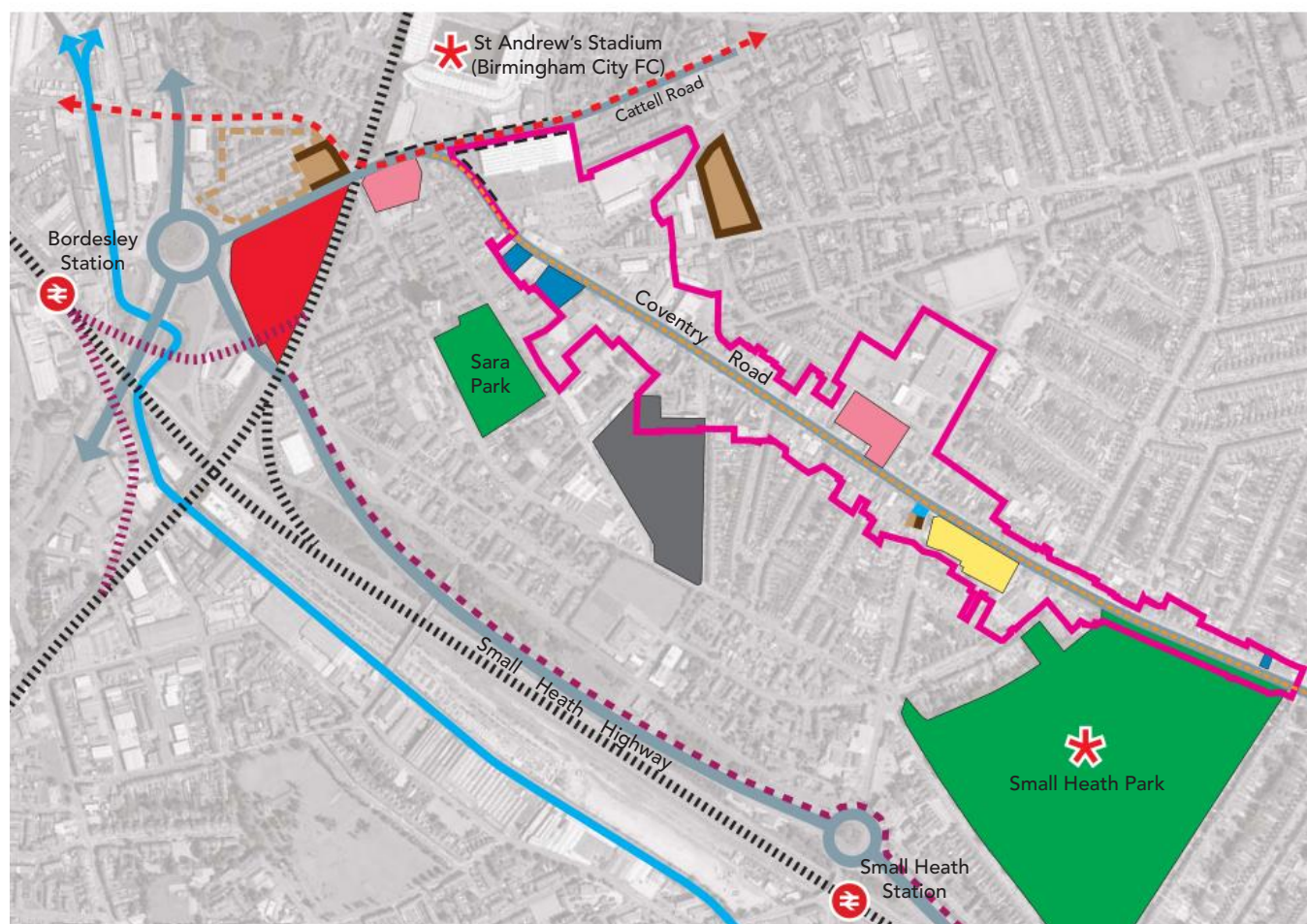
Evolution of the proposal

The Options Report set out three options for the local centre. The first comprised a minimum intervention suggesting the concentration of growth within the existing centre, the second considered opportunities to create a significant 'gateway' at the

western approach to the centre, and the final option considered local centre consolidation, suggesting the return of some retail uses at the extreme east of the centre into residential use. All options included the potential to address traffic congestion and improve the public realm and pedestrian environment. Consultation on the Options Report generated significant interest in proposals for the centre, and many commented on the current limited opportunities for growth. There was support for the growth

of the local centre - particularly to the west to create an improved gateway into the centre, and further opportunities for businesses that would complement existing facilities within the established centre. This was carried forward into the Preferred Options Report and was again supported through consultation.

The proposals have been carried forward into the Submission Report and now into the adopted plan.



Key

Coventry Road Local Centre	Education and community uses	Traffic management and environmental improvements	Proposed rapid transit route (Metro)
Residential/Community	Retail (Local Centre regeneration)	Road network (existing and proposed)	Proposed rapid transit route (Sprint)
Longer term residential development opportunity	Commercial (development opportunity)	Canal network	Rail stations
Improvements to park	Mixed uses	Railway lines	Local landmark
Business and Community uses (regularise)	Frontage Improvements	Bordesley Chords (indicative)	



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Neighbourhoods

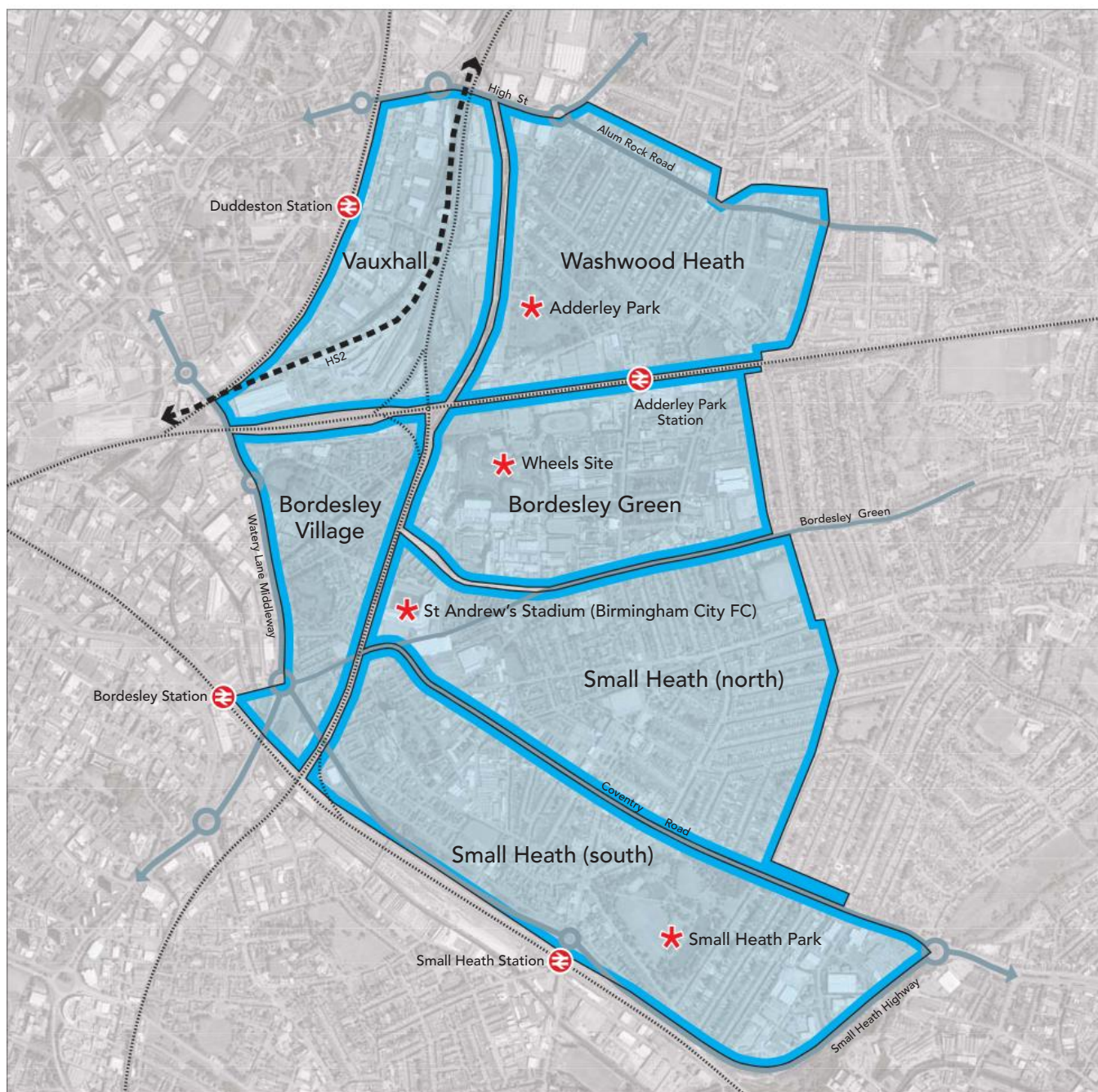
For the purposes of the Area Action Plan the area is split into six neighbourhoods to enable a number of issues and potential opportunities to be considered in more detail.

The six neighbourhoods are Vauxhall, Washwood Heath, Bordesley Village, Bordesley Green, Small Heath (north) and Small Heath (south); and are shown on the plan opposite. It is acknowledged that these boundaries are to a degree artificial and that there will be cross boundary issues that affect two or more neighbourhoods - in particular the local centres will draw trade from a much wider area. Nevertheless, this approach provides a means to focus on a number of issues at the local level.

The vision for each neighbourhood, along with the measures required to deliver that vision, has been developed throughout the plan-making process and has been subject to consultation.



Small Heath



Key

- Neighbourhoods
- Road network (major routes)
- ★ Local landmark
- + Railway stations
- Railway lines
- HS2



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Vauxhall neighbourhood

The Vauxhall area accommodates a variety of industrial activities and large-scale storage facilities. It is identified as Core Employment Land and employment use will be protected.

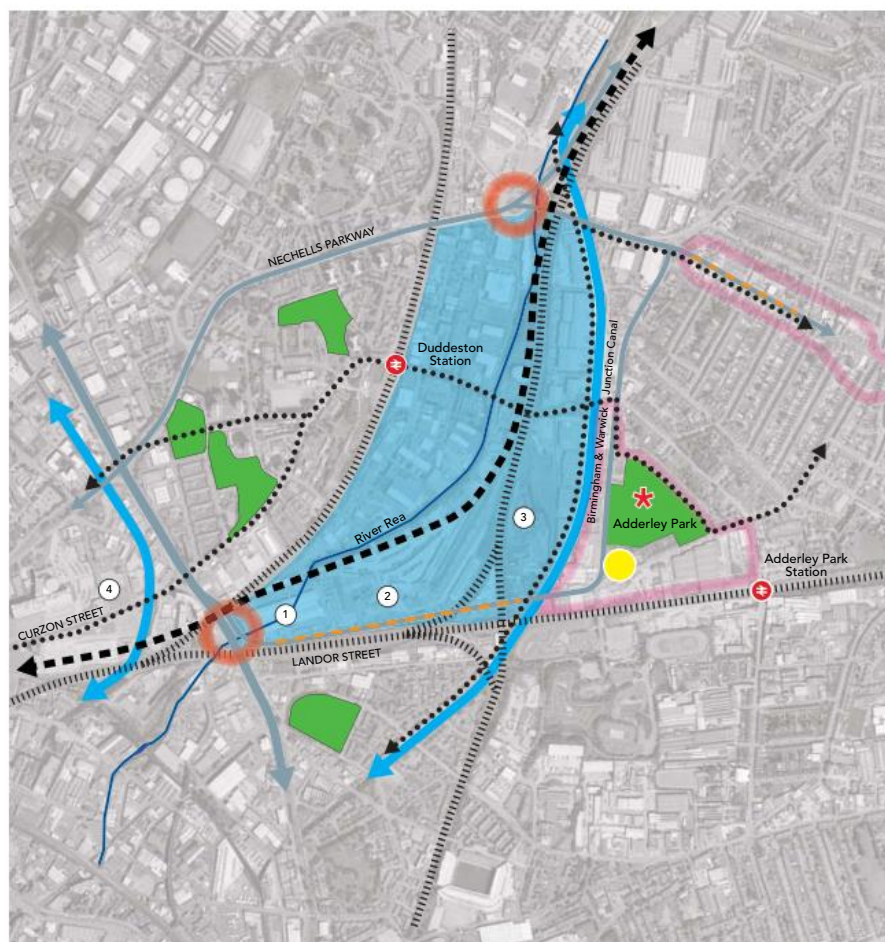
There are, however, issues in the area in terms of the quality of the local environment and public realm, as well as localised traffic congestion. For example businesses in Landor Street generate considerable HGV traffic that can, on occasions, tail back onto the ring road.

Duddeston Station, on Duddeston Mill Road, is served by 8 trains an hour on the Walsall and Cross City lines. A number of other rail lines cross this neighbourhood.

The proposed HS2 route crosses the Vauxhall area from Saltley viaduct as shown on the plan below, to the new City Centre Station on Curzon Street in Eastside. Part of the area is also within the safeguarded area published by the Department for Transport in order to protect land required to construct and operate the new rail line.

There is no formal green space within the neighbourhood. The River Rea runs through the area

in an open, man-made channel, and is classified as being of bad ecological status under the Water Framework Directive. The Birmingham & Warwick Junction Canal lies immediately to the east.



Key

- Vauxhall neighbourhood
- Key opportunities for change
- Main vehicle route
- Local vehicle route
- Main pedestrian route
- Gateway location
- Landmarks
- Schools/Education facilities
- Existing public open space
- Railway
- HS2 route
- Canal
- River Rea
- Environmental and/or traffic management improvements
- 1 Former DHL Logistics Depot
- 2 Freightliner Depot
- 3 EMR Recycling facility
- 4 Birmingham City University Campus and car park



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Plan 20 Vauxhall neighbourhood

Vauxhall neighbourhood

Vision

Vauxhall has the potential to be a thriving industrial area and proposals for the growth of existing and the introduction of new businesses will be supported. This will include working with existing and potential occupiers, major business on Landor Street and also with HS2 Ltd regarding the impact of their proposals through the area. Measures will be introduced to improve access into the area and enhance the general environment including addressing the impact of car breakers and similar uses and maximising opportunities and local benefits offered by the area's canals, river and the wider green infrastructure network.

Opportunities

A number of opportunities for the Vauxhall neighbourhood have been identified which help achieve this vision.

Measures to facilitate the expansion and growth of industrial uses within the area will be supported, including:

- The potential managed growth of EMR's operations on Landor Street provided that it incorporates improved access arrangements and other measures to mitigate the impact of the facility on the surrounding environment.
- Working with Freightliner to minimise the impact of HS2 on their operation, and to ensure

that their future plans can be realised with minimal impact on the road network.

Improved connectivity and access will be promoted, including:

- Measures to address localised traffic congestion and access problems, particularly on Landor Street. This will include initiatives to address the issues caused by HGV's parking and waiting on street, and will also require consideration of the impact of ring road junction improvements.
- Working with HS2 Ltd to mitigate the impact of HS2 on the area in terms of its environmental impact and the impact on movement resulting from the temporary closure of Saltley Viaduct during the construction of the new rail line.
- Improvements to the environment and accessibility of Duddeston Rail Station. The locally listed vacant former Wagon Works building also has the potential for the future stabling and maintenance of rolling stock.

Measures to improve the environment across the neighbourhood will include:

- Enhancement of the gateways into the area, in particular from the ring road at Landor Street and at Saltley Viaduct.
- Interventions to address the poor quality environment on Landor

Street around the Freightliner site and adjacent to the railway, including lighting of railway arches and bridges.

- Working to reduce the negative environmental impact of scrap yards, car breakers and similar uses in the area. This will include consideration of their cumulative impact and additional such uses will be discouraged.
- Improvements to the Birmingham and Warwick Junction Canal (also known as the Heartlands Ring) including the enhancement of the canal towpath, improved pedestrian access, lighting to improve safety, landscaping and opening the canal up to public view where it is crossed by roads.
- Working with the Environment Agency to reduce the risks of flooding. Recognising the importance of the River Rea, and identifying opportunities for improvements to its course through the area. Where possible and subject to an analysis of flood risk, the opportunity should be taken to improve the river including the naturalisation of the channel, enhancement of habitat and the design and setting of the new development.
- Improving the quality of the green infrastructure network across the neighbourhood. The use of green walls/roofs to promote biodiversity will be supported.

Implementation

Local/National Funding	Partnership Working	Land Assembly/CPO	CIL/Section 106	Planning Management
✓	✓	✓	✓	✓



Washwood Heath neighbourhood

The area contains two of the key opportunities for change, Alum Rock Road and Adderley Park, for which proposals are outlined in the Key Opportunities section.

This neighbourhood comprises parts of Washwood Heath and Saltley. The area is bounded by the West Coast Main Rail Line to the south and Alum Rock Road local centre to the north. To the west is the Birmingham and Warwick Junction Canal, with the residential streets of Naseby Road and Anthony Road to the east.

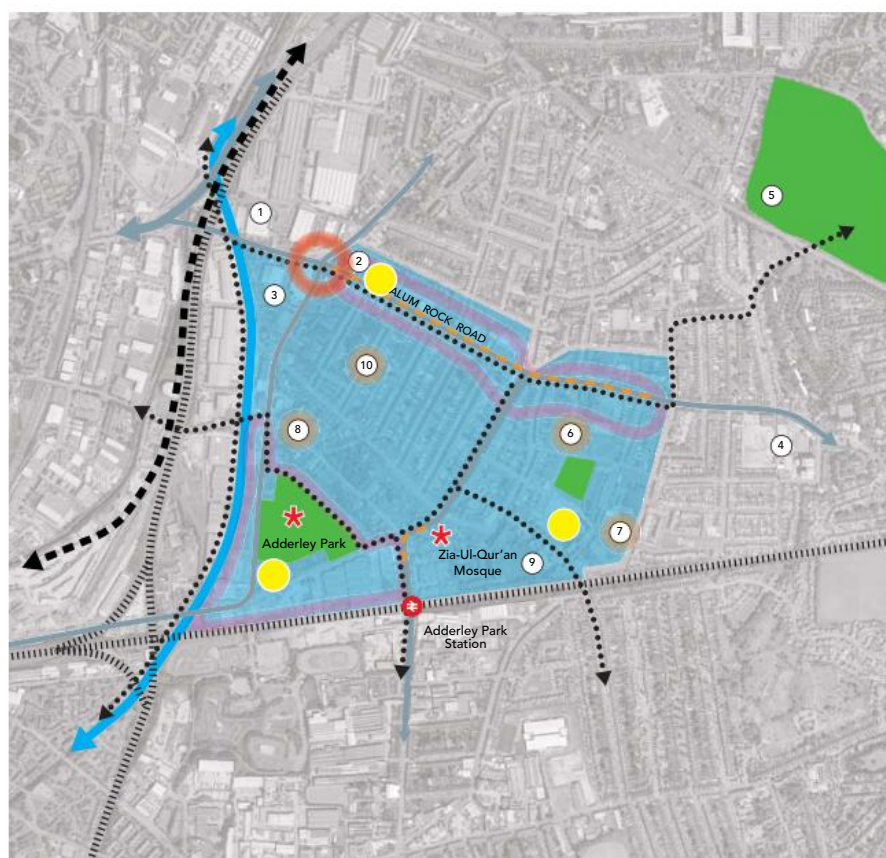
The neighbourhood mainly consists of housing, with retail premises concentrated along the vibrant Alum Rock Road, and a number of industrial clusters at Parkfield Road and Adderley Road/Arden Road. There are a number of prominent buildings within the area such

as Our Lady of the Rosary and St Therese of Lisieux Roman Catholic Church, St Peter's College, St. Saviour's Church (all grade II listed), and the Zakaria Mosque on Adderley Road and the Zia-UI-Qur'an Mosque on St Saviours Road.

There is a need to extend the education offer within the area as a whole, and the potential for extending existing school sites or identifying new sites will be explored. This includes consideration of the future options for Adderley Primary School (see Key Opportunity 3: Adderley Park).

There are issues of localised congestion and parking throughout this neighbourhood, particularly at Alum Rock Road, and within the residential streets to the south. Lorries associated with industrial uses also cause congestion, noise and safety concerns. Measures will be explored to improve parking and traffic management throughout the area, and the general environment within residential areas.

In addition to the proposals set out in Key Opportunity 3 Adderley Park and Key Opportunity 4 Alum Rock Road, there are a number of opportunities to realise the vision for Washwood Heath.



Key

- Washwood Heath neighbourhood
- Key opportunities for change
- Main vehicle route
- Local vehicle route
- Main pedestrian route
- Railway
- Canal
- Landmarks
- HS2 route
- Environmental and/or traffic management improvements
- Gateway location
- Residential
- Existing public open space
- Schools/Education facilities
- Saltley Business Park
- Crown Buildings, Saltley Gate
- Crawford St/Cranby St
- Former Smith and Nephew Site
- Ward End Park
- Clodeshall Rd
- Parkfield Rd
- George Arthur Rd/Adderley Rd
- St. Peter's College
- Ralph Rd



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Plan 21 Washwood Heath neighbourhood

Washwood Heath neighbourhood

Vision

Washwood Heath has the potential to be an increasingly attractive residential neighbourhood and this will be delivered through the promotion of housing growth and relocation of non-conforming businesses. The area will be served by high quality community facilities including its parks, community buildings and schools and a vibrant local centre at Alum Rock Road. It will benefit from an improved range of employment opportunities including at Saltley Business Park and Crawford Street and enhanced accessibility through key junction improvements, and the development of new cycle routes.

Opportunities

Improvement of the residential area will be supported, including:

- The relocation of non-conforming industrial uses at Parkfield Road and Anthony Road, providing opportunities for new residential development and improving the environment in the immediate locality.
- The promotion of housing growth within the area. Redevelopment of the former clearance sites in the Clodeshall Road / Couchman Road area is now underway. Further opportunities exist on sites at Adderley Road, St Saviour's Road, George Arthur Road, and to the rear of properties on Ralph Road.

- Residential and/or education uses on the former Smith and Nephew site on Alum Rock Road (just outside the AAP area)

- Improvements to the residential environment including initiatives to improve the energy efficiency of homes and to better manage parking in residential areas.

Community facilities play an important role in creating a high quality neighbourhood. Opportunities include:

- The enhancement of Adderley Park as a valuable asset for the area, including facilities for leisure/exercise, and more widely improving the quality of the green infrastructure network across the neighbourhood including the Birmingham and Warwick Junction canal
- Working with St Peter's Urban Village Trust to secure enhanced facilities for students, businesses and community uses at St. Peter's College.
- Support for the enhancement of education provision. This could include extending the site area of existing schools, and the improvement of the physical environment around individual school sites such as Parkfield School.

New and improved employment locations will be promoted including:

- Support for Saltley Business Park (located just outside the AAP area) as a core employment area,

promoting its refurbishment for industrial and employment uses.

- The regeneration of the Crawford Street/Cranby Street area as an industrial employment area including enhancements to the local environment. The management of individual sites and operations in the area should be addressed, and relocation of poor quality uses explored. The existing sports pitch is identified by HS2 Ltd for use as a construction compound. Any loss of this facility will have to be mitigated.

Better connectivity across the area and to the City Centre will be encouraged, including:

- Transportation measures to address localised congestion, for example at the junction of Arden Road, Bordesley Green Road and Ash Road, including a review of HGV movement to minimise impact on residential areas.
- Working with HS2 Ltd to mitigate the impact of HS2 on the environment and on movement resulting from the temporary closure of Saltley Viaduct.
- A waymarked cycle route between the City Centre and Stechford, utilising quiet roads, marked cycle lanes, shared pavements for pedestrians and cyclists, improvements to side road junctions, new and upgraded signalised crossings where routes cross main roads, and measures to reduce vehicle speeds.

Implementation

Local/National Funding	Partnership Working	Land Assembly/CPO	CIL/Section 106	Planning Management
✓	✓	✓	✓	✓



Bordesley Village neighbourhood

Bordesley Village neighbourhood is bounded by railway lines to the north, south and east and by the inner ring road to the west, and is located to the immediate east of the Digbeth quarter of the City Centre.

The area is predominantly residential in character, with commercial uses fronting major junctions at Bordesley Circus and Garrison Circus and industrial activity located around Garrison Street.

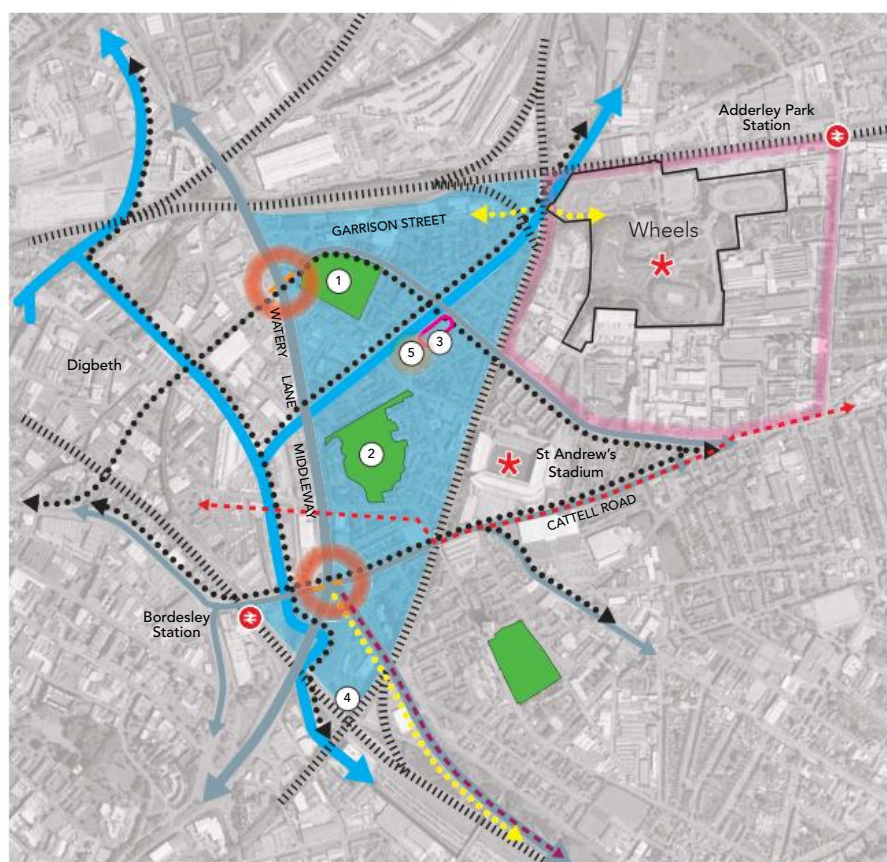
The residential village was developed as part of a significant regeneration scheme in partnership with Bournville Village Trust by the Heartlands Urban Development Corporation. Major investment in the area included the construction of a new community park at Kingston Hill and a new 'village centre' which incorporates a community centre and medical facilities.

A number of buildings add historic character to the village including the Garrison Centre (Grade II listed) and the locally listed Sportsman Pub.

The neighbourhood is bisected by the Birmingham and Warwick Junction Canal which links to the City Centre canal corridor and runs through the village centre, providing a canal side setting for residential development. There is scope for further improvements to the canal environment to encourage recreational use by local residents and to support its amenity and nature conservation value.

The ring road and junctions at Bordesley Circus and Garrison Circus present a barrier to pedestrian movement, and suffer from significant traffic congestion. However, there is potential to develop these major junctions into prominent gateways into the area, particularly at Bordesley Circus which is the main gateway from the City Centre and links to the A45 corridor.

The proposed Metro route passes through this area along Kingston Road and Cattell Road.



- Key**
- Bordesley Village neighbourhood
 - Key opportunities for change
 - Main vehicle route
 - Local vehicle route
 - Main pedestrian route
 - Proposed future pedestrian route
 - Proposed rapid transport route (Metro)
 - Proposed rapid transport route (Sprint)
 - Railway
 - Canal
 - Gateway location
 - Residential
 - Landmarks
 - Environmental and/or traffic management improvements
 - Existing public open space
 - Local Centre
 - 1 Garrison Lane Park
 - 2 Kingston Hill Community Park
 - 3 Bordesley Village local centre
 - 4 Bordesley Chords
 - 5 Lower Dartmouth Street



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Bordesley Village neighbourhood

Vision

Bordesley Village is an established residential area and will benefit from improved connectivity including pedestrian and public transport routes, and links to the City Centre across the ring road. Existing ring road junctions will be improved. Additional housing development will consolidate its residential nature, whilst commercial opportunities will be promoted along key routes and at major junctions. There are opportunities for improvements to the Bordesley Village local centre and to the areas parks, open spaces and canal network.

Opportunities

The western end of Coventry Road falls within this area, and is addressed in Key Opportunity 5: Coventry Road. In addition, a number of potential opportunities to realise the vision for the Bordesley Village neighbourhood have been identified.

Improvements to movement and access across the area will be supported including:

- Measures to improve vehicular flow and reduce congestion at key junctions along the ring road. The potential for future bus priority measures would be incorporated within any proposals for Bordesley Circus and Garrison Circus.

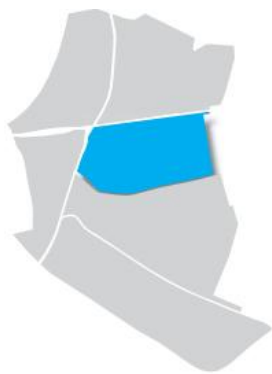
- Improved pedestrian links from the City Centre to the Bordesley Park area through measures to improve pedestrian access across the ring road and junctions. There is also the opportunity to upgrade the canal bridge (locally listed) on Coventry Road to encourage pedestrian movement to and from the City Centre.
- Enhancement of Garrison Circus (and Bordesley Circus as set out in Key Opportunity 5: Coventry Road) as a major gateway to the area from the City Centre through new commercial development (including industrial, office, hotel and appropriate leisure uses) along the frontage of the junctions and ring road. Environmental improvements will contribute to defining these gateways.
- Providing a controlled crossing for Metro across the ring road at Adderley Street and Kingston Road.
- High quality pedestrian walking links from residential and commercial areas to the new Metro route.

Measures to enhance the area as an attractive residential neighbourhood will include:

- Further residential development on vacant or under used sites and along the canal corridor, including at Lower Dartmouth Street.
- Measures to support the vitality and viability of the Bordesley Village local centre and improve permeability and linkages to the surrounding residential area.
- Enhancements to the green infrastructure network across the neighbourhood will be promoted, in particular Kingston Hill Park and Garrison Lane Park as high quality areas of public open space with improved linkages with surrounding residential communities. Environmental improvements along the canal corridor such as enhancing pedestrian access, bridges, embankments and towpaths will increase its recreational and wildlife value.

Implementation

Local/National Funding	Partnership Working	Land Assembly/CPO	CIL/ Section 106	Planning Management
✓	✓	✓	✓	✓



Bordesley Green neighbourhood

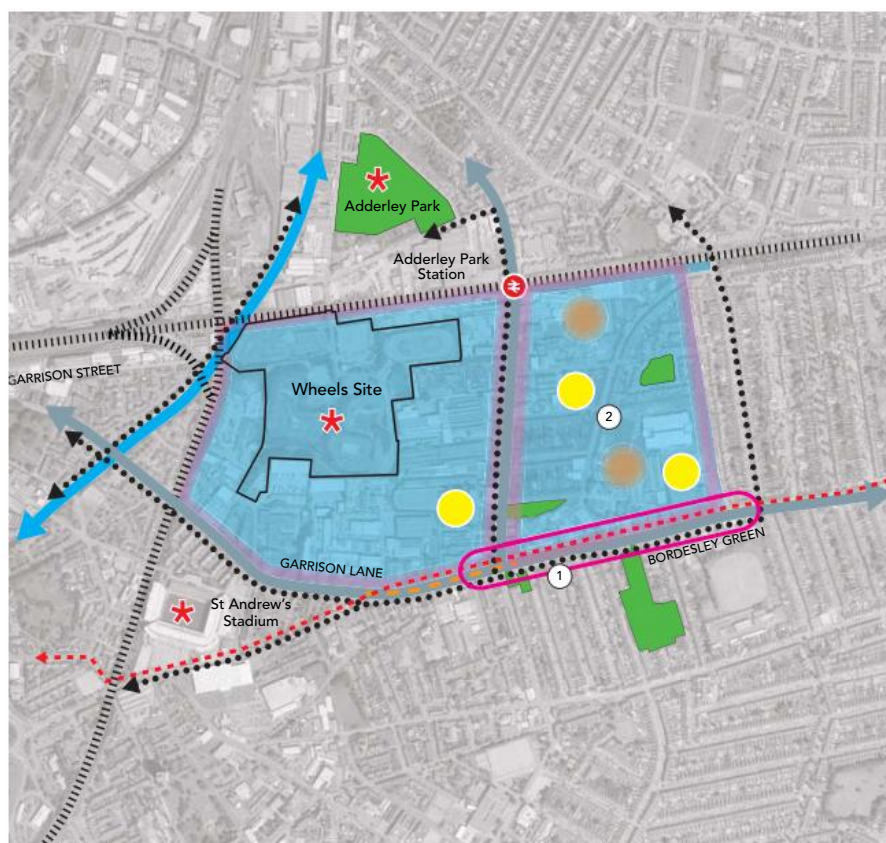
Bordesley Green contains two of the key opportunities for change, the Wheels Site and Environs and Cherrywood Road, which are addressed in the Key Opportunities section.

The West Coast Main Line bounds this neighbourhood to the north. Garrison Lane and Bordesley Green to the south form the main route running through the neighbourhood, providing connections to the City Centre to the west and Heartlands Hospital to the east (just outside the AAP boundary). The north side of Bordesley Green is primarily in industrial use, interspersed with community uses such as the Darul Barakaat Masjid (the former Tilton Road Girls' School) and HMS Forward (a modern purpose built training establishment for Armed Forces reservists).

Bordesley Green local centre is located at the junction of Bordesley Green with Bordesley Green Road and Victoria Street, and extends to the east along Bordesley Green. The junction is frequently congested and the local centre has a poor quality environment overall. The Metro route linking the City Centre to the Airport along Cattell Road/ Bordesley Green is likely to require the reconfiguration of uses on the Bordesley Green frontage and will open the area up to development opportunities.

To the east at the Fordrough is the Bordesley Green Campus of South and City College Birmingham.

Adderley Park Railway Station, located in the north of the area, currently has a limited service and poor environment for passengers. This is in need of improvement.



Key

- Bordesley Green neighbourhood
- Key opportunities for change
- Main vehicle route
- Local vehicle route
- Main pedestrian route
- Proposed rapid transport route (Metro)
- Railway
- Canal
- Landmarks
- Environmental and/or traffic management improvements
- Existing public open space
- Residential
- Schools/Education facilities
- Local Centre
- Bordesley Green local centre
- Cherrywood Road Area



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Plan 23 Bordesley Green neighbourhood

Bordesley Green neighbourhood

Vision

The Bordesley Green neighbourhood will be the main focus for the AAP's employment and housing growth with new employment uses proposed on the Wheels site and new housing at Cherrywood Road which will be supported by the potential for enhancement of the Bordesley Green local centre. Enhanced pedestrian, vehicle and public transport movement, including Metro, will complement these transformational proposals.

Opportunities

Alongside the proposals for the Wheels Site and Environs (Key Opportunity 1) and Cherrywood Road (Key Opportunity 2), a number of opportunities to realise the vision for the Bordesley Green neighbourhood have been identified.

Measures to improve public transport in Bordesley Green will include:

- Support for the introduction of a Metro route along Cattell Road/Bordesley Green. The impact of this on the Bordesley Green frontage is likely to incorporate significant reconfiguration and improvement of Bordesley Green Local Centre which will unlock the wider development potential of adjoining land.

- Working with Transport for West Midlands to promote improvements to rail services, accessibility and the general environment of Adderley Park Railway Station. There is a requirement for an increased service frequency to provide access to wider employment opportunities, for example at the Airport and adjoining business parks. Enhanced pedestrian access to the rail platforms and improvements to the general environment of the station are also required.

Measures to reduce congestion and improve road safety at the junction of Garrison Lane and Bordesley Green and at the junction of Bordesley Green with Bordesley Green Road/Victoria Street will be supported. Opportunities to reduce rat-running through adjacent residential areas will be explored. Works will be required at Cattell Road/Bordesley Green to accommodate Metro.

Improvements to the quality of the green infrastructure network across the neighbourhood, including access to the canal and cycle network, will be promoted.

Implementation

Local/National Funding	Partnership Working	Land Assembly/CPO	CIL/Section 106	Planning Management
✓	✓	✓	✓	✓



Small Heath (north) neighbourhood

Bordesley Green (including Key Opportunities 1 & 2) and Garrison Lane bound this neighbourhood to the north, with Coventry Road (including Key Opportunity 5 Coventry Road) to the south.

The neighbourhood is mainly residential, with retail uses along Green Lane and Bordesley Green and St Andrew's Stadium (home of Birmingham City Football Club) and St Andrew's Retail Park at the junction of Cattell Road and Coventry Road. The preferred option for Coventry Road provides more detail on the changes proposed here.

St Andrew's Stadium currently has a capacity of just over 30,000 seats. The football club is a major leisure and community asset (including conferencing venue) which draws people and investment into the area. However it is located within a high density urban area and on match days there are issues for local residents and businesses in

terms of congestion, car parking and general disturbance. The club has aspirations which potentially include expanding both the capacity and facilities at the stadium in the longer term.

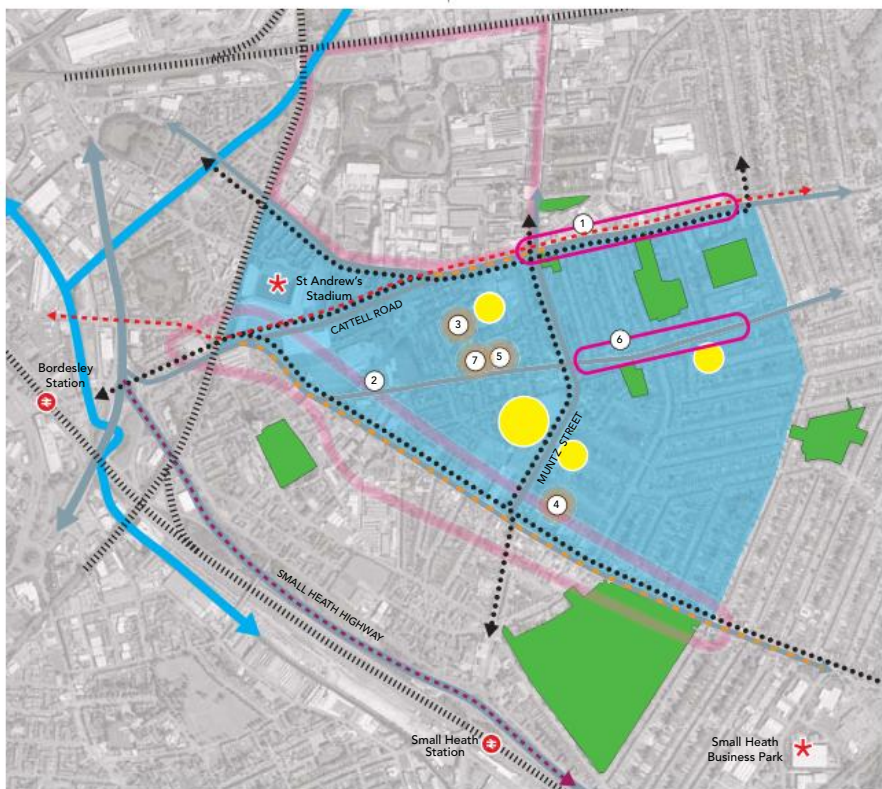
St Andrew's Retail Park is a relatively modern development adjacent to St Andrew's and at the gateway into Coventry Road Local Centre. This comprises a large Morrison's food store and adjacent retail park, with food outlets on the Coventry Road frontage.

There are issues of traffic congestion along the linear routes through the area (Coventry Road, Green Lane and Bordesley Green) with particular pinch points at the junction of Muntz Street and

Coventry Road and the junction of Bordesley Green, Bordesley Green Road and Victoria Street. There are also problems with vehicles diverting along residential streets at peak times.

The proposed Metro route along Bordesley Green will require changes to traffic management, and potentially reconfiguration of uses on the Bordesley Green frontage (addressed in Key Opportunities 1 & 2).

The east of the area comprises well-established Victorian terraced housing, with some more recent in-filling development. There are issues with congestion and car parking within these terraced streets due to limited off street and on street parking.



- Key**
- Small Heath (north) neighbourhood
 - key opportunities for change
 - Main vehicle route
 - Local vehicle route
 - Main pedestrian route
 - Railway
 - Proposed rapid transport route (Metro)
 - Proposed rapid transport route (Sprint)
 - Canal
 - Landmarks
 - Environmental and/or traffic management improvements
 - Existing public open space
 - Local Centre
 - Schools/Education facilities
 - Residential
 - 1 Bordesley Green local centre
 - 2 Green Lane Mosque
 - 3 Eversley Road
 - 4 Wright Street
 - 5 Former Emerald Club
 - 6 Green Lane local centre
 - 7 Hafton Grove



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Plan 24 Small Heath (north) neighbourhood

Small Heath (north) neighbourhood

Vision

A range of measures will be promoted to improve the environment of Small Heath (north), including reuse of vacant or underutilised sites including a number for residential purposes, enhancements to shopping and community facilities such as Green Lane local centre and a number of local schools, and management of the impact of the football ground. These will contribute to a more attractive neighbourhood.

Opportunities

As well as proposals identified in Key Opportunities 1, 2 & 5, which bound this neighbourhood to the north and south, a number of potential opportunities have been identified for the Small Heath (north) neighbourhood.

The redevelopment or reuse of vacant sites and buildings will be supported including:

- The former Emerald Club on Green Lane for residential uses.
- Vacant land in Grove Cottage Road.
- Vacant land at the corner of Green Lane and Victoria Street for residential use.
- Vacant land at Eversley Road for residential use.

Residential redevelopment and improvements within the area and Hafton Grove/Talfourd Street will be promoted. There are also

opportunities for new housing at North Warwick Street, Regency Close, Carlton Road and Wright Street. The National Express WM site on Bordesley Green would also be suitable for residential development should the land become available.

Community facilities and local services are key in making the neighbourhood more attractive. The following will be supported:

- Improvements to Green Lane local centre.
- Growth of community facilities including education and training uses, and places of worship, to meet the needs of the local community.
- Consider the requirements of local schools in terms of their site area, new facilities and the quality of the surrounding environment including Wyndcliffe, Somerville, Marlborough and Small Heath Schools.
- Potential acquisition of additional property to allow the rationalisation of split site schools such as Small Heath.
- The City Council will work with the football club as their aspirations develop. Measures to address the parking and congestion issues on match days will also be identified.

Other measures to make the neighbourhood more attractive will include:

- Enhancements to existing open space and sports facilities within the area including the Henry Barber Recreation Ground, Green Lane (MEB) Playing Fields and Digby Park (located just outside the AAP area), as well as improving the quality of the green infrastructure network across the neighbourhood more generally.
- Improvements to the Muntz Street corridor including the quality of the environment and the junctions with Coventry Road and Green Lane.
- Metro stops to serve the football ground and local centre.

Implementation

Local/National Funding	Partnership Working	Land Assembly/CPO	CIL/ Section 106	Planning Management
✓	✓	✓	✓	✓



Small Heath (south) neighbourhood

This neighbourhood comprises the area to the south of Coventry Road (including Key Opportunity 5 Coventry Road) from Bordesley Circus to Heybarnes Circus. It is bounded by the Birmingham to Solihull/Stratford upon Avon rail line to the south.

The Small Heath Highway (A45), and to a lesser extent Coventry Road, provides a key route between the City Centre and the airport/NEC and the national motorway network. The area forms part of the city's international gateway, and as such is ideally located to provide opportunities for investment.

The residential offer in the wider area includes traditional older terraces, post war redevelopment along Bolton Road, and some particularly attractive larger older properties facing Small Heath Park. Limited recent housing development has taken place. However, new housing opportunities will be explored, including a review of sites currently

in other uses and making better use of vacant properties.

Small Heath Park and Sara Park provide the main areas of open space in the neighbourhood, and both provide a range of facilities (see Key Opportunity 5). The area is also very close to the Cole Valley, the Grand Union Canal and the Ackers, and these areas provide additional recreation opportunities. There are opportunities for the further enhancement of local recreational facilities and to enhance connectivity with and use by the surrounding residential community.

There are a number of vacant units at Small Heath Business Park and the scope for making this

site more attractive to potential occupiers (including businesses relocating from other parts of the AAP area or due to HS2) will be promoted. Similarly, the adjacent Sapcote Trading Estate presents opportunities for investment and refurbishment.

A SPRINT rapid transit route is proposed along the A45 (the Small Heath Highway) linking the City Centre with the Airport and HS2 interchange.

The development of the 'Camp Hill Chords' will require major infrastructure works which will affect this area.



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Plan 25 Small Heath (south) neighbourhood

- Key**
- Small Heath (south) neighbourhood
 - Key opportunities for change
 - Main vehicle route
 - Local vehicle route
 - Main pedestrian route
 - Proposed rapid transport route (Sprint)
 - Railway
 - Canal
 - Existing public open space
 - Gateway location
 - Landmarks
 - Schools/Education facilities
 - Former tram/bus depot and neighbourhood office
 - Jenkins Street/ Whitmore Road/ Camelot Way area
 - Sara Park
 - Small Heath Business Park
 - Tyseley Energy Recovery Facility
 - Ghamkol Sharif Mosque

Small Heath (south) neighbourhood

Vision

The Small Heath (south) neighbourhood provides a mixed residential offer, shopping and community uses at Coventry Road Local Centre, a range of employment uses, and open spaces including Small Heath Park. The area benefits from access to key transport corridors and proximity to the City Centre and these will be maximised through the improvement of a range of transport facilities including SPRINT, pedestrian and cycle routes and improvements to the general environment.

Opportunities

As well as proposals for Coventry Road Local Centre (see Key Opportunity 5), a number of opportunities have been identified for the Small Heath (south) neighbourhood.

Environmental enhancements will be supported at:

- Major gateways into the area at Heybarnes Circus and the junction of Coventry Road and Cattell Road.
 - Small Heath Highway, reflecting its importance linking the City Centre to Birmingham Airport and the NEC.
 - The Golden Hillock Road / Wordsworth Road/Waverley Road junction, which is an important community focus and provides access to Small Heath Park.
 - Wider improvements to the quality of the green infrastructure network across the neighbourhood will also be supported.
- Access improvements, particularly links with the City Centre will be supported including:
- Enhanced access and linkages to the Grand Union Canal and Cole Valley to the south of the AAP area.
 - Supporting improvements to public transport within the area including enhancing bus routes and services as well as the introduction of rapid transit (SPRINT) along the A45.
 - Improved pedestrian routes and linkages across the area particularly across Coventry Road and across Small Heath Highway at Poets Corner to Small Heath Rail Station.
 - Improved cycle and walking linkages to the River Cole linear open space and the canal.
 - Measures to address traffic congestion within the area, particularly at Heybarnes Circus, Poets Corner and the junction of Coventry Road, Golden Hillock Road and Muntz Street.
 - Opportunities for traffic calming in residential streets.
- Where appropriate we will support local schools to meet requirements in terms of their site area, improved facilities and the quality of the surrounding environment. Local schools include Regent's Park, Holy Trinity and Holy Family.
- There is potential to develop a Combined Heat and Power (CHP) network in the area incorporating houses, schools, industrial premises on Small Heath Business Park and the Asda foodstore, given the proximity to the Tyseley Energy Recovery Facility and the Tyseley Environmental Enterprise District.

Implementation

Local/National Funding	Partnership Working	Land Assembly/CPO	CIL/ Section 106	Planning Management
✓	✓	✓	✓	✓

Delivery

The adopted AAP sets out a clear vision for the transformation of the area over the next 11 years. It provides clarity and certainty for the market and promotes the area as a place for investment and growth.

A delivery plan for the AAP has been prepared which considers the following three elements:

- Working in partnership with the local community, stakeholders and developers.
- The statutory planning process.
- Delivery vehicles.

Working in Partnership

The City Council is committed to working with the local community to ensure that the AAP is a joint and shared vision for the future of the area. By working together the City Council and the local community will be in a better position to achieve their collective goals.

By defining the vision for the area, the AAP provides a mechanism to attract developers and investors into the area. This will be achieved by:

- Strengthening links with the private sector including existing businesses within the area as well as potential developers and investors.
- Co-ordinating public sector investment to maximise the objectives and impact of public sector resources. This would include working with Homes England the West Midlands Growth Company, health and education providers, sports organisations, HS2 Ltd and other bodies within the area.
- Working with the Greater Birmingham and Solihull Local Enterprise Partnership and its partners to link the AAP to the objectives and opportunities arising from the LEP.

- Working with the West Midlands Combined Authority to promote economic growth and secure additional investment.
- Working with Transport for West Midlands to deliver the transportation objectives within the AAP.
- Increased co-operation with traders' organisations within the local centres, including strengthening the range of town centre management initiatives and supporting the development of membership organisations such as Business Improvement Districts to promote the interests of businesses.
- Working with West Midlands Police

Ensuring that new development and investment opportunities help to strengthen the local economy and benefit the local community will be fundamental to the success of the AAP. In particular there will be an ambition and expectation to connect local people with new job and training opportunities within the AAP area, the City Centre and adjacent areas of employment. The City Council's Employment Access Team will have a vital role to play in helping to deliver localised employment solutions by bringing together the collective resources of the City Council, Jobcentre Plus and the Skills Funding Agency.

The Statutory Planning Process

The AAP is a statutory planning document. It will provide robust guidance for future development (providing clarity and certainty for the market) and will be a material consideration in the

determination of future planning applications within the area. The City Council will therefore apply its development management role, together with its other regulatory powers, to shape, determine and enable development to help deliver the proposals and policies within the AAP. The AAP also provides a context and support for the use of the City Council's compulsory purchase powers (where appropriate) to assist with site assembly and to facilitate development.

Delivery Vehicles

There are a number of potential funding mechanisms and opportunities that the City Council will explore as the AAP and its proposals are advanced. These may include:

- Working with the Greater Birmingham and Solihull Local Enterprise Partnership to identify opportunities for funding.
- Maximising the benefits of wider growth through the East Birmingham Prospectus for Growth and subsequent East Birmingham Growth Strategy proposals.
- Maximise the opportunities arising for the area through the introduction of HS2 and the Midlands HS2 Growth Strategy.
- A Community Infrastructure Levy (CIL), or similar tariff based levy, to fund the public infrastructure required by development.
- Planning obligations secured as part of new development where appropriate.
- Utilising European or subsequent funding regimes to support individual projects.

- Working with organisations such as the Wildlife Trust to identify funding for particular projects.

The City Council will continue to build upon the financial and viability work undertaken to date to progress the deliverability of individual proposals and policies within the AAP.

A Site Delivery Plan has therefore been produced for the main proposals within the AAP and will be refined and updated throughout the lifetime of the Area Action Plan

As proposals are developed through the plan making process a phased programme of projects and initiatives will be established. This will be the focus for investment in the area, in terms of the City Council's financial resources as well as its skills and time.



Ian MacLeod
Interim Director, Inclusive Growth
Birmingham City Council

Monitoring and Evaluation

Monitoring and evaluation will be crucial in providing feedback and information on the performance of policies within the AAP. It will determine how well policies are working and whether any appropriate policy adjustments are needed. In the context of the new planning system, with its focus on the delivery of sustainable development, monitoring will have an added importance in providing information on whether sustainability aims and objectives are being achieved.

Developing a monitoring framework

A specific monitoring framework is under development for the AAP, which will include the following elements:

- A review of existing policy (local through to regional and national).
- Information gaps and collection.
- The monitoring process and key responsibilities.
- An indicator database.
- Critical collection dates and timetable.

The monitoring framework will link to an evaluation process, which will assist the evaluation of the Plan's performance. The final monitoring framework will need to comply with all of the above and take full account of the monitoring needs of Sustainability Appraisal.

The indicator database

The Best Practice Guidance issued by the former ODPM for monitoring LDFs was withdrawn in 2011, and it is now up to each council to decide what to include in their monitoring reports. The guidance suggested a broad range of indicators and it is proposed that these are retained for the purpose of monitoring the Bordesley Park AAP.

These are:

- Contextual indicators - these describe the wider social, environmental and economic background against which local development framework policy operates.
- Output indicators - these are used to assess the performance of policies.
- Significant effect indicators - these are used to assess the significant social, environmental and economic effects of policies.

A common set of indicators will be developed specifically for monitoring the AAP which are likely to include the following key contextual and output indicators which will be developed into a series of targets and monitored annually.

These will include:

- Unemployment rate.
- Employment land take up.
- Amount of land / floor space developed by employment type.
- Jobs created.
- Affordable houses constructed.
- Total dwellings constructed.
- Residential density.
- New public open space.
- Public transport patronage.
- Floor space constructed (retail, leisure/community, education).
- Other indicators emerging from the Sustainability Appraisal.

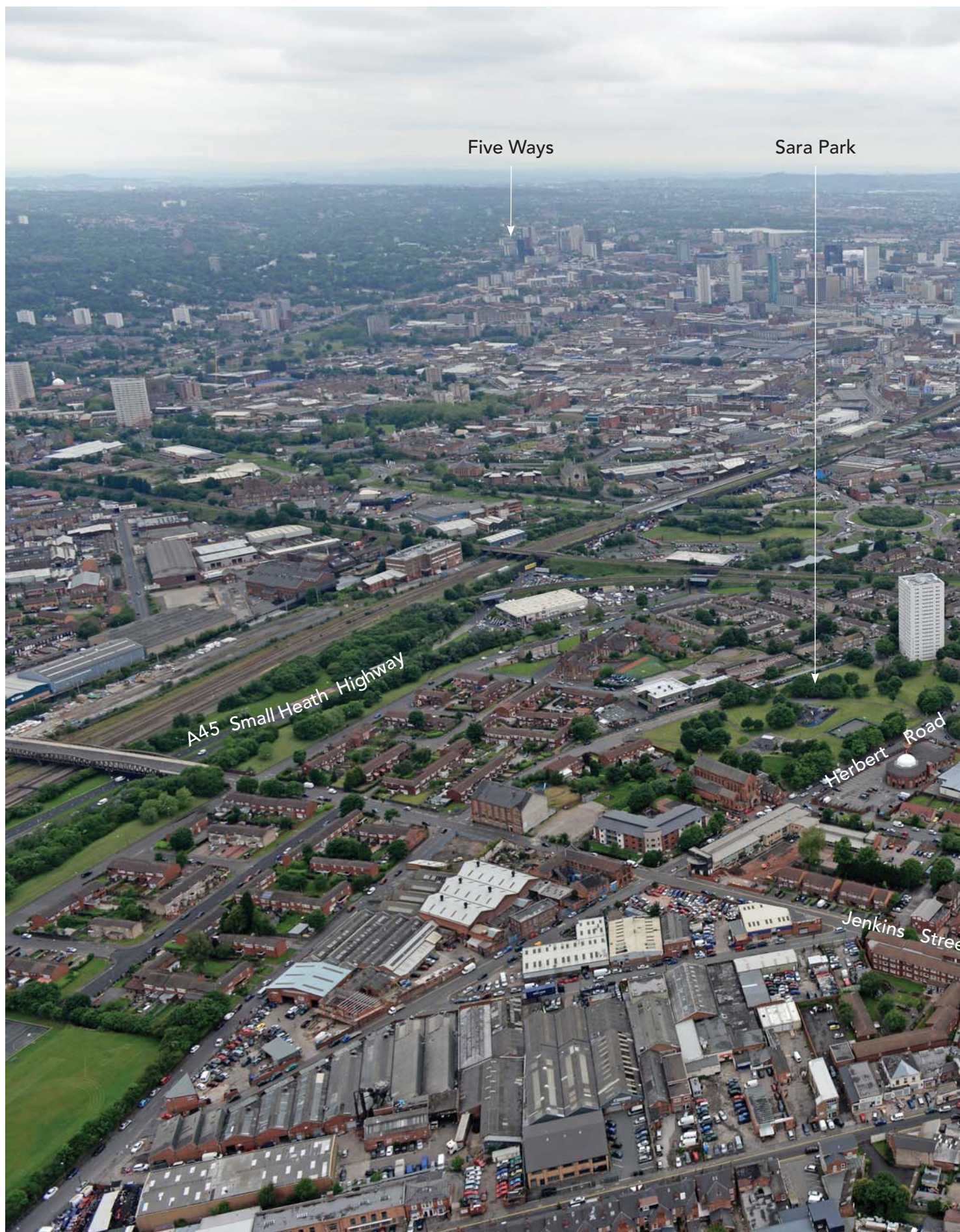
Critical collection dates and timetable

It will be important that the monitoring framework contains a detailed timetable which sets out critical information collection dates. This will allow for comparable analysis to be undertaken and the development of appropriate trend data.

Evaluation

The final monitoring framework will need to link to an appropriate evaluation process which will analyse the outturn of the AAP against expectations over set timescales.



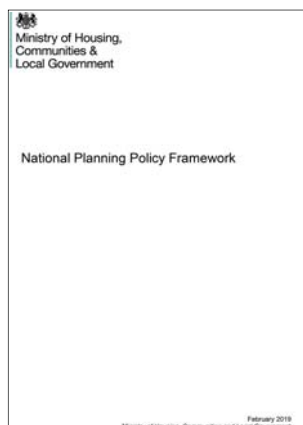


Aerial view across the AAP area towards the City Centre



Appendix A - Policy Context

National Planning Policy Framework (NPPF) (February 2019)



The NPPF sets out how the planning system should contribute to sustainable development and, in doing so, how planning needs to perform economic, social and environmental roles.

The NPPF supports the plan-making process, including the identification of strategic sites, and places particular emphasis on the role of planning in delivering sustainable economic growth through job creation. It provides the context for Birmingham's Local Development Framework.

The revised NPPF was published in July 2018 and further revised in February 2019. It includes transitional arrangements which indicated that, for the purpose of examination of the plan, the policies of the 2012 NPPF would apply.

The Birmingham Plan (UDP) (adopted 1993 - revised 2005)



The UDP has provided the city-wide planning policy framework since its adoption in 1993, and focussed on the need to maximise opportunities for economic revitalisation and urban renewal.

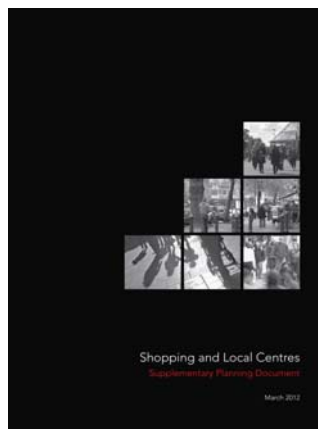
With the adoption of the Birmingham Development Plan in January 2017, the UDP will no longer form part of the city's planning framework. The exception will be Policies 3.14 to 3.14D relating to design, and Chapter 8, additional City-wide policies, which will remain in force until the adoption by the City Council of the Development Management Development Plan Document.

The Birmingham Development Plan 2031



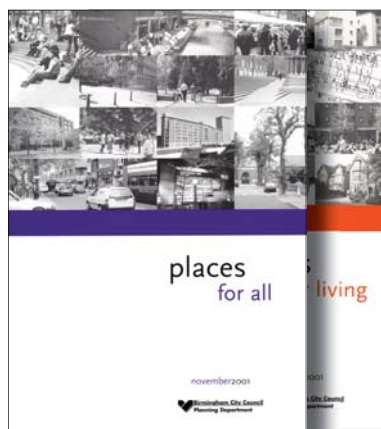
The Birmingham Development Plan (BDP) was adopted in January 2017 and sets out a spatial vision and a strategy for the sustainable growth of Birmingham for the period 2011 – 2031, and will be used to guide decisions on planning, development and regeneration activity over this period. The population of the city is rising and the plan identifies the key locations for housing and economic growth. A number of Growth Areas are identified which will make a significant contribution to this and Bordesley Park is included as Growth Area 7 (GA7) along with proposed levels of housing and employment growth.

Shopping & Local Centres SPD (2012)



The SPD sets out detailed policies to protect and promote the vitality and viability of local centres through a balance of retail and non-retail uses, and to encourage and guide new investment. These policies aim to maintain the primary retail function of centres, prevent an over concentration of non-retail uses, and ensure that proposals resulting in a loss of retail do not have a negative impact on the viability and vitality of existing centres. This includes policies to prevent the over concentration of hot food takeaway shops in centres and in shopping parades.

Design and Access



The Places for All Supplementary Planning Guidance (2001) sets out the principles of good urban design which should be adopted in all development proposals within the city. Its sister document, Places for Living (2001), is particularly concerned with good design in residential developments. The principles promote the development of sustainable and accessible places reflective of local characteristics and diverse local needs. New development should also be inclusive. Design should reflect the principles of the Access for People with Disabilities SPD (2006) to ensure it is accessible to all.

Sustainability



Birmingham has ambitions to become one of the world's leading green cities.

The report of Birmingham's Green Commission, 'Building a Green City', sets out actions for creating a low carbon green economy as part of Birmingham's overall ambition for a 60% reduction in carbon dioxide emissions by 2027.

Further guidance will be provided in the emerging Supplementary Planning Document 'Your Green and Healthy City' the draft of which (then named 'Places for the Future') requires new development to demonstrate strong sustainability credentials including:

- Securing carbon emission reductions in new development.
- Minimising reliance on the car.
- Minimising energy and water consumption.
- Sustainable approaches to construction and waste management.

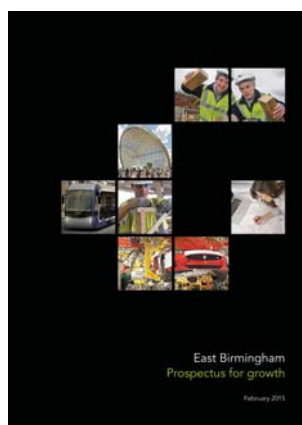
Loss of Industrial Land SPD (2006)



The SPD seeks to protect industrial land and sets out criteria that must be met prior to the loss of industrial land to alternative uses. This includes a requirement to maintain a reservoir of industrial land, consideration of issues associated with non-conforming uses, and the marketing of land for continued industrial use.

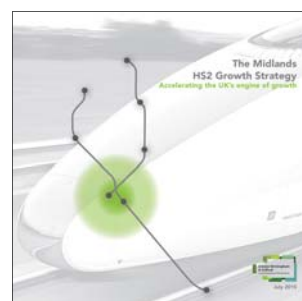
Key aspects of this SPD have been incorporated into the Birmingham Development Plan (PolicyTP19)

The East Birmingham Prospectus for Growth (2015)



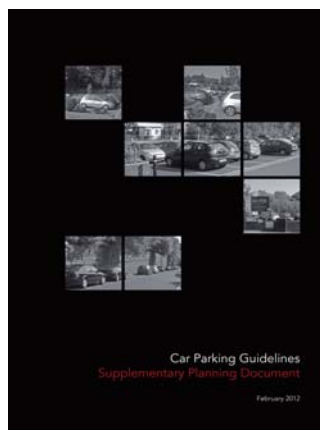
The East Birmingham Prospectus for Growth was published in February 2015 and focuses on the opportunities for growth in East Birmingham given its location between the city centre and UK Central. It identifies opportunities for more than 3.7 million square feet of new employment floor space across a wide range of sites including the opportunity at the Wheels site within the Bordesley Park area. The prospectus also acknowledges the opportunities presented by the area's local centres and emphasises the Council's commitment to addressing issues of low employment and skills rates and improving transportation and communications infrastructure to support the needs of local people and business.

The Midlands HS2 Growth Strategy – Accelerating the UK's engine of growth



The HS2 Growth Strategy was published by the Greater Birmingham and Solihull Local Enterprise Partnership in July 2015 and emphasises the benefits of High Speed 2 to the region – creating an economic, social and environmental legacy for the project that builds upon the region's strengths of its people, businesses and places. The document outlines how the LEP will target investment to unlock regeneration schemes and a broad growth strategy is explained that will deliver a wide range of benefits for the region.

Car Parking Guidelines SPD (2012)



This document sets out the car parking standards which the City Council will apply when considering planning applications for new development.

Shop Fronts Design Guide SPG (1996)



This SPG provides detailed design guidance for shop fronts, signs and advertisements, as well as security and a range of other features.

Birmingham Connected Moving Our City Forward Birmingham Mobility Action Plan White Paper November 2014



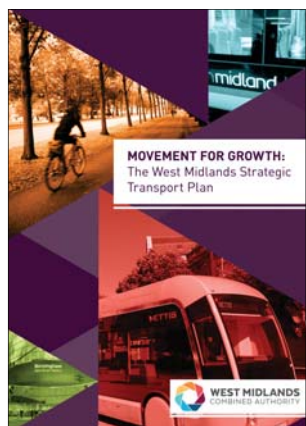
The Mobility Action Plan sets out a vision to create a transport system which puts the user first and delivers the connectivity that people and business require. The aim is to improve people's daily lives by making travel more accessible, more reliable, safer and healthier, and using investment in transport as a catalyst to improve the fabric of the city.

The four main principles of the Action Plan comprise:

- Enabling different travel choices
- A transport system for everyone
- A corridor approach – balancing competing needs
- Delivery – learning lessons.

The Action Plan considers the full range of transport modes and sets out a comprehensive strategy for investment and improvement.

West Midlands Combined Authority Strategic Transport Plan Movement for Growth (June 2016)



Movement for Growth sets out the vision and strategy in planning for and delivering a transport system across the West Midlands Metropolitan area that will boost the regional economy and improve the daily lives of residents and workers.

The Strategy focusses on making better use of existing road and rail capacity and investment in public transport, cycling and walking for much needed additional sustainable transport capacity.

Appendix B - Glossary of Terms

Term	Abbreviation	Meaning
Affordable Housing		Low cost market housing and subsidised housing irrespective of tenure, ownership or financial arrangements, available to people who cannot afford to rent or buy houses generally available on the open market.
Allocation		The use assigned to a piece of land in a local development plan.
Area Action Plan	AAP	A type of Development Plan Document which sets out the planning policies and land use allocations for a particular area and provides a planning framework for areas of significant change or regeneration.
Big City Plan	BCP	Non-statutory planning and regeneration framework prepared to guide development in Birmingham City Centre up to 2026.
Biodiversity		The whole variety of life encompassing all genetic, species and ecosystem variations.
Birmingham Development Plan (formerly Core Strategy)		Development Planning Document providing a spatial framework for the growth of Birmingham up to 2031.
Black and Minority Ethnic Communities	BME	Black and Minority Ethnic Communities.
BREEAM Excellent Standard	BREEAM	Building Research Establishment Environmental Assessment Method (BREEAM) promoting high environmental standards.
Brownfield land		Land previously developed.
Code for Sustainable Homes		A new national standard for sustainable design and construction of new homes launched in December 2006.
Commitments		Land that is the subject of an existing planning permission.
Convenience retail		Shops which sell everyday essential goods, including food and other grocery items.

Term	Abbreviation	Meaning
Comparison retail		Shops which sell items not bought on a frequent basis such as electrical goods and shoes.
Community Infrastructure Levy	CIL	A new mechanism to secure funding towards future infrastructure that comes into force through the CIL Legislations 2010.
Community uses		This includes uses in D1 Use (Use Classes (Amendment) Order 2005) such as places of worship, community halls, clinics, health centres, day nurseries, museums, libraries, education and training centres and D2 Use (Use Class (Amendment) Order 2005) such as cinemas, sports halls, swimming baths, gyms, other indoor or outdoor sports and leisure.
Corridor		Area linking two or more centres normally focused around transport infrastructure.
Density		Measure of the number of dwellings per hectare (ha).
Employment Land		Land that is in business (B1b&c), and/or industrial (B2) and/or storage/distribution (B8) use.
Environmental Impact Assessment	EIA	A procedure and management technique which ensures that the likely effects of new development on the environment are fully appraised and taken into account before the development is allowed to go ahead.
Equality Impact Needs Assessment	EINA	A process for assessing how a Council policy affects communities and mitigating any adverse impacts on any group.
Flood Plain		Land adjacent to a watercourse over which water flows, or would flow but for defences in place, in times of flood.
Gateway		A gateway is an entrance into an area, normally at key junctions and crossroads. Opportunities may exist to improve the quality of these sites by ensuring that high quality development is secured, or where no new development is proposed, through high quality public realm improvements.
Greenfield land		Undeveloped land.

Term	Abbreviation	Meaning
Local Enterprise Partnership	LEP	A voluntary partnership between local authorities and businesses to help determine local economic priorities and lead economic growth and job creation within the local area or region.
Mixed use development		A development that makes provision for a variety of uses e.g. residential, retail and business. An example of this would be the Mailbox in Birmingham.
National Planning Policy Framework	NPPF	The national policy framework for England published in 2019.
Opportunity Sites		Areas of land, or derelict buildings, vacant or underused land which have the potential to be used and redeveloped for alternative uses.
Public Open Space	POS	Publicly accessible open land of recreational or public value, including parks, playing fields and landscaped areas.
Retail uses		Shops (A1), Professional and Financial Services (A2), Restaurants and Cafes (A3), Drinking Establishments (A4) and Hot Food Takeaways (A5).
Section 106 Agreement/Planning Obligation	S106	A legal agreement, negotiated in the context of a planning application, between a local planning authority and persons with an interest in the application land - intended to make acceptable development which would otherwise be unacceptable in planning terms.
Site of Importance for Nature Conservation	SINC	Statutory designation for sites of county or district interest identified by English Nature.
Site of Local Importance for Nature Conservation	SLINC	Non-statutory designation for sites of nature conservation interest of lower quality than Sites of Importance for Nature Conservation identified by Urban Wildlife Trust.

Term	Abbreviation	Meaning
Strategic Environmental Assessment	SEA	European Directive 2001/42/EC, known as the "Strategic Environmental Assessment" or "SEA" Directive, requires a formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment. Authorities which prepare and/or adopt a plan or programme that is subject to the Directive must prepare a report on its likely significant environmental effects, consult environmental authorities and the public, and take the report and the results of the consultation into account during the preparation process and before the plan or programme is adopted.
Supplementary Planning Document	SPD	A Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a "parent" Development Plan Document.
Supplementary Planning Guidance	SPG	A document which covers a range of issues, both thematic and site specific and provide further details of policies and proposals in a development plan. Not statutory documents.
Sustainable Drainage Systems	SuDS	A sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques.
Sustainability Appraisal	SA	Identifies and evaluates the effect of plans/proposals and strategies on social, environmental and economic factors. This will incorporate any requirements for Strategic Environmental Assessment (SEA) arising from European legislation.
Sustainable development		Development that meets the needs of the present without compromising the ability of future generations to meet their own needs (Brundtland 1987).
Transport for the West Midlands		Body responsible for promoting and developing public transport across the West Midlands Combined Authority. (Replaces the West Midlands Integrated Transport Authority and Centro).
Unitary Development Plan	UDP	Plan prepared by Metropolitan District and some Unitary Local Authorities containing policies equivalent to those in both a Structure Plan and Local Plan.



Title of proposed EIA	Bordesley Park Area Action Plan
Reference No	EQUA427
EA is in support of	New Policy
Review Frequency	Two Years
Date of first review	01/11/2021
Directorate	Inclusive Growth
Division	Planning and Development
Service Area	
Responsible Officer(s)	<input type="checkbox"/> Doug Lee
Quality Control Officer(s)	<input type="checkbox"/> Richard Woodland
Accountable Officer(s)	<input type="checkbox"/> Ian MacLeod
Purpose of proposal	The purpose of the AAP is to set a vision for delivering sustainable physical and economic growth in the area.
Data sources	Consultation Results; relevant reports/strategies; Statistical Database (please specify)
Please include any other sources of data	
ASSESS THE POTENTIAL IMPACT AGAINST THE PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Wider Community
Age details:	<p>The BPAAP area has a population of just under 35,000 (2016 population estimates). The age profile is notably younger than that of both Birmingham and England.; with the child population standing at 31% compared to 22.8% for the City.</p> <p>The BPAAP has been produced in line with the requirements of the National Planning Policy Framework NPPF) and the Town and Country Planning (Local Planning) (England) Regulations 2012. These require the production of a Sustainability Appraisal (incorporating Strategic Environmental Assessment) which examines the potential impacts of proposals, alongside the plan. The Sustainability Appraisal (SA) clearly covers equalities issues, as well as environmental and other issues. A number of potential sustainability</p>

benefits of the plan have been identified including enhanced accessibility and transportation with potential associated improvement in air quality, improving economic factors, improving housing and enhancing quality of life. The SA also sets out potential mitigation measures where potential adverse effects have been identified. Given the status of the EA and the progress of the plan, this was deemed an appropriate approach to assessing the potential impacts of the emerging policy at that time, and as such previous Equality assessments focused more on ensuring equality in the plan-making process than on the impacts of the plan itself. At this stage (adoption following Examination in Public) it is appropriate for the EA to be more overarching and to address potential differential impacts of both plan-making and policy implementation.

It is considered that the overall impact of the change envisaged in the plan will benefit all residents. However, by virtue of the demographic characteristics of the area, the proposals within the plan will have a significant impact on certain groups such as children and younger people. However these effects are not a result of the characteristics, and in any case are considered to be positive impacts, with mitigation measures in place where appropriate. Such positive impacts include enhanced employment opportunities which will be targeted at the local community.

The proposals and policies within the BPAAP all sit within the context of the Birmingham Development Plan, for which an SA and EA have also been produced.

Protected characteristic: Disability

Disability details:

Wider Community

As above.

	<p>New development that comes forward will be accessible to all, including through Building Regulations. Improvements to public transport will also consider and cater for the requirements of people with additional access requirements.</p>
Protected characteristic: Gender	Wider Community
Gender details:	<p>As above.</p> <p>As part of the development of the plan there have been a wide range of consultation events targetted at communities across the AAP area.</p>
Protected characteristics: Gender Reassignment	Not Applicable
Gender reassignment details:	
Protected characteristics: Marriage and Civil Partnership	Not Applicable
Marriage and civil partnership details:	
Protected characteristics: Pregnancy and Maternity	Not Applicable
Pregnancy and maternity details:	
Protected characteristics: Race	Wider Community
Race details:	<p>Almost half the population of the AAP area is of Pakistani origin and more than 10% Bangladeshi. An increasing number of people are from African backgrounds.</p> <p>As set above It is considered that the overall impact of the change envisaged in the plan will benefit all residents. However, by virtue of the demographic characteristics of the area, the proposals within the plan will have a significant impact on certain groups, for example minority ethnic communities (which make up the majority of the area's population). However these effects are not a result of the characteristics, and in any case are considered to be positive impacts, with mitigation measures in place where appropriate. Such positive impacts include enhanced employment opportunities which will be targeted at the local community.</p>

Protected characteristics: Religion or Beliefs

Religion or beliefs details:

Proposals will impact on some property in the BPAAP area. Where this is the case the City Council will work with existing occupiers regarding relocation if and when required.

Overall there has been support for the positive proposals and improvements included within the AAP.

Not Applicable

As set above it is considered that the overall impact of the change envisaged in the plan will benefit all residents. However, by virtue of the demographic characteristics of the area, the proposals within the plan will have a significant impact on certain groups, for example the Islamic community (again, a significant proportion of the community). However these effects are not a result of the characteristics, and in any case are considered to be positive impacts, with mitigation measures in place where appropriate. Such positive impacts include enhanced employment opportunities which will be targeted at the local community.

The public consultation included the distribution of newsletters to all properties within the AAP area (including places of worship) and meetings were held with relevant groups when and where requested. Overall there has been support for the positive proposals and improvements included within the AAP.

Protected characteristics: Sexual Orientation

Sexual orientation details:

Please indicate any actions arising from completing this screening exercise.

Not Applicable

Equalities has been considered at each stage of the plan-making process and includes the completion of an Equalities Assessment Initial Screening form in 2013 that was revised in 2016 and revised further in 2018 prior to the submission of the BPAAP to the Secretary of State. Following an

Examination in Public on 30 May 2019 there are no modifications to the version of the plan that is now proposed for adoption (the Planning Inspectorate found the plan to be 'sound' with no need for modification).

The BPAAP has also been the subject of extensive consultation at each stage of the plan making process which was reported to Cabinet in July 2018.

The proposals and policies within the BPAAP will be monitored as they are progressed (the plan covers the period up to 2031). This will include reviews of the equalities impacts of the plan at regular intervals.

Please indicate whether a full impact assessment is recommended

NO

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

Consultation analysis

Adverse impact on any people with protected characteristics.

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

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

What data is required in the future?

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

No

If yes, please explain your reasons for going ahead.

Initial equality impact assessment of your proposal

Consulted People or Groups

Informed People or Groups

Summary and evidence of findings from your EIA

Consultation has been at the heart of the preparation of the Bordesley Park AAP. This has been undertaken both as part of key stages of the plan making process and as an ongoing dialogue regarding specific issues and aspects of the plan.

The key stages of consultation related to the initial Options Report which set out the broad development opportunities for the area and main areas of potential change, the Preferred Options Report which set out the Council's preferred development

proposals; and the Pre-submission Report which provided the final opportunity for comments prior to the finalisation of the Submission Report – the plan that was submitted to the Secretary of State.

Overall there has been a positive response to the policies and proposals within the AAP. The main objections have been from affected property owners including the occupiers of the Wheels site (which is proposed for employment use).

The 'submitted' version of the BPAAP was then considered by the Planning Inspectorate at an Examination in Public on the 30 May 2019. This included attendance by individuals and organisations who had maintained objections to aspects of the BPAAP (principally occupiers of the Wheels site).

Consultation has included the use of newsletters, local exhibitions at accessible venues (including Libraries, Health centres, other community venues, supermarkets, colleges), consultation with a wide range of national and local bodies and local community groups, and targeted consultation involving local schools, land owners and organisations and the use of the Councils web site. Information has been made available in a number of community languages.

Each stage of the plan has considered the consultation responses, including support for employment opportunities, the identification of additional housing sites which will provide local housing opportunities, the promotion of sites for community development that respond to local community needs, the expansion and enhancement of local centres facilitating business growth and the need to respond to sites that are underused or causing local amenity issues.

It is considered that the overall impact of the change envisaged in the plan will benefit all residents. However, by virtue of the demographic characteristics of the area, the proposals within the plan will have a significant impact on certain groups. However these effects are not a result of the characteristics, and in any case are considered to be positive impacts, with mitigation measures in place where appropriate. Such positive impacts include enhanced employment opportunities which will be targeted at the local community.

Overall there has been support for the positive proposals and improvements included within the AAP which will support growth and regeneration within the Bordesley Park area.

QUALITY CONTORL SECTION

Submit to the Quality Control Officer for reviewing?

No

Quality Control Officer comments

Decision by Quality Control Officer

Proceed for final approval

Submit draft to Accountable Officer?

No

Decision by Accountable Officer

Approve

Date approved / rejected by the Accountable Officer

Reasons for approval or rejection

Please print and save a PDF copy for your records

Yes

Content Type: Item

Version: 35.0

Created at 15/11/2019 01:37 PM by ☐ Doug Lee

Last modified at 04/12/2019 02:32 PM by Workflow on behalf of ☐ Ian MacLeod

Close

Birmingham City Council

City Council

14 January 2020



Subject: Motions for Debate from Individual Members

Does the report contain confidential or exempt information? ☐ Yes ☒ No

If relevant, state which appendix is exempt, and provide exempt information paragraph number or reason if confidential :

To consider the following Motions of which notice has been given in accordance with Council Procedure Rules (section B4 G of the Constitution).

A. Councillors Jon Hunt and Roger Harmer have given notice of the following Notice of Motion:-

“Council believes the executive’s approach to fly-tipping and street cleaning is not working and expects some urgent action to improve the council’s performance and responsiveness to the problems of dumping and unclean streets to be included in the annual budget and business plan.”

B. Councillors Sharon Thompson and Hendrina Quinnen have given notice of the following Notice of Motion:-

“The council notes:

- That for many women in Birmingham, the menopause and how they are treated in the workplace as a result of experiencing the menopause is a real issue.
- That around 3.5 million women aged fifty years and over are currently in employment in the UK and that menopausal women are the fastest growing demographic in the UK workforce.
- That although rarely discussed menopause is a natural stage of life for most women - usually occurring between the ages of 45 and 55 but less commonly to some women in their 30s.
- That symptoms can start months, or even years before menopause and can last between four and eight years.

- That most women will experience some symptoms of the menopause, although each woman's experience will be different, and the type of symptoms and their severity will vary.
- That around 25 per cent of women will suffer severe symptoms.
- And that some symptoms can have a significant impact on a woman's everyday life, potentially affecting attendance and performance in the workplace.

Council further notes:

- That almost 60 per cent of the Birmingham City Council workforce identifies as female and many will experience the menopause during their time as council employees. Therefore it is important to raise awareness and understanding of menopause throughout the organisation.

Council therefore resolves to:

- Increase awareness of the help and advice already available for staff members and councillors experiencing the menopause.
- Ensure that line managers are aware, show understanding and are able to support staff and signpost the help and advice that is available.
- Work with Trades Unions - who have also produced advice and guidelines for employers and employees - to remove any potential stigma surrounding menopause.
- Write to the West Midlands Combined Authority urging them to adopt a similar approach and to encourage partners across the region to adopt an open and supportive approach to staff members experiencing the menopause."