

# **BIRMINGHAM CITY COUNCIL**

## **CABINET**

**TUESDAY, 26 APRIL 2022 AT 10:00 HOURS**  
**IN CHARLES DICKENS ROOM, BMI, MARGARET STREET,**  
**BIRMINGHAM B3, [VENUE ADDRESS]**

## **A G E N D A**

### **1 NOTICE OF RECORDING/WEBCAST**

The Chair to advise/meeting to note that this meeting will be webcast for live or subsequent broadcast via the Council's meeting You Tube site ([www.youtube.com/channel/UCT2kT7ZRPFCXq6\\_5dnVnYlw](http://www.youtube.com/channel/UCT2kT7ZRPFCXq6_5dnVnYlw)) and that members of the press/public may record and take photographs except where there are confidential or exempt items.

### **2 APOLOGIES**

To receive any apologies.

### **3 DECLARATIONS OF INTERESTS**

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

### **4 EXEMPT INFORMATION – POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC**

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

b) To formally pass the following resolution:-

**RESOLVED** – That, in accordance with Regulation 4 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the public be excluded from the meeting

during consideration of those parts of the agenda designated as exempt on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information.

<b><u>5 - 110</u></b>	5	<b><u>DIGITAL CITY PROGRAMME AND ROADMAP</u></b>	Report of Director, Digital and Customer Services
<b><u>111 - 130</u></b>	6	<b><u>QUEENSBURY SCHOOL: APPROVAL FOR CAPITAL WORKS TO RELOCATE SIXTH FORM TO FORMER OSBORNE PRIMARY SITE AND REFURBISHMENT OF EXISTING SIXTH FORM TO INCREASE KS3 AND KS4 PROVISION</u></b>	Report of Director for Education & Skills
<b><u>131 - 176</u></b>	7	<b><u>SCHOOLS CAPITAL PROGRAMME – SCHOOL CONDITION ALLOCATION, BASIC NEED ALLOCATION 2022-23 + FUTURE YEARS</u></b>	Report of Director for Children & Families
<b><u>177 - 202</u></b>	8	<b><u>SAFETY WORKS TO PARKS POOLS</u></b>	report of Managing Director, City Operations
<b><u>203 - 350</u></b>	9	<b><u>BIRMINGHAM JOINT HEALTH &amp; WELLBEING STRATEGY - CREATING A BOLDER, HEALTHIER CITY 2022-2030 AND CONSULTATION FINDINGS REPORT</u></b>	Report of Director for Public Health
<b><u>351 - 468</u></b>	10	<b><u>ADOPTION OF SUPPLEMENTARY PLANNING DOCUMENTS: HOUSES IN MULTIPLE OCCUPATION AND LARGE-SCALE PURPOSE-BUILT SHARED ACCOMMODATION</u></b>	Strategic Director of Place, Prosperity and Sustainability
<b><u>469 - 594</u></b>	11	<b><u>BCC STREETWORKS PERMIT SCHEME</u></b>	Report of Managing Director City Operations
<b><u>595 - 752</u></b>	12	<b><u>HS2 CURZON STATION ENHANCED PUBLIC REALM PROJECT – FBC</u></b>	Strategic Director Places, Prosperity and Sustainability
<b><u>753 - 784</u></b>	13	<b><u>HANDSWORTH WELLBEING CENTRE ROOF REPAIRS</u></b>	Report of the Managing Director city Operations.

<b><u>785 - 808</u></b>	14	<b><u>REPLACEMENT OF QUINBORNE COMMUNITY CENTRE ROOF</u></b> Report of the managing Director City Operations
<b><u>809 - 820</u></b>	15	<b><u>JOB EVALUATION/PAY AND GRADING</u></b> Report of Director of Council Management
<b><u>821 - 852</u></b>	16	<b><u>PROPOSED COMPULSORY PURCHASE ORDER – PRINCIP STREET DEVELOPMENT</u></b> Strategic Director of Place, Prosperity and Sustainability
<b><u>853 - 870</u></b>	17	<b><u>CONTRACT AWARD - RENEWAL OF VARIOUS INSURANCE POLICIES</u></b> Director of Council Management
<b><u>871 - 882</u></b>	18	<b><u>PLANNED PROCUREMENT ACTIVITIES (MAY 2022 – JULY 2022)</u></b> Report of Interim Assistant Director - Procurement
<b><u>883 - 888</u></b>	19	<b><u>APPOINTMENTS TO OUTSIDE BODIES</u></b> Report of the Interim City Solicitor.
	20	<b><u>OTHER URGENT BUSINESS</u></b>  To consider any items of business by reason of special circumstances (to be specified) that in the opinion of the Chair are matters of urgency.
<b><u>889 - 904</u></b>	20A	<b><u>UKRAINIAN RESETTLEMENT SUPPORT SCHEME</u></b>  Joint Report of Director for Adult Social Care and Director for Strategy, Equality & Partnerships





## Birmingham City Council

## Report to Cabinet

26 April 2022



**Subject:** Digital City Programme and Roadmap

**Report of:** Peter Bishop – Director, Digital and Customer Services

**Relevant Cabinet Member:** Councillor Brigid Jones, Deputy Leader  
Councillor Tristan Chatfield, Finance and Resources

**Relevant O &S Chair(s):** Councillor Carl Rice, Coordinating Scrutiny Committee  
Councillor Saima Suleman, Economy and Skills  
Councillor Mohammed Aikhlaq, Resources

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

# **1 Executive Summary**

- 1.1 Digital technologies are radically changing every facet of our lives, from the way we live, work, and grow up in cities, to how we manage infrastructure and assets and how we deliver critical services. Cities that do not adapt and embrace the ongoing digital revolution will be left behind economically, socially, and environmentally. This was recognised in the *Investing in Our Future Cabinet Report* (January 2021) which outlined the challenges the Council faced and the increased expectations of Council services from citizens. The report noted the need for establishing an innovation team to identify service improvements, respond to issues and form part of a city-wide Design and Innovation network.
- 1.2 Digital technologies have proved to be invaluable during the pandemic as well as potential catalysts of change. However, digital change poses challenges to our economy with nearly one quarter of jobs in Birmingham (23.2%) in occupations that are likely to shrink by 2030. Adapting to the challenges represents an opportunity to make Birmingham's economy more resilient and will depend on a transformative digital approach to develop its economy, communities, and environment in its post-pandemic recovery strategies.
- 1.3 The Digital City Programme (DCP) is a city-wide initiative that aims to bring together city partners and stakeholders in order to equip Birmingham's institutions, communities and businesses with the digital infrastructure, data, technology platforms and enablement programmes required to thrive in this new digital world in both the short and long term. It is one of the Inclusive Growth workstreams and is aligned to;
- (i) Birmingham's strategic objectives as a city – as articulated by the City Council's Grand Challenges,
  - (ii) all five 'Levelling Up Accelerators' and, it directly aligns to delivering green and digital infrastructure. Already Birmingham is nearly 10% worse for digital connectedness compared to England as a whole.
  - (iii) the need to shift from crisis to early intervention by co-ordinating the use of city data and technology platforms to provide better early insights and predictive capabilities.
  - (iv) The West Midlands Combined Authority (WMCA) five digital missions
- 1.4 This Programme will seek to deliver a range of digital connectivity, technology, and data foundations to enable every business and citizen to thrive as well as serve as a key enabler for the city's wider Inclusive Growth and Route to Zero programmes. It will establish the digital and data foundations required for the City to accelerate its growth capabilities with increased economic impacts as well as creating new opportunities for better outcomes for our citizens.
- 1.5 The DCP has already delivered and is implementing the Council's first ever city-wide Digital Inclusion Strategy and Action Plan co-designed with community organisations and aims to lift thousands of vulnerable citizens out of digital poverty. It has initiated projects to enable citizens in multi-storey dwellings to gain access to affordable internet services, it is providing devices and connectivity to those in

need of all ages, it has brought organisations from different sectors to work together to reduce digital poverty and increase digital equality and equity amongst our citizens and communities across the City. The Action Plan has initiated numerous activities to support existing organisations to greater align and coordinate their digital skills training and other services in order to enable better outcomes and opportunities for our citizens.

- 1.6 The approach the Council adopted in creating its Digital Inclusion Strategy has been the foundation for the development of the wider Digital City Programme and already the Council is working with several telecommunication providers following a soft market tender to explore ways of accelerating full fibre deployment across the City to enable digital connectivity for all.
- 1.7 As part of the next phase of the DCP, Jacobs and Connected Places Catapult (CPC) were commissioned to develop a Digital City Roadmap, benchmark Birmingham against some of the world's leading smart cities, positioning Birmingham as a leading digital city that accelerates digital investment, establishes it as a preferred choice for digital innovation and creates the foundations for transforming the City's economy. The Summary Report, (Delivering the Aspirations for a Digital Birmingham) and the full report are attached in Appendices A and B.
- 1.8 The DCP Roadmap is not a technology driven programme, nor does it focus on futuristic or undefined innovations. Instead, it focusses on the needs of the City and its citizens today, drawing on existing and emerging technologies and ensuring that it has the foundational digital and data infrastructure and capabilities needed to accelerate sustainable economic growth within the City. Thus, the DCP Roadmap outlines five themes underpinned by 11 projects that could potentially generate up to £1 billion of economic and social impact for the City. The themes were established following extensive internal and external stakeholder engagement (see Appendix C) and a digital maturity assessment against leading international digital and smart cities pre and post the proposed Digital Roadmap. For each of the themes; Connectivity, Data Sharing, Net Zero Transition, Community-led innovation and Urban Food Systems., a high-level strategic business case has been prepared. These themes will support the City to access and exploit the opportunities set out in the Levelling Up White paper which proposes a share of £100million Innovator Accelerator and the establishment Smart City region in the West Midlands.
- 1.9 At this stage, there is no request for additional funding from the Council to further develop the five strategic high-level business cases. Instead the DCP will utilise the previous Digital Birmingham capital allocation of £0.389m and work with stakeholders to develop them into detailed business cases, which will then be brought to Cabinet on a case by case basis in line with standard procedures.
- 1.10 To deliver the Roadmap, and the wider outcomes of the DCP, a small digital city innovation team will be created, funded through the redesign of the IT&D service, as well as the establishment of a Digital Board made up of senior city stakeholders

shaping and influencing the digital opportunities and being accountable for the delivery of the Roadmap. This Digital Board would report to the City Partnership Board to ensure alignment of strategic direction. A suggested structure and Terms of Reference for the Digital Board is shown in Appendix D.

- 1.11 City stakeholders and partners have been re-engaged to provide feedback and provide validation on the published Roadmap and its proposals. Their comments have been taken into consideration in the recommendations set out below.

## **2 Recommendations**

That Cabinet;

- 2.1 Notes the Digital City Programme Summary Report (“Delivering the Aspirations for a Digital Birmingham”) and the full Digital City Programme Report in Appendix A and B.
- 2.2 Approves the further development of the five themes and 11 underpinning projects, recognising that any additional funding requests will be subject to standard Council approval procedures.
- 2.3 Approves the creation of the digital city innovation team within the Digital and Customer Services directorate funded from the IT and Digital Services budget utilising existing Digital Birmingham capital reserve of £0.389m.
- 2.4 Approves the establishment of the Digital Board with reporting lines to the City Board as Appendix D.
- 2.5 Notes that funding for the Digital City Programme is covered by existing capital reserve with delegated approval for spend given to the Director, Digital & Customer Services in consultation with the Director of Council Management and the Cabinet Member for Finance and Resources.
- 2.6 Notes that any further spend beyond the existing capital reserve will require cabinet approval.

## **3.0 Background and Context**

- 3.1 Digital technologies are radically changing every facet of Birmingham’s economy, from the way we live, work, and grow up in cities, to how we manage infrastructure and assets and how we deliver critical services, transform the opportunities for our citizens and achieve our carbon reduction targets. Increasingly cities need to invest in technology infrastructures, pioneer new technologies/innovations that enable them to gain competitive advantage build reputations as places for increased investment and business relocation by working more collaboratively and in partnership with private, public and academia. If Birmingham does not adapt and embrace the ongoing digital revolution, it will be left behind and struggle to transform its economy, engagement with communities and address environmental factors.
- 3.2 Birmingham is in a national and international competition to secure investment, attract talent and grow its economy. However, Birmingham has a large

productivity gap, particularly in the digital and creative sectors, where it falls over £7,000 GVA per employee short of the UK's average. 97% of businesses in the West Midlands are small and medium enterprises (SMEs), and many of these have little to no digital literacy. Birmingham only attracts 2.6% of the UK's equity funding and in order to meet our environmental targets we need to reduce our carbon emission by 7.6% each year for a decade.

- 3.3 Digital technologies have proved to be invaluable during the pandemic as well as potential catalysts of change in the way we live and work in future. However, digital change poses challenges to our economy with nearly one quarter of jobs in Birmingham (23.2%) in occupations that are likely to shrink by 2030. Adapting to the challenges represents an opportunity to make Birmingham's economy more resilient if digitally upskilled and enhance our high-growth sectors.
- 3.4 In 2020, the Director, Digital and Customer Services recognised that there were a number of digital initiatives being undertaken by city partners and stakeholders that lacked visibility, that could benefit from greater co-ordination and opportunities to scale which, if successful, could transform Birmingham into one of the world's more liveable and inclusive cities by optimising digital and smart technologies that reduce inequality gaps, create new market opportunities and address market failure.
- 3.5 This was recognised in the *Investing in Our Future* Cabinet Report (January 2021) which outlined the challenges the Council faced and the increased expectations of council services from citizens. To tackle these challenges, the Report noted the need for establishing an innovation team to identify service improvements, respond to issues and form part of a city-wide Design and Innovation network.
- 3.6 In January 2021, the Digital City Programme (DCP) was formally established to focus on digital, technology and data opportunities for the City. It is one of the key workstreams established by the Inclusive Growth directorate to support sustainable economic growth. The DCP aims to utilise digital connectivity, data, and technology to improve the way people in Birmingham live, learn, work, grow and enjoy themselves at every stage of life. Its objectives are aligned to the Council's "Be Bold" vision statements outlined in draft Council's Corporate Plan 2022- 2026 and will deliver the following outcomes;
- Accelerate digital investment in the City
  - Establish Birmingham as test bed for innovation and ideation, a test bed for experimentation
  - Identify technology driven opportunities for transforming Council services
  - Position Birmingham as an internationally recognised leading digital city under the Digital Birmingham brand
- 3.7 Internally, the DCP is already working alongside other key workstreams within the Inclusive Growth Directorate such as Route2Zero, East Birmingham, Perry

Barr, the Future City Plan 2040 to identify and introduce ideation and innovative digital opportunities to support the delivery of their outputs and outcomes. In addition, the DCP;

- (i) has delivered the Council's first city-wide Digital Inclusion Strategy and Action Plan co-designed with City stakeholders and partners, supporting the Breaking Down Barriers Report and the Council's shift towards early intervention by;
  - facilitating the access of over 6,000 new and recycled computer devices and data where applicable to young people
  - setting up the Computers for Good Causes which has already provided approximately 650 recycled desktop devices to over 85 charities and community organisations. A further 5000 laptops have been identified for distribution into the community over the next two years
  - supporting Neighbourhood Network Service organisations to deliver digital skills and devices for vulnerable citizens
  - securing free and affordable data packages from telecommunication organisations to distribute to vulnerable citizens
  - establishing a digital inclusion board for the City consisting of public, private, academic and voluntary sector organisation to work together to minimise digital poverty and improve equality and equity of digital access for people of all ages.
- (ii) is supporting the Housing Directorate in improving the digital connectivity infrastructure to its multi-storey dwellings and establishing initiatives to enable vulnerable tenants to gain access to affordable and flexible broadband services.
- (iii) is undertaking soft market testing to explore the opportunities to accelerate full fibre rollout across the City, including areas considered non economically viable by market interventions.

3.8 The DCP is also shaping and influencing several external initiatives. For example, it is;

- (i) helping to establish the Birmingham Knowledge Quarter as a test bed for innovation and experimentation
- (ii) working with WM5G to accelerate the rollout of 5G across the City
- (iii) co-chairing the West Midlands Coalition for Digital Inclusion
- (iv) working with the WMCA Digital Steering Group to shape and deliver its 5 digital missions

3.9 The Council's new Digital Strategy approved by Cabinet in March 2022, along with the Digital City Programme, forms a cohesive set of interventions that

recognise the importance of taking back control over the Council's ambitions for digital across the Council and the City. Both ambitions for a "Digital Council" and a "Digital City" will operate within the internationally recognised "Digital Birmingham" brand.

- 3.10 In May 2021, the Council commissioned Jacobs and Connected Places Catapult to undertake an extensive programme of stakeholder engagement, aiming to:
- Understand Birmingham's current challenges and opportunities for digital intervention
  - Provide information to accurately benchmark Birmingham – A digital maturity assessment
  - Identify potential Digital City project ideas and existing complementary initiatives – A Digital City Roadmap
  - Define suitable delivery and governance arrangements
- 3.11 Also, Birmingham City Council's Levelling Up *"Strategy Prosperity and Opportunity for All"* published in February 2022 highlighted the critical role of digital in delivering its Levelling Up ambitions. It noted that a 'new economy' is emerging driven by digital technologies, that recognises the need to decarbonise and to grow more purpose driven businesses by investing in green technologies and digital connectivity infrastructure.
- 3.12 In February 2022, the Government published its Levelling Up White Paper. This emphasised the importance of digital and innovation for the region and announced that the West Midlands will be one of three regions to benefit from £100m Innovation Accelerator Fund and the West Midlands will be established as a Smart City Region.
- 3.13 The current activities of the DCP support several aspects of both the Government's Levelling Up White Paper and the Council's own Levelling up Strategy. The Digital City Roadmap will accelerate and elevate Birmingham's ability to address the key outcomes of the Levelling up agenda. The themes and projects identified within the Digital City Roadmap create opportunities for the Innovation Accelerator Fund, shaping and influencing the Smart City Region and will deliver Birmingham's objectives for improving public services and social infrastructure and enhancing transport, digital and green infrastructure.

### **Establishing the Digital City Roadmap**

- 3.14 In February 2022, Jacobs, in collaboration with the Connected Places Catapult presented the final Summary Roadmap Report "Digital City Programme: - Delivering the Aspirations for Digital Birmingham" and the Full Digital City Programme Roadmap Report, which are attached in Appendices A and B respectively.
- 3.15 The Roadmap was developed based on over 35 interviews with internal and external stakeholders as well as returned questionnaires (See Appendix C), and builds on the Digital Inclusion Strategy and Action Plan. The insights from the interviews were reviewed against work undertaken by the Connected Places

Catapult that benchmarked Birmingham with 5 other comparable cities recognised for their digital and smart city leadership and capabilities; Amsterdam, Manchester, Montreal, Vienna, and Singapore.

- 3.16 The stakeholder engagement and the digital maturity assessment identified 8 key focus areas that require further consideration: -
- (i) Leadership – stakeholders highlighted the importance of having a strong cross digital leadership under one strategic vision
  - (ii) Trust – Stakeholders identified a perceived lack of trust between prominent city institutions and disenfranchised marginalised communities
  - (iii) Co-ordination – Stakeholders emphasized that this programme should aim to better co-ordinate existing initiatives and facilitate streamlined access
  - (iv) Identity and Reputation- Stakeholders felt that the City struggles to promote its reputation nationally and internationally
  - (v) Inclusive growth – Stakeholders highlighted a disparate between the success of the city centre compared to its hinterlands
  - (vi) Shift of focus to Prevention- Stakeholders were advocates of a transition in approach, away from reactive action moving towards a prevention and prediction
  - (vii) Localised delivery – Stakeholders highlighted a need for many hyper-localised, target initiatives, which collectively deliver a big impact
  - (viii) Attitude to failure - as 90% of innovation projects fails, stakeholders were keen to highlight that a degree of failure must be accepted
- 3.17 The Digital Maturity Assessment afforded Birmingham a score of 2 out of 5, meaning that it has emerging strategies, with some good evidence that progress is being made, but needed further developments to match the “best in class” of those cities that scored 4/5, meaning that these cities were achieving sustained impact through delivery plans that evolved as needs changed.
- 3.18 The assessment concluded that Birmingham has a strong cross-city leadership structure, but an absence of digital leadership across city wide priorities under one strategic vision, and although Birmingham currently scores low on sustainable development, stakeholder interviews highlighted the emerging Route to Zero (R20) programme as an opportunity that could be further developed through complementary projects proposed in the Digital City Roadmap.
- 3.19 The Digital City Roadmap prioritised 5 strategic themes underpinned by 11 projects and activities aimed at transforming the City, economy, community engagement and environment and can be mapped against the City’s “Grand Challenges.” An overview of the themes and projects and their potential economic impact is shown in Appendix E. The initial set of projects are deliverable now and supported by high-level strategic business cases and stakeholder support. The



main report also highlights other projects and future technologies for further medium-term consideration. These are outlined in Appendix B.

3.20 The prioritised themes and projects could provide potential gross economic impact of over £1 billion and are as follows;

(i) **Digital Connectivity foundations:** - This consists of two projects; a digital connectivity strategy and the digital specification for regeneration programme. It aims to provide the enabling connectivity infrastructure that would support the delivery of the Grand Challenges and is aligned to the Levelling up Accelerator four “Delivering green and digital city infrastructure”

(ii) **Data Sharing:** - This consists of three projects; the establishment of a Data Charter, a data coordination group and a federated approach for the creation of use case driven digital twins. Data sharing is a critical enabler and will support the delivery of Levelling up Accelerator two i.e. the creation of the early intervention and prevention models to assist the most disadvantaged citizens and move from dealing with crises to co-designed support and services

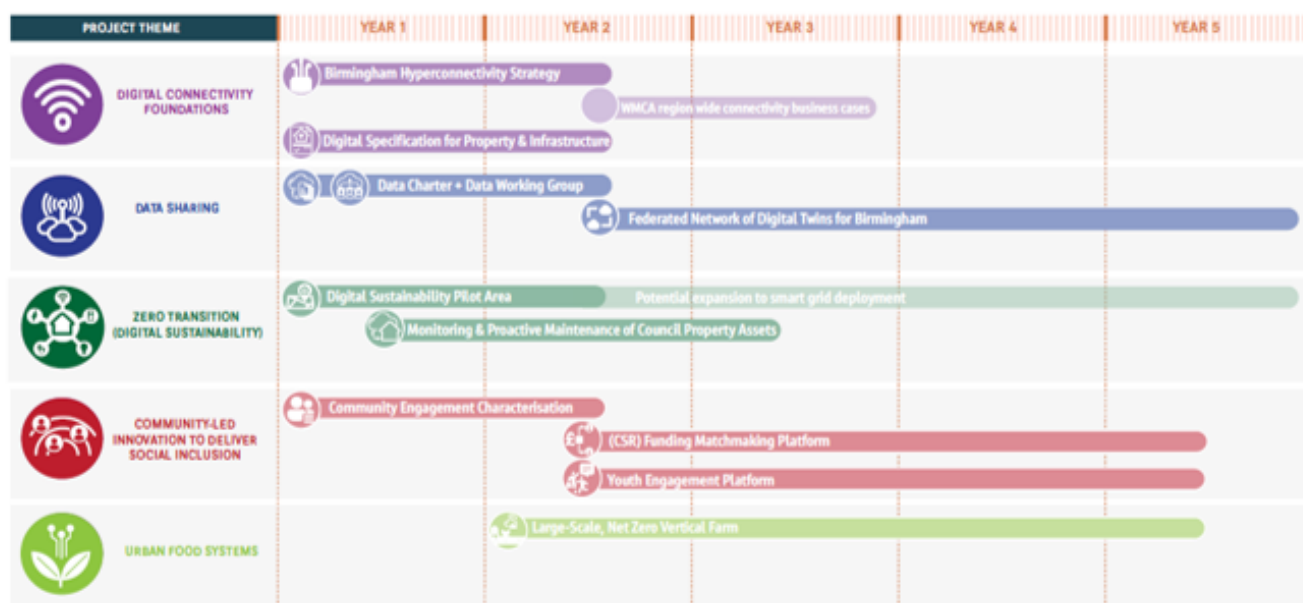
(iii) **Net Zero Transition** – This consists of two projects; the establishment of a digital sustainability pilot aligned to the retrofit programme and a monitoring and proactive maintenance approach. The projects will involve the deployment of smart sensors and smart devices to provide citizens and the Council with data and insights to better manage their energy consumption. These will support the delivery of Levelling up Accelerator five - a social housing retrofit at scale demonstrator across the cities of Birmingham, Coventry and Wolverhampton.

(iv) **Community led Innovation:** - This consists of 3 projects; Community engagement characterisation, Corporate Social Responsibility (CSR) Funding matchmaking initiative and a Youth engagement platform. These recognise the need for driving community-led innovation and delivering significant impact through the enablement of many highly localised projects and will support Levelling Up Accelerator three -integrated local place delivery model demonstrator for the East Birmingham Inclusive Growth Strategy

(v) **Urban Food Systems** – This consists of one project; the establishment of a vertical farm. Birmingham is uniquely positioned to lead the transformation of the UK’s food system due to its existing sector strengths in food and drink manufacturing, nationally renowned restaurant scene and pressing health challenges and is very much aligned to Levelling Up Accelerator four – Delivering green and digital infrastructure.

The indicative Roadmap for the Digital City Programme is shown below;

*Indicative Roadmap for the Digital City Programme*



3.21 The themes also have good alignment to the 5 digital missions set out in by West Midlands Combined Authority (WMCA) that cover;

- Securing access for everyone to digital opportunities, particularly those in poverty
- Sharing and using data to improve people's lives
- Becoming the UK's best-connected region
- Realising the potential of digital to transform our economy and build economic resilience
- Using digital public services to build a fairer, greener, healthier region

The Roadmap provides an excellent platform to work collaboratively with WMCA in order to deliver the economic and social benefits to citizens and businesses both in the City and the region





### Delivery and Governance

3.22 The Digital City Roadmap recommends the establishment of a Digital Governance Board to oversee the delivery of the business cases, but more importantly provide digital leadership, attract and accelerate digital opportunities and provide thought leadership to advance the opportunities for citizens, communities and businesses. It is proposed that the Digital Governance Board would be made up from senior City stakeholders and will report into the City Partnership Board, with the aim of supporting the "Grand Challenges" and delivering the "Levelling Up" agenda. It will be supported by a small Digital City Innovation (DCI) team in order to drive forward the business cases, working with internal and external stakeholders as well as to attract funding through grants or bid funding opportunities. The creation of the DCI team is aligned to the recommendations set out in the *Investing in Our Future* Cabinet Report. A

suggested structure of the governance of the Digital City Programme is outlined in the Summary Report in Appendix A

- 3.23 The Summary DCP Roadmap was shared with the stakeholders involved in shaping it in order to demonstrate our commitment that we listened to their views and that the prioritised themes and projects were the right ones to deliver the outcomes of the DCP and addressed key City challenges and opportunities. Most stakeholders were fully supportive of the themes and projects and have identified how they could support the City in taking them forward.
- 3.24 However, there were some reservations with the proposed Digital Board governance structure, with concerns that it was too hierarchical, and the Digital Advisory Group should be merged with Digital Board. The stakeholders re-enforced that Birmingham needs a strong digital governance board that focusses on the needs of the City, with a strong focus on citizen centric activities, whilst recognising good alignment with the West Midlands Combined Authority Digital Strategy. This feedback has been taken on board and a revised approach to the Digital Board with a suggested draft terms of reference is set out in Appendix D. However, we recognise that even this working model may be further refined as the Digital City Programme develops.
- 3.25 In conclusion, according to the analysis undertaken by the consultants, the delivery of the initial set of projects should generate over £1billion in economic impacts for the City and will elevate the City's ranking on the digital maturity assessment from 2 to 3 and to a level of 4 under strategy and governance matching Singapore, (one of the recognised leading international digital cities). This will act as a spring board to attract further digital investment through greater coordination of activities under a shared common vision for the City as well as providing a medium and long-term horizon scanning capabilities for the City in order to further enhance its digital credentials. Table 1 shows the City ranking before and after the impact of the proposals set out in the Digital City Roadmap.

*Table 1: Digital City Maturity Assessment before and after implementation of the Digital City Roadmap.*

	 STRATEGY & GOVERNANCE	 CITIZEN CENTRED	 DATA AND DIGITAL INFRASTRUCTURE	 SUSTAINABLE DEVELOPMENT
01 Strategies to address this either do not exist or are fragmented and managed on an ad hoc basis				
02 Some emerging strategies/progress is evident	02	02	02	02
03 Coherent strategy/plans are in place, with clear leadership commitment and resources	03	03	03	03
04 Evidence of delivery of these strategies/plans and impacts are being measured	04	03	03	03
05 Sustained impact with delivery plans updating to meet evolving needs				

## **4.0 Options Considered and Recommended Proposal**

- 4.1 Do Nothing Option: The option of not adopting the Digital City Programme and Roadmap was considered and discounted. Feedback from senior city stakeholders has highlighted the need for a shared strategic vision and greater coordination of digital activities across the City. Without the involvement of the Council, other stakeholders do not have the elected authority or the convening power to bring together the current digital ecosystem for Birmingham.
- 4.2 The Digital City Programme and Roadmap provides the opportunity to provide a strategic view and will help to shape on the use of digital, data and technology with City partners and key stakeholders. It will provide a common shared vision for the City and facilitate the establishment of a number key enabling programmes covering infrastructure, data and technology that drive sustainable economic growth.

## **5.0 Consultation**

- 5.1 In developing the Digital City Programme, tailored presentations were delivered to each Cabinet Member to highlight emerging technology solutions relevant to their portfolio showcasing the art of the possible applications that are transforming the way services could be delivered more efficiently and effectively. For the Roadmap, over 35 internal and external stakeholders were consulted. The findings and proposals set out in the Summary and Main Digital City Roadmap have been discussed with the Deputy Leader, all Cabinet Members, relevant Scrutiny chairs, external stakeholders and at the City Board. Their feedback and comments have been used to prepare this Cabinet Report.

## **6.0 Risk Management**

- 6.1 At this stage, there are no financial risks for the establishment of the Digital City Programme. However, there are several operational and reputational risks such as potential lack of support from city stakeholders, inability to attract or secure funding to further develop the projects. The risk log and mitigation actions have been developed and these will be monitored on a regular basis.

## **7.0 Compliance Issues**

- 7.1 The recommended decisions are consistent with the Council's priorities, plans and strategies, supporting the Council's Be Bold statements and commitments of the Levelling Up Strategy to ensure we are a truly citizen centric and partnership-led organisation. The Digital City Programme works alongside other programmes both within the Council as well as partner and stakeholder activity in order to maximise the opportunities to embed digital and innovation to support the City's strategic outcomes, addressing inequalities and striving for continuous improvement that will accelerate our ambition to be recognised as a leading digital city at an international level.
- 7.2 Legal Implications

7.2.1 The Council is under a duty under Section 3 of the Local Government Act 1999 to make arrangements to secure continuous improvement in which its functions are exercised, having regard to a combination of economy, efficiency and effectiveness.

7.2.2 The City Council will carry out this work under the General Powers of Competence Section 1 of the Localism Act 2011.

### 7.3 Financial Implications

7.3.1 The establishment of the Digital City Innovation Team is part of the Digital and Customer Services directorate and will be incorporated into the service redesign being funded from the existing IT and Digital Services base budget. There is an existing capital reserve of £0.389m relating to the Digital Birmingham initiative which will be used to support the development of the DCP and the Roadmap.

7.3.2 Any further funding beyond this will require cabinet approval.

### 7.4 Procurement Implications (if required)

7.4.1 None identified. Any procurement required though will be undertaken adhering to Birmingham City Council's policies and procedures.

### 7.5 Human Resources Implications (if required)

7.5.1 The Digital City Innovation Team will be established to support the delivery of the Digital City Programme. A new Head of Service post will be created, but other posts will be aligned to job roles being developed as part of the shaping the future IT and Digital Services division.

7.5.2 Any required changes to current job roles for the establishment of Digital City Innovation Team will be done so in line with Birmingham City Council's policies and procedures incorporating a full engagement / consultation process with the Trade Unions and employees. All new roles will be recruited to in accordance with Birmingham City Council's commitment to mitigate against compulsory redundancy where possible, any new roles will be prioritised to employees at risk of redundancy.

### 7.6 Public Sector Equality Duty

7.6.1 An equalities impact assessment EQUA873 has been completed and is attached to this report as Appendix F.

## 8.0 Appendices

8.1 Appendix A – Summary Roadmap: Digital City Programme “Delivering the Aspirations for a Digital Birmingham”

8.2 Appendix B – Main Roadmap - The Digital City Roadmap

8.3 Appendix C – List of External and Internal Stakeholders engaged to develop the Digital City Roadmap

- 8.4 Appendix D – Revised Governance approach for Digital Board and Suggested Terms of Reference
- 8.5 Appendix E – Overview of key themes and Digital projects outline in the Digital City Roadmap
- 8.6 Appendix F - Equalities Impact Assessment

## **9.0 Background Documents**

- 9.1 Breaking Down Barriers: Working Towards Birmingham's Future (July 2021)
- 9.2 Government's Levelling Up White Paper 2022
- 9.3 Birmingham City Council Levelling Up Strategy 2022
- 9.4 Draft Birmingham City Council Corporate Plan 2022- 2026
- 9.5 West Midlands Digital Roadmap 2021
- 9.6 Report to Cabinet 21<sup>st</sup> March 2022 – Digital Strategy 2022-2025

### List of External and Internal Stakeholders engaged to develop the Digital City Roadmap

#### External Stakeholders

Organisation	Stakeholder Names
West Midlands Combined Authority (WMCA)	Adam Hawksbee, Ed Cox, Rebecca Riley
Transport for West Midlands (TfWM)	Mike Waters, John Paddington
GBSLEP	Ed Watson, Henriette Lyttle-Breukelaar
University Hospital Birmingham	Stephen Chilton
West Midlands Police Force	Helen Davis
Bruntwood SciTech	David Hardman
Tyseley Energy Park	David Horsfall
Birmingham Voluntary Services Council	Brian Carr
WM5G	Robert Franks
Lendlease	Ryan Elliott
PWC & Metro Dynamics (Inclusive Growth Strategy Involvement)	Mark Ambler, Patrick White
Western Power Distribution	Jonathan Berry
BeatFreaks	Amerah Saleh
Birmingham City University	Julian Beer
Kier (PFI provider)	Eddie Fellows
SCC	James Greygoose, Daniel Cartter, Olivia Harker
MEPC (Acquired Paradise Circus scheme from Argent)	Rob Groves, Caroline Rudge, Ross Fittall
Harborne Food School/ Food Foundation	Shaleen Meelu

#### Questionnaire Responses

Organisation	Stakeholder Names
Aston University	Professor David Webb
University of Birmingham	Professor Iain Styles
Digital Innov8ors	Mick Westman
CX Squared Talent Solutions, The Brum Muse & Our Smart Brum	Dan Hoff-Rodrigues
STEM Learning	Eva Fryc
AbilityNet	Amy Low
CodeYourFuture	Claire Bickley
Trowers & Hamlins	Amardeep Gill
Free@Last	John Street
West Midlands Growth Company	Mike Lewis
Transport for West Midlands	Chris Lane

#### Internal Stakeholders

Organisation	Stakeholder Names
Interim Chief Executive of Birmingham City Council	Deborah Cadman
Birmingham City Council Leader	Councillor Ian Ward
Birmingham City Council Deputy Leader	Councillor Brigid Jones
Other BCC Officers, Leaders, Councillors and Teams	*Multiple interviews held across BCC

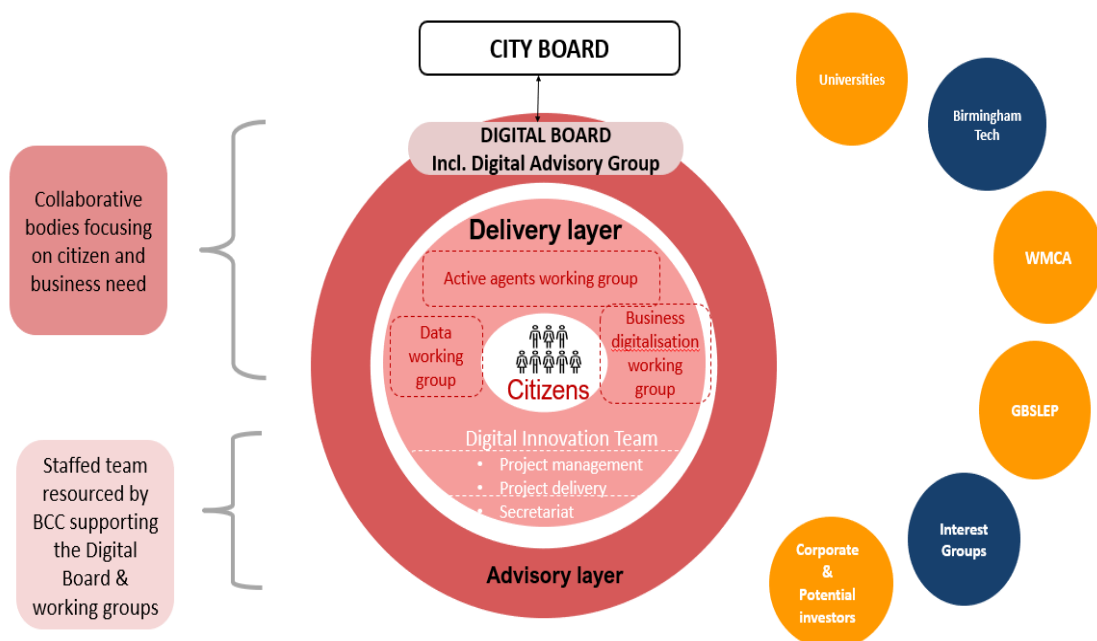
### Revised Governance approach for Digital Board and Draft Terms of Reference

#### Role

The role of the Digital Board is to ensure that a Digital City Programme is driven forward in Birmingham in support of achieving the Grand Challenges set by the City Board. It should inspire and facilitate digital initiatives that contribute to the transformation of Birmingham, including the Inclusive Growth, and Route to Zero priorities.

The Digital Board's responsibilities are to:

- Advise and act on behalf of the City Board
- Set and champion Birmingham's ambition as a digital city
- Promote Digital Birmingham nationally and internationally, attracting investment and support from business and government
- Provide oversight and quality assurance of the Digital City Programme and projects within it
- Challenge the Active Agents Working Group and Data Working Group to continuously develop viable new digital initiatives in support of the City Board's Grand Challenges
- Approve projects submitted by partners and communities, supported by the Digital Project Development Team
- Champion the involvement of Board Members' own organisations and others in Birmingham's digital initiatives, and hold them to account to deliver their commitments
- Use the resources of Board Members and their institutions to support innovation from across Birmingham's communities and economy





# Overview of key themes and Digital projects outline in the Digital City Roadmap

Strategic Theme	Description of Projects and Activities	Economic Impact *
<b>Digital Connectivity foundations</b> -Poor fixed digital connectivity across multiple areas of Birmingham was highlighted as a major challenge by multiple stakeholders. If left unresolved, stakeholders expect that poor connectivity will limit the productivity and growth of existing businesses and fail to attract and retain new businesses in the area.	<p>This project consists of two elements which are intended to maximise Birmingham's ability to benefit from private-sector investment in becoming a leading-edge hyperconnected city:</p> <ul style="list-style-type: none"> <li>Birmingham Hyperconnectivity Strategy, including an internal digital connectivity policy transformation.</li> <li>Digital Specification for Property and Infrastructure</li> </ul>	<p>Potential Economic Impact*</p> <p><b>£760m</b> In the form of increased productivity across business and consumer sectors</p> <p><b>£41m</b> In the form of residential social value / wellbeing benefits</p> <p><b>£19m</b> In the form of increase residential property values</p>
<b>Data Sharing</b> - Stakeholders identified improved data sharing as a critical enabler for Birmingham's Digital City ambitions and stated that currently Birmingham is a 'data poor' city. They universally agreed that data sharing has the potential to give organisations a more holistic and nuanced understanding of community and business needs, therefore enabling better decision making, better targeting of interventions and ultimately, better outcomes.	<p>This project consists of three elements, which combine practical first steps with clearly defined benefits, with the ambitious aspiration for Birmingham to take be a leading-edge city driving the creation of a city-wide digital twin:</p> <ul style="list-style-type: none"> <li>Data Charter</li> <li>Data Working Group</li> <li>Federated Network of Digital Twins for Birmingham</li> </ul> <p>It should be noted that these projects are not focused on creating additional data platforms.</p>	<p>Potential Economic Impact*</p> <p><b>£145- £436m</b> In the form of GDP impacts due to open access data</p> <p><b>£5.2m</b> In the form of Employment impacts of open access and move to higher value jobs</p> <p><b>£18.1m</b> In the form of potential use case savings - 10% in Education, Employment or Training (NEETS)</p>
<b>Net Zero Transitions</b> - The role of digital connectivity and technology in delivering sustainability outcomes is often overlooked, but they have an important part to play in helping Birmingham meet its emission reduction targets. For example, digital connectivity allows people to work from home thus reducing transport related emissions, while sensors and internet of things (IoT) devices allow more granular control of energy usage.	<p>This project consists of two elements that will deliver high-profile smart city infrastructure to tackle one of Birmingham's primary Route to Zero challenges and alleviate fuel poverty in one of the more deprived areas of the city, whilst also enabling cost savings in the maintenance of Council property:</p> <ul style="list-style-type: none"> <li>Digital Sustainability Pilot Area</li> <li>Monitoring and Proactive Maintenance of Council Property Assets</li> </ul>	<p>Potential Economic Impact*</p> <p><b>£11.7m</b> In the form of uplift in council property values.</p> <p><b>£1.5-1.8m</b> for the pilot phase areas for the following:</p> <ul style="list-style-type: none"> <li>Reduced carbon emissions</li> <li>Reduced utility bills for residents</li> <li>Improved health and wellbeing outcomes and cost reductions for the NHS</li> </ul>
<b>Community led Innovation</b> - Birmingham is ranked as the 7th most deprived authority in England and 37% of the city's children grow up in poverty. Without action, there is very real risk that Birmingham will not improve these statistics or deliver on its wider inclusive growth ambitions. Communities will continue to be excluded due to a lack of effective engagement, a lack of trust in the city's formal institutions and a lack of funding for the voluntary and community organisations (VCOs) that provide so many critical, localised support services.	<p>This project consists of three projects exploiting digital technology to better connect Birmingham's communities to Council- and third-party services and resources of benefit to them, helping the city in tackling its inequality and exclusion challenges:</p> <ul style="list-style-type: none"> <li>Community Engagement Characterisation</li> <li>Corporate Social Responsibility (CSR) Funding Matchmaking Platform</li> <li>Youth Engagement Platform</li> </ul>	<p>Potential Economic Impact*</p> <p><b>£45.84m</b> per annum in the form of benefits relating from:</p> <ul style="list-style-type: none"> <li>Access to a wider set of funding opportunities for third sector organisations</li> <li>Increased direct outputs (donations, in-kind contributions, and beneficiaries)</li> <li>Reduced numbers of people not in education, employment, or training (NEETS)</li> <li>Reduced levels of general unemployment and fewer residents in poor / very poor health</li> </ul>
<p>Global food systems are increasingly unhealthy and unsustainable. If left unchecked, our current approach to food production and consumption has the potential to cause huge economic, social, and environmental impacts at a local, regional, and national level. Birmingham is uniquely positioned to lead the transformation of the UK's food system due to its existing sector strengths in food and drink manufacturing, nationally renowned restaurant scene and pressing health challenges.</p>	<p>This project will create a vertical farm as a prominent smart city flagship facility for Birmingham, making a significant contribution to the city's Route to Zero contribution by providing a more sustainable source of food.</p> <p>The farm will focus on growing vegetables and herbs that the UK typically imports from far away places, such as the Indian subcontinent and East Asia, which will result in a significant reduction in food miles and carbon emissions. It will also run community engagement events to promote healthy diets.</p>	<p>Potential Economic Impact*</p> <p><b>£1.7m</b> Per annum from the creation of operational stage high value jobs in the Tipton area.</p> <p><b>£447k</b> per annum across the following impact areas:</p> <ul style="list-style-type: none"> <li>Water bill savings</li> <li>CO2 emissions</li> <li>Reduced food miles</li> </ul>

\* Figures reflect potential benefits from high-level economic assessment of the impacts of the proposed interventions. These are combined benefits and savings from the prioritised projects, aligned under joint headings and explanations. The high-level analysis reflects the early stages of project development, and any numbers should be treated as indicative of the potential type, direction and scale of impacts that could materialise, rather than precise estimates/forecasts.





# Delivering the aspirations for a Digital Birmingham:

## Digital City Programme

Executive Summary

January 2022

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## 00 FOREWORD

I am pleased to introduce you to 'Delivering The Aspirations for Birmingham', our Digital City Programme for Birmingham.

Birmingham is standing on the cusp of a 'golden decade of opportunity'. Never before have we had so much to look forward to – from the Birmingham 2022 Commonwealth Games, catapulting our city onto the world stage, to the arrival of HS2 at the end of the decade, bringing thousands of new jobs and billions in investment to people's doorsteps.

After the difficulties of the pandemic, Birmingham is ready to step forward into a new era, 'levelling up' our city and taking a fresh approach to the 'grand challenges' that continue to hold back our communities. We know that the world is changing. By 2025, 44% of the activities carried out in workplaces today will be digitalised. New global challenges such as the climate emergency mean that we will need to drastically rethink many areas of our lives, from how we live and travel, to where we work and access services, and even how we socialise. Longstanding social issues, such as deprivation and health inequalities, continue to prevent many of our citizens from fulfilling their potential and achieving their aspirations.

A decade of opportunities awaits our city – and the key to seizing those opportunities is digital. Our success in tackling our grand challenges will depend on the development of a transformative

digital strategy, changing how we work with our communities and local places, and accelerating a range of new economic opportunities for the city.

At the same time, we know that the development of new digital technologies and infrastructure is not enough. To truly level up our city, we have to take the same innovative approach to our relationships and models of collaboration – thinking big, while acting locally. Coordinating and streamlining activity on a city-wide scale, while harnessing the power of community-led innovation and delivering local projects in our neighbourhoods. From our public sector partners to the private sector, we all have a role to play in the creation of 'Digital Birmingham'.

The five themes outlined in this programme will equip Birmingham's institutions, communities and businesses with the digital infrastructure, platforms and enablement programmes required for our city to thrive in this new era. It sets out a bold ten year plan, supporting key agendas such as Net Zero and levelling up, while also generating over £1 billion in economic, social and productivity benefits for the city.

But this programme is just the first step of a much larger ambition to establish Birmingham as a world leader in digital. Not just adapting or thriving in the new digital era – but leading the way, helping to secure a more prosperous and inclusive future not just for Birmingham, but on a global scale.



**Councillor Brigid Jones**  
Deputy Leader, BCC

## 01 INTRODUCTION

Birmingham has a huge heritage, its size, diversity and culture are some of its greatest assets. It is often described as the City of 1,001 different trades. However, over the years as the City continues to embrace the opportunities that technology offers, with an ever expanding digital and technology ecosystem, it has emerged as the City of 1,001 digital trades.

Birmingham is at the forefront in recognising the important role that digital technologies and data plays in supporting sustainable economic growth, innovation and enabling citizens to gain the opportunities to live, work and play in an ever-changing world. In 2014, it published its "Roadmap for the Smarter Birmingham" setting out an ambitious plan to build capability and capacity for digital innovation across the City. Today, many cities are in the process of making themselves smart, using data and technology to improve transport, energy use, health and air quality or to drive economic growth.

In Birmingham, we know that digital cities will change together with the advance of computing and network technologies and the pandemic has further accelerated opportunities. No digital city can remain at its current status and that's why I am pleased that Birmingham is continuing to develop its Digital City Programme

Our Digital City Programme has been developed through city wide stakeholder engagement, and a digital maturity assessment benchmarked against other leading digital cities, and this has helped us to identify some of the key themes and activities that will support the City to continue its journey in achieving its key outcomes for increasing digital investment, securing Birmingham as a place for digital innovation and establishing it as a leading international Digital City.

This Programme recognises the strength of the existing technology and data ecosystem within Birmingham, and aims to build on that expertise. Our role in the Council is to play a key convening role, providing leadership where needed, so that we bring together talented organisations and showcase the many innovative projects and activities happening right now within the City. Working together, we can continue to build a pipeline of opportunities that will position Birmingham as a leading digital city.

As the Council's Digital Champion, I look forward to working with stakeholders and partners across the City to take forward this exciting Programme and in developing our collective approach to address major city challenges by maximising the opportunities that technology offers



**Peter Bishop**  
Director Digital & Customer  
Services, BCC



## 02 WHY DIGITAL?

Digital technologies are radically changing every facet of our lives, from the way we live, work, and play in cities, to how we manage infrastructure and assets and how we deliver critical services. Cities that do not adapt and embrace the ongoing digital revolution will be left behind economically, socially, and environmentally.

The Digital City Programme will equip Birmingham's institutions, communities and businesses with the digital infrastructure, data platforms and enablement programmes required to thrive in this new digital world.

### Transforming Birmingham for a Digital World

Since 2020, the COVID-19 lockdowns have further accelerated the use of digital services, shown the great extent to which we are now reliant on them, and brought in a new era of remote and hybrid working.

In coming years the true extent of their impact on employment will become clear –the World Economic Forum predicted in 2020 that 44% of the activities undertaken in the workplace today will be digitalized by 2025. Without even considering the vital role that digitalisation will play in reducing carbon emissions, it is clear that our economy, society and cities are transforming.

To be successful in its post-pandemic recovery strategies for Inclusive Growth and Route to Zero, Birmingham will depend on a transformative digital strategy supporting its economy, communities and environment.

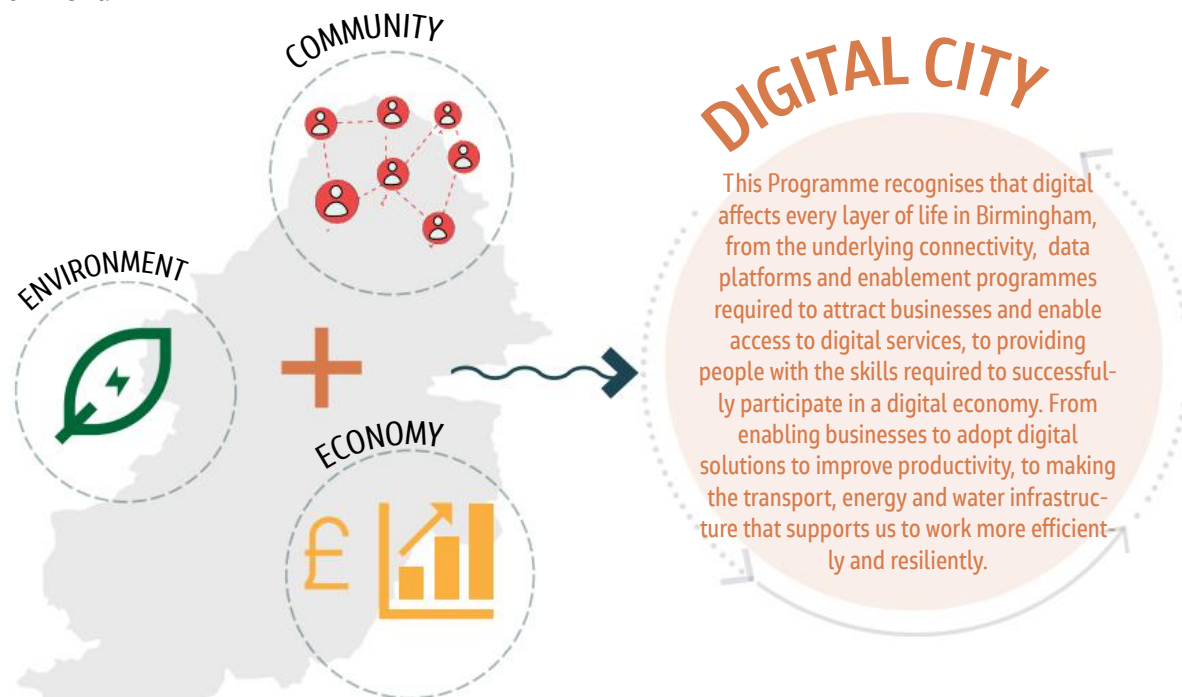


Figure 1: Digital City Programme will play a crucial role in the economic, social, and environmental functioning of a city.

### Transforming Birmingham's Economy



### Transforming Birmingham's Communities



### Transforming Birmingham's Environment



## 03 CONTEXT: Digital Birmingham & BCC Major Challenges

### Contributing to the major challenges

This report is not a Smart City or Digital City strategy for Birmingham. We believe that Birmingham should not have a separate Smart City or Digital City strategy rather, we recommend a Digital City Programme that will deliver against Birmingham's strategic objectives as a city as articulated by the City Council's major Challenges in both the short term and the long term.

This report therefore recommends a Digital City Programme for Birmingham that comprises:

- A Digital City Roadmap, comprising an initial set of projects that are deliverable now, alongside candidates for further medium term projects and future technologies
- A Governance and Delivery Model which is responsible for setting direction for the Digital City Programme, overseeing delivery and promoting the City reputation as a Digital Birmingham.

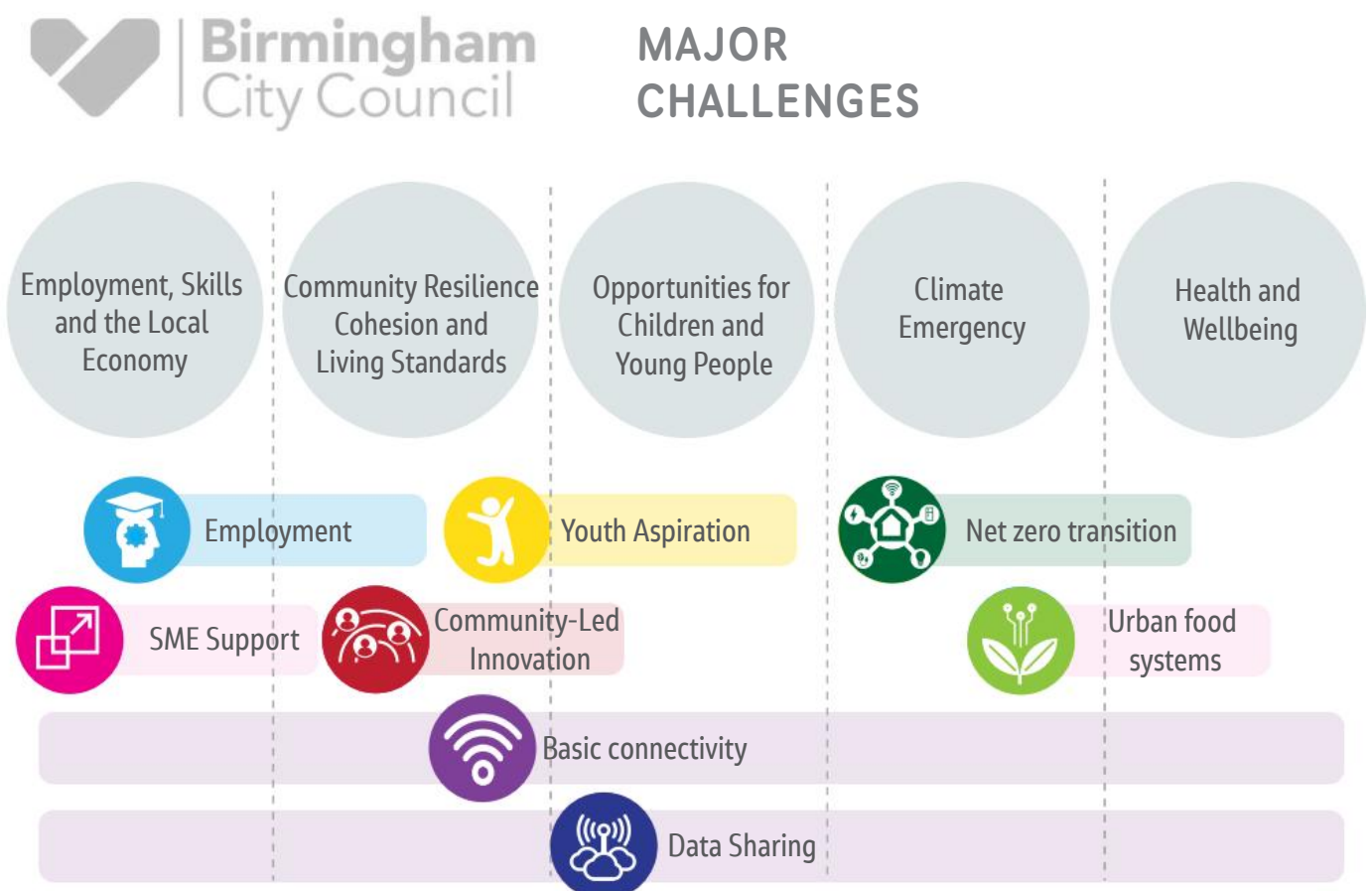


Figure 2: Identified focus areas in relation to Birmingham's major challenges

## 04 APPROACH: Birmingham Digital City Roadmap

To deliver real value to the communities and businesses of Birmingham, it is critical that any projects taken forward by the Digital City programme directly address the city's most pressing challenges.

The Digital City Roadmap approach ensures a direct chain of logic from city challenge or weakness, through to the projects that have been taken forward for development.

The approach ensures a city-wide collaborative effort, relating back to the guiding principles of the City's Grand Challenges

We have taken insights gathered from our stakeholder engagement and maturity assessment activities, augmented this through a review of key strategic documentation, and synthesised findings into prominent focus areas. The steps to this approach include:

- 01 Stakeholder Engagement
- 02 Maturity Assessment
- 03 Programme Roadmap & Business Cases:
- 04 Governance

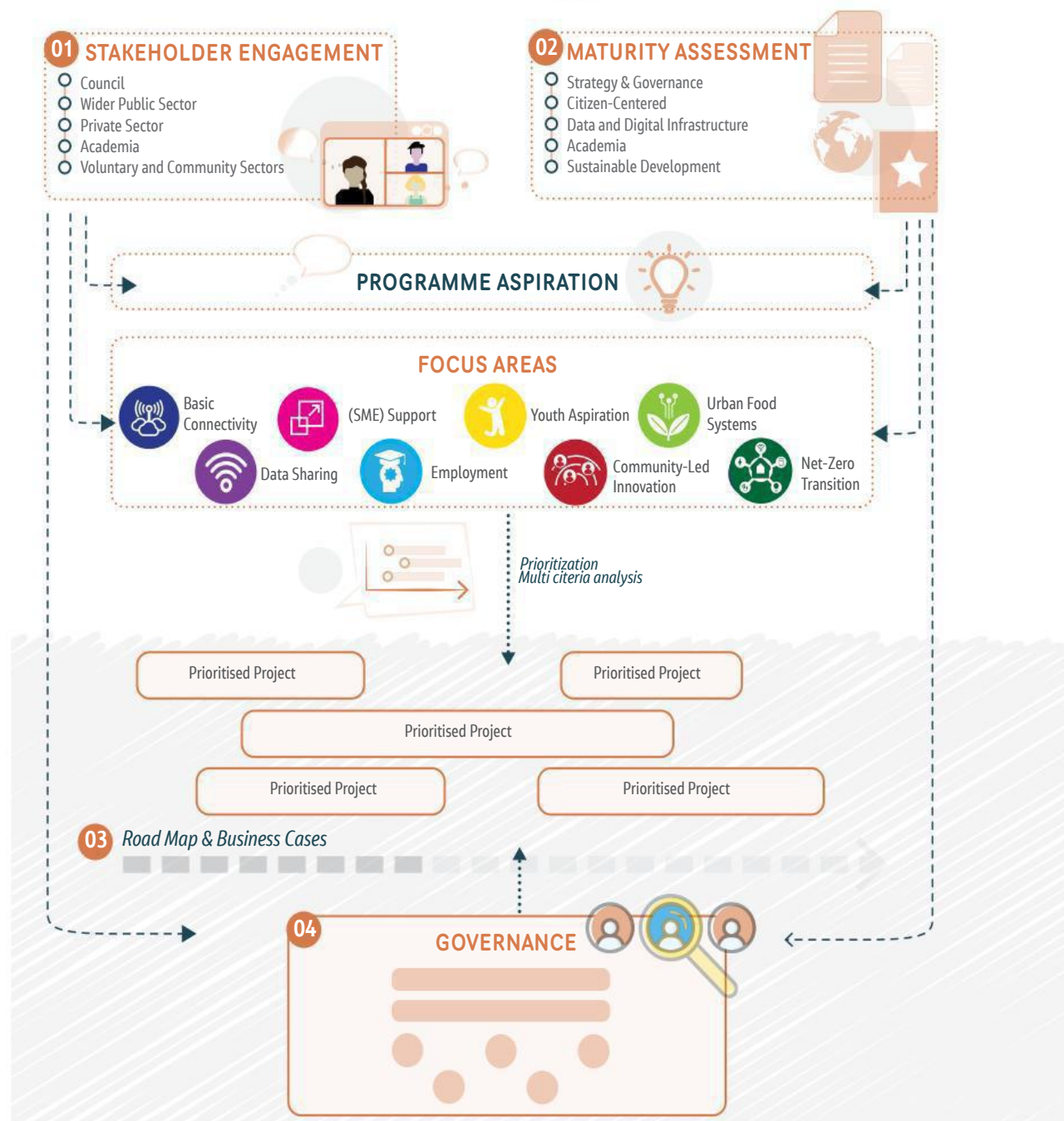


Figure 3: Digital City Roadmap Approach

## 05 ASPIRATION: Providing opportunity for all residents and communities

**Digital will contribute to and augment Birmingham's aspirations, adding to existing and complementary initiatives across the city.**

By looking across these focus areas, we have proposed an overarching aspiration statement for the Digital City programme which clearly communicates the aims and ambitions of the programme to citizens, businesses, and city leadership.

The core ambition of the Digital City Programme is to provide opportunity for all of Birmingham's residents and communities against this backdrop of a rapidly changing world.

**The Programme aims to utilise digital connectivity, data, and technology to improve the way people in Birmingham live, learn, work, grow and enjoy themselves at every stage of life:**

The Digital City Programme objectives establish Birmingham as a preferred place of choice for digital innovation, Increase levels of digital investment, enable Birmingham to be a recognised leading Digital City – "Digital Birmingham" and ensure Council services utilize new technologies and innovative solutions.

The Digital City Roadmap has utilised learnings from stakeholder engagement, maturity assessment exercises and taking into account the emerging city challenges to create a city-wide set of aspirations that ensure the aims of the city are encompassed. This will enable the Digital City Programme to contribute to the most pressing challenges of the city.



Page 27 of 904 Figure 4: Programme Aspiration



## 06 STAKEHOLDER ENGAGEMENT

Jacobs and the Connected Places Catapult undertook an extensive programme of stakeholder engagement, conducting over 35 interviews with internal Council and external city stakeholders. The exercise aimed to:

- **Understand Birmingham's current challenges and opportunities for digital intervention**
- **Provide information to accurately benchmark Birmingham**
- **Identify potential Digital City project ideas and existing complimentary initiatives.**
- **Define suitable governance arrangements**

The findings from the stakeholder engagement exercise have been synthesised into 8 key focus areas. These are:



### Basic connectivity

Poor fixed digital connectivity and the associated digital exclusion is a major challenge. If left unresolved this will limit the productivity and growth of existing businesses and fail to attract and retain new businesses in the area.



### Urban food systems

In addition to its impact on health and wellbeing, changing food consumption habits is a key component to achieve the city's carbon neutrality targets. Birmingham has a thriving food and drink manufacturing sector and these businesses could be involved in an initiative to increase the resilience of Birmingham's food supply chain.



### Small and Medium Enterprise (SME) support

97% of Birmingham's businesses are SMEs. This SME community faces many challenges due to a wide digital skills gap and low investment in the city's start-up ecosystem.



### Employment

Despite having a large number of programmes that aim to connect people with employment opportunities or equip them with digital skills, the city has high rates of unemployment and unfilled vacancies.



### Youth aspiration

Given Birmingham's youthful population, stakeholders wanted to explore whether the city could become a pioneer in early years development and aspiration setting



### Net zero transition

The council is committed to making Birmingham carbon neutral by 2030. Housing and transport are the key areas of intervention identified by all stakeholders.

During our engagement exercise stakeholders highlighted several wider recommendations that they feel will be critical to the successful delivery of any Digital City Programme:

### Localised Delivery



Given the importance placed in inclusive growth and social inclusion, stakeholders were keen to highlight that large-scale generic programmes are rarely successful in delivering the required outcomes in these areas. Instead, they highlighted a need for a large number of hyper-localised, targeted initiatives, which collectively deliver a big impact.

### Attitude to Failure



90% of innovation projects fail, therefore stakeholders were keen to highlight that a degree of failure much be accepted. They stated that the city needs to look at success and failure across a portfolio, rather than on a per-project basis. Providing on average that projects across the portfolio succeed, it should be perfectly permissible from some – even many – individual projects to fail.

### Trust



Stakeholders identified a perceived lack of trust between prominent city institutions and disenfranchised and marginalised communities. This lack of trust has the potential to undermine and reduce the effectiveness of projects delivered under this programme

### Leadership



Stakeholders highlighted the importance of having a strong cross-city digital leadership under one strategic vision. Birmingham currently has individual groups or areas focussing on small digital agendas, rather than gaining from a collective focus

### Coordination



Across many of the thematic focus areas identified, stakeholders were able to list a large number of existing initiatives, many which are often uncoordinated, overlapping and hard to navigate for end users. Stakeholders emphasised that this programme should aim to better coordinate existing initiatives, facilitate streamlined end user access

### Inclusive Growth



Stakeholders highlighted the contrast between growth in the city centre and pockets of poverty a mile away. This is cemented by the 10-year life expectancy gap between Birmingham's richest and poorest residents.

### Shift of Focus to Prevention



Stakeholders were advocates of a transition in approach, away from reactive action and moving towards prevention and prediction.

### Identity and Reputation



Stakeholders focussed on the reputation of the city, with the UK's second city failing to live up to this title in many aspects. Stakeholders felt the city struggles to promote its reputation nationally and internationally.



## 07 MATURITY ASSESSMENT

### City Comparators

A key part in developing the Digital Cities roadmap has been assessing the city's current digital maturity, to provide an evidence base that informs the direction of the roadmap based on stakeholder needs.

The assessment benchmarked Birmingham's current level of digital maturity against five other global cities. Comparison cities were selected based on their similarities to Birmingham in terms of diversity, population and density, and governance structure. A global exemplar (Singapore) was also included.

### Connected Places Catapult Maturity Assessment Model

The assessment is a holistic approach covering a broad set of capabilities that are needed to maximise the opportunities that digital provides to deliver citywide outcomes, whilst recognising that the success of these outcomes can only be realised where citizens, businesses and other interested stakeholders have a key role to play in designing that future.

There are four core dimensions of the maturity model:

- Strategy and Governance
- Citizen-Enabled Delivery
- Data and Digital Infrastructure
- Sustainable Development

### MATURITY MODEL

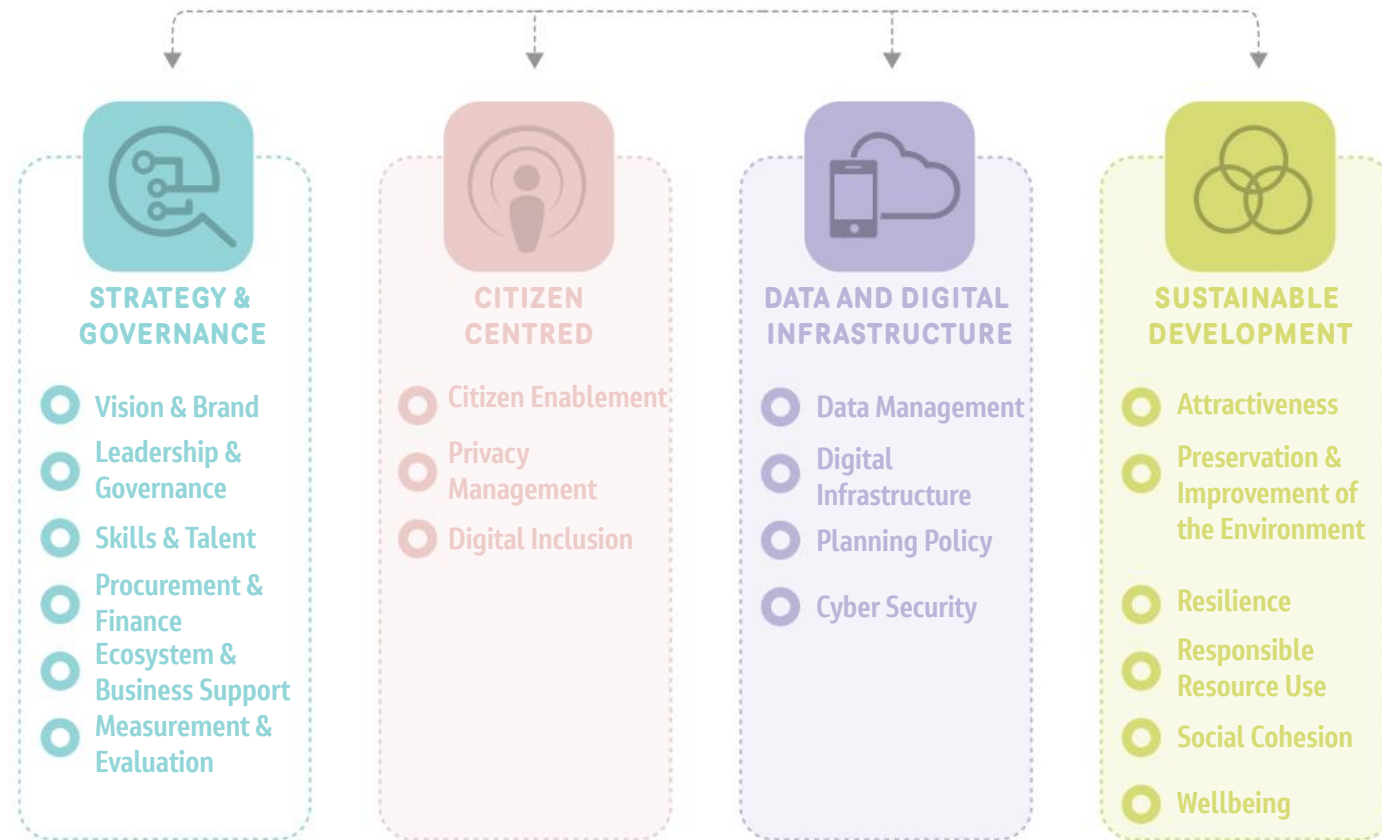
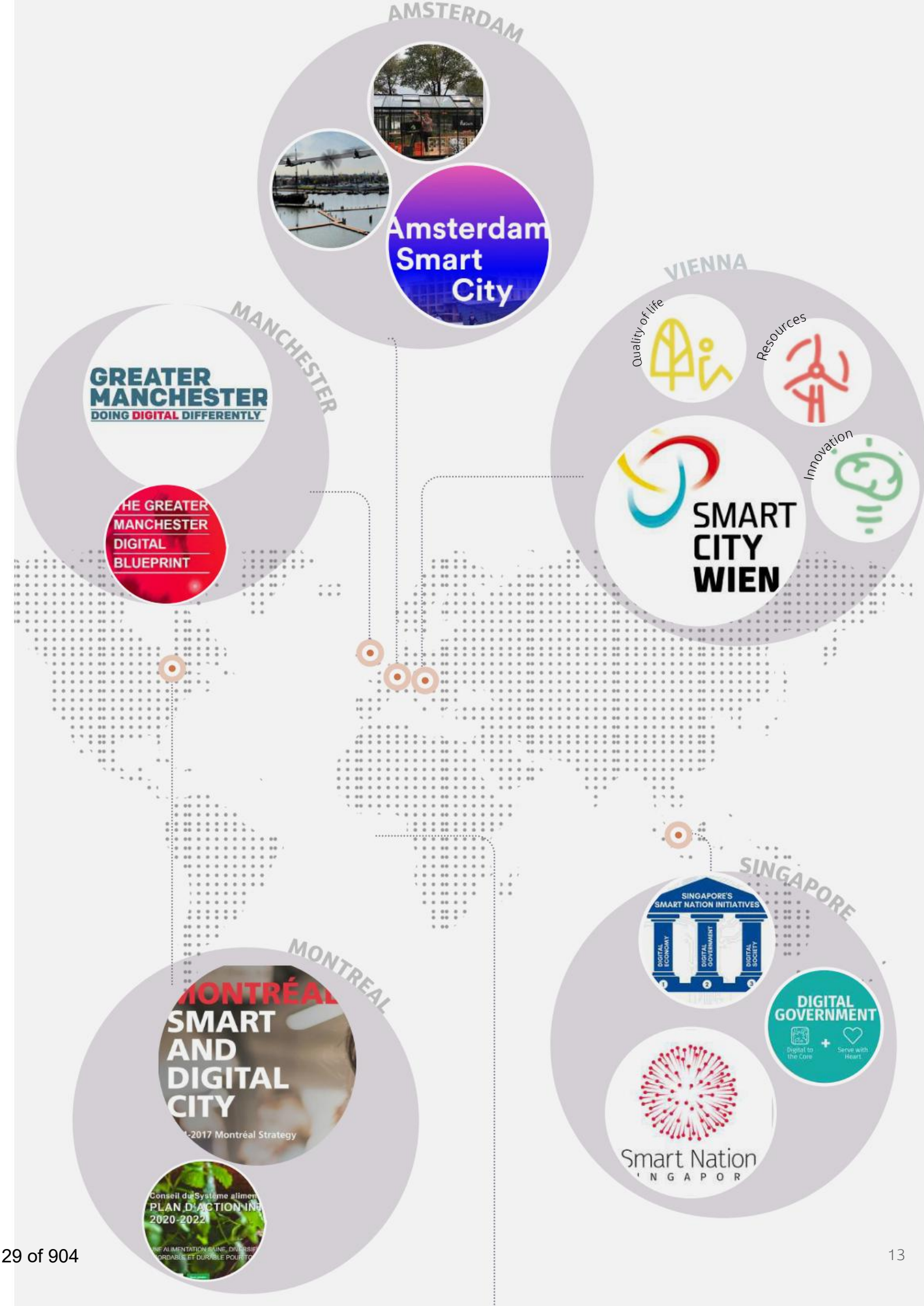


Figure 5: Digital City Maturity Model



Maturity Assessment: Results

The Digital Maturity Assessment highlighted Birmingham as having a strong cross-city leadership structure, but an absence of digital leadership across city wide priorities under one strategic vision. Birmingham currently has individual groups or areas focussing on small digital agendas in silo. This is reflected in the lack of digital co-ordination and strategic use of digital technologies to understand complex challenges across the city.

The assessment also highlighted Birmingham as being particularly weak on empowering citizens through citizen-led innovation. This exposed weakness in fragmented planning to reduce digital exclusion in the city, as well as overall co-ordination for digital infrastructure improvements and opportunities from data management in the city to help solve challenges.

Birmingham currently scores low on sustainable development. However, the stakeholder interviews highlighted the emerging Route to Zero (R20) programme as an opportunity that could be further developed through complementary projects proposed in this Roadmap.

For each dimension, the maturity model is used to provide an overall qualitative indicator of relative progress against each of these areas, with scoring provided as follows.

- 01 Strategies to address this either do not exist or are fragmented and managed on an ad hoc basis
- 02 Some emerging strategies/progress is evident
- 03 Coherent strategy/plans are in place, with clear leadership commitment and resources
- 04 Evidence of delivery of these strategies/plans and impacts are being measured
- 05 Sustained impact with delivery plans updating to meet evolving needs

CITY	STRATEGY & GOVERNANCE	CITIZEN CENTRED	DATA AND DIGITAL INFRASTRUCTURE	SUSTAINABLE DEVELOPMENT
SINGAPORE	04	04	04	04
AMSTERDAM	05	04	04	04
MANCHESTER	03	03	04	02
MONTREAL	02	02	02	02
VIENNA	04	03	02	03
BIRMINGHAM	02	02	02	02

Figure 6: Digital Maturity assessment

08 PROJECT SELECTION & ROADMAP DEVELOPMENT

How projects were selected

The objective of Birmingham's Digital City Roadmap is to identify a small number of initial projects that are viable in the short term and that will deliver tangible benefits for the city in the next one to three years.

To support this objective, we have identified projects that are already in some form of development in the city, with strong stakeholder support, rather than projects that would need to be developed from scratch.

~40 projects were selected based on background research, stakeholder engagement, and the maturity assessment which directly address challenge areas or weaknesses. The projects span the following focus areas:

'The multi-criteria analysis to select projects to be prioritised considered the challenges of the city. As the scoring highlighted Employment, SME Support and Aspiration focus areas as being focused on heavily across other city-wide schemes, the initial prioritised projects focused on different challenge areas. The Medium-term Roadmap on page 31 highlights potential future project selections.

FOCUS AREA	NUMBER OF PROJECTS IDENTIFIED
DIGITAL CONNECTIVITY FOUNDATIONS	05
DATA SHARING	10
ZERO TRANSITION (DIGITAL SUSTAINABILITY)	03
COMMUNITY-LED INNOVATION TO DELIVER SOCIAL INCLUSION	06
URBAN FOOD SYSTEMS	02
SME SUPPORT	06
EMPLOYMENT	02
ASPIRATION	03



Project Prioritisation Approach

We used a multi-criteria analysis to select the projects that will best deliver the desired benefits and outcomes of the Digital City Programme. Each of the projects was assessed against the five categories listed below:

CATEGORY	WEIGHTING	01	02	03	04	05
ALIGNMENT TO STRATEGIC CONTEXT	20%	Project does not align with strategic objectives or an identified focus area from maturity assessment				Project aligns with city and regional objectives and a key focus area from the maturity assessment
STAKEHOLDER SUPPORT & DELIVERABILITY	20%	Project does not have strong stakeholder support and stakeholders are unlikely to have capabilities to deliver				Project has strong stakeholder support and stakeholders have capability to deliver
TECHNOLOGY AND INFRASTRUCTURE	20%	Limited need for digital and assets/infrastructure difficult to access				Digital is integral to delivery and assets are accessible/available. Opportunities for reuse
BENEFITS REALISATION	20%	Limited benefit generation and Doesn't lay foundations for future projects				Strong benefit generation and lays foundation for future projects
FUNDING, FINANCING & VIABILITY	20%	No clear funding source. High level of risk. Costs misaligned with level of benefits generated				Clear funding source, manageable level of risk, costs aligned with benefits

Figure 7: Quantitative grading score on a scale of 1 to 5 for project prioritisation

09 ROADMAP THEMES & PRIORITISED PROJECTS

We have selected the highest scoring projects from our multi-criteria analysis and aligned them under the prioritised themes, linking back to the stakeholder engagement work. These are highlighted below and on the following pages:

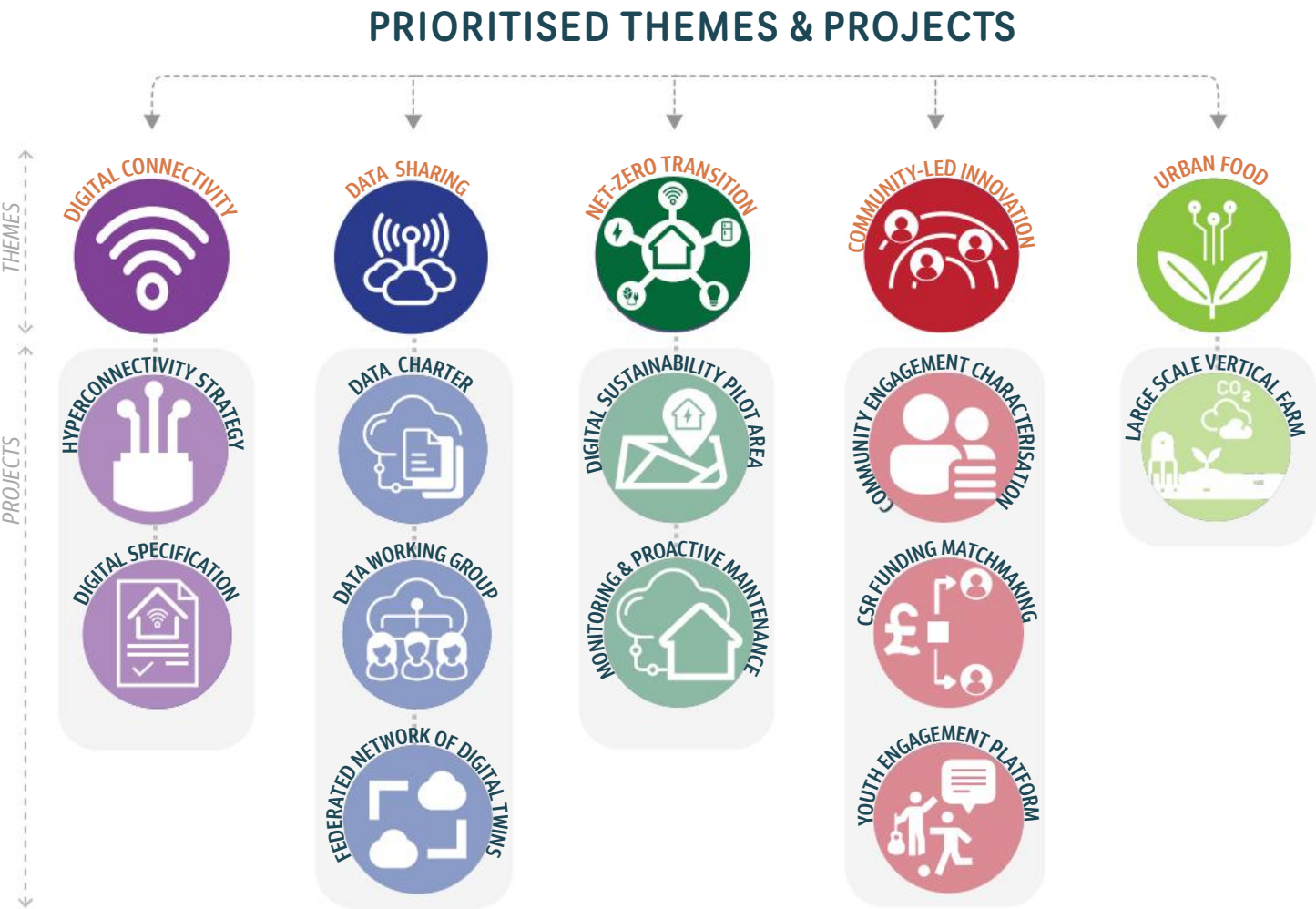


Figure 8: Prioritised themes and projects

# Digital Connectivity Foundations

## The challenge

Poor fixed digital connectivity across multiple areas of Birmingham was highlighted as a major challenge by multiple stakeholders. If left unresolved, stakeholders expect that poor connectivity will limit the productivity and growth of existing businesses and fail to attract and retain new businesses in the area.

Stakeholders also noted a correlation between areas of high deprivation and poor levels of digital connectivity. Stakeholders stated that this imbalance requires immediate action to avoid continued digital exclusion within these communities and to increase their ability to access online council, education, and health services. Stakeholders were keen to highlight that the underlying digital connectivity was not the only contributing factor to digital exclusion and that cost-effective access to data, devices and digital skills training must also be addressed to have the desired impact.



“5G offers significant benefits to citizens and businesses in Birmingham. It will drive the economic growth of the city, offer new innovative ways of working and new business models that will improve public service.”

Dr Peter Bishop, Director for Digital & Customer Services, Birmingham City Council, Nov 2020

## Proposed Projects

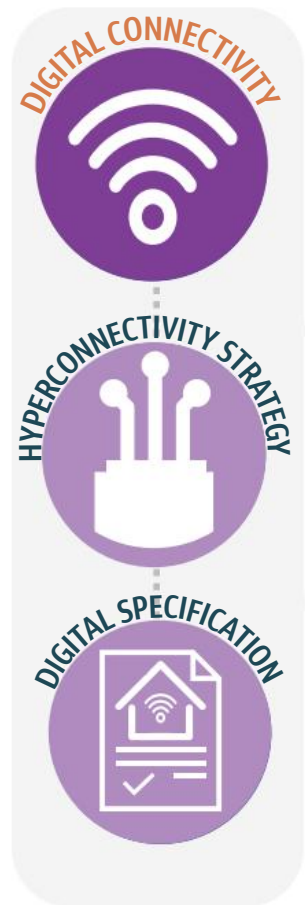
Two projects will address the need for widespread deployments of 5G or IoT network connectivity to support future technology use-cases. This will also modernise the city’s existing policy environment that influences the ease, cost, and speed of connectivity deployments. These interventions complement the Council’s Digital Inclusion Strategy and Action Plan and full fibre strategy to improve digital connectivity in the city:

### 1. Birmingham Hyperconnectivity Strategy

This will focus on developing a strategy to accelerate the roll-out of connectivity technologies such as 5G and Low Power Wide Area (LPWA) networks which are critical to enabling future services and applications across the manufacturing, transport, energy and health and social care sectors. This project will also drive the transformation of the council’s policies which influence the ease at which private sector companies can deploy connectivity.

### 2. Digital Specification for Property and Infrastructure

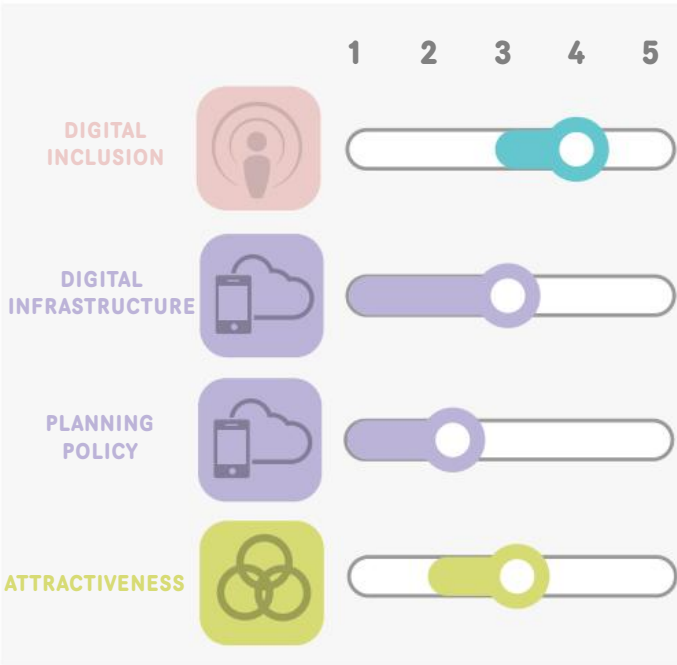
This proposes the development of a digital specification for property and infrastructure to ensure that in the future, major investments and interventions that reshape Birmingham, invest in digital infrastructure and services in a way that balances benefits for developments with benefits for the wider city.



## Benefits to the People of Birmingham

- Increased investment and accelerated roll-out of 5G and other smart technologies such as LPWAN and IoT networks. This in turn will increase the attractiveness of areas of Birmingham for inward investment and enable businesses and service delivery organisations to utilise future connectivity technologies to improve productivity and service delivery outcomes.
- By making it easier, cheaper, and faster to deploy connectivity infrastructure in Birmingham, this project should lead to increased deployment activity on the part of the connectivity providers. This will lead to increased levels of direct job creation in digital infrastructure delivery. As these policies often allow less commercially viable areas to attract connectivity providers, it is also likely to result in improved social and digital inclusion outcomes.
- This will increase investment in digital connectivity and will also increase the attractiveness of recently developed or re-developed sites. Businesses or communities on these sites will likely enjoy higher levels of productivity and if investment is successfully

## Digital City Maturity Impact



## Potential Economic Impact\*

£760m

In the form of increased productivity across business and consumer sectors

£41m

In the form of residential social value / wellbeing benefits

£19m

In the form of increase residential property values

## Next Steps

The immediate next steps include:

- Engage with the BCC full fibre team and internal stakeholders closely involved with the BCC Digital Inclusion Strategy and Action Plan.
- Engage with an external property developer (Argent) to agree the co-development of the Digital Property Specification.
- Hold initial internal sessions between the BCC Digital City team and wider BCC departments to understand current levels of 5G and Low-Power Wide Area (LPWA) connectivity in the city and the current state of the council’s digital infrastructure deployment policies.
- BCC Digital City team to engage with the GBSLEP to secure funding for the Digital Property Specification.



# Data Sharing

## The challenge

Stakeholders identified improved data sharing as a critical enabler for Birmingham's Digital City ambitions and stated that currently Birmingham is a 'data poor' city. They universally agreed that data sharing has the potential to give organisations a more holistic and nuanced understanding of community and business needs, therefore enabling better decision making, better targeting of interventions and ultimately, better outcomes.

Based on learnings from data sharing initiatives in other cities, stakeholders were keen to emphasise that any data sharing programme in Birmingham must have a clear purpose and must be focused on a range of clear use-cases that are meaningful for the public, private and academic sectors, as well as citizens themselves. Stakeholders stated that simply placing any available datasets into an open data portal and seeing what happens is often ineffective. Lastly, stakeholders also expressed their hopes that data sharing efforts should focus on improving the quality of services delivered and communicating more effectively with disenfranchised communities, rather than aiming to solely deliver cost savings.



## Proposed Projects

By embracing data and the benefits it brings, cities have a tangible opportunity to improve society and grow their economies. While the Council have recently launched an internal insights programme which will enable better data sharing between the council's directorates, there remains a need for intervention at a wider city scale. The Digital city programme proposes delivery of the following three projects under this theme:

### 1. Birmingham Data Charter

The creation of a publicly facing document which communicates how the city's institutions will ethically use data to deliver benefits to citizens and businesses. City organisations would be invited to become signatories to this charter.

### 2. Data Sharing Coordination Group

The establishment of a group to drive cross-organisational data sharing. This group of prominent data owners from across the city would meet, prioritise use-cases and then work towards generating the data and analytics required to fulfil them.

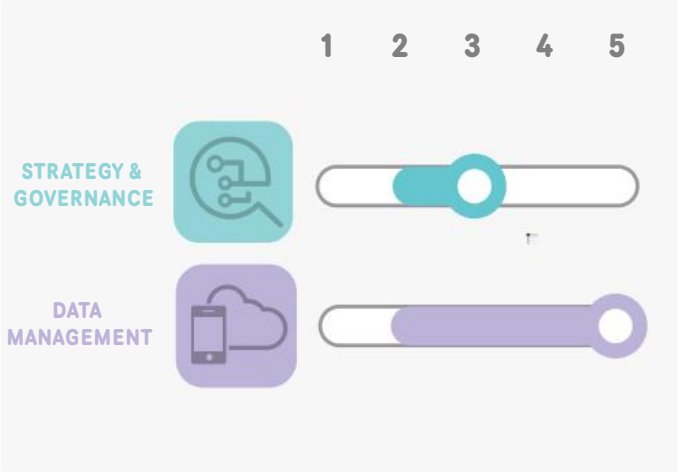
### 3. Federated Network of Digital Twins

As more and more datasets are made available, it will be necessary to ensure that they conform to a consistent set of data standards and are stored in a known location to facilitate interoperability and easy aggregation to give a holistic view of city challenges. This project proposes to create a federated network of city data platforms. Data within these platforms would conform to the same set of standards and would be signposted to by a master directory.

## Benefits to the People of Birmingham

- Creating a community of data owners who will contribute to Birmingham's data ecosystem
- The data sharing group role has worked successfully in London where the Data for London working group drive data sharing efforts. Organisations that have expressed an interest in being founding members of this Group include Transport for West Midlands (TfWM), Western Power Distribution, Lendlease, West Midlands Police and Birmingham City University. The growth in available data will provide many more opportunities for businesses to start, grow and flourish in the city.
- A Federated Network of Digital Twins is a highly ambitious aspiration that would not only see Birmingham leading the way in terms of city data sharing nationally, delivering benefits for its citizens and city organisations, but will also provide a platform to attract high profile businesses requiring data to drive their innovation agendas.

## Digital City Maturity Impact



## Potential Economic Impact\*

£145- £436m

In the form of GDP Impacts due to open access data

£5.2m

In the form of Employment Impacts of open access and move to higher value jobs

£18.1m

In the form of potential use case, savings - Not in Education, Employment or Training (NEETS)

## Next Steps

The immediate next steps include:

- In parallel with the establishment of the wider Digital City Programme governance structures, the Digital City team should convene relevant stakeholders to form the initial membership of the Data Sharing Coordination Group. These same members should also lead contributions to the first draft of the Data Charter.
- The Digital City Team should also hold a knowledge transfer session with London First (the lead creators of the London Data Charter) to understand their process and lessons learned for producing and launching the document.

\*Figures reflect potential benefits from high-level economic assessment of the impacts of the proposed interventions. The high-level analysis reflects the early stages of project development, and any numbers should be treated as indicative of the potential type, direction and scale of impacts that could materialise, rather than precise estimates/forecasts.

# Digital Sustainability

## The challenge

Birmingham City Council (BCC) declared a climate emergency in June 2019, and with it set the target for the city to become carbon net zero by 2030. The city-wide initiative 'Route to Zero' (R20) encompasses carbon reduction aims alongside further benefits and rewards via a commitment to reduce inequalities in communities. However, additional complementary initiatives are required to work alongside existing solutions in the city to meet the challenging carbon reduction targets.

The role of digital connectivity and technology in delivering sustainability outcomes is often overlooked, but they have an important part to play in helping Birmingham meet its emission reduction targets. For example, digital connectivity allows people to work from home thus reducing transport related emissions, while sensors and internet of things (IoT) devices allow more granular control of energy usage.



**"This defining year for the UK's climate credentials has been marred by uncertainty and delay to a host of new climate strategies. Those that have emerged have too often missed the mark. With every month of inaction, it is harder for the UK to get on track."**

Climate Change Committee (CCC), UK Independent Statutory Body, '2021 Progress Report to Parliament', June 2021

## Proposed Projects

The two projects proposed under this theme will deliver high-profile smart city infrastructure to tackle one of Birmingham's primary R20 challenges, reducing emissions from domestic homes, and alleviate fuel poverty in one of the more deprived areas of the city, whilst also enabling cost savings in the maintenance of Council property:



### 1. Digital Sustainability Pilot Area


The R20 programme is developing a large-scale domestic retrofit programme for council-owned properties in Druids Heath. This project proposes co-locating a digital sustainability pilot area alongside the domestic property retrofit programme and proposes equipping a total of 1000 homes with a range of digital interventions, including environmental sensors, smart appliances, battery storage technology and behaviour incentivisation applications. These additions will further reduce carbon emissions, change energy usage behaviours, and reduce residential energy bills to alleviate fuel poverty.

### 2. Monitoring and Proactive Maintenance of Council Property Assets

This will utilise the technology installed in the digital sustainability pilot to enable potential reduction in annual maintenance and management of social housing costs to BCC. This project will collect data and develop a set of analytical tools to enable a more proactive approach to asset maintenance. Use-cases include early detection and remediation of damage to council properties, better visibility for bulk purchasing and savings in the council supply chains, as well as early intervention to support vulnerable residents.

## Benefits to the People of Birmingham

- The projects will help to alleviate levels of fuel poverty and in turn have significant impacts on supporting better health and wellbeing outcomes, specifically for elderly and vulnerable residents. In turn, this will reduce residential carbon emissions and contribute to the achievement of Birmingham's net zero ambitions.
- The deployment of sensors will generate data which will allow BCC to better manage and maintain their property assets.
- The data will enable early intervention, both in terms of physical property maintenance but also in matters of tenant health and wellbeing, generating significant cost savings and social benefits. These cost savings can be passed on to tenants and/or used to further improve the properties and surrounding environments, which will result in uplifted property values



**"Just recently a 65-year-old man and a 75-year-old man came to us because they were faced with the dilemma of choosing whether to heat the house or to eat - it's one or the other,"**

Imran Hameed, the founder of the Salma foodbank in Smethwick, September 2021

## Potential Economic Impact\*

£11.7m

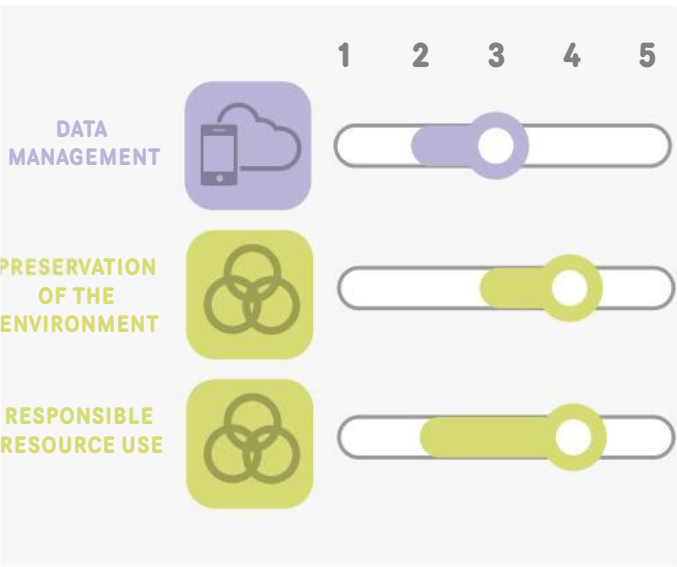
In the form of uplift in council property values.

£1.5-1.8m

for the pilot phase areas for the following:

- Reduced carbon emissions
- Reduced utility bills for residents
- Improved health and wellbeing outcomes and cost reductions for the NHS

## Digital City Maturity Impact



## Next Steps

The immediate next steps for this project include:

- Engage closely with BCC R20 programme to align project scope and timelines with existing activities
- Engage with the BCC Data Housing and Data Insights team to refine the monitoring use-case and identify specific data sets required
- Hold knowledge transfer workshop with Jacobs to understand learnings from a similar digital property asset management project being design in another UK city. This will allow further detail to be added to the project scope.
- Investigate the funding opportunities listed above and if project approval is received, submit a funding application to the Green Homes Grant or Sustainable Warmth Scheme.



# Community-Led Innovation

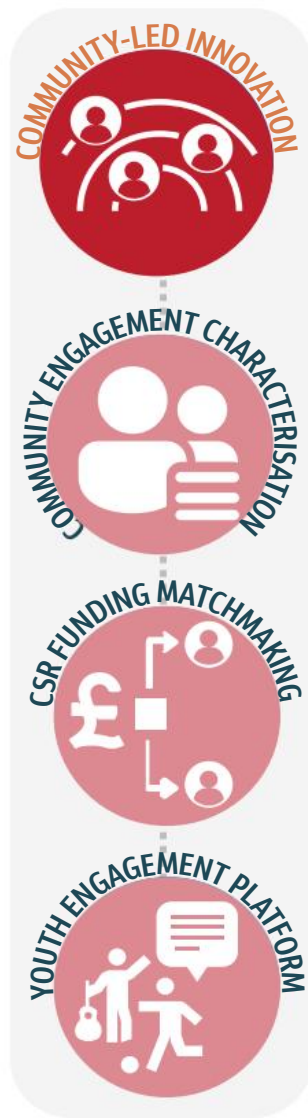
## The challenge

Birmingham is ranked as the 7th most deprived authority in England and 37% of the city's children grow up in poverty. Without action, there is very real risk that Birmingham will not improve these statistics or deliver on its wider inclusive growth ambitions. Communities will continue to be excluded due to a lack of effective engagement, a lack of trust in the city's formal institutions and a lack of funding for the voluntary and community organisations (VCOs) that provide so many critical, localised support services. Whilst a significant initiative is already underway in the form of the Inclusive Growth programme, we believe that additional digitally-enabled measures will make a significant difference to the degree to which Birmingham's community challenges are met.



"Inclusive Growth is about all of our residents being able to touch, taste and feel the benefits of rising prosperity within the region. The West Midlands is on the rise again – but we know it will take a proactive, targeted approach to ensure that those communities currently left behind can play a full part."

Deborah Cadman, CEO WMCA, September 2018



## Proposed Projects

This theme consists of three projects exploiting digital technology to better connect Birmingham's communities to Council and third-party services, and resources of benefit to them, ultimately helping the city to tackle its inequality and exclusion challenges:

### 1. Community Engagement Characterisation

The extension of an existing exercise completed in the Eastside area which aims to collect and layer various data sources on local communities to provide a comprehensive view of the diverse and nuanced challenges they face, the resources available to them, and the forms of engagement that are most likely to be effective.

### 2. Corporate Social Responsibility (CSR) Funding Matchmaking Platform:

The creation of a digital platform which allows charities, social enterprises and private sector companies with CSR budgets and resources to browse and fund social-purpose challenges or initiatives put forward by voluntary and community organisations (VCOs). This will channel much needed funds towards social purpose initiatives that are losing funding due to the loss of European funding sources.

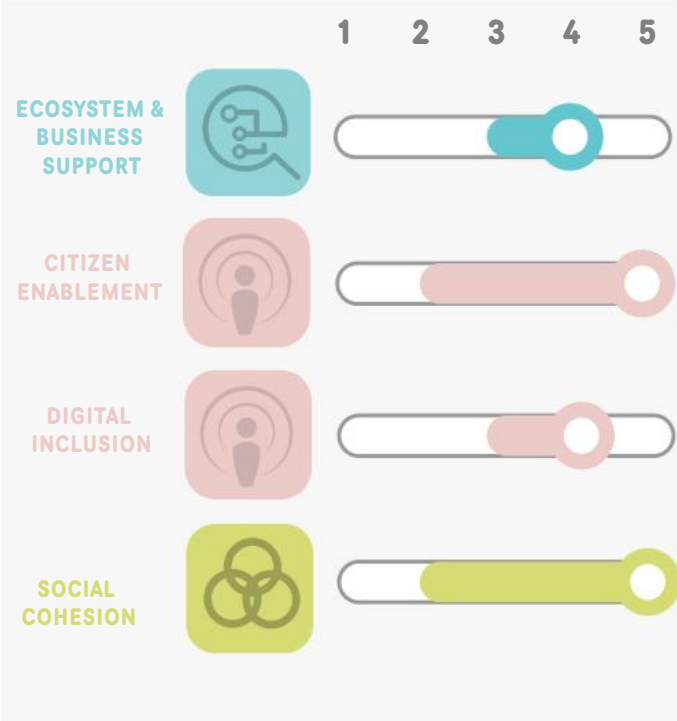
### 3. Youth Engagement Platform:

The creation of a digital platform which allows children and teenagers aged 5 to 18 years old, and school classes, to submit project ideas, vote for their favourites, and receive funding, either from community crowdfunding, corporate donations, or grants. This will engage Birmingham's youth in the development and shaping of the city.

## Benefits to the People of Birmingham

- Increased amounts of funding being made available to VCOs, particularly in the wake of lost European income sources and the Covid-19 pandemic, giving rise to increased direct outputs from CSR activities in the city. Such a platform would also reduce the costs of developing funding applications and democratise the distribution of funding across such organisations.
- Increased levels of trust and engagement with Birmingham's young population, which in turn empowers them to contribute to improving the lives of their peers and wider communities.
- In terms of more quantifiable benefits, we anticipate this initiative will result in a reduction in the number of young adults not in education, employment, or training (NEETs) across the city.

## Digital City Maturity Impact



## Potential Economic Impact\*

£45.84m

per annum in the form of benefits relating from:

- Access to a wider set of funding opportunities for third sector organisations
- Increased direct outputs (donations, in-kind contributions, and beneficiaries)
- Reduced numbers of people not in education, employment, or training (NEETs)
- Reduced levels of general unemployment and fewer residents in poor / very poor health.

## Next Steps

The immediate next steps for this project include:

- Engage with the Insights team and City-REDI to understand the potential to have their support in the delivery of the Community Engagement Characterisation project
- Engage with potential delivery partners (BVSC and Beatfrecks) to further define the platform projects
- Hold initial sessions with potential platform providers to understand functionality available on the market and business models.
- Submit a funding application to the UKSPF when it opens in April 2022.

\*Figures reflect potential benefits from high-level economic assessment of the impacts of the proposed interventions. The high-level analysis reflects the early stages of project development, and any numbers should be treated as indicative of the potential type, direction and scale of impacts that could materialise, rather than precise estimates/forecasts.

# Urban Food System

## The challenge

Global food systems are increasingly unhealthy and unsustainable. If left unchecked, our current approach to food production and consumption has the potential to cause huge economic, social, and environmental impacts at a local, regional, and national level.

Environmentally, food production is the single biggest contributor to biodiversity loss, deforestation, and drought. In the UK, the total carbon footprint of the food and drink that we consume is equivalent to 35% of total greenhouse gas emissions.

Economically, the UK imports around 50% of the total food consumes. The fragility of the UK's food system has been exposed by Brexit and the Covid-19 pandemic, where reports of food shortages have led to panic buying and price inflation. While these were short-term shocks, climate change is the major long-term threat to food security due to the danger of extreme weather events and catastrophic harvest

failures. It is vital that the UK increases its levels of local food production to protect itself from these external stressors in the future.

Socially, the food we eat has a significant impact on our health. The UK is now the fattest country in the G7, with approximately three in ten of the adult population being obese. Birmingham's high levels of deprivation make it particularly vulnerable to these social outcomes. In some wards such as Handsworth, Hodge Hill and Washwood Heath almost half of children are either overweight or obese.

Birmingham is uniquely positioned to lead the transformation of the UK's food system due to its existing sector strengths in food and drink manufacturing, nationally renowned restaurant scene and pressing health challenges.



## Proposed Project

This proposed project will create a vertical farm as a prominent smart city flagship facility for Birmingham, making a significant contribution to the city's Route to Zero (R20) contribution by providing a more sustainable source of food. The large-scale, net zero vertical farm will be based in the Tyseley area, in conjunction with the Energy Park and the vertical farming start-up organisation, Harvest. The farm will focus on growing vegetables and herbs that the UK typically imports from the Indian subcontinent and East Asia, which will result in a significant reduction in food miles and associated carbon emissions. This new source of food supply is well matched with local demand as many of Birmingham's food manufacturers and distributors serve markets for Asian food.

In terms of digital requirements, the farm will be highly automated and completely instrumented to allow granular control of the growing environment. It is also proposed that the farm is colocated with a local energy source. Tyseley is home to a large anaerobic digestion plant (Tyseley Energy Recovery Facility (TERF)) which generates large quantities of CO2. The farm requires CO2 to provide the right growing conditions for the plant, therefore would somewhat neutralise the emissions being produced by the plant.

Lastly, the farm would run a structured programme of community engagement initiatives to educate local school children and residents on the benefits of healthy diets and sustainable food production.

## Benefits to the People of Birmingham

Locally, the project will improve food security, enable a circular carbon economy, and engage the community in food production methods. At a national level, being the first urban vertical farm of this scale in the UK, it will serve as a national exemplar for the future for food production.

Expected environmental benefits include:

- Reduction of carbon emissions from food production and importation
- Reduction in water usage in farming and a decrease in the use of environmentally harmful fertilisers

Expected Social benefits include:

- Engage the surrounding communities in local food production methods
- Inspire the people of Birmingham to adopt healthier diets.

Expected Economic benefits include:

- Create high value jobs in the Tyseley area
- Start shifting the demographic of farmers in the UK

## Potential Economic Impact\*

£1.7m

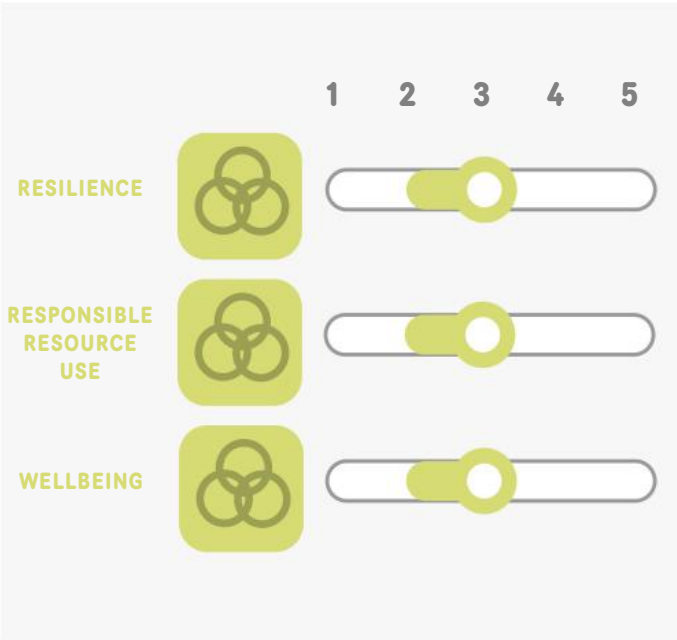
Per annum from the creation of operational stage high value jobs in the Tyseley area.

£447k

per annum across the following impact areas:

- Water bill savings
- CO2 emissions
- Reduced food miles.

## Digital City Maturity Impact



## Next Steps

- The immediate next steps for this project include:
- Hold meeting with Harvest, Veolia and Tyseley Energy Park
  - Understand how best the Council can help move the project into delivery.
  - The planning and delivery of this project will be driven by Harvest and their investor.

\*Figures reflect potential benefits from high-level economic assessment of the impacts of the proposed interventions. The high-level analysis reflects the early stages of project development, and any numbers should be treated as indicative of the potential type, direction and scale of impacts that could materialise, rather than precise estimates/forecasts.



# 10 INDICATIVE ROADMAP FOR THE DIGITAL CITY PROGRAMME

The below roadmap provides an indicative view of the themes and projects delivery timescales.

It is comprised of a number projects that can deliver benefits in the short-term, and require minimal capital funding. These projects will pave the for larger, transformational projects that can be delivered over longer timeframes.

Together, these projects strike a balance between short-term benefit realisation and long-term sustained impact.

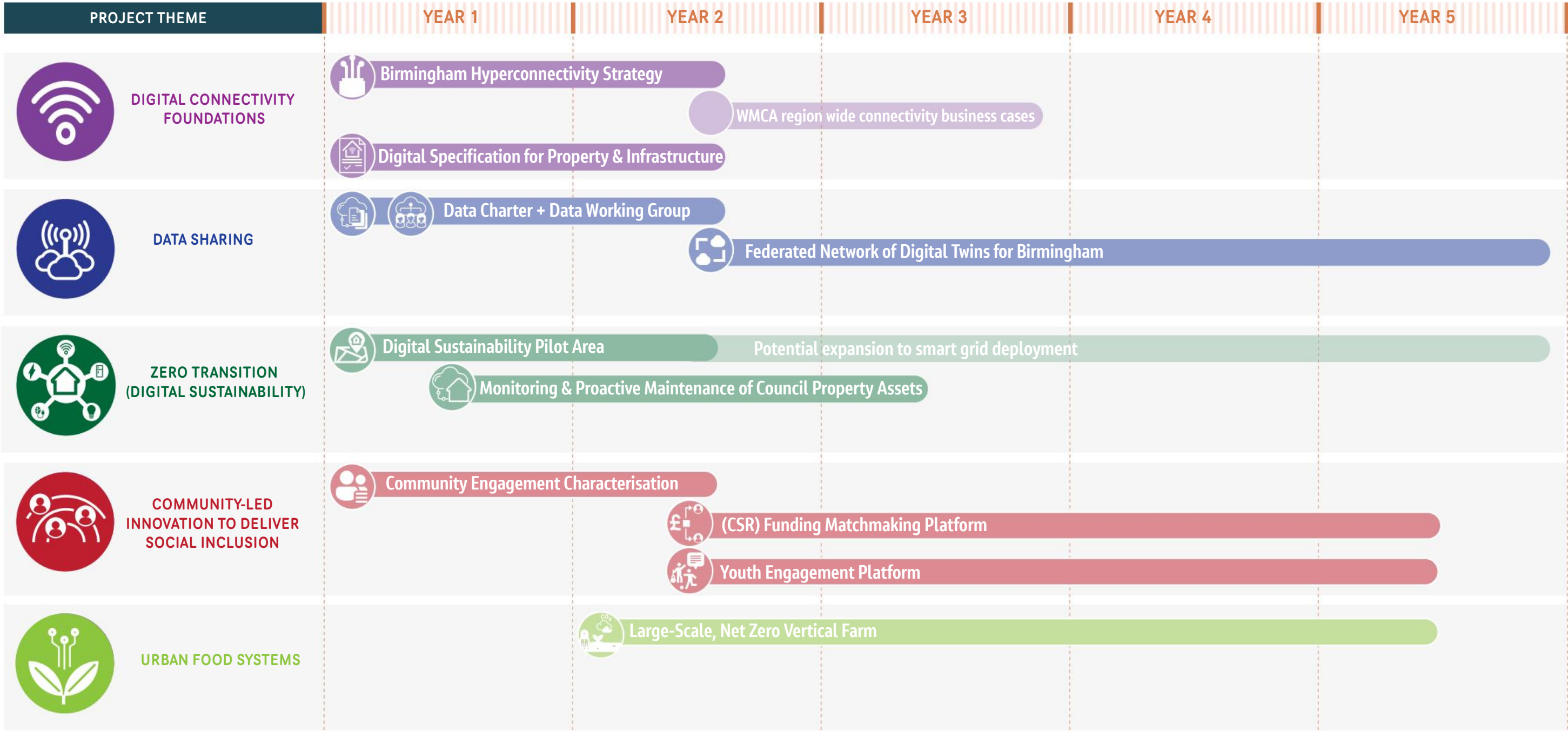
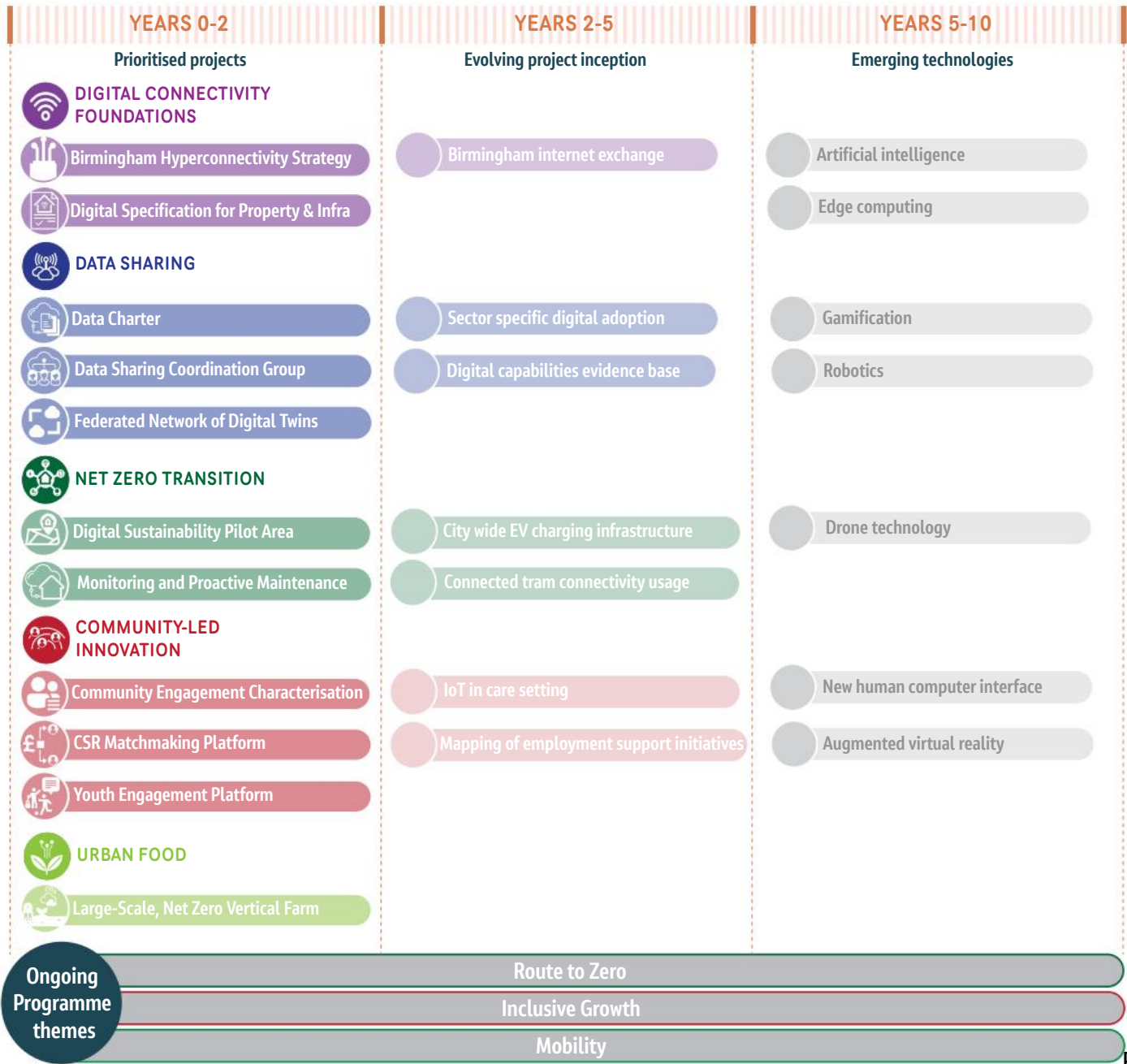


Figure 9: Indicative Roadmap for the Digital City Programme

Medium-term Roadmap

The following graphic provides a high-level view of the medium-term Roadmap for the Digital City programme, highlighting the potential for on-going project development in Birmingham over the next 10 years.

The medium-term Roadmap highlights a set of additional candidate projects to be developed in years 2-5. These include high-scoring projects taken from the initial c.40 long list, as well as potential new interventions highlighted through engagement with wider city stakeholders. Priority theme areas, such as Route to Zero, Inclusive Growth and mobility have also been highlighted, as a guide for evolving project interventions that could be included within the Roadmap as the programme develops.



The Roadmap also shows emerging technologies to support interventions that could be deployed in years 5-10. Actual interventions in that timeframe will depend on the evolution of Birmingham's priorities, but are highlighted as emerging technologies that are likely to have a significant impact in cities and communities.

11 GOVERNANCE AND DELIVERY MODEL

We recommend a city-wide Governance and Delivery Model to draw stakeholders together to drive and oversee delivery of the Digital City Roadmap, and its ongoing evolution and expansion in line with the city's objectives. The Governance and Delivery Model is required to:

- Establish a coalition of stakeholders to drive Birmingham forward as a digital city
- Hold the Digital City Programme to account in delivering against the city's objectives
- Hold projects to account in delivering against their individual objectives
- Ensure that new projects aligned to the city's objectives are constantly identified and driven forward
- Ensure that the required resources are available to support the Programme
- Complement existing Council and City governance arrangements

Critical to Governance and Delivery Model is the need to establish a city-wide responsibility for and commitment to the Digital City Programme. Birmingham City Council will play a crucial role in convening the Governance and Delivery Model bodies, and will lead or participate in some projects, but the Governance and Delivery Model bodies will report to the City Board, rather than to the Council, and may drive some projects that are independent of the Council.

The recommended model involves several different elements, each with a specific remit, characteristics and Terms of Reference. These have been designed following extensive stakeholder engagement in Birmingham, and are informed by international research and experience. The recommended approach is outlined below

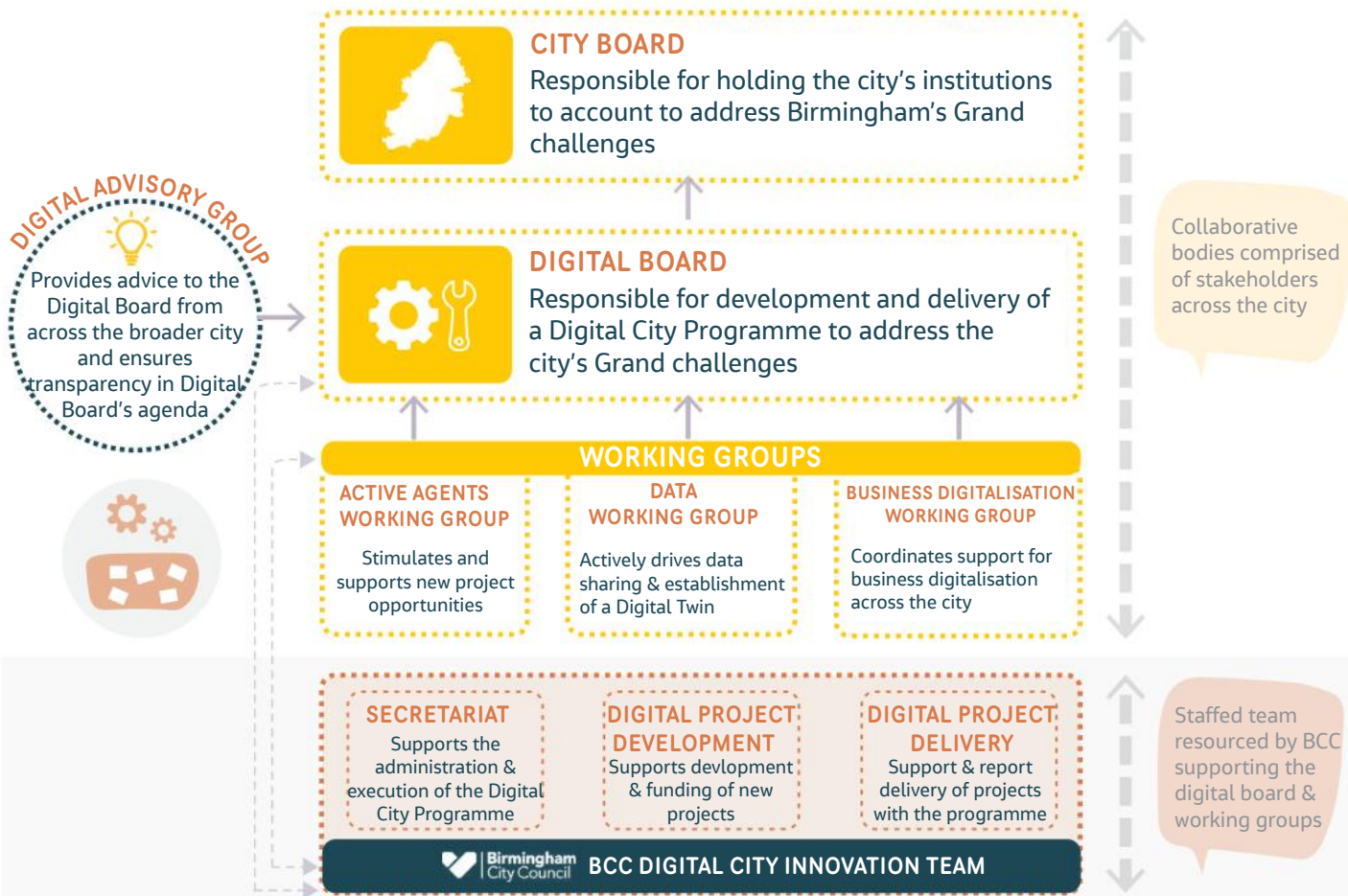


Figure 10: High-level view of the medium-term Roadmap for the Digital City programme

Figure 11: Birmingham Digital City Programme Governance and Delivery Model



# 12 IMPACTS ON THE MATURITY ASSESSMENT SCORING





SCENARIO	 STRATEGY & GOVERNANCE	 CITIZEN CENTRED	 DATA AND DIGITAL INFRASTRUCTURE	 SUSTAINABLE DEVELOPMENT
Before Projects & Governance Model	02	02	02	02
After Projects only	03	03	03	03
After Projects & Governance Model	04	03	03	03

Figure 12: Impact of the prioritised projects and governance model on Birmingham's maturity assessment

## Impact of the Governance and Delivery Model

The insights gained from stakeholders centred around the lack of co-ordination and council awareness of many disparate projects and programmes occurring across the city. The governance structure has been created to provide a balanced perspective to strategies and programmes that include the needs of the companies, universities, charities and council.

The governance structure will integrate the digital challenges, capabilities, programmes and funding for the city into a single model. This integration and co-ordination will enable the city to act in a more cohesive and effective manner, focusing its' digital skills on the challenges of most importance to the city.

The governance structure has been created to allow the recruitment of a CDO who can access the skills and expertise in the programme to develop and enhance the programmes of activity. Collectively, the governance structure and the appointment of a CDO will enhance the score of Birmingham as they will gather and focus the skills of local expertise on digital challenges defined by the city.

# 13 SUMMARY: THE CALL TO ACTION

Despite the challenges facing the city, Birmingham boasts an impressive range of strengths. Birmingham is the greenest city in the UK, with over 15% of its total area being green space. It is the youngest and most diverse city in Europe, with over 40% of its population aged under 25 years old. It enjoys the highest levels of FDI and new start-up launches outside of London and the South East. This all provides a solid platform on which to build.

From engaging with stakeholders across the public, private, academic, voluntary and community sectors, we have seen conviction, demand, energy, and enthusiasm to drive Birmingham forward on this transformational journey. This is reflected in the large numbers of existing activities and initiatives currently taking place across the city. We have heard that there is a need to coordinate these activities to ensure they deliver maximum impact, and this is where the Council will play a crucial leadership and convening role.

However, it is clear that the Council cannot do this alone. Strong collaboration is required across the city and this report sets out the governance structures to achieve this, whilst also ensuring that all of Birmingham's communities are represented.

Birmingham was one of the first cities to recognise the opportunities that digital technologies could. However, other cities such as London and Manchester have taken great leaps forward and Birmingham needs to respond to secure its position as a leading digital city.

Birmingham's population and business ecosystem lack the digital expertise and infrastructures they need to be successful. The same pockets of deprivation that existed in the 1970s still exist today and they will continue to endure unless action is taken. As a whole, Birmingham's SMEs are not exploiting digital technology to drive growth and improve productivity. There is a real risk that without action, those who are already in the most need will be further left behind. Birmingham must act now to channel investment into the right sectors, and one of those must be digital.

**It is critical that Birmingham acts now to put this programme in place to ensure the city's future prosperity.**

**Birmingham City Council is committed to act, and we encourage you all to join the Council in these efforts.**

# ACKNOWLEDGEMENTS

Birmingham City Council would like to thank the following people and organisations for their contribution to the development of the Digital City Programme.

## External Stakeholders

Organisation	Stakeholder Names
West Midlands Combined Authority (WMCA)	Adam Hawksbee, Ed Cox, Rebecca Riley
Transport for West Midlands (TfWM)	Mike Waters, John Paddington
GBSLEP	Ed Watson, Henriette Lyttle-Breukelaar
University Hospital Birmingham	Stephen Chilton
West Midlands Police Force	Helen Davis
Bruntwood SciTech	David Hardman
Tyseley Energy Park	David Horsfall
Birmingham Voluntary Services Council	Brian Carr
WM5G	Robert Franks
Lendlease	Ryan Elliott
PWC & Metro Dynamics (Inclusive Growth Strategy Involvement)	Mark Ambler, Patrick White
Western Power Distribution	Jonathan Berry
BeatFreaks	Amerah Saleh
Birmingham City University	Julian Beer
Kier (PFI provider)	Eddie Fellows
SCC	James Greygoose, Daniel Cartter, Olivia Harker
MEPC (Acquired Paradise Circus scheme from Argent)	Rob Groves, Caroline Rudge, Ross Fittall
Harborne Food School/ Food Foundation	Shaleen Meelu

## Internal Stakeholders

Organisation	Stakeholder Names
Interim Chief Executive of Birmingham City Council	Deborah Cadman
Birmingham City Council Leader	Councillor Ian Ward
Birmingham City Council Deputy Leader	Councillor Brigid Jones
Other BCC Officers, Leaders, Councillors and Teams	*Multiple interviews held across BCC

## Questionnaire Responses

Organisation	Stakeholder Names
Aston University	Professor David Webb
University of Birmingham	Professor Iain Styles
Digital Innov8ors	Mick Westman
CX Squared Talent Solutions, The Brum Muse & Our Smart Brum	Dan Hoff-Rodrigues
STEM Learning	Eva Fryc
AbilityNet	Amy Low
CodeYourFuture	Claire Bickley
Trowers & Hamlins	Amardeep Gill
Free@Last	John Street
West Midlands Growth Company	Mike Lewis
Transport for West Midlands	Chris Lane

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- Climate Change Committee (CCC), UK Independent Statutory Body, '2021, Progress Report to Parliament', June 2021
- Imran Hameed, the founder of the Salma foodbank in Smethwick, September 2021

## 12 SUMMARY: THE CALL TO ACTION

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# Delivering the aspirations for a Digital Birmingham:

## Digital City Programme

Final Report  
January 2022

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**00**

## Executive Summary

# 00 EXECUTIVE SUMMARY

## Introduction

Our world is digitalising at an astonishing rate. The iPhone, launched in 2007, popularised the use of digital services through its broadly accessible touchscreen, always-on internet connection, and store of social media apps. It began a period of dramatic acceleration in digitalisation. A decade later, seven businesses that built platforms on those technologies were amongst the ten most valuable in the world, collectively worth 3% of global Gross Domestic Product (GDP). By the start of 2021, they were worth 10% of Global GDP. The digital economy has achieved this growth by building online marketplaces in which we now buy and sell an unimaginable variety of products and services, both locally and globally.

Since 2020, the COVID-19 lockdowns have not only further accelerated the use of these services, but they have also shown the great extent to which we are now reliant on them and brought in a new era of remote and hybrid working. In coming years, the true extent of their impact on employment will become clear – the World Economic Forum predicted in 2020 that 44% of the activities undertaken in the workplace today will be digitalized by 2025.

Without even considering the vital role that digitalisation will play in reducing carbon emissions, it is clear that our economy, society and cities are transforming. To be successful in its post-pandemic recovery strategies for Inclusive Growth and Route to Zero, Birmingham will depend on a transformative digital strategy supporting its economy, communities, and environment.

**The Digital City Programme will equip Birmingham's institutions, communities and businesses with the digital infrastructure, data platforms and enablement programmes required to thrive in this new digital world.**

This report is not a Smart City or Digital City strategy for Birmingham. We believe that Birmingham should not have a separate Smart City or Digital City strategy – rather, we recommend a Digital City Programme that will deliver against Birmingham's strategic objectives as a city – as articulated by the City Council's Grand Challenges – in both the short term and the long term.

This report therefore recommends a Digital City Programme for Birmingham that comprises:

- A Digital City Roadmap, comprising an initial set of projects that are deliverable now, and supported by high-level strategic business cases and stakeholder support, alongside candidates for further medium-term projects and future technologies
- A Governance and Delivery Model which is responsible for setting direction for the Digital City Programme, and for overseeing delivery. This includes both delivery of the initial projects identified in the Roadmap, and the development of future projects so that the Programme makes a sustained, substantial contribution to Birmingham's future

## Scope of Work and Approach

Jacobs and the Connected Places Catapult have been jointly commissioned to create a roadmap for Birmingham's Digital City Programme.

**Our scope of work comprised 4 workstreams:**

**1) Stakeholder Engagement:** We have conducted an extensive programme of engagement with stakeholders to gain a thorough understanding of the challenges currently facing Birmingham and to identify opportunities for 'digital city' interventions. These stakeholders were strategically selected, in collaboration with the Council, from across the public, private, academic, voluntary and community sectors to ensure a wide and diverse representation of viewpoints.

**2) Maturity Assessment:** We have used our Digital City Maturity Assessment Framework to benchmark Birmingham's current level of maturity across 12 different 'Digital City' pillars. This benchmarking exercise has then been extended to assess the maturity of 5 other global cities. The output of this assessment has identified areas strengths and weaknesses within Birmingham's current Digital City efforts and has been used to determine where future projects should focus.

**3) Programme Roadmap & Business Cases:** We have prioritised five Digital City projects that best deliver on the Digital City programmes aims and ambitions. We have created high-level strategic business cases for each of these five projects, detailing: why the projects are needed, what the specific intervention will be, the benefits expected to be generated, the costs involved, and potential delivery pathways.

**4) Governance Structure:** To drive the successful delivery of the Digital City Programme, we have proposed an appropriate governance structure, including recommendations around roles, responsibilities, and key contributors. These recommendations have been synthesised into a draft

Terms of Reference (ToR) for members of the Digital City Programme governance structure.

Our approach has maintained a direct chain of logic from findings uncovered through stakeholder engagement and maturity assessment activities, through to the projects that have been taken forward for development, as outlined in the below diagram:

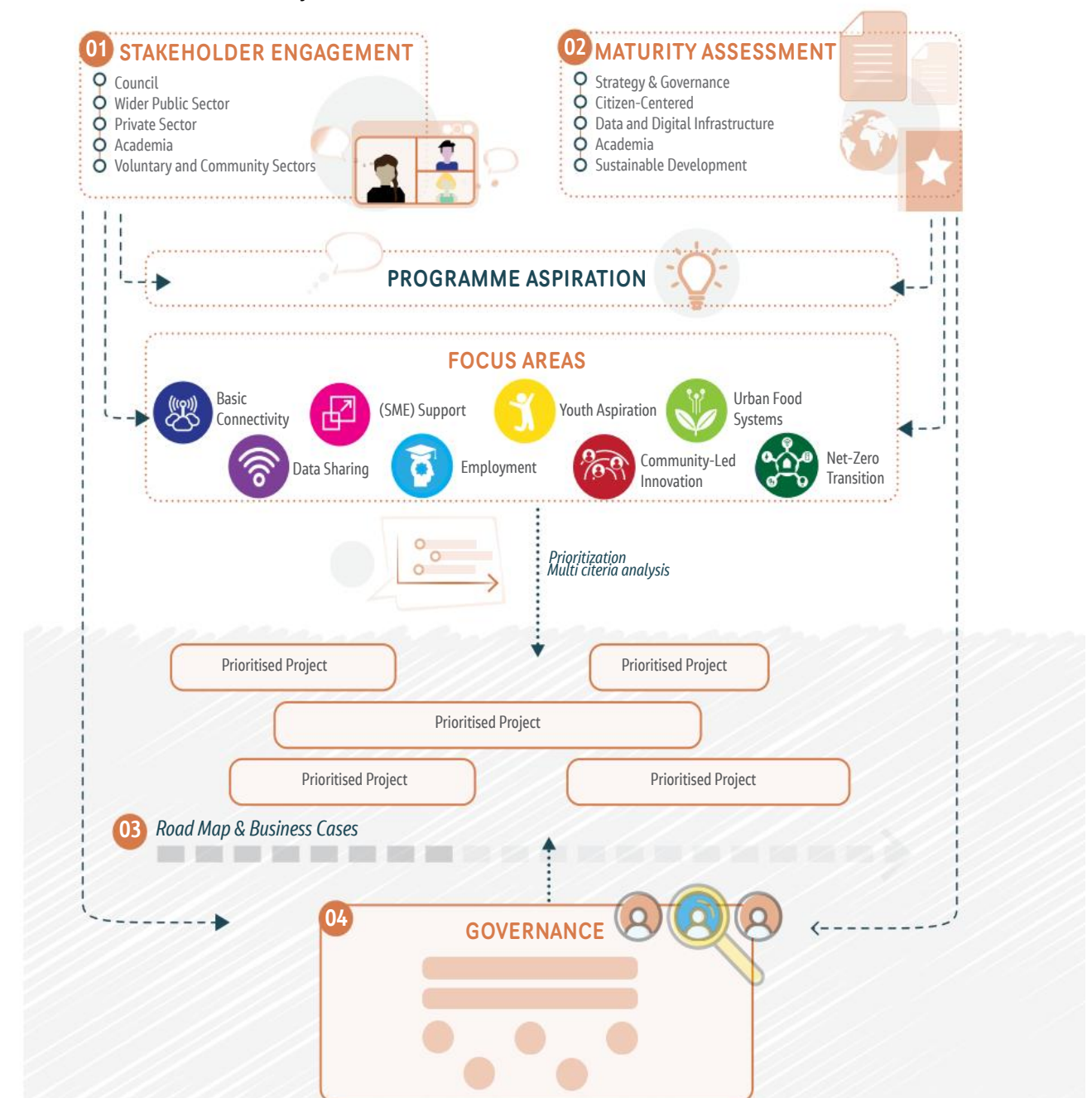


Figure A: Digital City Roadmap Approach



# Programme Aspiration

The core ambition of the Digital City Programme is to provide opportunity for all of Birmingham’s residents and communities against this backdrop of a rapidly changing world. The programme aims to utilise digital connectivity, data, and technology to improve the way people in Birmingham live, learn, work, grow and enjoy themselves at every stage of life:



Figure B: Programme aspiration

## Maturity Assessment:

The Connected Places Catapult’s Digital Maturity Assessment Framework aims to help cities:

- Understand their current digital challenges and opportunities
- Identify gaps in capabilities
- Provide an evidence base to support investment and business case development

- Prioritise actions and future projects to support digital transformation
- Provide a cross-cutting framework to work within and measure ongoing progress

The maturity assessment comprises 4 core dimension which together provide a holistic view of a city’s digital maturity.

CITY	STRATEGY & GOVERNANCE	CITIZEN CENTRED	DATA AND DIGITAL INFRASTRUCTURE	SUSTAINABLE DEVELOPMENT
SINGAPORE	04	04	04	04
AMSTERDAM	05	04	04	04
MANCHESTER	03	03	04	02
MONTREAL	02	02	02	02
VIENNA	04	03	02	03
BIRMINGHAM	02	02	02	02

Figure C: Digital Maturity Assessment

- **Strategy and Governance:** explores strategy, leadership, governance structures and capabilities that are in place to support the delivery of the city’s digital vision. This includes the processes and structures that exist to drive the digital economy such as support for digital skills and ecosystem development.
- **Citizen-Enabled Delivery:** explores the ability to drive citizen led innovation and service delivery, ensuring that citizens are at the centre of digital city initiatives, including actions to support digital inclusion.
- **Data and Digital Infrastructure:** explores current data and digital infrastructure in the city to form the backbone of a digital city and the opportunity this creates for inclusive digital growth.
- **Sustainable Development:** explores the city’s focus in using digital to deliver sustainable development outcomes for the city, and not adopting technology for technology’s sake.

For each dimension, the maturity model is used to provide an overall qualitative indicator of relative progress against each of these areas, with scores ranging from one to five (low to high). As part of this work, we have looked at a set of five cities, comprising both regional peers and global leaders, to compare their progress as a digital city with Birmingham, to allow us to identify learnings and valuable insights for Birmingham. The below graphic highlights the cities used in comparison with Birmingham and the scoring for each dimension:

The Digital Maturity Assessment highlighted Birmingham as having a strong cross-city leadership structure, but an absence of digital leadership across city wide priorities under one strategic vision. Birmingham currently has individual groups or areas focussing on small digital agendas in silo. This is notable when assessed against comparator cities, many of whom employ visible digital leaders such as a ‘Chief Digital Officer’. Consequently, digital is not deeply embedded into innovation or forward planning. This is reflected in the lack of digital co-ordination and strategic use of digital technologies to understand complex challenges across the city.

The assessment also highlighted Birmingham as being particularly weak on empowering citizens through citizen-led innovation. This exposed weakness in fragmented planning to reduce digital exclusion in the city, as well as overall co-ordination for digital infrastructure improvements and opportunities from data management in the city to help solve challenges.

Birmingham currently scores low on sustainable development. However, the stakeholder interviews highlighted the emerging Route to Zero (R20) programme as an opportunity that could be further developed through complementary projects proposed in this Roadmap.

Birmingham is working towards a revised governance and leadership structure across the city, reflecting and recognising the challenge of engaging with a multitude of adjacent stakeholders and their innovation challenges spanning digital

transformation, inclusive growth and net zero. Specifically, there is a need to develop digital capability and co-ordination across key programmes to ensure city stakeholder and delivery teams achieve multiple complex goals.

### Project Selection

The objective of Birmingham's Digital City Roadmap is to identify a small number of initial projects that are viable in the short term and that will deliver tangible benefits for the city in the next one to three years. To support this objective, we have identified projects that are already in some form of development in the city, with strong stakeholder support, rather than projects that would need to be developed from scratch.

In order to select the relevant projects to take forward, we first compiled a list of c.40 candidate projects spanning focus areas highlighted from the stakeholder interviews. We then used a multi-criteria analysis to select the projects that will best deliver the desired benefits and outcomes of the Digital City Programme. The highest scoring projects prioritised for further development are outlined below:

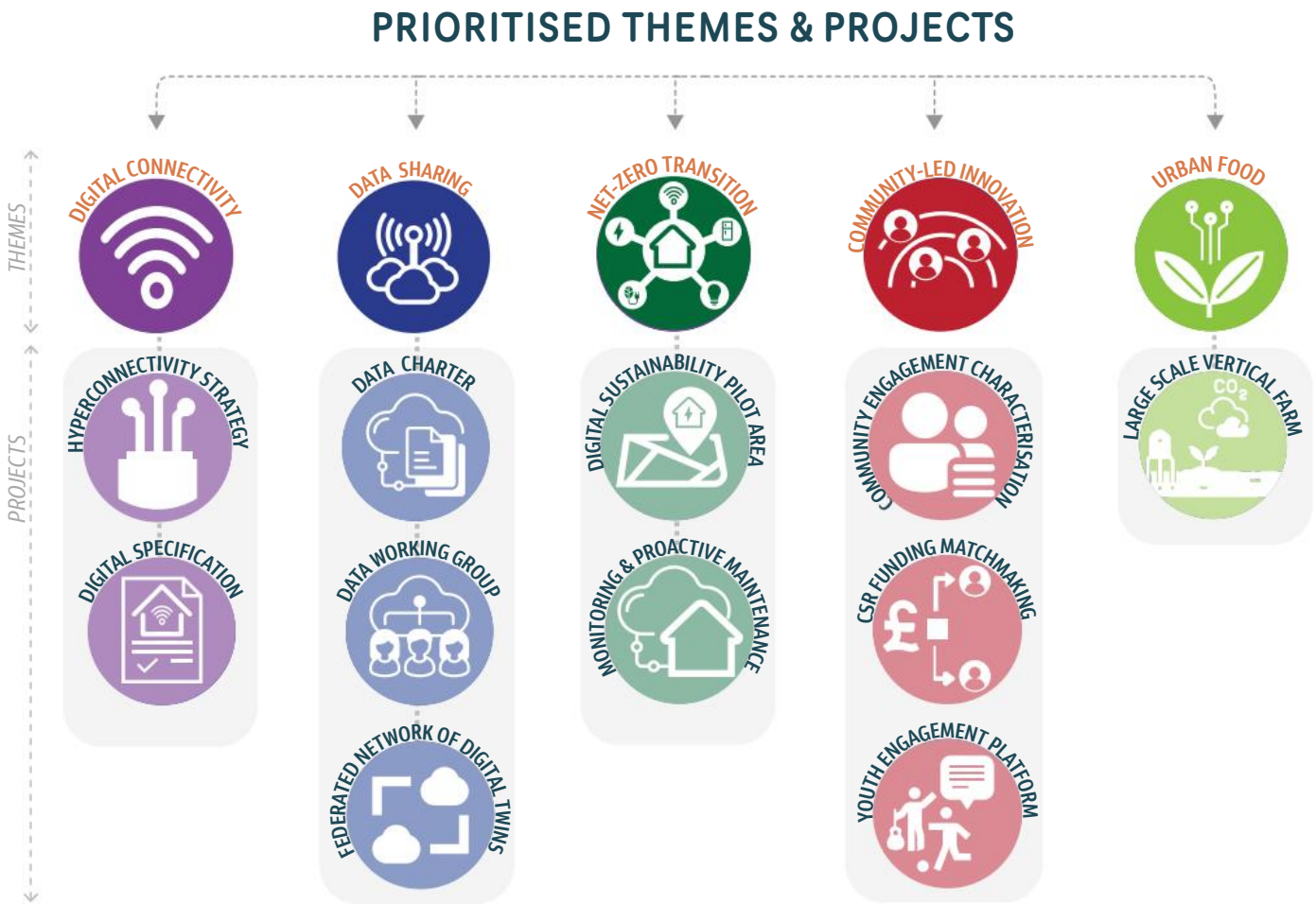
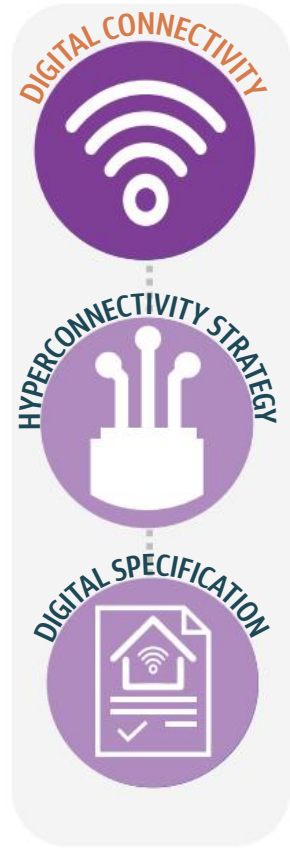


Figure D: Prioritised themes and projects for Digital City Programme

### 1. Digital Connectivity Foundations



There are two projects proposed under this theme that will address the need for widespread deployments of 5G or IoT network connectivity to support future technology use-cases. This will also modernise the city's existing policy environment that influences the ease, cost, and speed of connectivity deployments. These interventions complement the Council's Digital Inclusion Strategy and Action Plan and full fibre strategy to improve digital connectivity in the city:

- Birmingham Digital Connectivity Strategy:** This will focus on developing a strategy to accelerate the roll-out of connectivity technologies such as 5G and Low Power Wide Area (LPWA) networks which are critical to enabling future services and applications across the manufacturing, transport, energy and health and social care sectors. This project will also drive the transformation of the council's policies which influence the ease at which private sector companies can deploy connectivity.
- Digital Specification for Property and Infrastructure:** This proposes the development of a digital specification for property and infrastructure to ensure that in the future, major investments and interventions that reshape Birmingham, invest in digital infrastructure and services in a way that balances benefits for developments with benefits for the wider city.

#### Expected Economic Output -

The proposed project has the potential to generate over £760m of gross monetary value in the form of increased productivity across the business and consumer sectors.



## 2. Data Sharing



There are three projects proposed under this theme that will deliver fast coordination of Birmingham's city data landscape. Without this intervention there is a risk that Birmingham will be left with a host of disparate data platforms, containing unstandardised data, making extracting any value extremely difficult and costly. The interventions target city wide action at scale to complement the Council internal insights programme:

- **Birmingham Data Charter:** The creation of a publicly facing document which communicates how the city's institutions will ethically use data to deliver benefits to citizens and businesses. City organisations would be invited to become signatories, thereby creating a community of data owners.
- **Data Sharing Coordination Group:** The establishment of a group to drive cross-organisational data sharing. This group of prominent data owners from across the city would meet, prioritise use-cases and then work towards generating the data and analytics required to fulfil them.
- **Federated Network of Digital Twins:** This project proposes to create a federated network of city data platforms. Data within these platforms would conform to the same set of standards and would be signposted to by a master directory. Together these platforms can be developed into a comprehensive digital twin for Birmingham.

### Expected Economic Output -

The proposed project has the potential to increase gross domestic product (GDP) by approximately £145m-436m over the project period by improving access to, and availability of, data in the city.

## 3. Route to Zero Transition (Digital Sustainability)



There are two projects proposed under this theme that will deliver high-profile smart city infrastructure to tackle one of Birmingham's primary R20 challenges, reducing emissions from domestic homes. This intervention will also alleviate fuel poverty in one of the more deprived areas of the city, whilst also enabling cost savings in the maintenance of Council property:

- **Digital Sustainability Pilot Area:** The R20 programme is developing a large-scale domestic retrofit programme for council-owned properties in Druids Heath. This proposes co-locating a digital sustainability pilot area alongside the domestic property retrofit programme and proposes equipping a total of 1000 homes with a range of digital interventions.
- **Monitoring and Proactive Maintenance of Council Property Assets:** This will utilise the technology installed in the digital sustainability pilot to enable potential reduction in annual maintenance and management of social housing costs to BCC. Use-cases include early detection and remediation of damage to council properties and savings in the council supply chains.

### Expected Economic Output -

The proposed project has the potential to generate £11.7m of gross monetary value from the uplift in council property values. The project also has the potential to generate further benefits of between £1.5m and £1.8m per annum.

## 4. Community-Led Innovation to Deliver Social Inclusion Outcomes



There are three projects proposed under this theme, exploiting digital technology to better connect Birmingham's communities to Council and third-party services, and resources of benefit to them, ultimately helping the city to tackle its inequality and exclusion challenges:

- **Community Engagement Characterisation:** The extension of an existing exercise completed in the Eastside area which aims to collect and layer various data sources on local communities to provide a comprehensive view of the diverse and nuanced challenges they face.
- **Corporate Social Responsibility (CSR) Funding Matchmaking Platform:** The creation of a digital platform which allows charities, social enterprises and private sector companies with CSR budgets and resources to browse and fund social-purpose challenges or initiatives put forward by voluntary and community organisations (VCOs).
- **Youth Engagement Platform:** The creation of a digital platform which allows children and teenagers aged 5 to 18 years old, and school classes, to submit project ideas, vote for their favourites, and receive funding, either from community crowdfunding, corporate donations, or grants.

### Expected Economic Output -

The proposed projects has the potential to generate approximately £45.84m of gross monetary value per annum for Birmingham.

## 5. Urban Food Systems



Birmingham is uniquely positioned to lead the transformation of the UK's food system due to its existing sector strengths in food and drink manufacturing, nationally renowned restaurant scene and pressing health challenges. This proposed project will create a vertical farm as a prominent smart city flagship facility for Birmingham, making a significant contribution to the city's Route to Zero (R20) contribution by providing a more sustainable source of food. The large-scale, net zero vertical farm will be based in the Tyseley area, in conjunction with the Energy Park and the vertical farming start-up organisation, Harvest. The farm will focus on growing vegetables and herbs that the UK typically imports from the Indian subcontinent and East Asia, which will result in a significant reduction in food miles and associated carbon emissions.

### Expected Economic Output -

The proposed project has the potential to generate £1.7m of gross monetary value per annum from the creation of operational stage high value jobs in the Tyseley area. The project also has the potential to generate further benefits of c.£447k per annum.

High-level strategic business cases for each prioritised project can be found in the appendices C

Indicative Digital City Programme Roadmap

The below graphic provides a high-level view of how the projects above link together, and how we propose they are delivered over time:

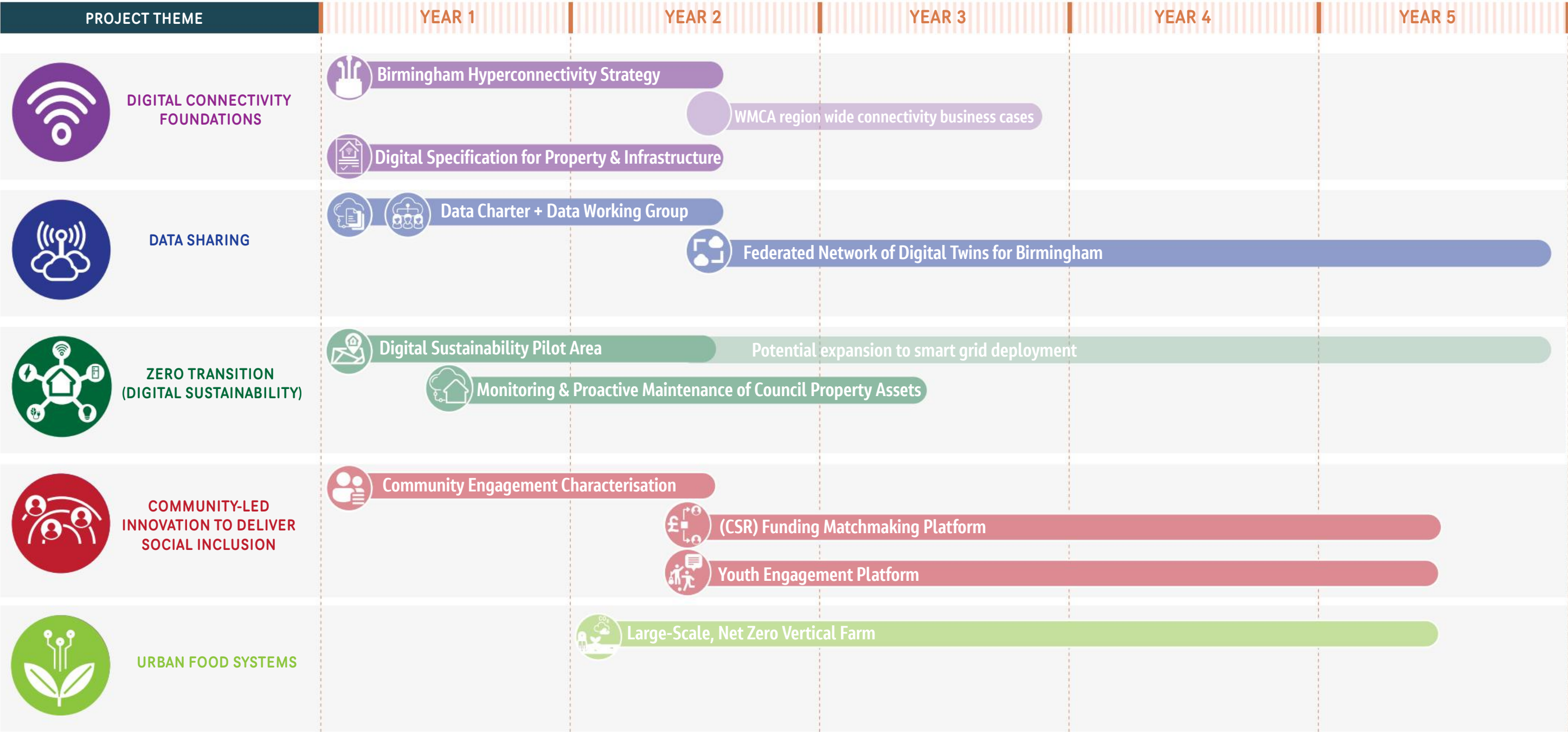


Figure E: Indicative Digital City Programme Roadmap



## Impact on Maturity Assessment Performance

The following graph shows how Birmingham's maturity assessment performance could improve if the roadmap projects listed above are successfully implemented. The grey columns show Birmingham's current performance against the maturity assessment pillars (the baseline), and the coloured additions give an indication of the potential uplift in scores from the various projects.

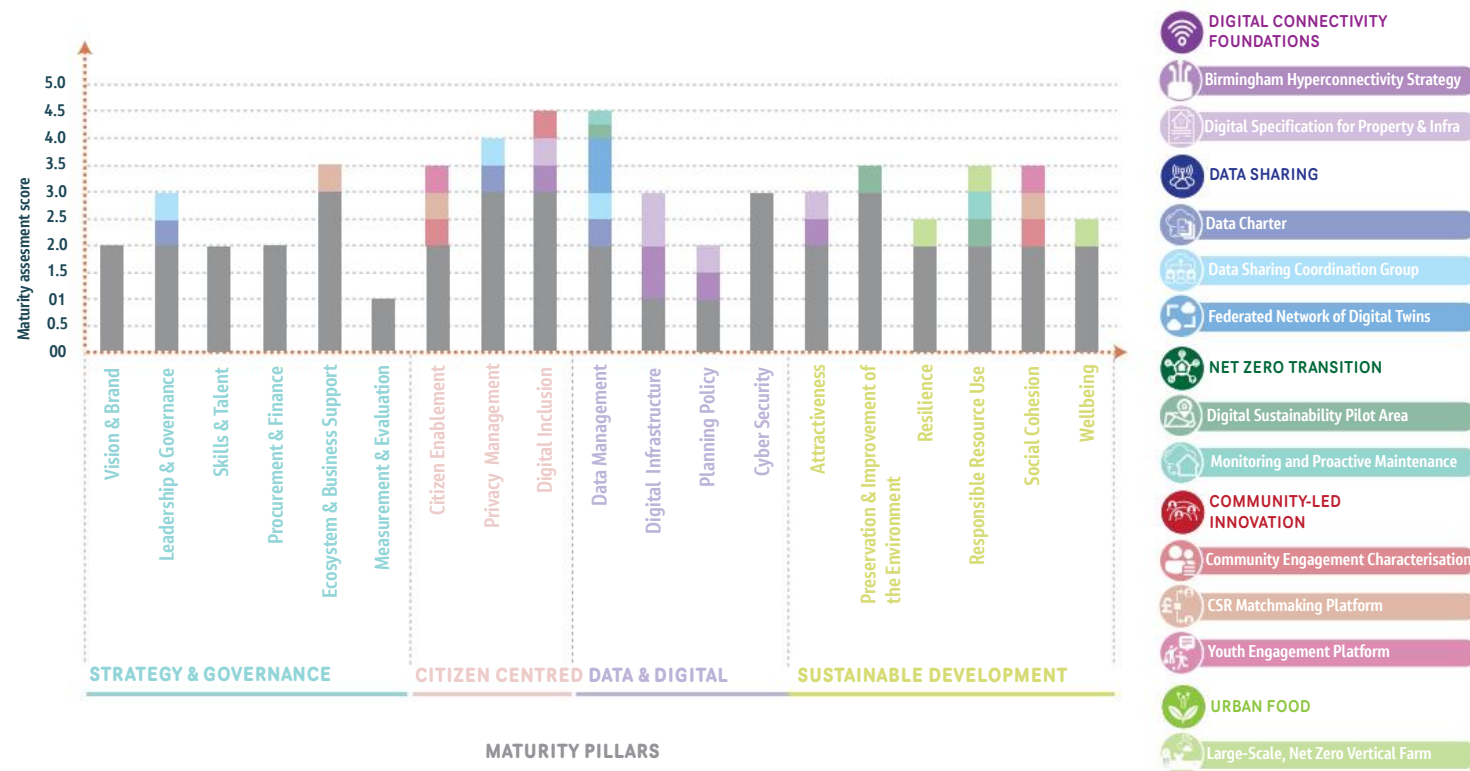


Figure F: Indicative Impact of Roadmap Projects on Birmingham's Maturity Assessment

## Governance

We recommend a city-wide Governance and Delivery Model to draw stakeholders together to drive and oversee delivery of the Digital City Roadmap, and its ongoing evolution and expansion in line with the city's objectives. The Governance and Delivery Model is required to:

- **Establish a coalition of stakeholders to drive Birmingham forward as a digital city**
- **Hold the Digital City Programme to account in delivering against the city's objectives**
- **Hold projects to account in delivering against their individual objectives**
- **Ensure that new projects aligned to the city's objectives are constantly identified and driven forward**
- **Ensure that the required resources are available to support the Programme**
- **Complement existing Council and City governance arrangements**

Critical to Governance and Delivery Model is the need to establish a city-wide responsibility for and commitment to the Digital City Programme. Birmingham City Council will play a crucial role in convening the Governance and Delivery Model bodies, and will lead or participate in many projects, but the Governance and Delivery Model bodies will report to the City Board, rather than to the Council, and may drive some projects that are independent of the Council.

The recommended model involves several different elements, each with a specific remit, characteristics, and Terms of Reference. These have been designed following extensive stakeholder engagement in Birmingham and are informed by international research and experience.

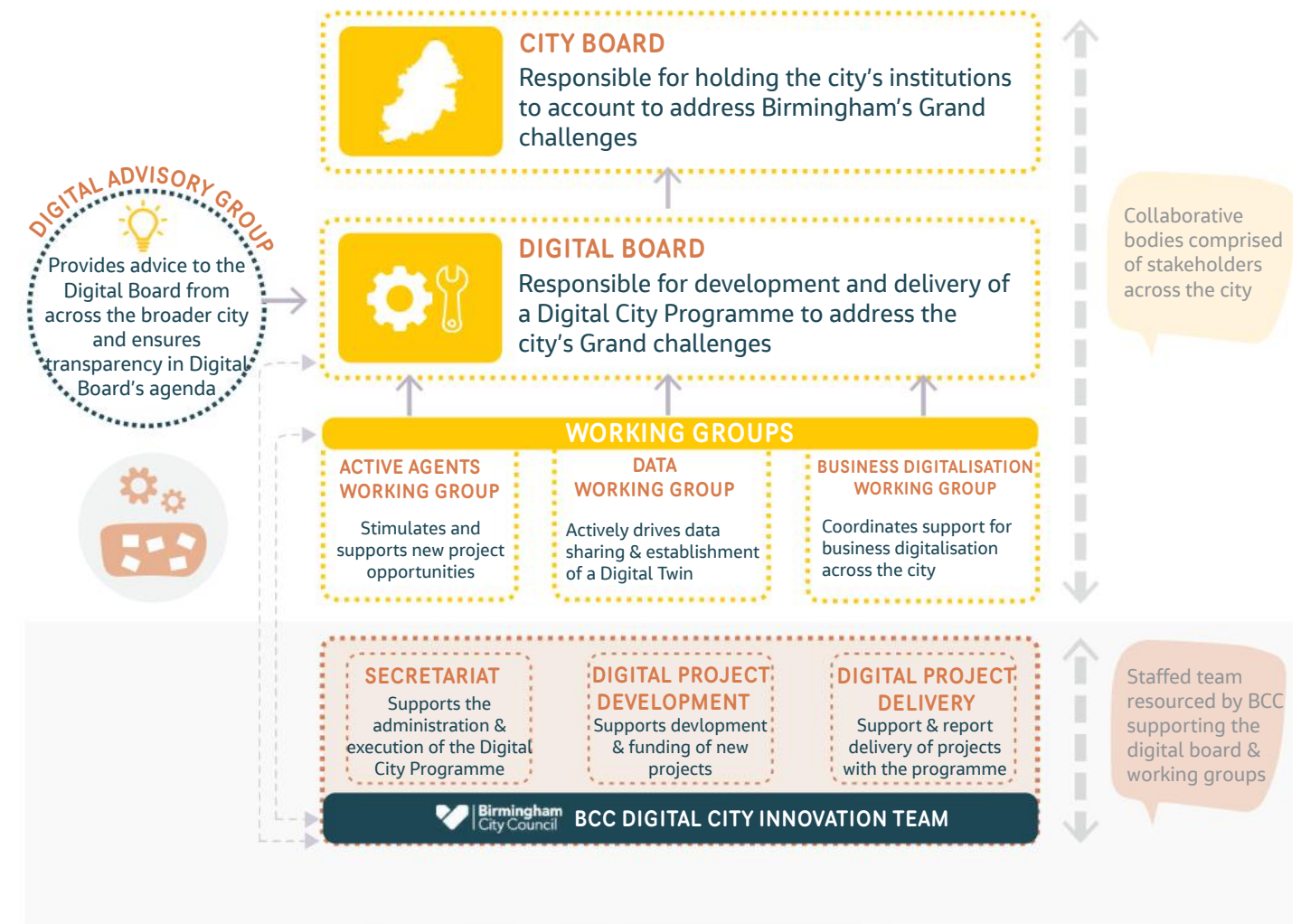


Figure G: Birmingham Digital City Programme Governance and Delivery Model

Using insights gained through extensive stakeholder engagement in Birmingham, analysis of the comparator cities identified in this report, and the collective experience of the project team, the following recommendations are made to establish a Governance and Delivery Model for Birmingham's Digital City Programme. The recommended structure will both oversee delivery of the initial Digital City Roadmap presented in this report, and drive ongoing development and expansion of the Programme. It will establish a body able to set the approach for digital initiatives to address the Grand Challenges established by the City Board, and that is linked to groups with the ability to deliver them.

The Governance and Delivery Model contains several different bodies intended to work together in specific ways. Experience has shown that a single body cannot successfully set direction for, oversee, deliver and continuously drive expansion of a city-wide digital programme – there are simply too many activities and responsibilities for a single body to carry them out. Additionally, whilst overall governance and delivery is a collaborative responsibility, there are some crucial tasks, particularly in project development, that are typically difficult to complete without committed, staffed resources. The recommended model therefore includes a combination of a collaborative Board and Working Groups, with a staffed supporting team provided by Birmingham City Council.



# 01

## Introduction



# 01 INTRODUCTION

Digital technologies are radically changing every facet of our lives, from the way we live, work, and play in cities, to how we manage infrastructure and assets and how we deliver critical services. Cities that do not adapt and embrace the ongoing digital revolution will be left behind economically, socially, and environmentally.

**The Digital City Programme will equip Birmingham's institutions, communities and businesses with the digital infrastructure, data platforms and enablement programmes required to thrive in this new digital world.**

## 1.1 Transforming Birmingham for a Digital World

Our world is digitalising at an astonishing rate. The iPhone, launched in 2007, popularised the use of digital services through its broadly accessible touchscreen, always-on internet connection, and store of social media apps. It began a period of dramatic acceleration in digitalisation. A decade later, seven businesses that built platforms on those technologies were amongst the ten most valuable in the world, collectively worth 3% of global Gross Domestic Product (GDP). By the start of 2021, they were worth 10% of Global GDP. The digital economy has achieved this growth by building online marketplaces in which we now buy and sell an unimaginary variety of products and services, both locally and globally.

Since 2020, the COVID-19 lockdowns have not only further accelerated the use of these services, they have shown the great extent to which we are now reliant on them, and brought in a new era of remote and hybrid working. In coming years the true extent of their impact on employment will become clear – the World Economic Forum predicted in 2020 that 44% of the activities undertaken in the workplace today will be digitalized by 2025.

Without even considering the vital role that digitalisation will play in reducing carbon emissions, it is clear that our economy, society and cities are transforming. To be successful in its post-pandemic recovery strategies for Inclusive Growth and Route to Zero, Birmingham will depend on a transformative digital strategy supporting its economy, communities and environment.

1 <https://www.business-live.co.uk/economic-development/west-midlands-uk-hotspot-foreign-20893622>

2 <https://www.wmca.org.uk/media/4468/west-midlands-digital-roadmap.pdf>

3 ONS Business Register and Employment Survey

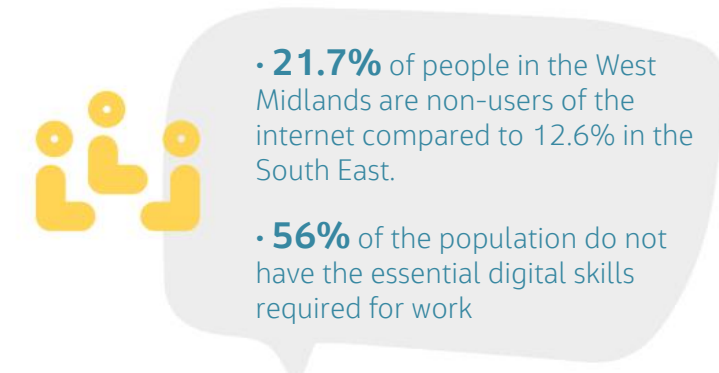


### Transforming Birmingham's Economy

Birmingham is in a national and international competition to secure investment, attract talent and grow its economy. The West Midlands has a strong track record of attracting foreign direct investment (FDI), holding the third largest share of all UK regions outside of London and the South East.<sup>1</sup> However, Birmingham has a large productivity gap, particularly in the digital and creative sectors, where it falls over £7,000 GVA per employee short of the UK's average.<sup>2</sup> 97% of businesses in the West Midlands are small and medium enterprises (SMEs), and many of these have little to no digital literacy. Despite the vibrancy of the local start-up scene, Birmingham only attracts 2.6% of the UK's equity funding<sup>3</sup>.

A strong, fast, and resilient digital infrastructure foundation, along with a series of targeted digital enablement initiatives, is critical to thriving the new digital economy and this Digital City Programme will put in place the structures and projects required to deliver. Without fast action, there is a risk that Birmingham is unable to continue attracting and supporting its business community and with the upcoming transport improvements in the form of HS2, there is a very real risk that Birmingham becomes yet another dormitory city to London.

### Transforming Birmingham's Communities



The rising importance of digital connectivity and technology is also having huge social ramifications on our communities and businesses. The World Economic Forum's predictions imply that by 2025, 44% of employee skills will need to change due to automation<sup>4</sup>. Furthermore, within the next two decades, 90% of all jobs will require some form of digital skills<sup>5</sup>. These shocking statistics point to an impending skills crisis. If left unaddressed, this skills gap will not only impact business growth and productivity, but also the health, wellbeing, and advancement of our society.

This skills crisis is likely to be felt more acutely in certain areas of the UK than others, and the West Midlands region is deemed particularly vulnerable. 21.7% of people in the West Midlands are non-users of the internet compared to 12.6% in the South East<sup>6</sup>. 56% of the population do not have the essential digital skills required for work and Birmingham has the highest share of people with no qualifications of any UK city<sup>7</sup>. This creates a dual set of problems which this Programme will attempt to address. Firstly, businesses are unable to find the skills they need to power their workforce. Secondly, people without digital skills are unable to participate in this new digital society, and therefore become increasingly excluded and left behind.

**It is critical that Birmingham acts now to address this skills gap and to ultimately realise its ambitions of becoming an inclusive, equitable and progressive city.**



4 ONS Business Register and Employment Survey

5 <https://www.gov.uk/government/publications/uk-digital-strategy/2-digital-skills-and-inclusion-giving-everyone-access-to-the-digital-skills-they-need>

6 The Digital Inclusion Landscape Review – Taking Stock Post Covid-19 Lockdown, Birmingham City Council, 2021

7 <https://www.centreforcities.org/reader/train-attract-retain-increasing-birminghams-skilled-workforce/birminghams-skills-profile/>

United Nations Environment Programme, Emissions Gap Report 2019

9 <https://www.nature.com/articles/d41586-021-00090-3>

10 Birmingham City Council, Birmingham Transport Plan 2020

### Transforming Birmingham's Environment

Lastly, as the world mobilises to fight the impending climate disaster, we will need to use all the tools at our disposal to transform every aspect of our society, from our consumption habits, to our transport infrastructure, to how we power our homes and businesses. The United Nations estimates that the world needs to cut carbon emissions by 7.6% per year for the next decade to prevent the globe from warming more than 1.5°C above pre-industrial levels<sup>8</sup>. For context, at the height of the pandemic in 2020, global carbon emissions fell by 6.4%, however this reduction came at a huge economic and social cost.<sup>9</sup> To restrict climate change to a 1.5°C temperature rise, we will need to deliver a similar level of reductions each year for the next 10 years, without bringing our economy to a standstill.

Birmingham has been commendably aggressive in its climate change commitments, aiming to achieve carbon neutrality by 2030.<sup>10</sup> While more physical interventions such as domestic property retrofits and increasing the provision of public transportation options will play a prominent role in realising this ambition, the potential of digital connectivity and technology in supporting these endeavours is often overlooked.

Digital connectivity enables remote working which in turn greatly reduces transport emissions. Sensors and data platforms enable a multitude of interventions, from the deployment smart infrastructures that minimise resource consumption, to vastly improved carbon monitoring and reporting. Digital behavioural rewards platforms have proved successful in incentivising consumer behaviour change, an often-overlooked component of this carbon reduction efforts. More fundamentally, digital platforms have the potential to enable more hyper-localised matching between supply and demand, enabling the realisation of a circular economy and carbon neutral lifecycles.

**This Programme will drive forward a series of projects which will demonstrate the valuable role 'digital' can play in achieving city-wide sustainability outcomes.**

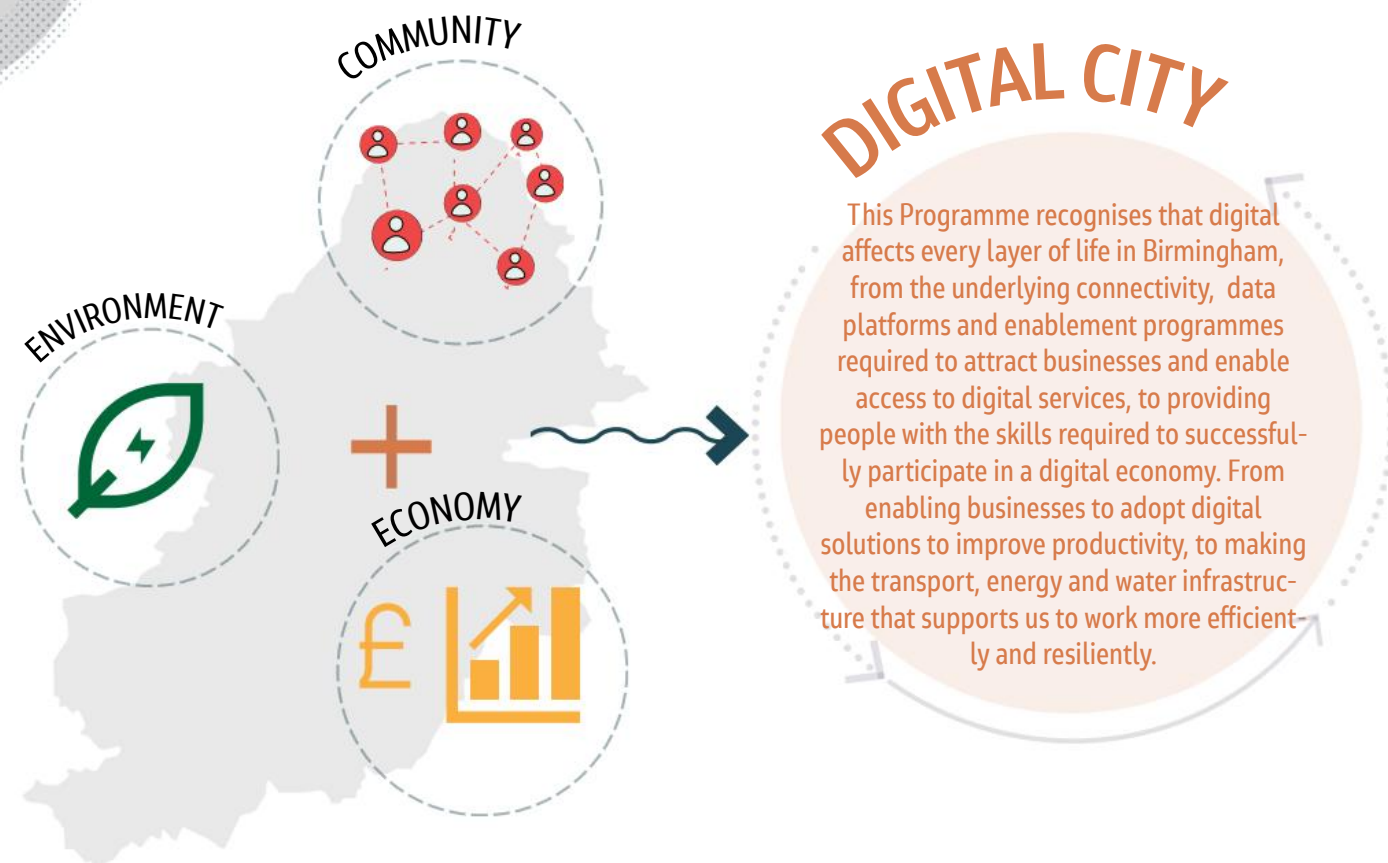


Figure 1: Digital City Programme will play a crucial role in the economic, social, and environmental functioning of a city.

## 1.2 What do we mean by a Digital City?

Over the last 10–15 years, digital or ‘smart’ city programmes in the UK have largely been comprised of small-scale, time limited pilot projects focused on proving the technical feasibility of solutions. These projects are rarely continued past their initial funding period and therefore have not delivered lasting change to local businesses and communities. This Programme represents a step-change in approach.

As demonstrated in the text above, digital now plays a crucial role in the economic, social, and environmental functioning of a city. This Programme recognises that digital affects every layer of life in Birmingham, from the underlying connectivity required to attract businesses and enable access to digital services, to providing people with the skills required to successfully participate in a digital economy. From enabling businesses to adopt digital solutions to improve productivity, to making the transport, energy and water infrastructure that supports us to work more efficiently and resiliently. This is what we mean by a ‘Digital City’.

**This Programme will seek to deliver a future-proofed, sustainably resourced range of digital connectivity, technology, and data foundations to enable every business and citizen to thrive. This Programme will ensure Birmingham is ideally placed to capitalise on the opportunities presented by ‘digital’ and will serve as a key enabler to the city’s wider Inclusive Growth and Route to Zero programmes.**

## 1.3 The Call to Action

Despite the challenges facing the city, Birmingham boasts an impressive range of strengths. Birmingham is the greenest city in the UK, with over 15% of its total area being green space.<sup>11</sup> It is the youngest and most diverse city in Europe, with over 40% of its population aged under 25 years old.<sup>12</sup> It enjoys the highest levels of FDI and new start-up launches outside of London and the South East.<sup>13</sup> This all provides a solid platform on which to build.

From engaging with stakeholders across the public, private, academic, voluntary and community sectors, we have seen conviction, demand, energy, and enthusiasm to drive Birmingham forward on this transformational journey. This is reflected in the large numbers of existing activities and initiatives currently taking place across the city. We have heard that there is a need to coordinate these activities to ensure they deliver maximum impact, and this is where the Council will play a crucial leadership and convening role.

However, it is clear that the Council cannot do this alone. Strong collaboration is required across the city and this report sets out the governance structures to achieve this, whilst also ensuring that all of Birmingham’s communities are represented.

Birmingham was one of the first cities to recognise the opportunities that digital technologies could offer and set up the Digital Birmingham Partnership in 2008. This team was disbanded in 2018 due to insufficient funding. In the meantime, other cities such as London and Manchester have taken great leaps forward.

Birmingham’s population and business ecosystem lack the digital expertise and infrastructures they need to be successful. The same pockets of deprivation that existed in the 1970s still exist today and they will continue to endure unless action is taken. As a whole, Birmingham’s SMEs are not exploiting digital technology to drive growth and improve productivity. There is a real risk that without action, those who are already in the most need will be further left behind. Birmingham must act now to channel investment into the right sectors, and one of those must be digital. **It is critical that Birmingham acts now to put this programme in place to ensure the city’s future prosperity. Birmingham City Council is committed to act, and we encourage you all to join the Council in these efforts.**

<sup>11</sup> <https://www.jurysinns.com/blog/posts/uk-greenest-cities>

<sup>12</sup> <https://www.wmca.org.uk/news/youth-inclusive-decision-making-is-about-more-than-being-in-the-room/>

<sup>13</sup> <https://www.business-live.co.uk/economic-development/west-midlands-uk-hotspot-foreign-20893622>



# 02

## Scope of Work and Approach



## 02 SCOPE OF WORK AND APPROACH

### 2.1 Scope of Work

Jacobs and the Connected Places Catapult have been jointly commissioned to create a roadmap for Birmingham's Digital City Programme. Our scope of work comprised of 4 workstreams:

- 01 Stakeholder Engagement:** We have conducted an extensive programme of engagement with stakeholders from the public, private, academic, voluntary and community sectors to gain a thorough understanding of the challenges currently facing Birmingham and to identify opportunities for 'digital city' interventions.
- 02 Maturity Assessment:** We have used our Digital City Maturity Assessment Framework to benchmark Birmingham's current level of maturity across 12 different 'Digital City' pillars. This benchmarking exercise has then been extended to assess the maturity of 5 other global cities. The output of this assessment has identified areas strengths and weaknesses within Birmingham's current Digital City efforts and has been used to determine where future projects should focus
- 03 Programme Roadmap & Business Cases:** Using the output of the maturity assessment and insights from stakeholder interviews, we have gathered a long list of candidate projects for the Digital City Programme. Using a robust multi-criteria prioritisation process, we have identified five Digital City projects that best deliver on the Digital City programmes aims and ambitions. We have created high-level business cases for each of these five projects, detailing: why the projects are needed, what the specific intervention will be, the benefits expected to be generated, the costs involved, and potential delivery pathways.
- 04 Governance:** To drive the successful delivery of the Digital City Programme, we have proposed an appropriate governance structure, including recommendations around roles, responsibilities, and key contributors. These recommendations have been synthesised into a draft Terms of Reference (ToR) for members of the Digital City Programme governance structure.

### 2.2 Approach

To deliver real value to the communities and businesses of Birmingham, it is critical that any projects taken forward by the Digital City programme directly address the city's most pressing challenges and seek to improve any weaknesses identified through the maturity assessment. Our approach has maintained a direct chain of logic from city challenge or weakness, through to the projects that have been taken forward for development.

We have taken insights gathered from our stakeholder engagement and maturity assessment activities, augmented this through a review of key strategic documentation, and synthesised findings into prominent focus areas. By looking across these focus areas, we have proposed an overarching

aspiration statement for the Digital City programme which clearly communicates the aims and ambitions of the programme to citizens, businesses, and city leadership. We have also gathered a set of guiding principles which have informed how the programme will be delivered.

For each focus area, we have used our engagement and assessment exercises to identify candidate project ideas which directly address the original challenge area or weakness. These projects have then been prioritised using a transparent and robust multi-criteria assessment approach to leave five candidate projects that have been progressed into business case development

Lastly, we have taken learnings from governance structures used by cities around the world, along with an understanding of Birmingham's existing governance arrangements, to propose a suitable combination of structures for the Birmingham Digital City programme. The resultant structure seeks

to balance top-down control and oversight, with bottom-up delivery, to create a flexible, effective and locally impactful Programme.

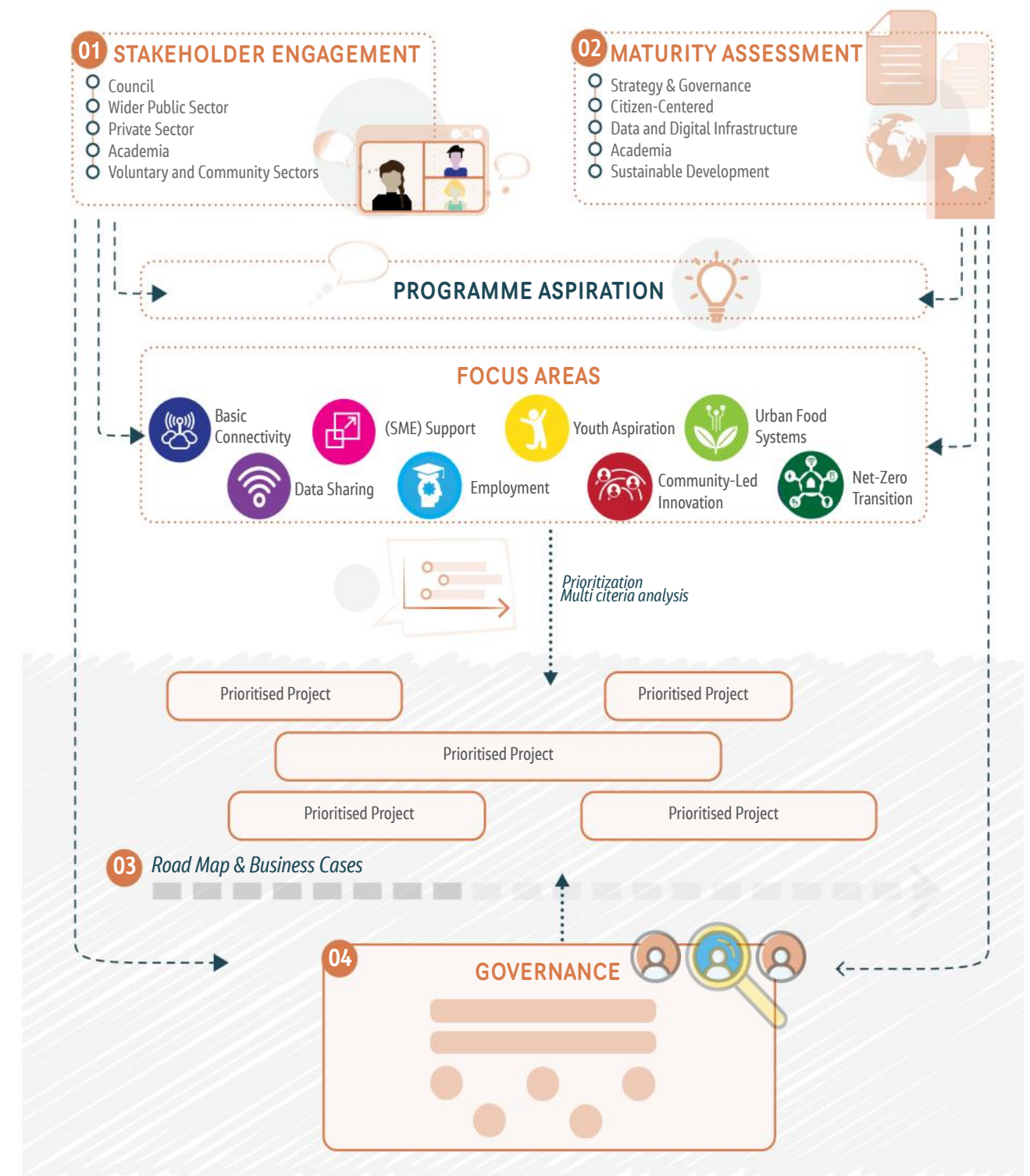


Figure 2: Digital City Roadmap Approach



**03**

Programme  
Aspiration

## 03 PROGRAMME ASPIRATION

As mentioned in the introduction, digital technology is changing every facet of our lives, from the way work and learn, to how we live, socialise, and enjoy ourselves. If cities do not help their communities to adapt and embrace this ongoing revolution, they will be left behind economically, socially, and environmentally.

Therefore, the core ambition of the Digital City Programme is to provide opportunity for all of Birmingham's residents and communities against this backdrop of a rapidly changing world.

Digital will contribute to and augment Birmingham's aspirations, working to add to existing and new complimentary initiatives across the city.

**03 WORK:** With the rise of digitisation, the impending impact of automation on many of Birmingham's core industries, and the transition to a green economy, it is clear that the city's job landscape will change considerably in the coming years. Birmingham was at the forefront of the last industrial revolution and it is imperative that Birmingham takes a similarly leading role in the upcoming transitions to ensure ongoing prosperity

**The Digital City Programme will ensure that Birmingham leads the transition towards a digital and green economy, creating new high-skilled jobs and ensuring local people are able to access them.**

**01 LIVE:** The climate crisis, lack of affordable housing in our cities, and rapidly rising energy bills are all challenges that we see in the news on a daily basis. Failing to address these issues risks creating a city that lacks resilience and cohesion, whilst also widening the gap between the rich and poor.

**The Digital City Programme aims to utilise digital connectivity and technologies to create a sustainable environment and a high-quality, affordable housing stock that will ensure Birmingham contributes to the fight against climate change and delivers an inclusive city for all residents.**

**02 LEARN:** Birmingham is the youngest city in Europe, which presents huge opportunities for innovation, vibrancy, and future economic growth. The city also has some of the highest rates of job vacancies in the country, illustrating its thriving economy. However, Birmingham currently has some of the worst figures for educational attainment and unemployment in the country.

**The Digital City Programme will aim to raise the aspirations of Birmingham's residents by providing access to tailored education and training opportunities at every stage of life.**

**04 GROW:** Life is rarely a linear process, and as we progress through our life stages our circumstances, aspirations and priorities may change. It is imperative that Birmingham's residents are supported to make the changes they desire so that they can ultimately live happy and fulfilled lives

**The Digital City Programme will ensure Birmingham's residents are supported throughout their life stages by providing streamlined and tailored citizen services and targeted early support when times get tough .**

**05 ENJOY:** Birmingham is one of the most diverse cities in Europe, being home to dozens of unique and distinct communities. Together these communities have built the city's reputation as a cultural melting-pot and internationally renowned culinary leader. We appreciate that the needs of each of these communities varies considerably and that it is often those within the community, rather than the city's centralised institutions, that are best placed to understand and cater to these needs

**The Digital City Programme will provide Birmingham's communities with the platforms, infrastructure and support they need to deliver the activities and initiatives required to create happy, inclusive, and engaged communities.**



Figure 3: Programme Aspiration





# 04

## Stakeholder Engagement Findings



## 04 STAKEHOLDER ENGAGEMENT FINDINGS

### 4.1 Stakeholder Engagement Overview

Jacobs and the Connected Places Catapult undertook an extensive programme of stakeholder engagement, conducting over 35 interviews with internal Council and external city stakeholders. These stakeholders were strategically selected, in collaboration with the Council, from across the public, private, academic, voluntary and community sectors to ensure a wide and diverse representation of viewpoints. Further opinions were collected through the distribution of an online questionnaire to over 70 further city stakeholders. A full list of stakeholders that have been engaged can be found in Appendix A.

The aim of this programme of engagement was fourfold:

- **To understand Birmingham's current challenges and uncover potential opportunities for digital intervention**
- **To provide the information required to accurately benchmark Birmingham in the maturity assessment**
- **To identify potential Digital City project ideas and existing complimentary initiatives that could deliver the aims and ambitions of the programme.**
- **To define a suitable governance arrangement and identify potential participants to ensure that the programme is driven forward and delivers lasting benefits over the coming years.**

The findings from the stakeholder engagement exercise have been synthesised into 8 key focus areas. These are:

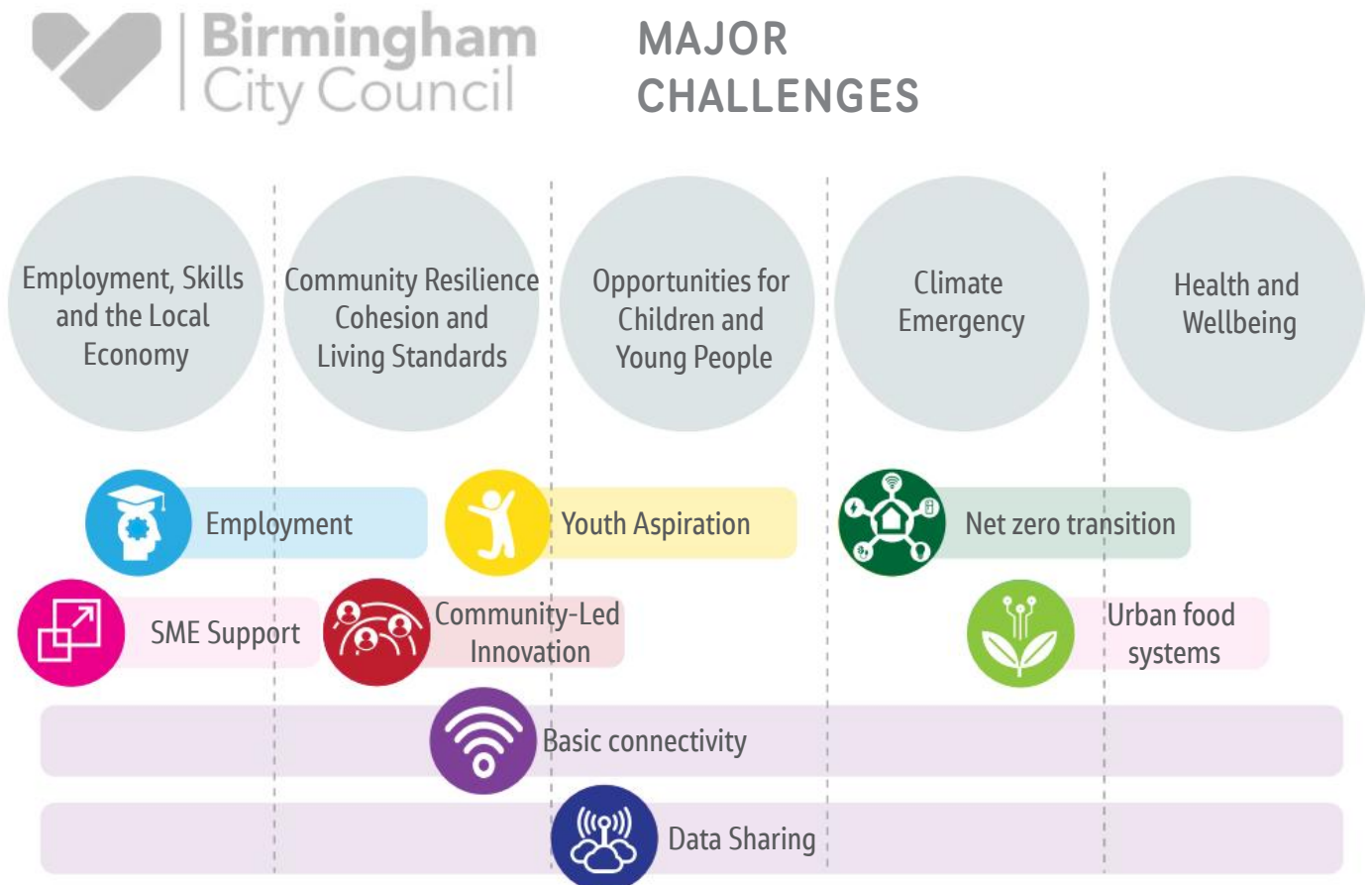


Figure 4: Identified focus areas in relation to Birmingham's major challenges

At the point of conducting this engagement exercise, the Council's 'Grand Challenges' had not yet been published. A retrospective comparison of the focus areas identified through the Digital City Programme and the Council's major Challenges has revealed a good level of alignment between the two. This has given us confidence that our stakeholder

engagement activities have been of sufficient scale and depth to accurately identify the city's most pressing challenges.

The remainder of this section summarises the insights gathered from our stakeholder engagement activities.

01



Localised Delivery

Given the importance placed in inclusive growth and social inclusion, stakeholders were keen to highlight that large-scale generic programmes are rarely successful in delivering the required outcomes in these areas. Instead, they highlighted a need for a large number of hyper-localised , targeted initiatives, which collectively deliver a big impact. Therefore, they recommend that this programme such aim to create an environment that enables these initiatives to flourish and scale. This proposed approach draws on the 'massive small' principle pioneered by the respected urbanist Kelvin Campbell, which seamlessly marries a combination of top down environment-making and enablement with distributed bottom-up delivery.

02



Trust

Stakeholders identified a perceived lack of trust between prominent city institutions and disenfranchised and marginalised communities. This lack of trust has the potential to undermine and reduce the effectiveness of projects delivered under this programme, so must be acknowledged and remedied where possible. Stakeholders felt that, in some cases, it may make more sense for partner organisations with better community relationships to deliver the project, with the council or other formal city institution providing behind the scenes support and governance.

03



Coordination

Across many of the thematic focus areas identified, stakeholders were able to list a large number of existing initiatives, many which are often uncoordinated, overlapping and hard to navigate for end users. Stakeholders emphasised that this programme should not seek to duplicate or replicate anything that is ongoing. Instead, it should aim to better coordinate existing initiatives, facilitate streamlined end user access and if required, lead the development of additional programmes to plug any gaps in service or support provision.

04



Shift of Focus to Prevention:

Both internal and external city stakeholders stated that historically, the use of city services have been triggered by the occurrence of events and incidents. Stakeholders were advocates of a transition in approach, away from reactive action and moving towards prevention and prediction. Digital technology and data were seen as key enablers to this transition, and the Digital City Roadmap should seek to lay the foundations to this change in approach.

05



Attitude to Failure

90% of innovation projects fail, therefore stakeholders were keen to highlight that a degree of failure much be accepted. They stated that the city needs to look a success and failure across a portfolio, rather than on a per-project basis. Providing on average that projects across the portfolio succeed, it should be perfectly permissible from some – even many – individual projects to fail. Innovation does not take place without failure. They were keen to make clear that just because one innovation project does not meet all of its objectives, does not mean that the programme as a whole is a failure. It is key that learnings from all projects are noted and taken forward into future projects.

06



Leadership

Stakeholders highlighted the importance of having a strong cross-city digital leadership under one strategic vision. Birmingham currently has individual groups or areas focussing on small digital agendas, rather than gaining from a collective focus

07



Inclusive Growth

Stakeholders highlighted the contrast between growth in the city centre and pockets of poverty a mile away. This is cemented by the 10-year life expectancy gap between Birmingham's richest and poorest residents.

08



Identity and Reputation

Stakeholders focussed on the reputation of the city, with the UK's second city failing to live up to this title in many aspects. Stakeholders felt the city struggles to promote its reputation nationally and internationally.

## 4.3 Key Themes and Findings

In addition to making some general delivery recommendations, stakeholders also identified a number of specific thematic areas that the programme should focus on.



### Basic Connectivity

Poor fixed digital connectivity across multiple areas of Birmingham was highlighted as a major challenge by multiple stakeholders.

The city centre was identified as having particularly poor fixed connectivity, despite stakeholders such as the Colmore Row Business Improvement District trying to aggregate demand vouchers to fund improved connectivity. If left unresolved, stakeholders expect that poor connectivity will limit the productivity and growth of existing businesses and fail to attract and retain new businesses in the area.

Stakeholders also noted a correlation between areas of high deprivation and poor levels of digital connectivity. Stakeholders stated that this imbalance requires immediate action to avoid continued digital exclusion within these communities and to increase their ability to access online council, education, and health services. Stakeholders were keen to highlight that the underlying digital connectivity was not the only contributing factor to digital exclusion and that cost-effective access to data, devices and digital skills training must also be addressed to have the desired impact.

A number of potential opportunity areas were identified in response to this challenge:

- **Support regional initiatives:** The GBSLEP is currently working on a business case for region-wide full fibre connectivity. Stakeholders felt that is important for the city to support and influence this initiative. To do this, it is critical that the city has a clear idea of which areas require improved connectivity and an understanding of the levels of demand that are currently present. To this end, stakeholders felt that Birmingham requires its own fixed and wireless connectivity strategy to guide and coordinate all subsequent connectivity improvement efforts.

- **Public-sector anchor tenancy model:** Linked to the above opportunity, stakeholders felt the Digital City programme should investigate the extent to which the public sector can leverage its own assets to generate demand and improve connectivity, particularly in less commercially viable areas. We understand that Birmingham City Council has recently released a tender to the market to understand potential routes to achieving city-wide fibre connectivity coverage.
- **Investment by large property developments:** Stakeholders suggested that the city should leverage the significant investments being made by large property developers to improve connectivity. A clear planning policy for digital connectivity to ensure that every building in the city has great fixed and wireless connectivity was suggested by public sector stakeholders and several developers were supportive of this approach.
- **Leveraging existing connectivity infrastructure:** Opportunities were also identified to utilise connectivity infrastructure being deployed by transport operators, such as the fibre being laid as part of the tram network, to improve city-wide connectivity via the creation of a neutral host network.



### Data Sharing

Stakeholders identified improved data sharing as a critical enabler for Birmingham's Digital City ambitions and stated that currently Birmingham is a 'data poor' city. They universally agreed that data sharing has the potential to give organisations a more holistic and nuanced understanding of community and business needs, therefore enabling better decision making, better targeting of interventions and ultimately, better outcomes.

Based on learnings from data sharing initiatives in other cities, stakeholders were keen to emphasise that any data sharing programme in Birmingham must have a clear purpose and must be focused on a range of clear use-cases that are meaningful for the public, private and academic sectors, as well as citizens themselves. Stakeholders stated that simply placing any available datasets into an open data portal and seeing what happens is often ineffective. Lastly, stakeholders also expressed their hopes that data sharing efforts should focus on improving the quality of services delivered and communicating more effectively with disenfranchised communities, rather than aiming to solely deliver cost savings.

Several data sharing initiatives are already being progressed by stakeholders across Birmingham. Examples include the council's City Observatory platform, WMCA's regional data store and Lendlease's planned Podium data platform deployment for the Smithfield development. Stakeholders did not feel it was necessary to bring these initiatives together into one consolidated platform, however stressed that is imperative that they are coordinated in terms of signposting and data standards to allow the easy aggregation and layering of data sets.

A number of potential opportunity areas were identified in response to this challenge:

- **Formation of a city data charter:** Drawing inspiration from the Data Charter recently launched by London, stakeholders felt that data sharing in the city should be guided by a set of principles which transparently communicate how data will and will not be used. City organisations would be invited to become signatories to this charter, thereby creating a community of data experts and data owners who will contribute to Birmingham's data ecosystem, while also promoting accountability around data use and protecting the rights of people and communities.
- **Establishment of a data sharing coordination group:** To ensure data sharing is centered around clear and meaningful use-cases, stakeholders proposed the establishment of a data sharing coordination group. Comprised of representatives from a range of organisations across Birmingham's public, private, academic, voluntary and community sectors, this group would identify viable use-cases and work together to share the relevant datasets required for delivery. Several stakeholders identified some data sharing partnerships they would like to establish including Lendlease wanting to access transport data so they could understand where people were travelling from to reach Smithfield, and Western Power Distribution (WPD) wanting to share their energy data to support the council identify vulnerable households.
- **Creation of a federated digital twin for Birmingham:** By coordinating and aligning the multiple data sharing initiatives and then driving the opening of further datasets through the coordination group, stakeholders stated that the Digital City programme should aim to create a 'Digital Twin' for Birmingham. This hugely ambitious aspiration would not only see Birmingham leading the way in terms of city data sharing nationally but would also provide a platform to attract high profile businesses requiring data to drive their innovation agenda.





## Community-Led Innovation to Deliver Social Inclusion Outcomes

Social inclusion was identified as the most important objective for the Digital City programme and stakeholders highlighted a number of statistics to illustrate why this must be the case.

**Birmingham is the 7th most deprived city out of 200 cities across the UK**

**Birmingham has the highest rates of child mortality in the UK**

**There is a 10-year life expectancy gap between the richest and poorest residents.**

**37% of Birmingham's children are currently living in poverty.**<sup>14</sup>

**Birmingham has the highest share of people with no qualifications of any UK city.**<sup>15</sup>

Stakeholders emphasised that the hotspots of deprivation and exclusion are the same now as they were in the 1970s and stated that previous 'broad brush' attempts at tackling social inclusion have not worked in Birmingham. Stakeholders also observed that the council and other more formal city institutions struggle to successfully connect with disengaged communities, stating that voluntary and community organisations were far more effective in securing the trust and cooperation of these groups.

With the above in mind, stakeholders recommended that this programme focuses on driving community-led innovation and delivering significant impact through the enablement of a large number of highly localised projects. They stated that this Programme should focus on creating the environment and delivering the underpinning infrastructure and platforms to allow local, grassroot organisations to deliver highly tailored and trusted community interventions.

A number of potential opportunity areas were identified in response to this challenge:

- **Community engagement characterisation:** In order to better engage with communities across Birmingham, it is important to have a firm understanding of their characteristics and their preferred engagement methods. There is an ongoing piece of community characterisation work taking place around the Tyseley area and stakeholders felt that it would be useful to expand this piece of work across Birmingham to provide a comprehensive view of the challenges facing various communities and the forms of engagement that are most likely to be effective.
- **Access to alternate funding streams:** Stakeholders highlighted that many of the funding streams for community-delivered social inclusion initiatives are due to end in the next 2-3 years, leaving a considerable funding gap. They highlighted the need to direct alternate funding sources towards these initiatives. Corporate social responsibility (CSR) budgets from large corporates moving into Birmingham was identified as one potential funding target, while the government's Levelling Up funds were identified as another option.
- **Open civic engagement initiatives:** Stakeholders also spoke about the need to empower local communities to deliver their own inclusion and innovation initiatives. Civic crowdfunding approaches were mentioned as a potential method to support communities identify, fund, and deliver projects that would enhance local life and make a real difference.



## Net-Zero Transition

The council is committed to making Birmingham carbon neutral by 2030 and has committed to taking a leading role in tackling climate change. All stakeholders we spoke to were thoroughly supportive of this ambition and two key areas for intervention were identified:

- **Housing:** Heating domestic properties accounts for 34% of the city's emissions.<sup>16</sup> Stakeholders highlighted the criticality of making the housing stock as efficient as possible if the city is to achieve its carbon reduction targets. While traditional retrofit approaches such as insulation will play a big role in this, stakeholders were keen to highlight the role digital could play in reducing energy usage and driving behaviour change.
- **Wider Property Sector:** Looking at the property sector more widely, the developer and university stakeholders we have engaged with expressed a clear desire to deliver net zero buildings and also spoke of their support for new buildings to support the integration of renewable energy sources (particularly solar) and include load balancing technology to support the increasing demands of electric vehicles.
- **Transport:** Multiple stakeholders highlighted the continued car-centric nature of the city, despite many recent efforts to reduce private car usage. Stakeholders expressed a desire for a more tightly integrated public transport system, improved infrastructure for cycling and micro-mobility measures, and a clear strategy for the electric vehicle transition. It was highlighted that these alternatives are not always inclusive, due to accessibility, security, and crime issues, and that these areas should be addressed in parallel with any efforts to minimise private vehicle usage.

A number of potential opportunity areas were identified in response to this challenge:

- **Demonstrating the role of digital in achieving sustainability outcomes:** Stakeholders spoke about a desire to create a pilot area for digital sustainability solutions. Such a pilot area could integrate smart appliances, granular in-home environmental condition sensors, electric vehicles and battery storage technologies to demonstrate the full potential of digital connectivity and technology in minimising energy usage in communities. This could be aligned with the council's existing retrofit programmes to deliver significant improvements in domestic property energy consumption and reduce the prevalence of fuel poverty.
- **Enhanced management of council property assets:** Internal council stakeholders were keen to understand how IoT and sensing technology could generate the data required to operate their assets more sustainably. They highlighted that this could generate additional benefits in terms of reduced asset management costs through the ability to identify problems early and conduct preventative maintenance activities.
- **Expansion of existing green and smart transport initiatives:** A number of stakeholders across the city are conducting trials and early-stage deployments of future transport initiatives. From Tyseley Energy Park's hydrogen refuelling station, to TFWM decarbonisation agenda and WM5G's road management trials, there is an opportunity for the Digital City Programme to support the expansion of these initiatives into new areas of the city and extend the suite of technologies they are testing.

<sup>14</sup> <https://www.endchildpoverty.org.uk/child-poverty-is-on-the-rise-and-concentrated-in-the-places-the-governments-policies-will-hurt/>

<sup>15</sup> <https://www.centreforcities.org/reader/train-attract-retain-increasing-birmingham-skilled-workforce/birmingham-skills-profile/>



## Urban Food Systems

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## Small and Medium Enterprise (SME) Support

97% of Birmingham's businesses are SMEs, representing a huge proportion of the city's economic output. Stakeholder identified two distinct challenges facing Birmingham's SME community.

Firstly, stakeholders identified a massive digital skills gap in many SMEs. This was deemed to be particularly acute in the manufacturing sector where 95% of the output is generated by SMEs. These organisations typically have no online presence (website, social media, etc), no digitised payment systems and no digitised back-office functions (HR, finance, etc). This significantly impacts productivity and growth potential.

There are a large number of existing programmes across the city, such as those being run by Birmingham City University, WM5G and the Digital Skills Partnership, that aim to support SMEs adopt digital technologies, however many of these programmes are funded by European sources that expire in the next couple of years. Stakeholders highlighted the importance of continuing these programmes by leveraging alternate funding sources.

The second challenge area identified by stakeholders centered around Birmingham's start-up investment ecosystem. Although 7.4% of the UK's highest growth businesses are located in the West Midlands, the sub-region raises only 2.6% of the UK's equity funding and less than 1% of investment firms and practitioners are located in the city.<sup>17</sup> Stakeholders stated that Birmingham's venture capital scene feels 'hobbyist' compared to London's professional ecosystem and stated that Birmingham needs to be better at identifying and preparing its high potential start-ups. This would create a more sustained deal flow that would be more likely to secure the long-term interest of investors.

A number of potential opportunity areas were identified in response to this challenge:

- **Coordinate existing sector-specific digital adoption programmes and create programmes to fill any gaps:** As mentioned above, there are a number of programmes supporting SMEs in various sectors to adopt digital technologies. Stakeholders stated that this landscape is complex and is currently difficult to navigate. They suggested that a mapping exercise would be useful to understand each programme's offer, target audience and duration. This would allow any current or future gaps to be identified and new programmes to be created to address the market need.
- **Joint public/private investment fund:** To kick-start Birmingham's investment ecosystem, stakeholders suggested the creation of a joint investment fund which could support businesses with high growth potential which also deliver in the public interest.
- **Provision of a back-office digitalization platform:** To further support SMEs with digitalization, stakeholders suggested that that programme could provide a software-as-a-service (SaaS) based platform that could be used to deliver back-office functions such as HR and finance. By hosting multiple organisations on one cloud-based platform, costs of adoption would be reduced and effective support could be provided.





## Employment

43% of businesses in Birmingham have stated that staff shortages and unfilled vacancies are their biggest business problem (LEP). Conversely, Birmingham has some of the highest rates of unemployment in the country. Stakeholder discussion centered around how to close this gap by linking people with suitable jobs and giving them the support they need to access available opportunities.

A lack of digital skills was identified by stakeholders as the key barrier stopping people from accessing these job opportunities. 56% of the population of the West Midlands do not currently have the essential digital skills required for work<sup>18</sup>, and within the next two decades, 90% of jobs will require some form of digital skills.<sup>19</sup> Therefore it is becoming increasingly critical to address this skills gap to set the region up for future socio-economic success.

Stakeholders identified numerous programmes across Birmingham that aim to either connect people with employment opportunities, equip them with digital skills or provide them with the skills required to start their own business. These include Bruntwood SciTech's SERENDIP programme, Digital Innov8tors, School of Code and SCC's Digital Academy. Stakeholders stated that due to the sheer number of initiatives, the landscape is complex and difficult to navigate for those looking for support. Furthermore, many of the corporate-led initiatives often struggle to find and connect with the communities most in need. Stakeholders identified a role for this programme to more effectively connect those needing skill development and employment support with relevant support programmes.

A number of potential opportunity areas were identified in response to this challenge:

- **Mapping and alignment of employment support and skill development initiatives:** To enable easier navigation of the city's multiple existing initiatives, stakeholders recommended that the Digital City Programme conduct a mapping exercise of the ecosystem and seek to align and coordinate the current offerings being delivered.
- **Digitalisation of existing support initiatives:** Many of the current initiatives, such as the Bruntwood SciTech's SERENDIP programme, is delivered face to face, which places limitations on the number of people they support. For some programmes, there may be opportunities to digitalise certain aspects, therefore allowing them to scale to support more people. While this is not something the council would deliver directly, they could support these organisations by connecting them with the communities in need of the programme.

A second lens to Birmingham's employment challenge involves the student population. The university stakeholders we engaged with highlighted that a lack of high value graduate jobs was inhibiting the retention of students after they graduate. Many are forced to move to other cities to secure the jobs they desire. Several of the SME support opportunities identified on the previous page would also increase the prevalence and availability of high value graduate jobs, therefore improving the city's retention of highly skilled young workers.



## Youth Aspiration

Birmingham is the youngest city in Europe, presenting huge opportunities for innovation, vibrancy, and future economic growth. However, Birmingham currently has some of the worst figures for educational attainment in the country. Stakeholders also stated that there is a documented 'pessimism bias' amongst young people in Birmingham regarding their life course.<sup>20</sup> A need to raise aspirations amongst Birmingham's young people was highlighted as a potential focus area for the Digital City Programme. Research has shown that a child receiving three aspirational experience before leaving primary school is enough to significantly raise their life aspirations and self-belief.<sup>21</sup>

Stakeholders brought our attention to the 'education paradox'. This states that the older a person becomes, the more funding becomes available for education and the more prestige there is attached to the qualifications they gain. For example, there is far more funding available for an individual PhD student than a whole class of GCSE students. However, the older a person becomes, the harder it is to impact their life course. Essentially, while aspirations are formed during primary school, there is the lowest amount of funding available to shape these aspirations at this life stage. Given Birmingham's youthful population, stakeholders wanted to explore whether the city could become a pioneer in early years development and aspiration setting. This was deemed to reinforce the 'Be Bold, Be Birmingham' branding currently being led by the council.

A number of potential opportunity areas were identified in response to this challenge:

- **Innovation in early years development:** Stakeholders suggested that the Digital City programme could launch an initiative to set and increase the aspirations of children and young people by providing them with the required education, training, career advice and guidance. Stakeholders highlighted the importance to applying this programme to Birmingham's multi-cultural and marginalised communities to unlock their full potential.
- **Creation of a flexible school innovation fund:** Stakeholders stated that the needs of schools in different areas that serve different communities vary significantly, therefore a broad-brush approach to aspiration raising is unlikely to be successful. Stakeholders suggested setting up a fund which would allow schools to design and deliver aspiration-raising programmes tailored to their communities.
- **Expansion of existing future skills and aspiration raising programmes within schools:** Our engagement revealed a huge appetite from community groups and businesses to support schools in their educational efforts. The Titan Partnership and National Centre for Computing Education (NCCE) are just two examples of organisations supporting the raising of aspirations and development of digital skills amongst school children. Stakeholders felt that this Programme could support the expansion of these initiatives by coordinating their offerings and targeting at schools in areas most in need.



# 05

## Maturity Assessment Findings

## 05 MATURITY ASSESSMENT FINDINGS

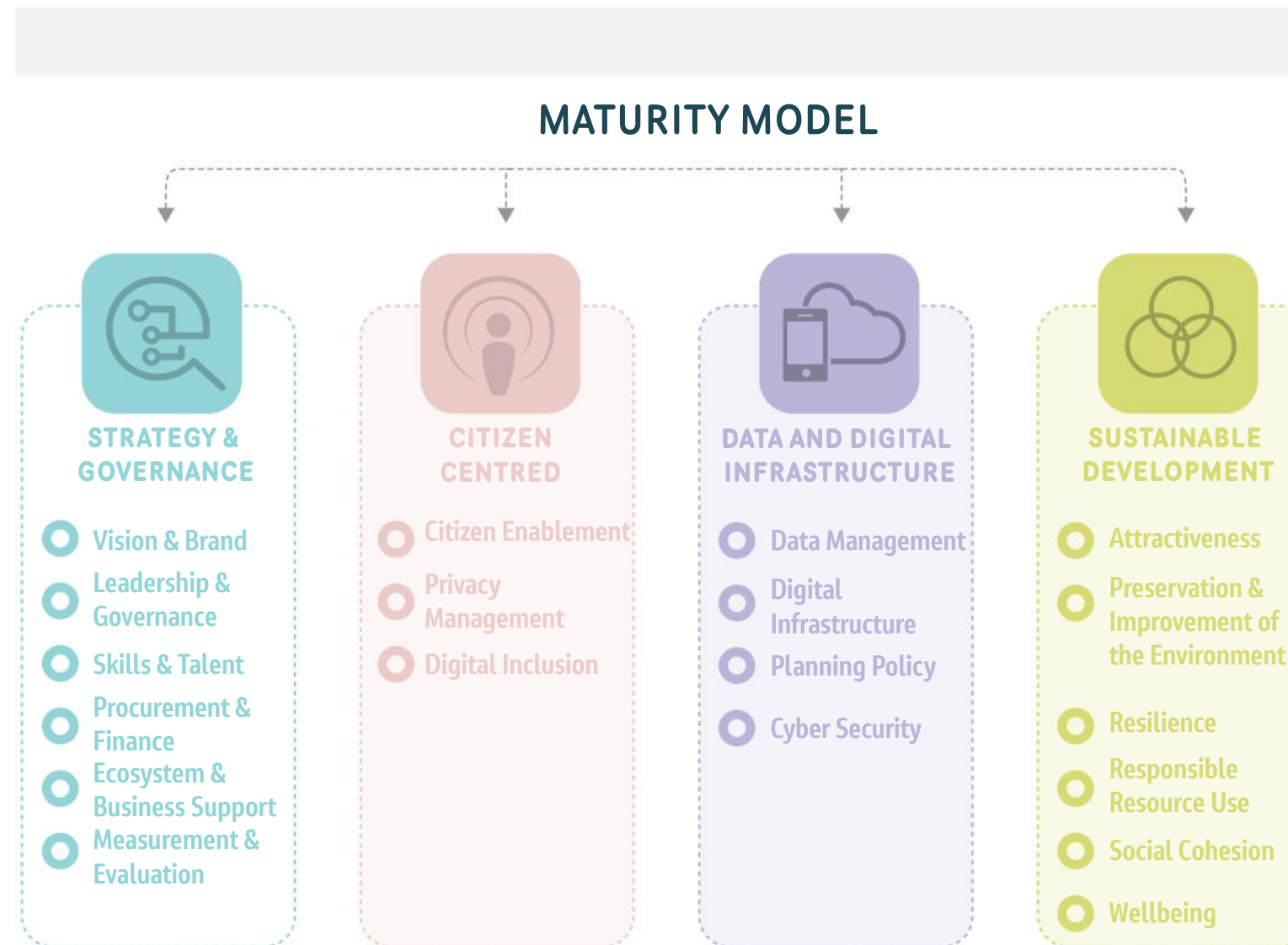
### 5.1 Overview

A key part in developing the Digital Cities roadmap has been assessing the city's current digital maturity, to provide an evidence base that informs the direction of the roadmap based on stakeholder needs.

Through a series of more than 35 stakeholder interviews with City Council teams and wider external stakeholders (see section 3 stakeholder engagement), insights were captured to inform a view of Birmingham's city-wide digital maturity. The model is based on experience from Connected Places Catapult's work supporting place-based digital innovation and is aligned with globally agreed best practice, namely ISO 37107: Maturity model for smart sustainable communities.

The assessment is a holistic approach covering a broad set of capabilities that are needed to maximise the opportunities that digital provides to deliver city-wide outcomes, whilst recognising that the success of these outcomes can only be realised where citizens, businesses and other interested stakeholders have a key role to play in designing that future. There are four core dimensions of the Connected Places Catapult maturity model:

- **Strategy and Governance:** explores strategy, leadership, governance structures and capabilities that are in place to support the delivery of the city's digital vision. This includes the processes and structures that exist to drive the digital economy such as support for digital skills and ecosystem development.
- **Citizen-Enabled Delivery:** explores the ability to drive citizen led innovation and service delivery, ensuring that citizens are at the centre of digital city initiatives, including actions to support digital inclusion.
- **Data and Digital Infrastructure:** explores current data and digital infrastructure in the city to form the backbone of a digital city and the opportunity this creates for inclusive digital growth.
- **Sustainable Development:** explores the city's focus in using digital to deliver sustainable development outcomes for the city, and not adopting technology for technology's sake.



For each dimension, the maturity model is used to provide an overall qualitative indicator of relative progress against each of these areas, with scoring provided as follows.

- 01 Strategies to address this either do not exist or are fragmented and managed on an ad hoc basis
- 02 Some emerging strategies/progress is evident
- 03 Coherent strategy/plans are in place, with clear leadership commitment and resources
- 04 Evidence of delivery of these strategies/plans and impacts are being measured
- 05 Sustained impact with delivery plans updating to meet evolving needs

Figure 5: Digital City Maturity Model



5.2 Comparator Cities

5.2.1 Introduction

Birmingham is not alone in its digital city ambitions, with many cities across the world looking at how data and digital innovations can tackle some of the grand challenges that are common to many cities, alongside developing growth in the tech and digital sector. Whilst geographic, social, economic and political environments vary significantly from city to city, many other cities in the world are addressing shared challenges such as delivering net zero and inclusive economic growth.

Learning from other cities that are tackling common challenges can provide valuable insights for Birmingham, allowing the city to look at solutions that have already been proven and tested elsewhere, and that can be adapted to deliver similar outcomes in Birmingham.

As part of this work, we have looked at a set of five cities, comprising both regional peers and global leaders, to compare their progress as a digital city with Birmingham, to allow us to identify such opportunities.

5.2.2 City selection criteria

As part of the analysis, we first defined a set of characteristics that cities needed to meet to be part of the benchmarking process. This was defined through early discussions with Birmingham City Council and the key characteristics identified included:

- Diversity:** Birmingham is one of the most culturally diverse cities in the world. As part of the inclusive growth strategy, it was important for Birmingham to consider cities that have similar levels of diversity.
- Population and Density:** to provide a more like-for-like comparison, it was decided that population and density were important characteristics to ensure we have compared against cities of a similar scale.
- Leading cities/ Regional Peers:** it was important for Birmingham to learn from both regional peer cities and global exemplars.
- Governance Structure:** having a similar political structure was identified as important, to reflect the level of influence that can be made over issue such as democracy, regulations, and finance, where some cities might have political structures that are starkly different to Birmingham

We firstly undertook analysis using the Connected Places Catapult City Typologies tool which brings together data using 65 indicators and 175,000 data points, from 500 cities around the world to give an understanding of what cities look like on their innovation journey. It does this by analysing the physical characteristics that these places possess, their ability to grow and scale businesses, and the strategic impetus they have to adopt and embrace innovation.

From this list we then undertook further analysis using specific data points from the city typology tool that support the above selection criteria to provide an overall score, as detailed below. Those scoring '2' are where there are significant similarities to Birmingham, '1' where there are some similarities and '0' where there are significant differences. It should be noted that whilst Singapore was identified having significant differences (population, density, governance), it was decided to include Singapore due to it being a global exemplar, providing a reference point for Birmingham. However, the other cities selected including Manchester, Vienna, Montreal, and Amsterdam, shared many characteristics with Birmingham.

5.2.3 City summaries

Manchester:

Manchester is ranked 17th in Smart City Index 2020. It acts as a peer city for Birmingham due to its size and population count, high cultural diversity, geographic proximity, shared historic traits, and similar political governance within a UK city and region.

The Greater Manchester Digital Blueprint 'Doing Digital Differently' sets out a three-year plan and is an update to the Digital Strategy published in January 2020. It aims to 'place the city region's people more firmly at the heart of its plans.

The city's Mayor, Andy Burnham, recently re-affirmed the ambitions for the Greater Manchester to become one of the first 100% digitally enabled city-regions. Digital inclusion, digital infrastructure and digitisation of early years are currently key areas of focus. Part of its recent success in this is owed to securing significant funding through the Department for Digital, Culture, Media and Sport's (DCMS) Local Full Fibre Networks Funding (LLFN), which has helped it deliver this ambition.






CITY	GEOGRAPHY	POPULATION	DENSITY	DIVERSITY	GOVERNANCE STRUCTURE	SMART CITY RANKING	SMART CITY / DIGITAL STRATEGY	OVERALL SCORE
 SINGAPORE	01	0	0	02	01	02	02	08
 AMSTERDAM	01	0	01	02	02	02	02	11
 MANCHESTER	02	02	01	02	02	01	02	14
 MONTREAL	02	01	02	02	02	01	01	13
 VIENNA	02	01	02	02	01	02	02	14

Figure 6: Scoring of cities against selection criteria

Amsterdam:

Amsterdam ranks 9th and 8th smartest city in the IMD and IESE indices. It is also in the top 10 most diverse cities in the world, where 51% of people are non-Dutch speaking. It has a 62-mile canal system which acts as a comparable spatial benchmark to Birmingham's 35-mile network.

Amsterdam has a world-renowned smart city 'urban open innovation platform' (Amsterdam Smart City), driven by the Economic Board. It strives for a smart, green and healthy Amsterdam Metropolitan Area by working on the major transitions in the field of energy, circular economy, mobility and digitisation at the street, neighbourhood, city and regional level.

Singapore:

Singapore is a globally recognized Smart City as a result of its 'Smart Nation' programme which focuses on the Economy, Government and Society with three Smart Nation pillars including the: 'Digital Economy Framework', 'Digital Government Blueprint' and the 'Digital Readiness Blueprint for a Smart Society'.

Singapore consistently ranks as one of the smartest cities in the world, ranking highly for liveability in Asia, whilst holding the top spot as a location of choice for Asian expatriates for fifteen consecutive years. It also ranks highly for 'ease of doing business', where it has had a strong focus on removing barriers for business such as streamlining licensing and regulatory processes.

Montreal:

Montreal ranks 21st in the IMD Smart City Index 2020. The city is renowned for its strong cultural scene and activities.

It has an established Smart City strategy, launched in 2014 – Montreal Smart and Digital City. Its focus areas are: 'Urban Mobility, Direct Services to Citizens, Way of Life, Democratic Life, and Economic Development.'

Vienna:

Vienna has been ranked as the world's most liveable city for 10 years in a row and has a long-term strategy, the 'Smart Wien framework 2019 – 2050'. A large factor in Vienna's success is the way that this framework is closely integrated with other city policies including the urban development framework, children and youth strategy etc. It is also aligned to the UN 2030 Agenda for Sustainable Development, adopted in 2015, defining 17 Sustainable Development Goals (SDGs).



### 5.2.4 Approaches to digital city programmes

One of the notable insights from the city benchmarking was the widely different approaches that each city has taken to their digital / smart city programmes. Note that the terms “Smart City” and “Digital City” are broad and lack a single agreed definition. For each city we have adopted the phrase used by that city. A short summary of these varying definitions is listed below:

- **Vienna:** has centred its approach around sustainability and liveable cities, its smart city strategy is also closely integrated with its urban development framework, youth and young people strategy and other strategies.
- **Manchester:** has a very focused strategy to provide digital capabilities across the city as part of its digital city blueprint. It has also reflected a greater need to have a more people-centred approach, branding its digital cities programme as ‘doing digital differently’, to provide a strong identity to Manchester’s digital brand.
- **Amsterdam:** has adopted a ‘platform approach’ to its smart city strategy, which is driven by the economic board. Many initiatives are focused on supporting the local economy and a bottom-up approach to civic innovation. The city has invested in the Amsterdam Smart City Platform as a key part of this, which provides a place to convene city stakeholders in solving challenges.
- **Singapore:** take a ‘smart society’ approach, focused on the ease of doing business and digitisation across all government services. The smart nation programme is overseen by the Prime Minister’s Office and takes a very top-down approach. Singapore, whilst positioned as global leaders have achieved much of this by being fast followers, frequently scanning global innovation opportunities that can be applied locally. It also has a unique governance structure, providing a mandate that makes it easier to do deliver on the strategy.
- **Montreal:** has a more traditional smart city approach, focusing on open data and pilots in areas such as smart mobility.

Further insights regarding these cities are provided on the following pages, along with examples of notable initiatives.



Figure 7: Comparator cities: Approaches to digital city programmes



5.3 Key Findings – Birmingham’s Digital City

The key findings in our review are structured under the following headings, Strategy & Governance, Citizen Enablement, Data & Digital Infrastructure, and Sustainable Development. These encompass some of the insights that fall under the subcategories as well, as shown in Figure 8 .

The below (Figure 8) provides an overview of Birmingham's maturity relative to other cities, highlighting Birmingham's relatively low level of maturity which is further explored in the following section of the report.

CITY	STRATEGY & GOVERNANCE	CITIZEN CENTRED	DATA AND DIGITAL INFRASTRUCTURE	SUSTAINABLE DEVELOPMENT
SINGAPORE	04	04	04	04
AMSTERDAM	05	04	04	04
MANCHESTER	03	03	04	02
MONTREAL	02	02	02	02
VIENNA	04	03	02	03
BIRMINGHAM	02	02	02	02

Figure 8: Digital Maturity assessment

5.3.1 Strategy & Governance

Strategy and Governance cover the key aspects of digital city planning and decision-making that need to be managed at a whole-of-city level. This does not mean a top-down centrally managed approach, but it does include the need to develop an integrated vision, strategy, benefits realization plan and governance model that balances the need for city-wide management alongside an organic approach to local innovation. This includes the business processes, capacity and leadership structures that can create and grow sustained improvements over time.

Key findings:

There are several strategic priorities for the city, reflected in the many projects and teams established to develop appropriate solutions to set and meet Net Zero and Inclusive Growth targets. Recently launched strategies and programmes demonstrate the city is gathering its key stakeholders and preparing for substantial change around these themes, however we did also hear concerns that these multiple initiatives are not always well connected, with uncoordinated priorities

There are large long-term programmes like The Enterprise Zone and Tyseley Energy Park that are well positioned to lead some of the challenges the city has identified. These might expand to include associated specific challenges such as decarbonising

domestic retrofitting and roll out of 5G and fibre networks.

Critically the city needs to recognise that digital technologies and transformation sit at the heart of each of these themes. The many challenges, targets and projects require a more cohesive approach to ensure they collectively achieve desired results. Digital technologies and processes can sit at the heart of creating new value in defining and solving the many challenges of Net Zero, Inclusive Growth and wider city prosperity.

There are groups and networks such as The City Board who are able to convene senior leaders from across the city but there is a need to provide more delivery resource such as an 'active technical' group who will be able to better support the digital ambition and the delivery of digital projects and programmes of work. We have seen that providing such resource is a key ingredient for success in many other cities such as in Vienna and Amsterdam who have established dedicated delivery units. There is a need to be agile in ambition and actions. As such, recommended governance structures need to reflect a potentially changing future landscape, priorities and policies.

**Strengths:**

The City Board offers a platform to enhance digital capability and focus. It has already engaged senior leaders across the city and can be supported to offer digital leadership and delivery capability. Working with organisations like GBSLEP who have identified key challenge areas like Prop-Tech, an enhanced and digitally focused City Board can act as a 'lightning rod' for the many challenges facing the city, and to ensure that digital approaches and technologies sit at the heart of the proposed solutions. There is a deep well of local digital expertise within the Birmingham ecosystem and these people, skills and experiences can be better captured for the benefit of the city as a whole.

The Enterprise Zone has a business model that can offer a long-term competitive advantage, supporting businesses, skills and a city-wide strategy. The Council has teams and plans in place across departments and key stakeholder groups to define and meet challenging targets focused on the key themes of Net Zero and Inclusive Growth.

Finally, stakeholders were consistently positive in the hope that a digital structure and vision can be

developed for the city that can accurately reflect its role in national growth and regeneration. With 7.6% of UK high growth companies situated in the region, and with more new technology jobs generated than any other city outside of London, Birmingham could be seen as underselling itself as a digital powerhouse of the UK

**Weaknesses:**

Not enough of senior leaders across the city landscape are 'digitally native' or have a digital city vision. This is more notable when compared with the comparator cities, many of whom employ and empower visible digital leaders such as a 'Digital Tsar' or 'Chief Digital Officer'. Consequently, digital is not deeply embedded into innovation or forward planning. This is reflected in the lack of digital co-ordination and strategic use of digital technologies to understand complex challenges across the city, and in understanding how digital technologies can be used to enable new and better service provision.

City organisations are siloed in their operations and in their thinking, and more needs to be done to support collaboration spanning data and communities. There is a need for more connected leadership able to 'get things done' through collaboration across the city. There is a need to convene groups of stakeholders to better discover challenges, define problems, develop ideas and deliver solutions. There is a lack of co-ordination on the many projects and programmes across the city and wider region, limiting their collective impact.

Finally, many city organisations and council departments are operating in 'survival' mode and not 'growth' mode, limiting the ability for innovation strategies to make an operational impact.

“The City Board is established but there is no digital focus, program or city-wide strategic outcomes it is looking to deliver.”

Anonymous stakeholder quote

Scoring:

Birmingham is working towards a revised governance and leadership structure across the city, reflecting and recognising the challenge of engaging with a multitude of adjacent stakeholders and their innovation challenges spanning digital transformation, inclusive growth and net zero. Specifically, there is a need to develop digital capability and co-ordination across key programmes to ensure city stakeholder and delivery teams achieve multiple complex goals.

Birmingham Score:

2/5

Recommendations:



There is a need to empower and enable a new Digital Board to enhance and support the existing City Board. The Digital Board will act as digital change makers in the city and have oversight of specific and agreed programmes of work. The Digital City Board should hold to account the organisations that commit to deliver projects within the Digital Roadmap. The Digital City Board is also responsible for ensuring the Digital Roadmap achieves its objectives and to make sure where projects fail or progress in delivering the roadmap is stalled, for taking responsibility to ensure alternative projects are identified or developing tactics for how the goals of the roadmap can still be delivered.

The Digital City Board should also be supported by an overall Governance structure that is focused around both long term goals whilst also being able to demonstrate early success (see Governance section). To enable this the Digital City Board will need to be supported by a project development office with a commercial focus that can develop new opportunities and bring these to fruition, alongside a Digital Project Delivery Group that can enable the delivery of these opportunities, in collaboration with interested stakeholders.

Over time, their work will allow a senior digital leader to oversee teams and have accountability for the delivery of digital change and transformation, help bring in investment and who can collaborate to prioritise and deliver on the many projects and programmes underway and planned. There is an opportunity for the council to convene leaders, innovators and local communities on agreed challenges to ensure they collectively meet the city

City case studies: strategy and governance

**Vienna:** Vienna has a city-wide strategy that articulates its vision for what the future of the city should look like, developed with wide input from citizens. This is part of a joined-up brand around 'quality of life' and 'liveable cities' that has gained international acclaim through a number of independent indices. However, there is no evidence that this is yet having sustained impact and is adapting to support evolving city challenges/opportunities.

Vienna has developed a methodology for mapping and tracking the impacts of the smart city vision, including a set of headline goals. For example, Vienna has already obtained its 2030 CO2 reduction target. This includes a monitoring exercise with public reporting of progress against actions identified in its strategy, including evidence that these measures are being obtained. However, whilst recent updates are provided on the website, the full report has not been updated since 2017.

Vienna Score:

4/5

**Manchester:** Greater Manchester Combined Authorities Digital Blueprint is underpinned by a clear set of quantitatively measurable objectives with which to measure themselves against relating to the actions identified in the strategy. The set of 4 core measurable objectives from the Digital Blueprint, over a 3-year period, are:

- Increasing the number of adults who have all five 'basic digital skills' from 78% to 80%
- Achieving average download speeds of 100MPS compared to 34MPS by 2023
- Securing an additional 10,000 employees in the digital and creative industries by 2023
- Achieving £0.5 billion in overall economic growth by 2025 and £1.5 billion by 2029

However, it is not clear how progress will be tracked and how this will be monitored and updated as progress is made.

Manchester Score:

3/5

**Amsterdam:** Amsterdam Smart City (ASC) was founded in 2009 as an independent urban innovation platform. It currently has 19 partners from government, private organisation and knowledge institutions working together to create a more liveable and sustainable city.

The ASC project and platform focus on two main roles in the implementation of the program: the facilitation of the process of creating new ecosystems and providing the access point and network for those organizations and stakeholders that want to add value to the city and its challenges. Part of the broader strategic governance of the city includes the Amsterdam Circular Strategy 2020-2025 (ACS) and the Amsterdam City Doughnut (ACD).

The Amsterdam Circular Strategy aims to significantly reduce the use of new raw materials. In the coming years, the city will map out various material flows, from entry to processing, in order to preserve valuable raw materials. The aim is to halve the use of new raw materials by 2030 and to achieve a fully circular city by 2050. The city is focused on the three value chains of: food and organic waste streams, consumer goods, and the built environment

The ACD model reveals the impact of Amsterdam's economy on the environment and society and the 'Monitor' (a measurement tool which charts the extent to which Amsterdam's economy has become circular and identifies areas in which more needs to be done) builds on this model. Where the City Doughnut provides a snapshot of the city, the Monitor provides continuous insight into the ecological ceiling and the social foundations of Amsterdam's economy.

Amsterdam Score:

5/5



**Singapore:** The strategy for Singapore has been focused around the 'Smart Nation' programme, focusing on three core topics of 'Digital Society', 'Digital Economy', and 'Digital Government'. The programme is overseen by the Prime Minister's Office, providing a coordinated, cross-agency national approach. For example, the ICT strategy is at a national level to provide cross agency digital platforms through the government agency 'GovTech'. Digital led policy making is also a key theme with The Smart Nation National Platform is collecting data to enable evidence-based policy and regulatory decisions and 'anticipatory governance'.

A large part of Singapore's success is that Singapore has capitalised on its image as a safe, well regulated, highly liveable city to work and play in, with superior infrastructure, low pollution, and home to large expatriate communities.

### 5.3.2 Citizen Enablement

This area of focus considers both citizen-centred delivery and citizen enablement, with the former considering the way in which the digital city programme is planned and delivered to citizens, and the latter is about the creation of an environment where citizens can flourish on their own terms, through the co-creation of services that respond to local conditions and needs.

The increasing digitization of city services and of city assets also presents a huge opportunity to make the city more open to externally driven innovation. Digital City programmes should seek to accelerate this by facilitating and incentivizing the development of community driven digital innovation for the city, within which city systems are opened to SMEs, social entrepreneurs and individual citizens to design and deliver city services themselves, utilise city data and create new sorts of public value. The local authority itself (together with other major service deliverers in the city) also has a responsibility to drive improvements to its own services through the application of data and more citizen-centric ways of working.

Ease of doing business is a key driver in Singapore with the city ranked as one of the easiest places to do business in the world (ranked second in the world by the World Bank). Enterprise Singapore provides a holistic support programme for SME's and Start-ups. The nation is also considered to be the global centre for 'RegTech' (regulations technology) - a new market spawned out of FinTech to reduce the burden of regulatory compliance in the financial services sector. Regulations are deployed as a strategic tool to become a Smart Nation

**Singapore Score:**

4/5

#### Key findings:

The youthful and diverse communities and citizens that populate the city are both an opportunity and a challenge, 37% of Birmingham's children are currently living in poverty<sup>22</sup> and some of the lowest educational attainment in the country a stark reminder of the need for inclusive growth.

There are real challenges in serving a diverse population, with many communities requiring unique or specific support. For some communities there is a self-reliance that distances the Council and other city organisations from their lives.

Birmingham creates more SMEs per capita than many other cities in the UK; however, its uptake of digital technologies is relatively low. This active, but digitally immature cohort of entrepreneurs can be supported for the betterment for all, and examples like the SCC Academy demonstrate the commitment of local digital entrepreneurs and the potential impact they can make to citizens.

#### Strengths:

The city is the youngest, most diverse city in the UK with nearly 40% of the population under 25 and 42% of residents from a black, Asian, or minority ethnic origin. There are community led organisations like Neighbourhood Networks that deliver positive

outcomes and impact at a micro scale. Supporting these physical activities are digitally focused programmes like 'Birmingham Connect to Support' that enable and enhance the digital presence of local projects.<sup>23</sup> This localised approach has been most notable during the pandemic, where hyper local activity was funded and delivered benefit to specific communities during a critical time, with the opportunity now to maintain these community groups and give them a role going forward. Examples such as Civic Square demonstrate existing communities and programmes are in place and seeking to create a better future.

#### Weaknesses:

Birmingham is ranked as the 7th most deprived authority in England, and the third most deprived core city in the UK after Manchester and Liverpool<sup>24</sup>. For some communities and citizens having a secure home is the critical priority, limiting the ability for the city to support their wider needs, or meet the city's' wider goals like Net Zero. The diversity of citizens means that there are wide ranging challenges of skills, access and culture that will need local understanding and engagement to determine priorities and effective approaches on the ground. Digital poverty is an issue for some, but digital technologies can also enable a much richer opportunity to engage with citizens.



"COVID showed us we can adapt and engage when we need to. We created a clunky spreadsheet outside of the system, but we were able to deliver."

Anonymous stakeholder quote

#### Scoring:

The scoring here reflects the many challenges the city faces in engaging diverse communities who have a range of challenges to overcome, with some wary or mistrustful of city organisations.

**Birmingham Score:**

1/5



#### Recommendations:

There is a need to connect communities, organisations and the Council with action groups and hyper local activity to enable a more inclusive city in the future. There are many projects worthy of support that span digital, net zero and inclusive growth challenges, but these need better co-ordination. The council is not alone in needing to better connect with people, be they citizens, residents, customers, or users, and it can play a central role in convening groups of people to help develop (digital) channels of communication and communities around key thematic city challenges.

<sup>22</sup> <https://www.endchildpoverty.org.uk/child-poverty-is-on-the-rise-and-concentrated-in-the-places-the-governments-policies-will-hurt/>

<sup>23</sup> <https://birmingham.connecttosupport.org/>  
<sup>24</sup> [https://www.birmingham.gov.uk/download/downloads/id/2533/index\\_of\\_deprivation\\_2019.pdf](https://www.birmingham.gov.uk/download/downloads/id/2533/index_of_deprivation_2019.pdf)

## City case studies: strategy and governance

**Vienna:** Vienna Smart City focuses on social rather than technological innovation. Civic innovation and citizen-led design has been developed through its work on 'Smarter Together', empowering citizens to design and take ownership of solutions.

An example of this is the city's €1m investment into projects by and for children and young people, where everyone aged between 5–20 can submit ideas. The development of ideas is aided by a free card game and the city authority, together with the children's and youth parliament, assess the viability of projects and agree on a list of projects for a further vote. Children between 5 – 20 will then be able to vote for the winning projects which will be delivered.

Vienna Score:

4/5

**Manchester:** Manchester is taking a strong focus on putting people more central to its development of services. One example of this is its work to digitise the paper-based assessments currently used to review a child's development up to the age of 2.5 years. With many issues identified at this age likely to impact a child for the rest of its life, early identification and management can have wider social and economic benefits.

Early Years digitisation will see streamlined systems connect hundreds of Greater Manchester professionals such as health visitors and school health services with parents and carers, enabling them to work together to better support families. Benefits include:

- Increasing the capacity of health visitors (approx. 30% based on pilot)
- Providing professionals with accessible mobile data
- Providing better commissioning, through the availability of underlying historical demand data
- Making data richer and more shareable
- Giving citizens more control over their own data
- Reducing costs - approximately £5,000 per locality in addition to the increased efficiencies
- Providing better identification of support, facilitating automated sharing of data with relevant professionals

Manchester Score:

3/5

**Amsterdam:** Amsterdam Smart City works as a facilitator, where it connects relevant parties, defines common goals, monitors processes and results. It is an open platform in the form of an independent organization, which can connect citizens, businesses, government and knowledge institutes. It offers a living lab to test solutions in a real setting and the city's residents have been given a central role in all projects and initiatives, so that ideas and solutions for the city are co-created.

TechConnect is a notable programme, where it introduces multiple initiatives (such as TekkieWorden and TechGrounds) to help 50,000 people from underrepresented groups get into the tech labour market over four years. It is an initiative led by the Amsterdam Economic Board, Booking.com, Rabobank, TomTom and CA-ICT. The goal is to increase equity in the tech labour market and make tech education and jobs accessible to everyone. In practice, this means that thousands of women, people from socially disadvantaged neighbourhoods, and homegrown SMEs are all trained to become programmers, data analysts, 'growth hackers', UX designer or tech administrator.

TekkieWorden is an initiative which acts as a guide for students in higher education who want to study and work in tech. TechGrounds is another which hosts tech hubs in disadvantaged neighbourhoods that stimulate tech entrepreneurship and digital skills. TechConnect plays the role of incubator.

Another example of citizen enablement from Amsterdam is House of skills, which is a public-private partnership in the Amsterdam Metropolitan Area part of the Amsterdam Economic Board. The business community, sector organisations, employee and employer organisations, knowledge institutions, education and administrators from the region are working closely together to gear the current labour market more towards skills development.

House of Skills develops skills products and services for employers, workers and job seekers in the Amsterdam Metropolitan Area. It seeks to creating a platform where job seekers and employers can find each other more easily, based on skills.

Amsterdam Score:

4/5

**Singapore:** A notable of citizen enabled delivery in Singapore is the use of GovTech service design standards (equivalent to UK GDS), which apply to all digital projects that requires the design of services around the needs of users, including inclusivity requirements.

Another example is REACH (reaching for everyone for active citizens@home), which serves as the leading agency responsible for facilitating whole of government efforts to engage with both public and private stakeholders.

There are many examples of policy co-creation tools in Singapore where businesses and citizens can interact with the state. For example, 'IDEAS' is

a cross-agency idea crowdsourcing platform where civic challenges are published and where any city stakeholder can submit their ideas e.g. the Singapore Energy Grand Challenge.

Build On, Singapore 2019 Hackathon involved colleges and universities to build real world solutions for real world problems using AWS products and services in collaboration with GovTech.

Singapore Score:

4/5

### 5.3.3 Data & Digital Infrastructure

Digital Infrastructure provides the 'backbone' across a city around which to develop a multiple range of digital services and applications to residents, business and visitors. Such assets can be described in broad terms as being of two forms; fixed assets which focus on fibre and mobile assets which include those relating to WiFi and 4G/5G.

Cities use a range of mechanisms for investment and deploying this infrastructure, the ability to do so will be critical in supporting business growth as well as giving citizens vital access to services. Increasingly, digital infrastructure needs to be seen in the same light as other infrastructure assets such as energy and water when considering; deployment, operations and maintenance.

The rapid proliferation of data presents cities with a profound transformation that will remain dynamic for many years to come. Data can come from private, public, societal as well as commercial sources, offering very significant potential. The ability to generate value at scale remains untapped. Cities need to accelerate from the current experimentation stage towards the value adding stage. In doing so, it is vital to develop clarity and understanding around;

- how to effectively manage the large volumes of data;
- mechanisms to incentive data owners to make relevant data available to third parties;

- how we might work with varying data quality and what formats will best support data interoperability;
- the development of the requisite skills and capability amongst citizens and personnel so that the data can be used effectively;
- how we manage perceived and real privacy issues;
- how we offer customers a choice in data usage; and where relevant what regulations and policies must change.

#### Key findings:

There are ambitious plans to create a city observatory that might allow radical insights and operational benefits but there are real current challenges in sharing data within organisations and service providers across the city. There is also perhaps a lack of appreciation of the value and opportunities related to data at the top levels of city organisations. Investment and interest around 5G demonstrate the broad commitment to these technologies but perhaps without a clear sense of how this interacts and enhances other programmes. There are also ambitions to clearly define and express the right digital offer to attract investment and provide greater digital connectivity, enabled through urban development.



**Data:** There are several data platforms across the city focused on specific sectors or verticals with little focus or co-ordination around data sharing and wider utilisation. Many of these data platforms are currently limited in their potential use, for example the Birmingham Open Data Factory hosts only 100 data sets but many are restrictive requiring a commercial license for their use. There are plans to build a city observatory, and references within the Future City plan to develop a city data dashboard to address urban challenges and improve public services. Street furniture assets are able to produce data, but no one uses the data in any meaningful way. Any data centric projects need to address the challenges in sharing data inside and across different organisations in the city.

There is real value to the city and the council in using data to better understand issues and opportunities. By understanding risks, protecting IP and generating value through data sharing, stakeholders across the city will be able to offer more efficient services and opportunities to innovate. There is a desire to create a federated digital twin of the city, and this will require substantial organisational preparation and investment to enable data sharing and for the generation of new insights and services.

There are real and current challenges of sharing data, but many of these challenges are organisational. There is a clear role to convene all stakeholders, including citizens, to ensure that all have reason to engage and benefit from such sharing.



**“The organization needs to fall in love with its data, to take care of it, make it reusable, so that it’s secure, look after for the resident, as well as making it go further to solve problems in different ways”**

Anonymous stakeholder quote

**Digital Infrastructure:** The digital infrastructure of the city is patchy, with some of the more deprived wards in the city centre still yet to access broadband networks. There are ambitious plans and commitments in partnership with organisations such as WM5G to develop digital infrastructure across the region. However, this will need to inform and be informed by an inclusive digital infrastructure strategy to allow all citizens of the city to benefit equitably.

There are major development plans across the city, such as Perry Bar twenty-year masterplan to develop more than 5,000 new homes. The Future City Plan aims to build new ‘innovative, smart and digitally connected’ clusters to support job growth in emerging industries. This includes supporting provision of world class digital infrastructure throughout the Central Birmingham area supporting digital access for homes, schools and businesses.

Whilst Birmingham has an aspiration to deliver high levels of digital connectivity, there are no digital connectivity standards, no clear objective of what constitutes ‘good’ digital connectivity, and no way of ensuring it is delivered inclusively in current development plans.

#### Strengths:

Data & Transformation teams are in place to collaborate with delivery teams to help them in their digital transformation. The data insights team are looking to drive data sharing within the city authority by defining data architecture and ethical standards to allow collaboration.

There are specific 5G plans in place that can provide advanced connectivity across the region, and there are existing datasets that the city might use to improve operational efficiency.

#### Weaknesses:

Approximately 45% of Birmingham has full fibre access, but there are wards in central Birmingham that do not have broadband connection, with approximately 200 tower blocks having no access to broadband networks. However, it is not just accessing bandwidth, but the costs of access (data poverty) and the quality of the environment in which they access the content, with many large households in East Birmingham limiting the ability to access digital content in a suitable environment.

Where digital infrastructure is in place, the resulting data generated isn’t used to optimise services, and several stakeholders mentioned the challenges of sharing data across city organisations and council departments. This approach to data sharing limits current and future digital opportunities and also reflects the digital maturity of the organisations involved.

#### Scoring:

The score here reflects the disconnection between strategy and operations. There are new people and strategies that are beginning to establish focus and traction such as Digital Transformation and Procurement Innovation teams. However, their ability to make an impact is limited by operational teams operating at over capacity. For example, Adult and Social care have seen a sustained 40% rise in demand over the last 12 months. In parallel, there is a need to provision digital infrastructure inclusively across the city to meet its’ inclusive digital transformation goals.

Birmingham Score:

2/5



#### Recommendations:

There is a need to address basic connectivity requirements, by leveraging opportunities that new development opportunities can provide in supporting investments in connectivity. At the same time, the city needs to ensure that it is an attractive location for connectivity providers to invest in.

There is also a critical need to establish data sharing practices and protocols across key city stakeholders. By sharing data, teams and organisations will be able to identify issues and collaborate more easily. At the core of the digital strategy is a need to utilise data more frequently and in more meaningful ways, and so the need to utilise data in new ways is of primary importance. Data sharing should be coordinated and aligned to ensure stakeholders can engage with initiatives and be cooperative with sharing further data for the benefit of the city as a whole. Underpinning this recommendation is the need for the council to play a role in convening digital stakeholders, and in defining data standards that enable inclusive, sustainable and citizen centric growth that will underpin any future Digital Twin programmes

## City case studies: strategy and governance

**Vienna:** Vienna has long been a pioneer on the use of open data to enable innovation and wider city change, with over 550 data sets, resulting in more than 200 applications that have been developed off the back of this initiative. Vienna has also invested significantly in public digital infrastructure to allow connectivity across the city. However, the city has identified a challenge with the roll out of 5G connectivity, as a result of high prices associated with mobile masts rentals, as well as a lack of state incentives.

The following are some of the other notable projects/actions that have been taken in this domain:

- More than 400 free-to-access WLAN hotspots are available across the city
- Vienna has the VeroCity Platform (<https://smartdata.wien>). Its data aggregation and analysis capabilities are based on the European Commission's Context Broker building block, which can sort through data of all sorts and sources from across the city, providing the minimum interoperability for cross city data sharing
- The Context Broker allows the platform to offer real-time information through visual dashboards that cater to the needs of all stakeholders from residents to city officials and software developers. The platform can facilitate day-to-day activities, such as urban mobility, environmental monitoring, urban infrastructure, energy efficiency and more. In addition to the web services offered by the platform, the city's open data and open interfaces have led to remarkable innovation, as more than 200 new apps have been developed by third-party software engineers.

Vienna Score:

3/5

**Manchester:** Greater Manchester is accelerating investment in connectivity across the city region by:

- Allocating £23.8M funding for Local Full Fibre Networks Programme to connect more than 1,500 public sites across the city-region.
- Providing a Full Fibre Network Prospectus of how GM will support industry investment in full fibre.
- Making public buildings and other assets available for infrastructure to support 5G roll out
- Tendering for GM One Network - a single active network infrastructure across a significant number of Greater Manchester's public sector organisations to enable network services across the region to be provided more efficiently, securely, and flexibly.

Manchester Score:

4/5

**Amsterdam: Code the Streets:** This project is part of the research agenda of the Innovation Centre for Mobility of Amsterdam, where the city is exploring the possibilities that smart solutions offer to better manage urban mobility. Its objectives are to foster a more sustainable way of driving and make the streets of Amsterdam safer and less crowded. The city wants to communicate information and values on the desired use of public space with service providers and end-users (residents, visitors) and stimulate them to take more 'social routes'.

Together with project partners TomTom and Mercedes-Benz, Amsterdam is working on an open Application Interface (API) that includes the city's rules for the desired use of the public space on street level.

As part of this, the city provided the partners with information regarding streets with safety concerns, such as school zones, small side streets, fragile infrastructures, congestion and pollution. These were incorporated into the navigation software of TomTom and Mercedes-Benz, which now give users the standard route and an alternative, more 'social' route. This social route avoids school zones and nudges users towards a preferred, socially responsible choice, such as staying on the main road as much as possible

or applying maximum applicable speed limits within the zone.

At the moment, the project focuses on rerouting car drivers, but it has other use cases, for instance, by rerouting heavy vehicles away from vulnerable infrastructure or creating dynamic loading and unloading zones based on vehicle types and loads.

The project is a useful consideration for Birmingham, as it too has initiatives in place to lower congestion and increase sustainability on the roads. Notably, these are part of Birmingham's 'Places for People' initiative, in which Low Traffic Neighbourhoods (LTNs) have been implemented in strategic parts of the city.

Digitalisation offers the opportunity to provide real-time information on how to best navigate and use the public space at any moment in time in line with city values such as liveability, sustainability, safety and accessibility.

Amsterdam Score:

3/5

**Montreal:** Innovation Lab - The city has an Urban Innovation Lab, created in 2018, to foster and support the creation of innovative solutions in which Montréalers, businesses, municipal employees and partners are invited to co-create a more people-focused, creative, open and efficient city.

Its 2021 objectives are focused on implementing projects related to mobility and access to food, digital inclusion, and open data sharing.

Open Data - A new Open Data Policy was adopted in December 2015, along with a directive on data governance.

Also adopted by the Montréal agglomeration in 2016, this policy's governing principle is the opening of data by default. Indeed, apart from certain exceptions which limit publication, the city has committed to release all data under its purview. Montréal's open data platform contains more than 300 raw and royalty-free datasets.

The Lab is currently in the process of adopting a new open data action plan to guide its interventions and increasingly mobilise the community. The pursuit of Open-by-default and the publication of the city's data inventory remain pillars of an approach that considers privacy protection and the ethical use of data.

Montreal Score:

3/5

**Singapore:** Virtual Singapore - Singapore's Digital Blueprint has shifted the city towards a digital first approach, with 90% of services delivered digitally and integrated across multiple agencies. An example of this is the use of data and analytics to support urban planning through 'virtual Singapore'. However digital connectivity is still evolving, whilst 5G trials have been rolled out in blocks, implementation across the city is not as wide as other comparator cities e.g., South Korea.

Singapore fundamentally integrates digital infrastructure and policy into its urban planning framework. The Urban Redevelopment Authority is responsible for spatial planning in the city - data analytics and geospatial technologies are used to gain deeper insights and make more informed decisions in planning for land use, amenities and infrastructure.

This includes Virtual Singapore, Singapore's Digital Twin

There is an opportunity for Birmingham to go beyond this, through adopting the UK approach to digital twins as developed through CDBB in the development of an ecosystem of connected digital twins, that is not a top-down approach but provides digital infrastructure that the tech community can innovate with.

Singapore Score:

4/5



5.3.4 Sustainable Development

Any Digital City should have a set of outcomes and purposes that it strives to achieve. Whilst each city has its unique challenges, the six purposes of sustainable development (defined by ISO37101) encompass the core issues that embody the economic, social and environmental outcomes that are common to any one city.

- **Attractiveness:** Appeal to citizens and other interested parties, e.g., investors; belonging; culture; place; sense of identity.
- **Preservation of the environment:** Improved environmental performance, including reducing greenhouse gas emissions; protection, restoration and enhancement of biological diversity and ecosystem services, including protection of ecosystems, plant and animal diversity and migration as well as genetic diversity; reduced health hazard
- **Resilience:** Anticipation; climate change mitigation and/or adaptation; economic shocks and stresses preparedness, social evolution.
- **Responsible resource use:** Consumption; distribution; improved land management; reducing, reusing and recycling of materials; respect for scarcity of all types of resources (natural, human, financial); sustainable production, storage and transport.
- **Social cohesion:** Accessibility; culture; dialogue with external parties not limited by boundaries, diversity; equity; heritage; inclusiveness; inequalities reduction; rootedness; sense of belonging and social mobility
- **Wellbeing:** Access to opportunities; creativity, education; happiness; healthy environment; human capital improvement; liveable city; prosperity; quality of life; security; self-confidence; welfare.

Key findings:

The council is committed to making Birmingham carbon neutral by 2030 and is taking a leading role in tackling climate change. Birmingham also has identified the opportunity to position itself as a centre for green technology. This is evident with work on low carbon retrofit schemes such as the proposed plans for a 300-home whole house retrofit pilot with EnergieSprong along with plans to establish east Birmingham as a Low Carbon Heating Innovation Zone and creation of a Net Zero Neighbourhood.

There are communities who are self-reliant, but this reflects their current level of engagement with the wider city than their resilience, or their ability to adapt to challenges. The city has identified inclusive growth and net zero challenges, but these need to appeal directly to all citizens to achieve their goals. For many the challenge of keeping a roof over their head come before any thoughts on sustainability.

The need to build and retrofit tens of thousands of homes to meet uncertain emissions-based goals without defined standards to achieve them is an immediate challenge. There is a need for the city to gather key stakeholders to develop solutions through tests and prototypes at a local level. This iterative sustainable approach is already evidenced by concepts such as the advanced 'urban farming' project at Tyseley Energy Park and the Birmingham Circular Economy Club<sup>25</sup>.

Strengths:

As greenest city in England, with over 15% of the city defined as green space, there is much that Birmingham can be proud of.<sup>26</sup> The city has wide tree lined boulevards, and active communities focused on ecological regeneration such as Trees For Life. These demonstrate an abundance of natural assets and citizens who wish to support a greener city. However, attractiveness struggles to compete with other long-standing narratives of the city and current strategic imperatives, such as social cohesion. There are real challenges relating to the diverse, young and poor communities spread across the city, but there are examples of 'bottom up' community centred approaches bringing benefit to some disenfranchised communities.

Finally, there was an unexpected but insightful response focused on food and its relationship to inclusion, health and even net zero targets. Birmingham has a very strong economy relating to the food industry, with many major companies (e.g. Kraft) and the 'Balti Triangle' is estimated to add £4 billion to the city economy a year. Whilst food isn't a directly 'digital' domain, the research responses suggest it can have a role to play in engaging local communities around which they can undertake collective action and outcomes.

Weaknesses:

The nature of the many communities in the city is that they are resilient within themselves, and this can sometimes make them feel that the council is invisible to them (despite the bins, roads and other teams constantly managing the environment). Birmingham is one of the youngest cities in the UK but is also a city with 37% of children growing up in poverty. There is an opportunity to improve the aspirations and capabilities of the diverse youth of the city



“Depending on where you live in in the city, your life expectancy can vary by as much as ten years.”

Anonymous stakeholder quote

Scoring:

The score here reflects the challenge Birmingham has in meeting environmental sustainability and inclusive growth targets with a diverse population. Whilst aggressive emissions targets have been defined by the city council, there is still much to do

Birmingham Score:

2/5



Recommendations:

There are real sustainability challenges that will need to be faced collectively by the city, and there is a clear need for a convening role to bring key stakeholders, organisations and citizens together to develop new inclusive and sustainable solutions. The scope and scale of the challenges mean the city council cannot meet these ambitions on its own, and there is a need to convene and lead collective action. There is an opportunity to develop a digital 'backbone' to help understand and meet Net Zero and Inclusive Growth ambitions, this will include digital infrastructure and community engagement.

Specifically, there is a need to develop clear actionable plans to incorporate digital into existing plans to retrofit and build homes for citizens that can provide a high quality of life and meet future Net Zero requirements.

25 <https://www.circulareconomyclub.com/club/birmingham/>  
26 <https://www.jurysinns.com/blog/posts/uk-greenest-cities>

## City case studies: sustainable development

**Vienna:** With the Smart City Framework Strategy, the Child and Youth Strategy and the Urban Development Plan 2025, Vienna is pursuing the goal of being a liveable and socially inclusive city with green and open spaces close to home for all, committed residents and strong communities. 96% of citizens say they enjoy living in Vienna or enjoy it very much.

Vienna has been taking specific actions to enable this through focusing on urban greening, children and youth, diversity and equality. The Parklets scheme allows residents to apply to the city's 'pop up parks' initiative to transform their street into a social node, supporting social cohesion and urban greening <https://citymaking.wien/en/>. Some of these have Wi-Fi integrated, providing a place to connect in the community.

Vienna Score:

4/5

**Amsterdam:** Amsterdam has set ambitious environmental targets for the coming years. It aims to reduce CO2 emissions by 55% in 2030 and 95% in 2050. It also aims to be natural gas-free by 2040 and aims to have emission-free transport by road and water by 2030. By 2050, Amsterdam's vision is to be a circular city, where everything produced and consumed is reusable.

The city published its strategy for climate change in February 2020 with the aim of coping well with the effects of climate change, such as flooding, increasing periods of drought and heat, and changing biodiversity.

A noteworthy sustainability project is the city's The Great Bubble Barrier system, which uses bubbles to trap and remove plastics from waterways. The city actively supports smart and clean logistics projects such as these to ensure the region's continuing economic vitality and appeal. For example, Green Deal ZES (Green Deal for Zero Emission City Logistics) was signed in 2019 and 2020 by more than 60 parties, spearheaded by the Amsterdam Economic Board. It is considered to be a highly significant move in the transition to smart and clean city logistics.

Signatories to the Green Deal ZES aim to contribute to a smart, green and healthy region: they are sharing their logistics data, switching to zero-emission vehicles and working on a clean-living environment.

Its goals for 2021 are to:

- Secure 25 new parties to join the Green Deal ZES
- Facilitate more collaboration and dialogue between parties – governments, universities and research centres to enter into dialogue with the business community
- Create insights on the potential impact of the Green Deal ZES, for example in the contribution to CO2 reduction

Amsterdam Score:

4/5

**Montreal:** The city has a Food Policy Council (Conseil du système alimentaire montréalais), following in the footsteps of Toronto and Vancouver. These efforts are being made to improve the operation of the food system and align it to the UN's Sustainable Development Goals (SDGs).

It focuses on four key policy areas:

- Food security for all
- Urban agriculture
- The procurement of healthy food through institutional and alternative channels
- Food waste management

Montreal Score:

4/5

**Singapore:** Due to Singapore's finite resources, vulnerability to climate change and high density; conservation of resources and sustainable development has been a core focus of Singapore and a key driver for the Smart Nation programme. Singapore has assessed its status against 17 sustainable development goals (SDGs), to assess current progress, challenges, and opportunities.

For example, with SDG 3 (Ensure Healthy Lives and Promote Well-being for All at All Ages) Singapore have declared 'a war on diabetes' to use data analytics for early prevention, detection and intervention. It has also worked with academics, the World Health Organisation (WHO) and has organised a global conference on diabetes care to lead best practice in this area.

Singapore has both measured its current baseline and set long term goals across the UN Sustainable development goals, which have been endorsed by the prime minister's office, along with demonstrating global leadership in this area. However, whilst Singapore has demonstrated strong strategy and is delivering on its actions, it still faces challenges in fully realising many of these ambitions.

Singapore Score:

4/5





# 06

## Project Selection & Roadmap Development









06 PROJECT SELECTION & ROADMAP DEVELOPMENT

6.1 Roadmap Basis and Candidate Project Identification

The objective of Birmingham's Digital City Roadmap is to identify a small number of initial projects that are viable in the short term and that will deliver tangible benefits for the city in the next one to three years. To support this objective, we have identified projects that are already in some form of development in the city, with strong stakeholder support, rather than projects that would need to be developed from scratch. The Council's influence, assets and resources can support these projects, accelerate their delivery, and increase their impact by realizing synergies between them. The projects have been selected based on background research, stakeholder engagement, and the maturity assessment.

These short-term projects are complimented by a number of further projects that will be delivered across a longer time horizon (3 years +). It is envisaged that this portfolio of projects will be continually augmented as part of an ongoing Digital City Programme as described in the Governance section of this report.

Using this approach, we compiled a list of c.40 candidate projects spanning the following focus areas:

FOCUS AREA	NUMBER OF PROJECTS IDENTIFIED
 <b>DIGITAL CONNECTIVITY FOUNDATIONS</b>	<b>05</b>
 <b>DATA SHARING</b>	<b>10</b>
 <b>ZERO TRANSITION (DIGITAL SUSTAINABILITY)</b>	<b>03</b>
 <b>COMMUNITY-LED INNOVATION TO DELIVER SOCIAL INCLUSION</b>	<b>06</b>
 <b>URBAN FOOD SYSTEMS</b>	<b>02</b>
 <b>SME SUPPORT</b>	<b>06</b>
 <b>EMPLOYMENT</b>	<b>02</b>
 <b>ASPIRATION</b>	<b>03</b>

A full list of candidate projects and associated descriptions can be found in Appendix B.

6.2 Project Prioritisation Approach

We used a multi-criteria analysis to select the projects that will best deliver the desired benefits and outcomes of the Digital City Programme. Each of the projects was assessed against the five consideration areas listed below:



Figure 9: Five consideration areas used a multi-criteria analysis

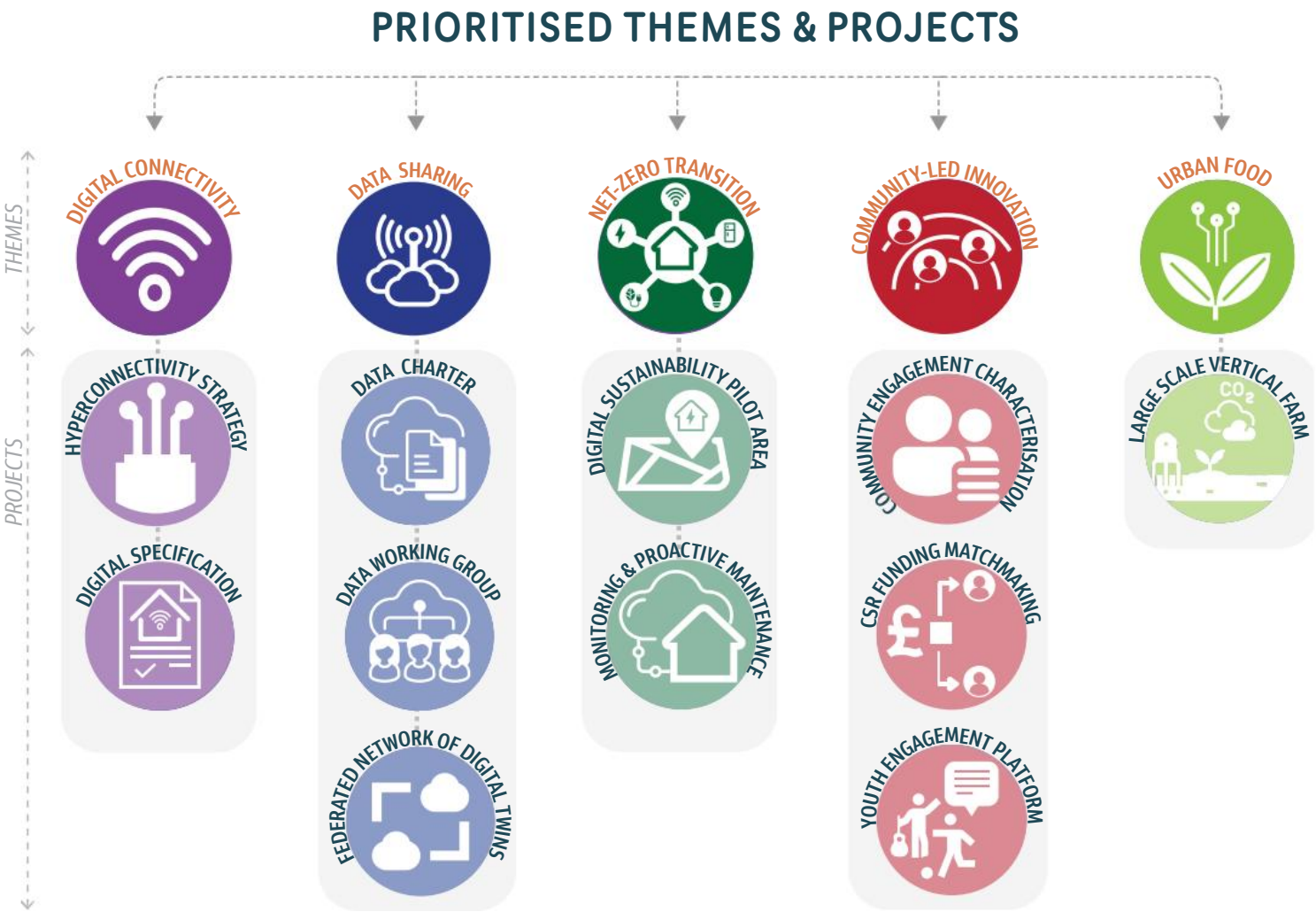
For each candidate project, a qualitative commentary was provided for each consideration area, which in turn informed a quantitative grading score on a scale of 1 to 5. The scores were then combined to give a total, and the highest scoring projects were prioritised for further development. Please see Appendix B

for full visibility into candidate project scoring., with the final decision on prioritisation taken following a review with the Council using both the quantitative scores and qualitative commentary.

CATEGORY	WEIGHTING	01	02	03	04	05
ALIGNMENT TO STRATEGIC CONTEXT	20%	Project does not align with strategic objectives or an identified focus area from maturity assessment				Project aligns with city and regional objectives and a key focus area from the maturity assessment
STAKEHOLDER SUPPORT & DELIVERABILITY	20%	Project does not have strong stakeholder support and stakeholders are unlikely to have capabilities to deliver				Project has strong stakeholder support and stakeholders have capability to deliver
TECHNOLOGY AND INFRASTRUCTURE	20%	Limited need for digital and assets/infrastructure difficult to access				Digital is integral to delivery and assets are accessible/available. Opportunities for reuse
BENEFITS REALISATION	20%	Limited benefit generation and Doesn't lay foundations for future projects				Strong benefit generation and lays foundation for future projects
FUNDING, FINANCING & VIABILITY	20%	No clear funding source. High level of risk. Costs misaligned with level of benefits generated				Clear funding source, manageable level of risk, costs aligned with benefits

Figure 10: Quantitative grading score on a scale of 1 to 5 for project prioritisation

6.3 Prioritised themes and projects

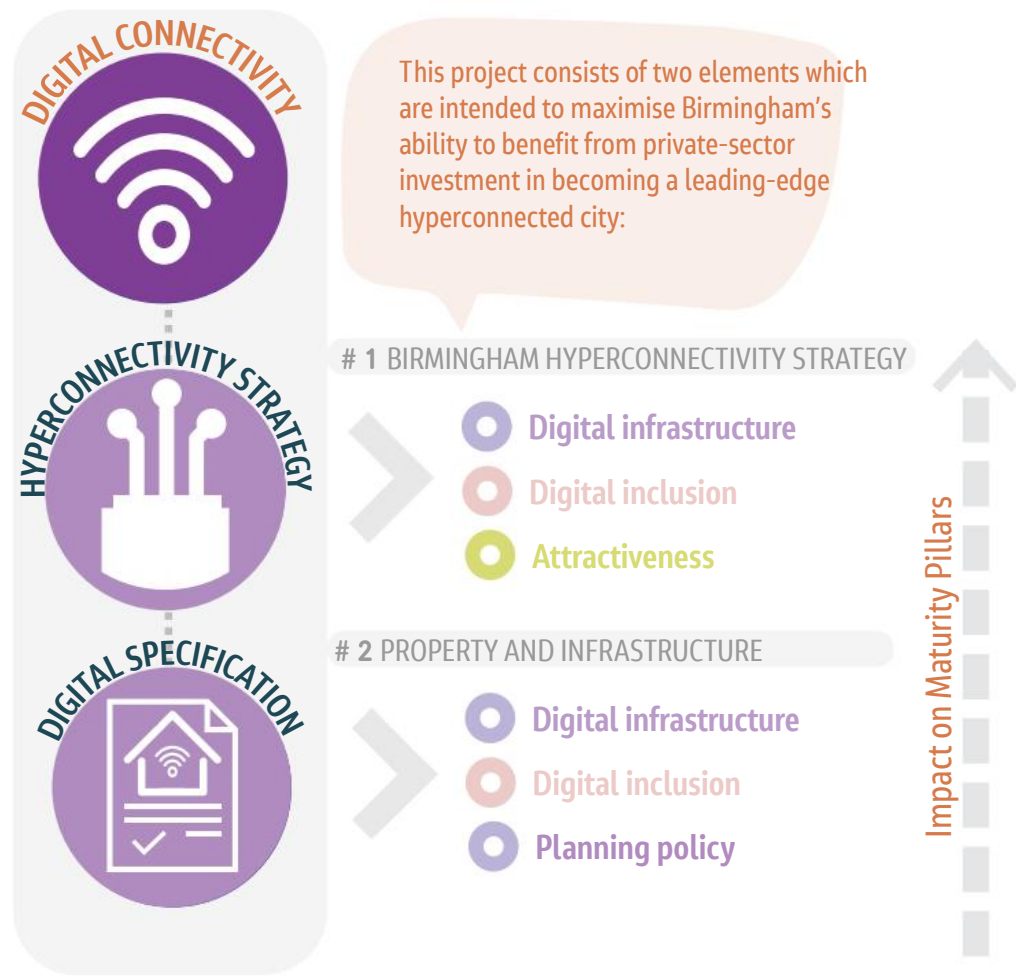




6.3.1 Digital Connectivity Foundations

There are two projects under this theme which are intended to maximise Birmingham's ability to benefit from private-sector investment in becoming a leading-edge hyperconnected city:

- Birmingham Hyperconnectivity Strategy
- Digital Specification for Property and Infrastructure



1. Birmingham Hyperconnectivity Strategy:

Currently, Birmingham does not have a unified and comprehensive digital connectivity strategy. This has led to areas of city having extremely poor connectivity. In the city centre, private sector businesses have had to secure their own connectivity provision at great costs. There is also a correlation between areas of high deprivation and poor connectivity, resulting in the sustained digital exclusion of these communities. While the WMCA are currently developing a business case for region-wide full fibre connectivity, it is likely that trade-offs have had to be made to secure the best provision for all areas of the West Midlands. This may continue to leave areas of Birmingham behind.

At the time of writing, Birmingham City Council are in the process of launching two tenders to market. One will appoint a consultant to support a demand-side market engagement exercise, the creation of a business case and the definition of a procurement approach for a city-wide full fibre roll-out. The other tender will launch a soft market testing exercise to understand what the market is able to provide in terms of full fibre connectivity in Birmingham. Together, Birmingham City Council feel that this will give them a solid full fibre connectivity strategy.

With this in mind, this project will focus on addressing the two remaining gaps in Birmingham's wider connectivity strategy:

- Firstly, it will focus on identifying pathways to accelerating the roll-out of other connectivity technologies such as 5G and LPWA. It will also explore the use-cases that can be enabled and delivered once these have been deployed and the benefits these will deliver for businesses and communities.
- Secondly, the project will drive the transformation of the council's policies which influence the ease at which private sector companies can deploy connectivity. Examples of policies that may be reviewed and implemented include 'dig once', fast permitting and the streamlining of wayleaves to public sector properties. These measures would enable the city to benefit more rapidly and cost-effectively from the procurements now underway.

**Selection Rationale:** The project contributes to inclusive growth objectives by addressing digital exclusion and laying the foundations required to support business growth and future public service delivery models. It has strong support from both public and private sector stakeholders, delivers clear benefits and the funding requirement is primarily resource time in the first instance. In terms of alignment to the maturity assessment framework, this project would lead to direct improvements to the digital infrastructure, digital inclusion, and attractiveness pillars.

2. Digital Specification for Property and Infrastructure:

Huge amounts of investment are currently being poured into Birmingham's property portfolio. Such investments include over £700m in the Paradise scheme, £1.6bn in the Smithfield redevelopment and £500m in the Tyseley Energy Park scheme. Presently, none of these schemes have any obligation to invest in digital infrastructure, either within their site boundaries, or further afield into surrounding communities. While many large schemes are investing in digital connectivity and technology to support their own commercial aspirations, these efforts are often disparate and do not contribute to the development of a seamless and resilient city-wide digital infrastructure.

This project proposes to develop a digital specification for property and infrastructure to ensure that in the future, major investments and

interventions that reshape Birmingham, invest in digital infrastructure and services in a way that balances benefits for developments with benefits for the wider city. Initially this specification would be flexible and subjective in nature, focusing on gauging the market's capability to invest. Over time, this specification could evolve to become more firmly embedded in the planning process, in a similar manner to other developer-led social and community infrastructure contributions.

Using Smithfield and/or Paradise Circus as pilot sites, the project proposes to create an initial high-level specification that focuses on various aspects of digital and data infrastructure:

- **Connectivity:** the provision of fibre, wi-fi, 5G, and Internet of Things connectivity, and future-proofing for 6G connectivity.
- **Infrastructure and assets:** the exploitation of digital technology to enable intelligent operation of infrastructure and buildings.
- **Data:** the management and distribution of data generated by intelligent infrastructure and assets, and its use to promote efficiency, sustainability, innovation, and user experience.
- **End-user services;** apps and services that provide value to citizens, communities and businesses.
- **Digital enablement:** support services, facilities and activities that ensure everyone has the skills and resources to benefit from improved digital connectivity and services.

The specification will also take into account industry benchmarks such as WiredScore's certification criteria and the ITU U4SSC standards. When implemented, this project should ensure a stream of private sector investment is directed to improve the city's digital connectivity, infrastructure, data, services, and skills

**Selection Rationale:** Again, this project is highly aligned to the strategic context by improving city-wide digital infrastructure foundations and contributing to the reduction in digital exclusion. It will deliver clear benefits whilst requiring little to no capital investment from the council. It has strong stakeholder support with several developers offering to pilot the specification alongside the council. This project will improve the digital infrastructure, planning policy and digital inclusion pillars of the maturity assessment framework.

6.3.2 Data Sharing

There are three projects under this theme, which combine practical first steps with clearly defined benefits, with the ambitious aspiration for Birmingham to take be a leading-edge city driving the creation of a city-wide digital twin.

- Data Charter
- Data Working Group
- Federated Network of Digital Twins for Birmingham



It should be noted that these projects are not focused on creating additional data platforms. They are about agreeing and embedding the principles that allow organisations to share data together and identifying key use-cases that will deliver value. Participants in any data-sharing initiative would be free to choose the most appropriate platform, within the principles expressed in the Data Charter.

1. Data Charter

Stakeholders agreed that enhanced data sharing has the potential to give Birmingham's organisations a more holistic and nuanced understanding of community and business needs, therefore enabling better decision making, better targeting of interventions and ultimately, better outcomes. However, data-sharing is new to many organisations and their leaders, so a Data Charter is a powerful tool for explaining why data-sharing creates

social, economic, and environmental benefits, for encouraging businesses and institutions to commit to it, and for creating transparency and trust in how that data will and will not be used, particularly data about people.

This project proposes to create a Data Charter; a publicly facing document which communicates why data sharing is important to Birmingham, and how the city's institutions will ethically use data together to deliver benefits to citizens and businesses. City organisations would be invited to become signatories to this charter, thereby creating a community of data owners who will contribute to Birmingham's data ecosystem, while also promoting accountability around data use and protecting the rights of people and communities. The Charter will not propose the creation of any new data sharing platform, nor refer to a preferred one; however, by encouraging collaboration, re-use and the development of resilient, sustainable solutions, and by highlighting the availability of existing data sharing platforms, would promote aggregation rather than proliferation of platforms. This would mirror a similar charter recently launched in London and would also draw on the Gemini Principles produced by the National Digital Built Britain initiative <sup>27</sup>.

2. Data Sharing Coordination Group:

The establishment of a Data Charter alone will not directly make meaningful data sharing happen across the city's institutions. Similarly, simply creating a data platform, such as the city observatory or the WM datastore, and asking organisations to contribute a selection of datasets also does not create value in an efficient, structured and outcomes-focused way.

This project proposes the creation of a data sharing coordination group to drive cross-organisational data sharing. This group of prominent data experts from data owners from across the city would meet, prioritise use-cases and then work towards generating the data and analytics required to fulfil them. This model has worked successfully in London where the Data for London working group drive data sharing efforts.

**Selection Rationale:** Both of the above projects are strongly aligned to the strategic context. Data sharing is a key enabler to gaining a better understanding and addressing many city challenges. Potential benefits include the better targeting of services and interventions, better monitoring of progress towards sustainability targets and service delivery cost savings. These projects had the strongest stakeholder support and require limited funding to design, implement and operate. These projects lay the foundations for a data-driven future and have a low risk – high reward profile. These projects will lead to improvement in the data management, leadership & governance, and privacy management pillars of the maturity assessment framework.



## 2. Digital Specification for Property and Infrastructure:

In the longer term, as more and more datasets are made available, it will be necessary to ensure that they conform to a consistent set of data standards and are stored in a known location. Given the number of existing initiatives by both public and private sector organisations, such as Birmingham City Council's City Observatory, the WMCA's WM Datastore and Lendlease's proposed Podium data platform for the Smithfield development, stakeholders acknowledged that it was unrealistic and impractical to aim to have one single city data platform.

Instead, this project proposes to create a federated network of city data platforms. Data within these platforms would conform to the same set of standards and would be signposted to by a master directory. Together these platforms can be developed into a comprehensive digital twin for Birmingham.

This hugely ambitious aspiration would not only see Birmingham leading the way in terms of city data-sharing nationally, delivering direct benefits for the city, but would also provide a platform to attract high profile businesses requiring data to drive their innovation agenda

**Selection Rationale:** The alignment to the strategic context and benefits delivered are similar to the first two data sharing projects, however the complexity of bringing together multiple disparate initiatives means that benefits are likely to be delivered over a longer time period. This project unifies a range of existing initiatives and will make them contribute value that is greater than the sum of their individual parts. It will greatly improve Birmingham's performance on the data management pillar of the maturity assessment, making Birmingham a genuine national leader in terms of city data sharing. This project will require a moderate amount of both upfront capital funding and ongoing operational funding to cover continual data generation, cleaning, updating and general infrastructure maintenance activities.

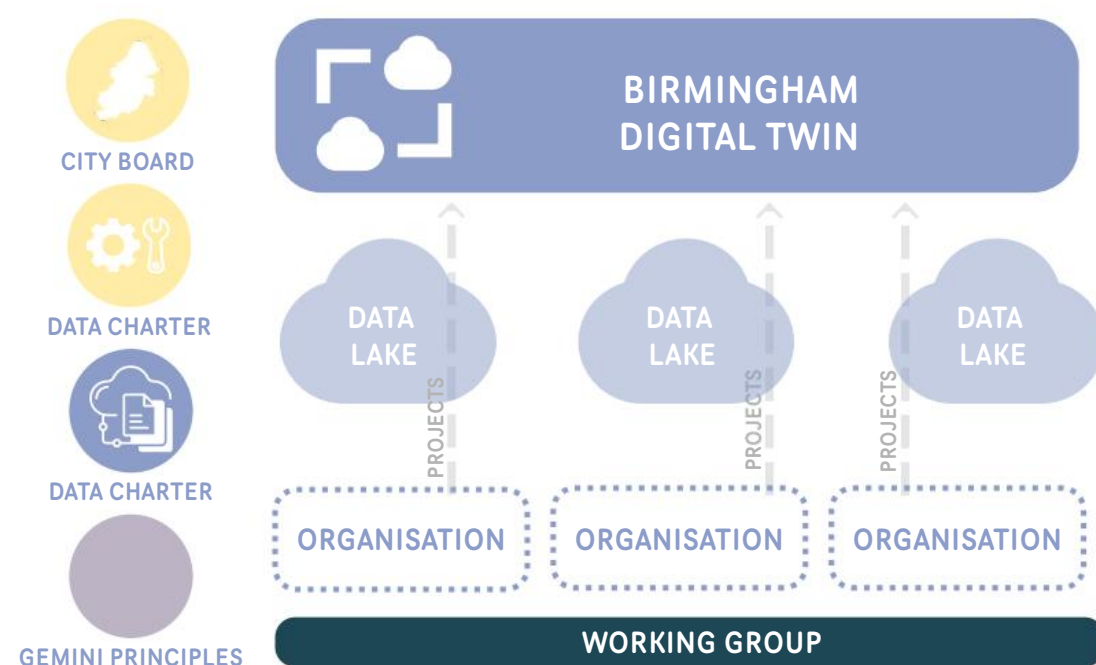
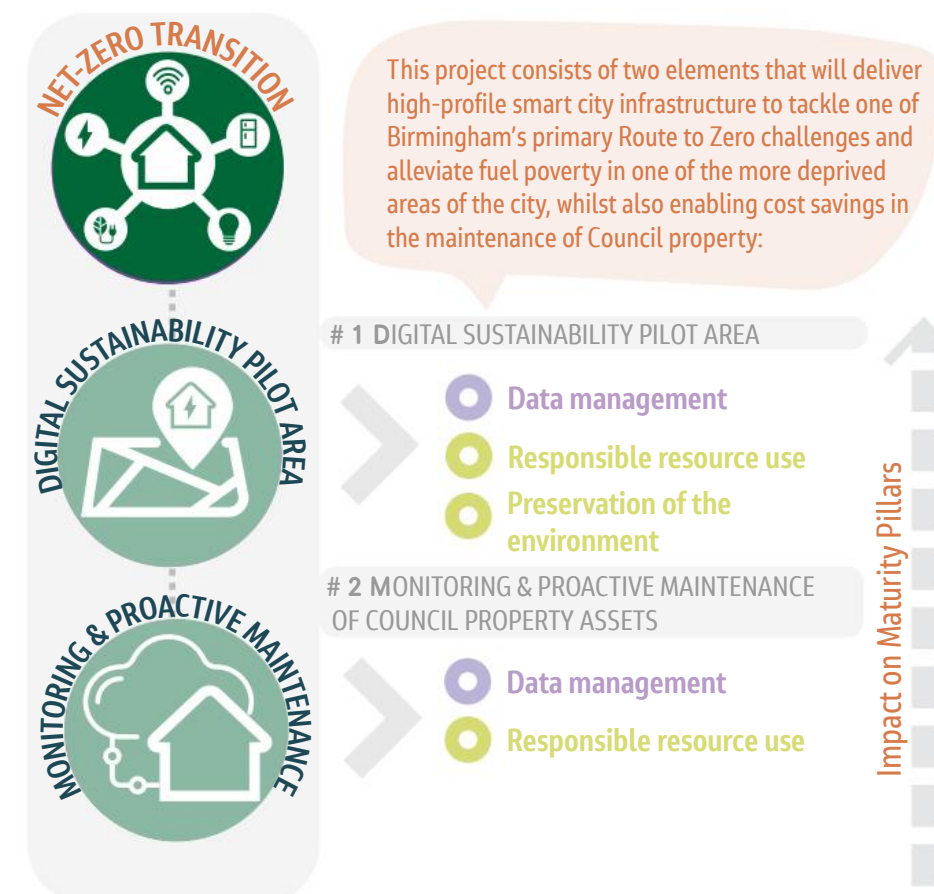


Figure 11: Federated Network of Digital Twins for Birmingham

## 6.3.3 Route to Zero Transition (Digital Sustainability)

There are two projects under this theme that will deliver high-profile smart city infrastructure to tackle one of Birmingham's primary Route to Zero challenges and alleviate fuel poverty in one of the more deprived areas of the city, whilst also enabling cost savings in the maintenance of Council property:

- Digital Sustainability Pilot Area
- Monitoring and Proactive Maintenance of Council Property Assets



### Digital Sustainability Pilot Area

Heating residential buildings accounts for 34% of Birmingham's yearly carbon emissions and therefore has been identified as a priority sector for immediate intervention. The Route to Zero programme is developing a large-scale domestic property retrofit programme in either Perry Barr or Druids Heath. Stakeholders have expressed an interest in augmenting the exist plans with digital technology to reduce emissions, change energy use behaviours and reduce residential energy bills.

This project proposes co-locating a digital sustainability pilot area alongside the domestic property retrofit programme. This would see between 600 and 1000 homes equipped with the following interventions:

- Environmental sensing equipment, such as heat, light and damp sensors
- Smart appliances including boilers, washing machines, dish washers, and fridges
- Battery storage technologies
- Area-wide EV charging and transport options.

Furthermore, residents will be encouraged to use behaviour change apps that incentivise behaviours that decrease domestic energy use by offering rewards.

Not only will this project deliver immediate benefits in terms of reduced energy usage in domestic homes, it also lays the foundations for a future-proofed domestic energy system. The presence of instrumented homes, smart appliances, and battery



storage technology will allow the area to transition into a full smart grid in the future, seamlessly balancing loads on the electricity grid and capturing the benefits of renewable energy and variable energy pricing to deliver cheaper, cleaner energy supplies to residents.

Furthermore, residents will be encouraged to use behaviour change apps that incentivise behaviours that decrease domestic energy use by offering rewards.

Not only will this project deliver immediate benefits in terms of reduced energy usage in domestic homes, it also lays the foundations for a future-proofed domestic energy system. The presence of instrumented homes, smart appliances, and battery storage technology will allow the area to transition into a full smart grid in the future, seamlessly balancing loads on the electricity grid and capturing the benefits of renewable energy and variable energy pricing to deliver cheaper, cleaner energy supplies to residents.

★ **Selection Rationale:** This project is well aligned with both the sustainability and inclusive growth agendas. It has strong support from both internal and required external stakeholders and digital technology is critical to its delivery. The project would generate demonstrable sustainability benefits and could then serve as a model for extension and replication across other areas of Birmingham. Moderate funding will be required, however with sustainability fast rising up the national and regional agendas, there is confidence that a suitable funding source can be found. The project will improve Birmingham's performance on the responsible resource use, preservation of the environment, and data management pillars of the maturity assessment.

The sensing infrastructure that is being put in place as part of the above project will also enable a secondary project to be delivered with the intention of delivering up to £0.5m of annual cost savings to Birmingham City Council through the proactive management and maintenance of social housing.

Using the data generated by smart infrastructure from the previous project, this project proposes developing a set of analytic tools which will enable a more proactive approach to asset maintenance. Examples of potential use-cases include:

- **Enabling Early intervention:** By detecting issues early, the council will be able to intervene quickly, minimising damage and associated costs.
- **Facilitating bulk buying of capital items:** The data will also enable predictive analytics which will give the council better visibility over large capital expenditure items such as replacement cycles, allowing them to make better decisions. For example, if the council have confidence that 60% of boilers will need replacing in the next 5 years, they can place a bulk order, securing a significantly cheaper price per unit and saving substantial amounts
- **Identifying vulnerable residents:** This data can be combined with other data sources to identify potentially vulnerable and struggling residents based on their lack of energy usage, or erratic usage. Early intervention will stop these residents reaching crisis point and allow the right support to be offered.

★ **Selection Rationale:** This project is aligned with the inclusive growth agenda through its contribution to better living conditions for social housing residents and the sustainability agenda but providing more granular data on the performance of social housing buildings and assets. It also has the potential to generate consideration costs savings for the council and is inherently digital. There is a clear business case for this intervention, meaning that traditional funding sources will be accessible, or the project could be funded from future cost savings. It will lead to an improvement in the data management and responsible resource consumption pillars of the maturity assessment

### 6.3.4 Community-Led Innovation to Deliver Social Inclusion Outcomes

There are three projects under this theme, exploiting digital technology to better connect Birmingham's communities to Council- and third-party services and resources of benefit to them, helping the city in tackling it's inequality and exclusion challenges:

- Community Engagement Characterisation
- Corporate Social Responsibility (CSR) Funding Matchmaking Platform
- Youth Engagement Platform



#### Community Engagement Characterisation

Birmingham has some of the UK's most significant, extensive and entrenched social challenges. Extensive research has shown that large-scale, citywide measures are ineffective in addressing them, and that a large number of small-scale, localised initiatives specific to individual areas and communities are more effective. In order to better engage with communities across Birmingham, it is important to


have a firm understanding of their characteristics and their preferred engagement methods. There is an ongoing piece of community characterisation work taking place gathering data about communities around the Tyseley area.


This project proposes expanding this characterisation work across Birmingham to provide a comprehensive view of the diverse challenges facing various communities, the resources available to them and the forms of engagement that are most likely to be effective. This project will result in the production of numerous data sets about communities that can be fed into the proposed data sharing project. It will also act as a critical enabler for the following projects in this area.

### Corporate Social Responsibility (CSR) Funding Matchmaking Platform

Stakeholders were agreed that the projects that deliver the best social inclusion outcomes, are those that are highly targeted, highly localised and delivered by trusted institutions such as social enterprises, community, or voluntary organisations. There was also a concern in Birmingham that many of these projects are currently funded by European sources that the UK are no longer eligible for, meaning that there is likely to be a significant funding gap in the future.


This project proposes creating a platform which allows charities, social enterprises and private sector companies with CSR budgets and resources to browse and fund social-purpose initiatives put forward by community organisations. This will not only channel much needed funds towards social purpose initiatives, but will also help corporates quickly identify projects that are aligned to their designated impact target areas and direct their funds and resources into projects that will deliver real value to communities. Lastly, it will provide the council with a clear pipeline of projects which can be used to target other public sector funding opportunities such as government's 'levelling up' funds.

 **Selection Rationale:** Ineffective engagement with communities is undermining inclusive growth efforts. This project directly addresses this issue. It has strong stakeholder support and is an extension of an existing initiative, therefore we have a clear understanding of outputs, levels of effort involved and both direct and indirect benefits that are likely to be delivered. The data generated will act as a valuable foundation for a huge range of other initiatives, and, with appropriate protection of sensitive data, will contribute to related projects promoting data sharing and the creation of a Digital Twin. It involves moderate amount of funding, primarily comprised of resource costs. It will lead to an improvement in the social cohesion, digital inclusion, and citizen enablement pillars of the maturity assessment framework.

 **Selection Rationale:** Inclusive growth is best delivered by a large number of highly targeted interventions which this project will enable. It is supported by multiple stakeholders and the Birmingham Voluntary Services Council has an appetite to be an integral delivery partner. The project is enabled by a digital platform and will generate valuable data on what projects are being put forward, which ones are being funded, and which ones deliver the best outcomes. It has a strong long-term economic benefits case and requires limited funding. Existing platforms are available, and they typically recover costs by taking a small percentage of contributions that are made through the platform. This project will lead to an improvement in the citizen enablement, ecosystem and business support and social cohesion pillars of the maturity assessment.

### Youth Engagement Platform

Birmingham is the youngest city in Europe, and it is imperative to engage these young people in the development and future shaping of the city. Borrowing from Vienna's successful youth engagement initiative, this project proposes to create a youth engagement platform. This would allow children and teenagers aged 5 to 18 years old, and school classes, to submit project ideas, vote for their favourites and receive funding, either from community crowdfunding, corporate donations, or grants.

 **Selection Rationale:** This project contributes to the inclusive growth agenda by engaging young people in civic affairs and encouraging them to make a difference in their communities. While the project was not directly suggested by stakeholders, instead being proposed following analysis of Vienna in the maturity assessment, it received reasonable levels of support from stakeholders, particularly when tested with those that represented Birmingham's young population. Birmingham has successfully run crowdfunding initiatives before, therefore confidence in deliverability is high. It has the potential to generate a wide range of largely non-monetisable benefits, such as better engagement with young people, higher levels of aspiration amongst Birmingham's young population, improved social cohesion and increased levels of civic pride. As with the previous project, provision of such platforms is inexpensive, likely only requiring some resource time to coordinate and promote the programme rather than any large amounts of upfront capital investment.

6.3.5 Urban Food Systems

This project will create a vertical farm as a prominent smart city flagship facility for Birmingham, making a significant contribution to the city's Route to Zero contribution by providing a more sustainable source of food.

Large-Scale, Net Zero Vertical Farm:

Like the majority of cities in developed countries, Birmingham grows a very small proportion of its food within its city boundaries. More broadly the UK imports 50% of its food and this percentage is increasing. Brexit and the pandemic have revealed striking fragilities in our food supply chains, and this lack of resilience is only likely to continue deteriorating as climate change disrupts food production around the globe.

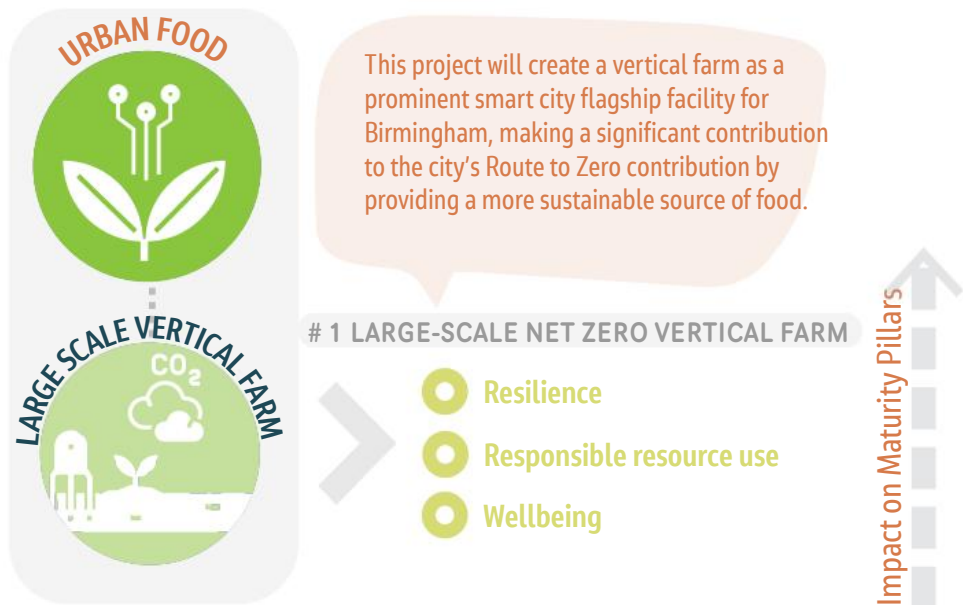
The project proposes to support the deployment of a large-scale, net zero vertical farm in the Tyseley area, in conjunction with the Energy Park. The farm will focus on growing vegetables and herbs that the UK typically imports from faraway places, such as the Indian subcontinent and East Asia, which will result in a significant reduction in food miles and associated carbon emissions. This new source of food supply is well matched with local demand as many of Birmingham's food manufacturers and distributors serve markets for Asian food.

In terms of digital requirements, the farm will be highly automated and completely instrumented to

allow granular control of the growing environment. It is also proposed that the farm is collocated with a local energy sources. Tyseley is home to a large anaerobic digestion plant which generates large quantities of CO2. The farm requires CO2 to provide the right growing conditions for the plant, therefore would somewhat neutralise the emissions being produced by the plant.

Lastly, the farm would run a structured programme of community engagement initiatives to educate local school children and residents on the benefits of healthy diets and sustainable food production

**Selection Rationale:** The project has strong alignment to both the net zero and health and wellbeing agendas. The stakeholders involved its conception, including the vertical farming startup Harvest who are leading the initiative, are engaged and have a firm understanding of how the project would be delivered. There is a strong digital component, and the project has the potential to deliver a huge range of benefits including: improved resilience of the food system, a lower carbon footprint, the promotion of healthier diets and the generation of high value employment opportunities in the green economy. It would also be a huge differentiator for Birmingham as would lead to an improvement in the resilience, responsible resource use and wellbeing pillars of the maturity assessment.





6.4 Indicative Roadmap for the Digital City Programme

The following graphic provides a high-level view of how the projects above link together, and how we propose they are delivered over time.

As proposed in the introduction to this section, the roadmap comprises a number of immediate, short-term projects which can be mobilised quickly, deliver immediate value, and require minimal amounts of capital funding. These projects typically pave the way

for larger, more capital-intensive projects which can be delivered over longer timeframes, and have the potential to deliver bigger and more transformational impacts. Together, these two types of project strike a balance between quick mobilisation, immediate

benefits realisation and long-term sustained impact. Further details regarding inter-project linkages and delivery arrangements will be defined in the business case documents contained in subsequent sections within this document.

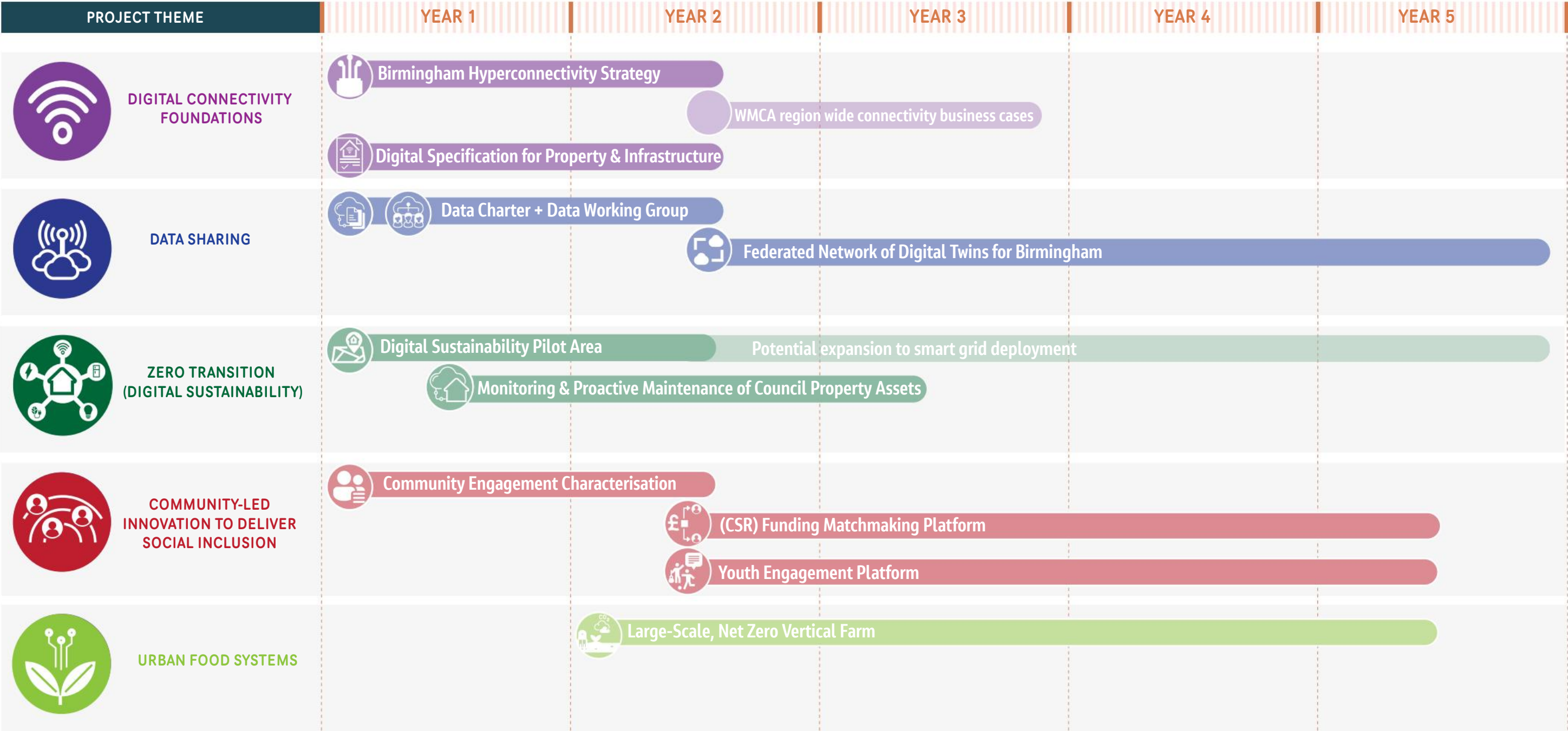


Figure 12: Indicative Roadmap for the Digital City Programme

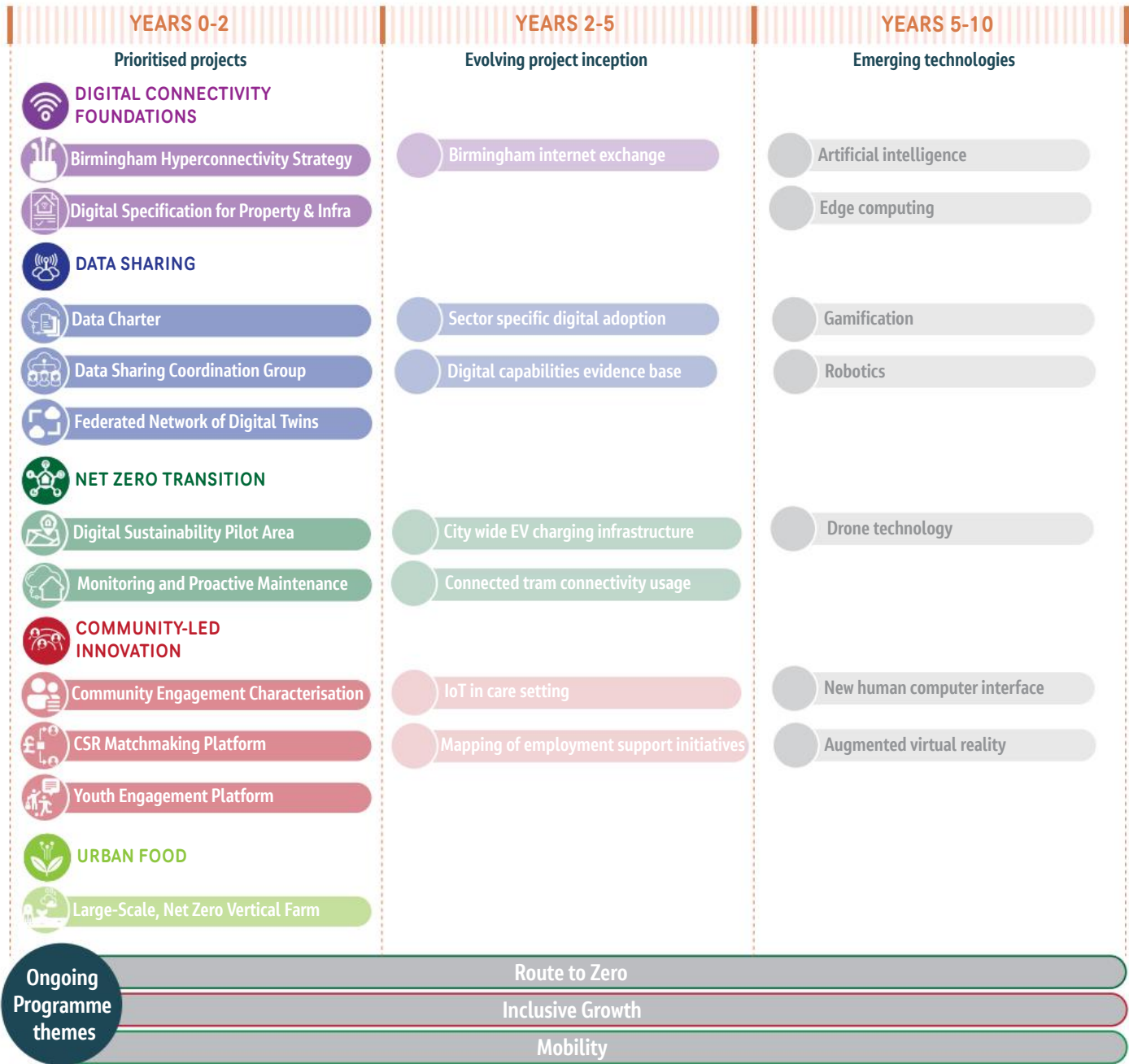
6.4.1 Medium-term Roadmap for the Digital City Programme

The objective of Birmingham's Digital City Roadmap is both to initially identify a small number of projects that are viable in the short term and that will deliver tangible benefits for the city in the first few years, and to outline a longer-term ongoing Programme. This highlights an indicative view of the future projects, priorities, and emerging technology areas, although these will evolve along with Birmingham's priorities.

The following graphic provides a high-level view of the medium-term Roadmap for the Digital City programme, highlighting the potential for on-going project development in Birmingham over the next 10 years:

The medium-term Roadmap shows a set of additional candidate projects to be developed in years 2-5. These include high-scoring projects taken from the initial c.40 long list (see Appendix B), as well as potential new interventions highlighted to us through engagement with wider city stakeholders. Priority theme areas, such as Route to Zero, Inclusive Growth and mobility have also been highlighted, as a guide for evolving project interventions that could be included within the Roadmap as the programme develops.

The Roadmap also shows emerging technologies to support interventions that could be deployed in years 5-10. Actual interventions in that timeframe will depend on the evolution of Birmingham's priorities, but we have highlighted emerging technologies that are likely to have a significant impact in cities and communities.



6.4.2 The Role of the Governance and Delivery Model

The recommended city-wide Governance and Delivery Model described in section 8 to oversee delivery of the Digital City Programme enables ongoing evolution and expansion of the Programme in line with the city's objectives. The Governance and Delivery Model enables new projects and initiatives to be constantly identified and driven forward and provides collaborative groups of stakeholders with a clear mandate to develop an on-going "live" Roadmap.

Driven by the Governance and Delivery Model, in the medium-term timeframe, candidate projects will be considered that were ruled out for immediate delivery but that are still viable; and new projects and interventions will be proposed and assessed. The Model will ensure all new interventions are in line with the Digital City Programme and wider city objectives, and that new and emerging technologies are considered. This will ensure the momentum of the Digital City Programme is not lost and is continuously refreshed. The current medium-term timeframe is indicative, but the structures recommended mean this can remain flexible and aligned to priorities as the programme evolves. The proposed delivery and governance model is based around the most efficient use of internal Birmingham City Council resource contributions and wider city stakeholder inclusion where appropriate and economically efficient.

Figure 13: High-level view of the medium-term Roadmap for the Digital City programme

6.4.3 Impact on Maturity Assessment Performance

The following graph shows how Birmingham's maturity assessment performance could improve if the roadmap projects listed above are successfully implemented. The grey columns show Birmingham's current performance against the maturity assessment pillars (the baseline), and the coloured additions give an indication of the potential uplift in scores from the various projects. The roadmap projects have the potential to increase Birmingham's average score across all pillars from 2.1 to 2.97 with the

most notable improvements being seen in the data management and digital infrastructure. The selected projects should also deliver significant improvements to Birmingham's performance across the citizen enablement, digital inclusion, responsible resource use and social cohesion pillars, increasing scores by approximately 1.5 points.

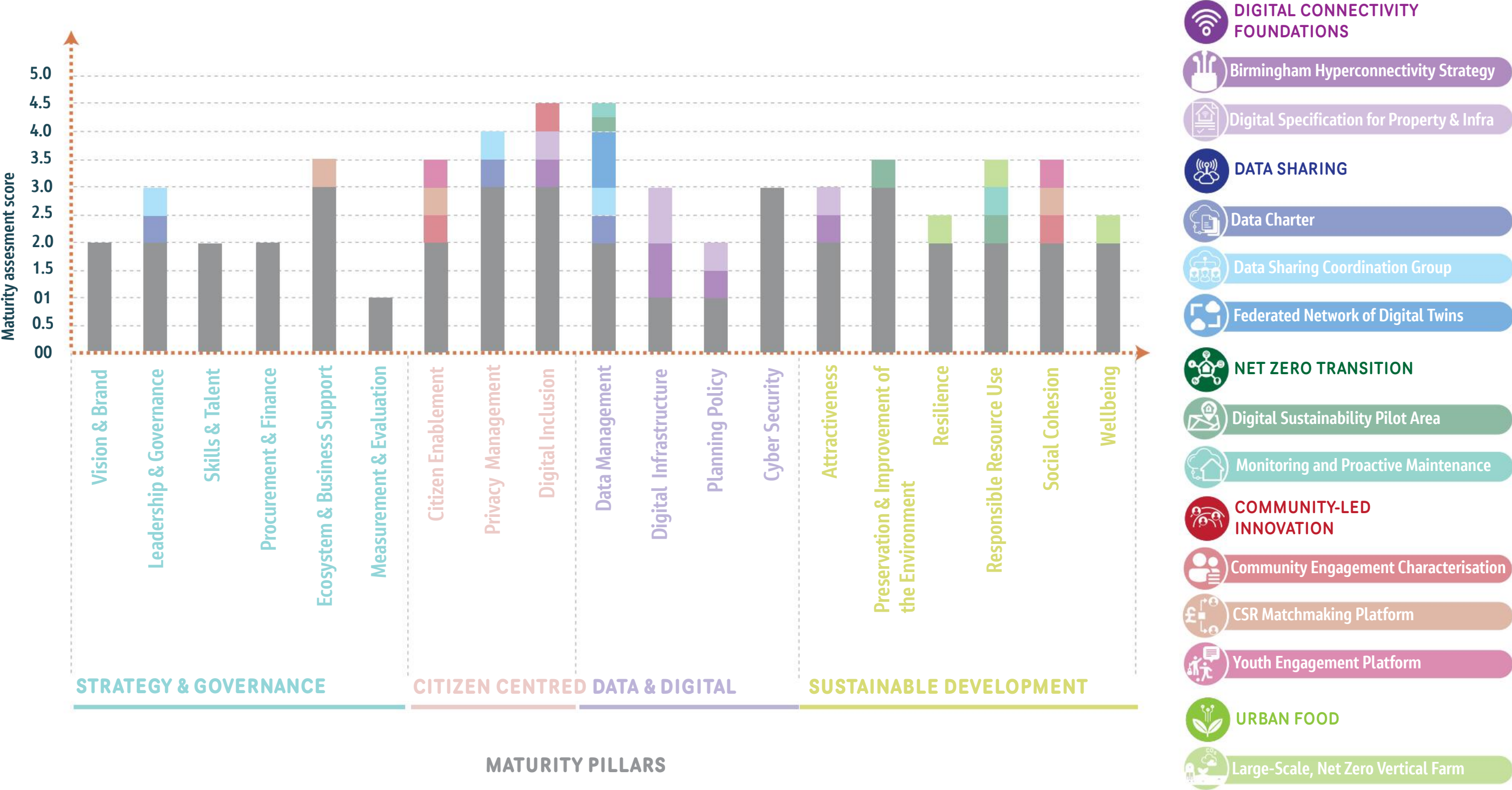


Figure 14: Indicative Impact of Roadmap Projects on Birmingham's Maturity Assessment Performance





# 07

## Business Cases

## 07 BUSINESS CASES

This section includes the executive summaries of the business cases that have been created for the 5 project areas. Full business cases for each of the projects can be found in the appendices of this document.

### 7.1 Digital Connectivity Foundations



**"5G offers significant benefits to citizens and businesses in Birmingham. It will drive the economic growth of the city, offer new innovative ways of working and new business models that will improve public service."**

Dr Peter Bishop, Director for Digital & Customer Services, Birmingham City Council, Nov 2020 <sup>28</sup>

#### 7.1.1 Proposed Project Overview



Birmingham's current fixed connectivity levels are poor, both in the city centre and in outlying districts, and whilst 5G connectivity is growing, there are certain areas of the city that will not achieve required fixed and mobile connectivity levels with current private investment methods. Emerging forms of connectivity, such as LoRaWAN and wider uptake of 5G, collectively referred to as 'Hyperconnected Technologies' will be crucial in driving the next

generation of intelligent infrastructure to support sustainable growth, such as the city's 'Route to Zero' (R20) programme.

Birmingham City Council (BCC) has already taken steps to reduce the levels of digital exclusion in the city through the Digital Inclusion Strategy and Action Plan. BCC is currently engaging with the market to address gaps in the city's full fibre coverage, however this does not represent a holistic connectivity strategy for the city. It will not address the need for widespread deployments of 5G or IoT network connectivity to support future technology use-cases, nor will it modernise the city's existing policy environment that influences the ease, cost and speed of connectivity deployments. The proposed project consists of two sub-projects:

- **Birmingham Digital Connectivity Strategy:** This project will focus on developing a strategy to accelerate the roll-out of connectivity technologies such as 5G and Low Power Wide Area (LPWA) networks which are critical to enabling future services and applications across the manufacturing, transport, energy and health and social care sectors. This project will also drive the transformation of the council's policies which influence the ease at which private sector companies can deploy connectivity. Examples of policies that may be reviewed and implemented include 'dig once', fast permitting and the streamlining of wayleaves to public sector properties.
- **Digital Specification for Property and Infrastructure:** This project proposes the development of a digital specification for property and infrastructure to ensure that in the future, major investments and interventions that reshape Birmingham, invest in digital infrastructure and services in a way that balances benefits for developments with benefits for the wider city. Initially this specification would be flexible and subjective in nature, focusing on gauging the market's capability to invest. Over time, this specification could evolve to become more firmly embedded in the planning process.

#### 7.1.2 Economic Impact Summary



The proposed project has the potential to generate over £760m of gross monetary value in the form of increased productivity across the business and consumer sectors.

In addition to productivity benefits, the project has the potential to generate further impacts in the following areas:

- Increasing levels of inward investment due to the city becoming more attractive to businesses with intensive digital requirements
- Creating additional direct jobs in digital infrastructure delivery
- Providing better access to education services and employment opportunities.
- Delivering various benefits to the public sector through enabling the delivery of more services digitally.

#### 7.1.3 Delivery Approach Overview



We propose the Digital Connectivity Strategy sub-project is delivered between April 2022 and July 2023. We propose that this sub-project is delivered using existing council resources wherever possible, however foresee a potential need for external resources to support on the deeply technical aspects. We forecast the expected cost of this sub-project would be approximately £100k comprised of internal and external resource time.

Regarding the Digital Property Specification sub-project, we recommend BCC target a launch date in Q2 2023. This will allow for the collaborative development of the specification with a property developer who is familiar with the city. Several developers, including Argent and Lendlease, have offered to co-develop this specification with the Council and they have stated they would not expect reimbursement for their time. As with the Connectivity Strategy discussed above, we envisage that the specification would be developed by internal

council resources from the Digital City and Planning teams are far as possible, however there may be a need for external technical resources to provide specialist digital infrastructure contributions. Taking into account the internal resource costs, in addition to potential external support and a small promotion budget for the specification launch, we expect the cost of this sub-project to be approximately £92.5k. It should be noted that the GBSLEP has expressed an interest in this sub-project and may be willing to commit up to £40k towards the total costs.

#### 7.1.4 Immediate Next Steps



The immediate next steps for this project include:

- Engage with the BCC full fibre team and internal stakeholders closely involved with the BCC Digital Inclusion Strategy and Action Plan.
- Engage with an external property developer (Argent) to agree the co-development of the Digital Property Specification.
- Hold initial internal sessions between the BCC Digital City team and wider BCC departments to understand current levels of 5G and Low-Power Wide Area (LPWA) connectivity in the city and the current state of the council's digital infrastructure deployment policies.
- BCC Digital City team to engage with the GBSLEP to secure funding for the Digital Property Specification.

## 7.2 Data Sharing

### 7.2.1 Proposed Project Overview



By embracing data and the benefits it brings, cities have a tangible opportunity to improve society and grow their economies. The McKinsey Global Institute (MGI) estimates that the increased use of data and digital intelligence systems in cities improves key quality of life indicators by 10 to 30%, translating directly into lives saved, fewer crime incidents, shorter commutes, a reduced health burden and carbon emissions averted.<sup>29</sup> Birmingham's city data landscape is currently very fragmented, with the city's public institutions and private sector organisations each progressing with their own initiatives. Without

fast coordination there is a risk that Birmingham will be left with a host of disparate data platforms, containing unstandardised data, making extracting any value extremely difficult and costly. While the Council have recently launched an internal insights programme which will enable better data sharing between the council's directorates, there remains a need for intervention at a wider city scale. This business case proposes the delivery of the following three component projects:

- **Birmingham Data Charter:** The creation of a publicly facing document which communicates how the city's institutions will ethically use data to deliver benefits to citizens and businesses. City organisations would be invited to become signatories to this charter, thereby creating a community of data owners who will contribute to Birmingham's data ecosystem.
- **Data Sharing Coordination Group:** The establishment of a group to drive cross-organisational data sharing. This group of prominent data owners from across the city would meet, prioritise use-cases and then work towards generating the data and analytics required to fulfil them. This model has worked successfully in London where the Data for London working group drive data sharing efforts. Organisations that have expressed an interest in being founding members of this Group include Transport for West Midlands (TfWM), Western Power Distribution, Lendlease, West Midlands Police and Birmingham City University.
- **Federated Network of Digital Twins:** As more and more datasets are made available, it will be necessary to ensure that they conform to a consistent set of data standards and are stored in a known location to facilitate interoperability and easy aggregation to give a holistic view of city challenges. This project proposes to create a federated network of city data platforms. Data within these platforms would conform to the same set of standards and would be signposted to by a master directory. Together these platforms can be developed into a comprehensive digital twin for Birmingham. This hugely ambitious aspiration would not only see Birmingham leading the way in terms of city data sharing nationally, delivering benefits for its citizens and city organisations, while also providing a platform to attract high profile businesses requiring data to drive their innovation agendas

### 7.2.2 Economic Impact Summary



The proposed projects have the potential to increase gross domestic product (GDP) by approximately £145m-436m over the project period by improving access to, and availability of, data in the city. Further impacts expected to be realised include:

- Increased public trust in big data and analytics through institutional commitments to ethical use, transparency, and accountability.
- Delivery of cost savings for the Council and other public service providers through streamlined data management and better targeting of interventions based on data-driven insights.
- Enablement of predictive analytics to inform better decision making around future events and investments.
- Increased attractiveness of the city for inward investment, start-ups, and innovation activities due to the increased availability of data.

### 7.2.3 Delivery Approach Overview



We propose that this project is delivered in two phases. The first phase, starting in April 2022, should involve the creation of the Data Charter and the establishment of the Data Sharing Coordination Group. By the end of the first year (April 2023), the Data Charter should be launched and between 3 and 5 data sharing use-cases should have been successfully delivered by members of the Data Sharing Coordination Group. We expect that these two initiatives will require the creation of a secretariat role to coordinate and drive activities. This should be delivered by a resource from the Digital City Team. We anticipate that these two projects will require approximately £50k of internal Council resource time during the first year of delivery. The Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) was particularly supportive of these activities and may be able to lend some financial support to fund delivery.

The second phase of the project, projected to start in April 2023, involves the creation of the Federated Network of Digital Twins. This project should be treated as a longer-term ambition, and its precise scope will become clearer as the previous two initiatives are delivered. At a minimum, we envisage that a technical design exercise will need to be completed to determine how the city's disparate data sources can be brought together under a central directory to appear as though they are unified. We also foresee that some organisations across the city will be willing to share data but may not have their own platform to do so. Therefore, we also expect there to be a piece of work to explore options around whether a suitable platform exists that can host this data, what changes or extensions need to be made to make this possible, or whether a new platform might be needed. Potential funding sources for these pieces of work include Innovate UK and UK Research and Innovation (UKRI), who are committing huge amounts of funding to digital twins, or the Government's Levelling Up fund.

### 7.2.4 Immediate Next Steps



In parallel with the establishment of the wider Digital City Programme governance structures, the Digital City team should convene relevant stakeholders to form the initial membership of the Data Sharing Coordination Group. These same members should also lead contributions to the first draft of the Data Charter.

The Digital City Team should also hold a knowledge transfer session with London First (the lead creators of the London Data Charter) to understand their process and lessons learned for producing and launching the document.



## 7.3 Route to Zero Transition (Digital Sustainability)



“This defining year for the UK’s climate credentials has been marred by uncertainty and delay to a host of new climate strategies. Those that have emerged have too often missed the mark. With every month of inaction, it is harder for the UK to get on track.”

Climate Change Committee (CCC), UK Independent Statutory Body, ‘2021 Progress Report to Parliament’, June 2021<sup>30</sup>

### 7.3.1 Proposed Project Overview



Birmingham City Council (BCC) declared a climate emergency in June 2019, and with it set the target for the city to become carbon net zero by 2030. The city-wide initiative ‘Route to Zero’ (R20) encompasses carbon reduction aims alongside further benefits and rewards via a commitment to reduce inequalities in communities. However, additional complementary initiatives are required to work alongside existing solutions in the city to meet the challenging carbon reduction targets.

The role of digital connectivity and technology in delivering sustainability outcomes is often overlooked, but they have an important part to play in helping Birmingham meet its emission reduction targets. For example, digital connectivity allows people to work from home thus reducing transport related emissions, while sensors and internet of things (IoT) devices allow more granular control of energy usage. The projects proposed in this business case will help Birmingham to understand the role of digital connectivity and technologies in achieving sustainability outcomes.

The proposed project consists of two sub-projects that will deliver high-profile smart city infrastructure to tackle one of Birmingham’s primary R20 challenges, reducing emissions from domestic homes, and alleviate fuel poverty in one of the more deprived areas of the city, whilst also enabling cost savings in the maintenance of Council property:

- **Digital Sustainability Pilot Area:** The R20 programme is developing a large-scale domestic retrofit programme for council-owned properties in Druids Heath. This project proposes co-locating a digital sustainability pilot area alongside the domestic property retrofit programme and proposes equipping a total of 1000 homes with a range of digital interventions, including environmental sensors, smart appliances, battery storage technology and behaviour incentivisation applications. These additions will further reduce carbon emissions, change energy usage behaviours, and reduce residential energy bills to alleviate fuel poverty.
- **Monitoring and Proactive Maintenance of Council Property Assets:** This will utilise the technology installed in the digital sustainability pilot to enable potential reduction in annual maintenance and management of social housing costs to BCC. This project will collect data and develop a set of analytical tools to enable a more proactive approach to asset maintenance. Use-cases include early detection and remediation of damage to council properties, better visibility for bulk purchasing and savings in the council supply chains, as well as early intervention to support vulnerable residents.

### 7.3.2 Economic Impact Summary



The proposed project has the potential to generate £11.7m of gross monetary value from the uplift in council property values. The project also has the potential to generate further benefits of between £1.5m and £1.8m per annum across the following impact areas:

- Reduced carbon emissions, helping to move Birmingham towards its net zero 2030 target.
- Reduced utility bills for residents of the pilot area, leading to lower levels of fuel poverty.
- Improved health and wellbeing outcomes due to an improved living environment, resulting in a reduced risk of premature death and the delivery of cost reductions for the NHS.
- This in turn has positive impacts on the health and wellbeing of residents.
- Reduced cost of property management and maintenance activities

### 7.3.3 Delivery Approach Overview



We propose the project is delivered in two distinct phases. Phase 1 would involve the designing the digital aspects of the pilot project. This will include integrating the design requirements of the Monitoring and Proactive Maintenance of Council Property Assets sub-project. We anticipate that this phase of work will be delivered between Q2 2022 and Q2 2023, however, this will need to be aligned with the wider retrofit programme timescales. Due to the deeply technical nature of designing IoT networks, we expect that external resources will need to be commissioned to lead the scheme design piece of work. The Digital City team would complement this technical design exercise by leading internal and external stakeholder engagement activities. We anticipate the cost of this phase of work will be approximately £230k. This could be funded by using a proportion of the Green Homes Grant already secured by the council or through engaging with the

Midlands Energy Hub Consortium who are bidding for funding from the government’s Sustainable Warmth Scheme.

Once complete, the project should move into Phase 2. This involves the deployment and operation of the digital pilot area. A more accurate cost will estimate for phase 2 will be available following the conclusion of the detailed scheme design. Without this being completed, it is difficult to provide an accurate bottom-up estimate of costs for deployment. However, using several benchmarks from completed projects and pilot implementations, we recommend that a budget of between £2m and £3.5m should be expected for the deployment phase of this project. The government has recently announced a £800m fund to support social housing reach net zero standards which could be a viable funding source for this stage of the project. There is an opportunity for long-term operating costs to be funded from the management and maintenance savings generated by the solution.

### 7.3.4 Immediate Next Steps



The immediate next steps for this project include:

- Engage closely with BCC R20 programme to align project scope and timelines with existing activities
- Engage with the BCC Data Housing and Data Insights team to refine the monitoring use-case and identify specific data sets required
- Hold knowledge transfer workshop with Jacobs to understand learnings from a similar digital property asset management project being design in another UK city. This will allow further detail to be added to the project scope.
- Investigate the funding opportunities listed above and if project approval is received, submit a funding application to the Green Homes Grant or Sustainable Warmth Scheme.

## 7.4 Community-Led Innovation



“Inclusive Growth is about all of our residents being able to touch, taste and feel the benefits of rising prosperity within the region. The West Midlands is on the rise again – but we know it will take a proactive, targeted approach to ensure that those communities currently left behind can play a full part.”

Deborah Cadman, CEO WMCA, September 2018

### 7.4.1 Proposed Project Overview



Birmingham is ranked as the 7th most deprived authority in England <sup>31</sup> and 37% of the city's children grow up in poverty. <sup>32</sup> Without action, there is very real risk that Birmingham will not improve these statistics or deliver on its wider inclusive growth

ambitions. Communities will continue to be excluded due to a lack of effective engagement, a lack of trust in the city's formal institutions and a lack of funding for the voluntary and community organisations (VCOs) that provide so many critical, localised support services. Whilst a significant initiative is already underway in the form of the Inclusive Growth programme, we believe that additional digitally-enabled measures will make a significant difference to the degree to which Birmingham's community challenges are met. The proposed project consists of three sub-projects exploiting digital technology to better connect Birmingham's communities to Council and third-party services, and resources of benefit to them, ultimately helping the city to tackle its inequality and exclusion challenges:

- **Community Engagement Characterisation:** The extension of an existing exercise completed in the Eastside area which aims to collect and layer various data sources on local communities to provide a comprehensive view of the diverse and nuanced challenges they face, the resources available to them, and the forms of engagement that are most likely to be effective.
- **Corporate Social Responsibility (CSR) Funding Matchmaking Platform:** The creation of a digital platform which allows charities, social enterprises and private sector companies with CSR budgets and resources to browse and fund social-purpose challenges or initiatives put forward by voluntary and community organisations (VCOs). This will channel much needed funds towards social purpose initiatives that are losing funding due to the loss of European funding sources.
- **Youth Engagement Platform:** The creation of a digital platform which allows children and teenagers aged 5 to 18 years old, and school classes, to submit project ideas, vote for their favourites, and receive funding, either from community crowdfunding, corporate donations, or grants. This will engage Birmingham's youth in the development and shaping of the city.

### 7.4.2 Economic Impact Summary



The proposed projects have the potential to generate approximately £45.84m of gross monetary value per annum for Birmingham across the following impact areas:

- Improved engagement with, and understanding of, local communities, particularly those in historically hard to reach areas.
- Increased trust between communities, particularly the young and the socially excluded, and public/private organisations in the city.
- Democratised access to a wider set of funding opportunities for third sector organisations delivering critical local support and enablement services.
- Increased direct outputs (donations, in-kind contributions, and beneficiaries) from CSR activities.
- Improved social outcomes in terms of reduced numbers of people not in education, employment, or training (NEETs), reduced levels of general unemployment and fewer residents in poor and very poor health.

### 7.4.3 Delivery Approach Overview



We propose that the Community Engagement Characterisation sub-project is delivered between April 2022 and April 2023 using existing resources from within the council's data insights, communities, and digital city teams. We forecast that the expected cost of this sub-project would be approximately £72k comprised entirely of internal resource time.

Regarding the delivery of the two digital platform projects, we recommend that the Council target a go-live date of April 2023. This will ensure that insights captured through the Community Engagement Characterisation project can be used to shape and target these initiatives. We recommend that the Council engages with existing providers on

the market, such as SpaceHive and WhatImpact, to launch platforms at minimal upfront cost, and works with delivery partners with good existing relationships with the respective target audiences to ensure maximum impact. We have engaged with the Birmingham Voluntary Services Council (BVSC) who have expressed an interest in supporting the delivery of the CSR Matchmaking Platform sub-project, and Beatfrecks (a local youth engagement organisation) who are well positioned to support the delivery of the Youth Engagement Platform.

We expect that these two sub-projects will cost between £300k and £500k. These costs are comprised of internal resource effort to oversee the projects, funding for delivery partners and, in the case of the Youth Engagement Platform, a budget for match funding highly voted project ideas. To fund these two sub-projects, we recommend that the Council targets the Government's upcoming Shared Prosperity Fund (UKSPF) which is due to open in April 2022. This fund has been created to replace the European funding sources that the UK is no longer eligible for, therefore is expected to have good alignment to these types of projects.

### 7.4.4 Immediate Next Steps



The immediate next steps for this project include:

- Engage with the Insights team and City-REDI to understand the potential to have their support in the delivery of the Community Engagement Characterisation project
- Engage with potential delivery partners (BVSC and Beatfrecks) to further define the platform projects
- Hold initial sessions with potential platform providers to understand functionality available on the market and business models.
- Submit a funding application to the UKSPF when it opens in April 2022.

<sup>31</sup> [https://www.birmingham.gov.uk/download/downloads/id/2533/index\\_of\\_deprivation\\_2019.pdf](https://www.birmingham.gov.uk/download/downloads/id/2533/index_of_deprivation_2019.pdf)

<sup>32</sup> <https://www.endchildpoverty.org.uk/child-poverty-is-on-the-rise-and-concentrated-in-the-places-the-governments-policies-will-hurt/>



## 7.5 Urban Food Systems

### 7.5.1 Proposed Project Overview



Global food systems are increasingly unhealthy and unsustainable. If left unchecked, our current approach to food production and consumption has the potential to cause huge economic, social, and environmental impacts at a local, regional, and national level.

Environmentally, food production is the single biggest contributor to biodiversity loss, deforestation, and drought. In the UK, the total carbon footprint of the food and drink that we consume is equivalent to 35% of total greenhouse gas emissions.<sup>33</sup>

Economically, the UK imports around 50% of the total food consumes.<sup>34</sup> The fragility of the UK's food system has been exposed by Brexit and the Covid-19 pandemic, where reports of food shortages have led to panic buying and price inflation. While these were short-term shocks, climate change is the major long-term threat to food security due to the danger of extreme weather events and catastrophic harvest failures. It is vital that the UK increases its levels of local food production to protect itself from these external stressors in the future.

Socially, the food we eat has a significant impact on our health. The UK is now the fattest country

in the G7, with approximately three in ten of the adult population being obese.<sup>35</sup> This is a direct consequence of a food system geared towards cheap, energy dense foods. There is also a social gradient to the UK's food system, with adults and children in the lowest income decile eating on average 42% less fruit and vegetables than recommended.<sup>36</sup> Birmingham's high levels of deprivation make it particularly vulnerable to these social outcomes. In some wards such as Handsworth, Hodge Hill and Washwood Heath almost half of children are either overweight or obese.<sup>37</sup>

Birmingham is uniquely positioned to lead the transformation of the UK's food system due to its existing sector strengths in food and drink manufacturing, nationally renowned restaurant scene and pressing health challenges.

This proposed project will create a vertical farm as a prominent smart city flagship facility for Birmingham, making a significant contribution to the city's Route to Zero (R20) contribution by providing a more sustainable source of food. The large-scale, net zero vertical farm will be based in the Tyseley area, in conjunction with the Energy Park and the vertical farming start-up organisation, Harvest. The farm will focus on growing vegetables and herbs that the UK typically imports from the Indian subcontinent and East Asia, which will result in a significant reduction in food miles and associated carbon emissions. This new source of food supply is well matched with local demand as many of Birmingham's food manufacturers and distributors serve markets for Asian food.

In terms of digital requirements, the farm will be highly automated and completely instrumented to allow granular control of the growing environment. It is also proposed that the farm is collocated with a local energy source. Tyseley is home to a large anaerobic digestion plant (Tyseley Energy Recovery Facility (TERF)) which generates large quantities of CO<sub>2</sub>. The farm requires CO<sub>2</sub> to provide the right growing conditions for the plant, therefore would somewhat neutralise the emissions being produced by the plant.

Lastly, the farm would run a structured programme of community engagement initiatives to educate local school children and residents on the benefits of healthy diets and sustainable food production.

### 7.5.2 Economic Impact Summary



The proposed project has the potential to generate £1.7m of gross monetary value per annum from the creation of operational stage high value jobs in the Tyseley area. The project also has the potential to generate further benefits of c.£447k per annum across the following impact areas:

- £229k per annum in water bill savings compared to traditional farming methods
- £71k per annum in CO<sub>2</sub> emissions saved by enabling the reforestation of farming land
- £27k per annum in reduced CO<sub>2</sub> emissions by transitioning to vertical farming methods
- £50k per annum in reduced food miles.

Separate to these quantifiable impacts, the project also has the potential to generate a wider range of qualitative impacts for Birmingham. Locally, the project will improve food security, enable a circular carbon economy, and engage the community in food production methods. At a national level, being the first urban vertical farm of this scale in the UK, it will serve as a national exemplar for the future for food production.

### 7.5.3 Delivery Approach Overview



This project will be led by the vertical farming start-up Harvest. This business has significant private sector investor backing and has conducted initial discussions with the TERF regarding an integration with the anaerobic digestion plant and wider local energy infrastructure. We envisage that the council will act in a supporting and enabling role for this project, helping the farm to secure land, making connections with local food businesses that could provide demand for the farm's produce and supporting engagement efforts with local communities. The Council would incur minimal costs for providing this support, expected to be under £10k per year of internal resource time. We expect that any further time or resource requirements would be paid for by the investor backing the project.

### 7.5.4 Immediate Next Steps



Hold meeting with Harvest, Veolia and Tyseley Energy Park to understand how the Council can help move the project into delivery.

<sup>33</sup> [https://wrap.org.uk/sites/default/files/2021-10/WRAP-Pathway-2030-Delivering-a-50%25-reduction-in-the-GHG-footprint-of-UK-food-and-drink-summary-report\\_0.pdf](https://wrap.org.uk/sites/default/files/2021-10/WRAP-Pathway-2030-Delivering-a-50%25-reduction-in-the-GHG-footprint-of-UK-food-and-drink-summary-report_0.pdf)

<sup>34</sup> Exploring the resilience of the UK food system in a global context, Global Food Security, 2018

<sup>35</sup> <https://www.nationalfoodstrategy.org/>

<sup>36</sup> Sustainable Health Equity, Achieving a Net-Zero UK, Institute of Health Equity, 2020

<sup>37</sup> <https://foodfoundation.org.uk/sites/default/files/2021-10/Final-BCC-Report.pdf>





**08**

Recommended  
Governance  
Arrangements

## 08 RECOMMENDED GOVERNANCE ARRANGEMENTS

### 8.1 Recommended Governance Approach

In this chapter, we recommend a city-wide Governance and Delivery Model to draw stakeholders together to drive and oversee delivery of the Digital City Roadmap, and its ongoing evolution and expansion in line with the city's objectives. The Governance and Delivery Model is required to:

- Establish a coalition of stakeholders to drive Birmingham forward as a digital city
- Hold the Digital City Programme to account in delivering against the city's objectives
- Hold projects to account in delivering against their individual objectives
- Ensure that new projects aligned to the city's objectives are constantly identified and driven forward
- Ensure that the required resources are available to support the Programme

Critical to Governance and Delivery Model is the need to establish a city-wide responsibility for and commitment to the Digital City Programme. Birmingham City Council will play a crucial role in convening the Governance and Delivery Model bodies, and will lead or participate in many projects, but the Governance and Delivery Model bodies will report to the City Board, rather than to the Council, and may drive some projects that are independent of the Council.

The recommended model involves several different elements, each with a specific remit, characteristics and Terms of Reference. These have been designed following extensive stakeholder engagement in Birmingham, and are informed by international research and experience.

#### 8.1.1 Stakeholder engagement – Governance insights

Findings from stakeholder engagement, the previous Smart City Commission, and the experience of cities elsewhere

The recommended Governance and Delivery Model is informed by insights captured from the digital maturity assessment and case study cities presented in this report, and from the governance model previously applied to the Birmingham Smart City Commission, established in 2012.

Governance was identified as a top priority in the maturity assessment, with many city stakeholders highlighting it. Insights they shared included:

**01 Digital is not a focus of current governance structures:** The city's digital agenda is a focus for the City Council led by its Director for Digital and Customer Services. However, Digital is not a Cabinet remit, nor is it represented on the City Board, and the city does not have a dedicated Chief Digital Officer or equivalent. Many stakeholders stated that stronger city-wide digital leadership was needed.

**02 Leadership is not connected across the city:** Several stakeholder interviews identified the need for a more holistic understanding of the complex challenges the city faces. Moreover, these challenges are not solved by the teams or organisations that seek to deliver Net Zero and/or Inclusive Growth alone. There is a need to act in more cohesive, connected and considered manner to ensure new solutions do not merely create new problems. This 'connected' thinking needs to start at the very top of all organisations. We heard from senior leaders that this skillset is not always evident across city organisations.

**"We've still got a way to go to help articulate the interconnectivity between different agendas and that requires leadership which is able to think laterally in multiple dimensions"**

Anonymous stakeholder quote

**03 Governance structures should better reflect the citizens and users they serve:** Stakeholders identified the diversity and youth of the city as important strengths, and stressed that these should be reflected and harnessed in the digital development of the city. Specifically, their voices should shape the challenges to be addressed by digital interventions, and be a part of the projects and solutions to deliver them.

**04 The City Board should take responsibility for Birmingham's digitalisation:** The City Board should enhance its digital capability and expertise, reflecting the central role that digital technologies and services will play in the Grand Challenges it addresses on Birmingham's behalf. For the same reason, governance of the Digital City Programme should be a new responsibility for the City Board, so that the Programme is delivered on behalf of the city, rather than the City Council. Consequently, a Digital Board should be established that reports into the City Board and that is accountable for delivery of the Digital City Programme.



**"I'd like to see governance really broadened, and I'd like to see young people involved in it."**

Anonymous stakeholder quote

**05 Measurable outcomes should be defined for the Digital City Programme:** To understand progress and ensure development of the Digital City Programme, activity must be assessed against measurable outcomes. This will be vital in order that a body of evidence can be built to demonstrate the effectiveness of the Programme and to enable investment in its future growth.

8.1.2 Lessons Learned from the Birmingham Smart City Commission

Birmingham's Smart City Commission, established in 2012, was one of the earliest and most significant bodies created in the UK to drive a city-wide smart city agenda. However, it did not ultimately drive forward a delivery programme of the expected impact. A short review of the structure and activities of the Commission yielded the following insights:

INSIGHT	LESSON
The Commission had no real power, authority or responsibility for delivery	Give a Digital Board, reporting to the City Board, overall responsibility for the programme and for holding delivery teams to account
The Commission's agenda was more about what its member organisations wanted, rather than what the city needed	Focus Digital City Programme activity on defined city-wide challenges
Political disruption resulted in confusion and a loss of focus	Ensure governance of the Digital City Programme is independent and driven by city needs
The Commission's resulting strategy was too long term and delivery was inconsistent	Create clear delivery and oversight responsibilities with activities measured against outcomes; focus on shorter term deliverable wins
The sheer breadth of scale of the Commission's programme was too big, with 6 big challenges, 12 task and finish groups, and over 40 projects	Define a small number of concise challenges and projects, each addressing a unique and clearly defined city requirement
There was a disconnect between the Commission's leadership and what was happening on the ground	Ensure the value proposition of engagement with the Digital City Programme is clear; define a delivery process; and ensure strong channels of communication between the Digital City Board
The Commission listened, but did not generate new ideas	Convene a network of active agents as a creative force to bring forward new ideas and initiatives to the Digital Board and delivery teams

8.1.3 Birmingham Digital City Governance and Delivery Model

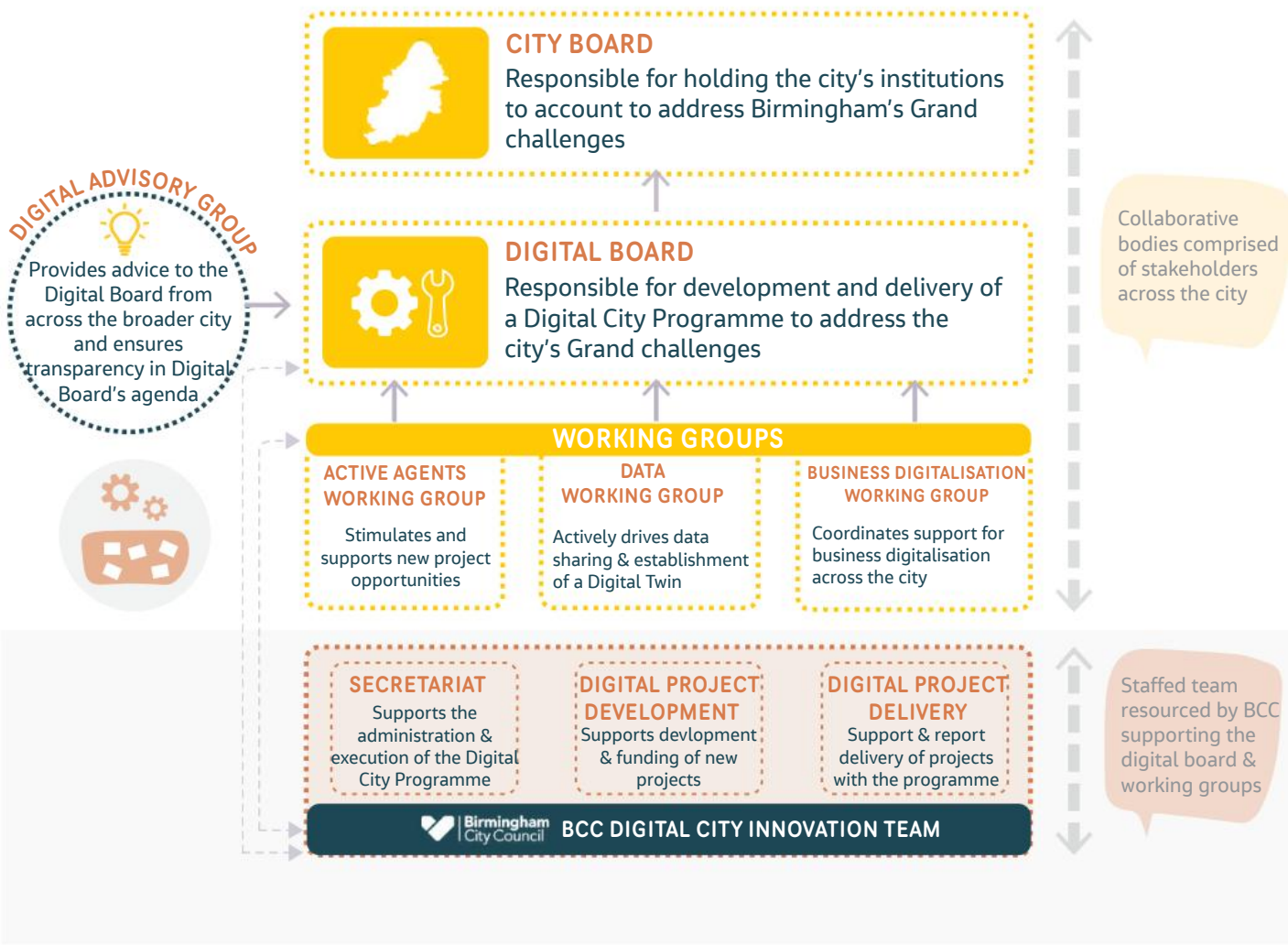


Figure 15: Birmingham Digital City Programme Governance and Delivery Model

Using insights gained through extensive stakeholder engagement in Birmingham, analysis of the comparator cities identified in this report, and the collective experience of the project team, the following recommendations are made to establish a Governance and Delivery Model for Birmingham's Digital City Programme. The recommended structure will both oversee delivery of the initial Digital City Roadmap presented in this report, and drive ongoing development and expansion of the Programme. It will establish a body able to set the approach for digital initiatives to address the Grand Challenges established by the City Board, and that is linked to groups with the ability to deliver them.

The Governance and Delivery Model contains several different bodies intended to work together in specific ways. Experience has shown that a single body cannot successfully set direction for, oversee, deliver and continuously drive expansion of a city-wide digital programme – there are simply too many activities and responsibilities for a single body to carry them out. Additionally, whilst overall governance and delivery is a collaborative responsibility, there are some crucial tasks, particularly in project development, that are typically difficult to complete without committed, staffed resources. The recommended model therefore includes a combination of a collaborative Board and Working Groups, with a staffed supporting team provided by Birmingham City Council.



### 8.1.4 City Board Recommendation

- Appoint an independent City Board member to provide digital leadership: The City Board should appoint a new member with deep digital expertise and a city-wide focus. They should have support from the City Council, but remain independent, limiting the possibility for short-term political issues to distract from longer-term goals. The new member should chair a new Digital Board, that operates in parallel with and reports into the City Board, as described below.

### 8.1.5 Digital Board Recommendations

- **Create a Digital Board that supports and informs the existing City Board:** The new Digital Board should inspire and facilitate digital initiatives and have overall accountability for delivery of the Digital City Programme, reporting to the City Board. It should consist of digital leaders from across the city and with an interest or stake in the role of digital in Birmingham's future growth. The Digital Board should be supported by the subsidiary groups identified below that can both act as generators of new initiatives, and support delivery of projects by partners. Board members will also be expected to champion individual projects and challenges.
- **Create a Digital Advisory Group to provide wider insight to the Digital Board:** In order to function effectively as a decision-making body, membership of the Digital Board will necessarily be limited to a relatively small number of individuals, and is therefore unlikely to be fully representative of Birmingham's diverse communities and interests. A broader Digital Advisory Group with rotating membership should be established to reflect this diversity, and to provide input and feedback to the Digital Board.
- **Develop a cross-sector Active Agents Working Group:** The Digital Board should be supported by a Working Group with entrepreneurial, creative, commercial and innovative expertise, to define challenges, find solutions, identify new initiatives emerging from Birmingham's communities and business ecosystem, and to identify sources of funding and investment. These people are likely to be 'Active Agents' who drive change in their own organisations, and should be skilled networkers, with the freedom to connect the dots between many different stakeholders to help bring forward new ideas and opportunities in the city.
- **Create a Data Working Group:** Stakeholder engagement has revealed widespread opportunities for organisations in Birmingham to share data in the interests of driving improvements in the city, providing it is done in a controlled and appropriate way. The role of the Data Working Group is to bring together those driving data use and sharing in their organisations to identify new opportunities to share data. The Group will also be tasked with creating a Data Charter for Birmingham, committing the city's institutions to working together towards the shared vision of a Digital Twin for the city.

- **Create a Business Digitalisation Working Group:** There are a wide number of programmes and schemes active in Birmingham that seek to enhance the digital capability of the city's businesses, including its very large number of SMEs. However, there is no overall strategy between the various organisations responsible for them, and therefore insufficient understanding of any gaps, and poor signposting for individual businesses to the programmes most appropriate to them. The role of the Business Digitalisation Working Group is to drive greater communication and alignment amongst business digitalisation initiatives, so that they provide the growth platform Birmingham needs.
- **Create a Digital City Innovation Team within the City Council with Digital Project Development and Digital Project Delivery capability, and to act as a Secretariat:** The Digital Board and its Working Groups should be supported by a team provided by the Council with capability to assist with Digital Project Development and Digital Property Delivery, and to act as a secretariat. These resources could be part of the Council's innovation team. Digital Project Development capability is required as whilst many projects identified through the Digital City Governance and Delivery Model will be taken forward by organisations across the city, some will need assistance to be developed to the point where they are viable. A Digital Project Delivery capability will also be required, in some cases to provide skilled resources to manage complex projects on behalf of their delivery partners; in other cases simply to ensure that projects driven forward by partners themselves do so consistent with the overall Digital City programme. Finally, all of the groups in the Governance and Delivery Model will require administrative and logistical support.

### 8.1.6 Operating Recommendations

- **Develop a clear value proposition for all key stakeholder groups:** The success of the Digital City Programme will be reliant on attracting digital influencers and leaders in the city to contribute to drive the programme forward. Members of the Digital Board and its sub-groups should have a clear interest or stake in Birmingham's digital progress.
- **Create governance processes that are open and transparent:** Transparency must be a core value of the governance and delivery of the Digital City Programme. This should include the membership, Terms of Reference, objectives and agenda of the Digital Board and the other elements of the Governance and Delivery Model. Transparency will be supported by the independent Digital Advisory Board.
- **Achieve fast progress:** The Digital City programme will need to demonstrate success quickly through the initial projects recommended in this report. This immediate impact should be followed by delivery of a longer-term programme.
- **Allow for adaptability:** The Digital City Programme, Roadmap and governance structures will need to reflect the changing needs of the city. They should be reviewed every two-years, including their structure, processes, membership and areas of focus.
- **Build a business case for a Chief Digital Officer (CDO):** Whilst not ubiquitous, many cities, such as London and Chicago, have demonstrated the value to a strong digital agenda of a single, city-wide digital leader, connected to institutions, industry and communities. In order to drive rapid improvements in Birmingham's maturity as a digital city, a business case should be built to employ a Chief Digital Officer for Birmingham. This role should be defined during the next 18 months of the Digital City Programme. Whilst Birmingham's CDO should clearly have a strong understanding of the role of digital in the city's future growth, this is primarily a position of organisational and political leadership, not technology expertise.

## 8.2 Draft Terms of Reference (ToR)

This section contains an initial Terms of Reference for each element of the recommended Governance and Delivery Model for the Birmingham Digital City Programme.

### 8.2.1 Digital Board ToR

#### Role:

The role of the Digital Board is to ensure that a Digital City Programme is driven forward in Birmingham in support of achieving the Grand Challenges set by the City Board. It should inspire and facilitate digital initiatives that contribute to the transformation of Birmingham, including the Inclusive Growth, and Route to Zero priorities.

The Digital Board's responsibilities are to:

- Advise and act on behalf of the City Board
- Set and champion Birmingham's ambition as a digital city
- Promote Digital Birmingham nationally and internationally, attracting investment and support from business and government
- Provide oversight and quality assurance of the Digital City Programme and projects within it
- Challenge the Active Agents Working Group and Data Working Group to continuously develop viable new digital initiatives in support of the City Board's Grand Challenges
- Approve projects submitted by partners and communities, supported by the Digital Project Development Team
- Champion the involvement of Board Members' own organisations and others in Birmingham's digital initiatives, and hold them to account to deliver their commitments
- Use the resources of Board Members and their institutions to support innovation from across Birmingham's communities and economy

#### Membership attributes:

To ensure the Digital City Programme is a success requires the commitment of city leaders and their respective organisations. The following attributes of Board Members will be required for the Board to be effective.

- **Translational Leaders:** Board members should have the ability to work across silos and to 'fill the gaps' between strategy and delivery, and between technology and outcomes. In particular, they should have the ability to create collaboration across wildly different stakeholders, from the smallest-scale, informal community activity to the City's largest institutions.
- **Digital Evangelists:** Board members should have a passion for Birmingham's future, an understanding of the role that digital technology will play in it, and be able to act as advocates for the city at a local, national and international level.
- **Diverse:** Board members should reflect the diversity of the city's communities and economy
- **Open and collaborative:** Board members should be natural collaborators and open to new ideas and digital ways of working.
- **Representative of Birmingham's anchor institutions:** Board members should include representatives of organisations that play a critical role in Birmingham's economy and communities and in delivering city services, and whose resources should be brought to bear to support the Digital City Programme
- **Influencers:** Board members should play a role influencing Birmingham's institutions, communities and businesses to engage with and support the Digital City Programme.
- **Socially Engaged:** Board members should have a good understanding of the social issues within Birmingham's communities, the role that technology can play in enabling change and supporting inclusive growth, and the challenges of inclusive engagement.

- **Results Oriented Strategic Thinkers:** Board members will be tasked with driving a programme that delivers against Birmingham's complex, long-term challenges and will be asked to think critically, challenge direction and focus on both short-term delivery and longer-term goals and investments.

To function effectively as a decision-making body whilst representing the breadth of the city, the Digital Board should ideally consist of ten to fifteen members. As this will limit the extent to which the Board's membership can reflect Birmingham's diversity, the Digital Advisory Group will be established with broader membership to reflect that.

#### Management and reporting:

The Digital Board shall meet on a quarterly basis, managed by the chair, with support from the secretariat. The agenda for meetings will evolve to reflect the Digital City Programme, but will initially include a focus on how to ensure success of the Digital City Roadmap presented in this report, building the Digital Birmingham brand, and agreeing objectives with the City Board.

Once established the Digital Board will oversee progress of its sub- groups such as the Data Working Group, Active Agents Working Group, and the Digital City Innovation Team , each of which will provide regular reports on progress against delivery of projects and development of new initiatives.

The Digital Board will report back to the City Board on progress made by digital initiatives in addressing the City's Grand Challenges, and will work with the City Board to ensure digital plays a central role in the addressing and evolving those the challenges. The Digital Board will also report to the Digital Advisory Group on a similar basis.

### 8.2.2 Working Groups ToR

Supporting the Digital Board will be Working Groups focused on existing and future challenges. These may evolve and change over time with the aim to provide coordination between activities across the Birmingham digital ecosystem. These Working Groups are collaborative, their members being drawn from organisations across the city. They do not have any dedicated staff.

### 8.2.3 Digital Advisory Group ToR:

#### Role and Responsibilities

The role of the Digital Advisory Group is to ensure that the work of the Digital Board, which will necessarily be limited in the number of its members, is transparent, and can be advised by broader stakeholders across the city.

#### Attributes

Membership of the Digital Advisory Group should be taken broadly from across Birmingham's ecosystem, economy and communities. It should truly reflect the diversity of the city. As the Digital Advisory Group is not a decision-making body and has no standing agenda, its membership could be quite large in order to facilitate such diversity. Membership should be through an application process with candidates being approved by the City Board. Membership of the Digital Advisory Group should be for fixed, rotating terms.

#### Management and Reporting

The Digital Board will report on a quarterly basis to the Digital Advisory Group, on a similar basis to its reports to the City Board. The Digital Advisory Group will be asked to provide feedback to these reports, and that feedback should be published and made available to the City Board.



## 8.2.4 Active Agents Working Group ToR

### Role and Responsibilities

The role of the Active Agents Working Group is to ensure that new initiatives are brought forward into the Digital City Programme to continually contribute to progress against the City's Grand Challenges. It plays a pivotal role ensuring that the Digital City Programme connects strategy to delivery. The Active Agents Working Group will operate in two distinct ways:

- Challenge-Led Innovation – working with the Digital Board and through the resources of its own networks, the Active Agents Working Group will identify challenges or themes relevant to the City's Grand Challenges and against which new digital initiatives could contribute. They will then reach out through their ecosystem to encourage such initiatives to come forth. The Group should have a specific focus on generating a minimum of two new focused challenges per year that will contribute to the City's Grand Challenges.
- Bottom-Up Innovation – the Active Agents Working Group will be open and accessible to proposals from Birmingham's communities and ecosystem for initiatives using digital to contribute to the City's Grand Challenges. It will seek to support viable, well-aligned initiatives, either informally through the resources of its members, their institutions or networks; or formally, by bringing them forward for support within the Digital City Programme.

Where necessary, the Active Agents Working Group will draw on the support of the Digital Project Development capability in the Digital City Innovation Team as a resource able to develop project ideas to the point of fully-formed proposals capable of securing the funds and resources required to deliver them.

### Attributes

The Active Agents Working Group will be chaired by a representative from industry, but will include representatives from across sectors and communities in the city. Members of the Group are not likely to be the most senior people in their respective organisations – they will be the dynamic self-starters who “know how to get

things done”. Their participation in the Working Group should be sponsored at the most senior level in their organisations, giving them the remit to act. Potentially they might be drawn from the organisations and individuals represented on the Digital Board.

The role of the Active Agents Working Group will require its members to work broadly across the other Working Groups and with their networks in the city. Members of the Group should have foresight skills and be actively engaged in the national and international technology ecosystem and abreast of new developments.

In order that new project opportunities can be supported if necessary by the Digital City Innovation Team, a member of that Team with Digital Project Development responsibility should be a member of the Active Agents Working Group.

### Management & Reporting

The Active Agents Working Group will meet monthly and will agree projects to be taken forward for development by the Digital City Innovation Team. It will report quarterly to the City Board on the status of projects in development and their alignment to the City's Grand Challenges.

## 8.2.5 Data Working Group ToR

### Role and Responsibilities

The Data Working Group has three responsibilities:

- To Create and secure commitment to a Birmingham Data Charter that commits organisations to using data collaboratively to address the City's Grand Challenges
- To identify and bring forward new opportunities for organisations in the city to use data collaboratively to address the City's Grand Challenges

- To create data standards for Birmingham and undertake other activities such that the many data sharing initiatives and platforms in the city grow together into a federated Digital Twin for Britain, aligned to the vision of the National Digital Twin programme

The Data Working Group will be chaired by a representative from industry led, but will include representatives from across sectors and communities in the city. It should develop a flexible roadmap of activity in support of these three objectives, comprising a multitude of specific data, organizational and sector wide initiatives. Where necessary, the Active Agents Working Group will draw on the support of the Digital City Innovation Development Team as a resource able to develop project ideas to the point of fully-formed proposals capable of securing the funds and resources required to deliver them.

### Attributes

Members of the Data Working Group should include those responsible for data and data sharing in organisations in the City who are committed to data sharing and collaboration. Members should also include people active in existing data sharing initiatives and groups in the city and region, such as the West Midlands Combined Authority's Office for Data Analytics, the West Midlands Open Data Forum, and Members of the SuperTech board. The Working Group's members should collectively have the expertise to create the Birmingham Data Charter and the standards and other initiatives required for the city to drive towards the establishment of a federated Digital Twin.

In order that new project opportunities can be supported if necessary by the Digital City Innovation Team, a member of that Team with Digital Project Development responsibility should be a member of the Data Working Group.

### Management & Reporting

The Data Working Group will meet monthly and will agree projects to be taken forward for development by the Digital Project Development Team. It will report quarterly to the City Board on the status of data-sharing projects and their alignment to

the City's Grand Challenges; on the establishment of a Birmingham Data Charter and organisations committing to it; and on progress towards a city-wide Federated Digital Twin.

## 8.2.6 Business Digitalisation Working Group ToR

### Role

The role of the Business Digitalisation Working Group is to co-ordinate and create synergies between organisations and initiatives providing digitalisation support to Birmingham's businesses, including SMEs. The Group should create a landscape of support available in Birmingham, and seek to create new initiatives where it identifies a lack of support, calling on the Digital Project Development Team for assistance in doing so if necessary. The Group will also act as a two-way channel of communication between the local business community and the Digital City Programme, helping to explore challenges, develop relevant skills and connect support to ideas. The Group should be chaired by an individual with strong knowledge of Birmingham's business ecosystem and who has the confidence of the bodies active in supporting business digitalization.

### Attributes

There are a several existing active programmes and communities from which Members should be drawn, including Birmingham City Council, the GBSLEP, West Midlands Combined Authority, West Midlands Digital Skills Partnership, West Midlands 5G, Birmingham Tech, STEAMhouse, Bruntwood SciTech and others. The first task for an initial Business Digitalisation Working Group would be to properly identify all of the stakeholders that should be involved. Across the diversity of Birmingham's economy, this will be a very large number of relevant organisations and initiatives, so the Group will need to establish a way of working with this broad community whilst keeping its own membership small enough to be functional.

### Management & Reporting

The Group will report its progress regularly to the Digital Board to manage progress and impact.



8.2.7 Supporting Teams ToR

Supporting the Digital Board and its Working Groups are staffed teams provided by Birmingham City Council from within its Innovation Team. These staff provide the expertise and resources to develop, deliver and organize the Digital City Programme that are traditionally difficult to provide through a collaborative approach.

8.2.8 Digital City Innovation Team ToR

The staff of the Digital City Innovation Team will play three roles in supporting the Digital Board and the Digital City Programme:

- Digital Project Development
- Digital Project Delivery
- Secretariat

Each of these roles is described separately below. The Digital City Innovation Team will report to the Digital Board.

Digital Project Development

Role:

The Digital Project Development role of the Digital City Innovation Team is to develop project opportunities identified by the Working Groups to the point where they are fully formed proposals capable of securing the funds and resources required to deliver them. This will include:

- Developing project proposals and business cases capable of securing private sector investment
- Developing project proposals and business cases capable of securing funds from public sector sources, grants and competitions
- Identifying third party service providers with offerings that match identified project requirements (i.e. those whose business model includes investing in and operating innovative services such as intelligent mobility)
- Facilitating the formation of collaborative delivery partnerships
- Identify which projects should be delivered by the Digital Project Delivery Team versus which will be delivered by partners

- Procuring solutions and resources from third parties
- This role also involves managing a pipeline of project opportunities sourced from the Working Groups. A member of the Digital City Innovation Team with Digital Project Development responsibility should be a member of all three Working Groups so that these opportunities are smoothly captured and developed. In the course of carrying out these activities, they will naturally come into contact with new project opportunities which should be considered by the Active Agents Working Group.
- Finally, the Digital Project Development capability should support the Active Agents and Data Working Groups by developing an evidence base to enable informed focus on project identification activities decisions

Attributes:

The staff undertaking this role should have expertise in commercial business development, project development, and the securing of funds from public sector and grant sources. They are likely to come from a commercial sales or business development role, and should possess the following skills and capabilities: horizon scanning and technology landscape mapping, relationship development and management, business development and sales, commercialisation, the analysis and scoping of projects and solutions, proposal writing and bid development, pipeline management and business case development.

Management & Reporting

The Digital City Innovation Team will report to the Digital Board on the pipeline of project opportunities in development.

Digital Project Delivery

Role:

The Digital Project Delivery roles is to:

- Report and support delivery of the Digital City Programme
- Manage delivery of and report on some projects within the Programme, particularly those led by Birmingham City Council
- Support and report on progress of projects delivered by partners
- This role and the Digital Project Development role together will provide analysis of new opportunities to identify resource requirements and risks.
- Attributes:
  - The staff fulfilling this role will need to be experienced in working with and managing innovation projects with a large degree of uncertainty. Specifically they should:
  - Have experience in delivering innovation projects, e.g. prototyping, testbeds, living labs etc.
  - Have experience in collaborative projects with a large number of delivery partners
  - Possess project and programme management skills including familiarity with waterfall, agile delivery and other methods
  - Be able to learn rapidly and understand the role of complex digital technologies in developing new solutions.
  - Be resourceful and be able to solve problems in support of projects such as identifying delivery partners and other expertise and resources.
  - Be results-orientated and comfortable with evaluation, lessons learnt and continuous improvement processes
  - Provide project governance and contract/supplier management capabilities including experience of innovative procurement processes (e.g. pre-commercial procurement).

To ensure quality of project delivery, The Digital City Innovation Team could consider limiting the

number of projects in delivery at any given time, with a suggested one-in-one-out rule with no more than five initiatives underway at one time. (This can be scaled up by increasing budgets and resources if required).

Management and reporting

The Digital City Innovation Team will report to the Digital Board to share project and programme progress, including risk management

Secretariat

Role:

The Digital City Innovation Team will support the management, organization and convening of the membership of the Digital Board, and the sub-groups that support it. This includes ensuring effective communications between each group and other interested stakeholders to ensure the work is coordinated, identifying and managing risks, coordinating meetings, reporting and external communications.

Responsibilities:

- Meeting logistics including facilities, agenda and minutes
- Overall Programme reporting and communications
- Marketing and branding

8.2.9 Impact of the Governance and Delivery Model





SCENARIO	 STRATEGY & GOVERNANCE	 CITIZEN CENTRED	 DATA AND DIGITAL INFRASTRUCTURE	 SUSTAINABLE DEVELOPMENT
Before Projects & Governance Model	02	02	02	02
After Projects only	03	03	03	03
After Projects & Governance Model	04	03	03	03

Figure 16: Impact of the prioritised projects and governance model on Birmingham’s maturity assessment

The insights gained from stakeholders centred around the lack of co-ordination and council awareness of many disparate projects and programmes occurring across the city. The governance structure has been created to provide a balanced perspective to strategies and programmes that include the needs of the companies, universities, charities and council.

The governance structure will integrate the digital challenges, capabilities, programmes and funding for the city into a single model. This integration and co-ordination will enable the city to act in a more cohesive and effective manner, focusing its’ digital skills on the challenges of most importance to the city.

The governance structure has been created to allow the recruitment of a CDO who can access the skills and expertise in the programme to develop and enhance the programmes of activity. Collectively, the governance structure and the appointment of a CDO will enhance the score of Birmingham as they will gather and focus the skills of local expertise on digital challenges defined by the city.

APPENDIX A. LIST OF STAKEHOLDERS ENGAGED

External Stakeholders

Organisation	Stakeholder Names
West Midlands Combined Authority (WMCA)	Adam Hawksbee, Ed Cox, Rebecca Riley
Transport for West Midlands (TfWM)	Mike Waters, John Paddington
GBSLEP	Ed Watson, Henriette Lyttle-Breukelaar
University Hospital Birmingham	Stephen Chilton
West Midlands Police Force	Helen Davis
Bruntwood SciTech	David Hardman
Tyseley Energy Park	David Horsfall
Birmingham Voluntary Services Council	Brian Carr
WM5G	Robert Franks
Lendlease	Ryan Elliott
PWC & Metro Dynamics (Inclusive Growth Strategy Involvement)	Mark Ambler, Patrick White
Western Power Distribution	Jonathan Berry
BeatFreaks	Amerah Saleh
Birmingham City University	Julian Beer
Kier (PFI provider)	Eddie Fellows
SCC	James Greygoose, Daniel Cartter, Olivia Harker
MEPC (Acquired Paradise Circus scheme from Argent)	Rob Groves, Caroline Rudge, Ross Fittall
Harborne Food School/ Food Foundation	Shaleen Meelu

Internal Stakeholders

Organisation	Stakeholder Names
Interim Chief Executive of Birmingham City Council	Deborah Cadman
Birmingham City Council Leader	Councillor Ian Ward
Birmingham City Council Deputy Leader	Councillor Brigid Jones
Other BCC Officers, Leaders, Councillors and Teams	*Multiple interviews held across BCC

Questionnaire Responses

Organisation	Stakeholder Names
Aston University	Professor David Webb
University of Birmingham	Professor Iain Styles
Digital Innov8ors	Mick Westman
CX Squared Talent Solutions, The Brum Muse & Our Smart Brum	Dan Hoff-Rodrigues
STEM Learning	Eva Fryc
AbilityNet	Amy Low
CodeYourFuture	Claire Bickley
Trowers & Hamlins	Amardeep Gill
Free@Last	John Street
West Midlands Growth Company	Mike Lewis
Transport for West Midlands	Chris Lane



## APPENDIX B. FULL LIST OF PROJECTS (INITIALLY CONSIDERED)

Focus Area	Project Title	Description
Basic Connectivity	Digital Specification for Property and Infrastructure	"Develop a digital specification for property and infrastructure using Smithfield and Paradise Circus as potential focus areas. - Resilience (robustness and security) - Mobile (coverage and 5G readiness) - Choice (multiple high-speed providers) - User experience (WiFi) - Future readiness (flexibility and capacity)"
Data Sharing	Data Charter	Creation of a data charter which clearly communicates how the city will ethically use data to deliver benefits to citizens and businesses.
Data Sharing	Data Sharing Co-ordination Group	Establishment of a coordination group to drive cross-organisational data sharing.
Basic Connectivity	Regional Full Fibre Business Case Support (Inclusion of BCC Assets)	GBSLEP is creating a business case for regional full-fibre rollouts. BCC should support this business case. Explore the opportunity for council assets to be used to catalyse connectivity investment from the private sector.
Data Sharing	Data Platform, Digital Twin and Data Trust	Digital platform to enable city-wide data sharing. Could build upon the City Observatory or leverage private sector platform. Strong relevance to inclusion and sustainability. Bringing city data together into a platform to predict and simulate future situations to enable smart infrastructure investment decisions
Social Inclusion	CSR Matchmaking Platform	Create a platform that allows private sector companies to browse and fund social-purpose initiatives put forward by community organisations.
SME Support	Sector-Specific Digital Adoption Programme	Support and expand existing programmes, which aim to support SMEs adopting new technology, e.g. WM5G's sector-specific 5G adoption programme. Join these programmes together into a more cohesive city-wide network.
Data Sharing	Proactive Maintenance and Stock Monitoring	Investing in IoT devices and associated platform that can help monitor the property assets of the Council, both operational and social housing stock, to reduce running costs, highlight issue areas and reduce utility costs for residents. (Could link with Digital Sustainability Pilot Area)
Net Zero	Digital/Sustainability Pilot Area	Creation of a pilot area in Druids Heath or Perry Barr which would focus on the use of smart appliances and other technologies for reducing carbon impact
Net Zero	City-wide EV Charging Infrastructure	A comprehensive city-wide deployment of EV charging infrastructure
Basic Connectivity	Connected Tram Connectivity Usage	Explore whether the fibre being laid as part of the tram network can be used as a neutral host network to improve connectivity.
SME Support	Digital capabilities evidence base	Develop an evidence base to map the digital capabilities of SME's in terms of the capabilities (e.g. basic digital readiness, to AI, ML capabilities) and what support they need for adopting digital technologies and digital ways of working e.g. aligned to / building on HMG 'Made Smarter' initiative. (Precursor to sector-specific digital adoption programme)

Social Inclusion	IoT in Care Settings	Using IoT devices in properties where residents are receiving care services to support the provision of in-person care, support independent living, and reduce loneliness and social isolation.
Social Inclusion	Community Engagement Characterisation	Continue and expand community characterisation work to better understand how to effectively engage with each community. Could link to Digital Twin initiative. A social equivalent of the West Midlands Science and Innovation Audit?
Employment	Mapping of Employment Support Initiatives	Mapping and alignment of employment support and skill development initiatives taking place across the city.
Social Inclusion	Youth Engagement Platform - Project Proposal, Voting and Funding	Building on Vienna's youth engagement initiative, providing a platform and fund where kids 5-18 or school classes can submit project ideas, vote for their favourite and receive funding. (Could be a permutation of civic crowdfunding initiative - ideas have to come from children?)
Aspiration	Expansion of NCCE Programme	Expansion of programme that trains teachers to be able to deliver computer science classes to school children.
Social Inclusion	Civic Crowdfunding Initiative	Launch a civic crowdfunding programme that allows communities to put forward project ideas and provides a degree of match funding.
Employment	Digitalisation of Serendip Ideator Programme and Engagement with Skills	Physical programme that engages disenfranchised students and takes them through a process that connects them with job opportunities at sponsoring companies. If digitised, the programme could expand to support 1000s of students.
Aspiration	Schools Innovation Fund	Establishment of a fund that schools can apply to to fund innovative initiatives that allows schools to invest in innovative programmes of their choosing.
Basic Connectivity	Device Recycling Scheme	Create a scheme which allows the council and other businesses to flag when they are replacing/upgrading their digital devices (computers, phones, etc), and allows them to be redistributed to schools, community centres, the voluntary sector, etc
Basic Connectivity	Rolling out of Low Power Wide Area Networks (LP-WAN)	Roll out of city-side LPWAN network to support the deployment of IoT devices - allowing them to communicate back to central platforms without multiple providers having to install own networks.
SME Support	Edge Computing Centre	Create an edge computing centre in the Knowledge Quarter to attract FinTech and PropTech start-ups.
SME Support	Joint Public/Private Investment Fund	Establish a joint public/private investment fund to kick-start the venture capital ecosystem in the city.
Social Inclusion, Aspiration	Youth Council	Paid scheme where young people (16-30 years) across Birmingham are aligned with roles across the council. Older workers will learn new perspectives from their younger counterparts while the youth of Birmingham gain a better understanding of how the council works and the challenges it faces
Data Sharing	Open Innovation Roadmap	Develop a series of challenge-based competitions to make use of the data being shared to solve city challenges.
SME Support	Knowledge Quarter 5G Testbed	Support the establishment of an area-wide 5G testbed across the Knowledge Quarter.

Data Sharing	Modelling Retrofit Potential	Using data to determine which properties would most benefit from retrofit - this could probably be a primary use-case for the for the data sharing initiatives listed above
Data Sharing	Housebuilding	"Housebuilding 2035: develop a platform that holds info on every piece of material that has been utilized in the the building of a home. Develop a virtual plan that shows the fabric of the building and how it's been built, and where all the wiring is up. Enable platforms to talk to each other."
Data Sharing	Property	Develop current system to hold more information for better decision making. For example, in the way it captures info on running costs, repair and maintenance schedules. E.g. A library - match that with the service to say which is the building that's best used, is delivering best outcomes for the local community - even information such as how many library books are taken out per day. Empower property decision makers to have fuller picture of wider landscape.
Net Zero	Expansion of TEP Green Transport Initiatives	Exploration of further initiatives using hydrogen transport.
SME Support	Back-Office Digitalisation Platform	Provision of a SaaS based platform which SMEs can use to deliver back-office functions such as HR and finance.
Public Service Optimisation	Waste Management	Capitalise on local authority's waste management assets - e.g. digitise communications and put them on the side of waste collection trucks. Attach a device to every vehicle to record issues on the street.
Public Service Optimisation	Waste Management	Waste 2035 Vision: develop system that allows data to stream to operator's device, providing info on maintenance schedules, when it will be collected, when it was last cleaned, when it's due to be cleaned, who owns the land, etc.
Data Sharing	Property	"Develop a comprehensive platform that allows all property ownership information to be extracted in an area, identifies redevelopment opportunities, vacant land, is linked to planning portal, house price data, allows baseline viability assessments, a high-level assessment.  The system can identify what fits with the local plan and what does not have planning permission etc. takes out human error. "
Food	Sustainable Urban Food Security Demonstrator	Requires definition - large group session with food stakeholders on 12/10
Aspiration	Innovation in Early Years Development	Requires definition - upcoming interviews will inform this
Public Service Optimisation	Security	Develop a system of gathering CCTV footage from doorbells so enforcement action/criminal prosecutions can occur - use those analytics to highlight what core issues are.
Data Sharing	Data	Create a way of capturing data, intelligence and insights from Birmingham universities - group it and make it open for use.

Title of proposed EIA	Digital City Programme
Reference No	EQUA873
EA is in support of	New Strategy
Review Frequency	Two Years
Date of first review	01/04/2024
Directorate	Digital and Customer Services
Division	IT&D
Service Area	
Responsible Officer(s)	<input type="checkbox"/> Surita Solanki
Quality Control Officer(s)	<input type="checkbox"/> Raj S Mack
Accountable Officer(s)	<input type="checkbox"/> Peter Bishop
Purpose of proposal	The purpose if to deliver the Digital City Programme and Roadmap to support the sustainable and economic development of Birmingham
Data sources	Survey(s); Interviews; relevant reports/strategies; relevant research
Please include any other sources of data	
ASSESS THE IMPACT AGAINST THE PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Service Users / Stakeholders; Wider Community
Age details:	<p>The strategy is not targeted at any particular age group, however, will:</p> <p>create new opportunities for new ways of working</p> <p>support the development of new applications and services</p> <p>increase digital investment in the city</p>
Protected characteristic: Disability	Not Applicable
Disability details:	The programme will take into account any disability issues when developing new applications and services.
Protected characteristic: Sex	Not Applicable
Gender details:	This program will develop services applicable for all.
Protected characteristics: Gender Reassignment	Not Applicable



Gender reassignment details:	This program will develop services applicable for all.
Protected characteristics: Marriage and Civil Partnership	Not Applicable
Marriage and civil partnership details:	This program will develop services applicable for all.
Protected characteristics: Pregnancy and Maternity	Not Applicable
Pregnancy and maternity details:	This program will develop services applicable for all.
Protected characteristics: Race	Not Applicable
Race details:	This program will develop services applicable for all.
Protected characteristics: Religion or Beliefs	Not Applicable
Religion or beliefs details:	This program will develop services applicable for all.
Protected characteristics: Sexual Orientation	Not Applicable
Sexual orientation details:	This program will develop services applicable for all.
Socio-economic impacts	This roadmap outlines a number of key projects and activities that will have positive economic social and financial impacts on the city. See attached appendix.
Please indicate any actions arising from completing this screening exercise.	n/a
Please indicate whether a full impact assessment is recommended	NO
What data has been collected to facilitate the assessment of this policy/proposal?	<p>Following consultation, findings showed that there were a number significant of digital opportunities for the development of the city. The key themes that emerged are:</p> <p>Digital Connectivity</p> <p>Data Sharing</p> <p>Net Zero Transmission</p> <p>Community-led Innovation</p> <p>Urban Food Systems</p>
Consultation analysis	Internal and external partners of Birmingham City Council were

Birmingham City Council were consulted as part of this exercise as outlined in the Cabinet Report.

Adverse impact on any people with protected characteristics. n/a

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

How will the effect(s) of this policy/proposal on equality be monitored? It will be monitored through the establishment of a Digital Governance Board which will provide oversight and accountability of the projects.

What data is required in the future? Data around socio-economic activity and carbon emission.

Are there any adverse impacts on any particular group(s) No

If yes, please explain your reasons for going ahead. n/a

Initial equality impact assessment of your proposal  Overview of key themes and Digital projects outline in the Digital City Roadmap.docx

Consulted People or Groups

Informed People or Groups

Summary and evidence of findings from your EIA The Digital City Programme and Roadmap has identified a number of key themes and underpinning projects to support the economic and social growth opportunities for the city based on the stakeholder engagement and a digital city maturity framework. A number of high level business cases has been created and the Digital City Programme will work with city partners and stakeholder to further develop these business cases into detailed deliverables.

#### QUALITY CONTROL SECTION

Submit to the Quality Control Officer for reviewing? No

Quality Control Officer comments

Decision by Quality Control Officer Proceed for final approval

Submit draft to Accountable Officer? Yes

Decision by Accountable Officer Approve

13/04/2022, 12:57		Assessments - Digital City Programme	
Date approved / rejected by the Accountable Officer		10/03/2022	
Reasons for approval or rejection		Agreed - Peter Bishop	
Please print and save a PDF copy for your records		Yes	
Content Type: Item			
Version: 22.0			
Created at 03/03/2022 12:27 PM by  Surita Solanki			
Last modified at 10/03/2022 10:41 AM by Workflow on behalf of  Freya Lane			

Close



# Birmingham City Council

## Report to Cabinet

26<sup>th</sup> April 2022



**Subject:** QUEENSBURY SCHOOL - APPROVAL FOR CAPITAL WORKS TO RELOCATE SIXTH FORM TO FORMER OSBORNE PRIMARY SITE AND REFURBISHMENT OF EXISTING SIXTH FORM TO INCREASE KS3 AND KS4 PROVISION

**Report of:** Sue Harrison - Director Children & Families

**Relevant Cabinet Member:** Cllr Jayne Francis - Education, Skills & Culture  
Cllr Sharon Thompson - Vulnerable Children & Families  
Cllr Tristan Chatfield - Finance & Resources

**Relevant O & S Chair(s):** Cllr Narinder Kooner - Education & Children's Social Care  
Cllr Mohammed Aikhlaq - Resources

**Report author:** Zahid Mahmood  
Capital Programme Manager  
Education Infrastructure  
Email: [zahid.mahmood@birmingham.gov.uk](mailto:zahid.mahmood@birmingham.gov.uk)

Are specific wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s): Gravelly Hill and Erdington		
Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, add Forward Plan Reference: 009917/2022		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, state which appendix is exempt, and provide exempt information paragraph number or reason if confidential:		

## **1 Executive Summary**

- 1.1 To seek approval for the Full Business Case and note the contract award for the capital scheme at Queensbury School (part of Education Impact Academy Trust) as described in **Appendix 1**. The capital costs of the scheme will not exceed £5,145,880.

## **2 Recommendations**

That Cabinet:

- 2.1 Approves the Full Business Case (**Appendix 1**) for the capital works at Queensbury School at a total project cost of up to £4,996,000 plus Education Infrastructure Capitalisation of £149,880.
- 2.2 Authorises the Director for Education & Skills to make a grant payment of up to £4,996,000 to Education Impact Academy Trust in order to fund the capital works.
- 2.3 Authorises the Acting City Solicitor & Monitoring Officer to negotiate, execute and complete all necessary documents to give effect to the above recommendations.

## **3 Background**

- 3.1 The Local Authority has a statutory duty to ensure there are sufficient pupil places, secure diversity in the provision of schools and increase opportunities for parental choice through planning and securing additional provision (Section 14, Education Act 1996). A Condition of Grant Aid (COGA) will be put in place outlining the Trust's responsibility for delivering the scheme within the agreed budget.
- 3.2 There are significant pressures in respect of the sufficiency of special school places within the city and there is an urgent need to develop a five-year plan that will underpin the commissioning of appropriate special school places for SEND pupils. Officers are working on the strategy and pupil place forecast with a view to providing a first draft during April 2022.
- 3.3 However, we know already that there is a significant need for more school places for children with Education, Health and Care Plans (EHCPs), both in the special school and resource base sectors. As a result of annual commissioning conversations with special schools, we have increased places by over 400 (or 10%) over the last four years. We are currently working with five of our special schools on urgent capital proposals to increase places further from September 2022. There is a particular pressure in respect of secondary transition. The size of the secondary transfer EHCP cohort for 2022 is 20% higher than two years ago and early indications suggest another 20% increase for 2023. In addition, the percentage of parental preferences for specialist provision is increasing year on year. For 2022 this amounted to 68% of the cohort and an immediate need was identified for a further 90 special school places for Year 7 alone. More than a third of these were required in respect of children for whom Queensbury School is appropriate.

- 3.4 More generally, there has been an increase in the number of EHCPs maintained for school aged pupils within the city – over 800 in the last two years. We are also seeing an increase in the numbers of requests for statutory assessments which could lead to the issuing of EHCPs. New requests are currently averaging 150 per month.
- 3.5 Queensbury School is one of 27 Special Schools and can currently offer up to 258 places for pupils with an Education and Health Care Plan (EHCP) for Moderate Learning Difficulties, Severe Learning Difficulties, Autism and Social, Emotional and Mental Health needs, (SEMH). Queensbury School is an Academy Special School within the Education Impact Academy Trust.
- 3.6 The project is proposing to relocate Queensbury School Post 16 Provision from its current location at Woodend Road to a new site at Station Road, Erdington. Birmingham B23. This would occur when the building has been fully refurbished from April 2023. The number of places that the new Sixth Form site would be able to accommodate will be 84 places in 2022-2023 and this will increase to 96 in 2023-2024. The Regional Schools Commissioner is currently considering the academy's business case for these alterations and the grant funding will be conditional on the alterations being agreed.
- 3.7 The proposed sixth form refurbishment works are anticipated to be in two Phases and commence Phase 1 June 2022 completing August 2022, and Phase 2 commencing March 2023 to August 2023.

#### **4 Options considered and Recommended Proposal**

- 4.1 The option of 'do nothing' would mean the Local Authority fails to meet its statutory obligation to ensure that there are sufficient SEND places.
- 4.2 The recommended option is to relocate the existing SEND provision to a newly refurbished site to increase the number of SEND places.

#### **5 Consultation**

- 5.1 Education Impact Academy Trust conducted public consultation on the proposal to enlarge Queensbury School by creation of an additional site and increase pupil places offered by the school, as required by the statutory guidance, "Department for Education 'Making significant changes to an open academy – Departmental guidance for all types of academy trust (January 2022)". The consultation last four weeks, between 21st January 2022 and 18th February 2022.
- 5.2 Birmingham City Council Officers (Education Infrastructure) shared the Academy Trust's proposal and consultation with Birmingham Councillors and relevant Birmingham City Council officers, departments and partner organisations. In the case of all types of academy trust, the Regional Schools Commissioner is the decision maker for the proposal by the Education Impact Academy Trust (interdependent and conditional to all relevant approvals, including those contained in this report).



- 5.3 Ward Members for Gravelly Hill and Erdington have been consulted in relation to the proposals and no comments were received

## **6 Risk Management**

- 6.1 Monthly project meetings are held to ensure that all parties are informed of progress and that any issues and concerns are picked up at the earliest opportunity and resolution is sought to ensure the project meets the required timescales. Regular meetings will also be held by the Trust with officer from the LA to closely monitor financial budgets to ensure that costs do not exceed the approved budget.
- 6.2 The selected contractor will be required to work in line with Government guidance and will be asked to continually monitor the guidance and put in place any mitigation measures to limit the impact on the proposed timeframe for completion in the event of any changes to guidance.

## **7 Compliance Issues:**

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

- 7.1.1 These works are to ensure that all pupils are provided with a safe and secure learning environment. The spending priorities proposed are in accordance with the Schools' Basic Need Programme 2022-23 to be approved by Cabinet on 26<sup>th</sup> April 2022, and the Council's Vision and Forward Plan priorities for Children, particularly 'A great place to grow up in by providing an environment where children have the best start in life and are able to realise their full potential through great education'.

#### **7.1.2 Birmingham Business Charter for Social Responsibility (BBC4SR)**

As a condition of the grant, the Education Impact Academy Trust will be required to be certified to the BBC4SR and produce an action plan with commitments relevant to the payment. The social value outcomes to be delivered include:

- create a minimum of 1 full-time work experience and training placement during the life of the project
- 80% of spend with SMEs to be within a 30-mile radius
- Undertake 2 community engagement activities to support the school and the local community
- 100% of all persons employed on the project will be paid above the Real Living Wage
- 85% of construction waste recycled

## **7.2 Legal Implications**

- 7.2.1 The recommendations in this report facilitate the discharge of functions contained within section 14 of the Education Act 1996 whereby the local authority has a duty to ensure that there are sufficient school places to provide all pupils the opportunity of appropriate education.
- 7.2.2 The Local Authority must also keep under review the educational provision, training provision and social care provision made in its area for children and young people who have special educational needs or a disability, under section 27 of the Children and Families Act 2014.

## **7.3 Financial Implications**

- 7.3.1 The capital costs of the proposed works at Queensbury School are detailed in the attached FBC (**Appendix 1**). The capital costs will not exceed £5,145,880 (£4,996,000 capital works plus Education Infrastructure Capitalisation of £149,880) and will be funded from the Local Authority's Basic Need Allocation and High Needs Allocation.
- 7.3.2 A Condition of Grant Aid (COGA) will be put in place outlining the Trust's responsibility for delivering the scheme within the agreed budget.

## **7.4 Procurement Implications (if required)**

- 7.4.1 There are no procurement implications with the recommendations in this report. The responsibility for the procurement and award of contract for the works is with the Education Impact Academy Trust (EIAT) under their governance arrangements. The Conditions of Grant Agreement will include the requirement to demonstrate to the Council value for money and compliance to any legislation including the Public Contracts Regulations 2015 from the issue of the payment.

## **7.5 Human Resources Implications (if required)**

- 7.5.1 N/A

## **7.6 Public Sector Equality Duty**

- 7.6.1 A Full Equality Analysis EQUA650 was carried out in 2021 for Education Infrastructure's Schools' Capital Programme 2021-22. The outcomes from consultation demonstrate that proposed capital developments support positive outcomes for children, young people, their families and carers. No negative impact on people with Protected Characteristics was identified. It was concluded that sufficiency of educational places and opportunities for all children and young people contributes to providing positive life chances, and supports a positive approach to Safeguarding in Birmingham: actively reducing the number of children and young people out of school helps to mitigate risk to their safety and wellbeing. We have assessed the content and can confirm that it still remains relevant to proposed relocation and refurbishment works by having a positive impact.

## **8 List of Appendices**

8.1 **Appendix 1** - Full Business Case

8.2 **Appendix 2** – Environment & Sustainability Assessment

## **9 Background Documents**

9.1 Schools' Capital Programme –School Condition Allocation, Basic Need Allocation 2022-23+ Future Years Cabinet Report (To be approved at Cabinet 26<sup>th</sup> April 2022)



## APPENDIX

## FULL BUSINESS CASE (FBC)

## A. GENERAL INFORMATION

## A1. General

<b>Project Title</b> <i>(as per Voyager)</i>	<b>QUEENSBURY SCHOOL - APPROVAL FOR CAPITAL WORKS TO RELOCATE SIXTH FORM TO FORMER OSBORNE PRIMARY SITE AND REFURBISHMENT OF EXISTING SIXTH FORM TO INCREASE KS3 AND KS4 PROVISION</b>		
<b>Voyager code</b>	TBC		
<b>Portfolio /Committee</b>	Education and Skills	<b>Directorate</b>	Children & Families
<b>Approved by Project Sponsor</b>	Jaswinder Didiyally	<b>Approved by Finance Business Partner</b>	Clare Sandland

A2. Outline Business Case approval *(Date and approving body)*

Schools' Capital Programme –School Condition Allocation, Basic Need Allocation 2022-23+ Future Years Cabinet Report (To be approved at Cabinet 26<sup>th</sup> April 2022)

## A3. Project Description

Major refurbishment of the vacant Osborne Primary School building and site into a satellite SEN 6<sup>th</sup> form centre for Queensbury School to relocate the children. Major refurbishment of the existing 6<sup>th</sup> form building at Queensbury School to provide the right accommodation to cater for an increase in KS3 and KS4 provision.

## A4. Scope

This scheme involves works as described in the above project description

## A5. Scope exclusions

No works outside this scope will be undertaken

## B. STRATEGIC CASE

*This sets out the case for change and the project's fit to the Council Plan objectives*

## B1. Project objectives and outcomes

*The case for change including the contribution to Council Plan objectives and outcomes*

- A Fair City: Tackling Inequality and Deprivation;
- Laying the foundations for a Prosperous city based on an inclusive economy;
- A Democratic City involving local people and communities in the future of their local area and public services: a City with local services for local people;
- Enjoy and achieve by attending school;
- Schools Capital Programme

## B2. Project Deliverables

*These are the outputs from the project eg a new building with xm2 of internal space, xm of new road, etc*

Create sufficient pupil accommodation to enable the school to increase its Planned Admission Number (PAN) and accommodate a permanent increase in pupil numbers to meet local demand.

Existing accommodation to be remodelled and refurbished to create additional teaching space along with the provision of a new classroom block and associated external works.

### B3. Project Benefits

*These are the social benefits and outcomes from the project, eg additional school places or economic benefits.*

Measure	Impact
<i>List at least one measure associated with <b>each</b> of the objectives and outcomes in B1 above</i>	<i>What the estimated impact of the project will be on the measure identified – please quantify where practicable (eg for economic and transportation benefits)</i>
The students will be taught in modern fit for purpose accommodation allowing for the delivery of a quality education.	Providing appropriate accommodation addresses identified demand and fulfils the Authority's statutory obligations to provide sufficient pupil places
The project delivers new teaching spaces.	Raised standards, improved behaviour, staff well-being and reduced turnover, mobility, facilitation of the sharing of good practice.
Support and enrich community and family learning e.g. positive parenting programme, basic skills, opportunities to address worklessness.	Children and young people will have a safe, warm and dry environment before, during and after school hours.  The local community will also be able to access the new sports hall out of school hours.
Promoting designs which support Birmingham's Education Vision.	Creating teaching and learning environments that are suitable for delivering education.

### B4. Benefits Realisation Plan

*Set out here how you will ensure the planned benefits will be delivered*

Additional pupil numbers to be accepted by Queensbury School and commissioned numbers agreed accordingly through formal agreement with Local Authority.

### B5. Stakeholders

A stakeholder analysis is set out at G4 below.

## C. ECONOMIC CASE AND OPTIONS APPRAISAL

*This sets out the options that have been considered to determine the best value for money in achieving the Council's priorities*

### C1. Summary of options reviewed at Outline Business Case

*(including reasons for the preferred option which has been developed to FBC)*

*If options have been further developed since the OBC, provide the updated Price quality matrix and recommended option with reasons.*

- The option of doing nothing would mean the City Council failing to meet its statutory obligation to ensure that there are sufficient pupil places, promote diversity and increase parental choice through planning and securing additional provision.
- The recommended option is to relocate the current sixth form students on the Queensbury School site to a newly refurbished site (former Osborne Primary Site) and refurbish the current space to provide the right accommodation for additional KS3 and KS4

### C2. Evaluation of key risks and issues

*The full risks and issues register is included at the end of this FBC*

- Weekly meetings are held to ensure that all parties are informed of progress to ensure any concerns are picked up at the earliest opportunity and resolved to ensure that the programme stays on track. Where costs are seen to escalate, a value engineering exercise is undertaken to ensure that the costs do not exceed the approved budget.
- To ensure Birmingham City Council meets its statutory obligations by providing sufficient capacity for educating children.

- Working in a live school building and ensuring Health & Safety is maintained. The main contractor, and Ridge & Partners have many years' experience at delivering large scale refurbishments of this nature and will manage and co-ordinate the works in consultation with the school.
- A project risk register will be maintained.

### C3. Other impacts of the preferred option

*Describe other significant impacts, both positive and negative*

- Facilities will provide sufficient and appropriate accommodation that is fit-for-purpose and meets the education standards for 21st Century teaching provision.
- Sufficient accommodation will be available to enable Queensbury School to permanently increase its PAN.

## D. COMMERCIAL CASE

*This considers whether realistic and commercial arrangements for the project can be made*

### D1. Partnership, Joint venture and accountable body working

*Describe how the project will be controlled, managed and delivered if using these arrangements*

Scheme will be delivered by Project Team as follows:

- Client for the Project is the Education Impact Academy Trust
- Project Manager, Design Services, Cost Management, contract Administration and Principal Designer services will be provided by Ridge & Partners Ltd as appointed / approved consultant to the Trust.
- End User will be Queensbury School, Erdington, Birmingham
- Project will be managed by personnel identified above and End User throughout the duration of the project development and delivery to ensure that project deliverables are achieved.
- Regular 2 – 4 weekly meetings held with Project Team including client and end user
- Programme monitored and developed to ensure that required timescales are achieved.
- Scheme costs assessed, developed and monitored

### D2. Procurement implications and Contract Strategy:

*What is the proposed procurement contract strategy and route? Which Framework, or OJEU? This should generally discharge the requirement to approve a Contract Strategy (with a recommendation in the report).*

There are no procurement implications for the Council as the funding for the works will be granted to the Trust under a Conditions of Grant Agreement.

Responsibility to demonstrate value for money and compliance with the Public Contract Regulations is a requirement of the Conditions of Grant Agreement.

### D3. Staffing and TUPE implications:

None



## APPENDIX

Capital Costs & Funding		Financial Year	Financial Year	Totals
		2022/23	2023/24	
<b>Expenditure</b>				
Queensbury School				
Construction costs, incl. ICT, Surveys, Investigations, Planning & Statutory Fees		3,901,000	1,095,000	4,996,000
EDSI capitalisation		117,030	32,850	149,880
<b>Total Project Cost</b>		<b>4,018,030</b>	<b>1,127,850</b>	<b>5,145,880</b>
<b>Funding sources</b>				
<b>Basic Need</b>		2,000,000	572,940	<b>2,572,940</b>
<b>High Needs Allocation</b>		2,018,030	554,910	<b>2,572,940</b>
<b>Totals</b>		<b>4,018,030</b>	<b>1,127,850</b>	<b>5,145,880</b>

### E2. Evaluation and comment on financial implications:

The current costs for the project are based on an initial budget provided by Ridge & Partners Ltd. All works identified will be delivered within the allocated funding envelope.

### E3. Approach to optimism bias and provision of contingency

N/A

### E4. Taxation

*Describe any tax implications and how they will be managed, including VAT*

N/A

## F. PROJECT MANAGEMENT CASE

*This considers how project delivery plans are robust and realistic*

## APPENDIX

<b>F1. Key Project Milestones</b>		<b>Planned Delivery Dates</b>
<i>The summary Project Plan and milestones is attached at G1 below</i>		
Cabinet Approval		<b>April 2022</b>
Main Construction works		<b>June 2022 – August 2023</b>
Practical completion		<b>August 2023</b>
<b>F2. Achievability</b>		
<i>Describe how the project can be delivered given the organisational skills and capacity available</i>		
<ul style="list-style-type: none"> <li>• Scope of work identified as in the project description.</li> <li>• Extensive site investigation carried out.</li> <li>• Project programme and costs have been developed. Project is being competitively tendered to suitable contractors / QS benchmarked against industry rates.</li> <li>• Funding is in place.</li> <li>• Contractors have considerable previous experience.</li> <li>• Availability of resources, will be confirmed by tendering contractors.</li> <li>• Similar projects have been delivered on budget and to time by using the project team provided by the Trust.</li> <li>• The project team (Ridge 7 Partners Ltd) has successfully delivered similar projects.</li> </ul>		
<b>F3. Dependencies on other projects or activities</b>		
<ul style="list-style-type: none"> <li>• Planning Permission has been granted for the development.</li> </ul>		
<b>F4. Officer support</b>		
<b>Project Manager:</b>	Zahid Mahmood 07860906126	Capital Programme Manager, Education Infrastructure <a href="mailto:zahid.mahmood@birmingham.gov.uk">zahid.mahmood@birmingham.gov.uk</a>
<b>Project Accountant:</b>	Jaspal Madahar 07766922478	Finance & Resources Manager <a href="mailto:jaspal.madahar@birmingham.gov.uk">jaspal.madahar@birmingham.gov.uk</a>
<b>Project Sponsor:</b>	Jaswinder Didially 07825 117334	Head of Education Infrastructure <a href="mailto:jaswinder.didially@birmingham.gov.uk">jaswinder.didially@birmingham.gov.uk</a>
<b>F5. Project Management</b>		
<i>Describe how the project will be managed, including the responsible Project Board and who its members are</i>		
As per D1		

## G. SUPPORTING INFORMATION

*(Please adapt or replace the formats as appropriate to the project)*

### G1. PROJECT PLAN

*Detailed Project Plan supporting the key milestones in section F1 above*

28 Feb 22 to 06 June 22:	Order modular rental; enabling works for 6 <sup>th</sup> June 22 occupation. Confirm scope & tender Phase 1 existing 6 <sup>th</sup> form refurbishment
06 June 22 to 01 Sept 22:	Decant part-ground floor existing sixth form into modular classrooms. Refurbish Ph1 existing 6 <sup>th</sup> form areas ready for secondary students
04 Sept 22 to 31 Mar 23:	Leased modular classrooms used for new Yr-7 cohort (20 students)
04 July 22 to 21 Oct 22:	Scope and tender the Ph2 existing 6 <sup>th</sup> form refurbishment works
24 Oct 22 to 25 Aug 23:	Deliver and complete Ph2 existing 6 <sup>th</sup> form refurbishment works ready for increased secondary cohort joining 04 sept 2023
28 Feb 22 to 01 April 22:	Carry out Osborne Centre investigations and confirm scope of works
04 Apr 22 to 26 Aug 22:	Complete detail designs & tender for Osborne works; appoint Contractor
29 Aug 22 to 07 Apr 23:	Deliver and complete Osborne Centre Construction Works
17 Apr 23:	Queensbury 6 <sup>th</sup> form students re-sited to completed Osborne 6 <sup>th</sup> Form

### G2. SUMMARY OF RISKS AND ISSUES REGISTER

*Risks should include Optimism Bias, and risks during the development to FBC*

## APPENDIX

Grading of severity and likelihood: High – Significant – Medium – Low			
		Risk after mitigation:	
Risk or issue	Mitigation	Severity	Likelihood
Stakeholders do not consider School Travel Plans and transportation issues prior to consultation	Review school travel plans in partnership with transportation prior to local consultation in order to mitigate possible objections.	Low	High
Stakeholders/ Trust do not engage in project and do not sign up to the solution	The Design Team will ensure regular meetings and consultation with stakeholders and Trust.	Low	Medium
New Free Schools and Academies opening across Birmingham	Liaise closely with Free School Providers and Academies when planning the provision of Additional Secondary Places.	Medium	Medium
Building costs escalate	The Design Team will closely monitor the schedule of works and build costs. Cost schedules include contingency sums. Any increase in costs will need to be met through value re-engineering to ensure projected spend remains within overall allocation	Low	Medium
Building works fall behind	The Design Team will closely monitor schemes on site and liaise with Contractor Partners to identify action required.	Medium	Medium
BCC faced with increasing revenue costs	Consequential revenue costs arising including additional staffing, utility costs and any on-going day to day repair and maintenance of the asset will be the responsibility of the school. Any increase in revenue costs will be offset by an increase in income through increased pupil numbers provided by the DfE.	Low	Low
Impact of the Covid-19 pandemic on the delivery of the construction project.			

### G3. EXTERNAL FUNDING AND OTHER FINANCIAL DETAILS

*Description of external funding arrangements and conditions, and other financial details supporting the financial implications in section E1 above (if appropriate)*

N/A

### G4. STAKEHOLDER ANALYSIS



## APPENDIX

Stakeholder	Stake in project	Potential impact on project	What does the project expect from stakeholder	Perceived attitudes and/or risks	Stakeholder management strategy	Responsibility
Cabinet Members for ES&C and F&R	Strategic Overview of DGCF expenditure	High	Ratification of BCC approach to TBN	Strategy not approved	Early Consultation and Regular Briefing on all aspects of Special Provision	BCC / EDI
School's Consultant Partners	Design and Delivery	High	Design of build  Project management	Unable to design to budget Unable to deliver to timescales	Close working with other stakeholders Regular feedback	School Leadership Team / Archdiocese of Birmingham
Planning Officers	Granting Planning Consent	High	Close Liaison with EDI to design a scheme that can receive planning approval	N/A	Frequent communication on all aspects of project design	School's Consultant Project Manager EDI Project Officer
School Leadership Team / Governors	Governing Body Agreement and End Users	High	Compliance with GBA Ongoing Revenue costs for R&M once build complete	N/A	Governing Body Agreement signed and regular project meetings	School Leadership Team / Governing Body EDI Project Officer
Pupils	End user	Low	Consultation	Nil	Through schools council	School Leadership Team
Ward Councillors	Knowledge of other developments affecting local communities that may link into project	High	Consultation with community and support for project	Objections from local residents	Involve in consultation and planning permission process	EDI Project Officer  Governors/ School Leadership Team

## G5. BENEFITS REGISTER

## APPENDIX

**For major projects and programmes over £20m, this sets out in more detail the planned benefits. Benefits should be monetised where it is proportionate and possible to do so, to support the calculation of a BCR and NPSV (please adapt this template as appropriate)**

Measure	Annual value	Start date	Impact
<i>List at least one measure associated with <b>each</b> of the outcomes in B1 above</i>			<i>What the estimated impact of the project will be on the measure identified</i>
<b>(A) Monetised benefits:</b>	£		
<b>(B) Other quantified benefits:</b>			
<b>(C) Non-quantified benefits:</b>	n/a		

Other Attachments <i>provide as appropriate</i>	
•	

## Environment and Sustainability Assessment

Birmingham City Council is required to assess any positive or negative impacts that any policy/strategy/ decision/development proposal is likely to have on the environment. This assessment must be completed for CLT and Cabinet reports where appropriate. It is the responsibility of the Service Director signing off the report to ensure that the assessment is complete.

To complete the assessment, you should consider whether the proposal will have a positive or a negative impact on each of the key themes by placing a (✓) for positive, (x) for negative and (?) for unclear impact, and (N/A) for non-applicable impact. Further guidance on the completion of the template is available on page 3 below.

<b>Project Title:</b>	<b>Queensbury School student places expansion projects</b>			
<b>Directorate:</b>	<b>Team:</b>	<b>Person Responsible for assessment:</b>		
<b>Date of assessment:</b>	<b>Is it a new or existing proposal?</b>			
<b>Brief description of the proposal:</b> Install 4 no temporary modular classrooms at Queensbury School site (area will be restored after 12 months); Significantly refurbish the existing 6 <sup>th</sup> form building at Queensbury School; significantly refurbish the vacant Osborne Primary School building and site into a satellite SEN 6 <sup>th</sup> form centre for Queensbury School. Overall, these projects combine to create an additional 96 SEN student places at queensbury school by re-purposing existing buildings				
<b>Potential impacts of the policy/development/ decision on:</b>	<b>Positive Impact</b>	<b>Negative Impact</b>	<b>No Specific Impact</b>	<b>What will the impact be? If the impact is negative, how can it be mitigated, what action will be taken?</b>
Natural Resources - including water, soil, air			✓	Neutral impact – no significant change of use or demolition; remaining as re-purposed Education Buildings
Energy use and CO <sub>2</sub> emissions	✓			Significantly improved; elemental external insulation, robust details, and air tightness values where practical will be brought up to current building regulations standards. Similarly, source services equipment will be evaluated and where required upgraded to current performance standards.
Quality of environment	✓			Significantly improved to match the specific needs of the students to be in occupation, and modernising an existing dilapidated brownfield site for long-term future use.

Impact on local green and open spaces and biodiversity			✓	There is no reduction or negative impact to local green spaces in the proposals
Use of sustainable products and equipment	✓			By retaining existing structures, continued use of the existing materials is optimised; where elements are to be changed consideration is given to replacement systems that provide both longevity and recyclability (i.e. PVC windows and doors replaced with aluminium systems); consideration will be given to use of heat pumps or at the very least hydrogen-ready boilers for environmental conditioning but with a passive first improvement approach, and solar energy sources considered to supplement electrical and hot water supply requirements.
Minimising waste		✓		The dilapidated and aged nature of some elements of the building combined with the presence of asbestos materials will mean some waste removal from site cannot be avoided. However, the majority of the works are refurbishment of the existing building structure rather than disposing of existing materials; where external surface finishes are to be stripped, the contractor will be required to minimise off-site waste by incorporating these materials where suitable in the sub-base formation for new surfaces. As part of the commitment to BBC4SR 85% of construction waste will be recycled
Council plan priority: a city that takes a leading role in tackling climate change	✓			The plans directly improve the local area and city climate change contribution, by extending the useful life expectancy of the sites and buildings on them, while reducing their ongoing demand for energy and carbon emissions, and without adversely introducing significant negative impacts during the construction process
Overall conclusion on the environmental and sustainability impacts of the proposal	By re-use of the existing buildings and sites, and where practical existing service systems and fabric finishes, and re-using stripped external surface materials into sub-base construction, the scheme reduces off-site waste disposal. By selecting replacement materials with improved life expectancy and improved recyclability, the sustainability of the sites will be improved, and by significantly improving insulation, air tightness and heating and ventilation system performance through targeted upgrade with more efficient and lower energy consumption units, there will be a significant reduction in the demand on natural			



	resources and carbon emissions associated with the buildings
--	--

### Guidance for completing the template

Theme	Example
Natural Resources - Impact on natural resources including water, soil, air.	<p>Does the decision increase water use?</p> <p>Does the decision have an impact on air quality?</p> <p>Does the decision discourage the use of the most polluting vehicles (private and public) and promote sustainable modes of transport or working from home to reduce air pollution?</p> <p>Does the decision impact on soil?</p> <p>For example, development will typically use water for carrying out various operations and, once complete, water will be needed to service the development. Providing water to development and treating affluent water requires energy and contributes to climate change. Some of the activities including construction or disposal of waste may lead to soil pollution. The decisions may lead to more journeys thereby deteriorating air quality and thus contribution to climate change and greenhouse gases.</p>
Energy use and CO <sub>2</sub> emissions.	<p>Will the decision have an impact on energy use?</p> <p>Will the decision impact on carbon emissions?</p> <p>Most day-to-day activities use energy. The main environmental impact of producing and using energy such as electricity, gas, and fuel (unless it is from a renewable source) is the emission of carbon dioxide.</p>
Quality of environment.	<p>Does the decision impact on the overall quality of the built environment?</p> <p>Decisions may have an impact on the overall setting, character and distinctiveness in the area. For example, if development involves ground digging and excavations etc. it may have an impact on the local archaeology.</p>
Impact on local green and open spaces and biodiversity	<p>The proposal may lead to localised impacts on the local green and open spaces which may have an impact on local biodiversity, trees and other vegetation in the area.</p> <p>Will the proposal lead to loss (or creation) of green and blue infrastructure?</p> <p>For example, selling an open space may reduce access to open space within an area and lead to a loss of biodiversity. However, creating a new open space would have positive effects.</p>
Use of environmentally sustainable products, equipment and packaging'	<p>Will the decision present opportunities to incorporate the use of environmentally sustainable products (such as compostable bags, paper straws etc.), recycled materials (i.e. Forest Stewardship Council (FSC) Timber/wood), non-polluting vehicles, avoid the use of single use plastics and packaging.</p>
Minimising waste	<p>Will the decision minimise waste creation and the maximise recycling during the construction and operation of the development/programme/project?</p>

	<p>Will the decision provide opportunities to improve recycling?</p> <p>For example, if the proposal involves the demolition of a building or a structure, could some of the construction materials be reused in the new development or recycled back into the construction industry for use on another project?</p>
<p>Council plan priority: a city that takes a leading role in tackling climate change and deliver Route to Zero.</p>	<p>How does the proposal or decision contribute to tackling and showing leadership in tackling climate change and deliver Route to Zero aspirations?</p>

If you require further assistance with completing this template, please contact: [ESAGuidance@birmingham.gov.uk](mailto:ESAGuidance@birmingham.gov.uk)





# Birmingham City Council

## Report to Cabinet

Date: 26<sup>th</sup> April 2022



**Subject:** **SCHOOLS' CAPITAL PROGRAMME – SCHOOL  
CONDITION ALLOCATION, BASIC NEED  
ALLOCATION 2022-23 + FUTURE YEARS**

**Report of:** **Sue M Harrison, Director for Children & Families**

**Relevant Cabinet  
Member** **Cllr Jayne Francis - Education, Skills and Culture  
Cllr Tristan Chatfield - Finance and Resources**

**Relevant O &S  
Chair(s):** **Cllr Narinder Kooner - Education & Children's  
Social Care  
Cllr Mohammed Aikhlaq - Resources**

**Report author:** **Jaswinder Didially,  
Head of Education Infrastructure,  
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Email: [Jaswinder.didially@birmingham.gov.uk](mailto:Jaswinder.didially@birmingham.gov.uk)**

Are specific wards affected?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s):		
Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, add Forward Plan Reference: 010070/2022		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, provide exempt information paragraph number or reason if confidential:		

## **1 Executive Summary**

- 1.1 To update on progress of the Schools' Basic Need (BN) Capital Programme and Schools' Condition Allocation (SCA) Programme.
- 1.2 To seek approval for the Project Definition Document (PDD) for the Schools' Condition Programme 2022/23 plus 'Future Years'.
- 1.3 To seek approval for the Project Definition Document (PDD) for the Schools' Basic Need Programme 2022/23 plus 'Future Years'.
- 1.4 To seek approval for the Project Definition Document (PDD) for the High Needs Provision Capital Allocation 2022/23 plus 'Future Years'.
- 1.5 To note that in dual funded projects approval will only be sought for the Council's contribution to the cost of the project.

## **2 Recommendations**

That Cabinet; -

- 2.1 Notes the progress on the delivery of the Schools' Condition Programme and Schools' Basic Need Capital Programme, as outlined in this report.
- 2.2 Approves the PDD for the Schools' Condition Programme (**Appendix 2**) and the anticipated allocation of £10.000m for the delivery of this programme (**Appendix 1**).
- 2.3 Approves the PDD for the Schools' Basic Need Programme (**Appendix 3**) for the delivery of this programme.
- 2.4 Approves the PDD for the High Needs Provision (**Appendix 4**) allocation for the delivery of this programme
- 2.5 Approves the procurement strategy for the schemes listed in **Appendices 1,2,3 & 4** above the procurement threshold of £177,897 using Acivico Ltd's Constructing West Midlands 2 Framework Agreement and delegates the award of contract to the Director for Education & Skills in conjunction with the Interim Assistant Director, Procurement (or their delegate), the Director, Council Management ( or their delegate) and the Acting City Solicitor & Monitoring Officer (or their delegate)
- 2.6 Approves the allocation of £2.000m of Basic Need Grant for the development of Feasibility Studies to inform Full Business Cases in order to deliver the Basic Need and High Needs Provision Programme.
- 2.7 Approves the allocation of £1.500m of Schools Condition Allocation for Surveys across the whole of the Schools Estate to address Health & Safety and Compliance Issues.
- 2.8 Notes that in dual funded projects, approval will only be sought for the Council's contribution to the cost of the project.

- 2.9 Authorises the City Solicitor to negotiate, execute, seal and complete all necessary documents to give effect to the above recommendations.

### **3 Background**

- 3.1 The Local Authority has a statutory duty to secure sufficient school places to meet the needs of the population in Birmingham.
- 3.2 It remains a challenge to predict with certainty where and when places will be needed. The current priority is to create sufficient secondary places as the growing primary cohorts are now entering secondary school. The supply of school places continues to increase with new places provided by Free Schools, additional places provided by schools that are their own admissions authorities and additional places provided through the Local Authority's Basic Need programme.

To date over 21,500 additional school places have been created in Birmingham. These include permanent and temporary expansions as well as bulges to meet in-year growth and includes any new schools. The last School Capacity (SCAP) return to the DfE was submitted at the end of July 2021 and signed off in December 2021. This return provides a clear indication of our requirements for 2021/22 to 2027/28. This reflects the requirement for additional secondary places as outlined originally in the School Place Planning Requirements 2018/19 to 2024/25 document published in December 2018 (**Appendix 5**); as a result of higher primary cohorts, continued growth and new housing developments. However, since that publication, growth has changed in Birmingham and target areas for additional growth are refined to the north of the city in Erdington and Sutton Coldfield.

- 3.3 Our strategy in Birmingham to meet Basic Need has 4 key strands:
- Make optimum use of existing space, buildings and sites to provide sufficient, suitable, high quality additional places where needed
  - Work with all schools, academies and new schools to meet Basic Need through co-ordinated expansion plans
  - Allocate annual Basic Need Capital investment effectively and efficiently to areas where basic need requirements can only be met through either re-modelling, refurbishment or new-build projects
  - Identify alternative funding sources and models to deliver requirements including S106, school contributions, bidding opportunities etc.
- 3.4 Health and Safety At Work Act 1974 and School Standards and Framework Act 1998 Section 22 requires the Local Authority in its capacity as employer to provide a safe place of work and to ensure that the maintained school estate is not subject to decay which could put the health and safety of pupils at risk.
- 3.5 Since the introduction of the Academies Act 2010, the education landscape has been changing as some schools choose to change their status from Local

Authority maintained to Academy. While the Council's maintained schools' portfolio has been reduced as a result of the Academies programme, the Council remains the single largest Accountable Body and Landlord for education in Birmingham and receives an annual grant funding to fulfil its statutory duties in relation to the schools' estate.

- 3.6 The School Condition Programme, which sits within the Schools' Capital Programme 2022-23, addresses these issues through annual planned maintenance projects and reactive emergency repairs to LA maintained schools. The SCA grant that the Council receives is not sufficient to meet the substantial backlog maintenance requirements across our maintained schools' estate. Therefore, prioritisation of maintenance projects, based upon the risk resulting in school closure, is necessary, along with leveraging of joint funding with schools wherever possible. In 2021/22 we have so far delivered 34 planned maintenance, 24 approved dual funded projects and forecasting a spend of £0.740m on reactive maintenance as at 31st January 2022.

3.7 Priority School Building Programme (PSBP)

This is a Department for Education (DfE) funded condition led capital programme. However, the Local Authority, as landowner, is expected to meet the costs with regard to ground contamination and for works outside the site boundary e.g. Section 278 highway works, which are unknown and un-quantified at this stage. The Council also has the opportunity to provide additional funding to create additional places should there be a need in the area. These costs will have to be funded from either the School Condition or Basic Need allocations and will be confirmed at FBC / Chief Officer Delegation stage

#### **4 Options considered and Recommended Proposal**

- 4.1 The option of relaxing the Council's commitment to providing school places within recommended travel distances would reduce the risk of capital funding shortfalls but would increase the need for young people to travel further to attend school with the subsequent, documented risk of non-attendance and underachievement.
- 4.2 The option of reducing the maintenance programme to emergency repairs only would lead to increased risk of school closure from asset failure and would reduce the value for money that can be secured through effective planned maintenance.
- 4.3 It is therefore proposed that the PDD's for Schools' Condition Allocation, Basic Need Allocation and High Needs Provision Allocation are approved.

#### **5 Consultation**

- 5.1 Forecasts have been refreshed to update the latest information on births, cohort growth and housing developments. These were submitted to DfE during July 2021. They reflect notable changes in migration trends. Information on the changes and implications to schools has been shared via Primary and Secondary School Forums. Schools are reminded annually of their duty to share their admission numbers with the Council and are required



to notify the Council of and consult on any changes to their admission arrangements. Ongoing consultation will continue to take place as required with key external stakeholders in all projects within the Schools' Capital Programme

- 5.2 Due to this being a property matter the Leader has been consulted in relation to the proposals and no comments were received.

## **6 Risk Management**

- 6.1 Limiting any school condition spend to emergency repairs only will result in backlog maintenance issues escalating across the estate leading to serious health and safety risks for staff and pupils in school.

6.1.1 To mitigate this risk, we will prioritise projects that meet the following criteria (as set out in **Appendix 2**):

- Condition issues that are most likely to lead to school closure
- Condition issues that pose Health and Safety risks
- Condition issues that must be addressed in order to fulfil statutory compliance obligations

- 6.2 The risk of projects running over time and over budget will be mitigated by ensuring appropriate governance arrangements are in place so that all parties are informed of progress against the 2022/23 programme. This will enable any concerns to be picked up at the earliest opportunity and resolved so that the programme stays on track. Where there is a risk, acceleration of projects may be introduced to ensure projects are delivered on time resulting in sufficient places for all children of Birmingham. Where costs are escalating, a value engineering exercise will be undertaken to ensure that the costs do not exceed the agreed amount or available budget.

## **7 Compliance Issues:**

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

- 7.1.1 The Schools' Capital Programme is necessary for the Council to meet its statutory duty to secure sufficient early years, primary, secondary and special school places in safe and compliant school buildings and early years' settings. City-wide, the School Condition programmes will support the Council Priorities.
- 7.1.2 The spending priorities proposed are in accordance with the Schools' Capital Programme 2022-23 and the Council's Vision and Forward Plan priorities for Children, particularly 'A great place to grow up in by providing an environment where children have the best start in life and are able to realise their full potential through great education'. The provision of additional school places is also beneficial to the safeguarding of children.

### 7.1.3 Birmingham Business Charter for Social Responsibility

Compliance with the BBC4SR is a mandatory requirement that will form part of the conditions of any contract in accordance with the social value policy. Contracts in tier 1 (below the PCR 15 threshold) are encouraged to complete at least 1 project from the Match My Project portal for the duration of the contract. Any tier 2 contracts (above the PCR15 threshold) require the full consideration of social value and application of the BBC4SR including the delivery of at least 1 project which is relevant to the social value outcomes sought through the contract and where possible from the Match My Project portal, per year. Tenderers will be required to submit an action plan with their tender that will be evaluated in accordance with the CWM2 framework protocol and the action plan of the successful tenderer will be implemented and monitored during the contract period.

As a condition of any grant issued, each school will be required to be certified to the BBC4SR and produce an action plan with commitments relevant and proportionate to the payment:

## 7.2 Legal Implications

- 7.2.1 This report facilitates the discharge of the Local Authority's duties and overall responsibility for the capital strategy for schools, under section 14 of the Education Act 1996. The Local Authority has a general landlord duty for all buildings which it lets to academies, and a duty under section 22 of the School Standards and Framework Act 1998 to maintain its schools, this includes expenses relating to premises.

## 7.3 Financial Implications

- 7.3.1 The Schools' Capital programme is primarily funded from the Department for Education's School Condition Allocation (SCA), Basic Need (BN), High Needs Provision Capital Allocation (HNPCA) and other resources as indicated in **Appendix 1**.
- 7.3.2 In the event that capital resource availability for these purposes is changed, then the programme will be amended to reflect such changes through the existing quarterly review process with detailed approval to be sought through the appropriate governance procedures.
- 7.3.3 **Appendix 1** provides the summary of spend requirements profiled for 2022/23 + Future Years.
- 7.3.4 There is no request for any new resources, but approval to spend existing allocated resources as outlined in **Appendix 1**.

School Condition Resources	Projected Profile Spend
	2022/23 £m
School Condition	10.000

<b>Totals</b>	<b>10.000</b>
---------------	---------------

<b>Additional Places Resources</b>	<b>Projected Profile Spend</b>
	<b>2022/23 £m</b>
<b>Basic Need</b>	<b>2.000</b>
<b>Special Provision Fund</b>	<b>0.129</b>
<b>High Needs Provision</b>	<b>4.500</b>
<b>S106 Funding</b>	<b>1.104</b>
<b>Corporate Resources</b>	<b>10.000</b>
<b>Totals</b>	<b>17.733</b>

#### **7.4 Procurement Implications (if required)**

- 7.4.1 The Council's primary procurement route for works of this nature is to use Acivico Ltd's Constructing West Midlands 2 Framework Agreement either undertaking a further competition exercise or direct award subject to the complexities and timescales of each project in order to ensure that the Council's statutory duties are met. Where direct award is the route, value for money will be demonstrated by Acivico Ltd to the Council and reported in any award report.
- 7.4.2 Where the payment of a grant is issued for the works, the responsibility for the procurement and award of contract is with the school under their governance arrangements. The Conditions of Grant Agreement will include the requirement to demonstrate to the Council value for money and compliance to any legislation including the Public Contracts Regulations 2015 from the issue of the payment.

#### **7.5 Human Resources Implications (if required)**

- 7.5.1 N/A

#### **7.6 Public Sector Equality Duty**

A Full Equality Analysis (EQA650) was carried out in February 2021 for the Schools' Capital Programme 2021–2022. Having considered the Public Sector Equality Duty in light of the recommendations in this report, it has been decided that another Full Equality Analysis is not required and it thought that that the decisions taken in this report will support the Council's performance of the duty.

The outcomes from the Equality Analysis demonstrate that proposed capital developments support positive outcomes for children, young people, their families and carers. No negative impact on people with Protected

Characteristics was identified. It was concluded that sufficiency of educational places and opportunities for all children and young people contributes to providing positive life chances and supports a positive approach to Safeguarding in Birmingham actively reducing the number of children and young people out of school helps to mitigate risk to their safety and wellbeing.

## **8 Appendices**

### **8.1 List of Appendices accompanying this Report (if any):**

- 1.** Requirements and financial model
- 2.** PDD SCA
- 3.** PDD BN
- 4.** PDD HNPCA



## **Appendix 1:**

School Condition Programme –School Condition and Basic Need Allocation - 2022 -23+ FUTURE YEARS
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### **Requirements and Financial Model.**

#### **Contents**

- 1. Financial Modelling Approach**
- 2. School Condition Funding Allocations**
- 3. Basic Need Funding Allocation**
- 4. S106 Income**
- 5. School Condition Programme future Requirements**
- 6. Basic Need Programme future requirements**
- 7. Other Programme Updates**

## 1. Financial Modelling Approach

In order to deliver the Schools Capital Programme within available resource the following approach is taken:

### Step 1: Requirements

Define future requirements for the schools' capital programme:

- i) priority maintenance requirements to prevent school closure for 2022– 23 +
- ii) additional places required in special and mainstream schools for 2022 – 23 +

### Step 2: Resources available

Set out the confirmed funding for the delivery of the capital programme and identify how many of the requirements can be met from the available capital funding

### Step 3: Affordability measures

Quantify the requirements that must be found either through:

- i) maximising use of existing space
- ii) identifying alternative funding sources (Section 106, school contributions, bidding opportunities, LCVAP, Community Infrastructure Levy, future Basic Need / School Condition Allocations, Capital Receipts, Free School Applications, Corporate Resources etc.)

The number of school places required may change during the development of options for the School Basic Need Capital programme as a result of Free Schools and Academy expansions and as a result of changes to net migration.

## 2. School Condition Funding Allocations

The School Condition funding allocations announced to date are:

	<b>Assumed School condition Allocations</b>			
<b>2021/22 £m</b>	<b>2022/23 £m</b>	<b>2023/ 24 £m</b>	<b>2024 / 25 £m</b>	<b>Total £m</b>
<b>11.863*</b>	<b>12.701</b>	<b>12.500**</b>	<b>12.000**</b>	<b>49.064**</b>

\* Balance from 21/22 allocation

\*\* Assumed based upon previous 3 years' allocations of £10.068m, £13.919m and £13.583m adjusted for academy conversions up to April 21.

The sections below set out how we intend to deliver the requirements of each stage within the resource available. A degree of re-profiling of the funding available will need to be carried out as the development of preferred options clarifies the cost of each individual solution.

This is part of the annual update to Cabinet and covers: -

- i) Changes to requirements based on demographic analysis and updates regarding Academy and Free School expansions
- ii) Update on funding including any new funding streams or capital allocations
- iii) Modelling of requirements for the current and next stages of the capital programme
- iv) Update on solutions developed and any re-profiling of capital requirements within resources available
- v) Update on delivery against capital programme output

## Basic Need Funding Allocation

The Basic Need funding allocations announced to date are:

<b>Confirmed Basic Need Allocations</b>	
<b>2022/23 £m</b>	<b>TOTAL £m</b>
<b>23.208</b>	<b>23.208</b>

The Dfe have acknowledged the delay in announcing future allocation due to various political reasons and have confirmed future allocations will be announced in the early Spring.

## Corporate Resources

Our Annual SCAP return for 2020 resulted in a 'Nil' allocation for the year 2021/22, due to a change in the application of abatement. This decision by the Dfe meant that we could not meet the demand for 7 FE's for the year 2021/22 which equates to 1050 places. In order to meet this demand fully, the Directorate put in a successful bid for Corporate Resource for the value of £19.656m.

<b>Corporate Resources</b>		
<b>2022/ 23 £m</b>	<b>2023 / 24 £m</b>	<b>Total £m</b>
<b>16.482*</b>	<b>0.000</b>	<b>16.482</b>

\*Balance of Corporate Resources.



## Special Provision Fund Allocations

The balance of Special Provision funding allocations announced by DfE in March 2017 is:

<b>Confirmed Special Provision Fund Allocations</b>			
<b>2021/22</b> <b>£m</b>	<b>2022/23</b> <b>£m</b>	<b>2023/24</b> <b>£m</b>	<b>TOTAL</b> <b>£m</b>
<b>0.129*</b>	<b>0.000</b>	<b>0.000</b>	<b>0.129</b>

\*Balance from 20/21 allocation

The Special Provision Fund allocations are to support local authorities to make capital investments in provision for pupils with special educational needs and disabilities. This will be for investment in new places and improvements to facilities for pupils with education, health and care (EHC) plans in mainstream and special schools, nurseries, colleges and other provision.

## High Needs Provision Fund Allocations

The High Needs Provision allocations were announced by DfE in March 2021.

<b>Confirmed High Needs Provision Fund Allocations</b>			
<b>2021/22</b> <b>£m</b>	<b>2022/23</b> <b>£m</b>	<b>2023/24</b> <b>£m</b>	<b>TOTAL</b> <b>£m</b>
<b>6.500</b>	<b>14.097</b>	<b>13.175</b>	<b>33.772</b>

The High Needs Provision capital allocation for financial year 2021-22 is to support the creation of new High Needs places or the improvement of existing provision (for pupils with Special Educational Needs and Disabilities (SEND) or requiring Alternative Provision (AP)).

### 3. Section 106 Funding

The service currently holds a balance of £3.104m of Section 106 income which can be used for Capital works in accordance with the conditions attached. Where appropriate, we will require a deed of variation to fully utilise the funding.

### 4. School Condition Programme Future Requirements

School Condition Resources	Allocation announced to date £m	Projected Profile Spend		
		2022/23 £m	2023/24 £m	2024/25 £m
School Condition	49.064	10.000	12.701	26.363
Totals	49.064	10.000	12.701	26.363

### 5. Basic Need Programme Future Requirements

Additional Places Resources	Allocation announced to date £m	Projected Profile Spend		
		2022/23 £m	2023/24 £m	2024/25 £m
Basic Need	23.208	2.000	12.000	9.208
Special Provision Fund	0.129	0.129		
High Needs Provision	33.772	4.500	2.000	27.272
S106 Funding	3.104	1.104	2.000	
Corporate Resources	16.482	10.000	6.482	
Totals	76.695	17.733	22.482	36.480







## APPENDIX 2

PROJECT DEFINITION DOCUMENT (PDD)			
1. General Information			
<b>Directorate</b>	Education & Skills	<b>Portfolio / Committee</b>	Education & Early Years
<b>Project Title</b>	School Condition Programme –School Condition Allocation 2022-23+ FUTURE YEARS	<b>Project Code</b>	CA-02073-02
<b>Project Description</b>	<p>Department for Education (DfE) annual School Condition Allocation grant funding is awarded to the Local Authority (LA) for the purposes of addressing maintenance issues across the LA maintained school's estate only. Voluntary Aided schools receive their maintenance funding through a different grant funding scheme and Academies are funded directly by the Education Funding Agency (EFA).</p> <p>The Local Authority is to receive an annual School Condition Allocation (SCA) of circa £12.700m from DfE for the year 2022/23. This grant is not ring fenced or time bound, however we are required to verify this funding has been spent on capital projects through the Section 151 officer's return.</p> <p>The School Condition Programme aims to address key priority condition items across all Local Authority Maintained schools by allocating the available School Condition grant funding to address highest priority condition need.</p> <p>This report sets out the proposed School Condition Grant spend for 2022-23. The key criterion for prioritisation of planned and unscheduled maintenance projects is to ensure continuity of education in a safe environment. This criterion also applies to projects considered under the dual funding initiative. In essence we will prioritise:</p> <ul style="list-style-type: none"> <li>i) Condition issues that are most likely to lead to school closures</li> <li>ii) Condition issues that pose Health and Safety risks</li> <li>iii) Condition issues that must be addressed in order to fulfil statutory compliance obligations.</li> </ul> <p>In addition to a direct School Condition Grant to the Local Authority, the EFA allocates individual devolved formula capital funds to every school. The Local Authority cannot control how this funding is spent.</p> <p>However, the dual funding initiative provides schools with the opportunity to apply for additional funding to address key building related priorities. Following the successful programme delivered between 2013 and 2021, it is proposed that the initiative is continued in 2022-23. This will encourage schools to direct the spending of their devolved formula capital to address condition priorities and will thereby increase the level of investment into the condition of our school buildings.</p> <p>There will also be a continued emphasis on maximising schools' contributions to planned and emergency capital maintenance works, particularly where schools are holding surplus balances or where the ongoing burden on the school of 'patch and repair' can be reduced by a jointly funded project to address the root cause of the condition issue.</p>		

	<p>The key work streams in the School Condition Programme, described in more detail in the project deliverables can be summarised as:</p> <ol style="list-style-type: none"> <li>1. Centrally Managed Planned School Condition Programme (condition issues most likely to lead to school closure) This includes £1.500m for Condition Surveys across the whole school estate– £6.500m</li> <li>2. Emergency unscheduled repairs to prevent school closures – £1.000m</li> <li>3. Dual Funding initiative – £1.000m</li> <li>4. Compliance Issues - £1.500m</li> </ol>
<b>Links to Service and Corporate Outcomes</b>	<p>Projects have been developed and delivered to maximise alignment with local priorities, in particular to impact on developing skills, employment opportunities, public health and community cohesion. Works will contribute to the Council Business Plan and Budget 2022+, particularly 'A Prosperous City', by ensuring the provision of school places enabling children to benefit from education through investment at a neighbourhood school.</p> <p>Compliance with the Birmingham Business Charter for Social Responsibility (BBC4SR) is a mandatory requirement that will form part of the conditions of any contract in accordance with the social value policy. Contracts in tier 1 (below the PCR 15 threshold) are encouraged to complete at least 1 project from the Match My Project portal for the duration of the contract. Any tier 2 contracts (above the PCR15 threshold) require the full consideration of social value and application of the BBC4SR including the delivery of at least 1 project which is relevant to the social value outcomes sought through the contract and where possible from the Match My Project portal, per year. Tenderers will be required to submit an action plan with their tender that will be evaluated in accordance with the CWM2 framework protocol and the action plan of the successful tenderer will be implemented and monitored during the contract period.</p> <p>Where a grant is issued, the Conditions of Grant Aid will require the school to be certified to the BBC4SR and provide commitments relevant and proportionate to the value of any payment.</p>
<b>Project Benefits</b>	<p>The benefits of the programme will be: -</p> <ol style="list-style-type: none"> <li>i) reduction in school closures linked to asset failure</li> <li>ii) minimal disruption to educational continuity by scheduling works during school holidays</li> <li>iii) increased amount of investment into the backlog maintenance and priority condition need by leveraging greater investment from schools in dual funded projects</li> <li>iv) fair and transparent allocation of maintenance funding according to need</li> </ol> <p>The Programme will:</p> <ul style="list-style-type: none"> <li>▪ address backlog maintenance and condition issues across the Local Authority maintained school's estate.</li> <li>▪ enable the Council to respond to unscheduled building emergencies to minimise health and safety risks and prevent school closures.</li> </ul>

<b>Project Deliverables</b>	<b>Work stream 1: Centrally Managed Planned School Condition Programme – £6.5000m (based on funds remaining after allocation to work streams 2,3 &amp; 4). Elements leading to school closure such as boilers, windows and roof</b>
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**replacement will be prioritised.**

This will be a planned programme of maintenance projects addressing priority condition need centrally managed by EdI.

Priority condition need across the education estate outweighs the funding available to address the maintenance issues. Projects will therefore be prioritised where the condition need has the greatest risk of leading to school closure; this translates into projects which for the most part will address roofing, heating, electrical, windows and structural conditions. There will be an emphasis on influencing schools to allocate their devolved formula capital and school surplus budgets to support addressing priority condition need in order to meet the affordability gap on maintaining the schools' estate.

Works will be prioritised according to severity and likelihood of school closure / health and safety risk. This will be evaluated by the EdI team with technical support from Acivico Ltd.

As the majority of these works are below 0.200m the award of the contract will be approved under Head of Service or Chief Officer delegation in accordance with the Constitution and Procurement Governance Arrangements. Where necessary, projects will be developed to Full Business Case stage. We are currently aware of the following projects that will be higher than 0.200m in 2022/23.

<b>School</b>	<b>Works</b>	<b>Forecasted spend 2022/23 £m</b>
Hall Green Infants	Roofing	0.250
Hodge Hill Girls	Roofing	0.250
City of Bham Schools	Relocation	0.700
Minworth JI	Replacement of Mobile Units	0.980

**Procurement:**

The Council's primary procurement route for works under the Centrally Managed School Condition Programme is to use Acivico Ltd's Constructing West Midlands 2 Framework Agreement either undertaking a further competition exercise or direct award subject to the complexities and timescales of each project in order to ensure that the Council's statutory duties are met. Where direct award is the route, value for money will be demonstrated by Acivico Ltd to the Council and reported in any award report. Project implementation will be fully compliant with planning approval and building regulations as required. Officers from the EdI team and Acivico Ltd will oversee the delivery to ensure that schemes are programmed with minimum disruption to schools.

**Programme:**

Where possible, all major works are planned to be carried out during school holidays (half terms and end of terms). It is anticipated that projects identified for the 2022/23 programme will in large part be completed by March 2023. However, in some cases, works may be delayed every effort will be made for these to be completed as soon as practically possible.

**Work stream 2: Emergency Unscheduled Repairs – £1.000m (based on previous years' expenditure and projected forecast based on condition of the estate and inclement weather conditions)**

Annually, the EdI Team responds to a significant number of incidents that are unscheduled emergency repairs, for example the extreme weather conditions leading to flooding, frozen pipes, boiler failure etc. leading to school closures due to major asset failure.

Due to extreme weather conditions in the recent years, it is becoming increasingly difficult to estimate the volume of unscheduled repairs that will be required. In case there are insufficient funds to cover the unscheduled repairs, the planned maintenance programme will be adjusted to cover the shortfall. Likewise, any emergency monies not allocated by March 2022 will be re-directed to priority condition need identified on a reserve list of condition projects to be carried out in 2022/23.

**Work stream 3: Dual Funded Programme – £1.000m (based on applications received in previous years with additional sum for managing asbestos in schools – funding allocation on first come first served basis)**

Dual Funded schemes can be BCC or School led. In case of School led, Schools that demonstrate experience and capacity in delivering their own capital schemes and agree to part fund the works will be able to submit a Dual Funding application. The available funding will be allocated on a priority basis ensuring elements such as safeguarding, compliance and health & Safety are prioritised for funding. In case of BCC led, the agreed level of school contribution will be charged out to the school.

The criteria for qualifying projects is aligned with centrally managed projects and will focus on issues which are likely to lead to school closure if not addressed. The dual funding programme will also consider projects which will address major health and safety, safeguarding or compliance related issues with a particular focus on managing asbestos in line with schools' Asbestos Management Plans (AMPs).

All projects will be further developed to Full Business Case stage. The decision maker will be dependent upon value. As the majority of these works are below £200k they will be approved under Head of Service or Chief Officer delegation.

Schools will be required to sign up Conditions of Grant Aid (CoGA).

**Work stream 4: Compliance Issues - £1.500m Asbestos Management and Health & Safety Works**

The EdI portfolio is diverse in that not only does it cover a wide range of building types and uses, it also encompasses a variety of ownership and tenancy arrangements including fully owned and occupied, landlord role only, tenant role, shared, mixed use etc. The Asset Strategy needs to be flexible enough to accommodate all situations but also clearly capture the responsibilities for EdI in each case.

As such we need to ensure we have full visibility of the current state and



performance of our assets to enable us to fully understand and prioritise investment needs across the portfolio.

This includes:

- Understanding the general condition of the buildings and components
- Understanding and managing compliance levels across the estate (statutory & mandatory)
- Understanding any key infrastructure risks such as asbestos, legionella control etc
- Providing reliable estimates for the costs of repairs and maintenance needs
- Providing a method for prioritising investment requirements
- Assisting with the efficient planning and management of repairs and maintenance projects
- Ensuring appropriate planned preventative maintenance programmes are in place and being delivered across the estate
- Ensuring reactive maintenance needs are being addressed as efficiently and cost effectively as possible

The principal benefit is to ensure that we have a robust and reliable set of performance metrics for the portfolio that can then be used to drive future management priorities and investment plans. These metrics will include for example:

- Comprehensive condition gradings by site, building, block and element
- Comprehensive remedial priority ratings and accurate costings
- Repair and Maintenance investment needs by priority
- Annual planned and reactive maintenance expenditure
- Asbestos Risk grading by site, building and block
- ALL Risks gradings / costings based on issues escalated to the site risk register

The above metrics will allow Whole Life costings to be evaluated for each property and allow decision making in the future to be more strategic and less reactive.

At present the holistic information for the portfolio does not exist as our condition surveys, asbestos management surveys and plans need updating. In order to provide comprehensive grading and priority listings to direct future investment this information has to be completed in a timely manner. The current resource within BCC does not have capacity to undertake this level of surveying within a required timeframe and therefore it is proposed that tenders should be presented to the market to source this resource as a one-off to be able to understand the portfolio needs and allow decision making to be strategic.

#### Future Governance and reporting back

An annual report will be presented to Cabinet updating on progress / delivery / outcomes and to seek approval for future spend.

Key Project Milestones	Planned Delivery Dates
Cabinet Approval for the PDD	26 <sup>th</sup> April 2022
Spend Approvals	1 <sup>st</sup> June 2022 onwards
Project works order to be issued	1 <sup>st</sup> June 2022 onwards
Works to commence on site	From June 2022

<b>Dependencies on other projects or activities</b>	<ul style="list-style-type: none"> <li>• Condition Surveys</li> <li>• Statutory compliance requirements</li> <li>• Emergency repairs identified by Acivico surveyors</li> <li>• Placing orders with contractors</li> <li>• Supply chain activities i.e. manufacture and ordering e.g. boilers, windows, etc., including batching of projects to achieve economies of scale.</li> <li>• School term time activities and the imperative to preserve educational continuity</li> <li>• Planning and Building Regulation approval, where applicable</li> </ul>
<b>Achievability</b>	<ul style="list-style-type: none"> <li>• Scope of programme is identified</li> <li>• Programme and costs have been developed where possible</li> <li>• Funding strategy is in place</li> <li>• Client liaison between EdI and Acivico is taking place weekly to ensure work is instructed, monitored and delivered to cost and on time</li> <li>• Project officers from the EdI team will oversee the delivery of the projects in consultation with key stakeholders i.e. Acivico, contractors, schools, surveyors and other property professionals. The team is extremely experienced in managing school based condition projects.</li> </ul>
<b>Project Manager</b>	Zahid Mahmood, Capital Programme Manager 0121 464 9855, <a href="mailto:zahid.mahmood@birmimingham.gov.uk">zahid.mahmood@birmimingham.gov.uk</a>
<b>Project Accountant</b>	Jaspal Madahar, Finance & Resources Manager – Education Infrastructure 0121 303 3251, <a href="mailto:jaspal.madahar@birmingham.gov.uk">jaspal.madahar@birmingham.gov.uk</a>
<b>Project Sponsor</b>	Jaswinder Didially, Head of Education Infrastructure 0121 675 0228, <a href="mailto:jaswinder.didially@birmingham.gov.uk">jaswinder.didially@birmingham.gov.uk</a>
<b>Proposed Project Board Members</b>	Jaswinder Didially, Head of Education Infrastructure 0121 675 0228, <a href="mailto:jaswinder.didially@birmingham.gov.uk">jaswinder.didially@birmingham.gov.uk</a> Zahid Mahmood, Capital Programme Manager 0121 464 9855, <a href="mailto:zahid.mahmood@birmimingham.gov.uk">zahid.mahmood@birmimingham.gov.uk</a> Clare Sandland, Head of City Finance CYP 0121 675 3570, <a href="mailto:clare.sandland@birmingham.gov.uk">clare.sandland@birmingham.gov.uk</a>

<b>Head of City Finance (HoCF)</b>		<b>Date of HoCF Approval</b>	
<b>Other Mandatory Information</b>			
• <b>Has project budget been set up on Voyager?</b>			Yes
• <b>Issues and Risks updated</b> (Please attach a copy to the PDD and on Voyager)			Yes

## 2. Options Appraisal Records

<b>Option 1</b>	Limiting any school condition spend to emergency repairs
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	only and delivering no planned priority condition need maintenance programme
<b>Information Considered</b>	<ul style="list-style-type: none"> <li>• Condition surveys</li> <li>• Structural reports</li> <li>• Statutory compliance reports</li> <li>• Reported issues by schools</li> <li>• Asset Management and Capital Maintenance strategy</li> <li>• BCC and Children &amp; Young People's directorate business and service priorities</li> <li>• Available budget - DfE allocation for funding, carry forward</li> <li>• Basic need requirements</li> </ul>
<b>Pros and Cons of Option</b>	<p>What were the advantages / positive aspects of this option? It could be argued that only the very bare minimum should be spent on maintenance of school buildings in order to mitigate the risk of a future shortfall in funding.</p> <p>What are the Disadvantages / negative aspects of this option?</p> <ul style="list-style-type: none"> <li>▪ By limiting all repairs to emergencies only, the backlog maintenance issues would escalate across the estate. Not taking actions to address priority condition items has the potential of serious health and safety risks for staff and pupils in schools.</li> <li>▪ There is an increasing gap between those schools that have received major capital investment (Building Schools for the future, the 2 major PFI programmes and the Priority School Building Programme) and those that are struggling with inadequate facilities and deteriorating buildings.</li> <li>▪ Increasing sums are spent on relentless 'patch and repair' due to lack of funding to rectify condition issues and this does not deliver value for money from the public purse.</li> <li>▪ Increasing numbers of young people are exposed to unsafe and unsuitable learning environments with the associated impact on their achievement and engagement in education.</li> <li>▪ Adopting an approach based on emergency repairs only will mean that less value is achieved from the maintenance funds available and schools will continue to feel let down in addressing fundamental condition issues that they are encountering.</li> <li>▪ There will be an increasing risk of school closure / health and safety issues resulting from asset failure.</li> <li>▪ Many Local Authority Maintained Schools will face increasing challenges coping with inadequate buildings while endeavouring to deliver outstanding education outcomes for all young people.</li> <li>▪ In the context of direct funding for Academies to</li> </ul>

	address maintenance issues, there will be an increased incentive for schools to convert to Academy status to access funding for condition priorities.
<b>People Consulted</b>	Schools, surveyors and other property professionals / Acivico
<b>Recommendation</b>	<b>REJECT</b>
<b>Principal Reason for Decision</b>	An emergency repairs only strategy is inadequate for the Local Authority to fulfil its duty to maintain our schools and provide a safe learning environment for all our pupils and staff.
<b>Option 2</b>	<b>Take action as set out in this report and its supporting project schedules</b>
<b>Information Considered</b>	<p>What information was considered in making the decision:</p> <ul style="list-style-type: none"> <li>• Condition surveys</li> <li>• Structural reports</li> <li>• Statutory compliance reports</li> <li>• Reported issues by schools</li> <li>• Asset Management and Capital Maintenance strategy</li> <li>• BCC and People's directorate business and service priorities</li> <li>• Available budget - DfE allocation for funding and carry forward</li> </ul>
<b>Pros and Cons of Option</b>	<p>What were the advantages / positive aspects of this option?</p> <ul style="list-style-type: none"> <li>• Meeting the councils statutory duty to maintain its schools</li> <li>• Keeping schools open</li> <li>• Reducing health and safety risks and potential injuries</li> <li>• Meeting statutory compliance requirements</li> <li>• Addressing key condition priorities i.e. essential building repair and maintenance</li> <li>• Provides a balanced approach to planned and emergency repairs</li> <li>• Reducing the number of unplanned / emergency repair requirements</li> </ul> <p>What are the Disadvantages / negative aspects of this option?</p> <ul style="list-style-type: none"> <li>• None identified</li> </ul>
<b>People Consulted</b>	Schools, surveyors and other property professionals / Acivico
<b>Recommendation</b>	<b>Proceed</b>
<b>Principal Reason for Decision</b>	To maximise the impact of the Local Authority in delivering our statutory duty to maintain our schools and provide a safe learning environment for our pupils and staff



<b>3. Summary of Options Appraisal – Price / Quality Matrix</b>					
<b>Ratings from 1 (lowest ) – 10 (highest)</b>	<b>Options</b>		<b>Weighting</b>	<b>Weighted Score</b>	
<b>Criteria</b>	<b>1</b>	<b>2</b>		<b>1</b>	<b>2</b>
Total Capital Cost	10	8	25%	250	200
<b>Quality Evaluation Criteria</b>					
1) Programme allows maximum use of school holidays to minimise disruption	1	10	20%	20	200
2) Effectiveness: allows the council to maintain its schools and address the highest priority conditions needs	1	9	25%	25	225
3) Functionality: it meets service delivery and user requirements	1	10	10%	10	100
4) Achievable: compliance with requirement to maintain schools and provide a safe learning environment	1	10	20%	20	200
<b>Total</b>				<b>325</b>	<b>925</b>

<b>4. Option Recommended</b>	<p>Which option, from those listed in the Options Appraisal Records above is recommended and the key reasons for this decision.</p> <p><b>Option 2</b> - this will enable the LA to maximise the impact of the School Condition Programme in improving outcomes for young people and through maintaining our schools and provide a safe learning environment for our pupils and staff.</p>
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<b>5. Capital Costs and Funding</b>	<b>Voyager Code</b>	<b>Financial Year 2022 / 23</b>	<b>Totals</b>
<b><u>Expenditure:</u></b>		<b>£m</b>	<b>£m</b>
Planned Priority School Condition Projects (includes PSBP)		6.500	6.500
Unscheduled emergency repairs / school closure prevention		1.000	1.000
Dual Funding		1.000	1.000
Compliance Issues		1.500	1.500
<b>Totals</b>		<b>10.000</b>	<b>10.000</b>
<b><u>Funding:</u></b>			
Department for Education (DfE) School Condition Allocation		10.000	10.000
<b>TOTAL</b>		<b>10.000</b>	<b>10.000</b>

<b>Revenue Consequences</b> 1.1.1 All revenue costs will be met by schools via the formulaic Dedicated Schools Grant. 1.1.2 In the case of Academy's, any consequential revenue costs arising including additional staffing, utility costs and any on-going day to day repair and maintenance of the asset will be the responsibility of the Academy and funded from the Academy's General Annual Grant (received by the Academy from the EFA).			

6. Project Development Requirements / Information	
<b>Products required to produce Full Business Case</b>	The work includes: <ul style="list-style-type: none"> <li>• Detailed surveys, some of which are intrusive;</li> <li>• Feasibility work in preparing and agreeing schemes with EdI and the school;</li> <li>• Scheme design and specification including where required submitting Planning and Building Regulations applications including payment of their fees;</li> <li>• Detailed design and Specification;</li> <li>• Project and programme planning; and</li> <li>• Procurement to a stage where orders can be placed and the work carried out.</li> </ul>
<b>Estimated time to complete project development</b>	Up to 6 weeks to obtain target costs for schemes. Approval will be dependent upon value. As the majority of these works are below £200k they will be approved under Head of Service or Chief Officer delegation.
<b>Estimated cost to complete project development</b>	Any Individual project development costs are contained within the overall indicative capital allocations.
<b>Funding of</b>	DfE School Condition Allocation

development costs	
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## Appendix 3

## PROJECT DEFINITION DOCUMENT (PDD)

## 1. General Information

<b>Directorate</b>	Education & Skills	<b>Portfolio/Committee</b>	Education and Early Years
<b>Project Title</b>	Additional Places Programme – Basic Need Allocation 2022-23+ Future Years	<b>Project Code</b>	CA-01903-02

**Project Description** Department for Education (DfE) Basic Need (BN) grant and Special Provision Funding Allocation (SPFA) is awarded to the Local Authority (LA) for the purposes of providing additional mainstream and special school places respectively. These funds are allocated to enable the Council to meet its statutory obligation to provide sufficient school places for our children. The capital projects range from remodelling of existing accommodation, new build extensions to whole new build schools. The “2022-23+ Future Years” programme will address the additional places requirements for September 2020 onwards as identified in the **School Place Planning Requirements 2018/19 to 2024/25** document (Appendix 5).

Additional Primary Places

The Additional Primary Places programme started in September 2010 in Birmingham. Over 21,500 additional places had been provided to date across primary and secondary schools. Reception numbers are now showing a forecast of decline as a result of falling birth rates and reduced net migration. This means that there may be a significant number of surplus places in some areas of the city in the coming years which will need to be carefully managed.

Going forwards the emphasis in primary will be to adjust supply to meet future fluctuations in demand, particularly in light of political changes. The process of removing places declared as ‘surplus to requirements’ will need to take place in some areas. This approach is called “decommissioning”. When deciding whether places are surplus we will need to:

- **Target** areas where places are not expected to be required in the future; bearing in mind fluctuating in-year demand (“cohort growth”) and increased housing demands. We may end up decommissioning places in one area and commissioning places in another area of the city.
- **Determine** which schools are undersubscribed and how many places are surplus to requirements. The impact on a school’s future financial viability is considered alongside the quality of provision and the impact of removal of a parental choice.
- **Decide** whether places will be decommissioned on a temporary or permanent basis, and how the surplus space will be managed. This could mean the removal of poorer quality assets or reconfiguration of space to provide specialist or SEND (special educational needs or disability) provision.

**Approximate Number of Reception places to be decommissioned**

No.	2022	2023	Total 2022 - 2023
FE	8.5	32.5	41
Places	255	975	1230

<sup>1</sup> SCAP 2018 as published in School Place Planning Requirements 2018/19 to 2024/25

Further moderation is ongoing to look at latest updates as a result of changes to school provision, births and migration. We are working in transitional times due to Covid-19 impacting on enrolment, as well as the impact of political changes on migration rates. Forecasts are under review and moderation before release later in 2022.

### Additional Secondary Places

The Additional Secondary Places programme started in September 2014 in Birmingham, although some schools had commenced expansion and new schools had opened prior to then.

Year 7 numbers are now showing a significant forecast increase as the increased primary cohorts move through to the secondary phase. This means that additional places have been required across the city since 2018 and will be until at least 2024. The plan is to increase capacity through bulge classes in the first instance to meet immediate need, and this approach has taken place to secure places for 2019/20, 2020/21 and 2021/22. Further temporary and permanent expansions will be planned to meet need in future years. New schools are also being delivered to support additional secondary places required to open between 2021/22 to 2023/24.

Our strategy in Birmingham to meet Basic Need is set out in the School Place Planning Requirements 2018/19 to 2024/25: School Place Planning Requirements (Appendix 4 page 39) document and has 4 key strands:

1. Make optimum use of existing space, buildings and sites to provide sufficient, suitable, high quality additional places where needed.
2. Work with all schools, academies and new schools to meet Basic Need through co-ordinated expansion plans.
3. Allocate annual Basic Need Capital investment effectively and efficiently to areas where basic need requirements can only be met through either re-modelling, refurbishment or new-build projects, ensuring that the needs of our most vulnerable young people are prioritised and capital projects make best use of existing resources.
4. Identify alternative funding sources and models to deliver requirements including S106, school contributions, bidding opportunities, Local Co-ordinated Voluntary Aided Programme (LCVAP), Community Infrastructure Levy, future Basic Need allocations, diversion of other capital funding.

The impact on a school's financial viability is considered alongside the quality of provision and the impact of expansion on parental choice and diversity of provision.

### **Number of additional Year 7 places required**

Year 7	No.	2022	2023	2024	2025	2026	2027	Total
<b>SCAP 2019</b>	FE	7	8	7	6	3	4	35
	Places	210	240	210	180	90	120	1050

We are working in transitional times due to Covid-19 impacting on enrolment, as well as the impact of political changes on migration rates. Forecasts are under review and moderation before release later in 2022.

### Additional Special School Places

Since 2012, we have created over 850 additional SEND places using the Basic Need allocation across mainstream and special schools.

### Commissioning of places

Identification of schools to expand will be either through an Expression of Interest process where schools come forward to offer additional places or through a targeted approach where LA officers will identify schools in the right locality. In either case the only the schools meeting the following criteria will be considered for expansion:

1. Location in relation to Basic Need
2. School leadership and governance – it is expected that schools that expand will be Outstanding or Good and have a strong governance practice in place.

	<p>3. The capacity of the school to provide suitable accommodation on the site – this could be within existing space internally or externally and within planning / buildability constraints.</p> <p>4. Popularity of the school – whilst this is not a driver for expansion it is important that we recognise parental preference.</p> <p>5. Potential of the expansion to create overprovision or reduce diversity of provision in an area – this would be unwelcomed.</p> <p>It may be necessary to carry out early feasibilities and enabling works, including temporary classrooms, prior to developing a scheme to a Full Business Case approval.</p> <p>Once existing schools have been fully utilised it is likely that the Council will need to establish new schools through the Free School presumption route to meet any gaps in provision for both mainstream and special provision.</p> <p><u>Future Governance and reporting back</u></p> <p>Projects will be subject to approval through the Council's gateway processes, utilising a programme approach where appropriate.</p> <p>A regular update for projects and programme over £20m will be presented to the Capital Board and an annual Cabinet report updating Cabinet on progress on delivery and outcomes as well as to seek approval for future funding.</p>
<b>Links to Corporate and Service Outcomes</b>	<p>Projects have been developed and delivered to maximise alignment with local priorities, in particular to impact on developing skills, employment opportunities, public health and community cohesion. Works will contribute to the Council Business Plan and Budget 2022+, particularly 'A Prosperous City', by ensuring the provision of school places enabling children to benefit from education through investment at a neighbourhood school.</p>

<b>Project Benefits</b>	<p>The benefit of expanding these schools will enable Birmingham City Council to meet its statutory obligation under the Education Act 1996 to provide special, primary and secondary pupil places to all of its school-age resident children. The consequences of the City Council not meeting this duty are serious and would involve considerable financial and reputational costs. This project will ensure that quality places will be available for local children thus contributing to the safeguarding agenda.</p>	
<b>Project Deliverables</b>	<p>Provision of additional special and secondary pupil places across various districts.</p>	
<b>Key Project Milestones</b>		<b>Planned Delivery Dates</b>
PDD approval by Cabinet		26 <sup>th</sup> April 2022
FBC/Contract Awards approval by Cabinet		1 <sup>st</sup> June 2022 onwards
Planned programme of works commences		1 <sup>st</sup> June 2022 onwards
Post Implementation review		Throughout 2022/23

<b>Dependencies on other projects or activities</b>	<ul style="list-style-type: none"> <li>• Planning permission may be required.</li> <li>• If schools have listed status consultation with English Heritage and BCC's Conservation team may be required.</li> <li>• Placing orders with contractor/s from May 2022 onwards</li> <li>• Completion of statutory consultation to increase capacity</li> <li>• Confirmation of appropriate schools across various districts</li> <li>• Scope of work identified</li> </ul>
<b>Achievability</b>	<ul style="list-style-type: none"> <li>• Schools in scope for expansion are identified</li> <li>• Programme and costs have been developed where possible</li> <li>• Funding strategy is in place</li> <li>• Client liaison between EdI and Acivico is taking place weekly to ensure work is instructed, monitored and delivered on time</li> <li>• Project officers from the EdI team will oversee the delivery of the projects in consultation with key stakeholders i.e. Acivico, contractors, schools, surveyors and other property professionals.</li> <li>• The team is extremely experienced in managing expansion project</li> </ul>

<b>Project Manager</b>	Zahid Mahmood, Capital Programme Manager 0121 464 9855, <a href="mailto:zahid.mahmood@birmingham.gov.uk">zahid.mahmood@birmingham.gov.uk</a>		
<b>Project Accountant</b>	Jaspal Madahar, Finance & Resources Manager – Education Infrastructure 0121 303 3251, <a href="mailto:jaspal.madahar@birmingham.gov.uk">jaspal.madahar@birmingham.gov.uk</a>		
<b>Project Sponsor</b>	Jaswinder Didiyally, Head of Education Infrastructure 0121 675 0228, <a href="mailto:jaswinder.didiyally@birmingham.gov.uk">jaswinder.didiyally@birmingham.gov.uk</a>		
<b>Proposed Project Board Members</b>	Jaswinder Didiyally, Head of Education Infrastructure 0121 675 0228, <a href="mailto:jaswinder.didiyally@birmingham.gov.uk">jaswinder.didiyally@birmingham.gov.uk</a> Zahid Mahmood, Capital Programme Manager 0121 464 9855, <a href="mailto:zahid.mahmood@birmingham.gov.uk">zahid.mahmood@birmingham.gov.uk</a> Clare Sandland, Head of City Finance CYP 0121 675 3570, <a href="mailto:clare.sandland@birmingham.gov.uk">clare.sandland@birmingham.gov.uk</a>		
<b>Head of City Finance (HoCF)</b>		<b>Date of HoCF Approval</b>	
<i>Other Mandatory Information</i>			
<b>• Has project budget been set up on Voyager?</b>			Yes
<b>• Issues and Risks updated</b> <i>(Please attach a copy to the PDD and on Voyager)</i>			Yes

## 2. Options Appraisal Records

<b>Option 1</b>	Create additional places in temporary accommodation
<b>Information Considered</b>	What information was considered in making the decision <ul style="list-style-type: none"> <li>• Best use of DfE non ring-fenced Basic Need and School Condition grants in investing in quality spaces</li> <li>• Planning Guidance</li> <li>• Ofsted safeguarding principles</li> </ul>



	<ul style="list-style-type: none"> <li>• Delivery of quality places</li> </ul>
<b>Pros and Cons of Option</b>	<p>What were the advantages/positive aspects of this option?</p> <ul style="list-style-type: none"> <li>• Less cost to BCC</li> <li>• Easier to deliver than permanent build</li> <li>• Faster to deliver</li> <li>• Meets BCC statutory obligation to provide places</li> <li>• Can be removed once demand reduces</li> </ul> <p>What are the disadvantages/negative aspects of this option?</p> <ul style="list-style-type: none"> <li>• Safeguarding risks increase as temporary buildings tend to be standalone away from the main building</li> <li>• Governing body/parental resistance to temporary accommodation</li> <li>• Planning approval will not be given for more than 3 years following which units would need to be removed</li> <li>• Isolation from main school</li> <li>• Does not improve the school environment</li> </ul>
<b>People Consulted</b>	Head Teachers, School Governors, DfE, Acivico consultants, contractor partners
<b>Recommendation</b>	Proceed or Abandon this Option? <i>Proceed in certain circumstances where provision is required for short period</i>
<b>Principal Reason for Decision</b>	Suitable where short term solution is required.

<b>Option 2</b>	To increase class sizes
<b>Information Considered</b>	<p>What information was considered in making the decision?</p> <ul style="list-style-type: none"> <li>• Class size legislation</li> <li>• Best use of DfE un-ring-fenced Basic Need Funding</li> <li>• Ofsted safeguarding principles</li> <li>• Teacher/HT/Governor associations</li> <li>• Delivery of quality places</li> </ul>
<b>Pros and Cons of Option</b>	<p>What were the advantages/positive aspects of this option?</p> <ul style="list-style-type: none"> <li>• Less cost to BCC</li> <li>• Faster to implement</li> </ul> <p>What are the disadvantages/negative aspects of this option?</p> <ul style="list-style-type: none"> <li>• Does not guarantee to meet BCC statutory obligation for provision of places</li> <li>• Not best use of DfE un-ring-fenced Basic Need</li> <li>• Infant class size legislation requires no more than 30 pupils to be taught by one teacher in Key Stage 1 classes.</li> <li>• Admissions authority would have to employ additional teachers at significant cost.</li> <li>• Safeguarding risks increase</li> <li>• Governing body/parental/Teaching Associations resistance to increased class sizes</li> <li>• Increased Health &amp; Safety issues due to potential overcrowding</li> <li>• Negative impact on standards</li> </ul>

	<ul style="list-style-type: none"> <li>Negative impact on applications for places</li> </ul>
<b>People Consulted</b>	Head Teachers, School Governors, DfE, Acivico consultants, contractor partners
<b>Recommendation</b>	Proceed or Abandon this Option? <i>Abandon</i>
<b>Principal Reason for Decision</b>	Class size legislation, Trade Union/Professional Association and parental concerns will lead to negative impact on school and reduction in applications

<b>Option 3</b>	To provide permanent new build and remodelled accommodation
<b>Information Considered</b>	What information was considered in making the decision <ul style="list-style-type: none"> <li>Best use of DfE un-ring-fenced Basic Need funding</li> <li>Planning Guidance</li> <li>Ofsted safeguarding principles</li> <li>Delivery of high quality places</li> </ul>
<b>Pros and Cons of Option</b>	What were the advantages/positive aspects of this option? <ul style="list-style-type: none"> <li>Best use of DfE Basic Need funding</li> <li>School and community (parental and wider) buy in</li> <li>Delivers quality places</li> <li>Will meet timescale using CWM Framework</li> <li>Complies with safeguarding principles</li> </ul> What are the disadvantages/negative aspects of this option? <ul style="list-style-type: none"> <li>Funding requirement</li> <li>Possible disruption to school and community while build takes place</li> </ul>
<b>People Consulted</b>	Head Teachers, School Governors, DfE, Acivico consultants, contractor partners
<b>Recommendation</b>	Proceed or Abandon this Option? <i>Proceed where provision is required in the long term</i>
<b>Principal Reason for Decision</b>	Best use of DfE Basic Need funding where long term solution is required.

<b>3. Summary of Options Appraisal – Price/Quality Matrix</b>							
Ratings from 1 (lowest) - 10 (highest)	Options			Weighting	Weighted Score		
Criteria	1	2	3		1	2	3
Total Capital Cost	5	10	3	25	125	250	75
Full Year Revenue Consequences	1	5	10	5	5	25	50
<b>Quality Evaluation Criteria</b>							
1) Programme allows occupation by Sep 2022-23	10	10	10	20	200	200	200
2) Effectiveness: allows delivery of quality education	1	3	10	20	20	60	200
3) Functionality : meets service delivery and service user requirements	1	2	10	20	20	40	200

and delivers quality places							
4) Achievable : will meet statutory responsibility on school places	10	2	10	10	100	20	100
<b>Total</b>				<b>100%</b>	470	595	825

<b>4. Option Recommended</b>	<p>Which option, from those listed in the Options Appraisal Records above, is recommended and the key reasons for this decision.</p> <p>Option 3 to build new and remodel existing accommodation in order to expand existing school sites to meet BCC basic need of additional special, primary and secondary places.</p> <p>Reasons:</p> <ul style="list-style-type: none"> <li>• Best use of Government Grant available</li> <li>• Will allow schools to meet requirements for additional places</li> <li>• Can be delivered within time scales using CWM Framework</li> <li>• Will meet BCC statutory obligations and provide a local place for local children.</li> </ul>
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<b>5. Capital Costs &amp; Funding</b>		<b>Financial Year 2022/23 £m</b>	<b>Financial Year 2023/24 £m</b>	<b>Financial Year 2024/25 £m</b>	<b>Totals £m</b>
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<b>Expenditure</b>					
Development Funding to proceed to Full Business Case (BN & HNP)		2.000			2.000
Implementation Cost Basic Need		11.104	20.482	9.208	40.794
Implementation Cost SPFA		0.129			0.129
Implementation Cost High Needs		4.500	2.000		6.500
<b>Totals</b>		<b>17.733</b>	<b>22.482</b>	<b>10.583</b>	<b>49.423</b>
<b>Funding</b>					
Basic Need Grant		2.000	12.000	9.208	23.208
Corporate Resources		10.000	6.482		16.482
Special Provision Funding		0.129			0.129
S106 Funding		1.104	2.000		3.104
High Needs Provision		4.500	2.000		6.500
<b>Totals</b>		<b>17.733</b>	<b>22.482</b>	<b>10.583</b>	<b>49.423</b>

6. Project Development Requirements/Information	
<b>Products required to produce Full Business Case</b>	<p>The work includes:</p> <ul style="list-style-type: none"> <li>• Selection of school</li> <li>• A range of detailed surveys, many of which are intrusive</li> <li>• Extensive feasibility work in preparing and agreeing schemes with the Client and each school end user</li> <li>• Scheme design and specification by all disciplines to a stage where Planning and Building Regulations applications can be submitted including payment of their fees</li> <li>• Detailed design</li> <li>• Specification,</li> </ul>



	<ul style="list-style-type: none"> <li>• Project planning</li> <li>• Procurement to a stage where contracts can be entered into and the scheme built.</li> </ul>		
<b>Estimated time to complete project development</b>	Up to 3 months to complete all programmes to stage D design and obtain target costs for schemes. FBC`s will then be provided for final programme.		
<b>Estimated cost to complete project development</b>	Development of proposals to FBC/Contract Award stage by Edl and Acivico are estimated at £2,000,000. These costs will be incurred in progressing each scheme to stage D, development of design and cost plan, after which contracts can be entered into and construction can begin.		
<b>Funding of development costs</b>	DfE Basic Need Grant		
<b>Planned FBC date</b>	April 2022onwards	<b>Planned date for Technical Completion</b>	Throughout 2022/23



## Appendix 4

PROJECT DEFINITION DOCUMENT (PDD)			
1. General Information			
<b>Directorate</b>	<i>Education &amp; Skills</i>	<b>Portfolio/Committee</b>	<i>Education and Early Years</i>
<b>Project Title</b>	Additional Places Programme – High Needs Provision Allocation 2022-23+ Future Years	<b>Project Code</b>	
<b>Project Description</b>	<p>The High Needs Provision Capital Allocations (HNPCA) were announced by the Department of Education (Dfe) in March 2021 and has been allocated to local authorities (LAs) to support the provision of places for pupils with special educational needs and disabilities (SEND) and those pupils requiring alternative provision (AP). Birmingham was allocated £6.500m in 2021/22. The allocations announced for 2022/23 and 2023/24 are £14.097m and £13.175m respectively.</p> <p>This funding is mainly intended to meet the additional capital needs associated with new places for young people with complex needs, or who have Education, Health and Care plans (EHCPs). However, it can also be used to support SEND pupils without an EHCP where an LA considers this appropriate (for example to improve accessibility within mainstream schools). This funding is also intended to help local authorities create new places and improve existing provision for children who require alternative provision (including children in AP settings without an EHCP).</p> <p>Local authorities may also combine their HNPCA with other sources of capital funding to tackle larger projects.</p> <p>The Dfe is encouraging local authorities to spend this funding in ways that increase the number of places available for pupils and students with high needs and/or adapt and improve facilities to expand their use or make available to a wider range of needs.</p> <p><u>Future Governance and reporting back</u></p> <p>Projects will be subject to approval through the Council's gateway processes, utilising a programme approach where appropriate.</p> <p>A regular update for projects and programme over £20m will be presented to the Capital Board and an annual Cabinet report updating Cabinet on progress on delivery and outcomes as well as to seek approval for future funding.</p>		

<b>Links to Corporate and Service Outcomes</b>	Projects will be developed and delivered to maximise alignment with local priorities, in particular to impact on developing skills, employment opportunities, public health and community cohesion. Works will contribute to the Council Business Plan and Budget 2022+, particularly 'A Prosperous City', by ensuring the provision of school places enabling children to benefit from education through investment at a neighbourhood school. Compliance with the Birmingham Business Charter for Social Responsibility (BBC4SR) is a mandatory requirement that will form part of the conditions of any contract above the works procurement threshold of £4,337,447 in accordance with the social value policy. Where a grant is issued, the Conditions of Grant Aid will required the school to be certified to the BBC4SR and provide commitments relevant and proportionate to the value of any contract above the procurement threshold of £177,897 to be delivered by the successful tenderer.
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<b>Project Benefits</b>	The benefit of expanding these schools will enable Birmingham City Council to meet its statutory obligation under the Education Act 1996 to provide special, primary and secondary pupil places to all of its school-age resident children. The consequences of the City Council not meeting this duty are serious and would involve considerable financial and reputational costs. This project will ensure that quality places will be available for local children thus contributing to the safeguarding agenda.
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<b>Project Deliverables</b>	Provision of additional special and secondary pupil places across various districts.
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<b>Key Project Milestones</b>	<b>Planned Delivery Dates</b>
PDD approval by Cabinet	26 <sup>th</sup> April 2022
FBC/Contract Awards approval by Cabinet	1 <sup>st</sup> June 2022 onwards
Planned programme of works commences	1 <sup>st</sup> June 2022 onwards
Post Implementation review	Throughout 2022/23

<b>Dependencies on other projects or activities</b>	<ul style="list-style-type: none"> <li>• Planning permission may be required.</li> <li>• If schools have listed status consultation with English Heritage and BCC's Conservation team may be required.</li> <li>• Placing orders with contractor/s from June 2022 onwards</li> <li>• Completion of statutory consultation to increase capacity</li> <li>• Confirmation of appropriate schools across various districts</li> <li>• Scope of work identified</li> <li>• Programme and costs developed</li> </ul>
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<b>Achievability</b>	<ul style="list-style-type: none"> <li>• Schools in scope for expansion are identified</li> <li>• Programme and costs have been developed where possible</li> <li>• Funding strategy is in place</li> <li>• Client liaison between EdI and Acivico is taking place weekly to ensure work is instructed, monitored and delivered on time</li> <li>• Project officers from the EdI team will oversee the delivery of the projects in consultation with key stakeholders i.e. Acivico, contractors, schools, surveyors and other property professionals.</li> <li>• The team is extremely experienced in managing expansion</li> </ul>
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<b>Head of City Finance (HoCF)</b>		<b>Date of HoCF Approval</b>	
<i>Other Mandatory Information</i>			
• <b>Has project budget been set up on Voyager?</b>			Yes
• <b>Issues and Risks updated</b> <i>(Please attach a copy to the PDD and on Voyager)</i>			Yes

## 2. Options Appraisal Records

<b>Option 1</b>	Create additional places in temporary accommodation
<b>Information Considered</b>	<p>What information was considered in making the decision</p> <ul style="list-style-type: none"> <li>• Best use of DfE non ring-fenced Basic Need and High Needs Provision grants in investing in quality spaces</li> <li>• Planning Guidance</li> <li>• Ofsted safeguarding principles</li> <li>• Delivery of quality places</li> </ul>

<b>Project Manager</b>	Zahid Mahmood, Capital Programme Manager 0121 464 9855, <a href="mailto:zahid.mahmood@birmingham.gov.uk">zahid.mahmood@birmingham.gov.uk</a>
<b>Project Accountant</b>	Jaspal Madahar, Finance & Resources Manager – Education Infrastructure 0121 303 3251, <a href="mailto:jaspal.madahar@birmingham.gov.uk">jaspal.madahar@birmingham.gov.uk</a>
<b>Project Sponsor</b>	Jaswinder Didiyally, Head of Education Infrastructure 0121 675 0228, <a href="mailto:jaswinder.didiyally@birmingham.gov.uk">jaswinder.didiyally@birmingham.gov.uk</a>
<b>Proposed Project Board Members</b>	<p>Jaswinder Didiyally, Head of Education Infrastructure 0121 675 0228, <a href="mailto:jaswinder.didiyally@birmingham.gov.uk">jaswinder.didiyally@birmingham.gov.uk</a></p> <p>Zahid Mahmood, Capital Programme Manager 0121 464 9855, <a href="mailto:zahid.mahmood@birmingham.gov.uk">zahid.mahmood@birmingham.gov.uk</a></p> <p>Clare Sandland, Head of City Finance CYP 0121 675 3570, <a href="mailto:Clare.sandland@birmingham.gov.uk">Clare.sandland@birmingham.gov.uk</a></p>

<b>Pros and Cons of Option</b>	<p>What were the advantages/positive aspects of this option?</p> <ul style="list-style-type: none"> <li>• Less cost to BCC</li> <li>• Easier to deliver than permanent build</li> <li>• Faster to deliver</li> <li>• Meets BCC statutory obligation to provide places</li> <li>• Can be removed once demand reduces</li> </ul> <p>What are the disadvantages/negative aspects of this option?</p> <ul style="list-style-type: none"> <li>• Safeguarding risks increase as temporary buildings tend to be standalone away from the main building</li> <li>• Governing body/parental resistance to temporary accommodation</li> <li>• Planning approval will not be given for more than 3 years following which units would need to be removed</li> <li>• Isolation from main school</li> </ul>
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	<ul style="list-style-type: none"> <li>Does not improve the school environment</li> </ul>
<b>People Consulted</b>	Head Teachers, School Governors, DfE, Acivico consultants, contractor partners
<b>Recommendation</b>	Proceed or Abandon this Option? <i>Proceed in certain circumstances where provision is required for short period</i>
<b>Principal Reason for Decision</b>	Suitable where short term solution is required.

<b>Option 2</b>	To increase class sizes
<b>Information Considered</b>	<p>What information was considered in making the decision?</p> <ul style="list-style-type: none"> <li>Class size legislation</li> <li>Best use of DfE un-ring-fenced High Needs Provision Grant.</li> <li>Ofsted safeguarding principles</li> <li>Teacher/HT/Governor associations</li> <li>Delivery of quality places</li> </ul>
<b>Pros and Cons of Option</b>	<p>What were the advantages/positive aspects of this option?</p> <ul style="list-style-type: none"> <li>Less cost to BCC</li> <li>Faster to implement</li> </ul> <p>What are the disadvantages/negative aspects of this option?</p> <ul style="list-style-type: none"> <li>Does not guarantee to meet BCC statutory obligation for provision of places</li> <li>Not best use of DfE un-ring-fenced High Needs Provision Grant</li> <li>Infant class size legislation requires no more than 30 pupils to be taught by one teacher in Key Stage 1 classes.</li> <li>Admissions authority would have to employ additional teachers at significant cost.</li> <li>Safeguarding risks increase</li> <li>Governing body/parental/Teaching Associations resistance to increased class sizes</li> <li>Increased Health &amp; Safety issues due to potential overcrowding</li> <li>Negative impact on standards</li> <li>Negative impact on applications for places</li> </ul>
<b>People Consulted</b>	Head Teachers, School Governors, DfE, Acivico consultants, contractor partners
<b>Recommendation</b>	Proceed or Abandon this Option? <i>Abandon</i>
<b>Principal Reason for Decision</b>	Class size legislation, Trade Union/Professional Association and parental concerns will lead to negative impact on school and reduction in applications

<b>Option 3</b>	To provide permanent new build and remodelled accommodation
<b>Information Considered</b>	<p>What information was considered in making the decision</p> <ul style="list-style-type: none"> <li>Best use of DfE un-ring-fenced High Needs Provision funding</li> </ul>

	<ul style="list-style-type: none"> <li>Planning Guidance</li> <li>Ofsted safeguarding principles</li> <li>Delivery of high quality places</li> </ul>
<b>Pros and Cons of Option</b>	<p>What were the advantages/positive aspects of this option?</p> <ul style="list-style-type: none"> <li>Best use of DfE High Needs Provision funding</li> <li>School and community (parental and wider) buy in</li> <li>Delivers quality places</li> <li>Will meet timescale using CWM Framework</li> <li>Complies with safeguarding principles</li> </ul> <p>What are the disadvantages/negative aspects of this option?</p> <ul style="list-style-type: none"> <li>Funding requirement</li> <li>Possible disruption to school and community while build takes place</li> </ul>
<b>People Consulted</b>	Head Teachers, School Governors, DfE, Acivico consultants, contractor partners
<b>Recommendation</b>	Proceed or Abandon this Option? <i>Proceed where provision is required in the long term</i>
<b>Principal Reason for Decision</b>	Best use of DfE funding where long term solution is required.

<b>3. Summary of Options Appraisal – Price/Quality Matrix</b>							
Ratings from 1 (lowest) - 10 (highest)	Options			Weighting	Weighted Score		
Criteria	1	2	3		1	2	3
Total Capital Cost	5	10	3	25	125	250	75
Full Year Revenue Consequences	1	5	10	5	5	25	50
<b>Quality Evaluation Criteria</b>							
1) Programme allows occupation by Sep 2022-23	10	10	10	20	200	200	200
2) Effectiveness: allows delivery of quality education	1	3	10	20	20	60	200
3) Functionality : meets service delivery and service user requirements and delivers quality places	1	2	10	20	20	40	200
4) Achievable : will meet statutory responsibility on school places	10	2	10	10	100	20	100
<b>Total</b>				<b>100%</b>	470	595	825

<b>4. Option Recommended</b>	<p>Which option, from those listed in the Options Appraisal Records above, is recommended and the key reasons for this decision.</p> <p>Option 3 to build new and remodel existing accommodation in</p>
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	<p>order to expand existing school sites to meet BCC basic need of additional special, primary and secondary places.</p> <p>Reasons:</p> <ul style="list-style-type: none"> <li>• Best use of Government Grant available</li> <li>• Will allow schools to meet requirements for additional places</li> <li>• Can be delivered within time scales using CWM Framework</li> <li>• Will meet BCC statutory obligations and provide a local place for local children.</li> </ul>
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<b>5. Capital Costs &amp; Funding</b>		<b>Financial Year 2022/23 £m</b>	<b>Financial Year 2023/24 £m</b>	<b>Financial Year 2024/25 £m</b>	<b>Totals £m</b>
<b><u>Expenditure</u></b>					
Wilson Stuart		0.400			0.400
Queensbury		1.750	0.750		2.500
Baskerville		0.600			0.600
Pines		0.800			0.800
Uffculme		0.750			0.750
Other			0.450		0.450
Access Funding		0.200	0.800		1.000
Not yet allocated					
<b>Totals</b>		<b>4.500</b>	<b>2.000</b>		<b>6.500</b>
<b><u>Funding</u></b>					
High Needs Provision Grant		4.500	2.000		6.500
<b>Totals</b>		<b>4.500</b>	<b>2.000</b>		<b>6.500</b>

<b>6. Project Development Requirements/Information</b>	
<b>Products required to produce Full Business Case</b>	<p>The work includes:</p> <ul style="list-style-type: none"> <li>• Selection of school</li> <li>• A range of detailed surveys, many of which are intrusive</li> <li>• Extensive feasibility work in preparing and agreeing schemes with the Client and each school end user</li> <li>• Scheme design and specification by all disciplines to a stage where Planning and Building Regulations applications can be submitted including payment of their fees</li> <li>• Detailed design</li> <li>• Specification,</li> </ul>



	<ul style="list-style-type: none"> <li>• Project planning</li> <li>• Procurement to a stage where contracts can be entered into and the scheme built.</li> </ul>		
<b>Estimated time to complete project development</b>	Up to 3 months to complete all programmes to stage D design and obtain target costs for schemes. FBC`s will then be provided for final programme.		
<b>Estimated cost to complete project development</b>	Development of proposals to FBC/Contract Award stage by Edl and Acivico are estimated at 0.500m. These costs will be incurred in progressing each scheme to stage D, development of design and cost plan, after which contracts can be entered into and construction can begin.		
<b>Funding of development costs</b>	DfE Basic Need Grant		
<b>Planned FBC date</b>	April 2022onwards	<b>Planned date for Technical Completion</b>	Throughout 2022/23



# Birmingham City Council

## Report to Cabinet/

26 April 2022



**Subject:** Safety Works to Parks Pools 5 Year Programme of Works 2022/23 to 2026/27 – Full Business Case

**Report of:** Managing Director City Operations, Robert James

**Relevant Cabinet Member:** Councillor Tristan Chatfield, Cabinet Member Finance and Resources  
Councillor O'Shea, Cabinet Member Street Scene and Parks

**Relevant O &S Chair(s):** Councillor Mohammed Aikhlaq, Resources  
Councillor Kate Booth, Homes and Neighbourhoods

**Report author:** Lesley Steele, Operational Programme Manager, Property Services  
Lesley.Steele@birmingham.go.uk

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

### 1 Executive Summary

- 1.1 To present a programme of works (Appendix 1) in the sum of £2.9m funded from Corporate Prudential Borrowing and a Full Business Case (FBC) (Appendix 2) to undertake statutory works to Category 1 pools, health and safety works to

Category 2 pools and brook course flood alleviation works as identified by the Environment Agency and the City's Flood Risk Management and Drainage Team who act as the City Council's managing agent ensuring the City meets its legislative obligations as outlined in the Reservoirs Act 1975 and the Flood Water Management Act 2010. This is mandatory and therefore the Council has a duty to carry out the identified works.

- 1.2 Assurance that the Council will be addressing its statutory obligations and ensuring that its pools and reservoirs are maintained and upgraded to meet health and safety requirements which is supported by a programme of works to be progressed over the next 5 year period.

## **2 Recommendations**

That Cabinet:

- 2.1 Approves the FBC in Appendix 2 for the Safety Works to Parks Pools 5 year Programme 2022/23 – 2026/27 at an estimated total capital cost of £2.9m inclusive of works and fees.
- 2.2 Approves the procurement strategy for the works using the Council's Miscellaneous Drainage Works Framework Agreement.
- 2.3 Authorises the Assistant Director, Highways and Infrastructure, in consultation with the Cabinet Member for Finance and Resources to place orders (as per Appendix 1) not to exceed the sum of £2.9m in total for the works.
- 2.4 Authorises the Acting City Solicitor and Monitoring Officer to negotiate, execute and complete all necessary documents to give effect to the above recommendations.

## **3 Background**

- 3.1 Birmingham Parks, within the Street Scene division of the City Operations directorate, holds responsibility for managing the reservoirs and pools. Birmingham has a total of 48 reservoirs and pools located around the City. Eleven of these pools are classified as reservoirs (Category 1) and are therefore governed by the Reservoirs Act 1975 (RA75); this includes all reservoirs with a capacity of over 25,000 cubic metres or more that could escape in the event of a dam failure and which must be registered with the Environment Agency. The remaining 37 (Category 2) have a capacity of between 10,000 and 25,000 cubic metres and are governed by the Flood and Waste Management Act 2010. Both categories of reservoirs and pools must be monitored and maintained to a high standard. Failure to do this would mean their physical condition would deteriorate and could pose a high risk to loss of land, property and life; Category 1 reservoirs must be managed in line with strict RA75 inspection guidelines.
- 3.2 The schedule attached in Appendix 1 outlines the priority pools for the next 5 year programme 2022/23-2026/27. Generally, the works required under the Acts for the Category 1 and 2 reservoirs and pools include improvements to the



spillways and penstocks. In addition to these works further works are required from a safety perspective which includes de-silting, infrastructure works and works to inlets and outlets to mitigate the risk of flooding which could culminate in the loss of land, property and life. The identified works will ensure that the reservoirs can accommodate excess flow during times of inclement weather without risk of the dams bursting and the embankments collapsing. The programme has been collated from priorities identified by the Environment Agency and officers from the Parks Service and Flood Risk Management and Drainage Team.

- 3.3 **Reservoirs Act 1975** – the local authority has a statutory obligation to carry out works under our duty of care to the public. The Act is a public safety statute, enforced by the Environment Agency (EA), that seeks to minimise the risk of a reservoir failing. Each reservoir is inspected every 10 years by an independent engineer commissioned by the EA, who recommends a programme of works. The inspections are supported by twice yearly inspections by a supervising engineer who also reports on the condition with recommendations. The work identified by the EA is time limited with any associated landscaping to be established prior to the deadline date. If the work recommended is not carried out the EA will issue an enforcement notice followed by court proceedings.
- 3.4 **Flood Water Management Act 2010** - the Act places a duty on all flood risk management authorities to co-operate with each other. The act also provides lead local flood authorities and the Environment Agency with a power to request information required in connection with their flood risk management functions. The Act requires flood risk management to contribute towards the achievement of sustainable development when exercising their flood erosion risk management functions. Climate projections suggest that extreme weather will happen more frequently in the future. This act aims to reduce the flood risk associated with extreme weather. This Act requires all pools above a minimum volume capacity of 10,000 cubic metres to be included on the Environment Agency's register. This change impacts on a further 26 pools (identified as Category 2 pools) within the city rather than just the 11 pools identified as reservoirs (Category 1),

#### **4 Options considered and Recommended Proposal**

- 4.1 Do nothing – this is not an option as the local authority has a statutory obligation to carry out the works outlined in this proposal and a duty of care to the public.
- 4.2 Recommended proposal – to progress the 5 year programme of works identified which will address safety issues and flood risk issues and ensure the Council meets its statutory obligations.

## **5 Consultation**

- 5.1 The Leader of the Council and relevant Ward Members have been consulted on this proposal and support it going forward to the next stage of development.
- 5.2 Consultation has been carried out with Environment Agency who have advised on the programme of works to be carried out and will advise on any future works as required.
- 5.3 Friends groups elected members and other organisations e.g. Historic England will be further consulted on specific sites prior to work commencing. The consultation will be led by Parks Managers and Rangers who have detailed local knowledge. Press releases may be provided to consult in larger catchment areas. Consultation will involve contacting and inviting Councillors, local interested groups, residents, businesses, and partnership organisations to organised pre-contract site meetings to outline proposed works and their impacts. Details will be provided for any temporary works required for the works i.e. temporary fencing, temporary footpath closures. Details will include duration of contract and any environmental impact works i.e. flow control measures, diverting flows, dropping water levels, clearing vegetation for access etc. Scheme sign boards /information boards will be provided if required prior and during the works.

## **6 Risk Management**

- 6.1 A risk register is appended to the Outline Business Case Appendix 2.
- 6.2 The main risk to the project at this stage is whether the budget will be sufficient to address all the priorities identified. If this is the case an informed decision will be made to what works can be progressed within the constraints of the budget. Works of a lesser priority will be slipped into future proposed programmes of work.
- 6.3 Future extreme weather events could impact on the scope of the works proposed in the 5 year programme. A review of the programme would be undertaken to reschedule individual schemes if required.

## **7 Compliance Issues:**

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

- 7.1.1 The proposal supports the Birmingham City Council Plan 2018-2022 (as updated in 2019) by contributing to the Council's Key Priorities, specifically; Outcome 4 Birmingham is a great, clean and green city to live in and Outcome 6 Birmingham is a city that takes a leading role in tackling climate change; The proposal will have a positive impact on the sustainable environment, protecting land and property by creating a healthy environment and ensuring public spaces are safe for its citizens whilst protecting the biodiversity and natural landscape.

7.1.2 The proposal supports the Birmingham Development Plan 2031 (adopted January 2017) by managing flood risk and protecting the natural environment and promoting biodiversity and ecosystems.

7.1.3 The proposal supports the Route to Zero. The programme of works outlined in this proposal addresses the impact of flooding due to climate change by ensuring the City's reservoirs and brook courses have capacity to deal with extreme weather events.

7.1.4 Birmingham Business Charter for Social Responsibility (BBC4SR)

The Individual projects are below the threshold for works for the BBC4SR. However, the payment of the Real Living Wage will apply and form part of the conditions of the contracts.

## **7.2 Legal Implications**

7.21 The Council is exercising functions under the Reservoirs Act 1975 and Flood Water Management Act 2010.

7.22 One of the objectives of the Reservoirs Act is the minimisation of the risk of a reservoir failing. It provides a legal framework to ensure the safety of reservoirs that hold at least 25,000 cubic meters of water.

## **7.3 Financial Implications**

7.3.1 The total capital cost of the proposal is £2.9m for a 5 year programme of works. Spend will need to be contained within this amount and works managed accordingly within the budget. Any additional works outside of this 5 year programme would require further budget approval. This is to be funded from Corporate Prudential Borrowing as approved as part of the budget approval at Full Council in 2019. The funding is to be phased over the 5 year programme 2022/23 – 2026/27.

7.3.2 There is a sum of £0.700m in Parks revenue reserves to be used towards cyclical maintenance to support the programme of works.

## **7.4 Procurement Implications (if required)**

7.4.1 The proposed procurement route is to use the Council's Miscellaneous Drainage Works Framework Agreement that commenced on 24<sup>th</sup> January 2022 for a 4 year period. The individual works will be called off in accordance with the framework protocol. Works required after 24<sup>th</sup> January 2026 will be called off any replacement framework agreement.

7.4.2 The contracts for the individual works will be managed by the Projects Leader Drainage on behalf of Street Scene and Parks.

## **7.5 Human Resources Implications (if required)**

7.5.1 Professional services to support the project will be provided by Property, Finance, Procurement and Legal officers who will be engaged to deliver this

proposal with technical support from the Flood Risk Management and Drainage Team who will administer the contract.

## **7.6 Public Sector Equality Duty**

- 7.6.1 A copy of the Equality Act 2010 – Public Sector Duty statement together with the initial equality assessment screening are appended – Appendix 3 ref EQUA545 The initial equality assessment discloses that the report recommendations will not have a negative impact on the characteristics and groups protected under the Equality Act 2010 and therefore it is considered that a full assessment is not required for this report.

### **List of appendices accompanying this report:**

Appendix 1 - 5 year programme of works 2022/26-2026/27  
Appendix 2 - Full Business Case  
Appendix 3 - EINA

**Safety Works to Parks Pools**  
**5 year programme of works 2022/23 - 2026/27**

Location	Ward	Description of work	Year 1 2022/23	Year 2 2023/24	Year 3 2024/25	Year 4 2025/26
<b>Category 1 works</b>			£	£	£	£
Blackroot	Sutton Four Oaks	Work arising from S12 inspections	6,000	6,000	6,000	6,000
Bracebridge	Sutton Four Oaks	Work arising from S10 and S12 inspections	6,000	56,000	6,000	6,000
Lifford	KingsNorton North	Making good brick work to Western draw off tunnel , works arising from S12 inspection and works to stabilise bund.	6,000	6,000	6,000	6,000
Longmoor	Sutton Vesey	Renew joints of wave wall and works arising from S12 inspection	12,000	11,000	56,000	6,000
Perry Park	Perry Barr	Replace bricks of Western inlet head wall, works arising from S12 inspection, remedial works to upstream face of the dam	26,000	6,000	6,000	6,000
Powells	Sutton Vesey	Works arising from S10 and S12 inspections	6,000	6,000	6,000	6,000
Salford	Nechells	Works arising from S10 and S12 inspections	6,000	11,000	56,000	6,000
Swanshurst	Billesley	Work arising from S12 inspection, replace water level guage board and evirionmental improvement work to pool	18,000	6,000	6,000	6,000
Trittiford	Billesley	Works arising from S10 and S12 inspections	6,000	6,000	6,000	6,000
Witton	Stockland Green	Works arising from S10 and S12 inspections	6,000	6,000	6,000	11,000
Wyndley	Sutton Trinity	Works arising from S10 and S12 inspection, replace water level guage board,repairs to spillway and seating area and install stop loggs.	28,900	6,000	6,000	6,000
<b>Sub total</b>			<b>126,900</b>	<b>126,000</b>	<b>166,000</b>	<b>71,000</b>



Category 2						
Highbury Park	Moseley	Build bund and balancing lake at boarder of Shutlock Lane	0	0	200,000	0
Kings Heath Park	Brandwood & Kings Heath	Reprofile reservoir to improve water flow and quality	100,000	0	0	0
Cotterills Lane	Glebe Farm and Tile Cross	Reprofile pool to improve water flow and quality	0	0	0	180,000
Norman Chamberlain PF	Shard End	Reprofile pool to improve water flow and quality and improvements to banks and landing stage	30,000	0	0	0
Perry Hall PF	Perry Barr	Reed bed reductions, reprofiling to improve water quality and capacity	0	80,000	0	0
Clifton Road	Sutton Trinity	Excavation of bed and reprofile reservoir to improve capacity, water flow and Quality, & construct safety shores	0	0	0	0
Small Heath Park	Small Heath	Island stabilisation work	0	30,000	0	0
<b>Sub total</b>			<b>130,000</b>	<b>110,000</b>	<b>200,000</b>	<b>180,000</b>
<b>Flood Alleviation Works</b>	Various	Works to stabilise erosion , flood prevention works, desilting etc	<b>303,800</b>	<b>307,700</b>	<b>250,000</b>	<b>245,800</b>
Administration costs			4,200	4,200	4,200	4,200
<b>TOTAL</b>			<b>564,900</b>	<b>547,900</b>	<b>620,200</b>	<b>501,000</b>

Reservoirs Act 1975  
Section 10

The undertakers shall have any high-risk reservoir inspected from time to time( at least once every 10 years) by an independent qualified civil engineer and obtain from him a report of the result of his inspection.

Reservoirs Act 1975  
Section 12

Section 12(2A) and 12(2B) require the supervising engineer at least once every 12 months, to provide the undertaker with a written statement of any steps taken to maintain the reservoir in accordance with the last inspecting engineer's maintenance recommendations made in his inspection report under section 10

Year 5 2026/27	Category Totals
£	
6,000	30,000
6,000	80,000
6,000	30,000
6,000	91,000
6,000	50,000
6,000	30,000
6,000	85,000
6,000	42,000
6,000	30,000
56,000	85,000
6,000	52,900
<b>116,000</b>	<b>605,900</b>

0	200,000
0	100,000
0	180,000
200,000	230,000
0	80,000
100,000	100,000
0	30,000
<b>300,000</b>	920,000
<b>245,800</b>	1,353,100
4,200	21,000
<b>666,000</b>	2,900,000





## FULL BUSINESS CASE (FBC)

### A. GENERAL INFORMATION

#### A1. General

<b>Project Title</b> <i>(as per Voyager)</i>	Safety Works to Parks Pools 5 year programme of works 2022/23 – 2026/27		
<b>Voyager code</b>	CA-1940-01		
<b>Portfolio /Committee</b>	Street Scene and Parks	<b>Directorate</b>	City Operations
<b>Approved by Project Sponsor</b>	Darren Share, Assistant Director Street Scene and Parks (tbc)	<b>Approved by Finance Business Partner</b>	Carl Tomlinson

#### A2. Outline Business Case approval *(Date and approving body)*

NA Programme of works

#### A3. Project Description

A 5 year programme of works has been produced by BCC Parks District Managers and the Flood Risk Management and Drainage Team in consultation with the Environment Agency (EA). These are the culmination of recommendations made by the EA which have a set deadline for delivery and other health and safety works which could pose a potential risk to the public.

It should be recognised that some of these priorities may change due to the nature of the asset which can be severely impacted on by inclement weather and erosion on an annual basis and also the new Section 10 and Section 12 reports from the EA's inspecting engineers which can identify urgent works previously not identified and therefore not included within the programme.

The programme of works is made up of work to category 1 and 2 reservoirs and brook course flood alleviation works. The programme has been compiled from recommendations from the Environment Agency and the Council's Flood Risk Management and Drainage Team and District Parks Managers. The programmes priority is to ensure the safety of the public and to protect land and buildings from the risk of flooding.

#### A4. Scope

The scope of work comes under the category of 'civil engineering' and will be specific to each site and dependent on the recommendations from the E.A could include the following:

- Construction of auxiliary spillways
- Construction of concrete weirs
- Provision of embankment works
- Desilting of pools
- New penstocks.
- Structural and stabilisation works
- Installation of land drainage

#### A5. Scope exclusions

Any pools, reservoirs or water courses in Birmingham that are not managed by Birmingham City Council e.g. managed by the Canal and River Trust or in private ownership.

Any works outside the direct vicinity of the pool, reservoir or water course (unless impacting on the flood alleviation works) but maybe within the same park or area of POS.

## B. STRATEGIC CASE

*This sets out the case for change and the project's fit to the Council Plan objectives*

### B1. Project objectives and outcomes

*The case for change including the contribution to Council Plan objectives and outcomes*

The proposal supports the Birmingham City Council Plan 2018-2022 (as updated in 2019) by contributing to the Council's Key Priorities, specifically; Outcome 4 Birmingham is a great, clean and green city to live in.

The proposal supports the Birmingham Development Plan 20231 (adopted January 2017), specifically the environment and sustainability. This proposal manages flood risk whilst also protects the natural environment and promotes and enhances the biodiversity and ecosystems.

Route to Zero (R20) – the proposal works towards protecting the natural and built environment from the effects of climate change, specifically flooding by ensuring the category 1 and 2 reservoirs and brook courses owned by the Council are fit for purpose and can manage extreme weather.

Birmingham Business Charter for Social Responsibility (BBC4SR)

The Individual projects are below the threshold for works for the BBC4SR. However, the payment of the Real Living Wage will apply and form part of the conditions of the contracts.

### B2. Project Deliverables

*These are the outputs from the project eg a new building with xm2 of internal space, xm of new road, etc*

- Ensuring pools, reservoirs and water courses together with facilitating infrastructure are safe and meet the regulations as laid out in the Reservoirs Act 1975 and the Flood Water Management Act 2010
- To address the recommendations of the Environment Agency S10 and S12 inspection reports
- To address other health and safety issues identified by BCC District Parks Mangers and the Flood Risk Management and Drainage Team.

### B3. Project Benefits

*These are the social benefits and outcomes from the project, eg additional school places or economic benefits.*

Measure	Impact
Safe environment for the general public	Zero accidents relating to pools, reservoirs and water courses
Reduced risk of flooding	In times of extreme weather flooding is contained within the perimeter of the water course/pool
A well maintained portfolio of pools and reservoirs	Minimal recommendations of work required by the Environment Agency following their inspections.
Improved environment for wildlife	Wildlife habitats flourish evidenced by sightings of specific species
Improved working relationship with the EA	No notices served on BCC for non-compliance.
Meeting our statutory obligations	Mitigating and managing the risk of flood.

### B4. Benefits Realisation Plan

*Set out here how you will ensure the planned benefits will be delivered*

Review meetings are held every 2-3 months with the delivery team to discuss progress, issues and solutions, expenditure and any significant changes to the Programme. This ensures that there is minimal deviation from the scope of works and that the works are delivered successfully.

A lesson learnt will be held annually with the delivery team at the end of each phase of the Programme to review successes and failures and ways to improve performance.

**B5. Stakeholders**

A stakeholder analysis is set out at G4 below.

**C. ECONOMIC CASE AND OPTIONS APPRAISAL**

*This sets out the options that have been considered to determine the best value for money in achieving the Council's priorities*

**C1. Summary of options reviewed at Outline Business Case**

*(including reasons for the preferred option which has been developed to FBC)*

*If options have been further developed since the OBC, provide the updated Price quality matrix and recommended option with reasons.*

There is a statutory obligation for the Council to carry out the works outlined in Appendix 2 under the Reservoirs Act 1975 and the Flood Water Management Act 2010, failure to meet these obligations could result in prosecution.

**C2. Evaluation of key risks and issues**

*The full risks and issues register is included at the end of this FBC*

All the works are external with weather being the biggest, unpredictable risk that can impact on the delivery of the programme, the scope of work and budget. The contractor will review the 5 day weather forecast but health and safety must be a priority with work only being carried out when conditions are safe. The programme will build in float to address this risk but will also be reviewed alongside the cashflow on a regular basis if individual schemes slip. An occurrence of extreme weather could impact on the scope of work planned at individual sites with costs increasing. A review of schemes in later years will be carried out to see if these can slip into the next programme of work unless other funding can be identified.

**C3. Other impacts of the preferred option**

*Describe other significant impacts, both positive and negative*

Future extreme weather could change the scope of work required at the sites identified (impacting on cost and programme).

The programme of work addresses the EA recommendations and ensure we are meeting our statutory requirements.

**D. COMMERCIAL CASE**

*This considers whether realistic and commercial arrangements for the project can be made*

**D1. Partnership, Joint venture and accountable body working**

*Describe how the project will be controlled, managed and delivered if using these arrangements*

Property Services will act as the client project manager on behalf of Parks and instruct the Flood Risk Management and Drainage Team to place orders for services and works. The Flood Risk Management and Drainage Team will administer the civil engineering contract. The Parks services will manage and operate the pools and surrounding area on completion of the works.

**D2. Procurement implications and Contract Strategy:**

*What is the proposed procurement contract strategy and route? Which Framework, or OJEU? This should generally discharge the requirement to approve a Contract Strategy (with a recommendation in the report).*

The procurement route is to use the Council's Miscellaneous Drainage Works Framework Agreement.

**D3. Staffing and TUPE implications:**

There is no staffing or TUPE implications.

**E. FINANCIAL CASE***This sets out the cost and affordability of the project***E1. Financial implications and funding**

	Financial Year	2022/23	2023/24	2024/25	later	Total
		£0	£0	£0	£0	£0
Capital code:	<input type="text"/>					
<b>CAPITAL EXPENDITURE</b>						
Capital costs already incurred						
Other costs to complete:						
Works inc fees		564,900	547,900	620,200	1,167,000	2,900,000
<b>Total capital expenditure</b>		<b>564,900</b>	<b>547,900</b>	<b>620,200</b>	<b>1,167,000</b>	<b>2,900,000</b>
<b>CAPITAL FUNDING:</b>						
Development costs funded by:						0
						0
Other costs funded by:		564,900	547,900	620,200	1,167,000	0
						0
						0
<b>Total capital funding</b> <i>must fund all the cost.</i>		<b>564,900</b>	<b>547,900</b>	<b>620,200</b>	<b>1,167,000</b>	<b>2,900,000</b>

Financial Year:	20xx/yy £000	20xx/yy £000	20xx/yy £000	later £000	Total £000
Revenue code: <input type="text"/>					
<b>REVENUE CONSEQUENCES</b>					
Revenue costs during project delivery:					
[please itemise]					0.0
					0.0
Operating period expenditure:					
[please summarise main items]					0.0
					0.0
					0.0
					0.0
Less income:					
[please itemise] <i>[enter as negatives]</i>					0.0
					0.0
Less proposed savings					0.0
<b>Net revenue consequences</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>REVENUE FUNDING:</b>					
					0.0
Current budget provision					0.0
Other revenue resources identified:					0.0
[please itemise]					0.0
					0.0
<b>Total revenue funding</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>E2. Evaluation and comment on financial implications:</b>					
A capital budget of £2.9m is available to fund the 5 year programme supported by a £0.700m of Parks revenue reserves for cyclical maintenance.					
<b>E3. Approach to optimism bias and provision of contingency</b>					
The programme of works will be adjusted accordingly to absorb any unforeseen costs. These may require schemes in the final 5 <sup>th</sup> year of the programme slipping into the next programme of works.					
<b>E4. Taxation</b>					
<i>Describe any tax implications and how they will be managed, including VAT</i>					
The Council will be able to recover the 20% VAT on payments to the contractor under the normal procedures					



**F. PROJECT MANAGEMENT CASE**

*This considers how project delivery plans are robust and realistic*

**F1. Key Project Milestones**

*The summary Project Plan and milestones is attached at G1 below*

**Planned Delivery Dates**

Cabinet and Full Business Case Approval

**26<sup>th</sup> April 2022**

Instruct Highways to place orders for the phase 1 (2022/23) of works with the Framework Contractors

**3<sup>rd</sup> May 2022**

Instruct Highways to place orders for the phase 1 (2023/24) of works with the Framework Contractors

**April 2023**

Instruct Highways to place orders for the phase 1 (2024/25) of works with the Framework Contractors

**April 2024**

Instruct Highways to place orders for the phase 1 (2025/26) of works with the Framework Contractors

**April 2025**

Instruct Highways to place orders for the phase 1 (2026/27) of works with the Framework Contractors

**April 2025**

**F2. Achievability**

*Describe how the project can be delivered given the organisational skills and capacity available*

Property Services, Parks, and the Flood Risk Management and Drainage Team have been collating, managing, monitoring and delivering the programme of works for parks reservoirs successfully for circa 30+ years.

**F3. Dependencies on other projects or activities**

Consideration will be given to planned events that are using any of the sites identified in the programme to ensure the work does not impact on these i.e. Commonwealth Games using Sutton Park.

**F4. Officer support**

**Project Manager: Lesley Steele Property Services (client)**

**Project Accountant: Lisa Pendlebury, Business Analyst**

**Project Sponsor: Darren Share, AD Street Scene and Parks**

**F5. Project Management**

*Describe how the project will be managed, including the responsible Project Board and who its members are*

The individual schemes will be managed on site by the Flood Management and Drainage Team who will also administer and manage the civil engineering contracts. The project team made up of representatives from Property Services, Parks Service and the Flood Management and Drainage Team meet every 3 months to review progress and address risks and issues. Additional meetings can be arranged on a needs basis if required.

**G. SUPPORTING INFORMATION**

*(Please adapt or replace the formats as appropriate to the project)*

**G1. PROJECT PLAN**

*Detailed Project Plan supporting the key milestones in section F1 above*

N/A Each site will have an individual programme

**G2. SUMMARY OF RISKS AND ISSUES REGISTER**

*Risks should include Optimism Bias, and risks during the development to FBC*

*Grading of severity and likelihood: High – Significant – Medium - Low*

		Risk after mitigation:	
Risk or issue	mitigation	Severity	Like- lihood
1. Unforeseen additional works arise in course of contract causing additional funding requirement	All known risks will be evaluated, and a cost apportioned to them in order to mitigate them. This will be included within the overall scheme cost. The risk register will be reviewed at intervals throughout the project.	Low	Medium
2. Disruption to day to day activities in publicly accessible sites	All areas of work will be fenced off and alternative routes sign posted. Public access will only be denied in the vicinity of the areas where work is being carried out due to health and safety.	Low	Low
3. Work not completed on time.	The contractor will work to an agreed programme of scheduled activities that will be reviewed as schemes are slipping. Slippage of activities will be highlighted at an early stage. However, all works are external so programmes can be impacted on by extreme weather. Cashflows will be amended where necessary to reflect anticipated spend.	Low	Medium/ High
4. Inclement weather	Contractor will monitor the 5 day weather forecast. Work will only be carried out when weather conditions are deemed safe to do so. The programme and budget will be reviewed to manage changes to scope.	Medium	High
5. Public expectations are undeliverable	Parks staff will ensure the public are kept informed of all proposals throughout the life of the project to ensure expectations are kept real.	Low	Low
6. Covid 19 impact on project delivery	Government guidance will be adhered to. Work is external so risk is minimised. Hand sanitiser will be available on site. Anyone who has symptoms or has been in contact with someone testing positive will be asked to self-isolate and to take a test. Employee numbers will be monitored.	Low	Low
7. Brexit	The departure from the EU is having an impact on the access to materials and labour and also the cost of materials. Inflation is to be included in the overall construction cost to offset price increases. The contractors have access to a robust supply chains which will ensure there is sufficient labour available for all trades.	Medium	Medium
8. Departure of key staff	A detailed handover and shadowing process during working notice would be arranged.	Low	Low

G4. STAKEHOLDER ANALYSIS		
Stakeholder	Role and significance	how stakeholder relationships will be managed
Managing Director City Operations	Overall Responsibility	Progress updates in the form of highlight reports and financial monitoring reports
A.D Street Scene and Parks	Specific responsibility for Parks including reservoirs	Progress updates in the form of highlight reports and financial monitoring reports. Also, verbal updates from the Parks Services Manager
Parks staff	Responsible for the health and safety of the individual sites	Regular updates with Parks Services Manager and an officer from the Flood Management and Drainage Team
Contractor	Carrying out the physical works	Instruction will be from the Flood Management and Drainage Team.
Public	Users of the individual sites	Updates on social media e.g. BCC website. Information to be provided at visitor centres.
Friends Groups and other voluntary organisations	Help support the maintenance and operations of individual sites	To be kept updated by the Parks staff.
Elected Members	Responsibility for specific wards	Updates to be provided at local meetings and consultation by Parks staff.

Title of proposed EIA	Safety Works to Parks Pools 2018
Reference No	EQUA145
EA is in support of	Amended Function
Review Frequency	Two Years
Date of first review	01/09/2020
Directorate	Place
Division	Sports Events Parks and Wellbeing
Service Area	Parks and Nature Conservation
Responsible Officer(s)	<input type="checkbox"/> Joe Hayden
Quality Control Officer(s)	<input type="checkbox"/> Michelle Bache
Accountable Officer(s)	<input type="checkbox"/> Steve Hollingworth
Initial equality impact assessment of your proposal	<p>The Council has responsibility for 11 reservoirs (category 1), 37(inclusive of 26 category 2 pools) pools and numerous water courses throughout the city which it has responsibility for. The programme of works attached in Appendix 1 outlines the works that have been identified for this new programme. Generally the works required under the Acts for the category 1 and 2 reservoirs and pools include improvements to the spillways and penstocks. In addition to these works further works are required from a safety perspective which includes de-silting, infrastructure works and works to inlets and outlets to mitigate the risk of flooding which could culminate in the loss of land, property and life. The identified works will ensure that the reservoirs can accommodate excess flow during times of inclement weather without risk of the dams bursting and the embankments collapsing.</p> <p>There is no adverse equality impact as a consequence of these works</p>

Protected characteristic: Age

Service Users / Stakeholders; Employees; Wider Community

Age details:

The proposal contributes towards:  
Birmingham City Council Plan 2018-2022,  
specifically supporting the strategic outcome  
'Birmingham is a great city to live in 'by  
creating a healthy environment and ensuring  
public spaces are safe for its citizens. The  
proposal will have a positive impact on the  
sustainable environment, protecting land and  
property.

There is no negative equality impact to this  
protected characteristic group

Protected characteristic: Disability

Service Users / Stakeholders; Employees; Wider Community

Disability details:

The proposal contributes towards:  
Birmingham City Council Plan 2018-2022,  
specifically supporting the strategic outcome  
'Birmingham is a great city to live in 'by  
creating a healthy environment and ensuring  
public spaces are safe for its citizens. The  
proposal will have a positive impact on the  
sustainable environment, protecting land and  
property.

There is no negative equality impact to this  
protected characteristic group

Protected characteristic: Gender

Service Users / Stakeholders; Employees; Wider Community

Gender details:

The proposal contributes towards:  
Birmingham City Council Plan 2018-2022,  
specifically supporting the strategic outcome  
'Birmingham is a great city to live in 'by  
creating a healthy environment and ensuring  
public spaces are safe for its citizens. The  
proposal will have a positive impact on the  
sustainable environment, protecting land and  
property.

There is no negative equality impact to this  
protected characteristic group



Protected characteristics: Gender Reassignment

Service Users / Stakeholders; Employees; Wider Community

Gender reassignment details:

The proposal contributes towards:  
Birmingham City Council Plan 2018-2022,  
specifically supporting the strategic outcome  
'Birmingham is a great city to live in 'by  
creating a healthy environment and ensuring  
public spaces are safe for its citizens. The  
proposal will have a positive impact on the  
sustainable environment, protecting land and  
property.

There is no negative equality impact to this  
protected characteristic group

Protected characteristics: Marriage and Civil Partnership

Service Users/ Stakeholders; Employees; Wider Community

Marriage and civil partnership details:

The proposal contributes towards:  
Birmingham City Council Plan 2018-2022,  
specifically supporting the strategic outcome  
'Birmingham is a great city to live in 'by  
creating a healthy environment and ensuring  
public spaces are safe for its citizens. The  
proposal will have a positive impact on the  
sustainable environment, protecting land and  
property.

There is no negative equality impact to this  
protected characteristic group

Protected characteristics: Pregnancy and Maternity

Service Users / Stakeholders; Employees; Wider Community

Pregnancy and maternity details:

The proposal contributes towards:  
Birmingham City Council Plan 2018-2022,  
specifically supporting the strategic outcome  
'Birmingham is a great city to live in 'by  
creating a healthy environment and ensuring  
public spaces are safe for its citizens. The  
proposal will have a positive impact on the  
sustainable environment, protecting land and  
property.

There is no negative equality impact to this  
protected characteristic group

Protected characteristics: Race

Service Users / Stakeholders; Employees; Wider Community

Race details:

The proposal contributes towards:  
Birmingham City Council Plan 2018-2022,  
specifically supporting the strategic outcome  
'Birmingham is a great city to live in 'by  
creating a healthy environment and ensuring  
public spaces are safe for its citizens. The  
proposal will have a positive impact on the  
sustainable environment, protecting land and  
property.

There is no negative equality impact to this  
protected characteristic group

Protected characteristics: Religion or Beliefs

Service Users / Stakeholders; Employees; Wider Community

Religion or beliefs details:

The proposal contributes towards:  
Birmingham City Council Plan 2018-2022,  
specifically supporting the strategic outcome  
'Birmingham is a great city to live in 'by  
creating a healthy environment and ensuring  
public spaces are safe for its citizens. The  
proposal will have a positive impact on the  
sustainable environment, protecting land and  
property.

There is no negative equality impact to this  
protected characteristic group

Protected characteristics: Sexual Orientation

Service Users / Stakeholders; Employees; Wider Community

Sexual orientation details:

The proposal contributes towards:  
Birmingham City Council Plan 2018-2022,  
specifically supporting the strategic outcome  
'Birmingham is a great city to live in 'by  
creating a healthy environment and ensuring  
public spaces are safe for its citizens. The  
proposal will have a positive impact on the  
sustainable environment, protecting land and  
property.

There is no negative equality impact to this  
protected characteristic group

Consulted People or Groups	The Deputy Leader and Cabinet Member for Transport and Environment have been consulted on this proposal. The Constituency Parks Managers have all been consulted on the individual proposals. The consultation will be ongoing with the Executive Members for the affected Constituencies together with the ward members as individual projects are progressed and delivered. Initially the proposed programme of works has been shared with ward members. Finance, Legal and Procurement officers have been involved in the preparation of this report
Informed People or Groups	Highways Drainage and Resilience Team will keep the Environment Agency informed of progress on individual projects as they are developed and delivered as part of the phased programme. The Constituency Parks Managers will engage with the public to ensure they are kept informed of the proposals as they are progressed.
Summary and evidence of findings from your EIA	<p>The proposal contributes towards:</p> <p>Birmingham City Council Plan 2018-2022, specifically supporting the strategic outcome 'Birmingham is a great city to live in 'by creating a healthy environment and ensuring public spaces are safe for its citizens. The proposal will have a positive impact on the sustainable environment, protecting land and property.</p> <p>There is no negative equality impact to any group as a result of these works.</p>
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?	Yes
Decision by Accountable Officer	
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: 23.0	



Created at 10/10/2018 11:04 AM by ☐ Joe Hayden

Last modified at 10/10/2018 12:56 PM by Workflow on behalf of ☐ Michelle Bache

Close

# Birmingham City Council

## Report to Cabinet

26<sup>th</sup> April 2022



**Subject:** **BIRMINGHAM JOINT HEALTH AND WELLBEING STRATEGY: 'CREATING A BOLDER, HEALTHIER CITY 2022-2030' AND CONSULTATION FINDINGS REPORT**

**Report of:** **Dr Justin Varney, Director of Public Health**

**Relevant Cabinet Member:** **Cllr Brigid Jones - Deputy Leader of the Council**

**Relevant O & S Chair(s):** **Cllr Mick Brown - Health and Social Care**

**Report author:** **Dr Shiraz Sheriff – Service Lead (Governance)**  
Email: [shiraz.sheriff@birmingham.gov.uk](mailto:shiraz.sheriff@birmingham.gov.uk)

Are specific wards affected?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s):		
Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, add Forward Plan Reference: 009586/2022		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, provide exempt information paragraph number or reason if confidential:		



## 1 Executive Summary

- 1.1 The Health and Wellbeing Board is required to have a joint health and wellbeing strategy as part of its statutory functions, building upon the Joint Strategic Needs Assessment (JSNA). The proposed approach is for the Strategy to coordinate and signpost to action across the health and care system.
- 1.2 The Health and Wellbeing Board's Strategy, '*Creating a Bolder, Healthier City*', has been shaped and developed with citizens, partner organisations, and national policy changes over the past three years.
- 1.3 It sets out the Health and Wellbeing Board's ambitions for the next eight years (2022-2030), based on a series of core and life course themes. It includes the key actions, indicators to measure our progress, and the leadership required to achieve our ambitions.
- 1.4 The foundation of the strategy was the 2019 Public Health Green Paper, and its subsequent consultation, which identified the priorities around health and wellbeing for the people of Birmingham.
- 1.5 These priorities were refined into themes in a workshop with Health and Wellbeing Board partners in April 2021 and a draft strategy was created.
- 1.6 In September 2021, permission was sought from Cabinet to begin a public consultation exercise (see background documents) for 11 weeks that would use a variety of methods to further inform the strategy's development.
- 1.7 The consultation has looked at each of the five core themes, the life course themes, as well as our vision statement and principles for action.
- 1.8 The consultation closed in December 2021 after which we had received 142 responses via our Be Heard survey and approximately 100 further views through commissioned focus groups (completed by external providers), ward forums and a webinar.
- 1.9 A summary of the findings from the commissioned focus groups can be found in **Appendix 3**. The individual recordings from ward forums can also be found in **Appendix 3** and are held on the [Neighbourhood Development and Support Unit \(NDSU\) YouTube channel](#). A recording of the webinar that was held is available on the [Healthy Brum \(Public Health\) YouTube channel](#).
- 1.10 We gained quantitative and qualitative feedback on the strategy through several methods, which has allowed us to identify gaps and priorities and make the necessary adjustments.
- 1.11 The strategy has five core themes for action covering wider determinants, health protection and environmental public health. The core themes have been developed through previous consultation, engagement, and research. This includes the 2019 consultation on Birmingham's public health priorities and the launch of the fora alongside the existing Health Protection Forum. Four of the core themes in the Strategy align with the fora. The proposed themes are:

- Healthy and Affordable Food
- Mental Wellness and Balance
- Active at Every Age and Ability
- Contributing to a Green and Sustainable Future
- Protect and Detect

1.12 The Health and Wellbeing Board supports a life course approach, reflected in the strategy. The five core themes run throughout the life course, split into three stages:

- Getting the Best Start in Life
- Living, Working, and Learning Well
- Ageing and Dying Well

1.13 In addition to previous consultation and engagement, the strategy has also been informed by the experience and response to the pandemic and an ongoing commitment to equality, diversity, and inclusion. Therefore, we have embedded an approach in every theme that recognises the legacy of Covid-19 and seeks to promote equality, diversity, and inclusion.

1.14 Throughout the Health and Wellbeing Board partnership and the strategy, there is a focus on reducing health inequalities. The strategy aims to close the gap on these inequalities, which Health and Wellbeing Board fora will be tasked to align their action plans to demonstrate.

## **2 Recommendations**

2.1 It is recommended that Cabinet:

- 2.1.1 Give approval to the Joint Health and Wellbeing Board Strategy: *Creating a Bolder, Healthier City 2022-2030* as set out in this cover report and appended documents.
- 2.1.2 Give approval and endorsement to the consultation findings report for the Joint Health and Wellbeing Strategy.

## **3 Background**

3.1 The Health and Wellbeing Board is a statutory body created under the Health and Care Act 2012. The Board is a committee of the Council and has numerous statutory functions.

3.2 The ambition behind Health and Wellbeing Boards is to build strong and effective partnerships, which improve the commissioning and delivery of services across the NHS and local government, leading in turn to improved health and wellbeing for local people.

3.3 The Health and Wellbeing Board has several statutory functions and is required to have a joint health and wellbeing strategy.

3.4 There are also 5 fora that sit below the Health and Wellbeing Board and report into it. These sub-fora are: Creating a Healthy Food City Forum; Creating a Mentally

Healthy City Forum; Creating a Physically Active City Forum; Creating a City Without Inequality Forum; and the Health Protection Forum.

#### **4 Options considered and Recommended Proposal**

- 4.1 Option 1: Do Nothing. Not approving and endorsing the strategy will not support the Health and Wellbeing Board to reduce health inequalities in Birmingham.
- 4.2 Option 2: Adopt and endorse the strategy attached as **Appendix 1**. This will support the Health and Wellbeing Board's ambitions to improve the health and wellbeing of our citizens.
- 4.3 The recommended option is to proceed with adoption and endorsement.

#### **5 Consultation**

- 5.1 In September-December 2021 the Public Health Division ran a public consultation exercise on the Health and Wellbeing Strategy for the next 8 years. The aim of the Strategy is to coordinate responses to health inequalities and deliver on several ambitions.
- 5.2 The public consultation process comprised an on-line questionnaire hosted on the Council's Be Heard website; virtual and in-person community-based focus groups; presentations to ward forums; a webinar; and direct feedback from Healthwatch Birmingham.
- 5.3 We also obtained a review of the strategy by academic of the National Institute of Health Research (NIHR) as well as workshops with stakeholders from the various Health and Wellbeing Board Fora.
- 5.4 In total, there were 142 responses to the public consultation and a further 100 views were collected from focus groups, presentations to ward forums, and a webinar. To account for underrepresentation of some communities in the Be Heard survey, we have also undertaken a Health Impact Assessment to consider the subsequent positive and negative effects of the strategy.
- 5.5 Alongside the responses from the public consultation, the review by the academics of the NIHR also provided insight into how we could improve our evidence bases for measuring the outcomes of the strategy as well as deciding who and where targeted work is needed most.
- 5.6 This consultation feedback was then used in presentations to the officers whose work areas align with the themes, to further refine the strategy. They also helped to establish the Strategy Delivery Plans for each forum, which will detail actions and partners needed for delivery.
- 5.7 Further information on the consultation can be found in the Consultation Findings report, attached at **Appendix 3** to this report.
- 5.8 The Health and Wellbeing Board approved the joint strategy on 22<sup>nd</sup> March 2022.

## 6 Risk Management

Risk Analysis			
Identified Risk	Likelihood	Impact	Actions to Manage Risk
Lack of stakeholder buy-in to the strategy.	Low	Medium	We have already engaged with several key stakeholders regarding the strategy. We will also be working with all the fora on their delivery plans which will be guided by the ambitions and actions of the strategy.
Limited citizen engagement in the delivery phase, following publication of the 8-year strategy.	Medium	Medium	The Health and Wellbeing Board will oversee and ensure further engagement and co-production on delivery plans and strategies associated with this overarching strategy. Citizen involvement is a priority of the strategy and will continue to ensure that the public is at the centre of decisions made by the Health and Wellbeing Board.
Failure to deliver the 2030 ambitions and measurable improvements to health inequalities and outcomes for citizens.	Low	High	The Health and Wellbeing Board will act as the convenor to deliver the ambitious goals set out in the strategy. It will oversee the strategy, be responsible for its delivery, and ultimately accountable for plans to achieve the 2030 ambitions.

## 7 Compliance Issues:

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

The Joint Health and Wellbeing Strategy links to the Council's priorities, including the Birmingham Levelling Up Strategy and the Birmingham City Council Corporate Plan.

## **7.2 Legal Implications**

Chapter 2, Point 193 of the Health and Social Care Act 2012 introduces the requirement for a joint health and Wellbeing strategy and details that the responsible local authority and each of its partner clinical commissioning groups must prepare a strategy meeting the needs included in the assessment by the exercise of functions of the authority. In preparing a strategy under this section, the responsible local authority and each of its partner clinical commissioning groups must involve the Local Healthwatch organisation for the area of the responsible local authority and involve the people who live or work in that area.

## **7.3 Financial Implications**

The cost for delivering the joint Health and Wellbeing Board Strategy will be met through subsequent strategies, action plans and delivery plans. Costs for further consultation and engagement are likely to be immaterial and will be met through the Public Health Grant.

## **7.4 Procurement Implications (if required)**

None identified.

## **7.5 Human Resources Implications (if required)**

None identified, support will be delivered through existing staff.

## **7.6 Public Sector Equality Duty**

An Equality Impact Assessment was completed on 24<sup>th</sup> February 2022 and is attached as **Appendix 6**

## **8. List of Appendices:**

Appendix 1 - Birmingham Joint Health and Wellbeing Strategy: '*Creating a Bolder, Healthier City 2022-2030*'

Appendix 2 - Indicator Journey Data Pack

Appendix 3 - Consultation Findings Report

Appendix 4 - Be Heard Survey Response Tables

Appendix 5 - Health Impact Assessment

Appendix 6 - Equality Impact Assessment

## **9. Background Documents**

Report to Cabinet 7<sup>th</sup> September 2021 - Draft Health and Wellbeing Strategy: Creating A Bolder, Healthier City (Forward Plan Ref. No. 009220/2021)





# **Birmingham Joint Health and Wellbeing Strategy**

## ***Creating a Bolder, Healthier City 2022-2030***

### **Our vision**

***To create a city where every citizen, whoever they are, wherever they live and at every stage of life, can make choices that empower them to be happy and healthy.***

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## **Foreword**

### **Cabinet Member for Adult Health and Social Care**

For far too long Birmingham has been impacted by inequalities affecting our citizens' health. Pre-pandemic Birmingham had significantly high health inequalities already with a 10-year gap in life expectancy within some of our inner-city areas compared to the more affluent outer city areas.

The devastation from the COVID-19 pandemic has only worsened our city's health. Across Birmingham, many are suffering from long Covid, bereavement and worsened outcomes for people with long-term health conditions. The economic impact of people losing their jobs has consequently limited their options to make healthier choices.

As the Cabinet Member for Health and Social Care, Chair for Birmingham Health and Wellbeing Board, and with a background in healthcare, I have worked in Local Authority to improve the unjust and preventable health differences that have left our communities with poorer health outcomes.

The way we change the unfairness is focussing primarily on the work of the Health and Wellbeing Board to reduce health inequalities. This will involve action from the board members involving political, clinical, professional and community leaders from across the care and health system to come together to improve the health and wellbeing of our local population.

So, in response to the last 18 months, previous consultation insight, including citizens, partner organisations and national policy changes, we have listened, consulted, and co-produced the Joint Health and Wellbeing Board Strategy: 'Creating a Bolder, Healthy City'.

The approach sets out our clear and bold ambitions over the next eight years (2022-2030), based on a series of core themes across the life course. It will include the key actions, indicators to measure our progress, and the leadership required to achieve our ambitions. Addressing some of the critical challenges Birmingham faces to tackle health disparities and mitigate the legacy of the COVID-19 pandemic.

The reach of this strategy will be relevant across Birmingham from members of the public, health care professionals, academics, and our voluntary sector. The way to tackle health inequalities is through a collaborative approach. It is now for us as leaders to work together through the Health and Wellbeing Boards, the new Integrated Care System Partnerships for our Birmingham communities, to deliver this ambitious 'Creating a Bolder, Healthier City' strategy.

We want Birmingham to be a city where every citizen, wherever they live and at every stage of life, to be able to make choices that empower them to be happy and healthy. We are grateful for the honesty, contribution, and insight of all of those who have shared their experiences through the development of this strategy. We must be committed to a better future for our citizens, and we must work together to seize every opportunity set out in this strategy to make Birmingham healthier for all.

**Councillor Paulette A Hamilton**

**Cabinet Member for Adult Social Care and Health**

**Chair Birmingham Health and Wellbeing Board**



## Joint Birmingham City Health and Wellbeing Strategy on a Page

### Creating a Bolder, Healthier City (2022-2030)

#### Our Vision

***To create a city where every citizen, whoever they are, wherever they live and at every stage of life, can make choices that empower them to be happy and healthy.***

Our vision is underpinned by **four key principles** that require strong partnership and collaboration across the local system. We need all stakeholder groups and their partners forging ahead together to achieve successful delivery.

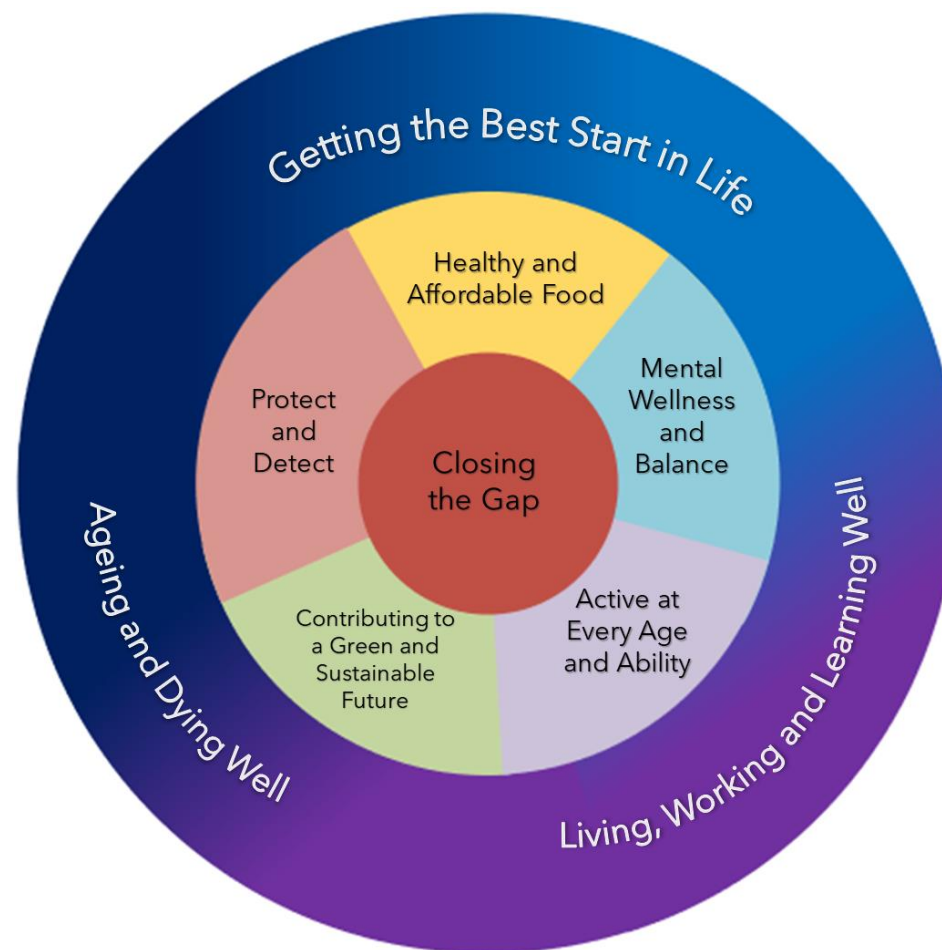
- Citizen-driven and informed by citizens' lived experience
- Consciously focused on reducing inequalities through promoting equality, diversity and inclusion
- Data and evidence-informed and research-enabled action
- Impact of COVID-19 pandemic mitigated as part of our legacy work

#### Our five core themes within the Strategy set out our local priorities:

1. Healthy and Affordable Food
2. Mental Wellness and Balance
3. Active at Every Age and Ability
4. Contributing to a Green and Sustainable Future
5. Protect and Detect

#### There are three encompassing life course themes:

- Getting the Best Start in Life
- Living, Working and Learning Well
- Ageing Well and Dying Well



## Introduction

People living in Birmingham experience challenges every day that directly and indirectly impact their health and may lead to far-reaching consequences that may limit their independence and autonomy. It is well understood that health and disease are predominantly the result of the wider determinants of a person's life rather than genetics or age.<sup>1</sup> Factors such as poverty, education, housing, employment and the environment in which we live, work and play all impact our health and wellbeing.

Health inequalities permeate our communities. The effect of social, economic, and environmental factors known as the 'causes of the causes'<sup>2</sup>, or wider health determinants, are significant contributors to people's overall lifetime health from birth to death. Consequently, adverse events and exposures that persist in our communities from childhood may impact developmental milestones, education, employment and life chances. They remain less noticeable than disease, thereby leading to growing health inequalities.

Most health inequalities are driven by factors outside our National Health Service (NHS). By the time the health aspects of inequality reach the NHS, they are likely embedded. The challenge of rebalancing and mitigating ill health is significantly more complex than if the intervention had occurred earlier.

*Creating a Bolder, Healthier City (2022 to 2030)* aims to focus our local effort upstream by tackling the structural barriers and transforming our citizens' quality of life and health outcomes. In addition, reducing health inequalities experienced by those already living with chronic ill-health is paramount. It will be achieved by shaping a healthier environment and fairer opportunities for citizens to live affordable, sustainable, and enjoyable healthy lives. Birmingham will be a city that enables them to reach their potential and aspirations at every age.

Our statutory health and wellbeing strategy will be overseen through the Birmingham Health and Wellbeing Board. Working as a partnership across the city at citizen, community, local and regional levels, the Board and its partners will collaborate to create environments that enable healthier lives. This will be achieved by focusing on five core themes and the life course. The Strategy purposely addresses the urgent need to mitigate against the impact of the ongoing COVID-19 pandemic on our citizens' lives and the need to continuously create and drive a culture of equality, diversity, and inclusion. It aims to close gaps and reduce inequalities at pace and scale across the city. The Health and Wellbeing Board fora will be tasked to demonstrate progress on these priorities through their action plans.

To attain their potential, we must value our citizens by offering genuine equal opportunities across the city, such as housing, employment, and education. Communities can proactively lead the local effort to make our city bolder and healthier for all.

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<sup>1</sup> Dahlgren G, Whitehead M (1993). Tackling inequalities in health: what can we learn from what has been tried? Working paper prepared for the King's Fund International Seminar on Tackling Inequalities in Health, September 1993, Ditchley Park, Oxfordshire. London, King's Fund, accessible in: Dahlgren G, Whitehead M. (2007) European strategies for tackling social inequities in health: Levelling up Part 2. Copenhagen: WHO Regional office for Europe: [http://www.euro.who.int/\\_data/assets/pdf\\_file/0018/103824/E89384.pdf](http://www.euro.who.int/_data/assets/pdf_file/0018/103824/E89384.pdf)

<sup>2</sup> <https://www.instituteofhealthequity.org/in-the-news/articles-by-the-institute-team-/inclusion-health-addressing-the-causes-of-the-causes---the-lancet->



## Health Inequalities in Birmingham

Tackling health inequalities requires commitment and multi-agency action. Our approach must be rooted in people's lived experiences and be shaped from the onset with involvement from local communities of place, identity and interest.

Inequalities between different areas can reflect differences in assets and deficits or barriers. This can include variations in access to greenspace, quality housing, more or less comprehensive healthcare, levels of poverty and language barriers.

Some of the inequalities within the city are described below.<sup>3</sup>

### Inequalities between Birmingham, West Midlands and England

- Males born in Birmingham can expect to live 58.5 years in good health (healthy life expectancy). This is lower than the West Midlands (61.5 years) and England (63.2 years).<sup>4</sup>
- Females born in Birmingham can expect to live 59.3 years in good health (healthy life expectancy). This is lower than the West Midlands (62.6 years) and England (63.5 years).<sup>5</sup>
- Deaths due to cardiovascular disease (2018-20) in Birmingham were 57.3 (per 100,000 population) compared to 43.4 for England and 47.0 for the West Midlands.<sup>6</sup>
- Deaths due to smoking in Birmingham (2018-20) were 274.8 (per 100,000 population), which is higher than England (250.2) and the West Midlands (249.3).<sup>7</sup>
- In 2018, in the West Midlands, the rate of new HIV diagnoses in the Black African population was 45 times that of the white population (per 100,000 population).<sup>8</sup>

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<sup>3</sup> Birmingham City Council Public Health (Locally calculated rates based on ONS/NHS Digital sourced data).

<sup>4</sup> Public Health England (based on ONS source data): <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/4/gid/1000049/pat/6/par/E12000005/ati/102/are/E08000025/iid/90362/age/1/sex/1/cat/-1/ctp/-1/yrr/3/cid/4/tbm/1/page-options/car-do-0>

<sup>5</sup> Public Health England (based on ONS source data): <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/4/gid/1000049/pat/6/par/E12000005/ati/102/are/E08000025/iid/90362/age/1/sex/2/cat/-1/ctp/-1/yrr/3/cid/4/tbm/1/page-options/car-do-0>

<sup>6</sup> Public Health England (based on ONS source data). 2017-19. "Mortality Profile." Under 75 mortality rate from all cardiovascular diseases. Accessed July 28, 2021. <https://fingertips.phe.org.uk/profile/mortality-profile/data#page/3/gid/1938133009/pat/6/par/E12000005/ati/302/are/E08000025/iid/40401/age/163/sex/2/cid/4/tbm/1>.

<sup>7</sup> ONS mortality file, ONS LSOA single year of age population estimates and smoking status from Integrated Household Survey/Annual Population Survey, relative risks from The Information Centre for Health and Social Care, Statistics on Smoking, England 2010. 2016-18. "Local Tobacco Control Profiles." Smoking attributable mortality. Accessed July 28, 2021. <https://fingertips.phe.org.uk/profile/tobacco-control/data#page/3/gid/1938132885/pat/6/par/E12000005/ati/302/are/E08000025/iid/113/age/202/sex/4/cid/4/tbm/1>.

<sup>8</sup> Public Health England. 2020. "Annual Epidemiological Spotlight on HIV in the West Midlands (2018 data)." February. Accessed July 28, 2021. [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/864734/HIV\\_spotlight\\_west\\_midlands\\_2018.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/864734/HIV_spotlight_west_midlands_2018.pdf).

- COVID-19 mortality rates for people younger than 65 were 3.7 times higher in England's most deprived areas than the least deprived areas between March 2020 and March 2021.<sup>9</sup>

## Inequalities within Birmingham

- There are ten-year differences in life expectancy between some of the 69 wards across the city. There is:
  - A twelve-year difference between life expectancy at birth for males in Heartlands (71.8 years) compared to Sutton Four Oaks (83.8 years).<sup>3</sup>
  - A nine and a half year difference between females' life expectancy at birth in Heartlands (76.9 years) compared to Sutton Reddicap (86.4 years).<sup>3</sup>
- In Nechells, the rate of death from coronary heart disease is over 2.5 times higher than the rate in Sutton Roughley.<sup>3</sup>
- The incidence of breast cancer in Rubery and Rednal is 2.8 times that of Lozells.<sup>3</sup>
- Rates of excess weight for children in reception class are 1.7 times higher in Kings Norton South than in Sutton Trinity. In Year 6, the rates in Handsworth are 2.2 times higher than Sutton Trinity.<sup>3</sup>
- Hospital stays for self-harm in Druids Heath and Monyhull are four times the rates in Sutton Wylde Green.<sup>3</sup>

## Inequalities: Core themes

### Theme 1: Healthy and Affordable Food

- Obesity (including severe obesity) in children in Year 6 (2019/2020) in Birmingham is 25.5% and in England is 21.0%.<sup>10</sup>
- The percentage (%) of adults regularly eating '5-a-day' (2019/20) in Birmingham is 52.60%, and in England, it is 55.40%.<sup>11</sup>

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<sup>9</sup> Tinson, Adam. What geographic inequalities in COVID-19 mortality rates and health can tell us about levelling up. 2021 July. Accessed July 2021, 22. <https://www.health.org.uk/news-and-comment/charts-and-infographics/what-geographic-inequalities-in-covid-19-mortality-rates-can-tell-us-about-levelling-up>.

<sup>10</sup> Fingertips Public Health Profiles  
<https://fingertips.phe.org.uk/search/obesity#page/4/gid/1/pat/6/par/E12000005/ati/102/are/E08000025/iid/90323/age/201/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1/page-options/car-do-0>

<sup>11</sup> Fingertips Public Health Profiles  
<https://fingertips.phe.org.uk/search/eating#page/4/gid/1/pat/6/par/E12000005/ati/102/are/E08000025/iid/93077/age/164/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1>

## Theme 2: Mental Wellness and Balance

- The percentage (%) people reporting depression and anxiety in Birmingham (2016/17) was 14.6%, while the England average was 13.7%.<sup>12</sup>

## Theme 3: Active at Every Age and Ability

- The percentage (%) of adults who are physically inactive in Birmingham (2019/2020) is 28.90% compared to England 22.90%.<sup>13</sup>

## Theme 4: Green and Sustainable Future

- The fraction of mortality attributable to particulate air pollution (2019) is 5.80% in Birmingham, and in England, it is 5.10%.<sup>14</sup>

## Theme 5: Protect and Detect

- The MMR vaccine (against measles, mumps, and rubella) for 2-year-olds (one dose) in Birmingham is 85.70% compared to England at 90.60% (2019/2020).<sup>15</sup>
- The uptake of the national breast screening programmes (2019) in Birmingham is 68.20% compared to England at 74.50%.<sup>16</sup>

## Inequalities: Life course

### Getting the Best Start in Life

- Birmingham's infant mortality rate is 7.0 (deaths per 1,000 live birth) compared to 3.9 for England and 5.6 for the West Midlands (2017-2019).<sup>17</sup>
- 28.1% of Birmingham children live in low-income families, compared with 17.0% nationally (2016).<sup>18</sup>

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<sup>12</sup> Fingertips Public Health Profiles

<https://fingertips.phe.org.uk/search/depression#page/4/gid/1/pat/6/ati/102/are/E08000025/iid/90647/age/168/sex/4/cid/4/tbm/1/page-options/car-do-0>

<sup>13</sup> Fingertips Public Health Profile <https://fingertips.phe.org.uk/search/physically%20inactive>

<sup>14</sup> Fingertips Public Health Profile

<https://fingertips.phe.org.uk/search/pollution#page/4/gid/1/pat/6/ati/102/are/E08000025/iid/30101/age/230/sex/4/cid/4/tbm/1/page-options/car-do-0>

<sup>15</sup> Fingertips Public Health Profile

<https://fingertips.phe.org.uk/search/mmr#page/4/gid/1/pat/6/par/E12000005/ati/102/are/E08000025/iid/30309/age/31/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1>

<sup>16</sup> Fingertips Public Health Profile

<https://fingertips.phe.org.uk/search/screening#page/4/gid/1/pat/6/par/E12000005/ati/102/are/E08000025/iid/22001/age/225/sex/2/cat/-1/ctp/-1/yr/1/cid/4/tbm/1>

<sup>17</sup> Public Health England. 2021. "Birmingham Child Health Profile."

<sup>18</sup> Gibbon and Griffith. 2020. "Infant mortality in Birmingham – the headline figures." Public Health England. December. Accessed July 30, 2021. <https://bit.ly/3h6wGps>.

## Living, Working and Learning Well

- The percentage (%) of adults aged 40-64 years with Type 2 Diabetes (2018/19) in Birmingham and Solihull (BSol) is 47.2%, compared to England which is 43.0%<sup>19</sup>
- Smokers that have successfully quit at four weeks (2017/18) in Birmingham is 1,627 (per 100,000 population) compared to England which is 2,070.<sup>20</sup>

## Ageing and Dying Well

- Women at 65 years old in Birmingham are expected to spend 8.5 years of their life in good health. This is 2.6 years less than the England average (11.1 years).<sup>21</sup>
- Men at 65 years old in Birmingham are expected to spend 6.9 years of their life in good health. This is 3.7 years less than the England average (10.6 years).<sup>22</sup>

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<sup>19</sup> Fingertips Public Health Profile

<https://fingertips.phe.org.uk/search/Type%20%20Diabetes#page/1/gid/1938133107/pat/159/par/K02000001/ati/15/are/E92000001/iid/93209/age/1/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1/page-options/eng-vo-1>.

<sup>20</sup> Fingertips Public Health Profile

<https://fingertips.phe.org.uk/search/smoke#page/1/gid/1938132792/pat/159/par/K02000001/ati/15/are/E92000001/iid/1211/age/164/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1/page-options/eng-vo-1>

<sup>21</sup> Fingertips Public Health Profile

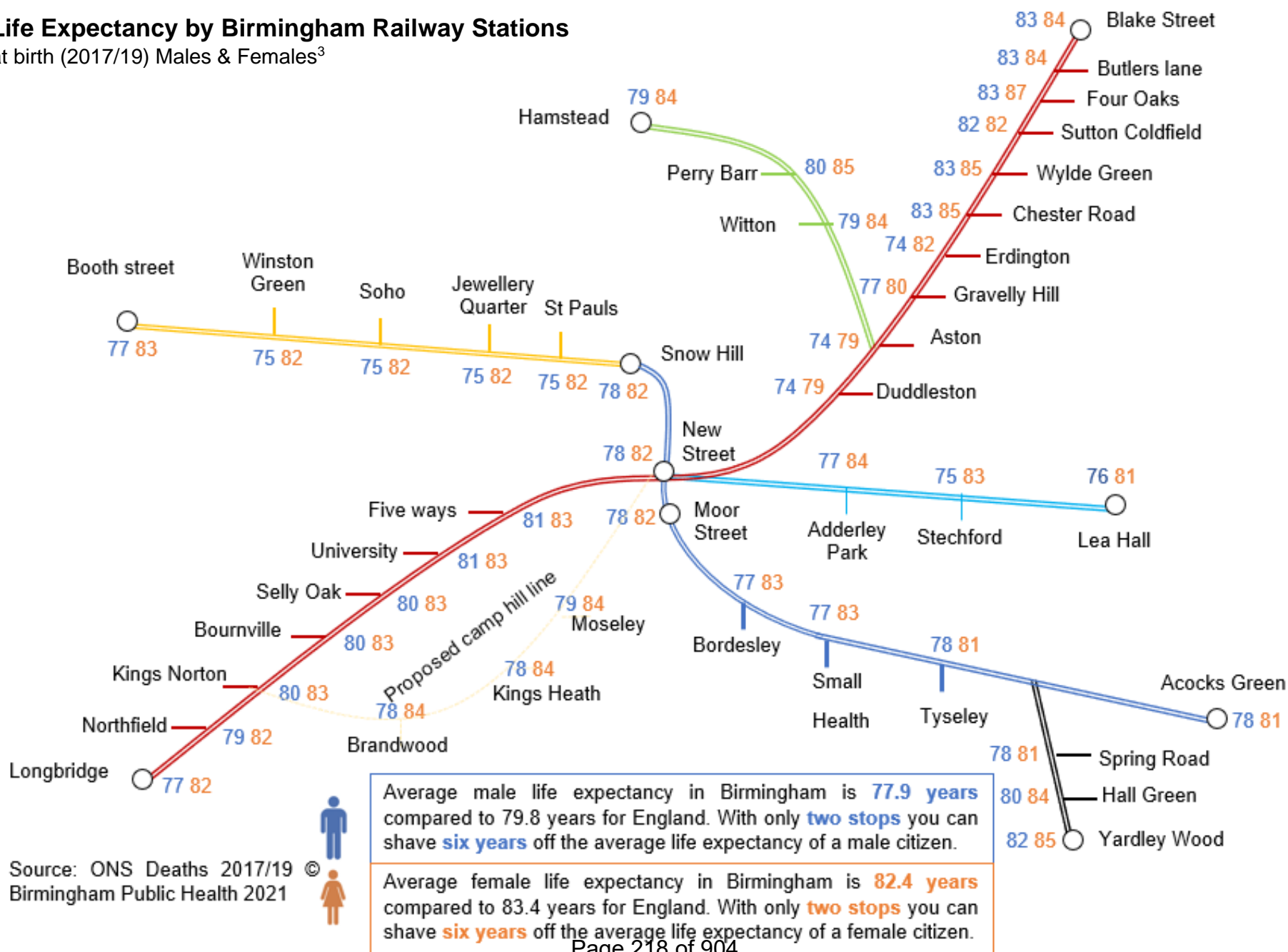
<https://fingertips.phe.org.uk/search/life%20expectancy#page/1/gid/1/pat/15/ati/402/are/E08000025/iid/90362/age/1/sex/1/cat/-1/ctp/-1/yr/3/cid/4/tbm/1>

<sup>22</sup> Fingertips Public Health Profile

<https://fingertips.phe.org.uk/search/life%20expectancy#page/1/gid/1/pat/15/ati/402/are/E08000025/iid/90362/age/1/sex/1/cat/-1/ctp/-1/yr/3/cid/4/tbm/1>

## Life Expectancy by Birmingham Railway Stations

at birth (2017/19) Males & Females<sup>3</sup>

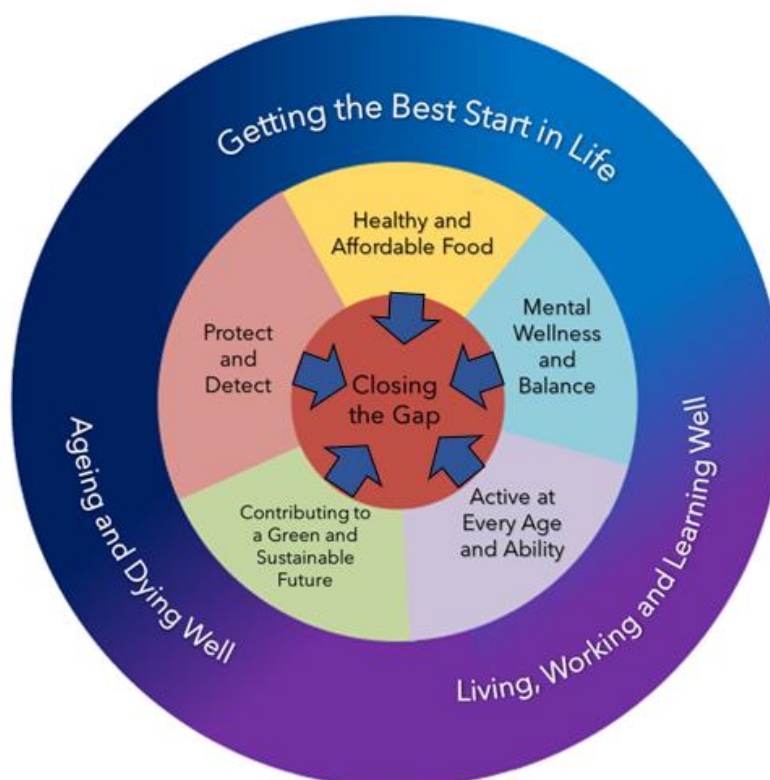




## Closing the Gap

The health inequalities identified across Birmingham need to be prioritised and urgently addressed at the individual, community and local level to achieve our goal.

'Closing the gap' provides an overarching goal by highlighting specific areas of focus that cut across the city. It directs the system to focus on a principal target that brings together the priorities set out within this Strategy making this the central focus of all we do locally.



### Understanding existing barriers, challenges, and people's lived experiences

Birmingham is a diverse and bold city with an ever-growing range of opportunities. Yet too often, specific groups of citizens are left behind because of marginalisation and structural barriers and challenges. We will focus on specific actions to address those health inequalities linked to poverty and marginalisation and dedicate specific resources and effort to addressing these in more detail.

The Director of Public Health Annual Report, *Complex, Lives, Fulfilling Futures*, highlighted the challenges that adults living with multiple and complex needs face. It reflects on how we can inspire action as a partnership across Birmingham to support all our citizens to thrive.<sup>23</sup>

There is clear evidence of significant gaps for people experiencing homelessness, care leavers, people living in poverty, carers, veterans, sex workers, people living with learning disabilities, people in contact with the justice system, and people with significant mental health

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<sup>23</sup> Birmingham City Council Public Health. 2020. "Complex Lives, Fulfilling Futures - Director of Public Health Annual Report."

issues. For some citizens, these experiences are intermittent or transient, and for others, these are challenges that last a lifetime.

We will support the Birmingham Levelling Up Strategy<sup>24</sup> to tackle disparities in our city. We recognise that we cannot '*level up*' without challenging deep and structural inequalities. The Board will support this approach to address poor health outcomes and improve the life chances of our citizens.

We will work in partnership to better understand and increase our knowledge of our communities. We will achieve this by building on existing innovations across the city, working with these communities, such as the Birmingham Poverty Truth Commission.

### **Mitigate the Legacy of Covid-19**

The Strategy also incorporates the learning and experience from the local response to the COVID-19 pandemic and an ongoing commitment to equality, diversity, and inclusion. The Covid-19 pandemic shone a harsh and relentless light on inequalities as the pandemic disproportionately impacted our most challenged and disadvantaged communities.

As of January 2022, 1.3 million people (2.1% of the population) in the UK were experiencing self-reported long COVID.<sup>25</sup> In 2021, a study found that one in six middle-aged people and one in thirteen younger adults with COVID-19 report long Covid symptoms.<sup>26</sup> The impacts of 'long Covid' are still emerging. It will require new pathways of care and support across the health and social and community and voluntary sector, in addition to a positive and supportive response from the education and employment sector to support individuals affected.

Responding to the COVID-19 pandemic has informed the development of this strategy. We have learned from communities and partners in the private, public, academic, and voluntary sectors.

### **Equality, Diversity and Inclusion**

The Strategy enables the Health and Wellbeing Board to maintain the values of equality, diversity and inclusion. These values are at the centre of our ambitions, actions, and leadership to tackle the inequalities in our society. Both health and disease outcomes and opportunities are often conditional on a series of factors. Our approach will focus explicitly on legally protected characteristics and specific identities of experience. There are nine protected characteristics as described in the Equality Act 2010. These are Age, Gender Identity, Sex, Race, Sexual Orientation, Religion and Belief, Disability, Pregnancy and Parenthood, Marriage and Civil Partnership.

We recognise that these do not exist in isolation. Many people possess more than one minority characteristic, making the inequalities they face even greater. The communities are woven by

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<sup>24</sup> Birmingham City Council:  
[https://www.birmingham.gov.uk/downloads/download/4537/birminghams\\_levelling\\_up\\_strategy](https://www.birmingham.gov.uk/downloads/download/4537/birminghams_levelling_up_strategy).

<sup>25</sup> ONS: Prevalence of ongoing symptoms following coronavirus (COVID-19) infection in the UK:  
<https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/conditionsanddiseases/bulletins/prevalenceofongoingsymptomsfollowingcoronaviruscovid19infectionintheuk/3february2022>

<sup>26</sup> Steves, Claire. 2021. Up to one in six people with COVID-19 report long COVID symptoms. 24 June. Accessed July 23, 2021. <https://www.kcl.ac.uk/news/up-to-one-in-six-people-covid-19-long-covid-symptoms>.

threads, including identities and experiences. Our communities of identity, interest and place comprise people with their lived experience.

The COVID-19 pandemic exposed and exacerbated existing inequalities, including the disproportionate impact on people from minority communities, particularly ethnic and disabled communities, and many other communities of experience. The Board will act in a cross-cutting way through the delivery of the themes set out in the Strategy. We will continue to learn from and build on specific projects which use targeted approaches to understand these inequalities and respond to them. This includes the Birmingham Poverty Truth Commission, Veterans Deep Dive, Birmingham and Lewisham African and Caribbean Health Inequalities (BLACHIR) Review. We support Birmingham City's Council's commitment to tackling inequality in Everyone's Battle Everyone's Business.<sup>27</sup>

### **Targeting Specific Health Inequalities**

The Board recognises the link between this framework and the emerging priorities of the NHS Integrated Care System (ICS) and the responsibilities and strategies of the Police and Crime Commissioner. This is alongside their duty to address inequalities in consultation with other public sector, business, academic and community partners.

Each lead partnership organisation has a responsibility to address local health inequalities explicitly as part of the Strategy's implementation. This will be monitored through the Health and Wellbeing Board.

Five key areas of inequalities targeted through the development and delivery of the Strategy and chosen by the Board are;

- Inequalities linked to deprivation
- Inequalities affecting disabled communities
- Inequalities affecting inclusion groups (e.g. people experiencing homelessness)
- Inequalities affecting different ethnic communities
- Inequalities of locality (i.e. variation/inequalities between wards)

***"Sometimes the difficulty is going to come, for example, I am Black, and I share all the experiences of Black people but am also Muslim as well. I have got two things that many people don't have. The person who is just Muslim cannot experience the Black issue, and Black people who are not Muslim will not experience the Muslim issue."***

Quote from a participant in Birmingham Healthwatch report into experiences of Somali people

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<sup>27</sup> Birmingham City Council. **Everyone's Battle Everyone's Business** – together we will tackle inequalities. Equality Strategy and Action Plan 2021 - 2023

## Co-production Methodology

This Strategy has been shaped and formed over the last three years by drawing on input and engagement from both citizens and partner organisations and applying national policy changes.

### Community Engagement

We undertook several engagement activities to help us identify the key priorities and better understand the needs of our citizens.

Community engagement and involvement of various stakeholders enabled the voices, views, and insights to be used throughout the Strategy. This joint Strategy must continually reflect and be delivered based on our learning from the lived experiences of our citizens. Recent examples of local work have reinforced the importance of engagement in the development of this Strategy.

In 2019, we held a public consultation on public health priorities for the city. We received strong support for addressing health inequalities upstream of drivers of illness and disease, in addition to reducing the inequalities affecting those already living with the burden of ill health.<sup>28</sup> This led to the creation of four new sub-groups of the Health and Wellbeing Board to complement the existing Health Protection Forum. They are the multi-agency and multidisciplinary Health and Wellbeing fora:

1. Creating a Healthy Food City Forum
2. Creating a Mentally Healthy City Forum
3. Creating an Active City Forum
4. Creating a City Without Inequalities Forum
5. Health Protection Forum

### Thematic Approach

The Health and Wellbeing Board recognises the importance of a thematic approach with cross-cutting action throughout the life course. *Creating a Bolder, Healthier City (2022-2030)* has five core themes developed through consultation, engagement, and research. Four of the five core themes in the Strategy align with those Health and Wellbeing Board fora. The themes are:

1. Healthy and Affordable Food (Creating a Healthy Food City Forum)
2. Mental Wellness and Balance (Creating a Mentally Healthy City Forum)
3. Active at Every Age and Ability (Creating an Active City Forum)
4. Contributing to a Green and Sustainable Future (led by our partners including the City of Nature Board)
5. Protect and Detect (Health Protection Forum)

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<sup>28</sup> Birmingham City Council Public Health. 2019. "Birmingham Public Health Green Paper." Accessed July 28, 2021. [https://www.birminghambeheard.org.uk/people-1/birmingham-public-health-green-paper/supporting\\_documents/Birmingham%20Public%20Health%20Green%20Paper%20.pdf](https://www.birminghambeheard.org.uk/people-1/birmingham-public-health-green-paper/supporting_documents/Birmingham%20Public%20Health%20Green%20Paper%20.pdf).

The Health and Wellbeing Board supports a life course approach, which is reflected in the Strategy. Therefore, the five core themes are complemented by the life course, split into three life stages.

- Getting the Best Start in Life
- Living, Working and Learning Well
- Ageing and Dying Well

The purpose of the Strategy is to provide a framework that the whole council, ICS and other partners will implement through subsequent strategies, commissioning and action plans. The Strategy aims to be concise and purposeful and will signpost to various examples of relevant work across the system. We have been exploring topics and themes in more depth and translating these into deliverable ambitions. We have identified clear actions which have been locally agreed.



## Our Core Themes

### 1. Healthy and Affordable Food

Birmingham is a diverse, global, vibrant city with more than a million citizens, many of whom face challenges accessing affordable, healthy, sustainable food. Food insecurity is associated with poorer diets which can lead to negative health outcomes. Structural barriers, including poverty and deprivation, exist and prevent many people from accessing healthy food.

Unhealthy or inadequate consumption of healthy food negatively impacts physical and mental health.<sup>29</sup> Obesity (including severe obesity) in children in Reception in 2019/2020 was 10.9% in Birmingham, slightly higher than the national picture for England at 9.9%.<sup>30</sup> The pandemic has revealed how fragile food security is, as many families rely on the furlough scheme during the pandemic. In 2021, the uptake of healthy start vouchers in eligible families in Birmingham was 72%, in the West Midlands, it was 59%, and in England, it was 56.8%.<sup>31</sup> People have had limited access to food in the most deprived areas within the city. Some do not have a supermarket within a 15 minute walk.

Food systems contribute millions to the city's economy. The food system spans growing food, transforming food, transporting it and selling it in raw, transformed and cooked forms, in addition to recycling and waste. This system manifests itself in all our lives, from growing tomatoes in window boxes to the restaurants and takeaways on our high streets.

We want Birmingham to be a city where every citizen can eat an affordable, healthy diet and enjoy their food. Working with partners, we will focus on reducing inequalities associated with food poverty and ensure that access to good quality food choices is as equitable as possible. We also want the food we eat to be ethically, safely produced, and environmentally sustainable. The food economy is vibrant, reflecting the diversity of our communities. We want Birmingham's economy to be financially successful and sustainable. We want it to contribute to a circular economy for food that reduces waste, increases valuable employment opportunities for local people, minimises environmental harm and maximises the local assets in our city and region.

#### **Our ambitions are to work together to:**

- Increase the uptake of Healthy Start vouchers in eligible families to at least 80% by 2027
- Reduce the prevalence of obesity (including severe obesity) in children in Reception and Year 6 by 10% by 2030
- Reduce the percentage (%) of 5yr olds with visually obvious dental decay to below 20% by 2030
- Increase the percentage (%) of adults regularly eating '5 a day' to more than 55% by 2030
- Ensure that the Healthy City Planning Toolkit is utilised in 90% of developments in the City by 2030

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<sup>29</sup> <https://www.bda.uk.com/resource/food-facts-food-and-mood.html>

<sup>31</sup> NHS Healthy Start Vouchers <https://www.healthystart.nhs.uk/healthcare-professionals/>

## Leadership for Action

The Creating a Healthy Food City Forum and Public Health Division partners will lead this work, linking with other key partnerships such as the Birmingham Food System Strategy: Creating a Bolder, Healthier and More Sustainably Food City.

## Key Actions

To achieve our ambitions, we will take the following actions:

- Implementation of the Healthy City Planning Toolkit.
- Consultation and implementation of the Birmingham Food System Strategy: Creating a Bolder, Healthier and More Sustainably Food City.
- Embed seldom-heard voices and other citizen voice into the activities of the Creating a Healthy Food City Forum.
- Strengthen and build upon local, national and international partnerships, i.e. local action groups, national Sustainable Food Places, city learning exchange partnerships, and international collaborations, including the Milan Urban Food Policy Pact (MUFPP).
- Maximise the healthy food benefits of the East Birmingham Corridor development.
- Maximise the benefits of the Food Poverty Core Group and Food Justice Network.
- Continue to develop working relationships with university partners and explore how we can better work in partnership to explore the needs of Birmingham citizens and communities.
- Understand what a healthy food system looks like and how this can be measured.

***"This is what I eat at home. First of all, I eat crisps. I eat burger at night-time every day. I eat pizza, I eat fries, I watch TV, ok. Morning I eat cereal, I eat cake. I eat everything healthy."***

Quote from a focus group with Primary School children of First-Generation Migrants

## 2. Mental Wellness and Balance

Mental wellbeing is as important as physical wellbeing: there is no good health without good mental health. However, this aspect of health can fail to get parity.

Compared to England and the West Midlands region, Birmingham is disproportionately affected by poor mental wellbeing. Currently, it has a higher than average prevalence of depression and anxiety in adults.<sup>32</sup> It also has a much greater proportion of people (10.4%) self-reporting a low satisfaction score compared to England (6.1%) and the West Midlands (6.5%).<sup>33</sup> There are further inequalities within the city with more deprived wards reporting lower resilience and poorer mental wellbeing, particularly in children.<sup>34</sup> Equally, there are inequalities within certain communities, such as the LGBTQ+ community, who face an increased risk of suicide and self-harm.

According to the Birmingham COVID-19 Impact Survey, by July 2020 more than half (53%) said their mental health had deteriorated since the pandemic started.<sup>35</sup> The impacts on mental wellbeing included bereavement, loneliness, and common mental health conditions, such as anxiety and depression. Some of these are the legacy of direct impacts of disease and illness, others due to the impacts of risk reduction restrictions and isolation. Equally, there was also an unequal impact with self-reported loneliness and anxiety being higher in older working age and respondents from ethnic minorities.<sup>35</sup>

Although the suicide rate in the city is relatively low, this should not lead to complacency. We must work together towards a shared ambition of zero deaths through suicide and zero admissions due to self-harm, particularly for children and young people. There are also unique challenges faced in Birmingham, such as investigating and developing the evidence of poor mental wellbeing stemming from experiences in the justice system or families affected by incarceration.

We recognise that mental wellness and balance is not the same as happiness, and that we will all experience periods of low mood and imbalance. Still, by taking a public health approach to mental wellness and balance, we can support people to navigate these times successfully and continue a positive life journey. Balance is a broad term but, in this context, we are focused on behaviours that reflect addiction, especially smoking, alcohol and drugs. Equally, the key metrics that we will measure our success include reducing the overall prevalence of anxiety and depression through improving the wellbeing indicators, triple zero and smoking rates.

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<sup>32</sup> Public Health England, 'Public Health Profiles', Fingertips, Accessed: 04/02/2022  
[https://fingertips.phe.org.uk/search/depression#page/1/gid/1/pat/6/par/E12000005/ati/402/are/E08000025/iid/848/age/168/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1/page-options/ine-ao-0\\_ine-yo-1:2020:-1:-1\\_ine-ct-39\\_ine-pt-0](https://fingertips.phe.org.uk/search/depression#page/1/gid/1/pat/6/par/E12000005/ati/402/are/E08000025/iid/848/age/168/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1/page-options/ine-ao-0_ine-yo-1:2020:-1:-1_ine-ct-39_ine-pt-0)

<sup>33</sup> Public Health England, 'Public Health Outcomes Framework', Fingertips, Accessed: 08/02/2022,  
[https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/3/gid/1000042/pat/6/par/E12000005/ati/402/are/E08000025/iid/22301/age/164/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1/page-options/car-ao-0\\_ine-pt-1\\_ine-ao-0\\_ine-yo-1:2020:-1:-1\\_ine-ct-34\\_car-do-0](https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/3/gid/1000042/pat/6/par/E12000005/ati/402/are/E08000025/iid/22301/age/164/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1/page-options/car-ao-0_ine-pt-1_ine-ao-0_ine-yo-1:2020:-1:-1_ine-ct-34_car-do-0)

<sup>34</sup> Birmingham City Council, 'Birmingham Health Profile 2019', Accessed: 04/02/2022  
[https://www.birmingham.gov.uk/downloads/file/11845/birmingham\\_health\\_profile\\_2019](https://www.birmingham.gov.uk/downloads/file/11845/birmingham_health_profile_2019)

<sup>35</sup> J. Varney, "Initial findings from Covid19 Health & Wellbeing Impact Survey," August 2020. [Online]. Available:  
<https://birmingham.cmis.uk.com/birmingham/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=yvZpCRcz3MI85R9bK3lHnG9SpGWX9Q%2Flf3M3fXWhzdmPehkZWibWfA%3D%3D&rUzwRPf%2BZ3zd4E7lkn8Lyw%3D%3D=pwRE6AGJFLDNlh225F5QMaQWcPHwdhUfCZ%2FLUQzgA2uL5jNRG4jdQ%3D%3D&mCTIbCubS>

We are committed to creating a mentally healthy city where every citizen is supported to achieve good mental wellness and balance to navigate life's challenges. The new, nationally recommended Prevention Concordat for Better Mental Health will focus our partners on promoting positive mental wellbeing and reduce mental health inequalities so we can achieve a mentally healthy city.

#### **Our ambitions are to work together to:**

- Reduce the prevalence of depression and anxiety in adults to less than 12% by 2030
- Reduce our suicide rate (persons) in the city to be in the lowest ten places in England by 2030
- Reduce the emergency intentional self-harm admission rate to be within the lowest ten places in England by 2030
- Reduce the smoking prevalence in adults with a long-term mental health condition to at least the national average by 2027
- Close the gap between people with long-term health conditions, explicitly including those with severe and enduring mental health issues, and both those in employment and those without
- Achieve the ambitions of Triple Zero: i.e. to have zero deaths or overdoses linked to alcohol or drugs by 2030, and no-one living with substance addictions in the absence of support services

#### **Leadership for Action**

The Creating a Mentally Healthy City Forum will lead this theme with support from the Suicide Prevention Advisory Group and the NHS Mental Health Partnership.

#### **Key Actions**

To achieve our ambitions, we will take the following actions:

- Deliver our partnership action plans to address mental wellbeing, including the Prevention Concordat and Suicide Prevention Action Plan.
- Develop and implement evidence-based interventions to improve mental wellness and balance, including arts and culture-based interventions.
- Work with the voluntary sector and faith leaders to embed early intervention, brief advice, and signposting in all services.
- Take proactive steps to close the inequalities in employment and education for people with long term conditions, including those with severe and enduring mental health issues.
- Deliver the targets set out in the Triple Zero Strategy to tackle harm from drugs and alcohol in our city.

***"I don't want to live anymore. I don't want to go on anymore. Because everything I care about has been taken away from me. Whether it's through substances, social services, police, you name it - everything I know and care about has gone from me"***

Quote from a Rough Sleeper in Birmingham

### 3. Active at Every Age and Ability

If everyone in Birmingham moves more, we will see major improvements in health and happiness, social connectivity, resilience, and environmental benefits in our communities. Being physically active can prevent and improve long term conditions, including cardiovascular disease, diabetes and cancers, and it is also a viable part of treatment pathways.

In Birmingham during 2019/20, a higher proportion of people aged 16 and above were categorised as physically inactive (less than 30 minutes of physical activity a week) compared to both the regional and national percentages.<sup>36</sup> More worryingly, in 2020/21, the percentage of physically active children and young people was one of the lowest in the country (32% for Birmingham and 44.6% for England).<sup>37</sup>

The COVID-19 pandemic has decreased activity levels across Birmingham and changed our daily habits, often reducing travel and leading to a more sedentary way of life. The COVID-19 Impact Survey illustrated that the highest level of inactivity was in age groups 40-49 and 50-59.<sup>35</sup> However, beyond the pandemic, the 2022 Commonwealth Games offers a visible global celebration of sport and activity. One of its key legacy outcomes must be to inspire us all to be active every day.

Significant and visible inequalities exist when it comes to activity and we need to focus on the areas of greatest inactivity with understanding and empathy. This can be achieved through projects like the 'Active Communities Local Delivery Pilot' in partnership with The Active Wellbeing Society. This project supports physical activity in deprived communities to help close the inequality gap, focusing on deprivation, age, and ethnicity. It will be part of this wider strategy that will work on culturally competent approaches to promote physical activity.

These projects can be done together with an increased range of everyday opportunities to enjoy activity that are both accessible and affordable. These need to be based upon safe routes and the infrastructure to enable walking and cycling, local safe, affordable, and attractive sports, and activities in accessible locations and green spaces to make physical activity a viable option for everyone in our city.

#### **Our ambitions are to work together to:**

- Reduce the percentage (%) of adults who are physically inactive to less than 20% by 2030
- Increase the percentage (%) of adults walking or cycling for travel at least three days a week by at least 25% by 2030

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<sup>36</sup> Public Health England (based on the Active Lives Adult Survey, Sport England). 2019/20. "Physical Activity - Percentage of physically inactive adults." Fingertips. Accessed July 28, 2021. <https://fingertips.phe.org.uk/profile/physical-activity/data#page/3/gid/1938132899/pat/6/par/E12000005/ati/402/are/E08000025/iid/93015/age/298/sex/4/cid/4/tbm/1/page-options/car-do-0>.

<sup>37</sup> Public Health England (based on the Active Lives Children and Young People Survey, 2020/21, Sport England), "Physical Activity – Percentage of physically active children and young people", Fingertips, Accessed 08/02/2022, [https://fingertips.phe.org.uk/search/physical%20activity#page/3/gid/1/pat/6/par/E12000005/ati/402/are/E08000025/iid/93570/age/246/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1/page-options/ine-pt-1\\_ine-ao-1\\_ine-vo-1\\_ine-yo-1:2020:-1:-1\\_ine-ct-129\\_car-do-0\\_car-ao-0](https://fingertips.phe.org.uk/search/physical%20activity#page/3/gid/1/pat/6/par/E12000005/ati/402/are/E08000025/iid/93570/age/246/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1/page-options/ine-pt-1_ine-ao-1_ine-vo-1_ine-yo-1:2020:-1:-1_ine-ct-129_car-do-0_car-ao-0).



- Increase the percentage (%) of physically active children and young people to the national average by 2030
- Reduce the inactivity gap between those living with disabilities and long-term health conditions and those without by 50% by 2030
- Reduce the inactivity gap between different ethnic communities by 50% by 2030

### **Leadership for Action**

The work to address this theme will be led through the Creating a Physically Active City Forum, Sport Birmingham, and the Physical Activity Alliance.

### **Key Actions**

To achieve our ambitions, we will take the following actions:

- Improve physical activity data and evidence to guide and inform practice and governance.
- Use technology, including apps and gamification, to increase inclusive physical activity participation for all including Birmingham's diverse range of communities and under-represented groups.
- Prioritise active travel in local neighbourhoods through initiatives in the Birmingham Transport Plan.
- Utilise physical activity to enhance community cohesion through targeted community events and interventions and build on previous successful projects, such as Tola Time.
- Embed physical activity as a viable part of treatment pathways for long term health conditions.

***"Think Football is the anchor for my week, maintaining wellbeing in a supportive environment, while being physically active. It has quite literally saved my life."***

Quote from Think Football Participant, Aston Villa Foundation

## 4. Contributing to a Green and Sustainable Future

The natural environment around us can both harm our health, e.g. through air pollution, and improve our physical and mental health through direct facilitation such as green gyms and exposure and nature connectedness, e.g. nature trails.

Therefore, the Health and Wellbeing Board has a vested interest in actively supporting the City in its approach in creating a green and sustainable future.

Creating this future for our green, blue (water) and white (air) environments will require action on many fronts led by several partners. This includes the City of Nature Board, the Brum Breathes Board and the Climate Action Taskforce.<sup>38</sup>

This theme aims to promote and protect health by improving outcomes for conditions linked to the environment and using the opportunities of a green and sustainable future to improve the health and wellbeing of citizens.

This includes taking the opportunities offered by nature and improving our environment as a pathway to wellbeing. We aim to use the green and blue spaces in our city to appreciate our environment and its value in improving the physical and mental health of our citizens.

We are blessed in this city with a huge number of natural assets. Still, there are inequalities across their geographic distribution and for those who can access them, and how they are used to benefit health.

Creating a bolder, healthier city involves seizing the opportunity to support the creation of health promoting places to live. Such places will be consciously designed to enable social interaction and be inclusive, safe, accessible; provide access and connections to nature; and support healthy lifestyles.

### **Our ambitions are to work together to:**

- Reduce the percentage (%) of mortality attributable to particulate air pollution to less than 4.5% by 2030
- Increase the utilisation of outdoor space for exercise/health reasons to over 25% by 2028
- Increase the daily utilisation of green and blue spaces to 25% of the population by 2030
- Increase volunteering in green and blue spaces to at least 10% of the population by 2027
- Increase the proportion of our population connecting with nature to at least 35% of the population listening to birdsong by 2030

### **Leadership for Action**

This theme will be taken forward through the work of the City of Nature Plan and Bolder Greener Birmingham.

### **Key Actions**

To achieve our ambitions, we will take the following actions:

- Collaborate to further develop and implement the evidence base for health and wellbeing interventions which utilise the natural environment for health gain.

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<sup>38</sup> Birmingham City Council: <https://naturallybirmingham.org/birmingham-city-of-nature-delivery-framework/>

- Ensure all partners play active roles as anchor organisations to support the Clean Air Strategy, Climate Change Route to Zero Strategy and City of Nature Plan.
- Work with our partners to celebrate and maximise the potential benefits to physical and mental health of our natural environment.
- Address inequalities in access and utilisation of natural space for health benefit between citizens, especially for disabled people and ethnic communities.

***"The secret to using nature as a mood booster is to find activities in a green space that match the outcome you are looking for. For some, going to a quiet park to escape their daily routine will bring peace of mind and a sense of freedom. Others may use their natural landscapes to challenge themselves with activities like running or cycling. Some are intoxicated by simply interacting with animals."***

Quote from Witton Lodge Community Association

## 5. Protect and Detect

The Protect and Detect theme is focused on the work we can do together to protect the health of citizens from infectious disease, incidents, and outbreaks. It also focuses on detecting diseases, such as cancer, at an early stage to maximise the benefits that treatment can provide.

Screening and immunisation are key to early detection and prevention for health. There are a series of national screening programmes across the life course from antenatal and pregnancy screening to cancer screening in adult and older adult life. However, these are affected by inequalities associated with barriers across the life course that include physical and communication challenges, deprivation as well as cultural and social barriers (genders, ethnicities, races, religions, or socioeconomic status).<sup>39</sup> Also, vaccination programmes are essential to public health and provide crucial protection against infectious diseases that can cause death and disability. This includes measles, mumps, and rubella (MMR), influenza and COVID-19. The uptake of the flu vaccine for people aged 65 and over (2020/2021) in Birmingham is 74.1%, compared to the England population coverage at 80.9%.<sup>40</sup> The uptake of many vaccinations is worse in Birmingham than at regional and national levels, which needs to improve. Also, the mortality rate for deaths involving COVID-19 for all ages (2020) in Birmingham was significantly higher at 224.1 (per 100,000 population) compared to the England rate of 140.1 (per 100,000 population).<sup>41</sup>

Birmingham has committed to becoming a Fast-Track City, an international initiative aimed at tackling blood-borne viruses (BBVs) (HIV, Hepatitis B and Hepatitis C) and tuberculosis (TB) by 2030 and 2035 respectively. By working closely with local stakeholders from across primary care, secondary care, the UK Health Security Agency (UKHSA), NHS Specialised Commissioning, industry representatives and Birmingham Public Health to meet set targets for each BBV and TB.

Protecting citizens from infectious diseases also offers opportunities for action on environmental health, sexual and reproductive health and robust cross-partnership response to local outbreaks and incidents of infectious disease.

We want Birmingham to be a city protected from infectious disease through immunisation and appropriate responses. We also want to support health and wellbeing through early detection of disease and have services available for those affected.

### **Our ambitions are to work together to:**

- Achieve the national ambitions or targets for all national immunisation programmes by 2030
- Achieve the national targets for all national screening programmes by 2030

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<sup>39</sup> UKHSA (2019) <https://ukhsa.blog.gov.uk/2019/05/16/increasing-vaccine-uptake-strategies-for-addressing-barriers-in-primary-care/>

<sup>40</sup> Fingertips Public Health Data  
<https://fingertips.phe.org.uk/search/flu#page/4/gid/1/pat/6/par/E12000005/ati/102/are/E08000025/iid/30314/age/27/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1>

<sup>41</sup> Fingertip Public Health Data  
<https://fingertips.phe.org.uk/search/covid#page/4/gid/1/pat/6/ati/102/are/E08000025/iid/93827/age/1/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1/page-options/car-do-0>

- Halve the variation in uptake (inequality) for all immunisation (children) by 2030
- Halve the variation in uptake (inequality) for all screening programmes (adults) 2030

### **Leadership for Action**

This theme will be led by the Health Protection Forum.

### **Key Actions**

To achieve our ambitions, we will take the following actions:

- Reduce the overall rates of new sexual health infections, including HIV, through early diagnosis and treatment to close the gap between Birmingham and national averages for adults.
- Commit to overcoming barriers that make it harder for some groups of people to engage with screening services.
- Deliver Fast-Track accreditation for Birmingham and an evidence-based approach to reduce HIV and blood-borne virus infections.
- Deliver the Sexual Health Strategy.



## Life Course

Action must start before birth to close the gap in health inequalities and allow citizens to make choices that empower them to live happy and healthy lives. A life course approach supports citizens to age healthily and prevents our citizens from experiencing poor health.

Birmingham's approach will be to support our citizens in:

- Getting the Best Start in Life
- Living, Working and Learning Well
- Ageing Well and Dying Well

### Getting the Best Start in Life

Giving children the best start in life is crucial to this approach and improving the life chances of our citizens. Birmingham is one of the youngest cities in Europe, with 46% of our population aged under 30.<sup>42</sup>

There is clear evidence that the foundations laid down for life from pre-conception through childhood and adolescence can positively or negatively impact an individual's entire life. Some of these are underpinned by poverty, and child poverty is a significant challenge for our city. Still, many are also driven by the environment and support available to children, young people and families.

Infant mortality is highly correlated with poverty, and national rates are highest within the poorest decile of the population.<sup>43</sup> Birmingham continues to have a higher stillbirth and infant mortality rate than the national average. Too many babies are born with a low or very low birth weight. This highlights the need for our approach to start before conception, working with potential parents to plan parenthood safely and support them through pregnancy.

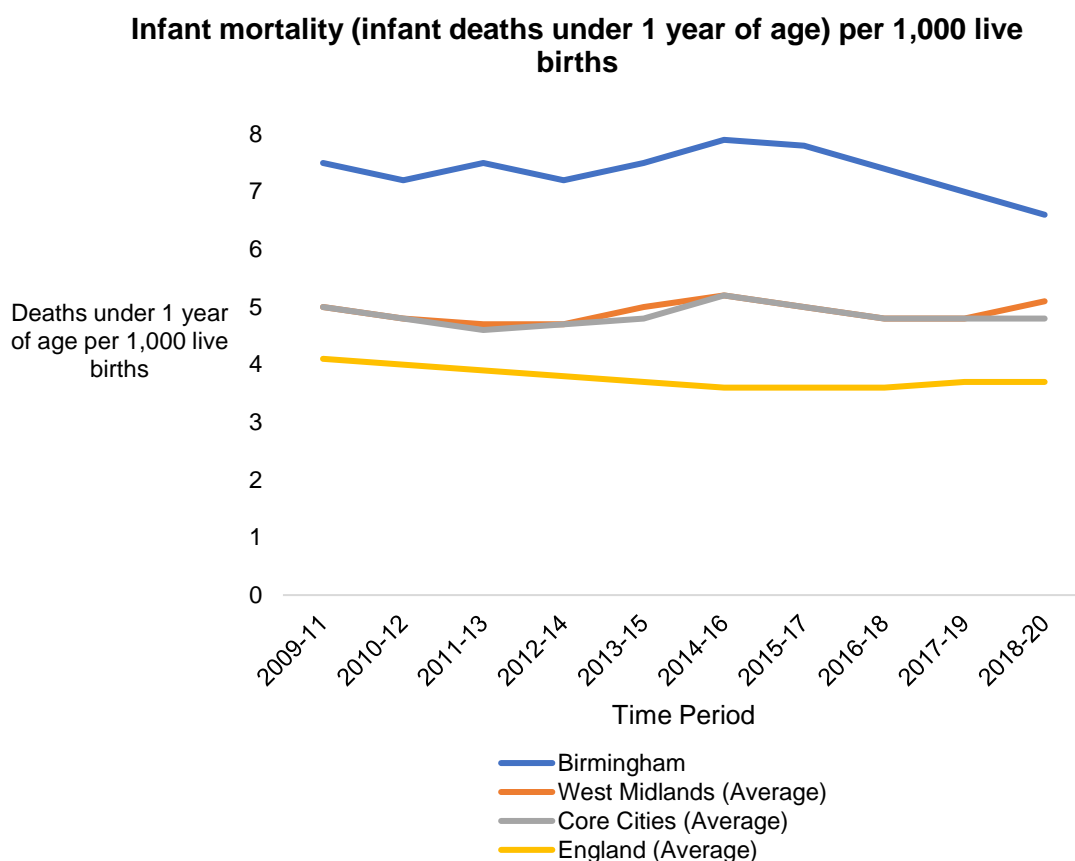
Nationally, the rate of infant mortality has been declining steadily since the 2001/03 period. Still, rates in Birmingham are higher than the national average (nearly twice the national average). Currently, out of every 1,000 births in the city, seven babies will not live until their first birthday. The multi-agency Infant Mortality Task Force, led by an Independent Chair, has been established. Our ambition is to halve the infant mortality rate in Birmingham by 2030.

As children grow, inequalities continue in primary and secondary school years. We see high levels of vulnerability emerging, undoubtedly creating more challenges for these young people to achieve their potential as they progress to adulthood. There are significant inequalities between different groups of children. We have a duty of care to children and young people with special educational needs and disabilities, as well as those who come into contact with our care system. We must strive to address these vigorously and proactively.

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<sup>42</sup> Office for National Statistics Population estimates (2020): <https://www.nomisweb.co.uk/datasets/pestnew>

<sup>43</sup> [https://fingertips.phe.org.uk/profile/child-health-profiles/data#page/7/gid/1938133228/pat/6/par/E12000005/ati/302/are/E08000025/iid/92196/age/2/sex/4/cat/-1/ctp/-1/yrr/3/cid/4/tbm/1/page-options/car-do-0\\_ine-ao-1\\_ine-yo-3:2018:-1:-1\\_ine-pt-0\\_ine-ct-146](https://fingertips.phe.org.uk/profile/child-health-profiles/data#page/7/gid/1938133228/pat/6/par/E12000005/ati/302/are/E08000025/iid/92196/age/2/sex/4/cat/-1/ctp/-1/yrr/3/cid/4/tbm/1/page-options/car-do-0_ine-ao-1_ine-yo-3:2018:-1:-1_ine-pt-0_ine-ct-146)



There is clear evidence across a wide range of indicators for children and young people that children in Birmingham could be given a better start in life. We will work together to close the gaps between our city and the national average to enable our children to face the future on more equal terms. No single agency can take action to address these priorities (e.g. reducing infant mortality). Equally, this work is important across the five core themes of the Strategy, particularly the theme around mental wellness and balance. We will work collaboratively to achieve the step-change in outcomes for our children and young people.

Supporting people to get the best start in life includes creating the conditions for a safe community for young people and protecting them from harm. The West Midlands Violence Reduction Unit (VRU) identified three factors with the strongest correlations towards violence; deprivation affecting children, rates of mental health, lack of educational development in early years. The Health and Wellbeing Board is committed to tackling the root causes, prevention and early intervention to prevent violence. Much of the critical work in this area is led by the Children's Safeguarding Partnership and Community Safety Partnerships. We are committed to supporting this and will support work such as the Community Safety Resilience Framework.

### **Living, Working and Learning Well**

This theme is focused on working-age adults in Birmingham. It reflects the importance of work and learning throughout our adult life, allowing us to live well. Too many adults across the city lead unhealthy lives. Although choice is a factor, so too is the environment in which we live, work and learn. We will maximise the health of our working-age citizens by treating and preventing ill health, including conditions such as cardiovascular disease. We must work together to create a city that supports all adults to be healthier at work and home.

Living well means having a safe, secure and good quality home. For example, cold housing can damage our health, and people, often those in poor health, live in a cold home. 21.2% of our citizens live in fuel poverty (2019), compared with 13.4% in England.

Working well is tackling unemployment and supporting our citizens to have meaningful, high-quality work with good wages. Poverty and poor quality employment significantly impact the physical and mental health of our citizens. Ill health and poor wellbeing can be a barrier to employment, and unemployment can create barriers to health and wellbeing. The average person will spend one-third (or 90,000 hours) of their (waking) life at work, so being healthy at work is essential. Employers across Birmingham can support their staff to lead happier and healthier lives. We must work with public sector organisations, private sector organisations, and trade unions to create healthier workplaces for all.

Similarly, ill-health can be a barrier to or result from a lack of education. Learning well is fundamental to our wellbeing, through both the content of what we learn and the act of learning itself. Creating and maintaining health literacy is an essential part of this by underpinning people's ability to make informed choices about their health and wellbeing. The challenges of health literacy in our city have been made clear by the pandemic.

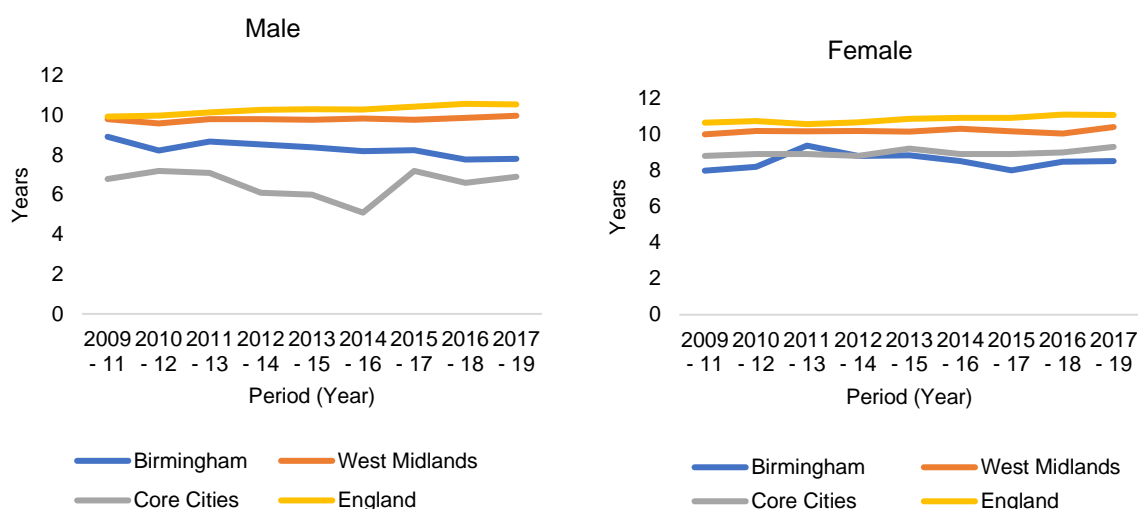
The Health and Wellbeing Board will tackle the wider determinants of health and support the city to reduce deep and ingrained structural inequalities. These inequalities are driven by poverty, education, housing, employment and the environment we live, work and learn. These factors also significantly impact our health and wellbeing. The Board will play an active role in these health determinants and support plans such as the Birmingham Levelling Up Strategy. The Levelling Up Strategy outlines an approach of early intervention and prevention and investing in 'people-powered change' with inclusive growth. We will support people to live, work and learn well through crucial partnerships, including the Integrated Care System (ICS) Inequalities Programme and the Birmingham Poverty Truth Commission.

## **Ageing Well and Dying Well**

Birmingham is a young city, but it has a growing number of older adults traditionally defined as those above 65 years of age. Mid-year ONS estimates (2020) show approximately 13% (149,300 persons) of the Birmingham population fall in this category. This is expected to rise to up to 10.4% (166,600) in 2028 rising to 22.1% (191,600) in 2038. Many of our older adults are living with multiple health conditions. With the expected number of older people living in poor health rising, we must invest in prevention and approaches that help people age well.

On average, women in Birmingham aged 65 are predicted to live another 20.4 years and men another 17.7 years. These are below the averages for England and below the West Midlands average. Women at 65 years old in Birmingham are expected to spend 8.5 years of their life in good health (healthy life expectancy). This is 2.6 years less than the England average. Men at 65 years old in Birmingham are expected to spend 6.9 years of their life in good health. This is 3.7 years less than the England average. We need to work together to close this gap and enable our citizens to live healthier and happier lives as they age. There is also a gap in life expectancy at 65 between people living in the city's most deprived areas and those in the least deprived. People living in the most affluent parts of Birmingham are expected to live around five years longer after reaching the age of 65 than those in the most deprived areas.

## Healthy Life Expectancy at 65 in Birmingham<sup>44</sup>



Research provides evidence of the impact of the pandemic on older people's health. It shows increased levels of anxiety (1 in 3 respondents felt more anxious) and muscle weakness (1 in 5 (2.3 million) or 18% say they feel less steady on their feet).<sup>45</sup>

The prevalence of conditions such as Dementia, Parkinson's Disease and Frailty increases as people age, so our ambition would be to reduce the impact of these conditions. We also understand the importance of encouraging social interaction and reducing isolation and loneliness in our older adults. We will work together to create an age-friendly city that supports older adults to fully participate in their communities and tackle We will build on the existing successes, such as our dementia-friendly communities. Through our work to become an age-friendly city, we know that older people in Birmingham want opportunities to continue their working life after 65. This can be for financial reasons, but it can also be for their physical and mental health and wellbeing. We are committed to supporting older adults in our city to continue to live, work, and learn well.

As we age, we want health and social care services to collaborate to provide integrated solutions that support citizens to remain independent and connected to communities, families, and friends. We are committed to ensuring services and support are available in the places where people live. We will support the place-based efforts in the ICS and initiatives such as the Neighbourhood Networks. We will ensure our carers feel they can cope with their caring responsibilities and have a life alongside caring. Around 1 in 5 households in Birmingham have an unpaid carer looking after a family member or friend.

We also have a responsibility to support people at the end of their life to die with dignity and as comfortably as possible, whatever their age. At the end of life, we all hope for a peaceful end. To achieve this, we must work together to support citizens, and families, to die with dignity and at a chosen place of death. We must ensure that pathways for end of life are compassionate and inclusive, and appropriate support is provided to those bereaved in addition to those who are dying.

<sup>44</sup> <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/1>

<sup>45</sup> <https://www.ageuk.org.uk/latest-press/articles/2020/10/age-uk--research-into-the-effects-of-the-pandemic-on-the-older-populations-health/>

## **Ambitions across the life course**

### **To support people in getting the best start in life, we will work together to:**

- Reduce infant mortality in Birmingham by 25% by 2027 and by 50% by 2030
- Improve the percentage (%) of children achieving a good level of development by age 2 to 2.5 years to over 83% by 2030
- Increase the percentage (%) of children achieving a good level of development at the end of Reception (school readiness) by 75% by 2030
- Halve the rate of children killed and seriously injured on Birmingham's roads by 2030
- Reduce the under 18 teenage conception rate to close the gap between Birmingham and the national average by 2030
- Halve the hospital admissions due to asthma in young people under 18 years by 2027
- Reduce the rate of first-time entrants (10-17 years) to the youth justice system by 25% by 2030
- Reduce the rate per 1000 of homeless young people (16-24 years) to the English average by 2030

### **To support our citizens to live, work and learn well, we will work together to:**

- Increase the percentage (%) of the estimated individuals accessing smoking cessation services and improve the 4-week quit rate by 20% by 2030
- Reduce coronary heart disease admissions rate (all ages) by 20% by 2030
- Reduce the percentage (%) of adults from ethnic communities with Type 2 diabetes to match the demographic profile of our city by 2030
- Increase the percentage (%) of eligible citizens who took up the offer of an NHS Health Check to over 70% by 2030
- Increase the number of targeted health checks (e.g. for carers and people with learning disabilities and/or severe mental health issues) by 25% by 2027
- Achieve 50% of all medium and large businesses in Birmingham becoming part of the Thrive at Work programme in 2030
- Reduce the number of households in fuel poverty to the national average by 2030

### **To enable our older adults to age well and die well, we will work together to:**

- Halve the gap in healthy life expectancy at 65 years between Birmingham and the national average for both men and women by 2030
- Reduce the percentage (%) of people reporting a long term Musculoskeletal (MSK) problem to 5% below the England average by 2030
- Improve the detection of dementia by increasing the percentage (%) of people estimated to be living with dementia who are diagnosed and receiving support to over 75% by 2030
- Reduce the rate of emergency hospital admissions due to falls in people aged 65 years and over to below the national average by 2030
- Improve the carer-reported quality of life score for people caring for someone with dementia to equal or higher than the national average by 2030
- Improve the carer-reported quality of life score to equal to or above the national average by 2030
- Reduce excess winter deaths to close the gap between the actual and expected number of deaths in people aged >85 years to the national average by 2030



## **To achieve these ambitions, we will take the following actions:**

### **Getting the Best Start in Life**

- Co-produce priorities and deliver evidence-based interventions to support our children, young people and families, e.g. Birmingham Infant Mortality Taskforce.
- Develop and support adolescent health and wellbeing, interconnecting with proven strategies on youth justice, e.g. Violence Reduction Unit (VRU).
- Work with key stakeholders in the Children and Families Directorate and the voluntary sector to increase school readiness across diverse communities, e.g. Children's Early Help Services and the Family Hubs model.
- Support the Community Safety Partnership to embed a Public Health whole-system approach to violence reduction. This includes hate crime, domestic abuse and modern slavery, e.g. Community Safety Resilience Framework.
- Develop our understanding of and respond to the health and wellbeing needs of individuals in contact with the justice and asylum systems, building on our learning during the pandemic response.

### **Living, Working and Learning Well**

- Support the city to level up and tackle inequalities that reduce the impact on health amongst disadvantaged groups, e.g. Birmingham Levelling Up Strategy, Poverty Truth Commission and the East Birmingham Inclusive Growth Strategy.
- Build on the evidence base for understanding inequalities faced by different ethnic minority communities, e.g. Birmingham & Lewisham African & Caribbean Health Inequalities Review (BLACHIR)
- Work with the ICS to emphasise and address inequalities in healthcare access, experience and outcomes, e.g. ICS Inequalities Programme.
- Co-produce accessible and culturally appropriate services and interventions to improve health literacy e.g. weight management services targeted at specific communities of identity including ethnic and disabled communities.
- Use the leverage of anchor organisations and our evidence base to encourage employers to support employee health and wellbeing, e.g. Thrive at Work programme and the Real Living Wage.

### **Ageing Well and Dying Well**

- Strengthen engagement and understanding of ageing in Birmingham's diverse communities, including those in inclusion groups, e.g. commissioning focus groups to understand population (and population of interest) relationships with ageing and a series of scoping reviews to understand root causes of conditions associated with ageing.
- Use clear and visible prevention and early intervention approaches to support healthy independent ageing for all citizens, e.g. Brain Health promotion for the public and professionals.
- Use community-based prevention & early intervention services to ensure support is available in the places people live, e.g. Neighbourhood Network Schemes that connect people with local opportunities and maintain health and wellbeing.
- Establish a Healthy Ageing Academic Partnership to increase the evidence base to become a recognised Age-Friendly City and Compassionate City by 2027.

- Use the Better Care Fund to support the delivery of the Birmingham Integrated Care Partnership (BICP) priorities, e.g. Early Intervention Programme.

## Governance and relationships to achieve success

Creating a Bolder, Healthier City (2022-2030) will be led by the Birmingham Health and Wellbeing Board, working with local community groups, networks, and partners. The Board provides a public forum at the place (Birmingham) level for influencing, decision-making, and engagement across various areas of health and wellbeing.

The **Health and Wellbeing Board** will oversee the Strategy and receive updates on its progress against the ambition outcomes. The ambitions set out in this Strategy allow the Board to focus their action on how to achieve them and monitor progress from 2022 to 2030. Some of the actions required already exist and have been detailed in this Strategy, others are yet to be formulated. We will develop these in partnership, agreeing on clear actions and measuring our progress in the short term.

The **Health and Wellbeing Board fora** will support the ambitions and outcomes of the Birmingham Health and Wellbeing Strategy. They will create plans and strategies working in partnership. Local **partners** will deliver on the Strategy's themes and work with us and each other for Birmingham. The health and social care system will design and offer services centred around the needs of citizens, thereby aiding the overall success of the Strategy.

Birmingham's **citizens** will promote their own health and wellbeing as part of their **communities**. As they responded to the COVID-19 crisis, communities will support the most vulnerable and create connections and relationships. They will continue to be involved in decision-making and making change across the city.

### Health and Wellbeing Board Partnership Fora

- Creating a Healthy Food City Forum
- Creating a Mentally Healthy City Forum
- Creating an Active City Forum
- Creating a City Without Inequalities Forum
- Health Protection Forum

### NHS Strategic Partnerships

- Birmingham & Solihull Integrated Care System
- Birmingham & Solihull Provider Collaboratives
- Birmingham & Solihull Mental Health Partnership
- Birmingham & Solihull United Maternity and Newborn Partnership (BUMP) and Black Country and West Birmingham Local Maternity System

### Birmingham Safeguarding Partnerships

- Children's Safeguarding Partnership Board
- Adult Safeguarding Partnership Board
- Domestic Abuse Strategy Board
- Re-offending Prevention Partnership

### City Partnership Relationships

- Children's Strategic Partnership
- Community Safety Partnership
- City Board

- Youth City Board
- Financial Inclusion Partnership

### **Community Engagement Partnerships**

- Birmingham Poverty Truth Commission
- Armed Forces Community Covenant
- Gypsy, Roma & Traveller Forum
- Birmingham Voluntary Services Council (BVSC)
- Birmingham Council of Faiths and the Birmingham Faith Leaders Group

## Measuring our Success - Indicatory Journey Data Pack

### Theme 1: Healthy and Affordable Food

*\*The indicators aligned with this theme are not directly about food consumption as we do not have the data.*

Ambition	Indicator	Baseline				Desired Direction of Travel
		Year	Birmingham	England	Core Cities	
Increase the % of babies who are breastfed 6-8 weeks after birth to over 50% by 2027 and to over 60% by 2030	% of babies who are breastfed 6-8 weeks after birth	2019/2020	TBC	47.6%	N/A	N/A
Increase the uptake of healthy start vouchers in eligible families to at least 80% by 2030	Uptake of healthy start vouchers in eligible families	2021	72%	56.8%	N/A	Decrease
Reduce the % of 5yr olds with visually obvious dental decay to below 20% by 2030	% of 5yr olds with visually obvious dental decay	2018/19	28.6%	23.4%	29.21%	Decrease
Reduce the prevalence of obesity (including severe obesity) in children in Reception and Year 6 by 10% by 2030	Reception: Prevalence of obesity (including severe obesity)	2019/20	10.9%	9.9%	24.15%	Decrease
Reduce the prevalence of obesity (including severe obesity) in children in Reception and Year 6 by 10% by 2030	Year 6: Prevalence of obesity (including severe obesity)	2019/20	25.5%	21.0%	38.5%	Decrease
Reduce the prevalence of underweight in children in Reception to less than 1% by 2030	Reception: Prevalence of underweight	2019/20	1.4%	0.9%	1.09%	Decrease



Reduce the prevalence of underweight in children in Year 6 to less than 1% by 2030	Year 6: Prevalence of underweight	2019/20	1.6%	1.4%	1.5%	Decrease
Increase the % of adults regularly eating '5-a-day' to more than 55% by 2030	% of adults regularly eating '5-a-day'	2019/20	52.6%	55.4%	52%	Increase

Indicator	Definition	Why are we measuring this?
% of babies who are breastfed 6-8 weeks after birth	This is the percentage of infants that are totally or partially breastfed at age 6-8 weeks. Totally breastfed is defined as infants who are exclusively receiving breast milk at 6-8 weeks of age - that is, they are not receiving formula milk, any other liquids or food. Partially breastfed is defined as infants who are currently receiving breast milk at 6-8 weeks of age and who are also receiving formula milk or any other liquids or food. Not at all breastfed is defined as infants who are not currently receiving any breast milk at 6-8 weeks of age.	The inclusion of this indicators will encourage the continued prioritisation of breastfeeding support locally. Increases in breastfeeding are expected to reduce illness in young children, have health benefits for the infant and the mother and result in cost savings to the NHS through reduced hospital admission for the treatment of infection in infants. Breast milk provides the ideal nutrition for infants in the first stages of life.
Uptake of healthy start vouchers in eligible families	Figures provided are snapshots taken at a single point during each 4-week cycle. Take-up is calculated as a percentage of entitled beneficiaries over eligible beneficiaries.	Research shows that women who are introduced to the scheme by a health professional, who takes the time to explain its public health context and health benefits, are more likely to understand the benefits and make better use of the scheme
% of 5yr olds with visually obvious dental decay	Percentage of 5-year-olds with dental decay extending to the dentine layer which can be detected by visual observation alone	Oral health is an integral part of overall health; when children are not healthy this affects their ability to learn, thrive and develop. This indicator allows benchmarking of oral health of young children across England and is an excellent proxy measure of assessing the impact of the commissioning of oral health improvement programmes on the local community. Dental caries is a synonymous term for tooth decay.

Reception: Prevalence of obesity (including severe obesity)	Prevalence of obesity (including severe obesity, BMI greater than or equal to the 95th centile of the UK90 growth reference) among children in Reception (age 4-5 years)	There is concern about the rise of childhood obesity and the implications of such obesity persisting into adulthood. The risk of obesity in adulthood and risk of future obesity-related ill health are greater as children get older
Year 6: Prevalence of obesity (including severe obesity)	Prevalence of obesity (including severe obesity, BMI greater than or equal to the 95th centile of the UK90 growth reference) among children in Year 6 (age 10-11 years)	There is concern about the rise of childhood obesity and the implications of such obesity persisting into adulthood. The risk of obesity in adulthood and risk of future obesity-related ill health are greater as children get older
Reception: Prevalence of underweight	Number of children in Reception with a valid height and weight measured by the NCMP with a BMI classified as underweight.	The data can be used nationally to support local public health initiatives, and locally to inform the planning and delivery of services for children.
Year 6: Prevalence of underweight	Number of children in Reception with a valid height and weight measured by the NCMP with a BMI classified as underweight.	The data can be used nationally to support local public health initiatives, and locally to inform the planning and delivery of services for children.
% of adults regularly eating '5-a-day'	This Toolkit will aid the preparation of a Health Impact Assessment (HIA) for planning related projects, including the development of planning policy and planning applications, it provides guidance on the HIA process and demonstrates how it can be used. It identifies aspects of the built environment which have an impact upon the health of Birmingham's residents	The Healthy City Planning Toolkit supports the creation of healthy communities through health-promoting planning policies, design and development management in Birmingham

## Theme 2: Mental Wellness and Balance

Ambition	Indicator	Baseline				Desired Direction of Travel
		Year	Birmingham	England	Core Cities	
Reduce the prevalence of depression and anxiety in adults to less than 12% by 2030	Prevalence of depression and anxiety in adults	2016/17	14.5%	13.7%	15.84%	Decrease
Increase the proportion of adults who have a high self-reported life satisfaction score to over 80% by 2027	% proportion of adults who have a high self-reported life satisfaction score	2015/16	78.6%	81.2%	68.6%	Increase
Increase the average happiness rating for Birmingham to the national average by 2030	Average happiness rating (0-10: 0 'not happy at all', 10 'completely happy')	2020/21	7.16	7.34	7.11	Increase
Increase the average life satisfaction rating for Birmingham to the national average by 2030	Average life satisfaction rating (0-10: 0 'not at all satisfied', 10 'completely satisfied')	2020/21	7.20	7.42	7.18	Increase
Increase the average worthwhile rating for Birmingham to the national average by 2030	Average worthwhile rating (0-10: 0 'not at all worthwhile', 10 'completely worthwhile')	2020/21	7.70	7.73	7.57	Increase
Decrease the average anxiety rating for Birmingham to the national average by 2030	Average anxiety rating (0-10: 0 'not at all anxious, 10 'completely anxious')	2020/21	3.54	3.28	3.63	Decrease
Reduce our suicide rate (persons) in the city to be in the lowest 10 UTLA in England by 2030	Suicide rate (persons) per 100,000	2017/19	8.7	10.1	10.59	Decrease

Reduce the emergency intentional self-harm admission rate to be within the lowest 10 UTLA in England by 2030	Emergency Hospital Admissions for Intentional Self-Harm per 100,000	2018/19	184.2	196	231.06	Decrease
Reduce the smoking prevalence in adults with a long-term mental health condition to at least the national average by 2027	Smoking prevalence in adults with a long-term mental health condition	2016/17	26.6%	25.8%	33%	Decrease
Reduce episodes for alcohol-related conditions (Broad definition) to below the national average by 2030	Admission episodes for alcohol-related conditions (Broad definitions) per 100,000	2017/18	2954	2367	2695.729	Decrease
Increase successful completion of drug treatment – opiate users to over 8%	Successful completion of drug treatment – opiate users	2019	4.4%	5.6%	33.6%	Increase
Increase successful completion of drug treatment – non-opiate users to over 48%	Successful completion of drug treatment – non-opiate users	2018	37.9%	34.45%	33.55%	Increase
Reduce depression & anxiety among social care users to less than 50% by 2030	Depression and anxiety among social care users	2017/18	59.1%	54.5%	N/A	Decrease

Indicator	Definition	Why are we measuring this?
Prevalence of depression and anxiety in adults	The percentage of all respondents to the question "What is the state of your health today?" who answered "moderately anxious or depressed", "severely anxious or depressed" or "extremely anxious or depressed"	This indicator gives an indication of the prevalence of anxiety and depression as reported by respondents to the GP Patient Survey. A significant proportion of people that have depression are not diagnosed. Knowledge of how many people state that they have depression contributes to building up the local

		picture of prevalence of depression. It may also highlight gaps between diagnosed and undiagnosed prevalence in a local area.
Proportion of adults who have a high self-reported life satisfaction score	The percentage of respondents scoring 7-10 to the question "Overall, how satisfied are you with your life nowadays?" in the Annual Population Survey	People with higher well-being have lower rates of illness, recover more quickly and for longer, and generally have better physical and mental health.
Average happiness rating (0-10: 0 'not happy at all', 10 'completely happy')	This measure is the average (mean) rating to the question "Overall, how happy did you feel yesterday?" Data is derived by Office for National Statistics (ONS) from the Annual Population Survey (APS).	Well-being is a key issue for the Government and ONS are leading a programme of work to develop new measures of national well-being. People with higher well-being have lower rates of illness, recover more quickly and for longer, and generally have better physical and mental health.
Average life satisfaction rating (0-10: 0 'not at all satisfied', 10 'completely satisfied')	This measure is the average (mean) rating to the question "Overall, how satisfied are you with your life nowadays?" Data is derived by Office for National Statistics (ONS) from the Annual Population Survey (APS).	Well-being is a key issue for the Government and ONS are leading a programme of work to develop new measures of national well-being. People with higher well-being have lower rates of illness, recover more quickly and for longer, and generally have better physical and mental health.
Average worthwhile rating (0-10: 0 'not at all worthwhile', 10 'completely worthwhile')	This measure is the average (mean) rating to the question "Overall, to what extent do you feel the things you do in your life are worthwhile?". Data is derived by Office for National Statistics (ONS) from the Annual Population Survey (APS).	Well-being is a key issue for the Government and ONS are leading a programme of work to develop new measures of national well-being. People with higher well-being have lower rates of illness, recover more quickly and for longer, and generally have better physical and mental health.
Average anxiety rating (0-10: 0 'not at all anxious, 10 'completely anxious')	This measure is the average (mean) rating to the question "Overall, how anxious did you feel yesterday?". Data is derived by Office for National Statistics (ONS) from the Annual Population Survey (APS).	Well-being is a key issue for the Government and ONS are leading a programme of work to develop new measures of national well-being. People with higher well-being have lower rates of illness, recover more quickly and for longer, and generally have better physical and mental health.



Suicide rate (persons) per 100,000	Age-standardised mortality rate from suicide and injury of undetermined intent per 100,000 population	Suicide is a significant cause of death in young adults and is seen as an indicator of underlying rates of mental ill-health. Suicide is a major issue for society and a leading cause of years of life lost. Suicide is often the end point of a complex history of risk factors and distressing events, but there are many ways in which services, communities, individuals and society as a whole can help to prevent suicides.
Emergency Hospital Admissions for Intentional Self-Harm per 100,000	Emergency Hospital Admissions for Intentional Self-Harm, directly age standardised rate, all ages, Persons	To monitor public health programmes aiming to reduce the risk of self-harm. To stimulate discussion and encourage local investigation, and to lead to improvement in data quality and quality of care. To help improve the provision of services
Smoking prevalence in adults with a long-term mental health condition	Smoking prevalence in adults self-reporting moderate, extreme or severe anxiety or depression - current smokers (GPPS)	Smoking is a modifiable behavioural risk factor; effective tobacco control measures can reduce the prevalence of smoking in the population. Studies have shown that people with mental health conditions are more likely to smoke than the general public and that smoking rates increase with the severity of illness
Admission episodes for alcohol-related conditions (Broad definitions) per 100,000	Admissions to hospital where the primary diagnosis or any of the secondary diagnoses are an alcohol-attributable code.	Alcohol consumption is a contributing factor to hospital admissions and deaths from a diverse range of conditions. Alcohol misuse is estimated to cost the NHS about £3.5 billion per year and society as a whole £21 billion annually
Successful treatment of drug treatment – opiate users	Number of users of opiates that left drug treatment successfully (free of drug(s) of dependence) who do not then re-present to treatment again within 6 months as a percentage of the total number of opiate users in treatment	Individuals achieving this outcome demonstrate a significant improvement in health and well-being in terms of increased longevity, reduced blood-borne virus transmission, improved parenting skills and improved physical and psychological health.
Successful completion of drug treatment – non-opiate users	Number of users on non-opiates that left drug treatment	It aligns with the ambition of both public health and the Government's drug strategy of

	successfully (free of drug(s) of dependence) who do not then re-present to treatment again within 6 months as a percentage of the total number of non-opiate users in treatment	increasing the number of individuals recovering from addiction
Depression and anxiety among social care users	The proportion of adult respondents to the social care users survey who report that they feel moderately or extremely anxious or depressed when asked to choose a statement which describes their state of health today. This indicator relates to all adult social care users, not just those with mental health conditions	The survey seeks the opinions of service users aged 18 and over in receipt of long-term support services funded or managed by social services and is designed to help the adult social care sector understand more about how services are affecting lives to enable choice and for informing service development.

### Theme 3: Active at Every Age and Ability

Ambition	Indicator	Baseline				Desired Direction of Travel
		Year	Birmingham	England	Core Cities	
Increase the % of physical activity adults to over 65% of adults by 2030	Percentage of physically active adults	2019/20	58.7%	66.4%	65.71%	Increase
Reduce the % of adults who are physically inactive to less than 20% by 2030	Percentage of physically inactive adults	2019/20	28.9%	22.9%	23.8%	Decrease
Increase the % of adults walking or cycling for travel at least three days a week by at least 25% by 2030	Percentage of adults walking for travel at least three days a week	2018/19	25.5%	22.7%	29%	Increase
Increase the % of adults walking or cycling for travel at least three days a week by at least 25% by 2030	Percentage of adults cycling for travel at least three days a week	2018/19	1.4%	3.1%	3.08%	Increase
Increase the % of young people who are regularly walking or cycling as part of their daily travel to school or other places by 50% by 2030	Percentage of young people who are regularly walking as part of their daily travel to school or other places	2018/19 Academic	34.3%	40.4%	N/A	Increase
Increase the % of young people who are regularly walking or cycling as part of their daily travel to school or other places by 50% by 2030	Percentage of young people who are regularly cycling as part of their daily travel to school or other places	2018/19 Academic	8.5%	11.2%	N/A	Increase
Increase the % of physically active children and young people to the national average by 2030	Percentage of physically active children and young people	2020/21	32.0%	44.6%	N/A	Increase

Reduce the inactivity gap between those living with disabilities and long-term health conditions and those without by 50% by 2030	Inactivity gap between those living with disabilities and long term health conditions and those without	May 19-20	15.1% gap	19% gap	N/A	Increase
Reduce the activity gap between different ethnic groups by 2030	Activity gap between different ethnic groups by 2030 (white)	May 19-20	64.6%	64%	N/A	Increase
Reduce the activity gap between different ethnic groups by 2030	Activity gap between different ethnic groups by 2030 (Black)	May 19-20	60.4%	57%	N/A	Increase
Reduce the activity gap between different ethnic groups by 2030	Activity gap between different ethnic groups by 2030 (Asian)	May 19-20	53.6%	53%	N/A	Increase

Indicator	Definition	Why are we measuring this?
Percentage of physically active adults	The number of respondents aged 19 and over, with valid responses to questions on physical activity, doing at least 150 moderate intensity equivalent (MIE) minutes physical activity per week in bouts of 10 minutes or more in the previous 28 days expressed as a percentage of the total number of respondents aged 19 and over	Physical inactivity is the 4th leading risk factor for global mortality accounting for 6% of deaths globally. People who have a physically active lifestyle have a 20-35% lower risk of cardiovascular disease, coronary heart disease and stroke compared to those who have a sedentary lifestyle
Percentage of physically inactive adults	The percentage of adults physically inactive and is measured by the "percentage doing less than 30 mins physical activity each week".	People who have a physically active lifestyle have a 20-35% lower risk of cardiovascular disease, coronary heart disease and stroke compared to those who have a sedentary lifestyle.
Percentage of adults walking for travel at least three days a week	The number of respondents aged 16 and over, with valid responses to travel on at least twelve days in the previous 28 days	Creating an environment where people actively choose to walk as part of everyday life can have

	expressed as a percentage of the total number of respondents aged 16 and over	a significant impact on public health and may reduce inequalities in health.
Percentage of adults cycling for travel at least three days a week	The number of respondents aged 16 and over, with valid responses to cycling questions for travel on at least twelve days in the previous 28 days expressed as a percentage of the total number of respondents aged 16 and over	Creating an environment where people actively choose to cycle as part of everyday life can have a significant impact on public health and may reduce inequalities in health.
Percentage of young people who are regularly walking as part of their daily travel to school or other places	The number of respondents aged 19 and over, with valid responses to questions on physical activity, doing at least 150 moderate intensity equivalent (MIE) minutes physical activity per week in bouts of 10 minutes or more in the previous 28 days expressed as a percentage of the total number of respondents aged 19 and over	Physical inactivity is the 4th leading risk factor for global mortality accounting for 6% of deaths globally. People who have a physically active lifestyle have a 20-35% lower risk of cardiovascular disease, coronary heart disease and stroke compared to those who have a sedentary lifestyle
Percentage of young people who are regularly cycling as part of their daily travel to school or other places	Cycling for fun or fitness Years 1-11 (ages 5-16)	Recorded from the Active Lives 2021 Academic Year Children's Survey
Percentage of physically active children and young people	Percentage of children aged 5-16 that meet the UK Chief Medical Officers' (CMOs') recommendations for physical activity (an average of at least 60 minutes moderate-vigorous intensity activity per day across the week)	Good physical activity habits established in childhood and adolescence are also likely to be carried through into adulthood. If we can help children and young people to establish and maintain high volumes of physical activity into adulthood, we will reduce the risk of morbidity and mortality from chronic non-communicable diseases later in their lives
Inactivity gap between those living with disabilities and long term health conditions and those without	Inactive is <30 minutes a week	It's still the case activity levels decrease sharply the more impairments an individual has – and just 39% of those with three or more impairments are active (Sports England, Active Lifestyle, 2021)
Activity gap between different ethnic groups by 2030 (white)	Rates and population totals for adults who have taken part in sport and physical activity	A useful measure of engagement in different sports and physical activities



	at least twice in the last 28 days in England overall and by key demographic groups	
Activity gap between different ethnic groups by 2030 (Black)	Rates and population totals for adults who have taken part in sport and physical activity at least twice in the last 28 days in England overall and by key demographic groups	A useful measure of engagement in different sports and physical activities
Activity gap between different ethnic groups by 2030 (Asian)	Rates and population totals for adults who have taken part in sport and physical activity at least twice in the last 28 days in England overall and by key demographic groups	A useful measure of engagement in different sports and physical activities

#### Theme 4: Green and Sustainable Future

Ambition	Indicator	Baseline				Desired Direction of Travel
		Year	Birmingham	England	Core Cities	
Reduce the fraction of mortality attributable to particulate air pollution to less than 4.5% by 2030	Fraction of mortality attributable to particulate air pollution	2019	5.8%	5.1%	7.77%	Decrease
Reduce emergency hospital admissions for respiratory disease in adults to at least the national average by 2030	Emergency hospital admissions for respiratory disease in adults per 100,000	2018/19	1637 (BSol) 1962 (SWB)	1552	N/A	Decrease
Increase the utilisation of outdoor space for exercise/health reasons to over 25% by 2028	Utilisation of outdoor space for exercise/health reasons	2015-16	17.9%	18.4%	17.15%	Increase
Increase the daily utilisation of green and blue spaces to 25% of the population by 2030	Daily utilisation of green and blue spaces	2020	14%	N/A	N/A	Increase
Increase volunteering in green and blue spaces to at least 10% of the population by 2027	Volunteering in green and blue spaces	2020	3%	N/A	N/A	Increase
Increase the proportion of our population connecting with nature to at least 35% of the population listening to birdsong by 2030	% of people listening to birdsong	2020	25.5%	N/A	N/A	Increase

Indicator	Definition	Why are we measuring this?
Fraction of mortality attributable to particulate air pollution	Background annual average PM2.5 concentrations for the year of interest are modelled on a 1km x 1km grid using an air dispersion model, and calibrated using measured concentrations taken from background sites in Defra's Automatic Urban and Rural Network ( <a href="http://uk-air.defra.gov.uk/interactive-map">http://uk-air.defra.gov.uk/interactive-map</a> .) Data on primary emissions from different sources and a combination of measurement data for secondary inorganic aerosol and models for sources not included in the emission inventory (including re-suspension of dusts) are used to estimate the anthropogenic (human-made) component of these concentrations. By approximating LA boundaries to the 1km by 1km grid, and using census population data, population weighted background PM2.5 concentrations for each lower tier LA are calculated. This work is completed under contract to Defra, as a small extension of its obligations under the Ambient Air Quality Directive (2008/50/EC). Concentrations of anthropogenic, rather than total, PM2.5 are used as the basis for this indicator, as burden estimates based on total PM2.5 might give a misleading impression of the scale of the potential influence of policy interventions (COMEAP, 2012)	Fraction of annual all-cause adult mortality attributable to anthropogenic (human-made) particulate air pollution (measured as fine particulate matter, PM2.5*)
Emergency hospital admissions for respiratory disease in adults per 100,000	Emergency admissions to hospital where the primary diagnosis is any respiratory disease code (ICD-10 codes J00-J99). Directly age standardised rate per 100,000 population (standardised to the European standard population).	The burden of respiratory disease on hospital activity is significant. In England in 2017/18 there are over 850,000 hospital emergency admissions and more than 4.9 million bed days for respiratory disease. Exacerbations of COPD and asthma are significant causes of respiratory admissions, yet many episodes can be prevented by improved treatment compliance, symptom control and timely treatment of acute exacerbations

Utilisation of outdoor space for exercise/health reasons	MENE Survey	The weighted estimate of the proportion of residents in each area taking a visit to the natural environment for health or exercise purposes over the previous seven days
Daily utilisation of green and blue spaces	Visiting green spaces frequency	A survey asking Birmingham residents about their use and perception of local green spaces
Volunteering in green and blue spaces	Volunteering opportunities in green spaces in Birmingham	Frequency of doing things in green spaces - Volunteering in green and blue spaces
% of people listening to birdsong	An activity measure done in green space	Frequency of doing things in green spaces - listening to birdsong

## Theme 5: Protect and Detect

Ambition	Indicator	Baseline				Desired Direction of Travel
		Year	Birmingham	England	Core Cities	
Achieve the national ambitions or targets for all national immunisation programmes by 2030	MMR for one dose (2 years old)	2019/20	85.7%	90.6%	88.51%	Increase
Achieve the national ambitions or targets for all national immunisation programmes by 2030	MMR for two doses (5 years old)	2019/20	81.4%	86.6%	84.06%	Increase
Reduce transmission of HIV, Hepatitis C (HCV) and TB to reduce new cases by 50% by 2030	TB incidence (3-year rate)	2016-18	18.4	8.0	11.4	Decrease
Reduce transmission of HIV, Hepatitis C (HCV) and TB to reduce new cases by 50% by 2030	New HIV diagnosis rate per 100,000 (aged 15 years and over)	2020	6.6	5.7	8.1	Decrease
Reduce transmission of HIV, Hepatitis C (HCV) and TB to reduce new cases by 50% by 2030	Hepatitis C detection rate per 100,000	2017	35.2	18.4	30.34	Decrease
Reduce the percentage of HIV Late Diagnosis to less than 30% by 2027	HIV Late Diagnosis	2016-18	46.80%	43.10%	43.60%	Decrease
Reduce the overall prevalence of new sexually transmitted diseases through early diagnosis and treatment to close the gap between Birmingham and the national average by 2030	New STI diagnoses (exc chlamydia aged <25) / 100,000	2018	997	870	1029	Decrease



Improve the uptake of national screening programmes to close the gaps between Birmingham and the national targets	Cancer screening coverage - breast cancer	2021	57.3%	64.1%	61.4%	Increase
Improve the uptake of national screening programmes to close the gaps between Birmingham and the national targets	Cancer screening coverage - cervical cancer (aged 25 to 49 years old)	2021	59.6%	68.0%	64.1%	Increase
Improve the uptake of national screening programmes to close the gaps between Birmingham and the national targets	Cancer screening coverage – bowel cancer	2021	55.1%	65.2%	60.2%	Increase
Improve the uptake of national screening programmes to close the gaps between Birmingham and the national targets	Abdominal Aortic Aneurysm Screening - Coverage	2020-21	38.9%	55.0%	54.8%	Increase
Increase the percentage of men who have sex with men who access repeat HIV testing in the last year to over 50%	Repeat HIV testing in gay, bisexual and other men who have sex with men (%)	2020	38.2%	52.0%	50.8%	Increase

Indicator	Definition	Why are we measuring this?
MMR for one dose (2 years old)	All children for whom the local authority is responsible who received one dose of MMR on or after their first birthday and at any time up to their second birthday as a percentage	Vaccination coverage is the best indicator of the level of protection a population will have against vaccine preventable communicable diseases.

	of all children whose second birthday falls within the time period	
MMR for two doses (5 years old)	All children for whom the local authority is responsible who received two doses of MMR on or after their first birthday and at any time up to their fifth birthday as a percentage of all children whose fifth birthday falls within the time period	MMR is the combined vaccine that protects against measles, mumps and rubella. Measles, mumps and rubella are highly infectious, common conditions that can have serious complications, including meningitis, swelling of the brain (encephalitis) and deafness. They can also lead to complications in pregnancy that affect the unborn baby and can lead to miscarriage.
TB incidence (3-year rate)	Three-year average incidence of TB per 100,000 population.	Reducing TB incidence is a key ambition of the Collaborative Tuberculosis Strategy for England 2015-2020.
New HIV diagnosis rate per 100,000 (aged 15 years and over)	All new HIV diagnoses among adults (aged 15 years or more) in the UK, expressed as a rate per 100,000 population.	New HIV diagnosis is not synonymous with incidence; however, it provides a timely insight into the onward HIV transmission in a country and consequently allows targeting efforts to reduce transmission.
Hepatitis C detection rate per 100,000	Directly standardised rate of new diagnoses of confirmed chronic hepatitis C per 100,000 population	This indicator is designed to measure the detection of chronic hepatitis C, which reflects both the local burden of chronic hepatitis C and testing practice. Hepatitis C is an important health protection issue that increases people's risk of developing serious long term disease
HIV Late Diagnosis	Percentage of adults (aged 15 years or more) diagnosed with a CD4 cell count less than 350 cells per mm <sup>3</sup> among all newly diagnosed adults with CD4 cell count available within 91 days of diagnosis. These include all reports of HIV diagnoses made in the UK, regardless of country of first HIV positive test (that is including people who were previously diagnosed with HIV abroad). A corrected definition of late diagnosis which excludes individuals with	A HIV key strategic priority is to decrease HIV-related mortality and morbidity through reducing the proportion and number of HIV diagnoses made at a late stage of HIV infection

	evidence of recent seroconversion can be seen in this year's annual report and web tables, though this has not yet been applied here.	
New STI diagnoses (exc chlamydia aged <25) / 100,000	Tests for syphilis, HIV, gonorrhoea and chlamydia (aged over 25) among people accessing sexual health services* in England.	Testing rates and diagnosis rates are closely linked.
Cancer screening coverage - breast cancer	The proportion of women eligible for screening who have had a test with a recorded result at least once in the previous 36 months.	Breast screening supports early detection of cancer and is estimated to save 1,400 lives in England each year.
Cancer screening coverage - cervical cancer (aged 25 to 49 years old)	The proportion of women in the resident population eligible for cervical screening aged 25 to 49 years at end of period reported who were screened adequately within the previous 3.5 years.	Cervical screening supports detection of cell abnormalities that may become cancer and is estimated to save 4,500 lives
Cancer screening coverage – bowel cancer	Bowel cancer screening supports early detection of cancer and polyps which are not cancers but may develop into cancers overtime.	Bowel cancer screening supports early detection of cancer and polyps which are not cancers but may develop into cancers overtime.
Abdominal Aortic Aneurysm Screening - Coverage	Abdominal aortic aneurysm (AAA) screening aims to reduce AAA related mortality among men aged 65 to 74	Abdominal aortic aneurysm (AAA) screening aims to reduce AAA related mortality among men aged 65 to 74
Repeat HIV testing in gay, bisexual and other men who have sex with men (%)	Number of gay, bisexual and other men who have sex with men tested for HIV at specialist SHS who have tested more than once in the year prior to their last test in each calendar year.	This indicator presents the number and proportion of gay, bisexual and other men who have sex with men (gay and bisexual men) who have tested for HIV more than once at the same clinic in the previous year. This indicator measures the NICE testing guideline which recommends that gay and bisexual men should be tested for HIV at least once a year and every 3 months if they are having unprotected sex with new or casual partners. Repeat testing facilitates prompt diagnosis of HIV and this indicator complements other HIV indicators

		presented on the Sexual and Reproductive Health Profiles such as late diagnosis rate and new HIV diagnosis rate.
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### Life Course Theme 1: Getting the Best Start in Life

Ambition	Indicator	Baseline				Desired Direction of Travel
		Year	Birmingham	England	Core Cities	
Reduce infant mortality in Birmingham by 25% by 2027 and by 50% by 2030	Infant mortality rate	2018-2020	6.6	3.9	4.8	Decrease
Increase the percentage of children achieving a good level of development at the end of Reception to 75% by 2030	Percentage of children achieving a good level of development at the end of Reception	2018/19	68.00%	71.80%	68.00%	Increase
Reduce the percentage of children with one or more decayed, missing or filled teeth to below the national average by 2030	Children with one or more decayed, missing or filled teeth	2018/19	28.60%	23.40%	29.21%	Decrease
Halve the rate of children killed and seriously injured (KSI) on Birmingham's roads by 2030	Rate of children killed and seriously injured (KSI) on Birmingham's roads	2019	108.8 (per billion vehicle miles)	84.4 (per billion vehicle miles)	119	Decrease
Reduce the under 18 teenage conception rate to close the gap between Birmingham and the national average by 2030	Under 18 teenage conception rate	2018	19.2 (per 1000)	16.7 (per 1000)	20.12 (per 1000)	Decrease
Halve the hospital admissions due to asthma in young people under 19yrs by 2027	Hospital admissions due to asthma in young people under 19yrs	2019/20	262.6 (per 100,000)	160.7 (per 100,000)	N/A	Decrease



Reduce the rate of first-time entrants (10-17 years) to the youth justice system by 25% by 2030	Rate of first-time entrants (10-17 years) to the youth justice system	2019	235.2	208	229.81	Decrease
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Indicator	Definition	Why are we measuring this?
Infant mortality rate	Infant deaths under 1 year of age per 1000 live births	Infant mortality is an indicator of the general health of an entire population. It reflects the relationship between causes of infant mortality and upstream determinants of population health such as economic, social and environmental conditions.
Percentage of children achieving a good level of development at the end of Reception	Children defined as having reached a good level of development at the end of the Early Years Foundation Stage (EYFS) as a percentage of all eligible children	A key measure of early years development across a wide range of developmental areas. Children from poorer backgrounds are more at risk of poorer development and the evidence shows that differences by social background emerge early in life.
Children with one or more decayed, missing or filled teeth	Percentage of 5-year olds with dental decay extending to the dentine layer which can be detected by visual observation alone	Oral health is an integral part of overall health; when children are not healthy this affects their ability to learn, thrive and develop.
Rate of children killed and seriously injured (KSI) on Birmingham's roads	Number of people reported killed or seriously injured (KSI) on the roads, all ages, per 1 billion vehicle miles travelled	Motor vehicle traffic accidents are a major cause of preventable deaths and morbidity, particularly in younger age groups. The vast majority of road traffic collisions are preventable and can be avoided through improved education, awareness, road infrastructure and vehicle safety.
Under 18 teenage conception rate	Conceptions in women aged under 18 per 1,000 females aged 15-17	Most teenage pregnancies are unplanned and around half end in an abortion. As well as it being an avoidable experience for the young woman, abortions represent an avoidable cost to the NHS.
Hospital admissions due to asthma in young people under 19yrs	Emergency hospital admissions for asthma, crude rate per 100,000	Understanding local trends of emergency admissions of children and young people with long

		term conditions, and benchmarking against geographical and statistical neighbours will support service review and redesign.
Rate of first-time entrants (10-17 years) to the youth justice system	Children and Young people aged 10 to 17 years supervised by a youth offending team, rate per 1,000 population.	The Government strategy Preventing Suicide in England (2012) highlights that suicide is a leading cause of death among children and young people and that groups who are vulnerable include looked after children, care leavers and children and young people in the Youth Justice Service

## Life Course Theme 2: Living, Working, and Learning Well

Ambition	Indicator	Baseline				Desired Direction of Travel
		Year	Birmingham	England	Core Cities	
Increasing the % of the estimated individuals who smoke accessing smoking cessation services and achieving a 4-week quit by 20% by 2030	Individuals achieving a 4-week quit smoking (per 100,000)	2017/2018	1350	2070	N/A	Increase
To reduce the percentage rate of long-term musculoskeletal problems to 5% below the England average by 2030	Rate of long-term musculoskeletal problems	2020	17.90%	18.50%	17.05%	Decrease
Reduce the number of households in fuel poverty to the national average by 2030	Fuel poverty (low income, low energy efficiency methodology)	2019	21.2%	13.4%	17.8%	Decrease
Reduce the percentage of adults aged 40-64yrs with Type 2 Diabetes by 7% by 2030	Percentage of adults aged 40-64yrs with Type 2 Diabetes (Birmingham and Solihull)	2019/20	47.4%	43.1%	N/A	Decrease
Reduce the percentage of adults aged 40-64yrs with Type 2 Diabetes by 7% by 2030	Percentage of adults aged 40-64yrs with Type 2 Diabetes (Sandwell and West Birmingham)	2018/19	50.4%	43%	N/A	Decrease
Reduce coronary heart disease mortality under 75yrs by at least 10 points in the rate of deaths per 100,000 population by 2030	Coronary heart disease mortality under 75yrs (Birmingham and Solihull)	2019/2020	48.6	39.1	48.32	Decrease

Reduce coronary heart disease mortality under 75yrs by at least 10 points in the rate of deaths per 100,000 population by 2030	Coronary heart disease mortality under 75yrs (Sandwell and West Birmingham)	2019/2020	72.1	39.1	48.32	Decrease
Reduce coronary heart disease admissions rate (all ages) by 20% by 2030	Coronary heart disease admissions rate (all ages) (Birmingham and Solihull)	2019/20	451.5	367.6	380.68	Decrease
Reduce coronary heart disease admissions rate (all ages) by 20% by 2030	Coronary heart disease admissions rate (all ages) (Sandwell and West Birmingham)	2019/20	413.2	367.6	380.68	Decrease
Reduce the percentage of adults from ethnic communities with Type 2 Diabetes to match the demographic profile of our city by 2030	Percentage of adults from ethnic communities with Type 2 Diabetes (Birmingham and Solihull)	2018/19	41.2	21.6	N/A	Decrease
Reduce the percentage of adults from ethnic communities with Type 2 Diabetes to match the demographic profile of our city by 2030	Percentage of adults from ethnic communities with Type 2 Diabetes (Sandwell and West Birmingham)	2018/19	54.6	21.6	N/A	Decrease

Indicator	Definition	Why are we measuring this?
Individuals achieving a 4-week quit smoking	Rate of successful quitters at 4-weeks per 100,000 smokers	This information is collected on NHS Stop Smoking returns in line with requirements from the Department of Health (DH)
Rate of long-term musculoskeletal problems	The percentage of people aged 16+ reporting an MSK condition, either long term back pain or long-term joint pain.	In England low back and neck pain was ranked as the top reason for years lived with disability and other musculoskeletal (MSK) conditions was ranked as number 10. MSK conditions are known to impact quality of life by increased pain, limiting range of motion and impacting the ability to take part in daily life such as attending work
Fuel poverty (low income, low energy efficiency methodology)	The percentage of households in an area that experience fuel poverty based on the "low income, low energy efficiency (LILEE)" methodology	There is compelling evidence that the drivers of fuel poverty (low income, poor energy efficiency, and energy prices) are strongly linked to cold homes. Evidence shows that living in cold homes is associated with poor health outcomes and an increased risk of morbidity and mortality for all age groups; furthermore, studies have shown that more than one in five (21.5%) excess winter deaths in England and Wales are attributable to the coldest quarter of housing.
Percentage of adults aged 40-64yrs with Type 2 Diabetes (Birmingham and Solihull)	The percentage of people with type 2 diabetes, who are 40 to 64 years old	Diabetes mellitus is one of the common endocrine diseases affecting all age groups with over three million people in the UK having the condition. Effective control and monitoring, including monitoring the demographics of people with diabetes, can help reduce mortality and morbidity.



Percentage of adults aged 40-64yrs with Type 2 Diabetes (Sandwell and West Birmingham)	The percentage of people with type 2 diabetes, who are 40 to 64 years old	Diabetes mellitus is one of the common endocrine diseases affecting all age groups with over three million people in the UK having the condition. Effective control and monitoring, including monitoring the demographics of people with diabetes, can help reduce mortality and morbidity.
Coronary heart disease mortality under 75yrs (Birmingham and Solihull)	Age-standardised rate of mortality from all cardiovascular diseases (including heart disease and stroke) in persons less than 75 years per 100,000 population.	Cardiovascular disease (CVD) is one of the major causes of death in under 75s in England. There have been huge gains over the past decades in terms of better treatment for CVD and improvements in lifestyle, but to ensure that there continues to be a reduction in the rate of premature mortality from CVD, there needs to be concerted action in both prevention and treatment.
Coronary heart disease mortality under 75yrs (Sandwell and West Birmingham)	Age-standardised rate of mortality from all cardiovascular diseases (including heart disease and stroke) in persons less than 75 years per 100,000 population.	Cardiovascular disease (CVD) is one of the major causes of death in under 75s in England. There have been huge gains over the past decades in terms of better treatment for CVD and improvements in lifestyle, but to ensure that there continues to be a reduction in the rate of premature mortality from CVD, there needs to be concerted action in both prevention and treatment.
Coronary heart disease admissions rate (all ages) (Birmingham and Solihull)	Trend of the rates of admissions to hospital for CHD per population (directly standardised rates) from 2003/04, for all ages	To measure trend of the rates of admissions to hospital for CHD
Coronary heart disease admissions rate (all ages) (Sandwell and West Birmingham)	Trend of the rates of admissions to hospital for CHD per population (directly standardised rates) from 2003/04, for all ages	To measure trend of the rates of admissions to hospital for CHD

Percentage of adults from ethnic communities with Type 2 Diabetes (Birmingham and Solihull)	The percentage of people with type 2 diabetes, who are of minority ethnic origin	Diabetes mellitus is one of the common endocrine diseases affecting all age groups with over three million people in the UK having the condition. Effective control and monitoring, including monitoring the demographics of people with diabetes, can help reduce mortality and morbidity.
Percentage of adults from ethnic communities with Type 2 Diabetes (Sandwell and West Birmingham)	The percentage of people with type 2 diabetes, who are of minority ethnic origin	Diabetes mellitus is one of the common endocrine diseases affecting all age groups with over three million people in the UK having the condition. Effective control and monitoring, including monitoring the demographics of people with diabetes, can help reduce mortality and morbidity.

### Life Course Theme 3: Ageing and Dying Well

Ambition	Indicator	Baseline Year	Birmingham	England	Core Cities	Desired Direction of Travel
To halve the gap in healthy life expectancy at 65yrs between Birmingham and the national average by 2030 for both men and women	Healthy life expectancy at 65yrs	2018-2020	17.7	23.1	17.31	Increase
To halve the gap in healthy life expectancy at 65yrs between Birmingham and the national average by 2030 for both men and women	Healthy life expectancy at 65yrs	2017-2019	20.40%	21.10%	17.54%	Increase
Improve the % of adult carers who has as much social contact as they would like (>65yrs) to more than 45% by 2027	Adult carers who has as much social contact as they would like (>65yrs)	2019-2020	39.40%	43.40%	43.60%	Increase
Increase the percentage of eligible citizens offered an NHS Health Check who received it to over 70% by 2030	Percentage of eligible citizens offered an NHS Health Check who received	2020/21	44.60%	46.50%	47.00%	Increase
Improve the detection of dementia by increasing the % of people estimated to be living with dementia who are diagnosed and receiving care and support to over	Percentage of people who are diagnosed and receiving care and support (Birmingham and Solihull)	2020	57.70%	61.60%	N/A	Increase

75% by 2030 (Birmingham and Solihull)						
Improve the detection of dementia by increasing the % of people estimated to be living with dementia who are diagnosed and receiving care and support to over 75% by 2030 (Sandwell and West Birmingham)	Percentage of people estimated to be living with dementia who are diagnosed and receiving care and support (Sandwell and West Birmingham)	2020	57.90%	61.60%	N/A	Increase
Improve the carer-reported quality of life score for people caring for someone with dementia to equal to or above the national average by 2030	Carer-reported quality of life score for people caring for someone with dementia	2018/19	7.2	7.3	7.2	Increase
Improve the carer-reported quality of life score to equal to or above the national average by 2030	Carer-reported quality of life score	2018/19	6.9	7.5	7.2	Increase
Reduce the rate of emergency hospital admissions due to falls in people aged 65yrs and over to below the national average by 2030	Rate of emergency hospital admissions due to falls in people aged 65yrs	2020/21	2266	2223	2414	Decrease
Increase the uptake of the seasonal flu vaccine in people aged over 65yrs to the above 75% by 2030	Seasonal flu vaccine in people aged over 65yrs	2020/21	74.7%	71.30%	79.31%	Increase

Improve the carer-reported quality of life score for people caring for someone with dementia	Carer-reported quality of life score for people caring for someone with dementia	2018/19	7.2	7.3	7.2	Increase
Reduce the Excess Winter Deaths to close the gap between the actual and expected number of deaths in people aged >85yrs by at least 20% by 2030	Excess Winter Deaths	Aug 2019 - Jul 2020	27.80%	20.80%	18.98%	Decrease

Indicator	Definition	Why are we measuring this?
Healthy life expectancy at 65yrs	The average number of years a person would expect to live based on contemporary mortality rates. For a particular area and time period, it is an estimate of the average number of years at age 65 a person would survive if he experienced the age-specific mortality rates for that area and time period throughout his or her life after that age.	This indicator gives context to healthy life expectancy figures by providing information on the estimated length of life. The two indicators are extremely important summary measures of mortality and morbidity.
Healthy life expectancy at 65yrs	The average number of years a person would expect to live based on contemporary mortality rates. For a particular area and time period, it is an estimate of the average number of years at age 65 a person would survive if she experienced the age-specific mortality rates for that area and time period throughout his or her life after that age.	This indicator gives context to healthy life expectancy figures by providing information on the estimated length of life. The two indicators are extremely important summary measures of mortality and morbidity.
Adult carers who has as much social contact as they would like (>65yrs)	The percentage of respondents to the Adult Social Care Survey (service users) who responded to the question "Thinking about	There is clear link between loneliness and poor mental and physical health. A key element of the Government's vision for social

	how much contact you've had with people you like, which of the following statements best describes your social situation?" with the answer "I have as much social contact as I want with people I like".	care is to tackle loneliness and social isolation, supporting people to remain connected to their communities and to develop and maintain connections to their friends and family. This measure will draw on self-reported levels of social contact as an indicator of social isolation for both users of social care and carers.
Percentage of eligible citizens offered an NHS Health Check who received	Percentage of people invited for an NHS Health Check taking one up since the 1 April 2015.	The NHS Health Check programme aims to help prevent heart disease, stroke, diabetes and kidney disease. Everyone between the ages of 40 and 74, who has not already been diagnosed with one of these conditions, will be invited (once every five years) to have a check to assess their risk of heart disease, stroke, kidney disease and diabetes and will be given support and advice to help them reduce or manage that risk. A high take up of NHS Health Check is important to identify early signs of poor health leading to opportunities for early interventions.
Percentage of people who are diagnosed and receiving care and support (Birmingham and Solihull)	The rate of persons aged 65 and over with a recorded diagnosis of dementia per person estimated to have dementia given the characteristics of the population and the age and sex specific prevalence rates of the Cognitive Function and Ageing Study II, expressed as a percentage with 95% confidence intervals.	The rationale being that a timely diagnosis enables people living with dementia, their carers and healthcare staff to plan accordingly and work together to improve health and care outcomes.
Percentage of people estimated to be living with dementia who are diagnosed and receiving care and support (Sandwell and West Birmingham)	The rate of persons aged 65 and over with a recorded diagnosis of dementia per person estimated to have dementia given the characteristics of the population and the age and sex	The rationale being that a timely diagnosis enables people living with dementia, their carers and healthcare staff to plan accordingly and work together to improve health and care outcomes.



	specific prevalence rates of the Cognitive Function and Ageing Study II, expressed as a percentage with 95% confidence intervals.	
Carer-reported quality of life score for people caring for someone with dementia	Emergency hospital admissions for falls injuries in persons aged 65 and over, directly age standardised rate per 100,000.	Falls are the largest cause of emergency hospital admissions for older people, and significantly impact on long term outcomes, e.g. being a major precipitant of people moving from their own home to long-term nursing or residential care
Carer-reported quality of life score	Flu vaccine uptake (%) in adults aged 65 and over, who received the flu vaccination between 1st September to the end of February in a primary care setting (GPs)	Vaccination coverage is the best indicator of the level of protection a population will have against vaccine preventable communicable diseases. Immunisation is one of the most effective healthcare interventions available and flu vaccines can prevent illness and hospital admissions among these groups of people.
Rate of emergency hospital admissions due to falls in people aged 65yrs	Emergency hospital admissions for falls injuries in persons aged 65 and over, directly age standardised rate per 100,000.	Falls are the largest cause of emergency hospital admissions for older people, and significantly impact on long term outcomes, e.g. being a major precipitant of people moving from their own home to long-term nursing or residential care
Seasonal flu vaccine in people aged over 65yrs	Flu vaccine uptake (%) in adults aged 65 and over, who received the flu vaccination between 1st September to the end of February in a primary care setting (GPs)	Vaccination coverage is the best indicator of the level of protection a population will have against vaccine preventable communicable diseases. Immunisation is one of the most effective healthcare interventions available and flu vaccines can prevent illness and hospital admissions among these groups of people.
Carer-reported quality of life score for people caring for someone with dementia	The 'Adult Social Care Outcomes Framework' (ASCOF) measures the performance of the adult social care system as a whole.	The 'Prime Minister's 2020 Challenge on Dementia' reports that carers of people with dementia should be made aware of and offered the opportunity for respite, education,

		training, emotional and psychological support so that they feel able to cope with their caring responsibilities and to have a life alongside caring.
Excess Winter Deaths	Excess Winter Deaths Index (EWD Index) is the excess winter deaths measured as the ratio of extra deaths from all causes that occur in all those aged 85 and over in the winter months compared with the expected number of deaths, based on the average of the number of non-winter deaths in those aged 85 and over.	The number of excess winter deaths depends on the temperature and the level of disease in the population as well as other factors, such as how well equipped people are to cope with the drop in temperature. Most excess winter deaths are due to circulatory and respiratory diseases, and the majority occur amongst the elderly population

## **Opportunities for Innovation**

### Summary of issues with missing indicators

Through the development of the strategy and the indicator journey, we identified a number of indicators that we couldn't measure at the current time due to either lack of a complete data set or no reporting mechanism. Therefore, over the life course of the strategy, we will also be exploring how to innovate our evidence-gathering methods. This will allow us to utilise these indicators fully.

The indicators are:

- Number of growing spaces within Birmingham
- Reported use of Healthy City Planning Toolkit
- Percentage of children achieving a good level of development by 2/2.5 years
- Percentage of targeted health checks (e.g. for people with learning disabilities, carers, and severe mental health issues)



# Health and Wellbeing Strategy 2022-2030: Consultation Findings Report

## Summary

In September-December 2021 the Public Health Division ran a public consultation exercise on the Health and Wellbeing Strategy for the next 8 years. The aim of the strategy is to co-ordinate responses to health inequalities and deliver on several ambitions. The public consultation process comprised an on-line questionnaire hosted on the Council's BeHeard website; virtual and in-person community-based focus groups; presentations to ward forums; and webinars. We also obtained a review of the strategy by academic of the National Institute of Health Research (NIHR) as well as workshops with stakeholders from the various Health and Wellbeing Board Fora. In total, there were 142 responses to the public consultation and a further 100 views were collected from focus groups, presentations to ward forums, and webinars.

The headline responses from the public consultation were as follows:

- Strong agreement and support for the ambitions of the 5 core themes and the Life Course themes as well, with the greatest levels of support for Healthy and Affordable Food, Getting the Best Start in Life, and Ageing and Dying Well.
- While there was overarching agreement, there were specific concerns highlighted with how the strategy would be delivered and how achievable some of the ambitions were within the 8-year timeframe.
- The impact of the Covid-19 Pandemic has exacerbated pre-existing health inequalities and therefore actions to mitigate it should be present across the whole of the strategy, rather than an exclusive section.
- There was agreement that 'closing the gap' between health inequalities should be the central aim of the strategy, however several respondents also wanted more clarity on how this would be achieved in the short term.

Alongside the responses from the public consultation, the review by the academics of the NIHR also provided insight into how we could improve our evidence bases for measuring the outcomes of the strategy as well as deciding who and where targeted work is needed most.

This consultation feedback was then used in a series of workshops with Lead Officers from each Health and Wellbeing Board Fora, who will be responsible for the delivery of the ambitions in their theme. These workshops allowed the content of the themes, and the overall structure of the strategy, to be refined and reflect the responses from the consultation. They will also contribute to the creation of Strategy Delivery Plans for each forum which will detail actions and partners needed for delivery.

The next steps will involve the approval and endorsement of the strategy by the Health and Wellbeing Board as well as the Cabinet of Birmingham City Council. Public feedback from the consultation and its impact will be made available through a "We Asked, You Said, We Did" report, which will be published on the BeHeard website alongside a copy of this consultation findings report.

## Appendix A: Birmingham Health and Wellbeing Strategy Engagement Diagram

This is a summary of the who we engaged and how we engaged them through public and professional consultation for the Health and Wellbeing Strategy.





## Appendix B: Be Heard Survey Consultation Feedback Summary

The tables referred to in this summary can be found in Appendix C.

### Respondents

There were 142 responses to the public consultation and a further 100 views were collected from focus groups, presentations to ward forums, and webinars.

People from a wide range of ages (20-79 years) responded to our BeHeard survey with the largest amount of responses received from those aged 45 to 59-year olds. Table 1 in Appendix B illustrates that there was under-representation of two age groups: 0-19-year olds and over 75-year olds. To address this, focus groups were commissioned to target specific groups, such as young people.

51 responses (36%) were from people reporting to have a physical or mental health condition. This was slightly lower than expected for an accurate representation of Birmingham's population, although there was a fairly good representative range of conditions within the respondents.

98 responses were received from heterosexual or straight respondents, 10\* from people identifying as gay or lesbian, and 10 from those identifying as bisexual. As can be seen in Table 6, there were a further 27 respondents who preferred not to answer or declined to the answer the question.

39 respondents identified as Christian, 16 Muslim, and 52 with no religion.

Those responding to the on-line survey were mainly from a White (British) ethnic background (89 respondents).

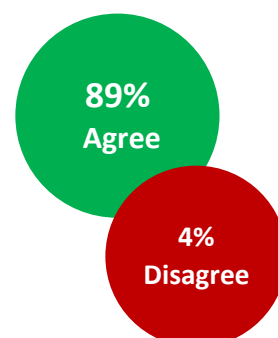
To account for groups who were estimated to be under-represented in the BeHeard survey, we commissioned several focus groups which provided us with further qualitative feedback. We also conducted a Health Impact Assessment to understand where any positive or negative impacts would arise from the strategy. Finally, we also attended several ward forums from a range of wards across the city to maximise the number of people who could contribute feedback to the strategy.

*\*Value suppressed*

## Quantitative and Qualitative Results from Be Heard Survey

### 1 To what extent do you agree or disagree with the vision statement?

*“Our shared vision is to create a healthier city where every citizen, at every stage of their life, in all communities can make healthy choices that are affordable, sustainable and desirable to support them to achieve their potential for a happy, healthy life”*



Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know
62.7%	26.1%	4.9%	2.8%	0.7%	1.4%

#### Key Findings

The majority (89%) agreed with the vision, including over 60% strongly agreeing.

There were just 41 comments on this question, so please take this into account when analysing trends. Most comments were either neutral or mixed (54%), with just over a third (34%) negative.

The most discussed themes were on **the delivery of the vision** (39%), particularly with scepticism over the vision's scope (27%), generally either feeling the report is **not clear enough** on how objectives will be achieved or not believing that the council can deliver the change. There were also a few comments with specific suggestions on how to improve the vision.

The main topics were around **health** (24%) **and inequality** (17%), interlinking with each other through a few comments around reducing barriers to health activities/outcomes for more vulnerable citizens, such as accessibility or cost. There was also interlinkage in with scepticism over the vision's scope, in terms of tackling complex health issues.

## 2 To what extent do you agree or disagree with the principles for action?

Our vision is underpinned by the following shared principles for action:

- Citizen-focussed and informed by citizens' lived experience
- Consciously focussed on reducing inequalities and promoting equality and inclusion
- Data and evidence-informed, and research-enabled action

82.3%  
Agree

6.4%  
Disagree

Method	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know
Online only	51.1%	31.2%	8.5%	2.1%	4.3%	2.1%

### Key Findings

The majority (82%) agreed with it including over 50% agreeing strongly.

There were just 42 comments on this question, so please take this into account when analysing trends.

The most discussed themes were on the role of **engaging the public or using lived experience/ citizen focus** within the principles of action (62%), generally feeling that engagement with the public is a good starting point, allowing the principles to be relevant to those they're designed to help, with many feeling this will promote inclusivity. Others feel more should be done to ensure all voices are heard and that services need to be more citizen focused. A few comments referred to co-production, linking it to the citizen focus.

In 17% of the comments, respondents expressed **confusion over what the principles of action** would look like in practice or expressed confusion around the method of research used. This was occasionally raised alongside scepticism around the council's ability to satisfy the needs of the public.

Some respondents (17%) also mentioned that far more needed to be done to reduce **inequalities**.

### 3 To what extent do you agree or disagree with the focus on 'Closing the Gap' in the strategy?

The Board has chosen to focus on five key areas of inequalities in the delivery of the framework:

- Inequalities linked to Deprivation
- Inequalities affecting Disabled Communities
- Inequalities affecting Inclusion Groups
- Inequalities affecting different Ethnic Communities
- Inequalities of Place

83.1%  
Agree

3.8%  
Disagree

	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know
Deprivation	58.2%	26.2%	7.1%	2.1%	1.4%	1.4%
Disabled Communities	57.7%	30.3%	4.2%	2.8%	0.0%	1.4%
Inclusion Groups	54.2%	28.9%	7.7%	2.1%	2.8%	1.4%
Ethnic Communities	54.2%	26.1%	10.6%	1.4%	3.5%	1.4%
Place	57.0%	22.5%	13.4%	1.4%	1.4%	2.1%

#### Key Findings

The majority of respondents agreed with the five key areas of inequalities, an average of 83.1% total agreement.

There were 56 comments on this question, so please take this into account when discussing trends.

One of the most popular themes amongst the responses was in regards the council's delivery of bridging the gap (23%). This included issues such as a **lack of clarity** for what the project would achieve and what success would look like. Other comments suggested people were **unsure of council's ability** to deliver on the aims. 7% of responses showed concern that the help on offer may not reach those who need it.

The **LGBT+ community** was also mentioned in 8.9% of responses with comments questioning why this community doesn't receive as much focus as other "inclusion groups" in the plan. There was an interlinkage over this issue and mental health concerns. 3.6% of responses made mentioned the importance of representing transgender people in the plan.

12% mentioned the wards throughout Birmingham with a few comments around improving the **consistency of access to services** throughout the wards. A few responses also indicated that vulnerable citizens who live in more affluent wards are unsure if this will make it more difficult to receive the support they need.

There were also individual mentions of other **vulnerable and marginalised groups**, such as the deaf community, migrants, people with mental health issues, and the homeless.

#### 4 To what extent do you agree or disagree with the 5 themes in the strategy?

The five themes are:

- Theme 1: Healthy and Affordable Food
- Theme 2: Mental Wellness and Balance
- Theme 3: Active at Every Age and Ability
- Theme 4: Contributing to a Green and Sustainable Future
- Theme 5: Protect and Detect

87.7%  
Agree

2.6%  
Disagree

	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know
Theme 1	67.6%	22.5%	4.9%	0.7%	1.4%	0.7%
Theme 2	66.2%	24.6%	4.2%	0.7%	2.1%	0.7%
Theme 3	65.5%	21.8%	7.0%	1.4%	1.4%	0.7%
Theme 4	62.7%	24.6%	6.3%	1.4%	1.4%	0.7%
Theme 5	53.5%	29.6%	11.3%	1.4%	1.4%	0.7%

### Key Findings

The majority of respondents agreed with the five themes, an average of 88% total agreement.

There were just 43 comments on this question, the majority of which were positive, so please take this into account when analysing trends.

One of the most talked about themes was **food**, appearing in 28% of responses. Of the responses highlighting the issue of food, a couple suggested that poor quality food in local supermarkets affected people's ability to have a healthier diet. Other comments put forward that fast-food outlets are a major contributor to poor diets, suggesting restrictions on the number of them.

Another theme often discussed is **exercise**. 26% of responses referred to exercise or fitness equipment. Of these responses 55% referred to **safety concerns preventing exercise**. Others referred to the cost of exercise equipment and clubs e.g. gym memberships preventing them leading a more active lifestyle.

Another main topic was **mental health**, in over 19% of comments. It is often mentioned linked to the other themes previously discussed. However, of the respondents who highlighted mental health, a couple mentioned busy roads negatively affecting their mental health.

Additionally, 14% of respondents directly mentioned "**Protect and detect**" with some unsure of what was meant by it and others disapproving of the name:

There were comments with miscellaneous criticisms of the strategy's ambitions and how they will be reached (26%). This included: ensuring engagement with different communities over the strategy, that this consultation is too broad, and will be ineffective and changing anything long-term.

## 5 To what extent do you agree or disagree with the Life Course in the Strategy?

There are three themes covering the Life Course:

1. Getting the Best Start in Life
2. Working and Learning Well
3. Ageing and Dying Well

88.7%  
Agree

2.8%  
Disagree

	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know
Getting the Best Start	66.2%	22.5%	5.6%	1.4%	1.4%	0.7%
Working and Learning Well	58.5%	28.2%	9.2%	0.0%	1.4%	0.7%
Ageing and Dying Well	70.4%	18.3%	5.6%	0.7%	1.4%	1.4%

### Key Findings

The majority of respondents agreed with the five themes, an average of 89% total agreement.

There were just 38 comments on this question, so please take this into account when analysing trends.

One of the most discussed themes (24%) was **ageing and dying well**. Many of the responses were positive, and thought it was an important area to focus on, with other responses questioning “*what can you do to make sure everyone has the chance to die with dignity?*” Some suggestions were made by those in support of the life course approach, such as:

One of the most discussed themes was education, appearing in 18% of answers. Of the responses mentioning education, some highlighted that **opportunities in education** are available, suggesting it is a choice to capitalise on these opportunities.

Other respondents who believed opportunities were not equally available suggested improvements:

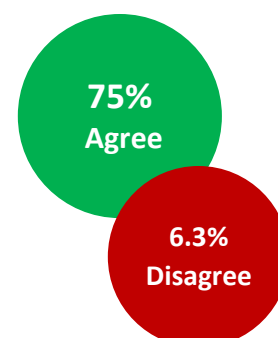
There was also discussion around **young families**, in terms of maternity care (8%), and infant and young children’s health (26%). Overall, it was about ensuring there was support for pregnant women and families and looking after the health of infants and children in early years.



## 6 To what extent do you agree or disagree with the cross-cutting approaches in the strategy?

There are two approaches which will cover the breadth of the strategy. These are:

1. Mitigating the legacy of COVID-19
2. Equality, Diversity, and Inclusion



	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know
Mitigating the legacy	43.0%	28.2%	16.2%	3.5%	2.8%	4.2%
Equality, Diversity, and Inclusion	56.3%	22.5%	9.9%	4.9%	1.4%	2.8%

### Key Findings

There were 139 respondents who answered this question. The average agreement was 75%.

There were only 27 comments on this question, so please be cautious when analysing trends. Most comments tended to be negative.

The main theme was around the delivery of the approach, particularly being **sceptical of the scope** (56%). This was either because they regarded it as **unrealistic/unachievable** or because they thought it was too broad/vague, with a few people unsure of what the approach was saying.

There were also comments relating to **Covid** (41%), sometimes relating to the scepticism over scope, and three comments agreeing with the cross-cutting approach's focus over Covid.

There were also a few comments around the **importance of equalities** - including a couple of issues with the local environment, health, and the inclusion of specific population groups.

## 7 To what extent do you agree or disagree with the ambitions in the Healthy and Affordable Food theme?

Eating healthily underpins so much of our physical and mental health, we celebrate and commiserate with food and the food system contributes millions to the city's economy. It is one of the most fundamental bases for a healthy life.

Ambition 1: Increase the uptake of healthy start vouchers for eligible families to at least 80% by 2027.

Ambition 2: Reduce the % of 5yr olds with visually obvious dental decay to below 20% by 2030.

Ambition 3: Reduce the prevalence of obesity (including severe obesity) in children in Reception and Year 6 by 10% by 2030.

Ambition 4: Increase the % of adults regularly eating '5-a-day' to more than 55% by 2030.

Ambition 5: Ensure that the Healthy City Planning Toolkit is utilised in 90% of developments in the City.

76.7%  
Agree

6.9%  
Disagree

	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know
<b>Ambition 1</b>	49.3%	17.9%	17.9%	6.0%	3.0%	0.0%
<b>Ambition 2</b>	55.2%	25.4%	7.5%	6.0%	0.0%	1.5%
<b>Ambition 3</b>	59.7%	19.4%	7.5%	6.0%	1.5%	0.0%
<b>Ambition 4</b>	56.7%	23.9%	9.0%	7.5%	0.0%	0.0%
<b>Ambition 5</b>	52.2%	23.9%	16.4%	3.0%	1.5%	0.0%

### Key Findings

The majority of respondents agreed with the five ambitions, an average of 78% total agreement.

There were just 52 responses so please take this into account when analysing trends.

The most discussed comments were on the **delivery of the ambitions**, with 27% of people sceptical of how successful it can be, generally feeling that the report is not clear enough on what measures are going to be put in place, or how success will be measured.

21% of respondents suggested that the aims within the theme are **not ambitious enough**. It was also suggested that the time period over which the change will come into action, especially in regard to those affecting young children, should happen more quickly. 21% of respondents highlighted the involvement of **local shops and takeaways and other businesses** being required to help achieve healthy eating. Specific suggestions include:

There was discussion (17%) on raising awareness and **educating families and children** on healthy eating choices. There were suggestions on how to do this, including community work, schools taking the lead for children, basic cooking classes, more information on the impact of unhealthy foods, etc.

15% of responses directly referenced **obesity**, often regarding obesity in children. Some disagreed with the aims surrounding obesity giving the following suggestion.

## 8 To what extent do you agree or disagree with the ambitions in the Mental Wellness and Balance theme?

Mental wellbeing is as important as physical wellbeing, it is often said that there is no good health without good mental health, yet this is an area that often fails to get parity.

Ambition 1: Reduce the prevalence of depression and anxiety in adults to less than 12% by 2030.

Ambition 2: Reduce our suicide rate (persons) in the city to be in the lowest 10 UTLA in England by 2030.

Ambition 3: Reduce the emergency intentional self-harm admission rate to be within the lowest 10 UTLA in England by 2030.

Ambition 4: Reduce the smoking prevalence in adults with a long-term mental health condition to at least the national average by 2027.

Ambition 5: Close the gap between people with long-term health conditions, in employment and those without.

Ambition 6: Achieve the 'Triple Zero' ambition by 2030.

79.8%  
Agree

5.2%  
Disagree

	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know
Ambition 1	62.7%	22.4%	10.4%	0.0%	3.0%	0.0%
Ambition 2	53.7%	28.4%	11.9%	3.0%	1.5%	0.0%
Ambition 3	52.2%	34.3%	9.0%	1.5%	1.5%	0.0%
Ambition 4	46.3%	25.4%	16.4%	3.0%	6.0%	0.0%
Ambition 5	47.8%	32.8%	14.9%	1.5%	1.5%	0.0%
Ambition 6	50.7%	22.4%	13.4%	6.0%	3.0%	1.5%

### Key Findings

The majority of respondents agreed with the five ambitions, an average of 80% total agreement. There were 51 comments on this question, so please take this into account when analysing trends.

Among the most discussed themes included **young children, teenagers, and young adults**. 31% of respondents suggested that more needed to be done to help recognise mental illness and help support suffers from the youth of Birmingham's population.

The most consistent theme raised in the responses (47%) was references to **the level of ambition** surrounding the Mental Wellness and Balance theme with the majority judging it to be "*unrealistic*" or overambitious. There were some links with reducing depression and anxiety (22%), with a mix of those saying it should be reduced entirely and others saying reducing diagnosis is unrealistic and harmful.

Ambition was also linked in with the aim of **smoking cessation**, which a few respondents believe is a "*personal choice*" so not relevant, however an equal number of people believe the goals set are not ambitious enough.

Some scepticism of the theme also refers to **poverty** with one respondent suggesting: "*You will not be able to do any of the above without taking people out of pain and poverty.*" **Housing** appears as a reason for sceptics in 6% of responses. It is suggested that landlords need to be held to a higher responsibility for conditions of housing that can affect both physical and mental health.

## 9 To what extent do you agree or disagree with the ambitions in the Active at Every Age and Ability theme?

Being physically active can prevent and improve long-term conditions including cardiovascular disease, diabetes and cancers and is also a viable part of treatment pathways.

Ambition 1: Reduce the % of adults who are physically inactive to less than 20% by 2030.

Ambition 2: Increase the % of adults walking or cycling for travel at least three days a week by at least 25% by 2030.

Ambition 3: Reduce the inactivity gap between the most active 10 wards and the least active 10 wards.

Ambition 4: Reduce the inactivity gap between those living with disabilities and long-term health conditions and those without by 50% by 2030.

82.1%  
Agree

4.1%  
Disagree

	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know
<b>Ambition 1</b>	62.7%	26.9%	7.5%	0.0%	0.0%	0.0%
<b>Ambition 2</b>	65.7%	13.4%	13.4%	3.0%	1.5%	0.0%
<b>Ambition 3</b>	58.2%	19.4%	13.4%	7.5%	0.0%	0.0%
<b>Ambition 4</b>	52.2%	29.9%	10.4%	4.5%	0.0%	0.0%

### Key Findings

The majority of respondents agreed with the four ambitions, an average of 82% total agreement.

There were just 47 comments on this question, so please take this into account when analysing trends. Most comments were either negative (45%) or neutral (34%).

In terms of discussion over why the ambitions need improved, the majority discussed **barriers and inequalities to activity** (62%) that needed to be properly addressed to improve activity levels.

The main barrier was around the **city's infrastructure and accessibility** (40%), mainly cycling and other transportation. This was particularly about the difficulty of being a cyclist in Birmingham due to issues with safe roads to ride on, lack of resources (cost and storage of bike), or other issues that meant cycling was not a straightforward option. Aside from cycling, other infrastructure issues including public transport and service accessibility.

Another barrier was around **health inequalities**, and that health and mobility issues weren't taken into account when encouraging cycling and other activities. For example, disabilities, older people, mobility issues, and other chronic health conditions. There was one person who was glad for the emphasis on cycling, though.

Another barrier was **not feeling safe enough** to be active in Birmingham, whether it was cyclists worrying about road safety or that the streets are increasingly not safe to walk in.

There were also a few people who gave a variety of suggestions for improvement, including advice on interventions, introducing a target for obesity, using BCHC services as part of the actions, and providing exercises and accessible facilities that would work well for specific demographic groups (such as older people or those in deprived areas).

## 10 To what extent do you agree or disagree with the ambitions in the Contributing to a Green and Sustainable Future theme?

This theme aims to promote and protect health by improving outcomes for conditions linked to the environment, as well as using the opportunities of a green and sustainable future to improve the health and wellbeing of citizens.

Ambition 1: Reduce the % of mortality attributable to particulate air pollution to less than 4.5% by 2030.

Ambition 2: Increase the utilisation of outdoor space for exercise/ health reasons to over 25% by 2028.

Ambition 3: Increase the daily utilisation of green and blue spaces to 25% of the population by 2030.

Ambition 4: Increase volunteering in green and blue spaces to at least 10% of the population by 2027.

76.5%  
Agree

4.1%  
Disagree

	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know
Ambition 1	59.7%	19.4%	13.4%	3.0%	3.0%	0.0%
Ambition 2	61.2%	20.9%	9.0%	1.5%	0.0%	1.5%
Ambition 3	59.7%	20.9%	11.9%	1.5%	0.0%	0.0%
Ambition 4	46.3%	17.9%	19.4%	4.5%	3.0%	0.0%

### Key Findings

The majority of respondents agreed with the four ambitions, an average of 76.5% total agreement.

There were just 43 comments on this question, so please take this into account when analysing trends. There was a mix of feelings in the comments, i.e. not just negative or neutral.

There were a variety of different topics discussed but no strong themes emerging.

**Outside space, green space, and parks**, was the most commented topic (30%), with a variety of issues discussed. One topic was **lack of safety in parks**, with poor maintenance (equipment, paths, litter, lighting) an issue. There were also a few comments on utilising green space more effectively to encourage people outside, such as the right equipment, better design of recreation space, use of meadows. One comment highlighted Sheffield Winter Garden as an example of best practice.

**Pollution** was the second most commented topic (21%), with a variety of issues discussed. It ranged from criticism of the council's road and transport strategies causing air pollution and congestion, the mortality goal not being ambitious enough, to the need for improved public transport.

There was also discussion on **volunteering** - it was regarded as a positive thing but with a few caveats. This included that this is replacing paid jobs and people should be paid for the proposed work, and that the council should be engaging with the volunteer groups already in particular parks.

## 11 To what extent do you agree or disagree with the ambitions in the Protect and Detect theme?

The Protect and Detect theme is focussed on the work we can do together to protect citizens from harm and detect early diseases such as cancer and HIV and from violent crime including violent crime including gang violence and domestic abuse.

Ambition 1: Achieve the national ambitions or targets for all national immunisation programmes by 2030.

Ambition 2: Achieve the national targets for all national screening programmes by 2030.

Ambition 3: Halve the variation in uptake (inequality) for all immunisation and screening programmes by 2030.

Ambition 4: Reduce the overall rates of new sexual health infections through early diagnosis and treatment to close the gap between Birmingham and the national average by 2030.

78.3%  
Agree

3.7%  
Disagree

	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know
Ambition 1	49.3%	29.9%	14.9%	4.5%	0.0%	0.0%
Ambition 2	53.7%	26.9%	13.4%	3.0%	0.0%	0.0%
Ambition 3	47.8%	23.9%	16.4%	4.5%	0.0%	0.0%
Ambition 4	58.2%	23.9%	9.0%	3.0%	0.0%	0.0%

### Key Findings

The majority of respondents agreed with the four ambitions, with an average of 78% total agreement.

There were only 29 comments on this question, so please be cautious when attributing importance to trends. There was mainly a mix of negative and neutral comments.

The most comments (6) were focused on people's views on **meeting the targets**, with most thinking the targets should be more ambitious and met in a shorter timeframe.

There were 5 comments around **immunisations/vaccines**, with a mix of reasons why, including a couple worried about anti-vaccination misinformation, another suggesting further education on vaccines.

There were 4 comments on the negative impact of **limited resources/services** on meeting the specific health targets, such as having no children's sure start centres, screening services being deprioritised, trouble with accessing GPs, and the lack of investment available.

There were 4 comments supporting the importance of **early detection and screening**, 4 talking about **negative behaviour around the pandemic**, and there were further miscellaneous comments around different topics, such as BCHC's offer to help achieve these ambitions and a suggestion to focus on older people.



## 12 To what extent do you agree or disagree with the ambitions in Getting the Best Start in Life?

Ambition 1: Reduce infant mortality in Birmingham by 25% by 2027 and by 50% by 2030.

Ambition 2: Improve the percentage of children achieving a good level of development by 2-2.5 years to over 83% and at the end of Reception to 75% by 2030.

Ambition 3: Halve the rate of children killed and seriously injured (KSI) on Birmingham's roads by 2030.

Ambition 4: Reduce the under-18 teenage conception rate to close the gap between Birmingham and the national average by 2030.

Ambition 5: Halve the admissions due to asthma in young people under 18yrs by 2027.

Ambition 6: Reduce the rate of first-time entrants (10-17yrs) to the youth justice system by 25% by 2030.

84.3%  
Agree

1.2%  
Disagree

	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know
<b>Ambition 1</b>	65.7%	20.9%	10.4%	0.0%	1.5%	0.0%
<b>Ambition 2</b>	64.2%	19.4%	11.9%	0.0%	1.5%	1.5%
<b>Ambition 3</b>	73.1%	13.4%	10.4%	1.5%	0.0%	0.0%
<b>Ambition 4</b>	58.2%	23.9%	13.4%	0.0%	0.0%	1.5%
<b>Ambition 5</b>	62.7%	20.9%	14.9%	0.0%	0.0%	0.0%
<b>Ambition 6</b>	62.7%	20.9%	9.0%	1.5%	1.5%	1.5%

### Key Findings

The majority of respondents agreed with the four ambitions, with an average of 84% total agreement.

There were just 35 comments on this question, so please be cautious when attributing importance to trends. There was mainly a mix of negative and neutral comments, with the neutral comments tending to be suggestions with no criticism or compliments about the ambitions.

31% (11) of comments were **critical of the ambitions' scopes**, either finding them too broad in wording, unrealistic, or conversely too ambitious.

There were 9 suggestions on **how to improve or meet goals**, from funding particular services (youth services and groups/clubs, school nurse services, NCT classes, early years training), or a focus on particular issues (mental health services; Gypsy, Roma and Travellers; the credit system).

There were 6 comments on **early intervention in children's lives**, mainly emphasising the importance of it in helping to tackle inequalities, improving education and the level of development, healthy behaviours and eating, and preventing vulnerable young people from cycles of criminal behaviour.

### 13 To what extent do you agree or disagree with the ambitions in Working and Learning Well?

Ambition 1: Increasing the % of the estimated individuals who smoke accessing smoking cessation services and achieving a 4-week quit by 20% by 2030.  
 Ambition 2: To reduce the % rate of long-term musculoskeletal problems to 5% below the England average by 2030.  
 Ambition 3: Reduce coronary heart disease admissions rate by 20% by 2030.  
 Ambition 4: Reduce the % of adults from ethnic communities with Type 2 Diabetes to match the demographic profile of our city by 2030.  
 Ambition 5: Increase the number of targeted health checks by 25% by 2027.  
 Ambition 6: Reduce the rate per 1000 of homeless young people (16-24 years) to the England average.  
 Ambition 7: Achieve 50% of all medium and large businesses in Birmingham being part of the Thrive at Work programme.

81.6%  
Agree

2.8%  
Disagree

	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know
Ambition 1	49.3%	26.9%	13.4%	6.0%	1.5%	1.5%
Ambition 2	50.7%	26.9%	13.4%	0.0%	1.5%	0.0%
Ambition 3	59.7%	22.4%	14.9%	0.0%	1.5%	0.0%
Ambition 4	55.2%	22.4%	9.0%	1.5%	3.0%	0.0%
Ambition 5	58.2%	25.4%	10.4%	1.5%	0.0%	0.0%
Ambition 6	62.7%	26.9%	7.5%	0.0%	0.0%	1.5%
Ambition 7	46.3%	25.4%	11.9%	3.0%	0.0%	4.5%

#### Key Findings

The majority of respondents agreed with the four ambitions, with an average of 82% total agreement.

There were just 33 comments on this question, so please be cautious when attributing importance to trends. There was mainly a mix of negative and neutral comments, with the neutral comments tending to be suggestions with no criticism or compliments about the ambitions.

Over a third of comments were **critical of the ambitions' scopes**, either finding them unrealistic, or conversely too ambitious, or not sure how the targets were specifically decided on.

**Diabetes in ethnic communities** was the most discussed ambition (8 comments). Several said diabetes work should target everyone not just ethnic communities, and several discussed the link between diet and diabetes. BCHC also commented on which targets they could help with. There was also a couple of suggestions on how to help rates of diabetes.

In terms of **targeted health checks** (7 comments), people were split on whether they supported it, and a couple of people were not sure that the target was achievable.

Other ambitions discussed included a variety of comments on smoking cessation (such as a few suggestions on how to help the targets); homelessness (should aim for a higher reduction); thrive at work (issues around meeting targets); and other comments on individual topics.

## 14 To what extent do you agree or disagree with the ambitions in Ageing Well and Dying Well?

Ambition 1: Halve the gap in healthy life expectancy at 65 years between Birmingham and the national average for both men and women.

Ambition 2: Increase the % of eligible citizens offered an NHS Health Check who received it to over 70%.

Ambition 3: Improve the detection of dementia by increasing the % of people estimated to be living with dementia who are diagnosed and receiving care and support to over 75% by 2030.

Ambition 4: Reduce the rate of emergency hospital admissions due to falls in people aged 65yrs and over to below the national average.

Ambition 5: Improve the carer-reported quality of life score for people caring for someone with dementia to equal to or above the national average.

Ambition 6: Reduce the Excess Winter Deaths to close the gap between the actual and expected number of deaths in people aged >85 years by at least 20%.

84.4%  
Agree

1.5%  
Disagree

	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Don't Know
<b>Ambition 1</b>	52.2%	29.9%	16.4%	0.0%	0.0%	0.0%
<b>Ambition 2</b>	65.7%	23.9%	7.5%	0.0%	0.0%	1.5%
<b>Ambition 3</b>	56.7%	28.4%	10.4%	1.5%	0.0%	1.5%
<b>Ambition 4</b>	49.3%	32.8%	14.9%	0.0%	0.0%	1.5%
<b>Ambition 5</b>	61.2%	25.4%	7.5%	0.0%	0.0%	4.5%
<b>Ambition 6</b>	53.7%	26.9%	16.4%	1.5%	0.0%	0.0%

### Key Findings

The majority of respondents agreed with the four ambitions, with an average of 84% total agreement.

There were just 34 comments on this question, so please be cautious when attributing importance to trends. There were mainly negative (44%) or neutral (32%) comments, with the neutral comments tending to be suggestions with no criticism of the survey.

As with previous ambitions, there was **criticism over the ambitions' scope** (32%), mainly finding them unmeasurable/unrealistic or set arbitrarily. Only a few (3 comments) thought they should be more ambitious.

**Dementia** was the main ambition discussed (7 comments), with different comments emphasising the importance of focusing on dementia, NHS issues impacting on dementia care, suggestions, and the impact on carers and families.

There was also discussion of **inequalities**, including: agreeing that there is inequality across Birmingham and it needed to be tackled, and individual comments to do with different demographics: queer and trans elders who feel excluded for not fitting into the gender binary definition; elderly Gypsy, Roma and Travellers have nowhere to go; groups with language barriers; and that training is needed for services dealing with hard-to-reach groups.

## Appendix C: Demographic Profile of BeHeard respondents

**Table 1. Respondents by Age**

Age Group	No. of respondents*	% those that responded	% of total Birmingham population**	+/-
0-19	0	0%	29.2%	-29.2
20 – 29	13	9%	16.8%	-7.8
30 – 44	47	33%	20.8%	+12.2
45 – 59	55	39%	16.4%	+22.6
60 – 74	21	15%	10.8%	+4.2
75 – 84	0	0%	4.6%	-4.6
85+	0	0%	1.8%	-1.8
Not Answered	10	3%	N/a	N/a
<b>Suppressed Respondents Total</b>	<b>146</b>	<b>100%</b>	<b>100%</b>	

\*Values less than 4 have been suppressed to 0 and values between 5 and 10 have been suppressed to 10. Total counts below do not match the total responses due to suppressing responses.

**Table 2. Respondents by Gender**

Gender	No. of respondents*	% of respondents	% of total Birmingham population**	+/-
Male	45	32%	49.7%	-17.7%
Female	89	63%	50.3%	+12.7%
Not Answered/Prefer not to say	10	5%	N/a	N/a
<b>Suppressed Respondents Total</b>	<b>144</b>	<b>100%</b>	<b>100%</b>	

\*Values less than 4 have been suppressed to 0 and values between 5 and 10 have been suppressed to 10. Total counts below do not match the total responses due to suppressing responses.

**Table 3. Respondents by Ethnicity**

Ethnicity	No. of respondents*	% of respondents	% of total Birmingham population**	+/-
English/Welsh/Scottish/Northern Irish/British	89	63%	53.3%	+9.7
Any other White background	11	8%	2.4%	+5.6
Mixed/multiple ethnic groups	10	7%	3.8%	+3.2
Asian/ Asian British	22	16%	24.3%	-8.3
Black/ African/ Caribbean	10	6%	7.6%	-1.6
Any other ethnic group	0	0%	1.4%	-1.4
Not Answered	0	0%	N/a	N/a
<b>Suppressed Respondents Total</b>	<b>142</b>	<b>100%</b>	<b>N/a</b>	<b>N/a</b>

\*Values less than 4 have been suppressed to 0 and values between 5 and 10 have been suppressed to 10. Total counts below do not match the total responses due to suppressing responses.

**Table 4. Respondents by Physical and Mental Health**

Affected by the following long-term physical or mental health conditions or illnesses	No. of respondents*	% of all respondents
<i>Physical or mental conditions - Yes</i>	51	36%
Vision (e.g. blindness or partial sight)	0	0%
Hearing (e.g. deafness or partial hearing)	10	7%
Mobility (e.g. walking short distances or climbing stairs)	14	10%
Dexterity (e.g. lifting and carrying and carrying objects, using a keyboard)	10	7%
Learning or understanding or concentrating	10	7%
Memory	10	7%
Mental Health	27	19%
Stamina or breathing or fatigue	16	11%
Socially or behaviourally (e.g. associated with autism, attention deficit disorder or Asperger's syndrome)	10	7%
Other (please specify)	10	7%

\*Values less than 4 have been suppressed to 0 and values between 5 and 10 have been suppressed to 10. Total counts below do not match the total responses due to suppressing responses.

***Note: percentages do not add up to 100% as respondents allowed more than one option, and this question may not apply***

**Table 5. Respondents by Religion or Belief**

Religion or Belief	No. of respondents*	% of respondents	% of total Birmingham population**	+/-
Christian (including Church of England, Catholic, Protestant, and all other Christian denominators)	39	27%	46.1%	-19.1
Buddhism	0	1%	0.4%	+0.6
Hindu	0	2%	2.1%	-0.1
Muslim	16	11%	21.8%	-10.8
Jewish	0	0%	0.2%	-0.2
Sikhism	0	1%	3.0%	-2.0%
No Religion	52	37%	19.3%	+17.3
Any other religion (please specify)	10	4%	0.5%	+3.5
Prefer not to say	12	8%	N/a	N/a
Not Answered	10	7%	6.5%	+0.5
Blank	0	1%	N/a	N/a
<b>Suppressed Total Respondents</b>	<b>139</b>	<b>100%</b>		

\*Values less than 4 have been suppressed to 0 and values between 5 and 10 have been suppressed to 10. Total counts below do not match the total responses due to suppressing responses.

**Table 6. Respondents by Sexual Orientation**

Sexual Orientation	No. of respondents*	% of respondents
Bisexual	10	5%
Gay or Lesbian	8	6%
Heterosexual or Straight	98	69%
Other	0	0%
Prefer not to say	17	12%
Not Answered	10	6%
Blank	0	0%
<b>Suppressed Total Respondents</b>	<b>143</b>	<b>100%</b>

\*Values less than 4 have been suppressed to 0 and values between 5 and 10 have been suppressed to 10. Total counts below do not match the total responses due to suppressing responses.



**Table 7. Respondents by Life Experiences**

Do any of the following life experiences apply to your life?	No. of respondents*	% of respondents
Veteran	0	1%
Homelessness	10	4%
Care Leaver	0	3%
Refugee	0	1%
First generation migrant	10	5%
None	101	71%
Not Answered	71	50%
<b>Suppressed Total Respondents</b>	<b>192</b>	<b>134.51%</b>

\*Values less than 4 have been suppressed to 0 and values between 5 and 10 have been suppressed to 10. Total counts below do not match the total responses due to suppressing responses.

**Note: percentages do not add up to 100% as respondents allowed more than one option**

**Table 8. Respondents by Caring Responsibilities**

Do you have caring responsibilities? (If yes, please tick all that apply)	No. of respondents*	% of respondents
None	64	45%
Primary carer of child/children under 18	34	24%
Primary carer of disabled child/children	10	4%
Primary carer of disabled adult (18 and over)	0	1%
Primary carer of older person/people (65 and over)	10	6%
Secondary carer	24	17%
Prefer not to say	10	6%
<b>Suppressed Total Respondents</b>	<b>152</b>	<b>102.82%</b>

\*Values less than 4 have been suppressed to 0 and values between 5 and 10 have been suppressed to 10. Total counts below do not match the total responses due to suppressing responses.

**Note: percentages do not add up to 100% as respondents allowed more than one option**

\*\*Source: Birmingham City Council, *Key Statistics on 2011 Census*, [https://www.birmingham.gov.uk/downloads/download/968/census\\_2011\\_key\\_statistics\\_reports\\_constituency\\_and\\_wards](https://www.birmingham.gov.uk/downloads/download/968/census_2011_key_statistics_reports_constituency_and_wards)

## Appendix D: Q&A Response Table

(See separate document)

## Appendix E: Focus Group Feedback

### Summary

We commissioned two providers, Trueman Change and The Active Wellbeing Society, to host a series of focus group sessions with specific communities. Five of the sessions were held virtually while the rest were in-person in December 2021. Similar to the online BeHeard survey, focus group participants were provided with a copy of the draft Health and Wellbeing Strategy. They were also given a brief background on the purpose of the strategy and how their comments and feedback would be used.

There were 49 participants in all of the focus groups and a demographic breakdown can be found in Appendix E. The specific communities which attended were:

- Muslim Women's Group
- Leisure Providers
- Young People (14-19)
- Homeless/ Temporarily Accommodated
- Black, Asian, and Minority Ethnic individuals
- Adults with Learning Disabilities
- Travellers
- Healthcare Practitioners
- Adults with Physical Impairments

### Key Findings

#### Introduction (Vision Statement, Principles for Action, Closing the Gap)

Most of the groups agreed that the Vision Statement was the right idea and it would be a huge positive if it could be achieved. Interestingly, several groups identified that affordability or limited disposable income was a barrier towards better health. This trend continued in other groups where the role of community organisations and centres was identified as essential for reducing health inequalities by being accessible to everyone.

#### Theme 1: Healthy and Affordable Food

In the focus groups, there were overall positive thoughts towards the take-up of healthy food vouchers; the health practitioners' group were surprised that take-up was not already at the level of 80%. It was suggested that vouchers could be better advertised through schools and GP's.

Another group identified an issue with the accessibility to junk/fast food, particularly for children. There was agreement that educating children and young people as well as facilitating healthy choices are one of the best methods for tackling obesity. Alternatively, one group wanted the council to be much more forceful and make access to fast-food restaurants more difficult. These points were agreed with by the young people's focus group who focused again on the attractiveness of low-cost fast food compared to any alternatives.

The adults with learning disabilities group highlighted that the increase in food bank use had led to people almost wholly relying on food parcels that lack any fresh food. Many of the groups said that education around options as well as healthy cooking were crucial but that behavioural change was needed for education to follow-through.

## Theme 2: Mental Wellness and Balance

The health practitioners' group felt the ambitions outlined in the mental wellness and balance theme were important but too ambitious, with comments on the triple zero by 2030 ambitions not being achievable at all. This was shared by the Black, Asian, and Minority Ethnic group who felt there was an overall disconnect between each ambition and real life. It was noted in one group that the ambition to reduce the prevalence of depression and anxiety was "totally unrealistic".

There was also concern that targets around smoking, drug or alcohol addiction were tackling a symptom but not a cause of poor mental health. therefore, a preventative approach would always be preferable over a corrective one.

Finally, the adults with learning disabilities group's discussion ended on a reflection of the ambitions and a suggestion that they should have more of a continuous feel to reflect people's journeys with mental health as opposed to a start and end point of data.

Most of the focus groups agreed that the Covid-19 pandemic/ lockdowns and isolation have impacted negatively on mental health and in many cases exacerbated pre-existing issues. From this the two main points to highlight are that access to mental health services is still difficult for marginalised communities (traveller, homeless, etc). Equally, there needs to be further normalisation of open conversations about mental health, both good and bad.

## Theme 3: Active at Every Age and Ability

The groups were more positive about the ambitions in this theme and considered them to be more achievable as they were accessible and tangible. There was also consensus that the link between physical and mental health could be emphasised more strongly throughout the theme. The adults with physical impairments' group was keen to see and hear of wider offers of physical activity in their local areas and touchpoints in their everyday life e.g. medical practices and volunteers. Another group highlighted the importance of making physical activity practical and affordable, linked the ambition on reducing the inactivity gap between the ten most and least active wards.

The leisure providers focus group said that they would like to see specific reference to access to physical activity regardless of ability to pay. This was echoed in several groups who said that ensuring open access was essential. The Muslim women's group also highlighted that mixed gender facilities can be negative or intimidating for them so organising activities that are for women, or women's groups, only could help.

## Theme 4: Green and Sustainable Future

The young persons' group highlighted that the importance of green and blue spaces is somewhat dependent on where you live. Additionally, they noted that, on the whole, they believed their local parks were well maintained, which encouraged their use. Another group commented on this, linking safety to the enjoyment of green and blue spaces. It was agreed that maintained paths as well as lighting was necessary to deter the risk of attacks/ muggings.

Some of the groups had concerns about the ambition to increase volunteering as it was noted that the council has direct control over many parks in the city and it should be the one to employ more wardens or rubbish collectors. The focus groups also focused on how to get to green and blue spaces if you don't live within a reasonable distance and highlighted that appearance is important; i.e. if a park, canal-side or street looks unclean and rubbish-filled then people will be less inclined to go there as it suggests it is not a looked after space.

## Theme 5: Protect and Detect

Many groups were pleased to see the inclusion of this theme, although there was a divergence on whether the emphasis should be on health protection or crime prevention. On the subject of health protection, the groups identified that information, education and advertisement was crucial to keep people aware and up to date (with screenings, immunisations, etc). The adults with physical impairments' group proposed that a more continuous form of health check (i.e. a lifestyle check) would help to identify problems associated with the other themes, such as poor diet or lack of physical exercise.

Some of the focus groups highlighted that the language used for the ambitions was overly technical (e.g. deliver fast-track accreditation) and whether phrases like these could be better explained.

Another common point was the growing presence of misinformation, particularly around the Covid-19 vaccine, but other health issues in general and that organisations like BCC/NHS/ etc need to be much more pro-active in identifying and tackling false information before it can spread widely.

Finally, most of the groups agreed that combining health protection and crime protection seemed like an attempt to combine two themes that should sit separately. They also highlighted that it was important to still ensure that crime prevention had a place in health and wellbeing. In particular, several groups said that domestic violence has to be addressed from all angles and 100% involves wellbeing.

## Life Course 1: Getting the Best Start in Life

The Muslim women's group highlighted that children's mental health was of paramount importance but many of our ambitions/actions in Theme 2 suggested that signposting individuals to services would be primary goal, however, this is greatly reduced as children cannot be easily signposted to services.

The focus group with the traveller community highlighted the high levels of infant mortality within this community but further suggested that there could be more pro-active engagement by bereavement services in the instances of infant mortality.

The focus group with the homeless and temporarily accommodated noted that most accommodation is geared towards single-occupancy rooms which makes it harder for families to stay together in the same building if there are few rooms available.

## Life Course 2: Living, Working, and Learning Well

The young people's focus group wanted a focus on the transition of information from school to home (i.e. they said they wanted to know about healthy food options so they could take this information back to their household).

The adults with learning disabilities' focus group highlighted that there is little consistency on employers adjusting work to those who need it. One participant gave an example of how an employer had been helpful in arranging an SEN assessment for them at work.

The travellers' focus group wanted to again highlight how the lifestyle of their community does not match well with the conventional approach of schools and whether an increase in online learning could be to the benefit of traveller children.

The focus group for the homeless community noted a number of points on employment. Firstly, they said offering money management skills to those in these situations would be very beneficial as it can build independence, self-confidence and further boost mental wellbeing

(remove anxiety of dependency). Equally, they noted that when in temporary accommodation, you face a choice between UC or employment, and this can be a disincentive to work.

### Life Course 3: Ageing and Dying Well

The Black, Asian, and Minority Ethnic community focus group highlighted that faith is very important to older adults and faith leaders are one of most highly trusted figures. Therefore, they are very good to use with communicating key information and spreading awareness of positive health measures.

The traveller community's focus group brought up the issue of older adults in that community seeking static residential care in their older age but often struggling to arrange it through official channels.

The Muslim women's focus group highlighted the issue of age or health-related mobility being a significant barrier to engaging in any physical activity.

## Appendix F: Demographic Summary of Focus Group participants

**Table 9. Participants by Age Group**

Age Group	No. of respondents*	% of those that responded	% of total Birmingham population**	+/-
0-19	10	17%	29.2%	-12.2
20 – 29	0	7%	16.8%	-9.8
30 – 44	13	28%	20.8%	+7.2
45 – 59	12	26%	16.4%	+9.6
60 – 74	0	7%	10.8%	-3.8
75 – 84	0	2%	4.6%	-2.6
85+	0	0%	1.8%	-1.8
Not Answered	10	13%	N/a	N/a
<b>Suppressed Total Respondents</b>	<b>45</b>	<b>100%</b>	<b>100%</b>	

\*Values less than 4 have been suppressed to 0 and values between 5 and 10 have been suppressed to 10. Total counts below do not match the total responses due to suppressing responses.

**Table 10. Participants by Gender**

Gender	No. of respondents*	% of respondents	% of total Birmingham population**	+/-
Male	22	48%	49.7%	-1.7%
Female	19	41%	50.3%	-9.3%
Not Answered/Prefer not to say	10	11%	N/a	N/a
<b>Suppressed Total Respondents</b>	<b>51</b>	<b>100%</b>	<b>100%</b>	

\*Values less than 4 have been suppressed to 0 and values between 5 and 10 have been suppressed to 10. Total counts below do not match the total responses due to suppressing responses.

**Table 11. Participants by Ethnicity**

Ethnicity	No. of respondents*	% of respondents	% of total Birmingham population**	+/-
English/Welsh/Scottish/Northern Irish/British	20	43%	53.3%	-10.3
Any other White background	0	2%	2.4%	-0.4
Mixed/multiple ethnic groups	0	2%	3.8%	-1.8
Asian/ Asian British	14	24%	24.3%	-0.3
Black/ African/ Caribbean	0	9%	7.6%	+1.4
Any other ethnic group	0	2%	1.4%	+0.6
Not Answered	10	17%	N/a	N/a
<b>Suppressed Total Respondents</b>	<b>41</b>	<b>100%</b>	<b>100.0%</b>	

\*Values less than 4 have been suppressed to 0 and values between 5 and 10 have been suppressed to 10. Total counts below do not match the total responses due to suppressing responses.



**Table 12. Participants by Sexual Orientation**

Sexual Orientation	No. of respondents*	% of respondents
Bisexual	0	4%
Gay or Lesbian	0	4%
Heterosexual or Straight	20	43%
Other	0	0%
Prefer not to say	16	35%
Not Answered	10	13%
Blank	0	0%
<b>Suppressed Total Respondents</b>	<b>46</b>	<b>100.00%</b>

\*Values less than 4 have been suppressed to 0 and values between 5 and 10 have been suppressed to 10. Total counts below do not match the total responses due to suppressing responses.

**Table 13. Participants by Religion or Belief**

Religion or Belief	No. of respondents*	% of respondents	% of total Birmingham population**	+/-
Christian (including Church of England, Catholic, Protestant, and all other Christian denominators)	13	28%	46.1%	-18.1
Buddhism	0	2%	0.4%	+1.6
Hindu	0	2%	2.1%	-0.1
Muslim	12	26%	21.8%	+4.2
Jewish	0	0%	0.2%	-0.2
Sikhism	0	0%	3.0%	-3.0%
No Religion	13	28%	19.3%	+8.7
Any other religion (please specify)	0	0%	0.5%	-0.5%
Prefer not to say	0	0%	N/a	N/a
Not Answered	10	13%	6.5%	+6.5
Blank	0	0%	N/a	N/a
<b>Actual Total Respondents</b>	<b>48</b>	<b>100.00%</b>	<b>100.0%</b>	

\*Values less than 4 have been suppressed to 0 and values between 5 and 10 have been suppressed to 10. Total counts below do not match the total responses due to suppressing responses.

\*\*Source: Birmingham City Council, *Key Statistics on 2011 Census*,  
[https://www.birmingham.gov.uk/downloads/download/968/census\\_2011\\_key\\_statistics\\_reports\\_constituency\\_and\\_wards](https://www.birmingham.gov.uk/downloads/download/968/census_2011_key_statistics_reports_constituency_and_wards)

## Appendix G: Ward Forum Feedback

### Summary

The Health and Wellbeing Strategy addresses some of the critical challenges Birmingham faces. Delivering this strategy requires input from many organisations across the city. It focuses on the needs of service users and communities, to tackle the factors that impact upon health and wellbeing across service boundaries.

The Birmingham Health and Wellbeing Board has recently completed a consultation period on the draft of its new strategy: Creating a Bolder, Healthier City. It contains five core themes running throughout the life course and two cross-cutting approaches. It is also underpinned by the priority of Closing the Gap, reducing health inequalities that have been highlighted and exacerbated by the COVID-19 pandemic.

### Method

The consultation period for the Health and Wellbeing Strategy was opened on September 23<sup>rd</sup>, 2021 and closed on December 10<sup>th</sup>, 2021. During this period, the primary means of consultation was through a digital survey on the council's Be Heard website. This was added to by a number of other methods, including commissioned focus groups and webinars by senior council officers.

One aspect of the consultation has been to present the draft strategy at local Ward Forums. Ward forums are chaired by the local councillors for that ward and provide an opportunity for residents to discuss important local matters around crime, health, and environment.

The format of this consultation involved a Service Lead Officer from Public Health presenting a short introduction to the strategy and its different themes. They then opened up the discussion for questions and comments. Any questions that couldn't be answered during the session were followed up and the chair of the forum received an email response.

### Findings

All councillors were offered the opportunity for public health officers to attend a ward forum. Those attended were all held virtually, and the recordings for each meeting can be found on the [Neighbourhood Development and Support Unit \(NDSU\) YouTube channel](#). The wards attended were: [Soho and Jewellery Quarter](#), [Stirchley](#), [Shard End](#), [Sutton Vesey](#), [Nechells](#), [Sutton Reddipap](#), [Sparkhill](#), [Hall Green South](#), and [Gravelly Hill](#).

Attendance to the ward forum varies, with the average number in attendance being 10, including councillors and officers. Due to the varied attendance numbers, the majority of questions were from councillors. However, these questions usually provoked further discussion.

The intent of the strategy was received positively although it was expressed at multiple forum's that some of the topics have been an issue for several years, even decades now, and that previous strategies had 'come and gone' with little effect. Therefore, it was asked how this strategy would clearly have the desired impact.

## Themes

### Housing

- In several ward forums, quality and condition of housing was discussed as a significant factor for a person's health and wellbeing. For example, poorly insulated buildings can lead to a colder internal temperature and itself lead to pneumonia and other respiratory diseases.
- In the Sutton Vesey ward forum, it was asked how housing has been considered within the strategy. It was noted that housing, as a wider determinant of health, could certainly be given more prominence within the strategy.
- There was a suggestion that a representative from the BCC Housing Department could be invited in future to the Health and Wellbeing Board to discuss possible membership.

### Air Quality

- Air pollution and air quality were also brought up in several ward forums as both a short and long-term health concern. For example, in the Gravelly Hill ward forum, it was highlighted that the negative health impacts of living on/near the Tyburn Road need to be negated through this strategy.

### Social care/Carers

- There was a question from the Stirchley ward forum about the presence of carers on the Health and Wellbeing Board. While it was noted that there are several strategic leads on the board's membership, there could be increased representation of carers (especially unpaid) on the sub-forums.
- There was a wider concern highlighted that previous strategies have fallen short when trying to integrate health and social care and how this strategy in particular would not have the same result. It was addressed by saying that there will be greater accountability built into the strategy through the fora's responsibility for delivery and the Health and Wellbeing Board's responsibility for oversight.

### Health Inequalities

- Several queries were around how this strategy would help to tackle local health inequalities within specific wards.

### Mental Health and Wellbeing

- It was asked in the Sutton Reddicap ward forum how mental health and wellbeing, particularly relating to children, would be factored in and which partner/s would be delivering on this. It was noted that actions in both Theme 2 and Mitigating the legacy of Covid-19 would be aimed towards children's wellbeing. It was noted though that in the ambitions for the life course, there could be a greater focus on children's mental health and wellbeing, specifically for ages 14 to 18.



	To what extent do you agree or disagree with the vision statement? - Vision statement	To what extent do you agree or disagree with the vision statement? - Please use the box below for comments you wish to make. If you disagree with the vision statement, please tell us why and explain how you think it could be improved.	To what extent do you agree or disagree with the principles for action? - Principles for action	To what extent do you agree or disagree with the principles for action? - Please use the box below for comments you wish to make. If you disagree with the principles for action, please tell us why and explain how you think it could be improved.	To what extent do you agree or disagree with the focus on 'Closing the Gap' in the strategy? - To what extent do you agree or disagree with the focus on 'Closing the Gap' in the strategy? - Inequalities linked to Deprivation	To what extent do you agree or disagree with the focus on 'Closing the Gap' in the strategy? - To what extent do you agree or disagree with the focus on 'Closing the Gap' in the strategy? - Inequalities affecting Disabled Communities	To what extent do you agree or disagree with the focus on 'Closing the Gap' in the strategy? - To what extent do you agree or disagree with the focus on 'Closing the Gap' in the strategy? - Inequalities affecting Inclusion Groups (e.g. people experiencing homelessness, care leavers, ex-convicts and those in contact with the justice system)	To what extent do you agree or disagree with the focus on 'Closing the Gap' in the strategy? - To what extent do you agree or disagree with the focus on 'Closing the Gap' in the strategy? - Inequalities affecting different Ethnic Communities	To what extent do you agree or disagree with the focus on 'Closing the Gap' in the strategy? - To what extent do you agree or disagree with the focus on 'Closing the Gap' in the strategy? - Inequalities of Place (i.e. variation/ inequalities between Wards)	To what extent do you agree or disagree with the focus on 'Closing the Gap' in the strategy? - To what extent do you agree or disagree with the focus on 'Closing the Gap' in the strategy? - Please use the box below for comments you wish to make. If you disagree with the vision statement, please tell us why and explain how you think it could be improved.
1	Strongly agree	I strongly agree with the affordable aspect as many choices are restricted by cost.	Agree	The top bullet is the relevant one. as this should already encompass bullet two.	Disagree	Disagree	Disagree	Strongly disagree	Neither agree nor disagree	I think often the groups named above often have the opportunity to access better health opportunities because of where they visit, they see more adverts/signposts, often receive discounts, may have opportunities offered to them because they may access medical outlets more often. It's the people who sit at home and don't access local services that need to be targeted for improved health.
2	Disagree	Similar statements have been made for the last 50 years, but nothing in reality has changed. There continues to be disparity between rich and poor and service provisions. SAME people continue to be worse affected.  There is nothing 'bolder' about your strategy.	Strongly agree	No problem with headline but issue with practicality, why make a statement if you cannot deliver,	Strongly agree	Strongly agree	Agree	Strongly agree	Strongly agree	Adequately resources service provision based on inequalities/ deprivation needs to be seriously considered going forward.
3	Don't know	You have failed on delivering so many 'visions', this will be no different. This is all talk AGAIN. You can't use local footpaths because they are so badly maintained and overgrown. Surely being able to walk locally would be an important part of the vision yet you have failed to deliver on basics. Lets face it this is not a city that treats everybody fairly	Strongly disagree	You don't listen and you make many choices that have negative effects and you either choose to ignore the issues or are incompetent at making decisions.	Strongly disagree	Agree	Strongly disagree	Strongly disagree	Strongly agree	I don't believe you truly understand inequalities and that you are playing around the edges. What about the inequalities of threats of violence from groups in some areas. Why are you pursuing cycling measures solely the exclusion of all others when my 81 year old mom cant physically use a bike. You have done nothing for her and yet you celebrate this.
4	Strongly agree		Strongly agree		Agree	Agree	Agree	Agree	Agree	
5	Agree		Strongly agree		Neither agree nor disagree	Agree	Strongly agree	Neither agree nor disagree	Strongly agree	
6	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
7	Agree		Neither agree nor disagree	Be careful that you include all citizens and not just those who live in social housing. There are plenty of elderly in private accommodation who struggle and don't come to anyone's notice.	Agree	Agree	Agree	Agree	Agree	Make sure you 'do' rather than just 'highlighting' or 'proposing'. These things tend to reduce down to lots of words but little action.
8	Strongly agree	However, this is not a measurable goal. YOU NEED TO INCLUDE AN ACTION PLAN WITH OBJECTIVES!!!	Strongly disagree	1) Focusing on citizens isn't useful or even informing practice by their experience, you need to collaborate with the public. Same old approach, same old problems. 2) Inequality is not the end point. In fact it is a poor effort and rather unambitious. Aim to reduce inequality and promote EQUITY. You could be more innovative and strive for JUSTICE! 3) I'm keen to find out what you constitute as research-enabled action. The wording makes me think this is a quick and dirty way rather than a robust and empirical methodology	Strongly agree	Strongly agree	Strongly agree	Disagree	Disagree	There is far too much focus on marginalized groups that for sure have inequalities. Whilst these groups have problems, it is almost like a scapegoat to push the director's agenda. The BAME and LGBT communities are important but seem to be the only focus. More needs to be done around lesser heard stigmatised and disadvantaged communities/individuals.
9	Strongly agree		Strongly agree		Strongly agree	Agree	Neither agree nor disagree	Agree	Neither agree nor disagree	I have concerns about inequalities in wards I live in an affluent ward however I am by no means affluent myself. I don't want to be penalised for living in an affluent ward.
10	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
11	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
12	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
13	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
14	Agree	Maybe the ending: and desirable to support them to achieve their potential for a happy, healthy life.  Could be changed to: and desirable to support them to achieve their potential and for a happy and healthy life.	Agree	The 3rd points sounds very government policy speak. Bring it back to public level, e.g. Actions will be based on evidence and best practice	Strongly agree	Strongly agree	Agree	Agree	Strongly agree	You can't focus on everything choose one that affects Birmingham the most and focus on that.
15	Agree	Unclear where you are getting your data and research from. I would hope that health also includes mental health.	Agree	I hope data and evidence comes more from established academic research than from local research.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Greater funding for libraries and projects promoting engagement with libraries for children and adults
16	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
17	Agree	This vision stretches beyond the Health and Wellbeing Directorate as not everyone is in a financial position to make healthy choices.	Neither agree nor disagree	To many buzzwords and not enough substance in these bullet points, what does 'Data and evidence-informed, and research-enabled action' even mean?	Agree	Agree	Agree	Agree	Agree	
18	Strongly agree		Strongly agree		Strongly agree	Agree	Strongly agree	Agree	Agree	Attention needs to be given to the Deaf community to have better communication. There is still a lack of BSL learning opportunities especially as funding has gone. There are still Deaf people using medical services with no interpreters. The lack of trust among the Deaf community needs to be investigated properly.
19	Strongly agree		Strongly agree		Agree	Agree	Agree	Agree	Agree	
20	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
21	Agree		Strongly agree		Agree	Agree	Agree	Agree	Agree	
22	Strongly agree		Strongly agree		Agree	Agree	Agree	Agree	Agree	
23	Strongly agree	Exercise classes should be free and gym etc as well or subsidised healthy food so its affordable for the less well off too	Strongly agree		Strongly agree	Agree	Strongly disagree	Strongly agree	Agree	Ethnic origin is not a lifestyle choice that resulted in being disadvantaged unlike some of the other ones where drug use etc was a result of personal decisions/choices. Therefore equalities as a result of ethnic origin should be prioritised above others.  Then deprivation and inequalities between wards as children of these families didn't choose to be born into these areas or poverty and they should be assisted to close the gap to give them a better standard of living in line with the rest of the population
24	Agree		Agree		Agree	Agree	Agree	Agree	Agree	
25	Agree	its a bit lengthy could be shortened to something like  "Our shared vision is to create a healthier city where every citizen, of any age or ethnicity are supported to make healthy choices that are affordable, sustainable and desirable to help them achieve their potential for a happy, healthy life".	Strongly agree		Neither agree nor disagree	Agree	Agree	Agree	Agree	
26	Strongly agree	Personally, I see vision statements as pretty meaningless pieces of text created by PR people. Too many times, organisations churn these out and then don't follow with measurable action.	Strongly agree		Agree	Agree	Agree	Agree	Agree	
27	Neither agree nor disagree	We can all help to improve our environment however in current times and with the cost of living escalating out of control, services being cut through budget restrictions and restricted access to hospitals and doctors surges the vision has to have a much longer time scale as current pressures are impacting not just on physical health but far more on the mental health of the current population which is putting further pressure on restricted services. We have to be realistic in todays times and not overly optimistic.	Neither agree nor disagree		Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	In today's climate only the healthy will benefit. Those with any kind of pressure need to be able to access the help that they need through lack of resources and poor funding.
28	Strongly agree		Agree		Neither agree nor disagree	Agree	Neither agree nor disagree	Agree	Neither agree nor disagree	
29	Agree		Agree		Agree	Agree	Agree	Agree	Agree	

30	Strongly agree	I agree what are you doing to support the elderly in our communities who are not getting out and about as they used to because of covid better support is needed ring and ride communicating with GPS to locate elderly needing support	Neither agree nor disagree	More needs to be done in all communities	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Every community should be entitled to the same facilities and support where are the swimming baths and community gyms run by council why are they so expensive why aren't more swimming pools and gyms being built
31	Strongly agree	I am not sure why they word "desirable" is in the vision.	Agree	The first principles is difficult to interpret. I don't know what it means.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	I think the first example of a health inequality is weak. Black Africans come from a part of the world with a high level of HIV. Why not pick an inequality between white and black people who were born in Birmingham. This will be more powerful and meaningful.
32	Strongly agree		Strongly agree		Agree	Agree	Strongly agree	Neither agree nor disagree	Neither agree nor disagree	
33	Agree		Agree		Agree	Agree	Agree	Agree	Agree	You just have to look at the Birmingham the second city and the inequalities within wards just compare Handsworth to Harborne
34	Agree		Agree		Agree	Strongly agree	Strongly agree	Agree	Agree	
35	Strongly agree		Strongly agree		Disagree	Disagree	Disagree	Disagree	Disagree	
36	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	
37	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
38	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
39	Strongly agree		Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
40	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
41	Agree		Neither agree nor disagree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
42	Strongly agree	joined up bcc thinking (not just talk) and people come first above cars, buses and convenience of a few vocal minorities eg. motorist lobby.	Neither agree nor disagree	people first. Example locally we want to close 2 roads to thru traffic... its like pushing jelly up hill with little support from engineers and councillor. No funds... interesting but has anyone died? Can we do a traffic survey... ah we havent the resources... so how you gonna change that attitude?	Agree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Don't know	how well do bcc maintain council tenant properties or create space for gypsies ?
43	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
44	Agree		Agree							There is a lot here to focus on - Whilst one cannot disagree with any, is this realistic?
45	Neither agree nor disagree		Neither agree nor disagree		Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	
46	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
47	Agree		Agree		Agree	Agree	Agree	Agree	Agree	
48	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	This needs to be joined with the city of nature vision, and needs to be a key council priority for all council directorates and partners.
49	Agree		Agree	I like the principles, although I think it needs to go beyond being informed by citizens lived experience, and provide a commitment to genuine, meaningful (and resource) co-production	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Not quite sure what the difference is between the first and last of these points.
50	Agree		Agree		Agree	Agree	Agree	Agree	Agree	
51	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
52	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
53	Agree		Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	
54	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
55	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
56	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
57	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
58	Neither agree nor disagree		Neither agree nor disagree		Neither agree nor disagree	Agree	Agree	Agree	Agree	
59	Strongly agree		Agree	I think you should consider the principles of co-production, which is more robust than 'citizen informed'. If this is not feasible, at least consider co-design principles.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Please consider the LGBTQ+ community as part of your inclusion groups. There is evidence of poorer health outcomes for this group and partners such as Birmingham LGBT who are dedicated to improving this situation.
60	Neither agree nor disagree	I do not disagree, but we heard the same thing ten years ago. Inequality of health in area is easily identified through local health records and local plans. Ten years on health in this area has declined rapidly even though it was recognised ten years before, as having health inequalities. Due to decisions made for the area, not with the people who live here, we have experienced decisions made in this area by Authorities, has had a significant detrimental effect on local health. The impact from the increase in air noise and light pollution and polluting industries has increased the health inequalities in this area due to decisions by senior Authorities without mitigating those decisions.	Agree		Agree	Agree	Agree	Strongly agree	Strongly agree	It could be improved by equality of administration of process, law policy, and procedure. If there was equality of administration, then certain areas usually deprived areas would be protected by Air Pollution law, planning law, enforcement law, inclusion, highway law but they are not.
61	Strongly agree		Strongly agree	All too often services are not citizen focused. The council need to take action in limiting fast food outlets in poor areas; support green food providers and caterers, (vegan, locally sourced and produced fruit & veg etc). Universal income should also be looked at	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
62	Strongly agree		Strongly agree	Coproduction is absolute key to this!	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
63	Strongly agree		Agree		Agree	Strongly agree	Agree	Strongly agree	Strongly agree	
64	Agree		Agree		Strongly agree	Agree	Agree	Neither agree nor disagree	Agree	ethnicity and deprivation - confounding each other - which makes more difference? I would guess deprivation
65	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
66	Disagree	Taxing businesses and cars with this scam car charge achieves no such thing	Strongly disagree	Definitely not citizen focused and just money making listening to older people when the city is almost 50% young people	Agree	Agree	Agree	Strongly agree	Agree	All wards should be equal
67	Strongly agree	I will probably not fill in all the sections I am a retired GP and also a member of the ISA - the incoming CEO is Andy Isidore former chief economist at the Bank of England. He has been seconded for 6 months to lead the "levelling up" board. He asked for suggestions so I have just copied and pasted what I sent to him. So with this in mind these would be my priorities. I invest heavily in creating 15 minute cities so people can work play and educate locally <a href="https://www.15minutecity.com">https://www.15minutecity.com</a> This promotes physical activity and reduces commuting but more importantly enhances social activity. Local networking takes place to find creative solutions to the locality's problems.	Strongly agree			Strongly agree	Strongly agree	Neither agree nor disagree	Strongly agree	
68	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	It will also be important to address inequalities in terms of access and outcomes for LGBTQ+, and perhaps particularly trans people
69	Strongly agree		Strongly agree		Strongly agree	Agree	Agree	Strongly agree	Strongly agree	
70	Agree	Many people understand the value of life and many try and eat healthy. Health is more effected by Environment, and many living in poor environments are excluded from changes made in the area which are usually not Environmentally healthy if its a deprived area.	Agree	Citizen focus if you live in a affluent postcode of Birmingham or over the south side. You have been focused on reducing inequalities for many years but the inequalities are wider and worse than ever. As far as data is concerned waste of money as you have crime rates, SIMD areas, drugs, pollution, speeding, Noise Pollution, 24 hr traffic noise, no enforcement, litter fly tipping. This is inequality as there is a law covering everyone of these problems but Bias and institutional racism fail to be enforced in one area, whilst fully enforced in another.					Strongly agree	Birmingham like South Africa clear white areas and clear black areas, not saying there are no deprived white areas as there is and they experience the same inequalities. Been getting wider under this council and more identifiable by many living in communities.
71	Neither agree nor disagree		Agree		Agree	Strongly agree	Agree	Agree	Strongly agree	
72	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
73	Strongly agree	The Vision Statement, in theory, is right, however, when putting this in practice, that's where there are failures. There needs to be more integrated service delivery and a more joined up approach with stakeholders. Inequalities need to be addressed.	Strongly agree	Citizen focused and informed by citizens lived experience. Consciously focused on reducing inequalities and promoting equality and inclusion. Data and evidence informed, and research enabled action. Are all important factors - lets put them into action.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	



74	Strongly agree		Neither agree nor disagree	A mix of both is good, needs professional input but voices heard of lived experience	Agree	Agree	Agree	Neither agree nor disagree	Neither agree nor disagree	Some things are a lottery, be it postcode or otherwise
75	Strongly agree		Agree	The action must be relevant and useful - evidence based data can often be more useful to the research than to the participant	Strongly agree	Agree	Agree	Agree	Strongly agree	
76	Strongly agree	In order to create this vision, resources and support must be prioritised for more vulnerable groups such as BAME with pre existing health inequalities and chronic conditions compared to other citizens or groups who have a much better start in life and choices.	Agree	Recent data and evidence must be used especially coming out of the pandemic that have hit specific communities the hardest and focused in helping to enable action. You are doing great in reaching out to certain and citizen groups in engaging as many with lives experience. More could be done by working with a variety of grassroots organisations	Agree	Agree	Agree	Agree	Agree	There is no mention about closing the gap about for BAME groups with pre existing health conditions. The West Midlands BAME inquiry into COVID enquiry highlighted a number of failures, inequalities, situations and conditions that have or will be exacerbated.
77	Strongly agree		Strongly agree	Promotion of equality is vital	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
78	Strongly disagree	It doesn't support Gypsy roma and travellers	Disagree	It doesn't include Gypsy roma and travellers	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Doesn't include Gypsy roma and travellers
79	Agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Improve by including these groups
80	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	what about migrants and people waiting for Home Office decision
81	Neither agree nor disagree	I believe this statement needs to include accessibility. Many people have limitations that mean anything that could help them become healthier is inaccessible due to distance from home and travel limitations.	Strongly agree	Be sure to reach the voices of those who often go unheard	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Speak to the people from these demographics and be led by them. They know best. Create a list of all limitations and barriers for each demographic. Work creatively with that list
82	Don't know	What does this actually mean. to me some is writing words to say nothing	Don't know	Again this has no meaning	Don't know	Don't know	Don't know	Don't know	Don't know	I am saying don't know because I fill what you are doing, going to do are not in the slightest going to achieve any of the above
83	Not Answered		Not Answered							By focusing on deprivation regardless of other 'areas' will ensure that those who need it get the right support
84	Strongly agree		Agree		Strongly agree	Strongly agree	Strongly agree	Neither agree nor disagree	Neither agree nor disagree	
85	Strongly agree	I think this is great, the vision should be inclusive of physical and mental health support etc. for those who need this.	Agree	I do agree - however, there are groups of people not strongly represented in data sets who additionally need help and inclusivity. I believe the data should focus on the amount of people dealing with x or y and the severity of how that impacts their life. For instance there will be a small amount of people who all have the same experience which is severely affecting their lives - just because this is say 3 to 3% of the population does not mean that they should not be given the support required because there is less of them; especially if the effect on their lives is severe.	Agree	Strongly agree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	I think that an addition should be made and this should be mental health. Not all mental health conditions fall under 'disability' and it is often difficult for those with long term or short term mental health conditions to obtain 'disability' status. There is still a stigma unfortunately around mental health and there is a large impact on people's lives which, in my opinion, is still being ignored.
86	Strongly agree		Neither agree nor disagree	Not all citizens voices are heard. Unless seldom heard groups are linked to organisations/community groups some voices will go unheard due to personal commitments (i.e. caring duties) and may not have access to or aware of the strategy proposed.	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	It's worthy to note that inequalities occur amongst all groups in society. High level of inequalities may be associated with disadvantaged groups, however people in affluent areas also experience poor health due to being asset rich, cash poor therefore affected by loneliness, dementia, etc. This must be taken in consideration when levelling up health economies.
87	Strongly agree	How are you going to measure success? What will a healthier City look like - while I really do agree with this I've not idea and I guess you may not have either of what this means in practice - how will it influence system, place and neighborhood level decision making. How does it join up with the ICUIB and FCN model that is now being put in place. Where does it sit with plans for developments such as road, rail and cycling changes. How will it influence planning decisions for example? How will you make sure that people live in affordable homes that are heated with clean energy? Its in danger of being hugely sloed thinking and of missing the considerable gaps there are at the moment	Strongly agree	Again - what does this really mean in practice? how will this influence your design and delivery of services against a backdrop of years of underfunding and poor investment	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Again what will this mean in reality how will anyone know whether you're making progress?
88	Agree		Agree		Agree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	
89	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
90	Strongly agree		Agree		Agree	Agree	Strongly agree	Strongly agree	Neither agree nor disagree	I think inequalities of place is often encompassed within the other inequalities, therefore I am not sure whether it should stand alone.
91	Agree	It would be difficult not to agree with such a vision. However, your record of delivering your visions is appalling and I see no likelihood of improvement only talking the talk. You lack the integrity to deliver and delivery is not consistent across the geography of Birmingham.	Strongly disagree	This not about equality as much as it is about achieving certain minimum standards. In south west Birmingham accessibility (transport) is very poor and you will do nothing to improve this and yet this is a key part of levelling up for this area.	Agree	Agree	Disagree	Strongly disagree	Strongly agree	You have a track record of investing in some areas over others and not following the principles you describe. You abandoned the Frankley Branch when this would have improved access to jobs and other opportunities for one of the more deprived areas in Birmingham. You have not demonstrated that your 'philosophy' has improved Birmingham does not finish at Selly Oak and yet major investment ends there. Longbridge saw the loss of 6000 jobs to be replaced with 'promise' of 10000 jobs. The developer has made vast profits off this because you have let this employment site become a retail park and housing development and T&L Motewens have reaped the financial benefits. This shows poor understanding and capabilities on your part as there are many other examples including the Birmingham transport plan which is terribly flawed and will strangle the future of Brum.
92	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
93	Strongly agree		Strongly agree	Please focus on gross health inequalities with BAME communities. Some of these inequalities have existed for many decades.	Strongly agree	Strongly agree	Agree	Strongly agree	Strongly agree	Inequalities amongst BAME communities are chronic. You need to look at the rise of takeaways and shisha outlets in inner city deprived neighbourhoods
94	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
95	Agree		Agree		Agree	Agree	Agree	Agree	Agree	
96	Disagree	Still too many cars around the city centre, to make the situation better make transport cheaper for members of public and more frequent service of public transport into city centre.	Don't know		Neither agree nor disagree	Disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	
97	Agree		Agree		Agree	Agree	Agree	Agree	Agree	
98	Strongly agree		Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
99	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	These are all great, but don't forget the people that fall into several categories or could fall between the gaps. MCH here.
100	Strongly agree		Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	I think the long term focus should go beyond just closing the gap and should aim to improve everyone's eating behaviours.
101	Strongly agree		Neither agree nor disagree		Agree	Strongly agree	Agree	Agree	Agree	
102	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Over the years I've been let down, I feel deflated & defeated by the system & now find myself isolated with less confidence to utilise health & wellbeing services. I feel that over the years of reading the promises of improvements, it's realistically not improving & I sink further into depression mode.

103	Strongly agree	Word soup with not much tangible action promised. Sounds like an election campaign full of empty promises. HOW are you planning to achieve this? Huge change at central government level is needed to accomplish this. CMA, DWP, UC, NHS, the care system, SEN provision, CTS, legal aid, housing standards, and the education sector would need entirely overhauling to achieve this. Is that in your plan?	Strongly agree	<p>"Right" very non-specific generic statement. The issues are extremely clear, constantly asking the same questions isn't going to move anyone further forwards. The CMA needs completely overhauling. CMA did need to be more aggressively chased and enforced, wait times need to be significantly cut down, fees for resident parents must be scrapped entirely.</p> <p>DWP sanctions need to be overhauled with regulations that NO family with children under the age of 18 are ever left destitute for any reason.</p> <p>Education system needs to be brought into the 21st century with children being taught coding, financial, life, and healthy relationship skills from primary school. Children leaving secondary school should all be able to understand how interest works, mortgages, basic economy, budgeting skills, how credit reports</p>	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Neither agree nor disagree	There's no explanation of how you propose to address these issues
104	Neither agree nor disagree	Its far too nebulous and management babble. It means nothing	Strongly disagree	Not specific	Strongly agree	Strongly agree	Neither agree nor disagree	Strongly agree	Strongly agree	The difference between wards is a shocker. The provision of cheap or free classes for example in Bourneville is great, plenty of people offer their services. Less so elsewhere
105	Strongly agree		Agree		Agree	Agree	Agree	Agree	Neither agree nor disagree	Keeping authentic village structure of historic Birmingham while giving opportunities to improve areas at the same time as keeping the character of an area too.
106	Agree		Agree		Agree	Strongly agree	Agree	Agree	Neither agree nor disagree	
107	Strongly agree	I agree, but with reservations as to how "their potential" can be judged and to whom. It doesn't sound like a measurable aim.	Agree	Agree, but unsure what age groups are encompassed by the term "citizen" Are young people included and how will their lived experience be judged?	Strongly agree	Agree	Agree	Agree	Strongly agree	Although I have agreed I think these inequalities were well recognised twenty years ago, and have worsened partly due to withdrawal of services locally, so am unconvinced that the actions needed to achieve these aspirations have been understood or acted on in policies since.
108	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
109	Agree	Citizen makes me question who is left out eg rough sleepers, refugees, transient populations? We should also recognise that desirable choices will be different for everybody	Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	I don't disagree with any of the areas of focus but I would question how they were selected. For example, we know that queer people, especially bi and trans people, experience worse health outcomes across the board, especially in the area of mental health. Why was that population not considered?
110	Agree		Don't know		Don't know	Don't know	Don't know	Don't know	Don't know	Poorly worded question. This is very difficult to understand. I agree money should be spent on the most vulnerable in society. Inequality for disabled and ethnic health issues should be funded by the NHS investing more in their rehabilitation/treatment. Investment in deprived areas rather than paying for the broken Metro again would be a better use of money.
111	Agree	I find 'happy' vague and inadequate. 'Fulfilling' seems more appropriate	Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	It's important to link this strand to people's aspirations as well as safety nets. Working with schools, colleges and the universities to promote initiatives that support people throughout education and training to ensure they can complete courses to gain skills and qualifications, and promote awareness, robust policies and initiatives in those institutions that cater for diverse learners.
112	Strongly agree		Strongly agree		Strongly agree	Agree	Strongly agree	Agree	Agree	I couldn't read Closing the Gap! Perhaps that is an inequality - I am old and my eye is not as good for small print, even with glasses. But I have answered the questions.
113	Agree	Citizens should be able to make these choices safely. For example, many women do not feel that they can go for a run when it suits them due to safety issues	Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
114	Agree	"Desirable" from whose point of view? ME, what governmental bodies/the "healthcare" sector think I should find desirable can be radically different from what I actually need or think is important...	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	The over-representation of HMDs in the Erdington ward is causing huge problems - a massive rise in deprivation and antisocial behaviour, overcrowding, community disruption, and overloading of healthcare and other social facilities in the area. Proper regulation of the companies running HMDs, while not on the surface a healthcare action in itself, would improve not only the health and wellbeing of their tenants, but everyone in the wider community affected by the preponderance of these facilities.
115	Strongly agree	I THINK YOU NEED TO PRIORITISE CLEAN AIR ABOVE ALL ELSE - all other things will consequently be improved if we get that right! Less traffic - more community interaction - less health-related problems. Never forget Eliasi Kisi Debra who died tragically far too young because of the polluted air she was breathing in Lewisham. So improving air quality by reducing traffic and improving and promoting public transport should be one of your action principles!	Strongly agree		Strongly agree	Agree	Agree	Agree	Neither agree nor disagree	
116	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
117	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
118	Strongly agree	It supports equality for all, no matter who someone is.	Strongly agree	<p>Citizen-focused will make it more relevant to the people actually needing the initiatives, instead of someone at the top who may not know what the challenges are prescribing something that ends up not working and ending up wasting resources.</p> <p>Evidence based is also useful to avoid wasting resources on something that might not work.</p>	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	The idea of prevention before someone reaches a point of crisis is always a good one.
119	Strongly agree		Strongly agree	"We appreciate we occur to" - principles of action on reducing inequalities and promoting equality and inclusion, and the need for it to be citizen focused. The importance of citizen participation in policy-making has been highlighted in the recent OECD report (Government at a Glance 2017). A citizen-based approach to action can also promote social inclusion for individuals and communities experiencing marginalisation by considering the role of local communities and civic associations in improving people's health and wellbeing.	Agree	Agree	Agree	Agree	Agree	"We appreciate we occur to" - principles of action on reducing inequalities and promoting equality and inclusion, and the need for it to be citizen focused. The importance of citizen participation in policy-making has been highlighted in the recent OECD report (Government at a Glance 2017). A citizen-based approach to action can also promote social inclusion for individuals and communities experiencing marginalisation by considering the role of local communities and civic associations in improving people's health and wellbeing.
120	Strongly agree	<p>This response has been prepared by the Centre for Economics of Obesity, University of Birmingham. Our research measures the economic value of interventions that target the spectrum of factors that affect population obesity. It is from this perspective that we have written our response.</p> <p>We strongly support the vision statement. We are particularly supportive of the emphasis on tackling inequalities and addressing the wider determinants of health and wellbeing.</p>	Agree	<p>However, we feel that the principles for action should also include a statement alluding to the roles and responsibilities of the multiple stakeholders and the need for accountability to deliver on the actions. Furthermore, a comprehensive citizen participation strategy could help promote the involvement of citizens in policy-making.</p>	Strongly agree	Agree	Agree	Agree	Strongly agree	<p>Action must be taken to address the disproportionate rates of chronic ill-health such as obesity within some population subgroups. It is important that the strategy not only acknowledges this but that it includes specific actions to address it. System-wide actions are required across sectors to level-up and measures focused on deprivation, environment and system changes need to be prioritised.</p> <p>We also recommend the strategy must prioritise actions that will have sustainable impact. Evidence shows that action that focus solely on education and behaviour change are likely to have a negative impact on equity, so policies that change the structural conditions and daily living conditions should be prioritised. Local places where people live, work</p>
121	Agree		Agree		Agree	Agree	Agree	Agree	Agree	
122	Agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
123	Strongly agree		Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	

124	Strongly agree	At the moment, this is not achievable because it is too difficult to get a GP's appointment for acute issues let alone basic issues. The waiting lists for counselling or any other long term mental health support are too long.	Strongly agree	How will you get this information, and how much money will it cost? The current needs are not being met so why waste money on finding out what the needs are when we already know what they are and what needs to be done?	Strongly agree	Strongly agree	Agree	Strongly agree	Strongly agree	
125	Strongly agree	I agree with this whole heartedly	Agree	I think the use of lived experience to guide decision is of particular importance. I am happy to see work being done to promote a more inclusive society.	Agree	Agree	Agree	Agree	Agree	Agree with points for development
126	Agree		Neither agree nor disagree		Agree	Agree	Neither agree nor disagree	Agree	Neither agree nor disagree	
127	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Agree	Strongly agree	Strongly agree	
128	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Neither agree nor disagree	Strongly agree	
129	Strongly agree		Strongly agree	The best principles/actions are those taken from normal peoples real-life experiences	Agree	Strongly agree	Agree	Agree	Strongly agree	Targeting the health and well-being of the homeless, sex workers etc. would require extra special attention, requiring help in educating, housing and fully changing these people's lives so that their health does not suffer. Does Birmingham City council have the funding and resources to provide a specific task force to help these marginalised groups?
130	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
131	Disagree	How are you going to achieve this?	Strongly disagree	Birmingham Council never listen to members of the public. What makes this any different? For example knocking down the flyover in Perry Barr - the majority were against it but it happened. The CAZ - people highlighted how you're pushing traffic from the centre with low numbers of people residing there to areas that are much higher populated. Again this was ignored.	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Many people were made redundant during the pandemic, but as some own homes or have a partner that has savings they aren't entitled to anything. How about you help everyone.
132	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Agree	Agree	
133	Strongly agree		Don't know	This is a very abstract survey and it is not possible to give a decent response to this question. Birmingham needs more investment and London does not, that's for sure!	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	I think it is important that trans groups do not get left behind
134	Agree		Disagree		Strongly disagree	Neither agree nor disagree	Strongly disagree	Strongly disagree	Strongly disagree	
135	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
136	Strongly agree		Agree		Neither agree nor disagree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
137	Strongly agree		Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
138	Agree		Strongly agree		Agree	Agree	Strongly agree	Strongly agree	Agree	
139	Strongly agree		Agree		Agree	Agree	Agree	Agree	Neither agree nor disagree	
140	Agree	the only word I worry about is "happy" I just wonder how that chimes with the what many communities have had to endure over the last couple of years  would something like "fulfilled" be better? (accepting the need for language to be accessible)	Strongly agree	Can't disagree with this at all; an applaud the obvious consultation with many that has gone on during the process of putting this strategy together	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Hugely important to address in a way that is meaningful to the 'unequal' communities
141	Agree		Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
142	Not Answered		Disagree	"Citizen focused and informed by citizens lived experience" and "Data and evidence informed, and research-enabled action" are to opposite engrangent research inform practices. How are you ensuring that you're not unwittingly 'mining' data from seldom engaged with community groups? Additionally data and evidence is very deficit based approach - no a citizen focused one? Seems like these two points are complete opposite and need to be more clear/transparent about why/what you're action plan is	Neither agree nor disagree	Agree	Agree	Neither agree nor disagree	Agree	

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125	Agree	Strongly agree	Agree	Strongly agree	Agree	Happy to see progress being made already to secure a more sustainable future. e.g. introduction of clean air act. Would like to see preservation/ treatment of green spaces in city centre for this and to aid mental health	Agree	Agree	Agree	Agree	Agree	Agree	Happy to see the effects of covid on mental health as well as physical health being made a priority
126	Agree	Agree	Agree	Agree	Agree		Agree	Strongly agree	Strongly agree		Agree	Strongly agree	
127	Strongly agree	Strongly agree	Agree	Agree	Agree		Strongly agree	Strongly agree	Strongly agree		Agree	Strongly agree	
128	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	
129	Agree	Strongly agree	Neither agree nor disagree	Agree	Agree		Agree	Agree	Neither agree nor disagree		Strongly agree	Strongly agree	Covid has left a big hole in our society, addressing it is a priority
130	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree		Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	
131	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Can't see how you can implement these	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Can't see how these can be implemented. You can't even implement a blue line in Bristol Road without reversing the decision and causing further melting of traffic by the Transit Station now	Strongly disagree	Neither agree nor disagree	I'm immunocompromised. I have had zero support from the Council. I've also been forced to send my child to school in an environment that isn't really safe with covid. We and children in school with positive family members. You are already causing issues to mental health by not allowing people to home teach their children to keep them and themselves safe.
132	Strongly agree	Strongly agree	Agree	Strongly agree	Agree		Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	
133	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	equal opportunities for tertiary education	Agree	Agree	Agree	would be happy to see what areas have been removed to make an informed choice	Don't know	Strongly agree	Not sure what this means: what is missing, etc?
134	Agree	Strongly disagree	Neither agree nor disagree	Agree	Agree		Agree	Agree	Agree		Agree	Disagree	
135	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	
136	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	
137	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	
138	Agree	Strongly agree	Strongly agree	Agree	Neither agree nor disagree		Agree	Strongly agree	Strongly agree		Agree	Strongly agree	
139	Strongly agree	Strongly agree	Agree	Agree	Neither agree nor disagree		Agree	Agree	Agree		Strongly agree	Agree	
140	Agree	Strongly agree	Strongly agree	Agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	I like the matrix approach of addressing citizen's life and experience from several different angles. The key will be being able to join up the different work streams where there is overlap (which there will be with this approach, quite correctly) to ensure consistency	Strongly agree	Strongly agree	Covid helps enormous and rightly addressed head on
141	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree		Strongly agree	Agree	
142	Agree	Agree	Agree	Neither agree nor disagree	Neither agree nor disagree		Agree	Agree	Agree		Agree	Neither agree nor disagree	

[illegible]

[illegible]

						Agree, there is little solid evidence for the 3 day food and vegetable target. Overall, we should aim to eat a variety of food, including fruit and vegetables, but I can't imagine better.							I would like recognition that reducing mental health issues in different communities need different solutions, and that mental health issues are not just about poverty. If we can't reduce poverty, they will continue to exist. I think poverty reduction does in the report. Reducing poverty and inequalities are public health goals.	
109	Strongly agree	Agree	Disagree	Agree	Agree	Agree, there is little solid evidence that school lunches on children's dietary status. There is a very strong evidence that it increases healthy eating standards, and that of doctors and other healthcare professionals, all of which lead to negative health outcomes.	Strongly agree		Strongly agree		Neither agree nor disagree	Agree		
110	Strongly disagree	Agree	Agree	Agree	Don't know	Reduce the % of fat girls with obesity. School dinner to be taken 20% to 2025. Have children in free nursery places from 2 years old. To promote healthy eating. Provide all children free school meal/healthy breakfast for healthy eating!	Don't know	Agree		Don't know	Don't know	Don't know	Promoting play from rights would help in reducing mental health issues and self harm.	
111	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Reduce the % of adults regularly eating 5 or more times than 2015. To 2025. Reduce the number of unhealthy take away outlets in the high street.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		
112	Strongly agree	Agree	Strongly agree	Agree	Agree	Cross cutting with sustainability. "Everyone has access to locally produced healthy food". Should be an ambition throughout this around 5-6 days to move from 2015 to 2020. Reduce the number of unhealthy take away outlets in the high street.	Agree	Agree	Agree	Agree	Strongly agree	Agree	would be great if we could do it. I don't see any other communities that have done it. It might help if there were more PLACS. To find out more about it, and if there were some form of compensation for the business. To - as a lot more 3 business than there would be. And at a lot more income and lower high one building for business. Also - some community meeting where have appeared because of the issues of shops during the pandemic - we need to keep food in the shops and support people after the pandemic. Finally, finally is partially covered by the completion of it for these days and I'm not sure we can change that.	
113	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Agree	Agree	Agree	Agree	Strongly agree	More needs to be done to stop the prevalence of drugs. The city centre is particularly bad. More support needed for those in need. Landlords need to be more accountable for their tenants and what goes on in their flats.	
114	Strongly agree	Strongly agree	Strongly disagree	Agree	Neither agree nor disagree	Healthcare professionals need to "obesity" need strongly research. Not enough research and action taking. Obesity is a body mass index, and most of the medical basis for obesity causing health is unproven and poorly researched. Correlation is not causation, and many studies on "obesity" are funded by the food industry. What would support healthy eating initiatives, I am concerned by the food industry's marketing schemes into the realm of "fat loss, fat loss, fat loss" your weight is your own fault", which is increasingly harmful for my personal use, but doubly so for impressionable children. Working to decrease poverty, and improve food access and nutritional education would have more impact on children's health than the usual "healthy" measures.	Strongly agree	Strongly agree	Strongly agree	Agree	Strongly agree	Strongly agree		
115	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Agree	Neither agree nor disagree	Neither agree nor disagree	Strongly agree	Neither agree nor disagree	Agree		
116	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		
117	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Please be aware of offering dietary needs within this. Some people will be vegetarian or vegan for example as the diet needs to be tailored to meet these needs. People with specific dietary needs should be in contact with advice centres it is something they can do.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree from the first one that states a common mental health issue is depression and anxiety. It is outcomes focused mainly on outcomes. It would be good to have prevention as well in this area.	
118	Neither agree nor disagree	Agree	Agree	Agree	Agree	"Sugar is toxic"	Agree	Disagree	Agree	Agree	Agree	Agree	We agree that mental health is strongly affected by other aspects of health including physical and emotional health. Strategies outlined in this theme are based on the selected evidence base. The majority of mental health problems begin to develop during childhood and adolescence (Bentall et al., 2020). Therefore, we believe that more emphasis on prevention, identification and treatment of mental health conditions in the population of children and adolescents.	
119	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	We strongly agree with the actions listed within the Healthy and Affordability food and wellbeing recommendations the following additional actions: "To complement the action to create a healthier food environment the council should include an explicit additional action to reduce the availability of unhealthy foods and drinks in all environments." See paragraph 4.1 (2020) for a review of measures. "An additional action that encompasses the responsibilities of the commercial sector to support the development and strengthening of food standards to create a healthier, affordable, safe and sustainable food system in the city." Nutritionally deficient yet ultra cheap food is aggressively promoted especially in vulnerable populations like children. The	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	References: Bentall, R. C., Kessler, R. C., Aggar, S. L., & L. L. (2020). Age of onset of mental disorders: A review of recent literature. Current opinion in psychiatry, 20(1), 105.
120	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		
121	Agree	Agree	Agree	Agree	Don't know		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		
122	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		
123	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		
124	Agree	Agree	Agree	Agree	Agree	You need to make regulations and food is especially expensive in shops and more accessible to those who are struggling. Also make people aware in supermarkets that they don't get paid more. Patches of one without are too large if you are single or a couple.	Strongly agree	Strongly agree	Strongly agree	Agree	Strongly agree	Strongly agree	Absolutely this should be the highest priority. Birmingham has an opportunity to be a leader in dealing with the mental health issues we are facing. There is a lot of investing in other areas of safety if the mental wellbeing of Birmingham residents is not looked. This needs to be the number one focus, and then everything else will follow.	
125	Agree	Agree	Agree	Agree	Agree	Working in a school I see first hand the importance of food provision. I am glad to see healthy measures being included in this.	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	All priorities which I've listed are being offered. The council will bring a particularly good and good health. I don't see it off.	
126	Strongly agree	Agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		
127	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	The advice could be more evidence, particularly in regards to children.	Strongly agree	Strongly agree	Strongly agree	Agree	Strongly agree	Strongly agree		
128	Strongly agree	Strongly agree	Agree	Neither agree nor disagree	Neither agree nor disagree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		
129	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	I agree with these most healthy food moves. Healthy food is a disadvantage and because of the price of healthy food.	Agree	Agree	Agree	Neither agree nor disagree	Strongly agree	Agree	Really important but I think bringing food in a healthy, positive environment healthy food will prove very difficult.	
130	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	BMCC is represented on the Creating a Healthy Food City Forum by the Mental Health. There are a number of initiatives in this theme that make directly for our services and may need to be reflected in our KPIs. There are 1. A working group of healthy food champions by BMCC by 2022 2. Reducing percentage of 5 year olds with early onset dental decay to less than 20% by 2025 3. Reducing obesity in reception and year 5 by 10% by 2025.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	BMCC could be represented on the Creating a Healthy Food City Forum by the Head of Psychology in the theme there is a challenge to close the gap between people with a long term condition in employment. This is rightly focused on those with a mental illness as a long term condition, a condition which is not a mental illness as the cause of a long term condition for BMCC could be included. BMCC has a number of initiatives in place and could be included in the Healthy Food City Forum. BMCC would like to embed the early intervention, food advice and signposting described in this theme into all mental health services pathways. This includes the arts and cultural based interventions to promote mental wellbeing.	
131	Disagree	Disagree	Disagree	Disagree	Strongly disagree	How will you be implementing this? Have you been asked more than about 100 or a range for other school children? Not at all children and I can't see how it's not at all.	Strongly disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Agree how will you implement these? Impossible.	
132	Strongly agree	Strongly agree	Neither agree nor disagree	Neither agree nor disagree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Neither agree nor disagree	Don't know	Neither agree nor disagree	One of the best ways to improve mental health is to do more PE in schools and to ensure that there is competition in the workplace. Being a healthy, active, and improving mental health makes a new planning program in a new way for every house in Birmingham. There needs to be more emphasis on professional support providers people who need it.	
133	Agree	Agree	Agree	Agree	Don't know		Agree	Agree	Agree	Agree	Agree	Agree		
134	Agree	Agree	Agree	Agree	Agree		Disagree	Strongly disagree	Disagree	Neither agree nor disagree	Strongly disagree	Strongly disagree		
135	Neither agree nor disagree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		
136	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		
137	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		
138	Agree	Agree	Agree	Agree	Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		
139	Agree	Agree	Disagree	Neither agree nor disagree	Agree	Need a reduction in healthier food at supermarkets. Also more healthier takeaway and food options.	Strongly agree	Strongly agree	Agree	Agree	Agree	Neither agree nor disagree		

140					<p>1 cannot comment directly on each individual and does not know enough of the details behind each of these proposals. The challenge will be to:</p> <p>2. are they measurable?</p> <p>3. is the lag in measurement 1 and indirect change in outcome such that can be measured during the relevant time scale?</p> <p>4. think there are scenarios, which I will not explore, but the key will be how to measure if there change is not as robust for either because of data lag, or the expected lag of outcome after intervention and then management of metrics and momentum</p>								as above	
141	Disrupts access	Disrupts access	Disrupts access	Disrupts access	Disrupts access		Disrupts access	Disrupts access	Disrupts access	Disrupts access	Disrupts access	Disrupts access		
142	None	None	None	Neither access nor disruption	Disruption									

	To what extent do you agree or disagree with the ambitions in the Active at Every Age and Ability theme? - To what extent do you agree or disagree with the ambitions in the Active at Every Age and Ability theme? - Reduce the % of adults who are physically inactive to less than 20% by 2030	To what extent do you agree or disagree with the ambitions in the Active at Every Age and Ability theme? - To what extent do you agree or disagree with the ambitions in the Active at Every Age and Ability theme? - Increase the % of adults walking or cycling for work at least three days a week by at least 25% by 2030	To what extent do you agree or disagree with the ambitions in the Active at Every Age and Ability theme? - To what extent do you agree or disagree with the ambitions in the Active at Every Age and Ability theme? - Reduce the inactivity gap between the most active 10 wards and the least active 10 wards	To what extent do you agree or disagree with the ambitions in the Active at Every Age and Ability theme? - To what extent do you agree or disagree with the ambitions in the Active at Every Age and Ability theme? - Reduce the inactivity gap between those living with disabilities and long term health conditions and those without by 50% by 2030	To what extent do you agree or disagree with the ambitions in the Active at Every Age and Ability theme? - Please use the box below for comments you wish to make. If you disagree with the ambitions in the Active at Every Age and Ability theme, please tell us why and explain how you think it could be improved.	To what extent do you agree or disagree with the ambitions in the Contributing to a Green and Sustainable Future theme? - To what extent do you agree or disagree with the ambitions in the Contributing to a Green and Sustainable Future theme? - Reduce the % of mutually attributable to particulate air pollution to less than 4.5% by 2030	To what extent do you agree or disagree with the ambitions in the Contributing to a Green and Sustainable Future theme? - To what extent do you agree or disagree with the ambitions in the Contributing to a Green and Sustainable Future theme? - Increase the utilization of outdoor space for exercise/health reasons to over 25% by 2028	To what extent do you agree or disagree with the ambitions in the Contributing to a Green and Sustainable Future theme? - To what extent do you agree or disagree with the ambitions in the Contributing to a Green and Sustainable Future theme? - Increase the daily utilization of green and blue spaces to 25% of the population by 2030	To what extent do you agree or disagree with the ambitions in the Contributing to a Green and Sustainable Future theme? - To what extent do you agree or disagree with the ambitions in the Contributing to a Green and Sustainable Future theme? - Increase volunteering in green and blue spaces to at least 10% of the population by 2027	To what extent do you agree or disagree with the ambitions in the Contributing to a Green and Sustainable Future theme? - Please use the box below for comments you wish to make. If you disagree with the ambitions in the Contributing to a Green and Sustainable Future theme, please tell us why and explain how you think it could be improved.
1	Strongly agree	Agree	Disagree	Agree		Neither agree nor disagree	Strongly agree	Strongly agree	Neither agree nor disagree	
2	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Neither agree nor disagree	Strongly agree	Strongly agree	Strongly agree	
3	Agree	Strongly disagree	Disagree	Agree	as stated the footways locally are not fit to walk on so you have caused some of these problems. Do you plan to ban obese people from cars. Cyclists are a nightmare and have no regard for other users or the rules. They come charging at pedestrians and expect them to get out of their way on the footway. In town I watched a number of cyclists ride past the cyclists dismount signs where the footway had been narrowed for roadworks. They are an ignorant blinkered bunch but BCC panders to. Where is the equality in that	Neither agree nor disagree	Neither agree nor disagree	Agree	Strongly disagree	BCC decision making is responsible for increasing congestion which increasing the air quality issues but BCC are so ignorant of this connection. You have demonstrated institutionalised incompetence when it comes to the roads and road schemes. You're creating issues that will take massive amounts of time, money and effort to get back to previous levels. You only have to look at the obstacles that were the measures you put in under Covid and the levels of incompetence that demonstrated, yet you're still pursuing half baked schemes based on wishes and hoping it works out - it won't. Your ignorance knows no bounds on these matters. You built a 40 million pound scheme at silly valuations the scheme are worse than ever. How on earth did replacing a lane road with a 2 lane road get considered as a good option
4	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Agree	Agree	Agree	
5	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
6	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
7	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Again it's not ambitious enough - 9 years too late.	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Disagree	why 2030 why not now. Not sure what volunteering has to do with anything in the strategy.
8	Neither agree nor disagree	Neither agree nor disagree	Agree	Neither agree nor disagree	1) again, why 20%? These numbers have no context 2) same as above 3) how is the activity gap being measured? 4) again, why 50%? and when were these data collected? Surely activity levels have changed over the pandemic so how confident are you in this statement and will your results be valid?	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	1) again, context for numbers needed 2) again 3) again 4) again
9	Agree	Disagree	Neither agree nor disagree	Neither agree nor disagree	I will never cycle so am a bit fed up of all the emphasis being placed on cycling	Strongly agree	Agree	Agree	Neither agree nor disagree	
10	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
11	Strongly agree	Strongly agree	Neither agree nor disagree	Agree		Strongly agree	Strongly agree	Strongly agree	Neither agree nor disagree	
12	Agree	Strongly agree	Agree	Agree		Strongly agree	Strongly agree	Strongly agree	Agree	
13	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
14	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Agree	Strongly agree	Strongly agree	Neither agree nor disagree	Nice point about volunteering but maybe over ambitious
15	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	increase green spaces by abandoning grass and adding meadows across the city along with many planners etc that local community groups can care for instead of the costly grasscutting of the council
16	Strongly agree	Strongly agree	Strongly agree	Strongly agree	We must make council run gym more accessible and possibly think offering concessionary rates to those who require this type of treatment to improve their physical health.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
17	Strongly agree	Neither agree nor disagree	Disagree	Disagree	Reducing the inactivity gap for people with disabilities is a huge task.	Disagree	Strongly agree	Strongly agree	Strongly disagree	
18	Strongly agree	Neither agree nor disagree	Strongly agree	Agree	Need to look at the practicalities of some of these ideas which were no doubt thought up by people who have good incomes and abilities to ride to work.	Agree	Strongly agree	Strongly agree	Strongly agree	Don't build housing in a city centre. Put decent transport into the city centre.
19	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	
20	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
21	Agree	Neither agree nor disagree	Agree	Strongly agree		Agree	Neither agree nor disagree	Strongly agree	Strongly agree	
22	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
23	Agree	Disagree	Strongly agree	Agree	Have safer outdoor walking areas for women only Better lit for evening walks especially in inner city areas	Strongly agree	Strongly agree	Agree	Neither agree nor disagree	Please prioritise cleaning the streets first. In my local area in Sparkhill the roads are filthy Rubbish is left on the streets, bins overflowing no one collects it. It feels like a 3rd world country with bad sanitation systems. I don't mind helping clean up, residents should get involved but we should be given litter pickers, bags, gloves a place to dispose of all the waste safely. The focus should be organized community initiatives to clean their areas. Not just making green belt areas and parks all nice and green when the streets we live on are filthy and rats running everywhere that we feel grossed out having to walk or exercise outdoors.
24	Strongly agree	Strongly agree	Strongly agree	Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
25	Strongly agree	Strongly agree	Strongly agree	Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
26	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Neither agree nor disagree	
27	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Many of those who are inactive are still waiting for medical treatment that could improve their ability to be active, stop budget cuts and increase funding.  Bring back maintenance of recreational areas where people used to use bikes rather than putting them in potential danger with other road users and increasing demand on hospital resources.	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Increase funding and bring back jobs in areas where a high volume of volunteers are needed, people are working longer hours to increase their income to be able to live the best they can and have less time to devote to family life already.
28	Strongly agree	Strongly agree	Agree	Agree		Strongly agree	Agree	Agree	Agree	
29	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	
30	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Let's hope it happens	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
31	Neither agree nor disagree	Strongly agree	Neither agree nor disagree	Neither agree nor disagree	Reducing the inactivity gap could be achieved by making the most active wards less active - is this wording deliberate?	Neither agree nor disagree	Don't know	Neither agree nor disagree	Strongly agree	
32	Strongly agree	Strongly agree	Strongly agree	Strongly agree	create more cycle lanes. create safe spaces for people to not cycle with	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
33	Agree	Agree	Agree	Agree		Agree	Agree	Neither agree nor disagree	Neither agree nor disagree	
34	Agree	Strongly agree	Strongly agree	Disagree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
35	Strongly agree	Strongly agree	Neither agree nor disagree	Agree	I am very much in favour of initiatives that get businesses out of their cars and on to other means of travel.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
36	Strongly agree	Strongly agree	Neither agree nor disagree	Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
37	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
38	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
39	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Neither agree nor disagree	Agree	Agree	Strongly agree	
40	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
41	Strongly agree	Strongly agree	Strongly agree	Agree		Strongly agree	Agree	Strongly agree	Strongly agree	
42	Agree	Strongly agree	Neither agree nor disagree	Neither agree nor disagree		Strongly agree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	10% of population volunteering is 100000 people... really! gonna be crowded in those green spaces. BCC can enable and help locally via parks service staff also city wide by advertising how people can volunteer... but don't forget there are green groups out there already working hard, you had better engage with them.
43	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Neither agree nor disagree	Although I believe volunteering is plausible this should be at the expense of paid work
44	Strongly agree	Agree	Strongly agree	Strongly agree		Disagree	Strongly agree	Agree	Agree	
45	Strongly agree	Strongly agree	Neither agree nor disagree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Agree	
46	Strongly agree	Strongly agree			It would be useful to have an obesity target in relation to adults.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
47	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	
48	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
49	Agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
50	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	
51	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
52	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
53	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Agree	
54	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
55	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	



16	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Greener active travel and health all go hand in hand. Cycling and walking needs to be much safer. Threats from vehicles and threats of violence from people. Volunteering can help to reclaim a space and grass roots groups do great work here. Increase of pavements puts more events closer to more people and opportunities to get active, involved in community and volunteer.
57	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Neither agree nor disagree	
58	Agree	Strongly agree	Agree	Agree		Neither agree nor disagree	Agree	Neither agree nor disagree	Agree	
59	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
60			Agree	Strongly agree	We ask you take a look at flyover street hipping in postcode B24 8ER it has high lights the obstacles put in the way especially for children, elderly and disabled residents living in the area. It has isolated many disabled/elderly residents it is not a area for activity.	Strongly agree	Strongly agree	Strongly agree		Green Clean and Safe has never really reached deprived areas in Birmingham. Its quite bad when you can just name the black areas of Birmingham, and the white push areas its just become that obvious. So yes Green brings wellness health and peace of mind all missing from these areas.
61	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree		Agree	Strongly agree	Strongly agree	Neither agree nor disagree	Volunteering replaces jobs. Provide people with a basic income and volunteering would increase
62	Agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Agree	
63	Agree	Agree	Strongly agree	Agree		Agree	Agree	Strongly agree	Agree	
64	Strongly agree	Neither agree nor disagree	Agree	Agree		Strongly agree	Strongly agree	Strongly agree	Agree	
65	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
66	Agree	Neither agree nor disagree	Disagree	Disagree		Strongly disagree	Disagree	Disagree	Disagree	
67										
68	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
69	Agree	Agree	Strongly agree	Agree		Strongly agree	Strongly agree	Agree	Neither agree nor disagree	
70				Strongly agree	I have seen the isolation of elderly and disabled before covid, due to environmental changes. Our local gym is based on the road our children have to jog between large motorway lorries cars and vehicles parked on the pavement. Only two weeks ago one short sighted resident with stick crashed into the back of one of several lorries parked on pavement its so unsafe for pedestrians. Its areas like this that physical activity is needed but the environment does not allow it.	Strongly agree				My family live in a area that suffers exceeding levels of air noise and light pollution. We have experienced first hand the damage it is doing to us and how it has effected neighbours. But in areas such as this pollution has not only been ignored but increased,
71	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Agree	
72	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree		Strongly agree	Strongly agree	
73	Strongly agree	Strongly agree	Strongly agree	Strongly agree	All Birmingham parks need exercise equipment including gymastic and calisthenics equipment. Swimming should be free for everyone.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree - green spaces should be better utilized. Add gym equipment - check the American parks and free gym equipment.
74	Agree	Agree	Agree	Strongly agree	Free gym/exercise should be given to diabetics on a measured programme - where exercise reduces diabetic levels and therefore cost on medication. In return healthier people and cost saving in medication.	Agree	Strongly agree	Strongly agree	Strongly agree	
75	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
76	Agree	Agree	Agree	Strongly agree		Agree	Agree	Agree	Neither agree nor disagree	
77	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Yes definitely getting people walking and cycling. I am unclear how city rental scooters contribute this is too fast, ridden dangerously and not getting anyone fit. Need more cycle awareness, more speed cameras working, a crack down on dangerous driving including racing, on lorry driving and dangerous parking....needs sorting as is so dangerous and stops people cycling and even walking.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Less cars everywhere in the city and not just LTN that seems to be pushing cars to a few now very, very busy polluted roads. Train stations - local ones open.
78	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Include Gypsy romany and travellers	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Gypsies romanies and travellers have accessed for ages...
79	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Disagree	Strongly agree	Strongly agree	Strongly agree	Should have bolder target than 4.5 per cent mortality. Knock on effect will be felt for those may not die but suffer debilitating physical ill health as a consequence of poor air quality which is avoidable if we take right steps
80	Agree	Agree	Agree	Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
81	Strongly agree	Strongly agree	Strongly agree	Strongly agree	You must focus on carers too. I care for someone who's mobility issues limit me.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
82	Neither agree nor disagree	Strongly agree	Neither agree nor disagree	Don't know	You will not get people walking until the streets are safe again. Knife crime, muggings etc. No police on the streets anymore. It's not safe to get out so people don't.					I think this will be to expensive to achieve
83					Difficult to achieve		Don't know	Don't know	Don't know	
84	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Agree	
85	Agree	Agree	Agree	Agree	Again, these are good goals but I think they are unachievable. You can push schemes until the end of time but exercise is a personal choice in most cases.	Strongly agree	Agree	Agree	Agree	
86	Agree	Agree	Strongly agree	Neither agree nor disagree		Agree	Agree	Agree	Agree	
87	Strongly agree	Strongly agree	Strongly agree	Strongly agree	What are you going to actually do????	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
88	Strongly agree	Strongly agree	Strongly agree	Don't know		Strongly agree	Strongly agree	Strongly agree	Agree	
89	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
90	Strongly agree	Strongly agree	Agree	Strongly agree		Agree	Strongly agree	Don't know	Agree	Increase the daily utilization of green and blue spaces to 25% of the population by 2030 - I do not understand this ambition.
91	Agree	Strongly disagree	Disagree	Agree	the transport plan is all stick and focusses on cycling too much. I cant expect my 82 year old mom to cycle to the shops or other facilities and public transport is a very dehumanising experience. is the inactivity gap between wards down to the topography of those wards, see Birmingham is hilly and has poor roads so cycling is not an option I have the national cycle route by my house and I see more motorbikes (unlicensed) on it than I have seen cyclists	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	the transport plan will increase congestion and therefore increase pollution from vehicles so you are scuppering your own targets. the footpaths on the local green space by me floods when it rains so I have to walk through puddles and the grass just becomes mud. The footways by me are already green - they are overgrown from the planting alongside it and the the footways are overgrown green moss and very slippery. How safe is it having walk in the road?
92	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
93	Strongly agree	Agree	Strongly agree	Agree		Strongly agree	Agree	Agree	Agree	
94	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
95	Agree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree		Neither agree nor disagree	Agree	Agree	Agree	
96	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
97	Agree	Agree	Agree	Agree		Agree	Agree	Neither agree nor disagree	Neither agree nor disagree	
98	Agree	Agree	Agree	Disagree	This needs to recognise that many people with LTCs experience fatigue, and increase in activity may not be appropriate for them and can actually worsen their condition. Please recognise the individual in this strategy	Strongly agree	Strongly agree	Strongly agree	Strongly agree	I agree with these but why aren't the % targets higher
99	Agree	Strongly agree	Strongly agree	Agree		Strongly agree	Strongly agree	Strongly agree	Agree	
100	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	not ambitious enough and two targets aren't specified.	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	All targets seem low
101	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Again very ambitious, how will you do this?	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
102	Agree	Agree	Agree	Neither agree nor disagree	No comment	Agree	Neither agree nor disagree	Agree	Strongly agree	
103	Agree	Agree	Agree	Agree	Marketing. Marketing. Marketing. In a respectful and encouraging way. No virtue signalling, alienating, or condescension or you will lose your audience. I advise speaking to a top notch marketing/PR firm about this. This girl can't and all that disaster is definitely not the way to do it. Grassroots clubs and quirky, innovative dating and social experiences are a good route to go in my opinion.	Disagree	Strongly agree	Strongly agree	Neither agree nor disagree	That clean air goal is too low. Increasing volunteering in an age where we already expect so much of so many is too much of an ask too (imo). Community service is a good thing for rehabilitating offenders.
104	Strongly agree	Strongly disagree	Strongly agree	Strongly agree	Cycling costs money. In buying a bike and putting it somewhere. You can't say in one chapter that we have overcrowded housing, then suggest a family store a load of bikes in the kitchen or something	Disagree	Strongly agree	Strongly agree	Strongly agree	The volunteering would be massive. People can't afford the gym sometimes, don't know the exercises or most likely, feel self conscious about their ability or image as they begin exercise from an unhealthy start point.
105	Agree	Strongly agree	Agree	Neither agree nor disagree		Strongly agree	Strongly agree	Strongly agree	Agree	
106	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	

107	Strongly agree	Strongly agree	Strongly agree	Strongly agree	But much in planning decisions that are now irreversible has mitigated against these improvements over the last 20 years and the costs to clubs of using council parks to premise activities has priced many of them out of the market.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	The reduction in green spaces is going to make this difficult. The wear and tear on our local green spaces during the pandemic shows just how difficult maintenance of safety and standards will be if we reach this goal. The presence of drug dealing and use in many of the spaces available for recreation also puts people off.
108	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Promotion of Birmingham's great parks on your doorstep may be one area to explore. Among many others	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Strongly agree	I would say Reduce the % of mortality attributable to particulate air pollution to zero by 2030 Increase the utilisation of outdoor space for exercise/health reasons to over 50% by 2028. I walk from Birmingham New Street station to my of place of work in Nethells occasionally instead of getting off at Duddeston Station. I hardly ever see people on foot walking from Duddeston to Birmingham city centre. In Bristol, where I previously lived, it was far more common. I would walk from my home in the Whitelabel area to Bristol city centre. I would feel safer as more people walk there.
109	Neither agree nor disagree	Agree	Agree	Disagree	We need to recognise that physical activity is hard for multiple and complex reasons, and that fixing it takes money. Where is that money coming from?  For example, short winter days mean that outside activity at night or in the morning is going to happen in the dark. Many people don't feel safe running or jogging in the dark: how can that be changed? Cramped shared housing mean at home workouts aren't possible, and yet a gym is expensive and can often be unwelcoming. How can that be changed? Even if a person does want to walk or cycle frequently, the state of Birmingham roads means this isn't always a safe option. There's no recognition here of the infrastructure projects that would make more active travel possible and pleasant	Strongly agree	Strongly agree	Strongly agree	Strongly agree	I agree with all of this, but there has been massive and consistent underinvestment in Birmingham's parks for at least a decade. Will this be reversed? Will new parks be created in parts of the city lacking them? Will there be investment to keep those parks clean, safe, and pleasant? My local park is always full of fly tipping and often broken glass, there's no way I'd take a child or a dog there. I shouldn't have to drive to a park in a more affluent area of the city just to have a pleasant green space.
110	Disagree	Disagree	Agree	Agree	Funding has been cut to local running coach to sk. There are no classes available since Covid. The canal bike route is unsafe. Lots of crime, do not feel safe cycling along the canal. Pershore rd is too busy to cycle along.	Agree	Disagree	Disagree	Disagree	More funding is required for the green spaces. Cotteridge park has no park keeper. The play equipment is damaged. No lighting in park. Can not exercise after dark as it is too dangerous. Volunteers already formed a working party with gardening, art classes. The council do not contribute enough towards Cotteridge Park.
111	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
112	Strongly agree	Strongly agree	Strongly agree	Agree	I am pleased that cycling is being supported in Birmingham -- a good many people with disabilities can cycle more easily than walk (this is ignored by the DWP and Capita...)	Strongly agree	Neither agree nor disagree	Agree	Strongly agree	not sure what is meant by the 25% in the second question!
113	Agree	Agree	Agree	Agree	Citizens need to feel safe when walking or cycling. This isn't so in many wards in this city. Until you address this robustly, many will feel that walking and cycling isn't safe for them to do	Agree	Strongly agree	Strongly agree	Agree	Safety in wards needs to be improved. There are a lot of parks etc. across the city but few where you can feel safe To improve air quality you need to address public transport issues. Not only green buses etc but safety on public transport. The amount of rubbish lying around also needs to be addressed both by clearing and prevention. Rubbish encourages vermin which in turn puts people off of exercising
114	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	The ability to be active is hugely impacted by working hours, caring responsibilities, access to safe outdoor space, and underlying physical and mental health. People struggling with grinding poverty and disability really don't need added pressure to "exercise more" as if that's some magical bullet that will make their lives all better. The ability and time to live an "active life" is a massive privilege, and in many if not most cases entirely the luck of the draw.	Strongly agree	Agree	Neither agree nor disagree	Neither agree nor disagree	Usage of green and blue spaces is dependent on time and access, with the poorest sectors of the population having neither...
115	Strongly agree	Strongly agree	Agree	Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
116	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
117	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
118	Strongly agree	Neither agree nor disagree	Strongly agree	Strongly agree	Please ensure physical activities on offer are culturally sensitive. Some groups may prefer female only spaces or a group that isn't overly reliant on the pub being a main source of socialisation before/during/after the activity.  Other people may be nervous starting their physical activity journey and may want to start with non competitive sports to build confidence. So please don't make this about competitive sports only as that may end up putting off the very types of people you wish to encourage.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Having "more of the same" isn't more welcome space for people by installing cafes/visitor centres and covered outdoor seating. If they are busier due to these facilities, this will also help women feel safer using them. These buildings would also offer toilet facilities for women because don't forget younger women menstruate and that could put them off exercising outdoors if there are no facilities.  Birmingham doesn't have much in the way of covered, well ventilated outdoor space. There is the lovely Winter Garden in Sheffield for inspiration.  These types of spaces would also be considered safe and be well-used in the event of another airborne pandemic due to the well ventilated shelter they would provide. Simpler constructions than the Sheffield Winter Garden could be made if cost is an issue, but it just needs to be
119	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	
120	Strongly agree	Strongly agree	Strongly agree	Strongly agree	We welcome the focus on physical activity as a means to promote population health and wellbeing, however as well as an overarching aim to reduce physical inactivity by 2030, shorter- and medium-term achievable targets need to be set.  A recent report showed that the current % of physically inactive adults in Birmingham is at around 30%. In practice, reducing that proportion to 20% would mean a shift upwards of 150,000 adults to a "non-inactive" status within a 9-year time span. This is an ambitious goal. Targeted and tailored strategies need to be carefully designed to ensure that changes in physical behaviours are sustainable, both from a behavioural (e.g., activities that fit into people's daily lives) and an economic perspective (affordability and cost-effectiveness). There are some considerations to make in this	Strongly agree	Strongly agree	Strongly agree	Strongly agree	We strongly agree with the actions set out within theme 4. They are broad overarching ambitions but it is not clear how tangible these actions are and who will be responsible and accountable with delivering on them. We would argue that there is a need for a whole system taking responsibility rather than placing responsibility on individuals or families to create change. An upstream approach to prevention is needed, where more financial support would be given to multidisciplinary teams within local authorities to create a dialogue with communities and target interventions/services to disadvantaged population groups.  Furthermore, we recommend an additional action to:  -Work with our partners to understand the value of our green and blue space as assets within an
121	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
122	Strongly agree	Strongly agree	Strongly agree	Agree		Agree	Strongly agree	Neither agree nor disagree	Strongly agree	
123	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree		Strongly agree	

124	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Physical activity is not always possible for those with mental health issues and those recovering from cancer. And it has been proven recently that it can make things worse for those with Chronic fatigue syndrome and ME. It should be more patient centred and the focus being around what is achievable and best especially given the fatigue levels the person may be feeling. Other forms of moves like pilates tailored to those recovering from cancer treatment and those on strong medication for mental health issues should be considered.	Neither agree nor disagree	Neither agree nor disagree	Agree	Neither agree nor disagree	Recycling is more important. There is not enough recycling in Birmingham compared to other parts of England.
125	Agree	Neither agree nor disagree	Neither agree nor disagree	Agree	More provision of low cost or free facilities to encourage active lifestyles. Particularly for deprived areas.  Increase in provision of free extra curricular sporting activities in schools.  Promotion of commonwealth games.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	So important in the current climate
126	Strongly agree	Strongly agree	Agree	Agree		Agree	Agree	Agree	Agree	
127	Agree	Agree	Agree	Agree	This is an important area, but there is more of a el of personal responsibility. Also practicalities need to be considered when targeting walking or cycling to work, due to commute distance - this would not be practical for a number of people.	Strongly agree	Neither agree nor disagree	Agree	Neither agree nor disagree	Utilisation of outdoor spaces is very lifestyle and schedule dependant, so a prescriptive approach may be of putting for many people. Similarly, the exercise aspect would need to be communicated carefully so as not to put people off all together.
128	Agree	Agree	Agree	Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
129	Agree	Agree	Agree	Strongly agree		Neither agree nor disagree	Agree	Neither agree nor disagree	Neither agree nor disagree	
130	Strongly agree	Strongly agree	Strongly agree	Strongly agree	BCHC could be represented in this work stream, the Therapy App could have a role in key action 3 and the Musculo-skeletal service could have a role in key action 6. There are 'inactive wards' and BCHC could have a role in promoting activity through Making Every Contact Count in these areas and BCHC provides care to some groups at risk of inactivity such as those with a disability and other long term conditions.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Is there a role for the Safeguarding Children Board on the Future Parks Accelerator Board, as safety in parks has been one of the issues raised by children in the city in recent years? BCHC is developing a Green Plan which links us to the Clean Air Strategy and the Climate Change Route to Zero Strategy.
131	Neither agree nor disagree	Strongly disagree	Neither agree nor disagree	Strongly disagree	How can you make a disabled person more active? Has a disabled person been asked about this stage? Public transport in the city is disgusting and riddled with crime. No way would ai travel on public transport in Birmingham. Maybe you should increase electric car chargers in the city. It's embarrassing how few you have.	Strongly disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	You are pushing cars to disadvantaged areas. How is this all going to be done? You can't force people to do anything.
132	Strongly agree	Strongly agree	Strongly agree	Neither agree nor disagree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Plant more trees please!
133	Agree	Agree	Agree	Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	stop selling off space to unscrupulous private car park owners.
134	Neither agree nor disagree	Neither agree nor disagree	Disagree	Neither agree nor disagree		Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	
135	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
136	Agree	Neither agree nor disagree	Strongly agree	Strongly agree		Strongly agree	Agree	Strongly agree	Strongly agree	
137	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
138	Agree	Agree	Strongly agree	Agree		Strongly agree	Agree	Strongly agree	Neither agree nor disagree	
139	Agree	Neither agree nor disagree	Agree	Agree	Elderly sports equipment for physiotherapy like in Holland in outdoor spaces.  Not full gyms	Neither agree nor disagree	Agree	Neither agree nor disagree	Neither agree nor disagree	Encourage more recycling in poorer Parts of city  Closing roads to allow cyclists like Kings Heath just moves traffic elsewhere causing jams which creates more pollution. Keep roads flowing so cars aren't stationary.
140					as above					as above
141	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	
142										

	To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme? - To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme?	To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme? - To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme?	To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme? - To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme?	To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme? - To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme?	To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme? - To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme?	To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme? - To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme?	To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme? - To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme?	To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme? - To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme?	To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme? - To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme?	To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme? - To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme?	To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme? - To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme?	To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme? - To what extent do you agree or disagree with the ambitions in the Prospect and Detect theme?
1	Strongly agree	Strongly agree	Neither agree nor disagree	Agree	Agree	Strongly agree	Neither agree nor disagree	Strongly agree	Strongly agree	Neither agree nor disagree	Strongly agree	
2	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
3	Agree	Agree	Agree	Agree	Agree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	stop enabling some of these groups
4	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
5	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
6	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
7	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Should be more ambitious in both percentage terms and numbers of cases
8	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Agree	Neither agree nor disagree	Neither agree nor disagree	1) why 25 and 50? These numbers? 2) same as above 3) why half? a good outcome? surely eliminating this is not unrealistic? 4) much better statement and needs to include by how much and needs to be realistic - MEDICALSCL111 5) WPP 1042777111 Half means 50.4848
9	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
10	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
11	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
12	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
13	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
14	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
15	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Promote vaccines in mothers groups. Many mothers groups spread vaccine conspiracy theories.
16	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
17	Strongly agree	Strongly agree	Neither agree nor disagree	Strongly agree	Strongly agree	Agree	Agree	Neither agree nor disagree	Strongly agree	Neither agree nor disagree	Strongly agree	yet again there are several ambitions which you will be able to have very limited impact on. You should be concentrating on things you can directly impact and not 'waffle' it's to good if targets.
18	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
19	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
20	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
21	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
22	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
23	Disagree	Agree	Strongly agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Neither agree nor disagree	Strongly agree	Strongly agree	Boat needs to be made safer. There are too many speeding drivers. All other road needs should have speed ramps on them to slow cars down.
24	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
25	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
26	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Strongly agree	Neither agree nor disagree	Neither agree nor disagree	
27	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	
28	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
29	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
30	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Support services for encourage also need improvement
31	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Strongly agree	Strongly agree	Strongly agree	Don't know	Strongly agree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Some of the wording is too open e.g. reducing teenage pregnancies could be achieved by locking away under-18 in a cell. I am not proposing this like. Just putting out there that they will achieve the objective.
32	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
33	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
34	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
35	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
36	Agree	Strongly agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Strongly agree	Agree - massive issue with traffic in the city that needs to feed in to a larger strategy to make the city safer and pedestrian friendly.
37	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	School nurse service needs to be improved.
38	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
39	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
40	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
41	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
42	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	
43	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	
44	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
45	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	
46	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
47	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
48	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
49	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
50	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
51	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
52	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
53	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
54	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
55	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
56	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
57	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
58	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
59	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
60	Disagree	Neither agree nor disagree	Disagree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Neither agree nor disagree	Strongly agree	Agree	My children no longer cross round here as it is too dangerous, more dangerous due to the increase in jumping of red lights. My children and neighbours have increased the use of children over the last four years, which is a concern. So anything that makes roads safer and helps with asthma reduction would be welcome in these areas.
61	Neither agree nor disagree	Agree	Neither agree nor disagree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Strongly agree	Strongly agree	
62	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Neither agree nor disagree	Strongly agree	Strongly agree	
63	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
64	Agree	Neither agree nor disagree	Neither agree nor disagree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
65	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
66	Neither agree nor disagree	Disagree	Disagree	Disagree	Disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	
67	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree	Agree	Agree	Strongly agree	
68	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
69	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
70								Strongly agree		Strongly agree		Live by a road and you understand the long term damage it does mentally and physically. Anxiety is common in children as many have witnessed traumatic accidents along here, along with adults. I see my kids when they hear brakes outside and as soon as I come built up the inhalers come out. So has things affect children in your lot if they live by a road
71	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
72	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
73	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Children are very important, especially in deprived areas and where there are inequalities. Let's help children to get the best out of life.
74	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
75	Agree	Neither agree nor disagree	Neither agree nor disagree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
76	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
77	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	The Birmingham roads are a killer and need to be tackled. The dangerous driving and parking makes it hard for people to walk and cycle and to be safe generally.
78	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Don't know	Strongly disagree	Strongly disagree	Gypsy romany and travellers need included our children matter
79	Strongly agree	Strongly agree	Disagree	Strongly agree	Strongly agree	Strongly disagree	Strongly disagree	Strongly agree	Strongly agree	Agree	Strongly disagree	Ambitions too low. Infant mortality should be halved in next 3 years (as other systems have committed to). Targets of good development should be 90 per cent by 2030 - or we will be writing off a huge number of young people in coming generation, and creating pressure on system further down the line.
80	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Similarly with criminal justice system need to prevent young people entering that as cycle for life set up. Given large number of cases for young people and those vulnerable to mental ill health who end up in CR, this is a particularly vulnerable group of young people who should be targeted for support in formative years - and who are more reliant on system getting things right as don't have family support to fall back on.
81	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
82	Don't know	Don't know	Don't know	Don't know	Don't know	Strongly agree	Strongly agree	Strongly agree	Don't know	Don't know	Strongly agree	Asain difficult to achieve
83						Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	

84	Agree	Strongly agree	Strongly agree	Agree		Strongly agree	Strongly agree	Strongly agree	Agree	Strongly agree	Strongly agree	Improve the percentage of children achieving a good level of development by 2.2 years to over 83% and at the end of Reception to 75% by 2026. It is wrong to be aiming for this. 100% of our young children deserve the best start in life.
85	Neither agree nor disagree	Agree	Neither agree nor disagree	Agree		Agree	Agree	Strongly agree	Agree	Agree	Agree	Unfortunately there are many side effects of contraception pushed on females. More research needs to be done into other forms of contraception - especially those for men.
86	Agree	Strongly agree	Strongly agree	Strongly agree		Agree	Agree	Strongly agree		Strongly agree	Strongly agree	Starting well is very important in life and addressing socio economic factors (i.e. wider determinants), if the city can get the right provisions in place at the right time and apply targeted interventions based on data will then the well create a more resilient, cohesive and flourishing communities which holds hope for better neighbourhood and its people.
87	Strongly agree	Strongly agree	Strongly agree	Strongly agree	This is going to require investment in services that have been cut to the bone and then cut some more where is that investment going to come from.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
88	Strongly agree	Strongly agree	Strongly agree	Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
89	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
90	Agree	Agree	Strongly agree	Strongly agree		Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
91	Strongly agree	Agree	Disagree	Neither agree nor disagree	what about violence - no question on that. The news is full of violent crime and that is just the tip of the iceberg. What are you doing about local culture and its prevalence amongst immigrants, you can't get to use a GP because they are generally lazy misbegotten people and this leads to so much suffering and that goes against the oath they swear. I have seen first hand many examples of this and I am sure others have as well. The misdiagnosis by GPs because they want to consult by phone is shocking and not acceptable the inequality in uptake for immunisation is merely a reflection of what was happening earlier in the crisis when the majority of people not wearing a mask when one was required were from minorities. I find prayers were carried out in shops with 30 people crowded in to a cabinet shop illegally.	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Agree	Neither agree nor disagree	Agree	
92	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
93	Agree	Agree	Strongly agree	Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
94	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
95	Neither agree nor disagree	Agree	Neither agree nor disagree	Strongly agree		Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
96	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
97	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	
98	Strongly agree	Strongly agree	Strongly agree	Strongly agree	As with mental health, sexual health services and reproductive screening has been de-prioritised and defunded during the Tory government. How can you expect to meet those targets when there is very little funding and the NHS is over-stretched?	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
99	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
100	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Fears the Tories seem too low.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
101	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
102	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	
103	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Strongly agree	Education, Marketing, Education.	Strongly agree	Strongly agree	Strongly agree	Neither agree nor disagree	Neither agree nor disagree	Strongly agree	Education, cleaner air, more economic opportunity, social mobility, social hope, and higher quality healthcare.  Completely redo the credit system, it's an expensive business being used. That needs to change. Charging someone for going into court/filts, higher interest rates for the poor, higher rent than mortgages - its perverse.
104	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
105	Agree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree		Agree	Agree	Agree	Agree	Agree	Agree	
106	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	
107	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Again I think 2030 is not ambitious enough. And the improvement in infant mortality should be more ambitious, given what we now know about the gross racial inequalities in this area.
108	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree but by 2025	Strongly agree	Strongly agree	Strongly agree	Neither agree nor disagree	Strongly agree	Strongly agree	
109	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	To reduce the entrants to the youth justice system (such as euphemisms) we need to address the often racist nature of the justice system. What plans are there for that? Give that by some estimates over half of young people identify as queer and many as trans) what consideration has been given to that? We know that the real, persistent atmosphere of transphobia in British media discourse has real health effects - what will this plan do to mitigate that effect on queer and trans youth?
110	Disagree	Don't know	Don't know	Don't know	With all the social online diagrams I think more accessibility from social media companies is required.	Disagree	Disagree	Don't know	Don't know	Don't know	Don't know	More universal care is required e.g. NCT classes for all.  Free access to nursery places from age 2 would ensure infants get the best start.
111	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
112	Neither agree nor disagree	Agree	Agree	Agree	I don't really know enough about this.	Agree	Strongly agree	Agree	Agree	Strongly agree	Strongly agree	Children's and youth services were reduced and closed throughout the austerity (and even before that). Both need to be increased to achieve the fourth and sixth goal in this question. There are some local voluntary sector services for this and they need better support.
113	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	
114	Strongly agree	Agree	Agree	Agree	Care should be taken to remember the importance of consent and avoid undue pressure to comply. The NHS in recent years has developed an unpleasant habit of referring people for screening and making appointments for them without their knowledge and consent, rather than offering them screening and respecting their own agency, and it's obnoxious.	Strongly agree	Agree	Agree	Agree	Agree	Agree	
115	Strongly agree	Strongly agree	Agree	Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	
116	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
117	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
118	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
119	Neither agree nor disagree	Agree	Strongly agree	Neither agree nor disagree		Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Strongly agree	Strongly agree	
120	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Screening any young (trans) person is instrumental in protecting and improving the health of the population. In addition to the action points listed, we recommend that the actions are expanded to incorporate strategies to detect chronic physical and mental health conditions. This is particularly relevant given the immense burden and costs for society associated with these conditions (Vign et al., 2020; Kessler et al., 2016; Theodore et al., 2023; Department of Health and Social Care, 2022).  Furthermore, timely detection can contribute to the reduction of health inequalities as chronic conditions are more prevalent among deprived population groups (Department of Health and Social Care, 2022).  References: Vign D., Thornicroft G., & Allen R. (2016). Estimating the true global burden of mental illness. The Lancet, 2012).	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
121	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	We recommend that the actions include:  Implementation of evidence-based
122	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
123	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
124	Agree	Strongly agree	Strongly agree	Agree	Screening for cancer would save a lot of money on the long run.	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree	I don't know how these figures are going to be achieved but they are all admirable objectives.
125	Agree	Agree	Agree	Strongly agree	A positive step to overcome the effect of covid on treatment time and recognition of other illnesses	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	To provide the best future for our children.
126	Agree	Agree	Agree	Agree		Neither agree nor disagree	Agree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	
127	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
128	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
129	Agree	Agree	Agree	Strongly agree		Strongly agree	Agree	Strongly agree	Strongly agree	Agree	Agree	

130	Strongly agree	Strongly agree	Strongly agree	Strongly agree	There are significant linkages for BCHC with this theme. BCHC is a member of the Children's Safeguarding Partnership, the adult Safeguarding Partnership and the Community Safety Partnerships. The latter has a focus on park safety and BCHC will play what role it can to reduce domestic and gang violence. BCHC plays an important role in the city's vaccination work and is happy to contribute to open, respectful and responsible conversations with communities. BCHC leads the Long COVID pathway and finally, would like to be a member of the Creating a City Without Inequality Forum, though we would frame that positively as Creating an Equitable City Forum.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	the needs that teenage women experience across the life course approach too and represents life into these phases, Getting the Best Start in Life, Working and Learning Well and Aging Well and Dying Well. BCHC provides services across all three of these phases of life. We are involved with our Birth Weight and Very Low Birth Weight babies in the Health Visiting and Beyond Birmingham Forward Steps service. When these, and other children, have additional needs we see them in the Therapy Services, Child Development Centres, Community Paediatric Services and Special school provision as part of our Special Educational Needs and Disability Services. The school - running service monitors weight in Reception and Year 6 and we would be keen to be part of a broad obesity reduction programme. We note Birmingham Children's Partnership as the vehicle for delivering the ambitions on school readiness, attendance and child mortality as
131	Agree	Agree	Neither agree nor disagree	Neither agree nor disagree	You need more doctors Surgeons. It took me 205 times to get through to my GP last week! You need to educate people about vaccinations and why it's important.	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Agree	Neither agree nor disagree	Agree how will you do this? You don't have the staff and support. We rarely see the health visitor as they never had appointments when our child was a baby.
132	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	More sports clubs please.
133	Agree	Don't know	Don't know	Agree	Immunisation should be a choice	Strongly agree	Don't know	Strongly agree	Don't know	Strongly agree	Don't know	Some people need support to receiving updates it is not necessarily a good thing. Not sure about the merits and approach for reducing the conception rate?
134	Agree	Agree	Neither agree nor disagree	Neither agree nor disagree		Agree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	Neither agree nor disagree	
135	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
136	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
137	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
138	Strongly agree	Neither agree nor disagree	Agree	Agree		Agree	Agree	Strongly agree	Agree	Agree	Agree	
139	Strongly agree	Strongly agree	Agree	Strongly agree	Standard Screening / tests to look for secondary cancers, that just treat symptoms.	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Agree	
140					As above							As above
141	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
142												



[illegible]

[illegible]

# Rapid Health Impact Assessment (HIA) For Birmingham City Council's Health and Wellbeing Strategy

*"Creating a Bolder, Healthier City 2022 to 2030"*

## **Our vision**

*To create a city where every citizen, whoever they are, wherever they live and at every stage of life, can make choices that empower them to be happy and healthy.*

**February 2022**

## Background

The Birmingham City Joint Health and Wellbeing Strategy, *Creating a Bolder, Healthier City 2022-2030*, sets out the overarching proposals across the city's health and social care system to tackle growing inequalities which have been exacerbated by the ongoing COVID-19 pandemic. The strategy development has been delayed due to the pandemic. Hence it has been developed over three years with input from key individuals, stakeholder organisations and community groups who helped the public health division of the council collate areas identified as main priority themes.

The strategy is a proposal comprising of the key priority themes and their associated ambitions and actions which are anticipated to be led by the local health and social care system. These themes illustrate the complexity and diversity of the local population needs and each theme comprises of ambitions, actions, and measurable outcome to enable ownership and clear deliverables for measuring success. An overview of the strategy is in [Appendix 1](#).

This Health Impact Assessment (HIA) will assist the local decision makers under the leadership Health and Wellbeing Board (HWB) to better understand and assess the health impacts on local communities and services, from the strategy's proposed ambitions and actions. The HIA can be a valuable resource in anticipating the health effects of these proposals within the strategy in the short, medium, and long-term and the results have been collated to offer recommendations for improving the local planning of services and help in managing the expectations across the system of the strategy's proposals.

The vision of the local strategy is underpinned by four key guiding principles which require strong partnership and collaboration across the local system to achieve successful delivery of the local priorities to address health inequalities across the city. These principles are;

1. Citizen driven and informed by citizens' lived experience
2. Consciously focused on reducing inequalities through promoting equality, diversity, and inclusion
3. Data and evidence informed and research-enabled action
4. Impact of COVID-19 pandemic mitigated as part of legacy work

Our Birmingham City Health and Wellbeing Board holds the strategic leadership that enables the health and care system to work together to improve the health and wellbeing of our local population and reduce health inequalities. The Board is comprised of local elected members and leaders from across the local health and social care system. The Board is tasked with safeguarding the health of all citizens across the city and to advocate for communities ensuring their voices shape the planning and delivery of services. The strategy enables the Board to fulfil its statutory functions as set out in the Health and Social Care Act 2012 as follows;

- promoting the reduction in health inequalities across the City through the commissioning decisions of member organisations
- reporting the progress of reducing health inequalities to the Cabinet and the various Clinical Commissioning Group Boards
- being the responsible body for delivering the Joint Strategic Needs Assessment for Birmingham (including the Pharmaceutical Needs Assessment)
- delivering and implementing the Joint Health and Wellbeing Strategy for Birmingham
- participating in the annual assessment process to support Clinical Commissioning Group authorisation
- identifying opportunities for effective joint commissioning arrangements and pooled budget arrangements
- providing a forum to promote greater service integration across health and social care.

Birmingham is a diverse and vibrant city with a population of 1.14 million people living across 69 wards. Birmingham is the seventh most deprived local authority in England. One in four people are aged under 18yrs old and 46% of citizens are from Non-White ethnicities and although Birmingham is a young city, the number of older adults in the city is significant. There are health inequalities within the city between many wards and population groups and between Birmingham and the rest of the West Midlands and England. For example, the mortality rate in women for deaths under 75years due to cardiovascular disease in Birmingham was 57.3 deaths per 100,000 compared to 43.4 for England and 47.0 for the West Midlands in 2017-2019).<sup>1</sup> Smoking attributable death rates in Birmingham were 274.8 deaths per 100,000 population compared to 250.2 for England and 249.3 for the West Midlands in 2016 and 2018).<sup>2</sup>

During the pandemic, COVID-19 deaths were highest among the most deprived quintile and people from ethnic minority backgrounds had a higher risk of death from COVID-19 compared with the White ethnic groups. Certain risk factors were and still are associated with an increased likelihood of severe illness and death. Prior to the pandemic, the city already had significant challenges in many of the clinical conditions that were and still are risk factors (Table 1).

**Table 1. Health Risk Factors Comparing Birmingham and England**

<b>Health Risk Factors</b>	<b>Birmingham</b>	<b>England</b>
Population 65+ yrs (%) 2020	13.1%	18.7%
Smoking Prevalence in adults (18+ yrs) 2019	14.8%	13.9%
Overweight or obese adults (18+ yrs ) 2019/20	65.2%	62.8%
Birmingham Diabetes prevalence (17+ yrs) 2019/20	9.0%	7.1%
Diabetes prevalence (17+ yrs) 2019/20 Birmingham and Solihull CCG	8.7%	7.1%
People with type 2 diabetes who achieved all three treatment targets 2018/19 (Birmingham and Solihull CCG)	8.7%	7.1%
New cancer cases (per 100,000 population) 2018/19 Birmingham and Solihull CCG	436	529

This report documents the HIA as it was conducted including why it was conducted and the main findings which will form the recommendations to the HWB to enable successful delivery and help to mitigate against any negative health impacts.

<sup>1</sup> Public Health England (based on ONS source data). 2017-19. "Mortality Profile." Under 75 mortality rate from all cardiovascular diseases. Accessed July 28, 2021. <https://fingertips.phe.org.uk/profile/mortality-profile/data#page/3/gid/1938133009/pat/6/par/E12000005/ati/302/are/E08000025/iid/40401/age/163/sex/2/cid/4/tbm/1>.

<sup>2</sup> ONS mortality file, ONS LSOA single year of age population estimates and smoking status from Integrated Household Survey/Annual Population Survey, relative risks from The Information Centre for Health and Social Care, Statistics on Smoking, England 2010. 2016-18. "Local Tobacco Control Profiles." Smoking attributable mortality. Accessed July 28, 2021. <https://fingertips.phe.org.uk/profile/tobacco-control/data#page/3/gid/1938132885/pat/6/par/E12000005/ati/302/are/E08000025/iid/113/age/202/sex/4/cid/4/tbm/1>.

## Why was the HIA performed?

The strategy public consultation was via an online 'BeHeard' survey shared across the city from 23 September 2021 to 10 December 2021. This only produced 142 responses from people aged 20 to 79 years with the highest number of responses received from those aged 45 to 59 years. Those responding to the on-line survey were largely from the White (British) ethnic background (89 respondents). Fifty-one responses (36%) were from people reporting to have a physical or mental health condition.

These figures were lower than expected compared to previous local surveys to assure us that we had adequate representation across Birmingham's population.

There was also under-representation of 0-19-year olds, over 75-year olds and other groups including non-White ethnic groups. To address this poor engagement with the consultation and to ensure any potential health impact of the strategy's proposals have been comprehensively captured, focus groups were commissioned to target specific underrepresented groups and provide further qualitative feedback. This ensured we had accounted for groups who were estimated to be underrepresented in these initial consultations.

However, more than 50% of the additional planned engagement following the initial public consultation did not hold. Therefore, the HIA was conducted to understand where any positive or negative impacts would arise from the strategy and targeting specific groups who had not so far engaged.

The HIA is a decision-support tool to assist the HWB with vital information to aid evidence-based decision making and insight that drives community-led initiatives as well as building trust with our citizens. Many of our communities have expressed historic and rapidly growing mistrust of the system and apathy towards local policies and strategies which they feel do not result in any lasting change or promote sustainable and healthy communities.

Due to the new proposals consisting of the ambitions and associated actions within the strategy, we considered the need to subject the strategy to some sort of review on health impact. The HIA provides a framework and procedure for estimating the impact of a proposed programme or policy action on a defined population.<sup>3</sup>

We also considered the following important factors in deciding to conduct the HIA;

- The potential for the strategy's proposals to harm or improve human health and any associated consequences since the HIA can be used to predict the likely impacts of the strategy on all affected populations and population sub-groups.
- Policies rarely serve all interests equally; typically, some values are prioritised over others hence the need to seek further assurance based on the lower than expected engagement.

The HIA would broaden the local approach and could be used to not only show how the proposed strategy could impact health directly, but also indirectly through various health determinants considering the existing health inequalities within Birmingham.

The Health and Wellbeing Board is keen for the new local strategy to provide system leadership in tackling the health inequalities that existed before the COVID-19 pandemic including those that have been exacerbated as a result of the pandemic. This will mean that the system should work in partnership to identify, mitigate any consequences or potential risks from the proposed strategy proposals.

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<sup>3</sup> <https://www.who.int/tools/health-impact-assessments>



There are five core themes within the strategy that set out our local priorities:

1. Healthy and Affordable Food
2. Mental Wellness and Balance
3. Active at Every Age and Ability
4. Contributing to a Green and Sustainable Future
5. Protect and Detect

There are three encompassing life course themes

- Getting the Best Start in Life
- Living, Working and Learning Well
- Ageing Well and Dying Well

There are actions across these themes that have been identified, reviewed and mitigation jointly agreed to safeguard the future of the local health economy through the lifespan of the strategy from 2022 to 2030.

## **Who performed this HIA?**

The team completing the HIA was led by the local public health team including a consultant in public health and several public health service leads supported by other council departments, academics, analysts, social researchers, voluntary organisations and other community-based organisation. The group was multidisciplinary to ensure the assessment was drawing in expertise from a range of subject specialists where needed.

The timing of the decision was key as the HIA should be started at the beginning of the strategy development process, with adequate time and resources available to support it. However, due to the constraints from the pandemic which had already delayed the strategy development, it was agreed that undertaking the HIA after the public consultation ended in December would be beneficial to the development of the strategy. This was because the consultation did not have sufficient responses and some of the responses reflected a lack of clarity and confidence about the strategy's proposals.

The strategy was still in development phase and the HIA was developed from the point when the consultation was identified as being inadequate and continued from December 2021 to February 2022 over the course of the strategy cycle. The feedback from the limited public consultation were used to scope the HIA and informed the need for changes which may be required to reassure the system and provide clarity about the strategy's proposals.

Some of the feedback has resulted in some change and others are being taken to the leadership team for their input.

The HIA process continued with some elements of it commissioned to a provider who works with seldom heard groups including those people from non-White ethnic backgrounds to ensure a wide range of perspectives were considered.

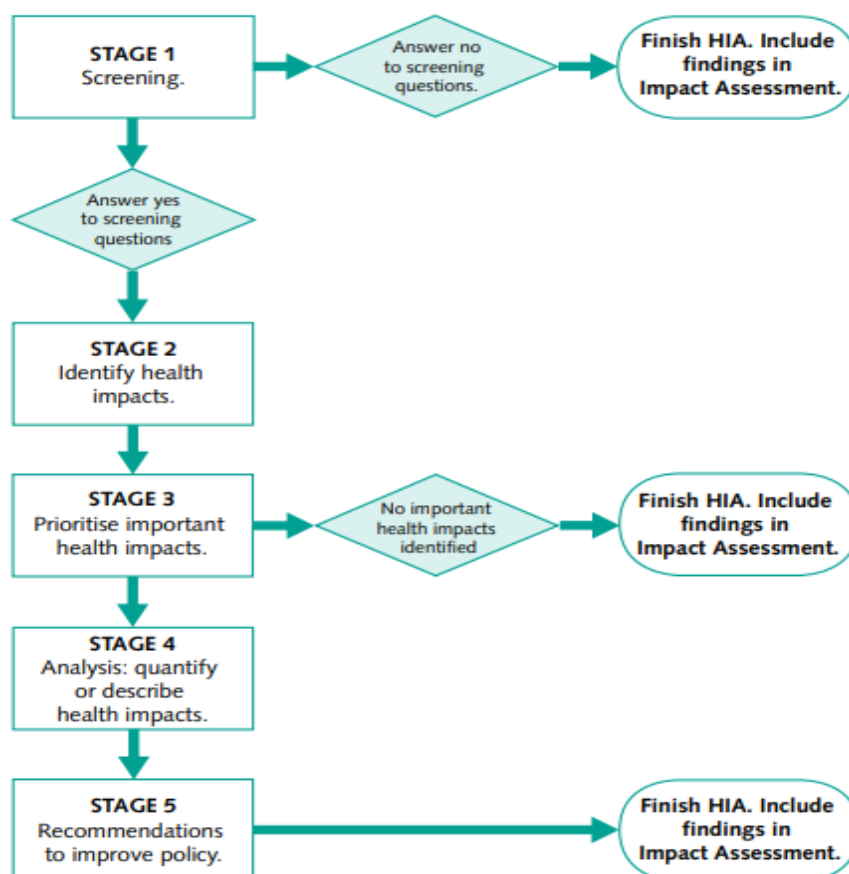
The HIA will need to be revisited with each iteration of the strategy as the strategy development progresses, to ensure that significant changes have been assessed and that these changes relate to the final strategy document.

## What methods were used for the HIA?

The HIA was completed as a prospective assessment of the strategy before its implementation. The team gathered opinions and concerns regarding the proposed strategy based on the ambitions and the actions proposed to determine the expected impacts of the proposed strategy particularly on the most vulnerable and disadvantaged populations.

Participants were encouraged to describe both quantitative and qualitative health impacts as appropriate and an open and honest participatory approach was adopted. Recommendations were produced for decision-makers and stakeholders, with the aim of maximising the strategy's positive health impacts and minimising its negative health impacts. The consequences for health of all the options can then be fully considered, and the HIA can have a genuine influence on the chosen option.

The method<sup>4</sup> used is described below



### Screening

During the screening stage, based on the feedback and outputs from the strategy online consultation survey, a HWB strategy working group was established. This group was led by the local public health governance team. The group held several meetings to discuss the strategy and agreed that the HIA would be beneficial to support the quality of the strategy and provide assurance that any potential effects on the determinants of health, health outcome and population groups had been identified. The screening resulted in a decision that the HIA was needed based on the responses to key considerations below.

<sup>4</sup> [Health Impact Assessment Tools: Simple tools for recording the results of the Health Impact Assessment \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/)

1. Will the strategy have a direct impact on health, mental health and wellbeing?
  - a. **Yes**
2. Will the strategy have an impact on social, economic and environmental living conditions that would indirectly affect health?
  - a. **Yes, in particular the Contributing to a Green and Sustainable Future Theme**
3. Will the strategy proposals affect an individual's ability to improve their own health and wellbeing?
  - a. **Yes, it will affect their ability to be physically active, choose healthy food, reduce drinking.**

## Scoping

The second step was the planning of the HIA and identifying what health risks and benefits to consider. The HWB strategy working group developed and adopted the terms of reference for the HIA (see [Appendix 2](#)). Scoping involved bringing together the major stakeholders of the strategy proposals led by the working group to develop the HIA. The group aimed to reduce the risk of presenting only one side of the evidence by being systematic. As the responses to the consultation were low, this HIA in addition to the focus groups will enable us to identify and make recommendations to improve positive health impacts and mitigate negative ones. The themes within the strategy were agreed and further streamlined to be used to systematically work with target groups and individuals to carry out the appraisals which are the next stage in the HIA process.

## Appraisal

An appraisal is the main process for the HIA activity and due to the expectations that the strategy would be finalised within two months, we conducted a rapid appraisal rather than a comprehensive one. The appraisals were based on the HWB strategy's 5 themes and questions were developed based on the initial consultation feedback. We developed a template (see [Appendix 3](#)) for gathering the data and evidence, held meetings with key stakeholders involved with the communities affected. We also requested the commissioned provider to use the template at focus groups organised for the groups who had been under-represented during our initial consultations. The collated templates were analysed, and results summarised into a spreadsheet for thematic analysis. We analysed the data collected already, identified affected populations and estimated health impacts. These estimates helped us to develop recommendations for actions that promote positive health impacts and minimise negative health impacts of the proposals within the strategy.

## Reporting

The results obtained are within this report to be presented to the decision-makers although some changes have already been made to the strategy based on the results and details are contained in the analysis sheet. The contents of the report include a description of the scope, the priorities identified at the beginning of the process, the views expressed by the stakeholders and the evidence available from the various sources, the overall findings and any recommendations.

## Monitoring

This final step of the HIA process allows the team to evaluate the process and effectiveness of the HIA in meeting its purpose. The discussions have already begun at the working group meetings and monitoring will continue until the strategy is launched. It will involve evaluating whether the HIA has influenced the decision-making process and how this led to any changes in the strategy proposals to help us assess if the HIA has worked. The HWB may also monitor longer term to see if the predictions made during the appraisals were accurate, and to see if the health, or health-promoting behaviours of the community have improved.

# What was the scope of the HIA?

The evidence gathered during the strategy development were incorporated and used to determine the scope of the HIA.

Following an initial public consultation process which had very limited engagement, it was agreed to scope the usefulness of an HIA to provide further understanding of the potential health impacts of the strategy's proposals and enable the opportunity for the local system to consider any options as recommendations to address any potential negative impacts or enhance the positive impacts from the strategy.

## **The HIA was agreed to be limited to the following**

### **1. Groups missed by focus groups:**

- LGBT+ Groups
- Business (any)
- Food Business (supermarkets, restaurants, etc)

### **2. Under-represented groups from online BeHeard Survey:**

- 0-19 years olds
- 75+ year olds
- Asian/Asian British community
- Black/ African/ Caribbean community
- Vision-impaired persons
- Muslim community

### **3. Groups who required a more targeted approach for the Health and Wellbeing Strategy Consultation.**

Due to the limitations of the consultations, the HIA was focussed at addressing any potential to miss key issues including the impacts of the ambitions and actions within the strategy on the population's health.

It was agreed that the HIA could support the leadership team who had already seen the strategy in draft form and the HWB, and enable informed decision making required from across the system when the HWB strategy is eventually presented and launched.

## Quality Assurance

The rapid HIA for the Health and Wellbeing strategy seeks to improve the quality of policy decisions by evaluating the likely positive and negative health impacts from the strategy's proposals and making recommendations to improve positive health impacts and mitigate negative ones. The process followed has adhered to the recognised available frameworks and our approach stresses the participation of public stakeholders and provides for a social model of health and wellbeing in which there is an explicit focus on equity, sustainability and social justice. The HIA is in line with the council's commitment to openness, public scrutiny and involvement.

# Main Findings of the HIA and recommendations

## Negative health impacts

### ***Overall Strategy***

- Use of a lot of jargon and too much data makes it uneasy to comprehend a lot of the information described. For example, The Healthy Planning Toolkit, Triple Zero Strategy should have some explanation on what they are and what they aim to achieve at least concisely in brackets or footnotes.
- Participants felt the strategy was ambitious and raised concerns about whether it was achievable. They felt that this may result in a negative health impact on the key priority health needs of the population, as the system may become overwhelmed.
- Participants felt there was a disconnect between some of the ambitions stated within the strategy and the reality on the ground, particularly around planning services and this may deter the use of existing resources judiciously.
- Participants felt that health inequalities were not explicitly addressed for specific ethnic groups and communities but instead were solely focussing on geographical areas across the city which could increase the inequalities gap.

### ***Healthy and Affordable Food Theme***

- Lack of emphasis on the need to determine whether people's diet changed during the pandemic or how their food affordability or food choices changed can impact negatively on behaviours towards food.

### ***Mental Wellness and Balance Theme***

- Reference to signposting for self-referral to mental health support services can create a barrier which delays uptake of support as it assumes all patients can make an informed choice.
- Lack of emphasis on the mental health of specific groups which have worsened during the pandemic may mean these groups experience deteriorating outcomes.

### ***Active at Every Age and Ability Theme***

- The cost of taking up physical activity interventions paid for by individuals themselves creates stigma and can be a major barrier to participation in physical activity which can result in poor mental and physical health.

### ***Green Spaces Contributing to a Green and Sustainable Future Theme***

- Lack of consideration for housing within the strategy. It was noted that housing, as a wider determinant of health, could certainly be given more prominence within the strategy to ensure it did not create more inequality.
- Focus on only clean air without consideration for the volume of traffic may not reduce risks to health such as increased respiratory disease from city's traffic congestion.

### ***Protect and Detect Theme***

- Nothing explicit was there in the ambitions especially relating to domestic violence and community safety.
- The strategy assumes vaccines are acceptable to everyone which may result in masking of the underlying variations in vaccine confidence across the city.
- Theme lacked coherence and the language was inaccessible which may result in no real health benefit and worsening of the health of the target groups particularly young people who already suffer with violence.

## **Positives health impacts**

### ***Overall Strategy***

- Ambitions and actions offer many wide-ranging opportunities to work with communities to increase health gains particularly where there are growing inequalities due to the pandemic.
- Useful information sharing with communities to enable them consider options to support making an informed choice.
- Enables a spotlight on the impact of covid and the need to reverse the adverse health impacts on populations including most vulnerable, people with addictive behaviours who have struggled more.

### ***Healthy and Affordable Food Theme***

- Participants welcomed a focus on food literacy and basic cooking skills at a young age to reverse the negative impact of COVID-19 which has resulted in changing eating habits fuelled by isolation and dependence on takeaways and high calorific meals.
- Participants felt the strategy would improve access and affordability which are known barriers alongside people making the wrong choices.

### ***Active at Every Age and Ability Theme***

- Participants were supportive of exercise on prescription as they felt the respect felt for doctors, particularly among the older population, would encourage take up.
- Positive impact on health through reducing air pollution from the traffic on the roads Valuable that green and blue spaces became important during the pandemic

### ***Green Spaces Contributing to a Green and Sustainable Future Theme***

- The participants welcomed a focus on clean air in the whole city, not just the area covered by the Ultra-Low Emissions Zone.
- The idea of community activities and community events provides opportunity for community empowerment.
- Offer opportunity to maximise and maintain people's engagement with green and blue spaces building on from the pandemic.

### ***Protect and Detect Theme***

- Participants supported tackling the root causes of crime and efforts to divert young people away from criminal activity through youth provision.
- Promotion of COVID-19 vaccination has improved access to ethnic communities.



## **Recommendations**

### ***Overall Strategy***

- Ensure the strategy is culturally sensitive and inclusive of all communities and ethnicities to achieve success.
- Prioritise tackling the financial barriers to health.
- Review language used to ensure it is plain English
- Involve people with lived experience from the beginning of policy and strategy development.
- Prioritise children, women, healthcare workers, people who suffer with their mental health and geographical areas with the greatest need.
- Measure success continuously as this is key by embedding annual targets into the longer-term success indicators/ambitions of the strategy wherever possible.
- Infographics need to be communicating messages concisely and precisely.
- Focus not only on geographical areas in the city and socioeconomic status, but also on the impact of prejudice and discrimination on health and wellbeing.
- Education within schools should be a priority.

### ***Healthy and Affordable Food Theme***

- Learning from social norms is key to success and requires more to understand; What type of changes have people made to their cooking? What has changed, why has it changed and how can you take changes, learn from them and adapt something new?
- Improve understanding and awareness about any issues relating to food within LGBTQ community with possible increase in eating disorders due to the isolation and mental health impact of COVID-19.

### ***Mental Wellness and Balance Theme***

- Consider support for self-referral to mental health services or tailor more training for GPs and other key professionals who signpost people to these services.
- There is scope to work with employers, charities, and universities to design workplaces around how human brains work differently in order to tackle mental health challenges in the long term.
- Educating employers about different mental health conditions could aid reduction in employment inequalities.
- Focus on increased actions to improve availability and uptake of Talking Therapies.

### ***Active at Every Age and Ability Theme***

- Include the relationship between prevalence of physical inactivity and mental health
- Incorporate inclusive spaces, for example, for physical activity to address barriers which affect groups such as woman and some groups within the LGBTQ community.
- Participants also felt that exercising as a family should be emphasised.

### ***Green Spaces Contributing to a Green and Sustainable Future Theme***

- Incorporate volume of traffic not just clean air to ensure indirect health benefits are gained.

### ***Protect and Detect Theme***

- Consider restructuring the Protect and Detect theme to separate out the unrelated topics (i.e. infectious disease, screening and violence reduction) to enable more emphasis on real change, such as stronger action needed to prevent the supply of drugs within the city and enforcement of other drug laws.
- Families and carers should be much more involved in supporting treatment plans for patients who struggle with drug and alcohol misuse.

## Appendix 1

### Joint Birmingham City Health and Wellbeing Strategy at a glance: 'Creating a Bolder, Healthier City (2022-2030)'

**Our Shared Vision:** *To create a city where every citizen, whoever they are, wherever they live and at every stage of life, can make choices that empower them to be happy and healthy.*

The vision is underpinned by four key guiding principles which require strong partnership and collaboration across the local system, with all stakeholder groups and their partners forging ahead together to achieve successful delivery.

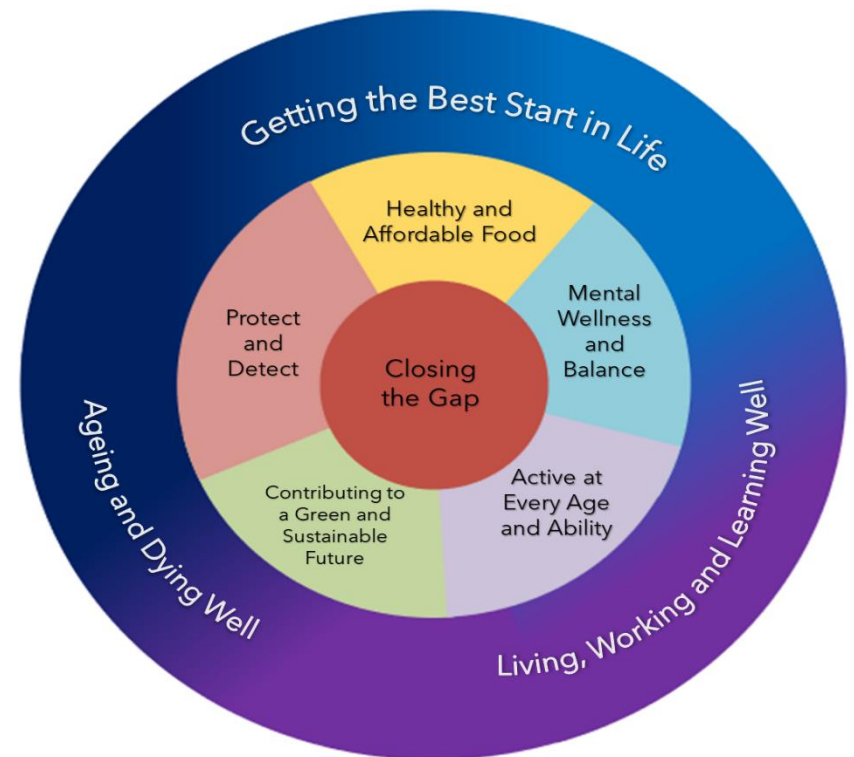
- Citizen driven and informed by citizens' lived experience
- Consciously focused on reducing inequalities through promoting equality, diversity and inclusion
- Data and evidence informed and research-enabled action
- Impact of COVID-19 pandemic mitigated as part of legacy work

There are five core themes within the strategy that set out our local priorities:

1. Healthy and Affordable Food
2. Mental Wellness and Balance
3. Active at Every Age and Ability
4. Contributing to a Green and Sustainable Future
5. Protect and Detect

There are three encompassing life course themes

- Getting the Best Start in Life
- Living, Working and Learning Well
- Ageing Well and Dying Well



## **Appendix 2**

### **Scoping and Terms of Reference**

#### **Rationale**

As the responses to the online consultation were low, the Health Impact Assessment in addition to the further focus groups will enable us to identify and make recommendations to improve positive health impacts and mitigate negative ones.

#### **Health Impact Assessment Working Group**

The working group comprises of the Public Health Governance Team led by the Assistant Director of Public Health and working alongside key individuals and stakeholders working across the five core themes and life course themes within the strategy. These professionals may not attend meetings however their views are sought using emails and one-to-one meetings to ensure the scope of the HIA is reinforced with as many [professional and public perspectives as possible.

#### **Objectives**

1. To capture any health issues and public health concerns identified from our consultations including factors such as the social and physical environment (i.e. housing quality, crime rates, and social networks), personal or family circumstances (i.e. diet, exercise, risk-taking behaviour, and employment), and access to public services.
2. To gather data on health impacts and analyse them within the five core and three life course themes to estimate the potential for positive or negative health impacts.
3. To determine who will be affected by the strategy proposals within each theme and assess the need for further review of baseline data on current population health need.
4. To make predictions where possible, about any likely changes in health status of the affected groups, as a result of the strategy.
5. To agree any changes or update to the strategy proposals that would support positive health impacts and mitigate negative health impacts and present to decision makers.
6. To consider the use of rapid or in-depth assessment procedures depending on limitations of time, budget and epidemiological/quantitative evidence.
7. To agree conclusions which can be drawn from available data, and recommendations made that might remove/mitigate negative impacts on environment and health and enhance positive benefits.
8. To decide any action, where appropriate, that can be taken to monitor the actual impacts on health and enhance the existing evidence base regarding impacts.

**Timescale:** 2 months

**Key Outputs:** Rapid Health Impact Assessment Report and Updated Health and Wellbeing Strategy

## Appendix 3

**Rapid Health Impact Assessment Questionnaire used for each theme of the Health and Wellbeing Strategy ('Creating a Bolder, Healthier City')**

Questions	Comments
<p><b><u>THEME:</u></b></p> <p><b><u>IDENTIFY THE HEALTH IMPACTS</u></b></p> <ul style="list-style-type: none"> <li>Describe any potential impacts on health from this theme?</li> <li>In your opinion what impact has COVID-19 had on this theme?</li> </ul>	
<p><b><u>THEME AMBITIONS</u></b></p> <ul style="list-style-type: none"> <li>Are there any potential positive health impacts?</li> <li>Are there any potential negative health impacts?</li> <li>If yes to both positive and negative impacts, which population groups will be impacted and how?</li> <li>Do you feel that the negative impacts can be mitigated? If yes, what suggestions do you have to mitigate these?</li> </ul>	
<p><b><u>THEME ACTIONS</u></b></p> <ul style="list-style-type: none"> <li>Are these actions relevant to the ambitions?</li> <li>Will these actions help to address the existing health inequalities and address any negative health impacts?</li> <li>Is there clarity within the actions about WHO, WHEN and WHAT is to be achieved?</li> </ul>	
<p><b><u>Measuring Success</u></b></p> <ul style="list-style-type: none"> <li>In your opinion would it be beneficial for the strategy to focus on long-term or short-term goals to achieve success?</li> <li>Do you have any other suggestions / comments about other priorities to include in the Strategy?</li> </ul>	

Title of proposed EIA	Birmingham Joint Health and Wellbeing Strategy: Creating a Bolder, Healthier City (2022-2030)
Reference No	EQUA863
EA is in support of	New Strategy
Review Frequency	Annually
Date of first review	21/02/2023
Directorate	PIP
Division	Public Health
Service Area	Governance
Responsible Officer(s)	<input type="checkbox"/> Aidan Hall
Quality Control Officer(s)	<input type="checkbox"/> Shiraz Sheriff
Accountable Officer(s)	<input type="checkbox"/> Albert Uribe
Purpose of proposal	Health and Wellbeing Boards must publish a Joint Health & Wellbeing Strategy under the Health and Social Care Act 2012. This proposal assesses the new Strategy; Creating a Bolder, Healthier City (2022-2030), against the legally protected characteristics.
Data sources	Survey(s); Consultation Results; Interviews; relevant reports/strategies; Statistical Database (please specify); relevant research
Please include any other sources of data	Fingertips, LG Inform
ASSESS THE IMPACT AGAINST THE PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Service Users / Stakeholders; Wider Community
Age details:	The overall impact of the Strategy is likely to be positive for all age groups. The life course recognises it is appropriate to ensure children get the best start in life and age healthily. The Strategy outlines 22 ambitions within the life course themes and a series of actions to deliver better outcomes for all ages. Certain age groups may be more affected by some of the five core themes, for example young people and Creating a Green and Sustainable Future (theme 4). However, the ambitions and associated actions (e.g. reducing air pollution) will positively impact this group. Dependents to the

impact this group. Responses to the consultation varied by age, and an additional focus group with young people (aged 14-19) was commissioned to understand the views of this population. The survey and focus groups found no adverse impact on this protected characteristic.

Protected characteristic: Disability

Service Users / Stakeholders; Wider Community

Disability details:

A disability is 'a physical or mental impairment which has a long-term and substantial adverse effect on the ability to carry out normal day-to-day activities'. Many people in Birmingham have a disability or long-term condition. This Strategy will focus on 'Closing the Gap' and reducing inequalities and should therefore deliver benefits for people with a disability. One of the five areas of focus for the Board is to reduce inequalities experienced by the disabled community. There are also specific ambitions that will positively impact this characteristic. This includes reducing the inactivity gap between those living with disabilities and long-term health conditions and those without and increasing the number of targeted health checks (e.g. for people with learning disabilities and/or severe mental health issues). The various methods of consultation found no adverse impact on this protected characteristic.

Protected characteristic: Sex

Service Users / Stakeholders; Wider Community

Gender details:

We expect the overarching goal of 'Closing the Gap' will address inequalities based on this characteristic. Women make up a disproportionate amount of our carers, and men make up a disproportionate amount of those experiencing homelessness in Birmingham. In tackling these inequalities, improving the social determinants of health, and



supporting those communities of identity and experience, we can positively impact this characteristic through this Strategy.

Protected characteristics: Gender Reassignment

Service Users / Stakeholders; Wider Community

Gender reassignment details:

Data on the transgender population in England is limited because the subject is not included in the 2011 Census. The 2021 Census (results not published at the time of completing this assessment) does include a question asking: "*Is the gender you identify with the same as your sex registered at birth?*". The best current estimate is that around 1% of the population might identify as transgender, including people who identify as non-binary. We know that this community face significant health inequalities throughout their lives, and this Strategy's mission to close the gap will have a positive impact. This includes furthering the understanding of these inequalities and addressing them as a partnership. Our consultation included a Health Impact Assessment (HIA) to understand the potential health effects of the Strategy on the LGBT+ community. The HIA, alongside our survey, found no adverse impact on this protected characteristic.

Protected characteristics: Marriage and Civil Partnership

Not Applicable

Marriage and civil partnership details:

Protected characteristics: Pregnancy and Maternity

Service Users / Stakeholders; Wider Community

Pregnancy and maternity details:

The Strategy is likely to have a positive impact on this group. The life course approach recognises the importance of upstream factors to support people from pre-conception to age healthily. This starts before birth; therefore supporting people in this group will help us close the gap in health inequalities such as infant mortality.

Protected characteristics: Race

Service Users / Stakeholders; Wider Community

## Race details:

According to the 2011 Census, the Black and Minority Ethnic (BME) Population (population whose ethnicity is not White) was 42.1%. The same value for England is 14.6%. There is a range of national evidence on the health and wider inequalities affecting ethnically diverse groups. For example, people from ethnic minority groups are more likely than those from the White British group to report having long-term illnesses and poor health. This Strategy commits to tackling inequalities between ethnic communities and will positively impact this characteristic. Our Strategy signposts to work such as the Birmingham and Lewisham African and Caribbean Health Inequalities Review (BLACHIR) project. In addition to our Be Heard Survey, we commissioned focus groups to ensure we had views from minority ethnic communities. The survey and focus groups found no adverse impact on this protected characteristic. This Strategy will improve our understanding and evidence of inequalities and respond to them.

## Protected characteristics: Religion or Beliefs

Service Users / Stakeholders; Wider Community

## Religion or beliefs details:

The interaction between faith, religion, and health is complex, reflecting the role that faith plays in our health beliefs and behaviours and the impact of religious rules on aspects of our lives, such as food and physical activity. There is limited evidence on inequalities linked to faith and religion. In addition to our Be Heard Survey, we commissioned focus groups to ensure we had views from faith communities. We also conducted a Health Impact Assessment to understand the potential health effects of the Strategy on a particular faith community. The survey and focus groups found no adverse impact on this protected

characteristic. This Strategy will improve our understanding and evidence of inequalities and respond to them.

Protected characteristics: Sexual Orientation

Service Users / Stakeholders; Wider Community

Sexual orientation details:

The Birmingham Public Health Division estimate the LGBT+ population of Birmingham to be approximately 45,000 adults. There is strong epidemiological evidence that members of the community face significant health inequalities throughout their lives. Our consultation included a Health Impact Assessment (HIA) to understand the potential health effects of the Strategy on the LGBT+ community. The survey and HIA found no adverse impact on this protected characteristic. This Strategy will improve our understanding of these inequalities and address them as a partnership.

Socio-economic impacts

This Strategy will tackle the wider determinants of health and therefore have a positive socio-economic impact.

It is well understood that health and disease are predominantly the result of the wider determinants of a person's life, rather than their genetics or age. Factors such as poverty, education, housing, employment and the environment in which we live, work and play all impact on our health and wellbeing.

Please indicate any actions arising from completing this screening exercise.

Please indicate whether a full impact assessment is recommended

NO

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

Consultation analysis

Adverse impact on any people with protected characteristics.

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

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

*Creating a Bolder, Healthier City (2022-2030)* is expected to have a strong positive impact on inequalities through the aim of '*Closing the Gap*'. Through the findings from the consultation and developing the Strategy with professionals and the public, we do not predict adverse impacts on any of the protected characteristics. The Strategy is a commitment of the Health and Wellbeing Board to equality, diversity and inclusion. These values are at the centre of our ambitions, actions and leadership across the five core themes and life course.

## QUALITY CONTORL SECTION

Submit to the Quality Control Officer for reviewing?

No

Quality Control Officer comments

The EIA carried out has looked into all aspects that will not adversely impact the protected characteristics of the aforementioned groups and hence can proceed forward.

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

24/02/2022

Reasons for approval or rejection

Please print and save a PDF copy for your records

Yes

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Close

# Birmingham City Council

## Report to Cabinet

26 April 2022



**Subject:** **ADOPTION OF SUPPLEMENTARY PLANNING DOCUMENTS (SPDS) - HOUSES IN MULTIPLE OCCUPATION SPD AND LARGE-SCALE SHARED ACCOMMODATION SPD**

**Report of:** **Paul Kitson, Strategic Director of Place, Prosperity and Sustainability**

**Relevant Cabinet Member:** **Councillor Ian Ward, Leader of the Council**

**Relevant O &S Chair:** **Councillor Kate Booth, Housing and Neighbourhoods**

**Report author:** Uyen-Phan Han, Planning Policy Manager  
Telephone No: 0121 303 2765  
Email Address: uyen-phan.han@birmingham.gov.uk

Are specific wards affected?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s):		
Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, add Forward Plan Reference: 008305/2021		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, provide exempt information paragraph number or reason if confidential:		

### 1. Executive Summary

- 1.1 To inform Cabinet of the outcome of the public consultation on the draft Supplementary Planning Documents (SPD) for Houses in Multiple Occupation and Large Scale Shared Accommodation carried out from 17 December 2021 – 28 January 2022 and to seek authority from Cabinet to adopt both SPDs attached as Appendix 1 and Appendix 2.

## **2. Recommendations**

- 2.1 To approve the adoption of the Houses in Multiple Occupation and Large Scale Shared Accommodation SPDs, attached at Appendix 1 and Appendix 2 as part of the city's planning framework against which planning applications will be assessed.

## **3. Background**

- 3.1 The adopted Development Management in Birmingham Development Plan Document (DMB) and the Birmingham Development Plan (BDP) set out policies which guides future development in the city and is used in the determination of planning applications.
- 3.2 The SPDs have been prepared to provide detailed guidance to support the implementation of policies in the DMB and BDP. This will assist prospective planning applicants, property developers and landowners, as well as decision makers and local residents understand how the Council intends to apply its planning policies in relation to Houses in Multiple Occupation and Large Scale Shared Accommodation.
- 3.3 Both SPDs were subject to 7-week consultation which sought views from a broad range of stakeholders. The Consultation Statement (Appendix 3) contains details on the main issues raised and how they have been addressed in the final SPDs. These are summarised in section 3.12 to 3.16 below.
- 3.4 The SPDs need to be adopted by the City Council in a timely manner to ensure the guidance and requirements can be used to influence decisions on planning applications.

### Houses in Multiple Occupation (HMO) Draft SPD

- 3.5 HMOs provide an important way of meeting the city's housing needs, particularly for people on low incomes, young professionals, students and the growing number of one person households. At the same time, high concentrations of HMOs can present a challenge to creating mixed, balanced and sustainable communities and impact on residential character and amenity.
- 3.6 Policy DM11 in the DMB sets out the City Council's local planning policy on HMOs which seeks to prevent harmful concentrations arising and ensure that such development provides a high quality of accommodation.
- 3.7 The HMO SPD provides detailed guidance on how each of the policy criteria in DM11 will be practically applied, including the consideration and the taking into account of 'exempt accommodation'<sup>1</sup> which has grown significantly across the city in recent years.
- 3.8 The SPD also explains what an HMO is, in planning terms and identifies the circumstances where planning permission could be needed, provides an overview of HMO licensing requirements and a checklist of information that the City Council will require when submitting planning applications for HMOs.

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<sup>1</sup> Shared housing controlled or managed by registered social landlord, housing association or public bodies such as local authorities.



### Large Scale Shared Accommodation (Co-living) Draft SPD

- 3.9 Large Scale Shared Accommodation, commonly known as co-living, is a relatively new form of accommodation where residents rent a room within a purpose-built (or conversion) development which has shared amenities and facilities on a short-term basis. This type of accommodation can provide an alternative to traditional flat or house shares and can include additional services and facilities, such as room cleaning, on site gyms, communal workspaces and a concierge service.
- 3.10 Co-living is relatively new to the UK; schemes are mainly focussed in London and are emerging in core and other large cities. The target group tends to be young professionals or recent graduates, and singles or couples without children who cannot or choose not to live in self-contained homes or houses in multiple occupation. They are an intermediate and short-term form of accommodation.
- 3.11 Co-living is undefined in the Use Classes Order. This means that they would typically be submitted as a “Sui Generis” Use and are non-self-contained market housing. As the market is untested in Birmingham, it is important that planning guidance is provided to ensure that co-living schemes create quality residential accommodation in the right places to support the policies set out in Birmingham’s Local Plan and the Council’s objectives of creating sustainable neighbourhoods and better health and wellbeing for the city’s residents.

### Consultation on the SPDs

- 3.12 Both SPDs were subject to 7-week consultation which sought views from a broad range of stakeholders including residents’ associations, neighbourhood forums or groups, business groups, voluntary groups, interest groups, developers and agents. All contacts on the Planning Policy Consultation Database were notified and consultation documents were made available to view on BeHeard.
- 3.13 The consultation generated 125 individual comments on the HMO SPD and 147 individual comments on the Large-Scale Shared Accommodation SPD. The Consultation Statement (Appendix 3) contains details on the engagement that was carried out, the main issues raised and how these have been addressed in the final SPDs.

### Summary of the main issues raised on the HMO SPD

- 3.14 Overall, there was general support for the purpose of the SPD. The inclusion of the concentration of exempt accommodation in the assessment of planning applications for HMOs was strongly supported.
- 3.15 Concern was expressed about the loss of family housing and the need to re-balance neighbourhoods through the deconversion of properties back to family dwellings. The Council introduced a city-wide Article 4 HMO Direction in June 2020 and introduced a new policy (DM11) on HMOs through the recently adopted DMB. These tools provide the Council with greater control over the future growth of HMOs in the city. The Council is not able to mandate that existing HMOs (which are predominantly privately owned) are converted back to family housing or place restrictions on the continued use of a property as an HMO, however, it will be able

to explore and develop a loss of family housing policy through the preparation of the new Birmingham Plan.

- 3.16 Comments were made in relation to the importance of Secure by Design principles and the need to consult with Design out Crime Officers (WM Police). The SPD has been amended to reflect and emphasise the importance of creating safe and secure places.
- 3.17 General concerns about the issues caused by HMOs such as noise, antisocial behaviour, litter, parking and the enforcement of standards were raised. Some residents expressed a desire to see a complete moratorium on the licensing of and planning permission for further HMOs in the city, which is not an appropriate option given the need for such housing in the city. The overall strategy seeks to prevent harmful concentrations of HMOs arising, which is what Policy DM11 in the DMB, alongside the city-wide Article 4 Direction for HMOs seeks achieve. The City Council are actively pursuing a Selective Licensing Scheme for 25 wards of the city that are impacted by a high percentage of private rented property and high levels of deprivation and crime. Should the scheme be approved by Government (further to approval by Cabinet) then all Private Rented Sector (PRS) properties in these wards will be required to hold a licence. This will give the City Council the powers to ensure that a suitable standard of accommodation is provided. The City Council is also exploring Additional Licensing (which relates to licensing for smaller HMOs that is not covered by mandatory licensing).
- 3.18 Several comments related to Policy DM11 of the DMB and the 'exceptional circumstances' part of that policy, as well as the data sources used to identify HMOs. Policy DM11 was subject to a separate process through the DMB which is now adopted and cannot therefore be amended. The interpretation of a 'single household' in determining whether a property is Use Class C3(b) or C3(c) was also raised but this is a matter established by case law and falls outside the scope of the SPD.
- 3.19 Detailed comments were made on the energy use of residential properties and the need to incorporate green infrastructure and biodiversity enhancements within development. Selective licensing will give the City Council the powers to ensure that landlords deliver at least minimum efficiency standards. These issues are addressed in the BDP and DMB and the SPD notes that developers will need to be aware that other local plan and supplementary planning documents may be relevant, providing a link to these documents.
- 3.20 Other suggested changes have been considered and where appropriate the SPD has been amended in response to the comments, including:
- A new paragraph which explains breaches of planning control and what the City Council will do in such instances.
  - A new sentence which explains how information submitted relating to the identification of HMOs will be considered by the City Council.
  - Removal of the width restriction to alleyways in relation the implementation of the sandwiching and continuous frontage criterion.

- Removal of the exemption to sandwiching and continuous frontage applying to detached and semi-detached properties where the gap between the main part of the properties is less than 1 metre.
- Further detailed and clarification provided in relation to the marketing evidence required to demonstrate a lack of demand for single family use of a property.
- Explanation of the status of the BDP.

### Summary of the main issues raised on Large-Scale Shared Accommodation (LSSA) SPD

- 3.21 There was general support for the purpose of the SPD and it was considered to be a useful document overall. Developers highlighted the benefits of LSSA in providing professionally managed shared accommodation combating high levels of HMOs in the city and thereby contributing to the release of family dwellings that would otherwise be used as HMOs.
- 3.22 Comments were raised in relation to the definition of LSSA. The SPD has been amended to clarify that the size threshold is indicative in order assist decision makers in identifying developments where the SPD is applicable, given the fact that there is no formal planning definition and that there is no requirement for LSSA to provide at least 50 units.
- 3.23 Most of the respondents supported the principle of restricting LSSA to the city centre but one respondent strongly objected. The city centre has the highest levels of accessibility by public transport and is considered to be a reasonable basis for the location of LSSA at this early stage of the Birmingham co-living market.
- 3.24 A number of developers considered the space standards set out in the SPD to be too prescriptive. The minimum size of the private living accommodation was considered too large, whereas the Community Partnership for Selly Oak (CP4SO) considered it too small. The minimum floorspace for a single occupancy room has been amended from 27.5 sq.m. to 25 sq.m. to reflect updated evidence. This has been tested through an indicative layout of a 25 sq.m. room. It is considered that, at a minimum, this would provide an adequate living environment. It would also allow for future adaptability to NDSS (National Described Space Standard) compliant dwellings.
- 3.25 To strike a balance between ensuring that the living accommodation provided in LSSA contributes to the health and wellbeing of its occupiers and is not overly rigid so as to prevent innovation or allow for site specific circumstances, some flexibility has been added into the SPD to allow for exceptions to the minimum where a robust justification exists.
- 3.26 Some developers disputed the requirement for a needs assessment. As the LSSA market is in its infancy in Birmingham, it is considered necessary for proposals to demonstrate that it meets a local need in accordance with BDP Policy TP30.

However, the detailed expectations in relation to the needs assessment has been amended in response to the comments.

- 3.27 The majority of respondents agreed that affordable housing should be provided in accordance with BDP Policy TP31 'Affordable housing' which allows for the characteristics of multiple units of private rented sector to be taken into account when assessing viability.
- 3.28 Some respondents advocated for carbon neutral buildings and the incorporation of green infrastructure and biodiversity enhancements within development. These issues are addressed in the BDP and DMB and the SPD notes that developers will need to be aware that other local plan and supplementary planning documents may be relevant, providing a link to these documents. However, these points have also been highlighted within the SPD.
- 3.29 Detailed comments from the Canal and Rivers Trust wanted the SPD to mention the importance of canals in promoting sustainable transport and providing for outdoor amenity. Comments were made in relation to the management plan and monitoring and review. These comments have been taken into account in the final SPD.
- 3.30 Suggestions were made by the Community Partnership for Selly Oak (CP4SO) relating to information that should be included in the management plan. These suggestions have been included in the final SPD.
- 3.31 In addition to the above, other amendments to the SPD include:
- Inclusion of communal space per resident in the method for any price comparisons of accommodation.
  - Additional guidance on two-person occupancy rooms.
  - Further detail on the facilities to be provided within private rooms including desk space to allow for working from home (and communal workspace), storage, waste storage, seating, and space or facilities for other possessions.
  - Additional information to be included in the management plan - crime prevention and anti-social behaviour measures, cycle storage, responsibilities of site staff, measures to promote good neighbourliness and annual monitoring and review.
  - Removal of the preclusion to letting to full time students as there is no robust justification to exclude them. However, the SPD has been amended to say that children will not be expected to be accommodated in large scale shared living developments. An assessment will be made on a case by case basis and where appropriate a condition will be imposed limiting occupation to over 18-year olds.
  - Encouraging development to be designed in a way that can be easily converted into self-contained policy compliant dwellings so as to provide flexibility to respond to changing needs if required.

#### **4. Options Considered and Recommended Proposal**

- 4.1 **Option 1- Do not adopt the SPDs:** Without the adoption of the SPDs there is a risk that development will not meet the requirements and expectations of the City Council, communities and stakeholders. In turn this will assist in facilitating poor or inappropriate development.
- 4.2 **Option 2 – Adopt the SPDs:** This is considered the most appropriate way forward and necessary to enable the City Council's planning policies to be applied effectively and consistently. The recommended proposal is to adopt the SPDs.

#### **5. Consultation**

- 5.1 The Cabinet Member for Homes and Neighbourhoods has been briefed on the SPDs. Officers from Development Management, Planning Enforcement, City Design and Conservation, Housing Strategy, the Private Rented Sector Team and Legal Services and have also been involved in the preparation of the SPDs.
- 5.2 The DMB and BDP itself has been subject to extensive public consultation over a number of years. All consultations have been detailed in reports to Cabinet at various stages of the plan-making process and has been carried out in accordance with the City Council's adopted Statement of Community Involvement, under the provisions of the Planning and Compulsory Purchase Act 2004, and the revised procedures required by the Town and Country Planning (Local Planning) (England) Regulations 2012.

#### **6. Risk Management**

- 6.1 The main risk associated with the absence of clear and detailed planning guidance on HMOs and Large-Scale Shared Accommodation is the facilitation of poor or inappropriate development.

#### **7. Compliance Issues:**

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

- 7.1.1 The SPDs are consistent with the BDP and the DMB and the Council Plan 2018 to 2022 (updated 2019). It will support delivery of the primary goals of an entrepreneurial city, an aspirational city, a fulfilling city to age well in and a great city to live in.

##### **7.2 Legal Implications**

- 7.2.1 The relevant legal powers for adopting the SPD are set out in Part 2 of the Planning and Compulsory Purchase Act 2004 (as amended), with detailed requirements set out in the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). This includes a requirement for a Consultation Statement (Appendix 3) and an Adoption Statement (Appendix 4). The SPD also needs to be consistent with the National

Planning Policy Framework, Birmingham's Local Plan and prepared in accordance with Birmingham's Statement of Community Involvement (2020).

7.2.2 Under the requirements of the European Union Directive 2001/42/EC (Strategic Environmental Assessment (SEA) Directive) (which is "retained EU Law" following the exit of the United Kingdom from the European Union on 31 December 2020 as the directive was given effect to by domestic legislation) and Environmental Assessment of Plans and Programmes Regulations (2004), specific types of plan that set the framework for the future development consent of projects must be subject to an environmental assessment, unless they fall within one of the exceptions to this requirement. Regulation 9 requires that the authority should make a formal determination as to whether or not the plan is likely to have significant environmental effects and therefore requires an SEA.

7.2.3 The City Council carried out a screening assessment of the SPDs (Appendix 5), under these Regulations, and concluded that a SEA is not required as:

- The documents do not set the framework for future consents under the Environmental Impact Assessment Directive;
- and Appropriate Assessment under the Habitats Directive is not required; and
- There is no pathway or mechanism for significant environmental effects to arise as the SPD is for guidance purposes, being an elaboration of existing policies in the BDP and DMB.

7.2.4 Comments received from the relevant statutory consultees for this process (Natural England, the Environment Agency and Historic England) supported the City Council's opinion.

### **7.3 Financial Implications**

7.3.1 Preparation of the SPDs have been carried out using existing Planning and Development staff resources. These costs have been funded from the Places, Prosperity and Sustainability Directorate's approved revenue budgets.

7.3.2 There are no direct financial implications arising from the recommendation in this report.

### **7.4 Procurement Implications (if required)**

7.4.1 No implications.

### **7.5 Human Resources Implications (if required)**

7.5.1 No implications



## **7.6 Public Sector Equality Duty**

7.6.1 An Equalities Analysis has been undertaken and has been updated following public consultation (Appendix 6). The Equalities Analysis has not identified any specific impacts the SPDs will have on the protected characteristics. The developments will lead to improvements for the local population in terms of providing good quality accommodation and protecting amenity.

## **8. Appendices**

- Appendix 1 – Houses in Multiple Occupation Supplementary Planning Document
- Appendix 2 – Large Scale Shared Accommodation Supplementary Planning Document
- Appendix 3 – Consultation Statement
- Appendix 4a & b - Adoption Statements
- Appendix 5a & b – Strategic Environmental Assessment Screening for the HMO and Large-Scale Shared Accommodation SPDs
- Appendix 6 – Equalities Analysis

## **9. Background Documents**

- Birmingham Development Plan (2017)
- Development Management in Birmingham (2021)





## **Houses in Multiple Occupation Supplementary Planning Document**

**April 2022**

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# **1. Introduction**

## **Overview**

- 1.1 Houses of Multiple Occupation (HMOs) are properties rented out to at least 3 people who are not from one household but share facilities like a bathroom and kitchen. Most HMOs are conversions or sub-divisions of larger houses.
- 1.2 HMOs provide an important way of meeting the City's housing needs, particularly for people on low incomes, young professionals, students and the growing number of one person households. At the same time, high concentrations of HMOs can present a challenge to creating mixed, balanced and sustainable communities and impact on residential character and amenity.
- 1.3 This document aims to provide further guidance to support our adopted planning policies on HMOs to ensure that new HMO developments contribute to sustainable and balanced neighbourhoods while protecting residential character and amenity.
- 1.4 The Supplementary Planning Document (SPD) is primarily for use by prospective planning applicants, property developers and landowners, as well as decision makers such as planning officers and elected members. However, it also is intended to help local residents understand how the Council intends to apply its planning policies.
- 1.5 It is important to note that not all HMOs require planning permission. This document relates to the management of planning applications for new HMOs when planning permission is required, but also explains the role of the HMO licencing regime which is a separate process that can relate to both HMOs which do, and do not, require planning permission.

## **Purpose of this SPD**

- 1.6 The purpose of this SPD is to:
  - Explain what a HMO is, in planning terms, and identify the circumstances where planning permission could be required;
  - Identify the national and local planning policies of relevance when considering planning applications for HMOs;
  - Set out detailed guidance that will be used to assess planning applications for HMOs, supporting the implementation of Policy DM11 Houses in Multiple Occupation;
  - Provide an overview HMOs licencing requirements; and
  - Provide a checklist of information the Council requires to be submitted with a planning application.

## **How this SPD has been prepared**

- 1.7 This SPD has been prepared in accordance with the Planning and Compulsory Purchase Act 2004 and the Town & Country Planning (Local Planning) (England) Regulations 2012 has been informed by national and local planning policies.

## **Sustainability Appraisal and Strategic Environmental Assessment**

- 1.8 There is no legal requirement for Supplementary Planning Documents to be accompanied by Sustainability Appraisal, and this is reinforced in national planning guidance. However, “in exceptional circumstances” there may be a requirement for SPDs to be subject to Strategic Environmental Assessment (SEA) where it is considered likely that they may have a significant effect on the environment that has not already been assessed within the SEA of the local plan<sup>1</sup>. A screening assessment has been undertaken to assess whether such an assessment is necessary, and it has been confirmed by the statutory bodies that the SPD is unlikely to have any significant environmental effects.
- 1.9 A screening exercise was also carried out to determine whether the document gives rise to the need for Appropriate Assessment (under the Habitats Regulations) and it has been confirmed that an Appropriate Assessment is not necessary.

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<sup>1</sup> Planning Practice Guidance (paragraph 008, Reference ID: 11-0080-20140306)



## 2. Background

### What is an HMO?

- 2.1 In planning terms an HMO is a dwelling (house or flat) that is occupied by a certain number of unrelated individuals who share one or more basic amenities such as a kitchen or bathroom. They are commonly known as shared houses. Please note that certain properties are not classified as HMOs under national legislation, such as those managed by Registered Social Landlords (see paragraph 2.11-2.14).
- 2.2 The Town and Country Planning (Use Classes) Order 1987 (as amended) classifies HMOs as:
- Use Class C4 – accommodating between 3 and 6 unrelated individuals, or;
  - 'Sui Generis' - accommodating 7 or more unrelated individuals.

### The requirement for planning permission

- 2.3 Planning permission can be required to change the use of a building to an HMO. The scenarios below identify when planning permission is most often needed.

#### Change of use of a dwelling to a large HMO

- 2.4 The change of use of a dwelling (Use Class C3) to a large HMO accommodating 7 or more unrelated individuals (Use Class: Sui Generis) always requires planning permission.
- 2.5 The same applies in reverse - the change of use of a large HMO (Sui Generis) back to a dwelling (Use Class C3) will require planning permission.

#### Change of use of a dwelling to a small HMO (Use Class C4)

- 2.6 Birmingham City Council introduced a city-wide HMO Article 4 Direction on 8 June 2020 which means that planning permission is required to change from a family house (Use Class C3) to a small HMO (Use Class C4) (3-6 people). This applies to all parts of the city.
- 2.7 The change of use of an existing small HMO (Use Class C4) back to a dwelling (Use Class C3) would be 'permitted development' not requiring planning permission.

#### Intensifying or expanding an existing HMO

- 2.8 Intensifying or expanding an existing HMO may also require planning permission. For example, an existing small HMO with 6 people would require planning permission for the occupation of 1 further resident where this represents a material change of use. Planning permission will be required for the change of use of an existing small HMO (Use Class C4) to a larger HMO (Sui Generis).
- 2.9 Existing large HMOs may require planning permission for the occupation of further residents if they have a previous planning permission that states the number of residents within the application description, or they have a restrictive condition.

- 2.10 External alterations or extensions to existing HMOs may also require planning permission. For further advice please visit our website to find out if planning permission is required.  
[https://www.birmingham.gov.uk/info/20160/planning\\_applications/21/apply\\_for\\_planning\\_permission](https://www.birmingham.gov.uk/info/20160/planning_applications/21/apply_for_planning_permission)

#### Change of use to HMOs from other uses

- 2.11 A change of use to an HMO (large or small) from other uses such as a shop or office, or vice versa, will require planning permission.

#### **Properties which are not considered to be HMOs (exempt accommodation)**

- 2.12 Within the Town and Country Planning (Use Classes) Order 1987 (as amended), C4 HMOs have the same meaning as that given in the Housing Act 2004. Schedule 14 of this Act identifies buildings which are not considered to be HMOs. This includes buildings which are controlled or managed by:

- registered social landlords and housing associations
- educational establishments
- religious communities
- public bodies such as local authorities, health authorities and the police.

- 2.13 Any property falling into the above categories cannot be identified as a HMO and therefore cannot be considered as falling within the C4 Use Class described above. There are three possible Use Class categories defined within the Use Classes Order which the above properties can be identified within:

- C3(b) – for properties with no more than six residents living together as a single household and where care is provided for residents; or
- C3(c) – for properties with no more than six residents living together as a single household where no care is provided to residents; or
- Sui Generis, which is a category for any uses which do not fit within the other classes

- 2.14 There is no statutory definition of a single household. It has been established by case law<sup>2</sup> that it is a matter of fact and degree, taking into account certain factors.

- 2.15 To determine which Use Class such properties will fall within; the Council has set out the factors that will be considered by the City Council. You can view these [here](#). This will be reviewed as case law develops.

#### **Breaches of planning control**

- 2.16 A breach of planning control is described in the Town and Country Planning Act 1990 (“the 1990 Act”) as; “carrying out development without the required planning permission; or failing to comply with any condition or limitation subject to which planning permission has

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<sup>2</sup> Court of Appeal in R (Hossack) v Kettering BC [2002] EWCA Civ 886

been granted' (s.171A). The City Council will investigate all reports of alleged breaches of planning control, except those reported anonymously, to determine whether a breach has as a matter of fact occurred, and if it has, determine the most appropriate course of action in accordance with the [Birmingham Local Enforcement Plan](#) (adopted May 2021).

### 3. Planning Policy Framework

#### The National Planning Policy Framework (NPPF)

- 3.1 The NPPF sets out the Government's planning policies for England and how these should be applied. To achieve sustainable development, the NPPF expects the planning system to support strong, vibrant and healthy communities as a key social objective. There is no specific reference to shared housing within the NPPF but local planning authorities are required to make provision for the size, type and tenure of housing needed for different groups in the community, including for those who require affordable housing, students, families, and people who rent their homes etc.
- 3.2 Chapter 5 of the NPPF supports local planning authorities to ensure that the delivery of new housing seeks to meet locally identified need and that the needs of groups with specific housing requirements are addressed.
- 3.3 Chapter 11 of the NPPF promotes making *"effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions."*
- 3.4 Chapter 12 of the NPPF emphasises the importance of creating high quality, beautiful and sustainable buildings and places which *"which promote health and well-being, with a high standard of amenity for existing and future users."*
- 3.5 Provision of guidance on HMO development will help to ensure mixed and balanced communities and a high standard of accommodation and amenity supporting the adopted local planning policies as set out below.

#### Adopted Birmingham Development Plan (2017)

- 3.6 The BDP, adopted in January 2017, is the city's key statutory planning document providing a framework and spatial strategy for development in the city to 2031. An update of the BDP commenced in June 2021 and the timetable for the preparation of the new plan is set out in the revised [Local Development Scheme](#). Until the adoption of the new local plan for Birmingham, the BDP policies remain relevant to decision making (aside from policies PG1 'Overall levels of growth' in relation to housing requirement TP29 'Housing trajectory')
- 3.7 BDP policies of particular relevance to planning applications for HMOs are summarised below. However, this is not an exhaustive list and consideration will also be given to other relevant planning policies in the local plan.
- PG3 'Place-making' requires all development to achieve high quality design, create safe environments and contribute to a strong sense of place.
  - TP27 'Sustainable neighbourhoods' expects all new housing to create sustainable neighbourhoods.
  - TP30 'The type, size and density of new housing' seeks to ensure that proposals for new housing support the creation of mixed, balanced and sustainable neighbourhoods.

- TP35 'The existing housing stock' seeks to prevent the loss of housing which is in good condition or could be restored to other uses

### **Development Management in Birmingham Document (the DMB)**

- 3.8 The DMB was adopted by the City Council on 7 December 2021 and carries full policy weight. It is important to consider the development plan as a whole and read the DMB policies alongside the BDP. A summary of the most relevant policies in the DMB to HMOs is set out below. Once again, this is not an exhaustive list and other policies may apply depending on the specifics of the application.
- DM2 'Amenity' seeks to promote and protect high standards of amenity.
  - DM11 'Houses in multiple occupation' aims to ensure that new HMOs preserve residential amenity and that harmful concentrations do not arise. The policy applies to the conversion of existing dwelling houses to HMOs or the creation of new build HMOs.
  - DM12 'Residential conversions and specialist accommodation' applies to flat conversions (C3 dwellings) and specialist accommodation (as defined in the policy).
  - DM14 'Transport access and safety' ensures that the safety of highway users is properly taken into consideration and that any development would not have an unacceptable adverse impact on highway safety.
  - DM15 'Parking and servicing' requires that the parking and servicing needs of development are appropriately met and balanced with promoting sustainable travel.
- 3.9 The focus of this SPD is to support the implementation of Policy DM11 Houses in Multiple Occupation. Detailed guidance is provided in section 4 on the criteria set out in the policy.

### **Other planning guidance and policies**

- 3.10 Developers need to be aware that other local plan and supplementary planning documents may be relevant, and this SPD does not reiterate these. All the local plan documents and SPDs are available at [local plan documents and SPDs](#)

## 4. Guidance on the application of Policy DM11 Houses in multiple occupation

### Policy DM11 Houses in multiple occupation

- 4.1 Policy DM11 in the DMB applies to the conversion of existing dwelling houses to HMOs or the creation of new build HMOs. All the criteria a) – e) must be met.

#### **DM11 Houses in multiple occupation (HMO)**

1. Proposals for the conversion of existing dwelling houses or the construction of new buildings to be used as Houses in Multiple Occupation (HMO) should protect the residential amenity and character of the area and will be permitted where they:
  - a. would not result in this type of accommodation forming over 10% of the number of residential properties\* within a 100 metre radius of the application site\*\*;
  - b. would not result in a C3 family dwellinghouse being sandwiched between two HMOs or other non-family residential uses\*\*\*;
  - c. would not lead to a continuous frontage of three or more HMOs or non-family residential uses\*\*\*;
  - d. it would not result in the loss of an existing use that makes an important contribution to other Council objectives, strategies and policies; and
  - e. would not give rise to unacceptable adverse cumulative impacts on amenity, character, appearance, highway safety and parking; and
  - f. provide high quality accommodation with adequate living space including:
    - bedrooms of at least 7.5 sq.m. (single) and 11.5 sq.m. (double); and
    - communal living space comprising lounge, kitchen and dining space either as distinct rooms or in an open plan format; and
    - washing facilities; and
    - outdoor amenity space; and
    - recycling/ refuse storage.
2. Where a) and c) has already been breached, planning permission will only be granted in exceptional circumstances\*\*\*\*.
3. Proposals for the intensification or expansion of an existing HMO should comply with (e) and (f) above, having regard to the size and character of the property.

\* Paragraph 4.17 below sets out the residential properties identified for the purposes of calculating the percentage concentration of HMOs and the data sources for the purposes of identifying HMOs.

\*\* Measured from the centre point of the property

\*\*\* For the purposes of this policy a non-family residential use is defined as a HMO, student accommodation, residential accommodation within C1 and C2 Use and self-contained flats.

\*\*\*\*Exceptional circumstances are set out in paragraph 4.23 below.



### **Applying the 10% threshold**

4.2 Based on the Council's records, we will calculate the number of HMOs in the relevant area for each individual planning application for an HMO. Applicants may wish to undertake their own estimate of the number of HMOs, but this will need to be supported by evidence. There are a variety of evidence sources on the location of HMOs as listed in paragraph 4.5 and the applicant is advised to refer to these sources to build a body of evidence which will be assessed as a matter of fact and degree.

4.3 The percentage concentration of HMOs surrounding the application site will be calculated through three main stages:

#### Stage 1 – identifying residential properties

4.4 The residential properties identified are those located fully or partially within 100m of the application site (measured from the centre point of the property). For the purposes of assessing applications for HMO development, dwelling houses and HMOs that are located within blocks of flats or subdivided properties are counted as one property. Residential institutions, care homes, hostels and purpose-built student accommodation and other specialist housing are also counted as one property per block. This will ensure that calculations of HMO concentration are not skewed.

#### Stage 2 – Count HMOs

4.5 For the purposes of policy DM11, the count includes the application site and other HMOs within 100m, which are identified from the following sources:

- Properties licensed as an HMO;
- Properties with C4 or Sui Generis HMO planning consent or issued with a Certificate of Lawful Development;
- Declared C4 HMOs; and
- Council tax records – student exemptions for council tax excluding purpose-built student accommodation and private flats

#### Stage 3 – Calculate concentration

4.6 The concentration of HMOs surrounding the application site is calculated as a percentage of the total number of residential properties. The policy stipulates that this type of accommodation should not form *over* 10% of the number of residential properties within a 100 metre radius. An application could therefore be refused where it would result in 10.16% of the residential properties being HMOs, as an example.

4.7 It is accepted that although the HMO sources listed above provide the most robust approach to identifying the numbers and locations of HMOs in an area, they will not identify all HMOs. The Council will not be able to accept unverified or anecdotal evidence of HMOs when calculating the % concentration. Further investigation of individual properties may be required by the planning officer to provide greater confidence in the estimate, but it is emphasised that it will not be possible to guarantee a 100% accurate count in all cases. Any information submitted by the applicant or consultees will be considered by officers prior to

the determination of the application. Where there is significant doubt as to whether a property is an HMO, it will not be counted towards the threshold.

#### How 'Exempt Accommodation' is taken into account

- 4.8 Shared housing that is managed by a registered provider or public body is excluded from the definition of an HMO as explained in paragraphs 2.11-2.14 above. The volume of this type of accommodation has grown rapidly in the city over the last 3 years from about 11,000 bedspaces in 2018 to around 22,000 bedspaces in March 2021. It is recognised that such properties have similar characteristics to HMOs and therefore potentially similar impacts on local areas.
- 4.9 Criteria e. of DM11 provides for “unacceptable adverse cumulative impacts on amenity, character, appearance, highway safety and parking” of proposals for HMOs to be taken into account. It is therefore considered reasonable to consider ‘exempt accommodation’ when assessing the cumulative impact of this type of accommodation.
- 4.10 In addition to HMOs, the Council will also calculate the percentage concentration of ‘exempt properties’ in the relevant area for each planning application. The location of exempt accommodation is identified using data from the Council’s Revenues and Benefits Service System. **Both exempt accommodation and HMOs will therefore be considered together when applying policy DM11 and the 10% threshold.**

#### Examples of scenarios

- 4.11 Example 1 - There are 100 residential properties within 100 metres of an application site for an HMO. Within the 100 metres, 5 are existing HMOs and 5 are existing ‘exempt properties’. The proposal for one further HMO would result in 6% HMOs and 5% ‘exempt properties’ totalling 11% of this type of accommodation within 100 metres of the application site. This means that the application for the further HMO may be refused.
- 4.12 Example 2 – There are 100 residential properties within 100 metres of a site that is proposed for an HMO. Within the 100 metres, there are no existing HMOs but there are 10 existing ‘exempt properties’. A proposal for one new HMO would result in 1% HMOs and 10% ‘exempt properties’ totalling 11% of this type of accommodation within a 100m of the application site. This would mean that the application for the HMO may be refused.

#### Exceptional circumstances

- 4.13 Part 2 of the policy deals with situations where the 10% threshold has already been breached or where there are already more than 3 HMOs or non-family residential uses in a row. In such cases, planning permission may be granted in exceptional circumstances.
- 4.14 Paragraph 4.24 of the supporting text to DM11 sets out exceptional circumstances as: *“The concentration of HMOs in an area may be at such a point where the introduction of any new HMO would not change the character of the area. This is because the vast majority of properties are already in HMO use. In these circumstances the retention of the property as a family dwelling will have little effect on the balance and mix of households in a community which is already over dominated by the proportion of existing HMO households. Therefore,*

*the conversion of the remaining buildings to a HMO would not further harm the character of the area.”*

- 4.15 There may be instances where almost all properties within a terrace are already HMOs with only a very small proportion of Class C3 dwellings remaining in that group. The Council may, by exception, allow the remaining one or two C3 dwellings in a particular terraced group to be converted to HMOs if this would have little impact on the balance and mix of households in that terrace which is already over dominated by the proportion of existing HMOs if it would not cause further harm the character of the area.
- 4.16 It is recognised that owner occupiers or long-term residents in this situation (as described above), could struggle to sell their property for a continued Class C3 use when surrounded by existing HMOs. Each application site will be assessed on its own individual merits when considering whether this exception should be allowed.

#### **Approach to sandwiching**

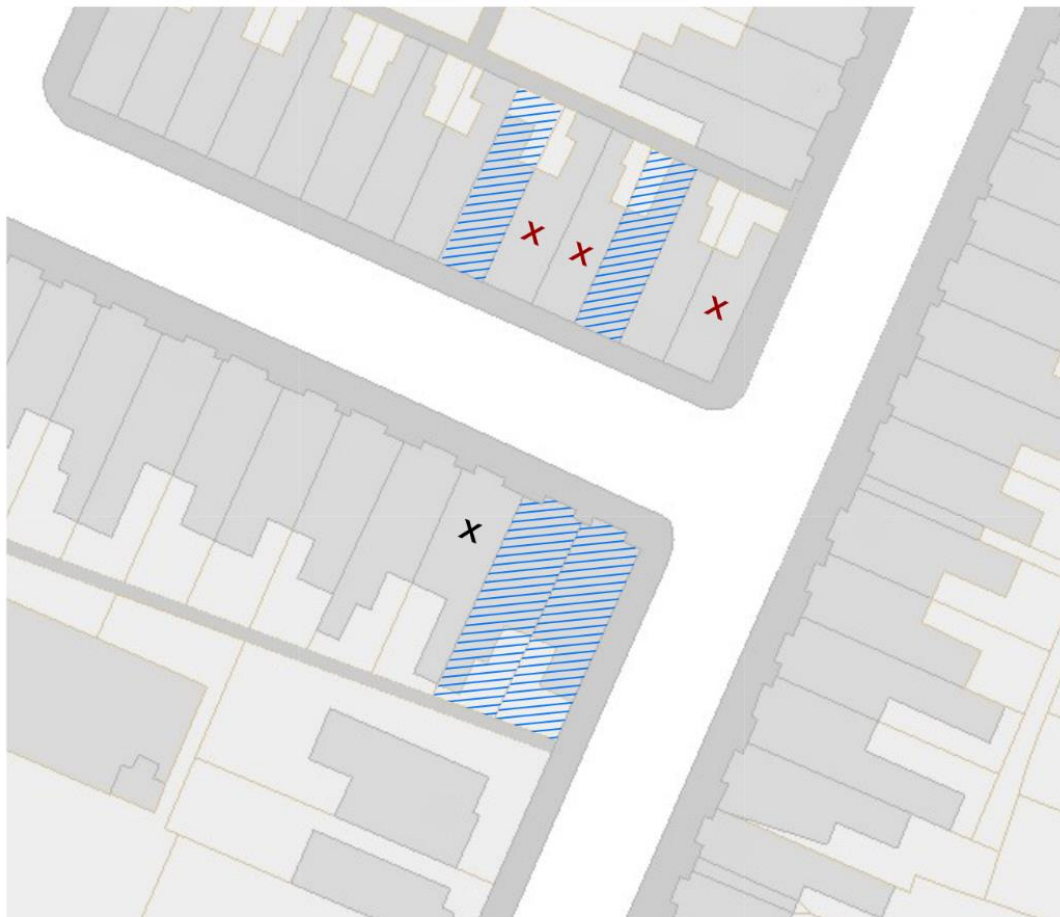
- 4.17 The sandwiching of a family house between two HMOs or non-family residential uses can have adverse impacts on the amenity of occupiers of the property that is hemmed in on both sides by such properties. Policy DM11 aims to prevent proposals for HMOs resulting in a family house being sandwiched between two HMOs or other non-family residential uses.
- 4.18 Non-family residential uses are defined within Policy DM11 as an HMO, student accommodation, residential accommodation within C1 and C2 Use and self-contained flats. Due to the similar characteristics of ‘exempt accommodation’ to such uses, they will be considered as a non-family residential use for the purposes of the policy.
- 4.19 The sandwiching criterion will apply even if the % concentration of shared housing in the 100-metre radius is at 10% or below. This is to deal with the impact of HMO proposals on residential amenity in the immediate vicinity of an application site, whereas the 10% threshold deals with the proliferation of HMOs at a wider neighbourhood level.
- 4.20 Figure 1 below shows an example of ‘sandwiching’ and where planning permission would not be granted. This will not apply where the properties are separated by a road or where properties have a back to back relationship in different streets. Alleyways do not count as an intersecting road. (See Figure 2).

#### **Approach to continuous frontages of three or more in a row**




- 4.21 For the same reasons as the sandwiching criterion, proposals for HMOs should not result in a continuous frontage of three or more HMOs or non-family residential uses in a row and applies even where the concentration of shared housing in the 100 metre radius is at 10% or below. As per paragraph 4.18 above, non-family residential uses are defined as an HMO, student accommodation, residential accommodation within C1 and C2 Use and self-contained flats and includes ‘exempt accommodation’.
- 4.22 Where properties are not traditional houses situated along a street frontage, the policy can be applied flexibly depending on the individual circumstances of the proposal. e.g. along a high street where there are two adjoining HMOs and the application will create a third.

- 4.23 Figure 2 shows examples of three or more in a row being created and where planning permission would not be granted. This will not apply where the properties are separated by a road or where properties have a back to back relationship in different streets. Alleyways do not count as an intersecting road. (See Figure 2).

**Figure 1: Examples of 'sandwiching' and continuous frontage**






**KEY**

-  Existing HMO or non-family residential use
-  Permission for a HMO will not be granted here due to sandwiching.
-  Permission for a HMO will not be granted here due to continuous frontage of 3 or more HMOs and/or non-family residential uses being created.

**Figure 2: Example of intersecting road and alleyway**



KEY	
	Existing HMO or non-family residential use
	Permission for a HMO could be granted here.
	Permission for a HMO will not be granted here due to continuous frontage of 3 or more HMOs and/or non-family residential uses being created.

- This will not apply where the properties are separated by an intersecting road or where properties have a back to back relationship in different streets. (See Figure 2)
- Alleyways do not count as an intersecting road. (See Figure 2).

### **Loss of family housing**

- 4.24 The Council's Housing Needs Assessment indicates a need for accommodation of all sizes but shows a higher demand for 2 and 3 bed dwellings. The proportion of households with dependent children in Birmingham is higher than the regional and national average with around 34% of all households containing dependent children. There is a continued demand for 3+ bedroom homes from family households. Where there are particular shortages of family accommodation in the area of the application site, the City Council will be sensitive to any such need when considering proposals for HMOs.
- 4.25 Proposals comprising the conversion of existing C3 dwellinghouse to an HMO must demonstrate there is an established lack of demand for the single family use of the property concerned based on local housing market circumstances at the time. Evidence that the property has been openly marketed at a city wide level at a reasonable purchase or rental price for a period of at least six months shall be submitted with the application and verified by a suitable person in a relevant profession, such as an estate agent. Information relating to any offers made/ interest expressed must be submitted.

### **Achieving good standards of living accommodation**

- 4.26 All HMO proposals, including proposals to intensify existing HMOs will be expected to provide high quality accommodation with adequate living space. The internal space standards for bedrooms set out in the DM11 are at least 7.5 sq.m. (single) and 11.5 sq.m. (double).
- 4.27 Appropriately sized, proportioned and equipped communal areas and adequate bathroom and cooking facilities should also be provided, relative to the expected number of occupants in accordance with the Council's adopted guidance on Property and Management Standards applicable to Private Rent Properties including HMOs<sup>3</sup>. Communal living space should be provided within the main structure of the building and not within conservatories due to the inferior noise insulation and consequent effect on amenity of neighbours. Insufficient communal areas increase the time occupants must spend in their individual bedrooms and can therefore hinder social cohesion within the property.
- 4.28 The external area serving the dwelling should also be of sufficient size to accommodate waste storage requirements, make adequate provision for cycle parking, provide space for outdoor clothes drying and amenity space for residents.
- 4.29 Guidance on outdoor amenity space for HMOs is set out in the emerging [Birmingham Design Guide SPD](#). This requires the provision of 10 sq.m. of outdoor amenity space per resident.
- 4.30 Development should be designed to a high standard and create safe environments following Secure by Design principles in accordance with Policy PG3 'Place-making' of the BDP.

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[https://www.birmingham.gov.uk/downloads/file/1630/houses\\_in\\_multiple\\_occupation\\_hmo\\_property\\_and\\_management\\_standards](https://www.birmingham.gov.uk/downloads/file/1630/houses_in_multiple_occupation_hmo_property_and_management_standards)



## **Parking**

- 4.31 HMOs can place additional pressure on car parking within the local area due to the number of unrelated adults residing in the property. In considering proposals for HMOs the Council will apply parking standards set out in the Birmingham Parking Supplementary Planning Document (adopted in November 2021)<sup>4</sup>. Adequate provision must also be made for secure, covered cycle storage within the curtilage of the property as set out in the Birmingham Parking SPD.

## **Intensifying or extending existing HMOs**

- 4.32 Planning permission or a Section 73 variation of condition will be required to change the use of a small HMO to a large HMO, or to intensify the use of a lawful large HMO (even without any physical extension or external alteration to the property) if they have a previous planning permission that states the number of residents within the application description, or they have a restrictive condition. Proposals for the intensification or expansion of an existing HMO should comply with criterion e. and f. of Policy DM11, having regard to the size and character of the property.
- 4.33 The 10% threshold limit, sandwiching and continuous frontage criterion will not apply to the intensification or extension of existing HMOs as the HMO use has already been established and, therefore, has no further effect on the concentration of HMOs and balance and mix of households in the local community.
- 4.34 However, it is recognised that the increase in the number of bedrooms in existing HMOs can have a harmful impact on the amenity of neighbouring occupiers. These types of planning applications will be assessed on their own individual merits on a case by case basis and against criterion e. and f. of DM11. This includes impact on amenity, character, appearance, highway safety and parking. Criterion e. should be cross referenced to other relevant policies in the DMB, notably DM2 Amenity, DM14 Highway safety and access, and DM15 Parking and servicing.
- 4.35 Proposals for the intensification of existing HMOs would be required to meet criterion f. of DM11. This requires the provision of high-quality accommodation and adequate living space (see paragraphs 4.27-4.30 for further information).

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[https://www.birmingham.gov.uk/directory\\_record/646/birmingham\\_parking\\_supplementary\\_planning\\_document](https://www.birmingham.gov.uk/directory_record/646/birmingham_parking_supplementary_planning_document)

## 5. Making a planning application

- 5.1 Prior to submitting any proposals or planning applications, applicants are advised to engage in the pre-application process provided by the Council. Further information can be obtained at [Pre-application process](#)
- 5.2 Applications will need to be accompanied by the relevant supporting evidence. This includes, but is not limited to:
- Site location plan
  - Internal layout/ floor plans showing:
    - the internal measurements for each room (bedrooms and communal spaces) indicating what each room will be used for
    - for bedrooms, indicate if they are intended to be single or double, and any areas of reduced ceiling heights
  - External layout plans showing the location, size and design of the:
    - waste storage area to be used for the storage of waste and recycling bins
    - outdoor amenity space
    - areas for clothes drying
    - car parking (if on site) and bicycle parking and storage
  - Elevation plans where any extensions or new openings such as windows and doors are proposed
  - Supporting statement including details of proposed parking provision (car and bicycle)
  - Any supporting evidence; for example, parking surveys
- 5.3 A full list of the Council's validation requirements together with details of how to make an application and any fees payable can be found on the Council's website at: [Apply for Planning Permission](#)
- 5.4 In some cases specific additional requirements may be triggered as a result of assessing an application.

## **6. HMO Licensing and management**

- 6.1 In addition and separate to the planning requirements set out in this SPD, the Council also operates a mandatory licensing scheme for HMOs. All HMOs occupied by five or more people are required to have a licence. You can find out how to apply for a HMO licence at [How to apply for a HMO licence](#)
- 6.2 Operating a licensable HMO without a licence is a criminal offence and there can be serious financial consequences arising in such cases. In addition, failure to comply with licence conditions or breaches of HMO Management Regulations is also an offence and penalties can apply.
- 6.3 The Council's Private Rented Sector Team deals with the licensing and management of HMOs and can be contacted by email to: [prs@birmingham.gov.uk](mailto:prs@birmingham.gov.uk) or telephone 0121 303 5070.
- 6.4 Further information about the management of HMOs, housing standards, fire safety and the latest guidance for landlords and letting agents can be found on the housing pages of the Council's website: [Information on HMOs](#)

## **7. Monitoring and review**

- 7.1 Planning applications for HMOs will be monitored to ensure that proposals are meeting the guidance set out in the SPD.
- 7.2 The SPD will be reviewed if circumstances materially change to ensure that it remains appropriate.





## **Large-Scale Shared Accommodation Supplementary Planning Document**

**April 2022**

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# **1. Introduction**

## **Overview**

- 1.1 Large scale shared accommodation, commonly known as co-living, is a relatively new form of accommodation where residents rent a room within a purpose-built (or converted) development which has shared amenities and facilities on a short-term basis. This type of accommodation can provide an alternative to traditional flat or house shares and can include additional services and facilities, such as room cleaning, on site gyms, communal workspaces and a concierge service.
- 1.2 This Supplementary Planning Document (SPD) will help to ensure that co-living schemes provide quality residential accommodation supporting policies set out in Birmingham's Local Plan and the Council's objectives of creating sustainable neighbourhoods and better health and wellbeing for the city's residents.

## **Purpose of this SPD**

- 1.4 The SPD will apply to proposals for large scale shared living developments and will be used to assess planning applications for such development alongside the policies within the development plan and other material planning considerations. It will also be used by officers to provide pre-application advice and guidance.
- 1.5 This SPD provides further information on the implementation of policies in Birmingham's Local Plan including Policy TP30 'The type, size and density of new housing' in the adopted Birmingham Development Plan (BDP) and Policy DM12 'Residential conversions and specialist accommodation' in the Development Management in Birmingham Development Plan Document (hereafter known as 'the DMB').

## **How this SPD has been prepared**

- 1.6 This SPD has been prepared in accordance with the Planning and Compulsory Purchase Act 2004 and the Town & Country Planning (Local Planning) (England) Regulations 2012 has been informed by national and local planning policies.

## **Sustainability Appraisal and Strategic Environmental Assessment**

- 1.7 There is no legal requirement for Supplementary Planning Documents to be accompanied by Sustainability Appraisal, and this is reinforced in national planning guidance. However, "in exceptional circumstances" there may be a requirement for SPDs to be subject to Strategic Environmental Assessment (SEA) where it is considered likely that they may have a significant effect on the environment that has not already been assessed within the SEA of the local plan<sup>1</sup>. A screening assessment has been undertaken to assess whether such an assessment is necessary, and it has been confirmed by the statutory bodies that the SPD is unlikely to have any major effects on the environment.

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<sup>1</sup> Planning Practice Guidance (paragraph 008, Reference ID: 11-0080-20140306)

- 1.8 A screening exercise has been carried out to determine whether the document gives rise to the need for Appropriate Assessment (under the Habitats Regulations) and it is has been confirmed that an Appropriate Assessment is not necessary.

## **2. Background**

### **What is large scale shared accommodation or co-living?**

- 2.1 There is no standard definition of co-living or large scale shared accommodation. Generally, co-living refers to large scale purpose-built or converted managed developments for singles or couples without children that include a combination of small private living accommodation, that can comprise a mix of private studios and 'cluster-style flats' alongside communal kitchens, living areas and other amenities.
- 2.2 Co-living is relatively new to the UK; schemes are mainly focussed in London and are emerging in Birmingham and other large cities. The concept was originally developed in response to the affordability challenges faced by workers on below average salaries in some large American and European cities. They therefore provide a housing option for young professionals or recent graduates, singles or couples without children who cannot or choose not to live in self-contained homes or houses in multiple occupation. They are an intermediate and short-term form of accommodation with shorter tenancies usually between 3 to 6 months (or on a rolling basis with a minimum term of 3 months).
- 2.3 Co-living or large scale shared accommodation schemes can offer residents accommodation with all-inclusive bills, managed services, and flexible tenancies. The nature of shared amenities offered is variable according to the budget of the target group but can include gyms, laundry rooms, communal lounges, dining spaces, workspaces and other facilities.
- 2.4 Large scale shared accommodation or co-living differs from houses in multiple occupation (HMOs), which are either Use Class C4 (3-6 residents) or Sui Generis Use (more than 6 residents) created usually through the conversion of Use Class C3 dwellings and therefore differ to co-living schemes in terms of the size of developments and the extent of communal spaces and facilities.

### **Defining co-living**

- 2.5 Co-living is undefined in the Use Classes Order. This means that co-living proposals would typically be submitted as a "Sui Generis" use as they are non-self-contained market housing. This means that conversion from any other use will require planning permission. They are not restricted to particular groups by occupation or specific needs such as students or people requiring temporary or emergency accommodation proposed by speciality providers.
- 2.6 For the purpose of this SPD, co-living is defined as large scale shared residential accommodation of generally at least 50 units, although there is no requirement to provide at least 50 units. These can be new-build schemes or conversions of existing buildings to form a co-living development. The units tend to be smaller living spaces in the form of studios or cluster flats with access to a range of services and communal facilities.

### **Distinguishing features of co-living**

- 2.7 The floorspace of co-living studios and private rooms are typically much lower than the Nationally Described Space Standard (NDSS) that apply to C3 Use Class dwellings, so it is

important to be clear what features of co-living are regarded as essential to the definition. Co-living schemes will have all of the following essential facilities:

- Communal kitchen
- Other indoor communal space (e.g. dining room, lounge)
- Outdoor communal amenity space (garden and/or roof terrace)
- Laundry and drying facilities
- A concierge
- A management regime for cleaning, maintenance, and security

2.8 The presence of the following services and facilities will help to confirm co-living use:

- Communal workspace
- Recreational space (e.g. games room, cinema/ screening room)
- On site gym or exercise studio
- Bedding linen changing and/ or room cleaning services

### 3. Planning Policy Framework

#### **The National Planning Policy Framework (NPPF)**

- 3.1 The NPPF sets out the Government's planning policies for England and how these should be applied. To achieve sustainable development, the NPPF expects the planning system to support strong, vibrant and healthy communities as a key social objective. There is no specific reference to shared housing within the NPPF but local planning authorities are required to make provision for the size, type and tenure of housing needed for different groups in the community, including for those who require affordable housing, students, families, and people who rent their homes etc.
- 3.2 Chapter 5 of the NPPF supports local planning authorities to ensure that the delivery of new housing seeks to meet locally identified need and that the needs of groups with specific housing requirements are addressed.
- 3.3 Chapter 11 of the NPPF promotes making *"effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions."*
- 3.4 Chapter 12 of the NPPF emphasises the importance of creating high quality, beautiful and sustainable buildings and places which *"which promote health and well-being, with a high standard of amenity for existing and future users."*
- 3.5 Provision of guidance on space standards and communal facilities within co-living developments will help to ensure a high standard of accommodation and amenity which is critical to the safety, health and well-being of future residents of co-living proposals. This will support the adopted local planning policies as set out below.

#### **Adopted Birmingham Development Plan (2017)**

- 3.6 The Birmingham Development Plan (BDP) sets out a spatial vision and development strategy for the sustainable growth of the city to 2031. The plan contains strategic policies and allocations which are used to shape development and to determine planning applications. An update of the BDP commenced in June 2021 and the timetable for the preparation of the new plan is set out in the revised [Local Development Scheme](#).
- 3.7 This section sets out the most relevant BDP policies that will apply to co-living proposals and which are considered to be consistent with the NPPF. This is not an exhaustive list, however, and consideration will also be given to other relevant planning policies in the local plan.
- 3.8 Policy PG3 'Place-making' requires new development to be of a high design quality, create safe environments and contribute to a strong sense of place and sustainable neighbourhoods. Within this context it is important that co-living schemes provide safe high-quality living environments.
- 3.9 Policy TP9 'Provision of public open space' requires that new residential developments provide new public open space broadly in line with the standard of 2 ha per 1000 population. Residential schemes of 20 or more dwellings should provide onsite public open

space. However, developer contributions could be used to address the demand from new residents on other types of open space such as allotments and civic spaces. Further detail on the implementation of this requirement is provided in the [Public Open Space in New Residential Development SPD](#).

- 3.10 Policy TP27 'Sustainable neighbourhoods' requires all new residential development to demonstrate that it meets the requirements of creating sustainable neighbourhoods which are characterised by a number of factors set out in the policy including a wide choice of housing sizes, types and tenures; good access to facilities such as shops, schools, leisure, and work by sustainable transport; high design quality; environmental sustainability; attractive safe and multifunctional public spaces; and effective long-term management of buildings, public spaces and other infrastructure.
- 3.11 As co-living schemes typically accommodate mainly younger car free single occupiers willing to 'sacrifice' private living space, this accentuates the importance of proximity to work and leisure facilities and restricts co-living to areas of high employment growth with good public transport accessibility and a wide range of local services facilities. Further detail is set out in section 6 of this SPD.
- 3.12 Policy TP30 'The type, size and density of new housing' requires proposals for new housing to deliver a range of dwellings to meet local needs and support the creation of mixed, balanced and sustainable neighbourhoods. Within this context, the policy states that account will need to be taken of the:
- Strategic Housing Market Assessment (or any subsequent revision).
  - Detailed Local Housing Market Assessments (where applicable).
  - Current and future demographic profiles.
  - Locality and ability of the site to accommodate a mix of housing.
  - Market signals and local housing market trends.
- 3.13 The Council is currently updating its Strategic Housing Market Assessment (known as the Housing and Economic Development Needs Assessment) as part of the BDP update.
- 3.14 This SPD will help to ensure that proposals for residential accommodation meet local housing needs, supporting policy TP30 'The type, size and density of new housing' of the BDP and TP31 'Affordable housing'. In particular, applicants will be expected to provide evidence of the need for their proposal based on the considerations within Policy TP30. The type of evidence required is set out in further detail in section 6 of this SPD.
- 3.15 Policy TP31 'Affordable housing' seeks 35% affordable homes as a developer contribution on residential development of 15 dwellings or more. The level of provision will only be revised where viability has been assessed using the specified viability assessment tool. TP31 states that *"The different characteristics of developments which look to longer term returns rather than short term 'market' gains, such as multiple units of private rented sector housing in a single ownership intended for long term rental, will be taken into account when assessing viability. Costs associated with assessing the viability of a proposal shall be borne by the applicant."*



- 3.16 Applications for co-living will be expected to comply with the Council's affordable housing policy.

#### **Development Management in Birmingham Development Plan Document (the DMB)**

- 3.17 The DMB was adopted by the City Council on 7 December 2021 and carries full policy weight. Policy DM2 'Amenity' requires development not have unacceptable adverse impacts on the amenity of its and neighbouring occupiers and residents. The considerations set out in the policy have some overlap with Policy DM10 'Standards for residential development'.
- 3.18 Policy DM10 'Standards for residential development' sets out the standards which will be expected to achieve high quality residential developments that provide a good standard of amenity to protect the health and well-being of residents. These include minimum space standards, provision of accessible and adaptable dwellings, separation distances, private outdoor amenity space, provision for recycling/ refuse storage and collection and ensuring adequate outlook and daylight.
- 3.19 The Nationally Described Space Standard (NDSS) does not apply to specialist accommodation. The definition of specialist accommodation includes shared housing, including co-living development. With the exception of Part 1 of DM10, all the other policy criteria will apply to co-living development.
- 3.20 Policy DM12 'Residential conversions and specialist accommodation' applies to the subdivision or conversion of properties into self-contained dwelling units and the development of specialist accommodation which is defined in paragraph 4.27 of the DMB. Such development will be supported where:
- a. It will not lead to an unacceptable adverse impact on the amenity, character, appearance, parking, public and highway safety of the area, taking into account the cumulative effects of similar uses in the area;*
  - b. The accommodation and facilities, including outdoor amenity space and provision for safety and security, is suitable for the intended occupiers;*
  - c. It is accessible to local shops, services, public transport and facilities appropriate to meet the needs of its intended occupiers;*
  - d. The scale and intensity of the proposed use is appropriate to the size of the building;*
  - e. It will not result in the loss of an existing use that makes an important contribution to the Council's objectives, strategies and policies.*
- 3.21 Section 6 of this SPD provides detailed guidance on the application of Policy DM12 in relation to co-living development.

#### **Other planning guidance and policies**

- 3.22 Developers need to be aware that other local plan and SPDs may be relevant, and this SPD does not reiterate these. All the local plan documents and SPDs are available at [Local plan documents | Birmingham City Council](#)

## 4. Planning guidance

### Demonstrating need

- 4.1 Given the infancy of the co-living market in Birmingham, proposals for co-living will be expected to provide evidence demonstrating a local need for the development in accordance with TP30 of the BDP which requires proposals for new housing to meet local needs and support the creation of mixed, balanced and sustainable neighbourhoods.
- 4.2 The needs assessment should identify the target groups which the development aims to attract and the scale of the potential need arising from these groups. It should also set out how the proposed development would meet the needs of the target group needs, including in terms of affordability.
- 4.3 The needs assessment should also examine the availability and potential affordability of alternative rental options (e.g. self-contained studios or flats, HMOs and flat shares) for the target groups. Where the accommodation is intended to draw occupiers from alternative rental accommodation the evidence should include information on comparable rent levels. The rental cost of this form of accommodation is not directly comparable to the rental costs of conventional Use Class C3 housing, as shared living units are significantly smaller than the minimum housing space standard i.e. a one person dwelling of 37 sq.m. Shared living tenants typically pay a room rate that includes utility costs and rent. If a comparison is undertaken it should be on a square metre rental rate, excluding utility costs and service charges, of the private accommodation plus the communal space per resident.
- 4.4 The relative accessibility of the housing market in Birmingham is different compared with London which show a greater a contrast in housing values. Evidence in relation to affordability should therefore be Birmingham specific.
- 4.5 Given the significant need for conventional housing in the city, the delivery of which is a priority, proposals for large scale shared living should not compromise the delivery of self-contained housing to meet the city's housing need. Criterion e. of DM12 requires that proposals for specialist accommodation should *"not result in the loss of an existing use that makes an important contribution to the Council's objectives, strategies and policies."*
- 4.6 Proposals for large scale shared accommodation will therefore need to have regard to:
- whether a proposal would result in the loss of existing C3 residential accommodation
  - whether a site has been allocated for housing or protected for other uses
  - whether a site has been identified in the city's Strategic Housing Land Availability Assessment (SHLAA) as having the capacity for conventional housing, unless the applicant can demonstrate that the permitted C3 scheme is not deliverable or viable; and
  - whether the site has an extant planning permission for C3 housing, unless the applicant can demonstrate the permitted C3 scheme is not deliverable or viable

## Locational requirements

- 4.7 Criterion c. of DM12 requires that proposals for specialist accommodation, which includes large scale shared accommodation or co-living, are *“accessible to local shops, services, public transport and facilities appropriate to meet the needs of its intended occupiers.”*
- 4.8 Since the intended occupiers of co-living will largely be young single professionals often adopting a car free lifestyle and needing to be in close proximity to work and leisure, co-living development will be restricted to areas within the City Centre (Zone A of the [Parking Supplementary Planning Document](#)) where car free development is expected, has excellent public transport, walking and cycling connectivity and is well served by a wide range of local services and facilities (of which provision made within the proposal can be taken into account).

## Accommodation standards

- 4.9 Criterion b. of DM12 requires that *“the accommodation and facilities, including outdoor amenity space and provision for safety and security, is suitable for the intended occupiers”* Policy PG3 ‘Place-making’ requires new development to be of a high design quality, create safe environments and contribute to a strong sense of place and sustainable neighbourhoods. Within this context it is important that co-living schemes provide quality living environments and create a sense of community.

### Private bedrooms

- 4.10 The private bedroom size within co-living schemes should be **minimum of 25 sq.m.** for a single occupancy room<sup>2</sup>. Exceptions to this minimum will only be considered where a robust justification has been provided to the satisfaction of the Council. For example, it may not be possible to provide all units to the minimum standard in a scheme involving the conversion of a listed building.
- 4.11 A two-person room should be designed for two people rather than be a basic enlargement of a single room. This should include a greater distinction and separation between sleeping and living areas.
- 4.12 Private rooms should include an en-suite bathroom and windows to provide natural daylight and outlook. Facilities within the room may include a kitchenette, desk space (to allow for home working), storage for clothes, luggage cases, bathroom items and laundry, general and recyclable waste storage, seating, and space or facilities for other possessions. Well-designed integrated storage and furniture is encouraged in order to maximise the utilisation of space.

### Communal kitchens

- 4.13 Communal kitchens and facilities should be provided so that residents do not have to rely upon small scale kitchen facilities within private rooms. The distribution, space and design of

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<sup>2</sup> Based on the average bedroom size of the most recently validated (2019 and later) schemes in the core cities researched by SWAP Architects and rounded up to the nearest 0.5 sq.m.

communal kitchens is therefore highly important and should be given careful consideration so as to optimise their use and encourage social interaction between occupiers.

- 4.14 Shared kitchens should have convenient access and be located at a convenient distance from private units.
- 4.15 It is important for there to be adequate space for all of the facilities to be installed and properly arranged so that food can be safely and hygienically prepared and cooked. Sufficient cooking facilities must be provided to meet the requirements of the intended number of residents to be able to cook meals from scratch during peak time (typically 6 pm and 8:30pm).
- 4.16 Communal kitchens should also provide sufficient space to accommodate dining furniture (tables and chairs) and allow users to interact and socialise within spacious and comfortable surroundings. Any café and restaurant seating that is open to public must not be counted toward the dining space or essential communal space.

#### Other indoor communal space

- 4.17 Given the generally small size of the private space in co-living developments, the communal spaces are important elements in ensuring that the quality of the overall residential amenity is acceptable. A range of other indoor communal spaces such as lounges, dining rooms, meeting rooms, workspaces and indoor recreational spaces should be provided. Where appropriate, communal facilities should integrate with the public realm and external spaces.
- 4.18 Communal spaces should be of a sufficient size, well ventilated, inclusively designed, and conveniently accessed to cater for the intended number of occupiers. Internal communal spaces should have adequate passive ventilation and lighting, including natural light during the day. The communal spaces should be integrated within the building design and not provided in left over spaces.
- 4.19 The communal spaces should be designed and managed in a way that fosters social interaction and encourages engagement between people. Sufficient and comfortable seating in the form of sofas and lounge chairs should be provided for the intended number of users, including assumptions about residents' visitors. Convenient toilet facilities should also be provided for use alongside other communal facilities for residents' guests.
- 4.20 The workspaces provided should allow for hybrid working environments and have high speed broadband connections. Desk spaces should be equipped with charging points and desks should be fully adjustable to allow for use by all residents.
- 4.21 The design and location of the communal facilities should ensure equal opportunity for all and meet Policy PG3 'Place making' of the BDP. This should include an adequate number of lifts, appropriately-sized corridor spaces, lifts, internal spaces and external spaces.

#### Average internal communal space per bed

- 4.22 The average internal communal amenity space provided should be at least 4.5 sq.m. per bedspace<sup>3</sup>. This may include communal kitchen(s), lounges, workspace and other recreational or entertainment space for the exclusive use of residents without a charge. The calculation of the average communal space per bed excludes:
- Laundry rooms
  - Toilets
  - Personal storage
  - External communal space
  - Circulation space
  - Any spaces that residents incur additional costs to access and use
  - Cafes bars and restaurants
  - Spaces that are open to the public to use or not for the exclusive access and use of residents and their personal visitors
  - Storage used by management
  - Cycle storage
  - Car parking
- 4.23 Exceptions to this minimum will only be considered where a robust justification has been provided to the satisfaction of the Council.

#### Laundry and drying facilities

- 4.24 Adequate laundry and drying facilities should be provided for residents and should not also be used by the management company for washing bedding and linen. These should be in a convenient and ventilated location and not interfere with other communal spaces that are used for cooking, dining, recreation and socialising.
- 4.25 At least one washer and one dryer should be provided for every 10 residents.
- 4.26 Additional secure and naturally ventilated space, adequate for intended number of users, should also be available for air drying clothes.

#### Outdoor communal space

- 4.27 Co-living schemes should include adequate outdoor amenity space following the guidance contained in the emerging [Birmingham Design Guide SPD](#). The minimum outdoor amenity space provided should be 10 sq.m. per resident. The SPD provides detailed guidance on how this can be provided in multi-residential developments. Policy DM10 'Standards for residential development' state that "Exceptions (to the above) will only be considered where it can be robustly demonstrated with appropriate evidence that to deliver innovative high quality design, deal with site specific issues or respond to local character, adhering to the

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<sup>3</sup> Based on the average internal community amenity space per bedspace of the most recently validated (2019 and later) schemes in the core cities researched by SWAP Architects and rounded up to the nearest 0.5 sq.m.

standards is not feasible due to physical constraints or financial viability issues. Any reduction in standards as a result must demonstrate that residential amenity will not be significantly diminished.”

- 4.28 This is reiterated in the emerging Birmingham Design Guide SPD which states “If proposals are seeking to gain support for amenity space below the City Council’s minimum standards, designs must clearly demonstrate how this reduction will not impact on the delivery of quality amenity space. This may form part of an innovative architectural design that creates a number of smaller spaces (garden, roof terraces, balconies and/or courtyards) that provide variety; benefit from sunlight at different hours of the day; and enable different residents to have private space.”

#### Parking provision

- 4.29 It is not generally expected that car parking will be provided for co-living developments as schemes are expected to be focussed in the City Centre. The Birmingham Parking SPD has a zero to low car parking standard for residential development in Zone A. Detailed guidance on cycle parking provision is set out in the [Birmingham Parking SPD](#).

#### **Affordable housing**

- 4.30 Large scale shared accommodation is not an affordable housing product as it does not meet minimum housing space standards and does not provide stable long-term accommodation suitable for most households in need of affordable housing. Large scale shared development will be required to contribute to affordable housing in accordance with Policy TP31 ‘Affordable housing’ of the BDP. This will be sought as a single upfront financial contribution, based on a 20 per discount off the market value (including any service charges) of 35 per cent of the units, and secured through a section 106 legal agreement (subject to viability).

#### **Open space**

- 4.31 New developments, particularly residential, will place additional demand upon all types of open space. Co-living development will be required to contribute to the provision of new open space in accordance with TP9 ‘Open space, playing fields and allotments’ of the BDP.

#### **Management plan**

- 4.32 A management plan should be produced and submitted with the planning application showing how the whole development will be managed and maintained to ensure the continued quality of the accommodation, communal facilities and services, and that it will positively integrate into the surrounding communities. The agreed management plan should be secured through planning condition or a Section 106 agreement and should include, but not be limited to, detailed information on:
- a. security and fire safety procedures
  - b. moving in and out arrangements
  - c. the maintenance and repair of internal and external communal areas including cycle storage



- d. cleaning regime of communal spaces and private units
- e. how linen changing services will operate
- f. how deliveries for servicing the development and residents' deliveries will be managed
- g. crime prevention and anti-social behaviour measures
- h. key responsibilities of the site staff which should include the organisation of social activities and a system communication for residents to foster a sense of community
- i. promoting good neighbourliness
- j. an annual monitoring and review framework to ensure the effectiveness of the management plan

#### **Tenancies**

- 4.33 Tenancies should be for a minimum of three months to ensure co-living developments do not effectively operate as a hostel or hotel. A maximum stay should be defined for short-term lets, for example, twelve months. However, tenancy durations should be reviewed on an on-going basis to ensure they remain appropriate.
- 4.34 Children would not be expected to be accommodated in large scale shared living developments. An assessment will be made on a case by case basis and where appropriate a condition will be imposed limiting occupation to over 18-year olds.

#### **Other requirements**

- 4.35 Developers need to be aware that other local plan and SPDs may be relevant, and this SPD does not reiterate policies and guidance. Developments must have a clear place-making strategy, which includes green spaces, promotes sustainable transport and maximises energy efficiency and the use of low and zero carbon energy.
- 4.36 Developments will be encouraged to be designed in a way that can be easily converted into self-contained policy compliant dwellings so as to provide flexibility to respond to changing needs if required.

## **5. Implementation, monitoring and review**

### **Implementation**

- 5.1 Applications will need to be accompanied by detailed floor plans and sufficient detail to demonstrate compliance with the accommodation standards (including example furniture arrangements or fit out), a needs assessment, management plan, and other relevant information to address the principles and guidance set out in the SPD as well as policies in the local plan.
- 5.2 Drawings and tables should be provided to show:
- private unit sizes (including example furniture arrangement or fit out) and locations in the floor plans
  - the indoor communal spaces which count towards the 4.5 sq.m. per resident
  - the outdoor communal spaces which count towards the 10 sq.m. per resident
  - the size and distance calculations of kitchen facilities to demonstrate they are sufficient and appropriately located
  - the areas that will be used by the public/ other users that are not residents of the large scale shared accommodation development.
- 5.3 Viability assessments will be required in accordance with Policy TP31 'Affordable housing'.

### **Monitoring**

- 5.4 Applications for co-living schemes will be monitored to ensure that proposals are meeting the standards set out in the SPD.

### **Review**

- 5.5 The SPD will be reviewed if circumstances materially change to ensure that it remains appropriate.

## Birmingham City Council

### Houses in Multiple Occupation and Large Scale Shared Accommodation Supplementary Planning Documents

#### Consultation Statement

#### 1. Introduction

- 1.1 Birmingham City Council consulted on the Houses in Multiple Occupation and Large Scale Shared Accommodation Supplementary Planning Documents (SPDs) December 2021 and January 2022. This statement explains the purpose of the SPDs, describes the level and type of responses received, the main issues raised and how they have been addressed in the final SPDs. The statement has been prepared in accordance with Regulation 12 (a) of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) and the Birmingham Statement of Community Involvement.

#### 2. Purpose

- 2.2 The SPDs have been prepared to provide detailed guidance to support the implementation of policies in the DMB and BDP. This will assist prospective planning applicants, property developers and landowners, as well as decision makers and local residents understand how the Council intends to apply its planning policies in relation to Houses in Multiple Occupation (HMOs) and Large Scale Shared Accommodation.
- 2.3 The HMO SPD:
- Explains what a HMO is, in planning terms, and identifies the circumstances where planning permission could be needed;
  - Identifies the national and local planning policies of relevance when considering planning applications for HMOs;
  - Sets out detailed guidance that will be used to assess planning applications for HMOs;
  - Provides an overview HMOs licencing requirements; and
  - Provides a checklist of information the Council requires to be submitted with a planning application.
- 2.4 The Large Scale Shared Accommodation (or co-living as it is commonly known) SPD:
- Provides a definition of co-living and its distinguishing features
  - Sets out the background to co-living development
  - Identified the national and local planning policies of relevance when considering planning applications for co-living;
  - Set out detailed guidance that will be used to assess planning applications for co-living; and
  - Provides a checklist of information the Council requires to be submitted with a planning application.
- 2.5 Public consultation on the draft SPDs was carried out for 7 weeks, from 17 December 2021 to 28 January 2022, when views were sought from stakeholders and the public on the guidance contained within the documents.

### **3. Engagement approach**

3.1 The draft SPD and supporting documents were uploaded onto the City Council's consultation website BeHeard.

3.2 Emails/ letters were sent to all contacts on the Planning Policy Consultation Database including:

- Prescribed Specific Consultation Organisations
- Neighbouring local authorities
- Parish/ town councils
- Ward Councillors
- Local Members of Parliament
- Residents associations
- Community groups
- Neighbourhood forums
- Community trusts
- Voluntary groups
- Interest groups
- Disability groups
- Religious groups
- Business groups
- Environmental groups
- Landowners
- Developers and agents
- Housing associations

3.3 A briefing was held for Planning Committee and the Cabinet Member for Homes and Neighbourhoods.

Links to examples of engagement material are available below:

Be Heard: <https://www.birminghambeheard.org.uk/economy/hmo-spd-co-living-spd/>

Website link:

[https://www.birmingham.gov.uk/info/20054/planning\\_strategies\\_and\\_policies/73/draft\\_planning\\_guidance/2](https://www.birmingham.gov.uk/info/20054/planning_strategies_and_policies/73/draft_planning_guidance/2)

3.4 The policies within the BDP and DMB on which the drafts SPDs are based were themselves subject to extensive consultation over a number of years. The Consultation Statements related to these documents can be viewed here:

[https://www.birmingham.gov.uk/downloads/file/16783/csd7\\_consultation\\_statement\\_regulation\\_22](https://www.birmingham.gov.uk/downloads/file/16783/csd7_consultation_statement_regulation_22)

3.4 The consultation generated 125 individual comments on the HMO SPD and 147 Individual comments on the Large Scale Shared Accommodation SPD. These have been summarised in the attached appendices and the Council's response to each comment has been set out against each comment.

## 1. Summary of Consultation Responses – Houses in Multiple Occupation SPD – Citizens’ comments

Main issues raised	Council response and how comments are addressed in the final SPD
Support the principle of providing more detailed explanation of how developers should interpret and apply the BDP and DMB policies, including how to assess the existing concentration and demonstrate the need for and suitability of this type of accommodation in a particular location.	Support noted.
Proliferation of HMOs have caused issues relating noise disturbance, anti-social behaviour and criminal behaviour, smell, parking pressure, litter/ fly tipping and impact or burden on services and facilities	HMOs provide an important contribution to people’s housing choice and meeting housing the city’s need but it is recognised that over concentrations can be harmful to the residential amenity and character of an area hence the introduction of a city wide Article 4 Direction on 8 June 2020 and the adoption of a new planning policy for HMOs through the Development Management in Birmingham DPD. The proposed SPD provides further detailed guidance to support the implementation of the Council’s planning policies in managing the growth of HMOs.
There is a need to re-balance and restore needed levels of family housing.	The Council’s planning policies seek to meet the city’s housing requirement set out in the Birmingham Development Plan which comprises the delivery of a range of housing types, tenures and sizes. This includes the delivery of new family sized housing and protecting the loss of housing that is in good condition to other uses. Where conversion of dwelling houses to HMOs have already occurred through national permitted development rights prior to the introduction of the Article 4 Direction, the Council has limited powers and resources to de-convert these back to family accommodation. However, a policy which prevents the loss of specifically Use Class C3 dwellings will be considered through the preparation of the new Birmingham Plan.
HMOs are often used as short-term accommodation resulting in high turnover of residents and a transient population.	It is acknowledged that over-concentrations of HMOs can have an impact on the sustainable neighbourhoods and community cohesion. The adoption of

Main issues raised	Council response and how comments are addressed in the final SPD
	policy DM11 in the Development Management in Birmingham DPD seeks to prevent over-concentrations of HMOs from arising.
There should be a complete moratorium on the licensing of and planning permission for further HMOs in the city. No more new HMOs should be allowed.	HMOs provide an important way of meeting the City's housing needs, particularly for people on low incomes, young professionals, students and the growing number of one person households. If recent trends continue, the population of Birmingham is projected to grow from 1,141,400 in 2018 to 1,186,000 (3.9%) in 2028 and to 1,230,000 (7.8%) in 2038. Birmingham has a young age structure with relatively high proportions of young people. A complete moratorium on the development of new HMOs would not be appropriate. The Council, does however, recognise the need to control the growth of HMOs. An Article 4 Direction came into force on 8 June 2020 which introduced local planning controls for HMOs in the whole of the Birmingham local authority area. The City Council also adopted a new policy on HMOs through the Development Management in Birmingham DPD (adopted 7 December 2021). In combination, these measures will help to better manage the growth and development of HMOs in the city.
Support the policy criterion a) to c) of Policy DM11.	Support noted.
There should be no exceptional circumstances.	The 'exceptional circumstances' clause is contained in Policy DM11 'Houses in multiple occupation' of the Development Management in Birmingham DPD. This recognises that "The concentration of HMOs in an area may be at such a point where the introduction of any new HMO would not change the character of the area. This is because the vast majority of properties are already in HMO use. In these circumstances the retention of the property as a family dwelling will have little effect on the balance and mix of households in a community which is already over dominated by the proportion of existing HMO households. Therefore, the conversion of the remaining buildings to an HMO would not further harm the character of the area." The SPD clarifies that HMOs would have to be the vast majority of properties in

Main issues raised	Council response and how comments are addressed in the final SPD
	<p>an area, for example, where almost all properties within a terrace are already HMOs with only a very small proportion of Class C3 dwellings remaining in that group. The SPD says that the Council may, by exception, allow the remaining one or two C3 dwellings in a particular terraced group to be converted to HMOs if this would have little impact on the balance and mix of households. This is because it is recognised that owner occupiers or long-term residents in this situation (as described above), could struggle to sell their property for a continued Class C3 use when surrounded by existing HMOs. It is emphasised in the SPD however, that each application site will be assessed on its own individual merits when considering whether this exception should be allowed.</p>
<p>There should also be some form of mechanism whereby the Council can take the decision that a particular ward already has sufficient HMOs to require a blanket ban.</p>	<p>A measure of HMO concentration at ward level does not provide a sufficiently granular understanding of harmful concentrations of HMOs. For example, HMOs may only comprise of 5% of residential properties across a whole ward but these could be clustered in one location causing a localised over-concentration of over 10%. The concentration of HMOs at ward level is therefore not an appropriate indicator for identifying harmful concentrations. Policy DM11 'Houses in multiple occupation' sets out an approach based on a limit of 10% within a 100m radius of an application site and this is considered to an appropriate approach, which is widely used by other local authorities.</p>
<p>HMO properties have not been developed to a good standard.</p>	<p>Planning and HMO Licensing are separate regulatory regimes and there are two mechanisms in which standards relating to HMOs are enforced. Planning regulations define what is permitted development and policies can manage the growth and location and of new HMOs as well as ensuring they provide good living accommodation by setting standards on room sizes and policies on the provision of adequate communal facilities, outdoor space, parking standards etc. Planning enforcement is used to ensure that development is undertaken in accordance with regulations and planning permissions and,</p>



Main issues raised	Council response and how comments are addressed in the final SPD
	<p>where it is undertaken without permission, to ensure that harmful development is dealt with effectively. The <a href="#">Birmingham Local Enforcement Plan</a> explains the Council's policy and procedure for dealing with reports of alleged breaches of planning control and handling planning enforcement issues.</p> <p>HMO Licensing seeks to keep residents safe and ensure that landlords follow the necessary building requirements. The Council has produced a <a href="#">guidance document</a> which sets out the minimum required room sizes as well as minimum provision of toilet, bathroom and kitchen facilities, depending upon the type of property in question. It also contains standards relating to the provision of adequate heating, and information about the management regulations. The Council's Private Rented Service's <a href="#">Housing Enforcement Policy</a> sets out the circumstances whereby enforcement action, such as the service of a statutory notice or the prosecution of an individual, may be taken.</p>
The inclusion of specific standards in relation to size of outdoor space and amenities is welcomed.	Support noted.
Developers and landlords should be encouraged to address loss of biodiversity and enhance biodiversity in HMO new builds.	Policy TP8 'Biodiversity and geodiversity' in the adopted BDP which seeks to maintain, enhance and restore sites of national and local importance for biodiversity will apply to all development. Furthermore, mandatory Biodiversity Net Gain (within the Environment Act 2021) is expected to be introduced in Winter 2023 and this will require all development in England to deliver a mandatory 10% biodiversity net gain to be maintained for a period of at least 30 years.

Main issues raised	Council response and how comments are addressed in the final SPD
<p>There needs to be commitment to, and resourcing of, investigation where local intelligence suggests that there are multi-occupied properties operating illicitly.</p>	<p>Planning enforcement has been stepped up since the launch of the Supported Housing Pilot and over 200 HMO properties were investigated in 2021. Some enforcement activity has taken place to improve property layout, e.g. bedrooms and communal space. There has been support to one closure order (appealed by the landlord but denied in court). The <a href="#">Birmingham Local Enforcement Plan</a> explains the Council's policy and procedure for dealing with reports of alleged breaches of planning control and handling planning enforcement issues. It specifically refers to the challenges around HMOs and exempt accommodation and confirms its commitment to taking enforcement action where appropriate.</p>
<p>Residents should be more involved in the planning process.</p>	<p>There are many opportunities for residents to be involved in the planning process and to shape the future development of the city. The Planning Department carries out consultation and engagement on all planning policy documents, guidance and non-statutory frameworks and strategies. The Council's <a href="#">Statement of Community Involvement</a> sets out when and how residents can be involved in the preparation of planning policies and guidance and also how the Council consults on planning applications. The Council's Planning Consultation Database contains a wide range of stakeholder comprising over 1,000 consultees who are contacted in relation to the production of emerging documents.</p>
<p>Welcome the fact that BCC has introduced a city-wide HMO Article direction that planning permission is always required to change a family home to a small HMO.</p>	<p>Support noted.</p>
<p>Helpful if information on the identification of HMOs and exempt accommodation was more readily available to local residents, landlords and developers.</p>	<p>The HMOs identified using the data sources as set out in para. 4.22 of the Development Management in Birmingham DPD is available on the Council's website. Exempt accommodation is identified based on Housing Benefits</p>

Main issues raised	Council response and how comments are addressed in the final SPD
	data, but their specific location will not be available to the public due to the sensitive nature of this information.
Should there be reference to the Overview and Scrutiny Committee Exempt Accommodation Recommendation for the Single Household Test be reviewed?	The purpose of the SPD is to set out detailed planning guidance to support the determination of planning applications for HMOs. The interpretation of the single household test does not fall within the scope of the SPD.

## 2. Summary of Consultation Responses – Houses in Multiple Occupation SPD – Organisations’ comments

Organisation	Main issues raised	Council response and how comments are addressed in the final SPD
Erdington BID	How can HMOs be controlled when there are always properties being developed that don’t need planning permission?	The City Council introduced a city-wide Article 4 Direction on 8 June 2020 which means that planning permission is now required for the conversion of a Use Class C3 dwellinghouse to a Use Class C4 HMO. Prior to this, such changes of use were permitted under national permitted development rights. The Article 4 Direction therefore brings more properties under local planning control. However, buildings which are controlled or managed by registered social landlords and housing associations are exempt from the definition of HMO through the Housing Act 2004 and Town and Country Planning (Use Classes) Order 1987 (as amended).
	Erdington is overrun with HMOs and have created problems with anti-social behaviour, particularly in the town centre. HMO numbers need to be severely limited.	Through the Article 4 Direction which introduces the requirement for planning permission for small HMOs and the adoption of Policy DM11 ‘Houses in multiple occupation’ in the Development Management in Birmingham DPD , the Council

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		seeks to limit the growth of HMOs in areas where there are high concentrations.
	Many are not properly managed.	HMO Licensing seeks to keep residents safe and ensure that landlords follow the necessary building requirements. The Council's Private Rented Service's <a href="#">Housing Enforcement Policy</a> sets out the circumstances whereby enforcement action, such as the service of a statutory notice or the prosecution of an individual, may be taken.
Tyler Parkes on behalf of Chief Constable of West Midlands Police (CCWP)	Welcome the more detailed explanation of how developers should interpret and apply the BDP and DMB policies, including how to assess the existing concentration and demonstrate the need for and suitability of this type of accommodation in a particular location.	Support noted.
	Support the City Council's policy objective to manage the distribution, concentrations and design of HMOs across the City to ensure that they do not give rise to unacceptable cumulative impacts on safety, security and the fear of crime. An overconcentration of HMOs can potentially place increased pressure on Police resources.	Support noted.
	Reference should be made within to the SPD to the need to consult with Design Out Crime Officers (DOCO) at the preapplication and planning application stage	The police are routinely consulted on all planning applications for HMOs.
	The SPD should require all proposals to meet Secured by Design principles.	The SPD has been amended to add a new para. at 4.30:

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		"Development should be designed to a high standard and create safe environments following Secure by Design principles in accordance with Policy PG3 'Place-making'.
Natural England	The SPD is unlikely to have major effects on the natural environment.	Comment noted.
	The SPD should consider making provision for green infrastructure and biodiversity enhancements within development.	Policy TP8 'Biodiversity and geodiversity' in the adopted BDP seeks to maintain, enhance and restore sites of national and local importance for biodiversity will apply to all development. Furthermore, mandatory Biodiversity Net Gain (within the Environment Act 2021) is expected to be introduced in Winter 2023 and this will require all development in England to deliver a mandatory 10% biodiversity net gain to be maintained for a period of at least 30 years.
Coal Authority	No comments.	Noted.
Birmingham Law Society and Development Committee	The SPD is generally welcomed, if they will provide further guidance for property owners, applicants, and development management on how to manage the concentration, impact, and quality of HMOs in Birmingham, ensure the wellbeing of occupants and nearby residents as well as encouraging sustainable communities.	Support noted.
	Justification for the SPD is required in reference to the housing needs assessment.	This SPD has been prepared in accordance with the Planning and Compulsory Purchase Act 2004 and the Town & Country Planning (Local Planning) (England) Regulations 2012 has been informed by national and local planning policies. The purpose of

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		SPDs is to provide further detail to the policies in the adopted local plan.
	Rather than allowing planning for HMOs on the basis of '1 property in 3', the basis should be '1 property in 5', which would result is a more even distribution of HMO accommodation throughout the City.	The SPD is based on the Council's planning policy for HMOs (DM11) adopted through the Development Management in Birmingham DPD (2021). Applications for new HMOs will not be permitted where they would result in this type of accommodation forming over 10% of the number of residential properties within a 100 metre radius of the application site.
	Certain communities already experience higher concentrations of HMOs and a presumption should be introduced against permitting further HMO development (whether C4 or sui generis) and encouraging the conversion of properties back to the C3 residential use class where requested.	Policy DM11 seeks to prevent concentrations of HMOs exceeding 10%. Where this is exceeded, planning permission for further HMOs can be refused. There will be exceptional circumstances where, as set out in the policy and SPD, the concentration is so high the retention of the property as a family dwelling will have little effect on the balance and mix of households in a community which is already over dominated by the proportion of existing HMO households. This is further explained in paras. 4.13- 4.16 of the SPD.
	At para 2.8 of the draft SPD on intensification it should be made clear that planning permission should also be required to move from C4 to Co-Living.	Para 2.8 relates specifically to the expansion of an existing HMO to a larger Sui Generis HMO or the intensification or expansion of an existing HMO. Large scale shared accommodation (co-living) will always require planning permission.
	At para 2.10 change of use from shops or offices should require planning permission (not normally).	The SPD has been amended at para. 2.10 to clarify that a change of use to an HMO (large or small) from other uses such as a shop or office will require planning permission.

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	Reference should be made to carbon neutral dwellings.	<p>The vast majority of new HMOs are created through conversions / change of use from existing dwellinghouses, which means achieving net zero carbon is not possible without extensive retrofitting of often older housing stock. The Council cannot require the retrofit of privately rented or owned homes but can use its own retrofit programme to demonstrate what can be achieved and to start the process of upskilling workers and kickstarting supply chains in order to encourage others to follow. The Council will also investigate the potential to bring in higher standards across Birmingham's private rented sector through licensing. The Council has developed a new Private Rented Sector (PRS) Strategy that will be considered by Cabinet on 1 March 2022. Within this strategy one of the seven priorities relates to improving energy efficiency within private sector homes and seeks to both signpost landlords and tenants to available grants for heating and insulation, but also for Birmingham City Council to actively seek identify and bid for such grants. It also seeks to ensure that all ensure landlords are compliant with all aspects of the Energy Act 2011 including compliance with the Minimum Energy Efficiency Standards. Birmingham City Council are actively pursuing a Selective Licensing Scheme for 25 wards of the city that are impacted by a high percentage of private rented property and high levels of deprivation and crime. Should the scheme be approved by Government (further to approval at Cabinet on 1 March 2022) then all PRS properties in these wards will be required to hold a licence. This will give BCC the powers to ensure that a suitable standard of accommodation is provided and that landlords deliver at least minimum efficiency standards. We will be able to</p>



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		adopt a proactive approach rather than a reactive one. Furthermore the Levelling Up White Paper indicates that Government will publish a White Paper in Spring to consult on introducing a legally binding Decent Homes Standard in the Private Rented Sector.
	At para 4.4 there is refence to counting dwelling houses and HMOs within a block of flats as one dwelling. This should be changed to take account of the number of different planning uses and units within the block, (e.g., retail on ground floor, HMOs on 3 floors and separate C3 dwelling units on the remainder of the floors = 3).	The purpose of the policy DM11 is to prevent over-concentrations of HMO arising by limiting the proportion of residential <i>properties</i> in an area to no more than 10%. Multi-residential accommodation within a 'property' or 'building' are counted as one to avoid the number of residential properties being inflated and skewing (diluting) the concentration of HMOs in an area.
	The process for the calculation of HMO concentration needs to be explained.	The step-by-step process of calculating HMO concentrations is explained in paras. 4.3-4.7 of the SPD.
	On what objective basis does the Council make the assessment that there is a shortage of family accommodation in a particular area? How are applicants expected to know whether an area falls within an area of such perceived need prior to making any such application to convert a dwelling to C3 use?	The Council's Housing Needs Assessment (2013) is currently being updated but as with the 2013 Assessment, the indication is that there is a need for accommodation of all sizes but a higher demand for 2 and 3 bedroom dwellings across the city and a high need for family housing. Shortages of family accommodation in a particular area can partly be evidenced by the Council's Housing Register.
	Paragraph 4.25 requires an applicant to have advertised a property for more than 6 months. Recommend a 3-month period as long enough to ascertain demand whilst preventing unnecessary periods when properties may be vacant.	3 months is considered too short a period. 6 month provides a more meaningful period of time to gauge interest in a property and has been used by other local authorities.

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Community Partnership for Selly Oak (CP4SO)	Para 4.1 What do **, ***, and **** apply to?	The SPD has been amended to include the missing footnotes at para. 4.1.
	Para 4.4 states that large hostel/PBSA housing will only count as one property; however, there is no weighting given to the size of such properties. Such developments can have a significant impact on an area and should not count as just single properties when assessing the 10% limit.	The purpose of the policy DM11 is to prevent over-concentrations of HMOs arising by limiting the proportion of residential <i>properties</i> in an area to no more than 10%. Multi-residential accommodation within a 'property' or 'building' are counted as one to avoid the number of residential properties being inflated and skewing (diluting) the concentration of HMOs in an area.
	Para 4.5 - Supported Housing properties will not show up as exempt from council tax but will show up in housing benefit claim records. These must therefore be included as part of the evidence base used to judge whether an area is over 10% for HMOs or not.	The SPD provides for the consideration of exempt accommodation concentrations, which is identified separately from HMOs. See para. 2.11 -2.14 of the SPD)
	Para 4.7 The Council should accept evidence from local residents on the identification of HMOs.	Para. 4.7 accepts that although the data sources identified in DM11 and the SPD provide the most robust approach to identifying HMOs, it will not identify all HMOs. Para. 4.7 of the SPD is clear that however that the Council will not be able to accept unverified or anecdotal evidence of HMOs when calculating the % concentration. Further investigation of individual properties may be required by the planning officer to provide greater confidence in the estimate, but it is emphasised that it will not be possible to guarantee a 100% accurate count in all cases. Where there is significant doubt as to whether a property is an HMO, it will not be counted towards the threshold.

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	<p>Paras 4.11 and 4.12 the “may be refused” should be changed to “will be refused” so that it is absolutely clear that if an area is not yet at 10% it should not be allowed to tip over the line.</p>	<p>The word ‘may’ is more appropriate and accurate than ‘will’ so as not to prejudice any future decisions.</p>
	<p>Disagree with ‘exceptional circumstances’ clause. It suggests HMOs will be allowed in those areas with higher than 10%.</p>	<p>The exceptional circumstances clause is set out in Policy DM11 which was subject to a separate consultation process through the Development Management in Birmingham DPD. This indicates that planning permission may be granted in exceptional circumstances (not typically) where the concentration of HMOs is so high that the introduction of a new HMO would not change the character of the area. This will have to be the vast majority of properties. Para. 4.15 of the SPD provides examples of instances where almost all properties within a terrace are already HMOs with only a very small proportion of Class C3 dwellings remaining in that group.</p>
	<p>Some clear way of determining when these exceptional circumstances apply needs to be provided.</p>	<p>Paras. 4.14-4.15 of the SPD provides sufficient guidance to help determine whether there are exceptional circumstances without being overly prescriptive. Each application site will be assessed on its own individual merits when considering whether this exception should be allowed.</p>
	<p>Once an area has been identified as having lost its character, this can lead to the incremental creep of ‘loss of character’ into neighbouring roads.</p>	<p>Part of the reason for adopting a city wide rather than focussed areas Article 4 Direction was to prevent the potential displacement of HMOs from one area to another. Policy DM11 and the SPD coupled with the introduction of the city-wide Article 4 Direction seeks to stop the incremental ‘loss of character’ by preventing over-concentrations of HMOs arising.</p>

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	Areas that have 'lost their character' should be defined geographically so as to prevent their incremental extension.	An exercise will be undertaken to define areas where the exceptional circumstances may apply.
	Developers and estate agents are active in making it difficult for people to buy a home in area dominated by HMOs. They should not be used as the arbiter that a C3 house has been marketed openly.	The Council cannot comment on the assertion that developers and estate agents actively deter people from buying a home in areas dominated by HMOs and has no powers to control the marketing strategies of estate agents. There is no other available mechanism to evidence the marketing requirements.
	The Council should redesignate C4 properties to future occupation as only C3 so that when they are next sold, they have to be turned back into family housing.	Such a condition would fail most of the 6 tests for planning conditions set out in the National Planning Policy Framework and Planning Practice Guidance. Such a condition could only be attached if there was an application for a change of use to C4 which the local planning authority (LPA) was minded to approve, but if the LPA is of the view that a C4 use is acceptable in planning terms there would not be a planning reason to impose a condition requiring the premises to revert to C3 triggered by a future event (sale of house) which has no relation to planning.
	The SPD regards sandwiching and continuous frontages as not occurring where there is an alleyway more than 1 metre wide between houses. This restriction on width should be removed so that alleyways are not counted as breaking up frontages and reducing sandwiching.	The SPD has been amended at paras 4.20, 4.23 and page 14 to remove the width restriction.  "Alleyways do not count as an intersecting road."
	Paras 4.24-4.25 Refer to the need for 2, 3 and 4 bed housing especially given Birmingham's high proportion of household with dependent children. We welcome the recognition that such housing is in demand and that such housing will be protected.	Support noted.

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	<p>Para 4.26-29 Sets out property and management standards for HMOs with a link to guidance published in 2019. How will these standards be enforced by the Council?</p>	<p>The HMO licensing property and management standards are enforced by the Council's Private Rented Sector service. When reports are received of unlicensed HMOs or other breaches of housing legislation, including landlord and tenant law, we will investigate to establish the facts and gather evidence of offences that have been committed. The <a href="#">Housing Enforcement Policy</a> sets out the circumstances whereby enforcement action, such as the service of a statutory notice or the prosecution of an individual, may be taken.</p>
	<p>Paras 4.29 is a welcome setting of standards for outdoor space for HMOs. It must be enforced on all HMO developments including those allowed in areas already over the 10% e.g. Bournbrook as many existing HMOs in this area have considerably less outdoor space for residents.</p>	<p>Support noted.</p>
	<p>Para 4.30 This recognizes the pressure HMOs can put on areas. It refers to standards adopted in the Parking SPD of November 2021 which is very complex.</p>	<p>The <a href="#">Parking SPD</a> (adopted Nov 2021) sets out parking standards for development. For the creation of HMOs outside of the city centre, the provision of 0.5 parking spaces per bedroom is recommended. If sufficient parking cannot be provided off street, a set of criteria must be met to justify the use of on-street parking. The provision of off-street parking through the replacement of traditional front gardens with open hard standing and the removal of front and side boundary walls will be resisted. Commuted sums for parking control or other measures to mitigate the effect of parking demand generated (such as contributions towards Car Club provision) will be considered for developments that do not satisfy requirements.</p>

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Historic England	We agree with BCC's assessment that the document is unlikely to result in any significant environmental effects and endorse the Authority's conclusions that it is not necessary to undertake a Strategic Environmental Assessment of this particular SPD.	Noted.
Canal and Rivers Trust	Canals should be promoted as a sustainable travel option through any Travel Plan submitted. Contributions to the maintenance of the waterways and improvements to wayfinding may also be appropriate and should be included in the SPD.	Canals are promoted as a sustainable travel option through policies in the Birmingham Development Plan notably Policies TP37 Health, TP30 Walking and TP40 Cycling and TP12 Historic Environment). BDP Policy TP12 provides for the enhancement of canals and their settings to be secured through development proposals. It is unnecessary to duplicate these policies in the SPD.
	Policy DM11 provides that proposals should provide adequate living space including outdoor amenity space. There may be instances where due to the availability of access to public open spaces such as the canal network, it may be appropriate to permit proposals in the absence of adequate outdoor amenity space. In such circumstance's contributions to the maintenance of the waterways and improvements to wayfinding may be appropriate and should be included in the SPD.	BDP Policy TP12 provides for the enhancement of canals and their settings to be secured through development proposals where appropriate. It is unnecessary to duplicate this policy in the SPD.
Turley on behalf of Urban Splash	Urban Splash support BCC's general approach to the draft HMO SPD and understand there is a need in some instances to restrict HMOs throughout the City.	Support noted.
	There may be an opportunity for appropriate concentrations of purpose-built, high quality HMOs to be delivered within new developments.	Any proposals for HMOs would need to comply with Policy DM11 of the Development Management in Birmingham DPD.

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	BCC should consider a wider range of 'exceptional circumstances', where the development of new HMO's could breach the requirements of Policy DM11 when balanced with the potential benefits. The opportunity for high quality HMOs that could be successfully and appropriately accommodated as part of planned, balanced, and well-managed new development, or where there is a clear evidence of a specific need for this type of accommodation.	The scope of the exceptional circumstances set out in the supporting text of Policy DM11 of the Development Management in Birmingham DPD are not the subject of consultation.
HMO Action Group	Para 2.12, 2.13 & 2.14 C3(b) and C3(c) A consistent citywide application of this policy is needed.	A consistent approach is taken by the Council when assessing whether a property falls within Use Class C3(b), C3(c) or Sui Generis. These factors are set out on the Council's website <a href="#">here</a> .
	There is a question as to what point is a judgement made on when change of use applies. When a property is being converted to an HMO use it has no exemption. Exempt Accommodation provided by a Registered Provider is not by Housing Act definition an HMO. However, when a property is being converted to an HMO use it has no exemption.	Although investigation can be undertaken prior to the use commencing, a change of use would not occur until the time the property is brought into use. Although internal work to convert the property may be underway prior to RP involvement, a breach of planning control would not have occurred at this time as the use would not have commenced. Only at the point of the use being implemented would evidence regarding the use finally be established. If the use is then considered an HMO or the use as exempt accommodation fails to meet the single household test, planning permission is likely to be required and there would be no guarantee on the outcome of any retrospective application. This would be completely at the owner's risk.
	While the guidance for the single household status states that the onus of proof lies with the landlord, there needs to be	As there is no legal definition of what constitutes a single household, the Council have taken legal advice on this and guidance on the Councils website confirms the criteria that will



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	verification and confirmation against the defined case law/guidelines.	be applied to make this assessment, which is already based on defined case law and guidelines.  <a href="https://www.birmingham.gov.uk/info/20054/local_plan_documents/1933/city-wide_article_4_direction_relating_to_houses_in_multiple_occupation_hmos/2">https://www.birmingham.gov.uk/info/20054/local_plan_documents/1933/city-wide_article_4_direction_relating_to_houses_in_multiple_occupation_hmos/2</a>
	Para 3.2 The New NPPF now places a much greater emphasis on community involvement and on the community defining the nature of an area.	Consultation and engagement with the community is an important part of the planning process and the Council will continue to engage with the community in accordance with its <a href="#">Statement of Community Involvement</a> .
	Para 4.4 This would seem inappropriate as these uses have high densities of occupation. In many cases far in excess of an HMO. i.e. a PBSA houses 400 people but only counts as one property?	The purpose of the policy DM11 is to prevent over-concentrations of HMO arising by limiting the proportion of residential <i>properties</i> in an area to no more than 10%. Multi-residential accommodation within a 'property' or 'building' are counted as one to avoid the number of residential properties being inflated and skewing (diluting) the concentration of HMOs in an area.
	Para 4.5 The sources of information are too limited and would not identify employed people not claiming council tax exemption etc. Residents intelligence needs greater weight.	Para. 4.7 accepts that although the data sources identified in DM11 and the SPD provide the most robust approach to identifying HMOs, it will not identify all HMOs. Para. 4.7 of the SPD is clear that the Council will not be able to accept unverified or anecdotal evidence of HMOs when calculating the % concentration. Further investigation of individual properties may be required by the planning officer to provide greater confidence in the estimate, but it is emphasised that it will not be possible to guarantee a 100% accurate count in all cases. Where there is

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		significant doubt as to whether a property is an HMO, it will not be counted towards the threshold.
	Para 4.9 & 4.10 We welcome this approach which recognises the damaging impact uncontrolled growth of Exempt Accommodation has had.	Support noted.
	Para 4.13 & 4.14 This would seem to legitimise previous planning failures that have created unbalanced communities.	It is necessary to recognise that the concentration of HMOs in an area may be at such a point where the introduction of any new HMO would not change the character of an area. This view has been held by a number of Planning Inspectors' in appeal decisions within the Bournbrook area. In these circumstances the retention of the property as a family dwelling will have little effect on the balance and mix of households in a community which is already over dominated by the proportion of existing HMO households. Owner occupiers or long-term residents in this situation could struggle to sell their property for a continued Class C3 use when surrounded by existing HMOs. It is emphasised in the SPD however, that each application site will be assessed on its own individual merits when considering whether this exception should be allowed.
	Para 4.16 There is evidence that estate agents deliberately hinder sales to potential family buyers in such areas. Their independent unbiased nature is open to question.	The Council cannot comment on the assertion that developers and estate agents deliberately hinder sales to potential family buyers and has no powers to control the marketing strategies of estate agents.
	Para 4.20 Given the Council's Housing Needs Assessment identifies a clear need for more family housing should not the	The Council has been proactive in seeking to manage the growth of HMOs through the introduction of a city wide Article 4 Direction, the adoption of strengthened and more stringent

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	aim be to redress the imbalance and encourage family housing while actively discouraging HMOs.	HMO planning policy (Policy DM11) and the provision of further detailed guidance in the proposed SPD, as well as exploring the introduction of Selective Licensing (that would require all private rented sector in an area to be licensed) and Additional Licensing (which relates to licensing for smaller HMOs that is not covered by mandatory licensing).
	Para 4.29 The failure to provide a decent level of amenity space should be considered a reason for refusing planning permission.	In accordance with Policy DM11, proposals for HMOs must provide high quality accommodation with adequate living space.
	Para 4.31 All future HMO planning permissions should specify the number of rooms that are allowed in the permission. This is to ensure any expansion of the HMO requires a new application. The greater use of conditions to achieve decent environmental and living standards should also be considered.	This is already standard practice. A planning condition specifying the maximum number of occupants is attached to all HMOs granted planning permission. Planning permission would be required for the expansion of an existing HMO. Planning permission or a S73 variation of condition would be required to increase the number of occupants in an existing HMO.
	Para 4.32 & 4.33 These two paragraphs seem to conflict. Increasing the density of occupation does not have an impact on “balance” but is recognised as being “harmful”. This would indicate the presumption should be stated as being against expanding the size of HMOs.	<p>The ‘harm’ referred to para. 4.33 (now 4.4) is not harm to the mix and balance of a community but harm in relation to residential amenity, appearance, character, highway safety, and parking. Para 4.33 (now 4.34) refers to these impacts. However, for clarity the first sentence of Para 4.33 (now 4.34)3 will be amended to:</p> <p>“However, it is recognised that the increase in the number of bedrooms in existing HMOs can have a harmful impact on the amenity of neighbouring occupiers.”</p>

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Perry Barr Housing Action Group	A protocol for community engagement and dealing with residents and other community groups comments/ input is required.	The <a href="#">Statement of Community Involvement</a> sets out how the Council will consult and engage with the community in the preparation of planning policy and guidance and on planning applications. The Council are happy to liaise further with the Perry Barr Housing Action Group to understand the specific issues experienced and explore measures that could be introduced to improve the dialogue and effectiveness of the mechanisms for engagement.
	The Council's planning web pages in relation to HMOs suggesting should be refreshed and restructured.	The Council are happy to work with the Perry Barr Housing Action Group to understand how the web pages can be improved.
	Add new para. 1.13 'Where the Council becomes aware that planning permission was not sought when it should have been, or where previous compliance no longer exists, the Council will actively consider enforcement action.' Timely and visible enforcement will be key to achieving the 'sustainable neighbourhoods.	Add new paragraph entitled Breaches of planning control at para 2.16 "A breach of planning control is described in the Town and Country Planning Act 1990 ("the 1990 Act") as; "carrying out development without the required planning permission; or failing to comply with any condition or limitation subject to which planning permission has been granted' (s.171A). The City Council will investigate all reports of alleged breaches of planning control, except those reported anonymously, to determine whether a breach has as a matter of fact occurred, and if it has, determine the most appropriate course of action in accordance with the Birmingham Local Enforcement Plan (adopted May 2021)."
	The Council should apply a clearer definition of HMOs and what constitutes a 'single household' to prevent the misuse of C3.	The planning definition of an HMO is not determined by the Council but by national legislation.

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		<p>Guidance regarding what constitutes an HMO and a single household is already published on the Councils website.</p> <p><a href="https://www.birmingham.gov.uk/info/20054/local_plan_documents/1933/city-wide_article_4_direction_relating_to_houses_in_multiple_occupation_hmos/2">https://www.birmingham.gov.uk/info/20054/local_plan_documents/1933/city-wide_article_4_direction_relating_to_houses_in_multiple_occupation_hmos/2</a></p>
	The Council should adopt the policy of requiring a maximum number of occupants to be stated when planning permission is sought/approved.	This is already standard practice. A planning condition specifying the maximum number of occupants is attached to all HMOs granted planning permission. Planning permission would be required for the expansion of an existing HMO. Planning permission or a S73 variation of condition would be required to increase the number of occupants in an existing HMO.
	Suggest adding 'taking into account certain factors' at the end of para. 2.13.	<p>The SPD has been amended at para. 2.13 to:</p> <p>"There is no statutory definition of a single household. It has been established by case law that it is a matter of fact and degree, taking into account certain factors."</p>
	Suggest adding 'This will be updated as case law develops at the end of 2.14.' This is particularly important given that the Town & Country Planning Act fails to define the definition of a household for C3b and C3c properties.	<p>The SPD has been amended at para. 2.14 to at the end:</p> <p>"This will be reviewed as case law develops."</p>
	Single household test - the Council's website does not in our view adequately reflect existing case law relating to the definition of an HMO. The nine factors cited in Hossack v Kettering 2002 should be considered in determining whether the property is occupied as a single household or is an HMO. Citing	As there is no legal definition of what constitutes a single household, the Council have taken legal advice on this and guidance on the Councils website is transparent in defining the criteria that will be applied to make this assessment, which is

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	<p>these is not ‘fettering the discretion’ of the Council but simply stating that it will take have active regard to current case law in determining whether the arrangements constitute a single household. The following text should be added ‘The Council will develop transparent processes to verify whether the claims of the landowner or agent are accurate based on available independent evidence.’</p>	<p>already based on defined case law and guidelines. It is not clear what is meant by “independent evidence”?</p>
	<p>The phrase ‘It will be the responsibility of the landowner or agent for the property to demonstrate whether the occupants form a single household and whether or not care is provided to one or more of its residents ‘ is not at all adequate . The council has a responsibility to actively determine cases and not just passively accept on trust what developers and landlords tell it. Suggest adding: ‘The Council will develop transparent processes to verify whether the claims of the landowner or agent are accurate based on available independent evidence.’</p>	<p>Site inspections are conducted to establish the use of the property where required. Further information may also be requested from the landowner or agent where there is any doubt and this information would be cross referenced with other information held by the Council. It is not clear what is meant by “independent evidence”?</p>
	<p>Clarification of the status of the existing BDP while it is in the process of being updated and where the update is currently at.</p>	<p>The timetable for the preparation of the new local plan is set out in the Local Development Scheme and we are currently preparing the Issues and Options Document for consultation in June/ July 2022. Progress on the plan set out on the Council’s webpage on <a href="#">‘The new Local Plan’</a>.</p> <p>The SPD has been amended to clarify the status of the BDP:</p> <p>New sentence added to para 3.6 “Until the adoption of the new local plan for Birmingham, the BDP policies remain relevant to decision making (aside from policies PG1 ‘Overall levels of</p>

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		growth' in relation to housing requirement TP29 'Housing trajectory')."
	Para 3.9 should be reiterated in the para. 1.7	The SPD has been amended at para. 1.7 (now 1.6) bullet 3 with additional text (italics) to reiterate para 3.9.  "Set out detailed guidance that will be used to assess planning applications for HMOs, <i>supporting the implementation of Policy DM11 Houses in Multiple Occupation;</i> "
	Para 3.0 include weblink to the local plans and SPDs.	A weblink has been provided to the local plan documents and SPDs.
	Para 4.2 insert additional text in italics:  'There is a variety of evidence sources on the location of HMOs as listed in paragraph 4.5 and the applicant and <i>residents are</i> is advised to refer to these sources to build a body of evidence which will be assessed as a matter of fact and degree. <i>The Council will specify a timescale within which residents can ask for their evidence to be considered as to whether the property is already an HMO. This will be the same for all planning applications and is separate from the deadline for submission of comments. The Council will state in its reasons for its determination how it evaluated the evidence submitted and the reasons for its decision.</i> ' We suggest this because at the moment it is not clear whether and how the Council evaluates the evidence given.	The suggested changes to the SPD are not appropriate. Once a planning application has been validated, national policy requires the local planning authority to make a decision on the proposal as quickly as possible, and in any event within the statutory time limit (8 weeks for HMO applications) unless a longer period is agreed in writing with the applicant. The City Council notifies stakeholders and the community on planning applications in accordance with The Town and Country Planning (Development Management Procedure) (England) Order 2015, which is currently 23 days (to cover postal delays) as set out in the Council's adopted Statement of Community Involvement. This provides a reasonable amount of time for the submission of comments to proposals. Paragraph 4.7 of the SPD has been amended with an additional sentence: "Any information submitted by the applicant or consultees will be considered by officers prior to the determination of the application."



Organisation	Main issues raised	Council response and how comments are addressed in the final SPD
	Para 4.5 add 'The factors set out in para 2.14'	This paragraph refers to the data sources that will be used in the HMO count. Paragraph 2.14 relates to the factors considered in determining a single household. This is not a data source and therefore cannot be referred to in para. 4.5
	After para 4.5 add 'Property based records of all the first four categories are available to residents wishing to verify the evidence.' Access to the HMO database to residents so that we can make informed objections.	The database of HMOs is available to view on the Council's website <a href="#">here</a> .
	Add to para 4.7 'Where residents provide substantive local intelligence material to whether the property is an HMO, officers will investigate including through site visits as required in line with the timescale for such investigations as set out in 4.2 above.' It is extremely important to take into account local intelligence from residents/residents' groups and other agencies to trigger a further investigation if required.	The suggested changes to the SPD are not appropriate. Once a planning application has been validated, national policy requires the local planning authority to make a decision on the proposal as quickly as possible, and in any event within the statutory time limit (8 weeks for HMO applications) unless a longer period is agreed in writing with the applicant. The City Council notifies stakeholders and the community on planning applications in accordance with The Town and Country Planning (Development Management Procedure) (England) Order 2015, which is currently 23 days (to cover postal delays) as set out in the Council's adopted Statement of Community Involvement. This provides a reasonable amount of time for the submission of comments to proposals. Paragraph 4.7 of the SPD has been amended with an additional sentence: "Any information submitted by the applicant or consultees will be considered by officers prior to the determination of the application."
	Para. 4.9 We strongly agree with the inclusion of EA here in the calculation of cumulative impact. High EA density, alone or	Support noted.

Organisation	Main issues raised	Council response and how comments are addressed in the final SPD
	combined with high HMO density undermines the balance and sustainability of areas.	
	Para 4.10 We fully support the inclusion of Exempt Accommodation when calculating the 10% threshold. We are very relieved to see that there is a clear understanding of the cumulative effect of both types of accommodation, given the sheer scale of the Exempt sector.	Support noted.
	Para 4.24 This para is already in the DMB. Is it the intention of the Council to invite comments on this despite it having just been adopted? Add: 'Where the Council considers that such circumstances prevail, it will explicitly call for evidence from residents and local agencies to form a balanced evidence-based view. Where decision to approve a new HMO or intensification of existing HMO density risks triggering further loss of single household family housing and consolidating the collapse of the single household family housing market, the Council will be unlikely to approve the application, particularly in areas of three- and four-bedroom properties.' This is in line with the Council's policy of increasing family housing particularly larger sized housing.'	Para 4.24 is already in the adopted Development Management in Birmingham DPD, so comments are not invited on this particular paragraph. Paragraph 4.25 sets out the evidence required from applicants to demonstrate that there is a lack of demand for single family housing.
	<p>Concerned about how the concept of 'exceptional circumstances' might be applied.</p> <p>Suggest adding: 'Exceptional circumstances' decisions, whilst legally determined by the Council, will be subject to a bespoke process whereby views are taken from Councillors, residents and residents' groups, and local agencies working in the area. The</p>	<p>Paragraph 4.13 – 4.16 set outs further guidance in relation to 'exceptional circumstances.' It provides for the 'bespoke' process suggested by the Perry Barr Housing Action Group in stating: "Each application site will be assessed on its own individual merits when considering whether this exception should be allowed." The exceptional circumstances relating to individual</p>

Organisation	Main issues raised	Council response and how comments are addressed in the final SPD
	Council will publish detailed reasons where it considers exceptional circumstances with specific reference to the Council's policy on family housing and sustainable neighbourhoods.'	planning applications will be set out in the planning officer's report on the planning application.
	Add 'Where there is already a risk to the family housing market in a street, planning policy will be applied so as to bring areas back to being 'sustainable and balanced neighbourhoods' (BDP adopted 7/12/21 para 1.7), to protect residential character and amenity, '(para 1.3) and paras 4.24 and 4.25 'loss of family housing. This will be done by placing restrictions on the continued use of the property as an HMO following the termination of tenancies or sale of property.'	A policy preventing the loss of specifically family housing can be explored through the preparation of the new Local Plan for Birmingham. However, it is not possible to place restrictions on the continued use of a property as an HMO. Such a condition would fail most of the 6 tests for planning conditions set out in the National Planning Policy Framework and Planning Practice Guidance. Such a condition could only be attached if there was an application for a change of use to C4 which the local planning authority (LPA) was minded to approve, but if the LPA is of the view that a C4 use is acceptable in planning terms there would not be a planning reason to impose a condition requiring the premises to revert to C3 triggered by a future event (sale of house) which has no relation to planning.
	We strongly support the Council's proposed approach to sandwiching, and the inclusion of EA and all other non-family housing as per 4.18 in the calculation of 'sandwiching,' in the calculation.	Support noted.
	We strongly support the proposed policy in 4.21-4.23 to continuous frontages for the same reasons as cited in our comments on 4.18. We commend the Council for its clarity in setting out these proposals which leaves no room for doubt.	Support noted.

Organisation	Main issues raised	Council response and how comments are addressed in the final SPD
	<p>Suggest addition:</p> <p>‘Where the concentration of HMOs/EA or other non-family housing is already above 10% (paras 4.2-4.16), or where sandwiching already exists as per 4.17-4.20, or where there are frontages of three or more continuous HMOs or other non-family housing (4.21-4.23) the Council will apply Use Class Order conditions on sale or termination of HMO tenancies in order to achieve compliance with DM11. The Council also reserves the right to introduce Areas of Restraint to support DM11 bearing in mind the character, amenity and size of housing stock.’</p>	<p>A policy preventing the loss of specifically family housing can be explored through the preparation of the new Local Plan for Birmingham. However, it is not possible to place restrictions on the continued use of a property as an HMO. Such a condition would fail most of the 6 tests for planning conditions set out in the National Planning Policy Framework and Planning Practice Guidance. Such a condition could only be attached if there was an application for a change of use to C4 which the local planning authority (LPA) was minded to approve, but if the LPA is of the view that a C4 use is acceptable in planning terms there would not be a planning reason to impose a condition requiring the premises to revert to C3 triggered by a future event (sale of house) which has no relation to planning.</p>
	<p>The Council needs to use available planning controls to free up large sections of this larger housing currently lost to the HMO market and facilitate its return to larger family C3a use. We would suggest that where the 10% above has been breached or amenity or character already lost that the Council designates C4 properties for future occupation as C3 only.</p>	<p>A policy preventing the loss of specifically family housing can be explored through the preparation of the new Local Plan for Birmingham. However, it is not possible to place restrictions on the continued use of a property as an HMO. Such a condition would fail most of the 6 tests for planning conditions set out in the National Planning Policy Framework and Planning Practice Guidance. Such a condition could only be attached if there was an application for a change of use to C4 which the local planning authority (LPA) was minded to approve, but if the LPA is of the view that a C4 use is acceptable in planning terms there would not be a planning reason to impose a condition requiring the premises to revert to C3 triggered by a future event (sale of house) which has no relation to planning.</p>

Organisation	Main issues raised	Council response and how comments are addressed in the final SPD
	Add to para 4.24 'on city wide platforms' at a reasonable purchase or rental price.	The SPD has been amended to add at para. 4.24 (now 4.25) 'at a city wide level'.
	Add after 4.29 'Where the HMO does not meet the required standards for a period of 12 months the Council will consider revoking planning approval for use as C4 and HMO Sui Generis.'	This comment is addressed through the addition of para. 2.16 relating to breaches of planning control. The SPD has been amended to include a new para. At 2.15 "A breach of planning control is described in the Town and Country Planning Act 1990 ("the 1990 Act") as; "carrying out development without the required planning permission; or failing to comply with any condition or limitation subject to which planning permission has been granted' (s.171A). The City Council will investigate all reports of alleged breaches of planning control, except those reported anonymously, to determine whether a breach has as a matter of fact occurred, and if it has, determine the most appropriate course of action in accordance with the Birmingham Local Enforcement Plan (adopted May 2021).
	Add to para. 4.31 'future HMO planning approvals for C4 and Sui Generis HMOs will stipulate the number of permitted occupants.'	This is already standard practice. A planning condition specifying the maximum number of occupants is attached to all HMOs granted planning permission. Planning permission would be required for the expansion of an existing HMO. Planning permission or a S73 variation of condition would be required to increase the number of occupants in an existing HMO.
	Does para 4.33 mean that if an additional bedroom is added or bought into use as a bedroom then planning permission will be required?	Yes. If a previous planning application specified by the number of residents within the application, a fresh planning application or a S73 variation of condition would be required to increase the number of occupants in an existing HMO.

Organisation	Main issues raised	Council response and how comments are addressed in the final SPD
	Add to para 4.33 'In this case planning permission will be required, and these types of planning applications will be assessed on their own individual merits on a case by case basis and against criterion e. and f. of DM11. This includes impact on amenity, character, appearance, highway safety and parking. Criterion e. should be cross referenced to other relevant policies in the DMB, notably DM2 Amenity, DM14 Highway safety and access, and DM15 Parking and servicing.'	The SPD has been amended to add to para. 4.32  "Proposals for the intensification or expansion of an existing HMO should comply with criterion e. and f. of Policy DM11, having regard to the size and character of the property."
	Add to para. 4.34 'On breach of these conditions the Council may revoke planning permission for use as C4 or Sui Generis HMO.'	This comment is addressed through the addition of para. 2.16 relating to breaches of planning control. The SPD has been amended to include a new para. At 2.15 "A breach of planning control is described in the Town and Country Planning Act 1990 ("the 1990 Act") as; "carrying out development without the required planning permission; or failing to comply with any condition or limitation subject to which planning permission has been granted' (s.171A). The City Council will investigate all reports of alleged breaches of planning control, except those reported anonymously, to determine whether a breach has as a matter of fact occurred, and if it has, determine the most appropriate course of action in accordance with the Birmingham Local Enforcement Plan (adopted May 2021).
Historic England	No comments.	Noted. No change.
Scottish and Southern Electricity Networks	No comments.	Noted. No change.

### 3. Summary of Consultation Responses – Large Scale Shared Accommodation (LSSA) SPD – Citizens’ comments

Main issues raised and/ or change suggested	Council response and how comments are addressed in the final SPD
Should not be limited to developments over 50 units.	<p>The size of development defined in para. 2.4 is intended to be indicative in order assist decision makers in identifying developments where the SPD is applicable, given the fact that there is no formal planning definition. It should be noted that there is no requirement for LSSA development to provide at least 50 units. It is also important to differentiate between LSSA from more traditional large-scale houses of multiple occupation that do not provide services to residents. It is considered that it would not be cost-effective to provide high-quality professional management services, including well-maintained functional communal spaces for LSSA of fewer than 50 units.</p> <p>The SPD at para. 2.5 has been amended to clarify that the reference to 50 units is indicative:</p> <p>“For the purpose of this SPD, co-living is defined as large scale shared residential accommodation of generally at least 50 units, although there is no requirement to provide at least 50 units. These can be new-build schemes or conversions of existing buildings to form a co-living development. The units tend to be smaller living spaces in the form of studios or cluster flats with access to a range of services and communal facilities.”</p>
Large scale shared accommodation has the potential to be another source of instability and character change in settled neighbourhoods where family housing needs to be a priority.	The SPD seeks to limit large scale shared accommodation to areas within and around the city centre, thereby protecting the character of suburban neighbourhoods.
Developers and landlords should be encouraged to address loss of biodiversity and enhance biodiversity in large scale shared accommodation new builds.	Policy TP8 ‘Biodiversity and geodiversity’ in the adopted BDP which seeks to maintain, enhance and restore sites of national and local importance for biodiversity will apply to all development. Furthermore, mandatory



	Biodiversity Net Gain (within the Environment Act 2021) is expected to be introduced in Winter 2023 and this will require all development in England to deliver a mandatory 10% biodiversity net gain to be maintained for a period of at least 30 years.
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#### 4. Summary of Consultation Responses – Large Scale Shared Accommodation SPD – Organisations’ comments

Organisation	Main issues raised and/ or change suggested	Council response and how comments are addressed in the final SPD
Birmingham Law Society and Development Committee	Para 3.9 should refer to carbon neutral dwellings.	BDP Policies TP3 and TP4 requires new development to be designed and constructed in ways which will maximise energy efficiency and use zero or low carbon energy. The SPD has been amended at para. 3.22 to “Developers need to be aware that other local plan and supplementary planning documents may be relevant, and this SPD does not reiterate policies and guidance. Developments must have a clear place-making strategy which includes green spaces, promotes sustainable transport and maximises energy efficiency and the use of low and zero carbon energy.”
	There should be reference to avoiding concentrations of co-living and HMO accommodation to ensure the diversity and sustainability of neighbourhoods.	LSSA is not prevalent in the city, but applications for schemes will be monitored and the SPD will be reviewed if necessary to take account of any emerging issues. The SPD seeks to limit LSSA to areas within and around the city centre, thereby protecting the character of suburban neighbourhoods.
	At para 3.16 add a requirement to show the lack of HMO accommodation able to meet the perceived needs for residential accommodation.	Para. 4.3 of the SPD states that a needs assessment should examine the potential affordability of alternative rental options (e.g. self-contained studios, HMOs and flat shares) for the

Organisation	Main issues raised and/ or change suggested	Council response and how comments are addressed in the final SPD
		<p>demand groups. The SPD has been amended at para 4.3 to include availability.</p> <p>“The need assessment should also examine the availability and potential affordability of alternative rental options (e.g. self-contained studios, HMOs and flat shares) for the demand groups.”</p>
	<p>At para 4.2 a further criterion should also be added to cater for the “Work at Home” environment and the need for more private space. This should also be added to the bullet points in para 4.8.</p>	<p>The SPD has been amended at para 4.12 to include reference to desk space to allow for working from home:</p> <p>“Facilities within the room may include a kitchenette, desk space (to allow for home working), storage for clothes and bathroom items, waste storage, seating, and space or facilities for other possessions. Well-designed integrated storage is encouraged in order to maximise the utilisation of space.”</p> <p>The SPD has also been amended at para. 4.17 to include workspaces.</p> <p>“A range of other indoor communal spaces such as lounges, dining rooms, meeting rooms, workspaces and indoor recreational spaces should be provided.”</p> <p>The SPD has been amended at para 4.20 to include further guidance on workspaces:</p> <p>“The workspaces provided should allow for hybrid working environments and have high speed broadband connections.</p>

Organisation	Main issues raised and/ or change suggested	Council response and how comments are addressed in the final SPD
		Desk spaces should be equipped with charging points and desks should be fully adjustable to allow for use by all residents.”
	At para 4.10 add a size for double occupancy.	The SPD has been amended to include a new para. 4.11 “A two-person room should be designed for two people rather than be a basic enlargement of a single room. This should include a greater distinction or separation between sleeping and living areas.”
Canal and Rivers Trust	Where such proposals are put forward (especially in reasonable travel proximity to canals) the Trust seek submission of Transport Assessments with planning applications which identify how access to the canal network as a transport corridor is to be facilitated. These measures should then be delivered by Travel Plans.	The requirement for Transport Assessment is set out in Policy DM14 ‘Transport access and safety’ in the Development Management in Birmingham DPD (adopted 2021).
	A contribution to the maintenance of the waterways, improvements to wayfinding, and improvements to canal access and towpath quality may also be appropriate on a case-by-case basis for sites in close proximity to the canal network.	BDP Policy TP12 provides for the enhancement of canals and their settings to be secured through development proposals.
	Paragraph 4.31 of DPD Policy DM12 states that proposals should provide adequate outdoor amenity space in accordance with the needs of occupiers, and at a minimum of 16 sqm per resident. The draft SPD however (at paragraph 4.18) states that adequate outdoor amenity space should follow the guidance contained in the emerging Birmingham Design Guide SPD and at a minimum should be 10 sq.m. per resident.	Para 4.31 of the Development Management in Birmingham DPD is based in the existing Specific Needs Residential Uses Supplementary Planning Guidance (SPG) which will be replaced by the forthcoming Birmingham Design Guide Supplementary Planning Document. This will provide the most up to date standards following a review of Specific Needs Residential Needs Uses SPG.

Organisation	Main issues raised and/ or change suggested	Council response and how comments are addressed in the final SPD
	<p>The draft SPD makes no mention of cycle storage facilities within amenity space or parking areas. Clarity around the provision of cycle parking space, in terms of quantity and quality, should be included in the SPD.</p>	<p>Detailed guidance on cycle parking provision is contained in the Birmingham Parking SPD (adopted in November 2021).</p> <p>The SPD has been amended at para. 4.29 with the addition:</p> <p>“Detailed guidance on cycle parking provision is set out within the Birmingham Parking SPD.” (with a link provided)</p>
	<p>The canal network can offer an alternative source of amenity space and leisure opportunity and contribute to the wider well-being of prospective residents and as such should be mentioned in the SPD.</p>	<p>Para. 3.22 of the SPD notes that developers need to be aware that other local plan and supplementary planning documents may be relevant, and that this SPD does not reiterate policies and guidance. The benefits of canals as an amenity and leisure opportunity is recognised in the Birmingham Development Plan. As set out in para. 4.34 Developments will be expected have a clear place-making strategy. The SPD has been amended in second sentence at para. 4.34 to:</p> <p>“Developments must have a clear place-making strategy which includes green spaces, promotes sustainable transport and maximises energy efficiency and the use of low and zero carbon energy.”</p>
	<p>The Trust endorses intention to require Management Plans to ensure adequate maintenance of the on-site facilities.</p>	<p>Support noted.</p>
	<p>Recommend that this Management Plan reference be broadened to include an annual review mechanism to ensure that these facilities and services are retained in perpetuity for the benefit of residents, and on-going review of tenancy durations.</p>	<p>The SPD has been amended at para. 4.32 with the addition of bullet “j. an annual monitoring and review framework to ensure the effectiveness of the management plan”</p>

Organisation	Main issues raised and/ or change suggested	Council response and how comments are addressed in the final SPD
		<p>The SPD has been amended at para. 4.32 with the additional text:</p> <p>“However, tenancy durations should be reviewed on an on-going basis to ensure they remain appropriate.”</p>
	Paragraph 4.22 should specifically include reference to the retention of cycle storage facilities and travel plan information packs which reference the canal network for connectivity and well-being benefits.	<p>The SPD has been amended at para 4.32 with additional text at bullet c. “the maintenance and repair of internal and external communal areas including cycle storage.”</p> <p>Detailed guidance on the information required in Travel Plans is set out in the Council’s Local Information Requirements for Planning Applications.</p>
Community Partnership for Selly Oak (CP4SO)	Para 2 Why is there a distinction between this type of “large scale co-living accommodation” and “purpose-built student accommodation”? PBSA often has cluster flats with shared facilities and private bedrooms. The document should outline the key differences and why this new category is required.	Purpose built student accommodation is limited to occupation by students whereas large scale shared accommodation (LSSA) is not restricted to particular groups. The SPD provides a definition for co-living and identifies its distinguishing features, which are different to HMOs and PBSA.
	Why do we need an SPD for a form of accommodation that is not yet prevalent in the city when we don't have one for PBSA developments which are widespread?	Policy TP33 in the adopted Birmingham Development Plan provides a detailed criteria based policy for purpose-built student accommodation. There is currently no guidance covering LSSA and timely adoption of the SPD is required in order to assist decision making for planning applications.
	Given the similarity of the two forms of shared accommodation is there a danger of the two occupation styles becoming interchangeable. Will it be clear that the change of use requires a planning application?	As LSSA is a Sui Generis Use so it will always require planning permission.

Organisation	Main issues raised and/ or change suggested	Council response and how comments are addressed in the final SPD
	<p>Para 2.1 Will Planning specifically ban the housing of children in this type of accommodation on the basis that it won't provide a very healthy environment for children?</p>	<p>The SPD has been amended at para. 4.25 to: "Children would not be expected to be accommodated in large scale shared living developments. An assessment will be made on a case by case basis and where appropriate a condition will be imposed limiting occupation to over 18-year olds."</p>
	<p>Para 2.4 The SPD defines co-living as large scale (at least 50 units) shared residential accommodation. Why this cut off point if there is no standard definition of co-living (Para 2.1)? What about similar developments with fewer units? What is the planning policy that covers smaller scale co-living accommodation?</p>	<p>The size of development defined in para. 2.6 is intended to be indicative in order assist decision makers in identifying developments where the SPD is applicable given the fact that there is no formal planning definition. It should be noted that there is no requirement for LSSA development to provide at least 50 units. It is also important to differentiate between LSSA from more traditional large-scale houses of multiple occupation that do not provide services to residents. It is considered that it would not be cost-effective to provide high-quality professional management services, including well-maintained functional communal spaces for LSSA of fewer than 50 homes.</p> <p>The SPD at para. 2.6 has been amended to clarify that the reference to 50 units is indicative:</p> <p>"For the purpose of this SPD, co-living is defined as large scale shared residential accommodation of generally at least 50 units, although there is no requirement to provide at least 50 units. These can be new-build schemes or conversions of existing buildings to form a co-living development. The units tend to be</p>

Organisation	Main issues raised and/ or change suggested	Council response and how comments are addressed in the final SPD
		smaller living spaces in the form of studios or cluster flats with access to a range of services and communal facilities.”
	Para 3.2 A demonstration of need is required for co-living development. Will the community have any input into the identification of their locality’s needs or the appropriateness of building such accommodation in their area?	Local residents can make comments on any planning application in their area or other parts of the city. The demonstration of need is a requirement upon the applicant. The community is able view, scrutinise and comment on the information submitted by the applicant.
	The National Model Design Code states that communities should be involved in preparing the design codes and guides, therefore the communities around these developments should be having a say rather than having developments forced on them by developers and planners.	In accordance with its Statement of Community Involvement, the Council has consulted local communities on the draft SPD. The SPD is not a design code or guide and does not cover detailed design matters which are addressed by existing design guidance e.g. ‘Places for Living’ and ‘Places for All’ Supplementary Planning Guidance. The forthcoming Birmingham Design Guide SPD (anticipated to be adopted in May/ June) will supersede existing design related SPD/ Gs.
	The SPD should clearly define the density of accommodation and its desired scale and massing in consultation with the community.	The SPD is not a design code or guide and does not cover detailed design matters which are addressed by existing design guidance e.g. ‘Places for Living’ and ‘Places for All’ Supplementary Planning Guidance. The forthcoming Birmingham Design Guide SPD (anticipated to be adopted in May/ June) will supersede existing design related SPD/ Gs.
	Para 4.1 BCC should specify the data sets to be used to determine need for co-living developments.	Given the fact that there is no standard method for assessing the need for co-living, it is not considered appropriate to specify the data sets to be used.



Organisation	Main issues raised and/ or change suggested	Council response and how comments are addressed in the final SPD
	The document states that it should not lead to the 'loss of self-contained housing'. How is BCC going to assess that a development site is only suitable for large scale co-living accommodation and not for self-contained housing?	The SPD does not imply that certain sites are only suitable for LSSA. Para 4.6 states that proposals for large scale shared accommodation will need to have regard to whether a proposal would result in the loss of existing C3 residential accommodation.
	Para 4.8 CP4SO notes and agrees with that co-living should be restricted to "areas within and around the City Centre where it can be demonstrated that co-living will provide added value to the wider commercial offer and is supported by recently arrived or new employers located within the area"	Support noted.
	Para 4.10 CP4SO considers the private bedroom minimum size is very small and it should be stated clearly that this doesn't include the en-suite bathroom.	The minimum floorspace set out in para. 4.10 includes the en-suite bathroom. This is made clear in para. 4.12.
	Para 4.11 The positioning of windows should have privacy and sunlight considerations enforced to ensure that residents don't just look across narrow light wells at each other.	Design matters relating to privacy, sunlight and outlook are covered by design-related Supplementary Planning Documents. e.g. 'Places for Living' and 'Places for All' Supplementary Planning Guidance. The forthcoming Birmingham Design Guide SPD (anticipated to be adopted in May/ June) will supersede existing design related SPD/ Gs.
	Para 4.22 Good management requires that there should be co-living staff or resident champions whose role it is to organise social activities on a regular basis. Co living residents should be consulted to determine the type of activities to be pursued. A system of communication should be set up between co living residents to facilitate social interaction and communication.	The SPD has been amended at para. 4.32 to include the additional bullet:  "h. key responsibilities of the site staff which should include the organisation of social activities and system of communication for residents to foster a sense of community"

Organisation	Main issues raised and/ or change suggested	Council response and how comments are addressed in the final SPD
	There should be links with neighbourhood residents particularly where the developments are in suburban areas to help evaluate development impact on the community.	The SPD has been amended at para. 4.32 to include the additional bullet:  “i. promoting good neighbourliness”
	Para 4.19 states that car parking won't be provided however that will not stop residents having cars and parking them on side streets etc. The impact on existing residents from increased parking on streets will create more need for resident parking schemes. How do BCC plan to ensure these schemes are truly car free?	LSSA will be restricted to areas within and around the city centre. As set out in the Birmingham Parking SPD (2021) shared housing developments in Zone A (city centre) should only provide parking for disabled residents and visitors/drop-off. As per the Controlled Parking principle 6 (page 16) of the Parking SPD, new HMO and shared housing developments in Zone A will be excluded from residents' parking schemes; residents or tenants will not be eligible for on-street parking permits to safeguard parking availability for existing residents and encourage a low car approach to such developments.
	CP4SO is extremely concerned that this type of housing may take development sites away from affordable housing developers and is detrimental to creating and supporting sustainable neighbourhoods.	LSSA will be required to provide affordable housing in line with BDP Policy TP31 'Affordable housing'.
	If proposals are to meet TP31 Affordable Housing policy, how will affordable co-living units be delivered?	This will be sought as a single upfront financial contribution, based on a 20 per discount off the market value (including any service charges) of 35 per cent of the units, and secured through a section 106 legal agreement (subject to viability).
	The framework for implementation, monitoring and review as identified in the current document is inadequate and should include the evaluation of occupiers' and neighbouring residents'	The SPD has been amended at para. 4.32 to include an additional bullet requiring details on

Organisation	Main issues raised and/ or change suggested	Council response and how comments are addressed in the final SPD
	experiences. Annual evaluations should be carried out and fed back to BCC.	"j. an annual monitoring and review framework to ensure the effectiveness of the management plan"
	Given the potential small sizes of rooms will there be adequate soundproofing to ensure residents do not disturb each other with loud music, game playing, etc.	Soundproofing for new homes and conversions is covered by Building Regulations.
	What happens if this type of accommodation doesn't work? Will the developments be flexible enough to be easily converted into self-contained homes?	If the take up of a co-living development is poor and the developer/ owner wishes to convert it to self-contained units, planning permission will be required and the proposal must meet all the relevant policies in the local plan. Developments will be encouraged to be designed in a way that can be easily converted into self-contained policy compliant dwellings. The SPD has been amended to add a new para. 4.25 "Developments will be encouraged to be designed in a way that can be easily converted into self-contained policy compliant dwellings so as to provide flexibility to respond to changing needs if required."
	Ensure frontages in developments contribute to the surrounding area and don't become featureless blocks that have no interaction with the immediate area around the development.	The design of development and its contribution to the surrounding area is very important. BDP Policy PG3 Place-making and supplementary design related guidance documents seek to ensure that all new development is designed to a high quality, creates a positive sense of place, responds to the local area context, and promotes positive social interaction.
	Ensure that all individual private units have en-suite and basic cooking facilities. (In addition to shared kitchen facilities)	The SPD requires that all private units include an en-suite bathroom and suggests that they also include some limited cooking facilities in addition to shared kitchen facilities.

Organisation	Main issues raised and/ or change suggested	Council response and how comments are addressed in the final SPD
	Make tenancy agreements flexible enough for residents to leave with a month's notice. In case they don't find the co-living experience one that works for them.	The SPD has been amended at para. 4.32 with the additional text:  "However, tenancy durations should be reviewed on an on-going basis to ensure they remain appropriate."
Watkin Jones Group	The SPD recognises the need for this form of housing (paragraphs 2.2 and 4.4) but provides no evidence of any need assessment being undertaken by the Council.	Para 2.2 of the SPD describes the concept of co-living and para. 4.4 addresses the evidence required to be submitted in relation to affordability. These paragraphs in no way confirm or quantify the need for LSSA in the city.
	The expectations of assessment set out in the guidance are not reasonable or proportionate and based upon tightly defined assumptions about the characteristics of who might occupy such accommodation. Shared living is attractive for all age groups, particularly those that are affected by the loneliness epidemic, often the elderly.	The SPD does not narrowly define the groups who might occupy LSSA. The SPD has been amended at para 4.2 to:  "The needs assessment should identify the target groups which the development aims to attract and the scale of potential need arising from these groups. It should also set out how the proposed development would meet the needs of the target group needs, including in terms of affordability."
	The reference to the impact of Covid on such markets is an incorrect assumption. Managed residential accommodation has remained popular throughout lock down as on-site management allows the shared spaces to be made available to residents in an organised and safe manner.	No evidence has been provided in relation to the WJG's assertion, however it is recognised that the long-term impacts of Covid-19 are unknown. The SPD has been amended to delete the last sentence of para 4.4 relating to Covid-19.
	Paragraph 8.20 of the BDP accepts the need for residential for rent in the City. However, the draft SPD goes further than adopted Policy TP30 to state that "applicants will be expected	Para. 8.20 of the BDP was written at a time (2012/13) when LSSA was largely unknown to officers preparing the plan and is distinct to self-contained build to rent development which this paragraph is likely to have been referring to. It is appropriate

Organisation	Main issues raised and/ or change suggested	Council response and how comments are addressed in the final SPD
	to provide evidence of the need for their proposal based on the considerations within Policy TP30".	for the SPD to refer to BDP Policy TP30 as it is a policy relevant to "proposals for new housing".
	At paragraph 4.6 the Council seeks to prioritise conventional C3 housing. The draft guidance takes a view that there will be potentially damaging competition between these two forms of housing that should be addressed through new planning policy.	The Council will be exploring a policy specifically for LSSA through the preparation of the new Birmingham Plan. In the meantime, it is necessary for proposals to demonstrate that it meets a local need, as per Policy TP30.
	It would be more appropriate for the Council to promote any needs based policy through a more thorough process as part of a of development plan document.	The Council will be exploring a policy specifically for LSSA through the preparation of the new Birmingham Plan. In the meantime, it is necessary for proposals to demonstrate that it meets a local need, as per Policy TP30.
	It is considered unreasonable to discourage co-living on sites which are identified within the SHLAA as such sites have not been tested in the market place and may not indeed prove to be viable. Similarly, the existence of a planning permission for C3 does not necessarily mean that the site is deliverable or viable. On this basis the two scenarios should be deleted, or the guidance should allow an applicant to make a case of why the permitted C3 scheme might not be deliverable or viable.	<p>Sites in the SHLAA have been assessed through the SHLAA process. The SPD has been amended at para. 4.6 (last two bullets) to:</p> <ul style="list-style-type: none"> <li>• whether a site has been identified in the city's Strategic Housing Land Availability Assessment (SHLAA) as having the capacity for conventional housing, unless the applicant can demonstrate that the permitted C3 scheme is not deliverable or viable; and</li> <li>• whether the site has an extant planning permission for C3 housing, unless the applicant can demonstrate the permitted C3 scheme is not deliverable to viable."</li> </ul>
	We consider that the city centre and locations with easy access to the City Centre to be a reasonable basis for policy at this early stage in the Birmingham market.	Support noted.

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	It is not necessary to request applicants to provide evidence of any “added value to the wider commercial offer” or the presence of “new employers to the area” to justify a scheme. These caveats should be deleted. The absence of such information would not be reasonable grounds for the refusal of co-living.	If LSSA is providing for the needs of recent graduates and young professionals, evidence of new employers to the area or the wider commercial context will help to support the case for LSSA.
	We would contest the requirement for the need to demonstrate the availability of “a wide range of local services and facilities”. The ‘City Centre’ location by definition will demonstrate this sustainable relationship. This guidance should clearly take into account any provision made within the proposal.	It is important that LSSA is served by a wide range of local services and facilities in order to cater for its intended occupants who are expected to be largely young single professionals adopting a car free lifestyle and needing to be in close proximity to work, leisure uses and other community facilities. The SPD has been amended at para 4.8 to:  “• is well served by a wide range of local services and facilities. Provision made within a proposal can be taken into account.”
	Co-living is similar to Build to Rent in respect of investment and development viability. The Government recognise that normal C3 affordable housing policies do not readily apply to BtR proposals and the differing characteristics of longer-term returns - this must also be the case for co-living in respect of Policy TP31 ‘affordable Housing’. We agree that payment in lieu is the most appropriate solution where development viability is allowed for.	Support noted.
	Paragraph 4.3 asks applicant for information about relative affordability as part of making a needs case. The test of comparable square metre rental rate assumes that each square meter in a co-living scheme has the same value. In reality there	If co-living proports to provide a housing alternative to HMOs and flat shares and a more affordable option than BTR studio or 1 bed flats, it is reasonable for the Council to seek information on the affordability of the proposed product. Where co-living is

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	<p>is higher value in smaller spaces – evidenced by higher PSF rent in BTR studios vs 2 beds units. The co-living studio configuration seeks to remove underutilised space within a C3 sized studio and thus maintains the value in a smaller space. Benchmark rents and relative discounts for DMR should therefore be underpinned by market rates achieved in the building.</p>	<p>intended to draw occupiers from alternative rental accommodation it is reasonable to expect information to be submitted comparing the cost of alternative accommodation. WJG raise (unevidenced) comments about the higher value of smaller spaces but the purpose is to understand whether the cost of co-living is more affordable than the alternative housing options. The SPD suggest that any comparison undertaken should be on a square metre rental rate. Para 4.3 has been slightly amended to include the communal space per resident to provide a fairer comparison.</p> <p>“If a comparison is undertaken it should be on a square metre rental rate, excluding utility costs and service charges, of the private accommodation plus the communal space per resident.”</p>
	<p>Paragraph 4.20 provides detailed guidance for calculating affordable housing contributions. We recommend that the 20% discount calculation should exclude service charges as there is no profit allowance for Council tax and utilities costs. Affordability tests for C3 units are based on net rents with the tenant liable for cost of living and thus co-living should be assessed on the same basis.</p>	<p>The National Planning Practice Guidance Paragraph: 003 Reference ID: 60-003-20180913 states that Affordable private rent should be set at a level that is at least 20% less than the private market rent (inclusive of service charges) for the same or equivalent property.</p>
	<p>The SPD should not set out new policy on design standards. The minimum private size of bedrooms within the draft guidance is not supported as is not based upon appropriate or up to date evidence base. The calculation of average does not appear to be correctly calculated and should be clearly set. Further the calculation appears to incorrectly use average blended unit</p>	<p>The average was based on the average bedroom size of the most recently validated (2019 and later) schemes in the core cities researched by SWAP Architects and rounded up to the nearest 0.5 sq.m. These were First Street, Manchester, Union T2, Manchester and Unity Street, Bristol and New Bird Street, Liverpool. At the time of preparing the SPD, there was no</p>



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	<p>sizes for each sample scheme, and not the average of the smallest unit sizes in each scheme to get to an average minimum unit size. It is not based upon appropriate evidence base given that it misses schemes that are operated and consented in London (which average at around 18.5 sqm per bedroom). Regardless of the differing locations, the design approach to the product is entirely relevant to this assessment of the co-living market. Larger room sizes cost more to build and will therefore need to cost more to rent – this undermines affordability.</p>	<p>decision on New Bird Street, Liverpool. This scheme was subsequently refused on 24.01.22. The Liverpool scheme has been removed and the average has been recalculated resulting in 25 sq.m. This has been tested by through an indicative layout of a 25 sq.m. room and it is considered that, at a minimum, this would provide an adequate living environment. It would also allow for future adaptability to NDSS compliant dwellings. The SPD has been amended at para. 4.10 to:</p> <p>“The private bedroom size within co-living schemes should be minimum of 25 sq.m. for a single occupancy room.”</p> <p>London is not comparable to Birmingham due to higher land values and lower land availability which will have an impact on design.</p> <p>It is recognised that degree of flexibility is required to allow for exceptions and the SPD has been amended at para 4.10 to</p> <p>“Exceptions to this minimum will only be considered where a robust justification has been provided to the satisfaction of the Council. For example, it may not be possible provide all units to the minimum standard in a scheme involving the conversion of a listed building.”</p>
	<p>Linen change / room cleaning in this form of housing is not ‘standard’ and is provided as an ‘add-on’ service as additional cost. The obligation to provide these will require additional management, thereby driving the minimum rents within any scheme upwards and making them less affordable.</p>	<p>There is no requirement for LSSA development to provide bed linen changing or room cleaning services. Reference to these services in para. 2.7 of the SPD is to assist decision makers in identifying developments where the SPD is applicable given the fact that there is no formal planning definition.</p>

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	<p>The minimum average internal community amenity space of 4.5sqm per bedspace is not acceptable as it is not based upon appropriate evidence base. The calculation of average does not appear to be correctly calculated and should therefore be clearly set out so that it can be updated through applicants' submissions – the dataset's minimum levels are not as high as the suggested 4.5 sqm. It is not based upon appropriate evidence base given that it misses schemes that are operated and consented in London.</p>	<p>The average was based on the average bedroom size of the most recently validated (2019 and later) schemes in the core cities researched by SWAP Architects and rounded up to the nearest 0.5 sq.m. These were First Street, Manchester, Union T2, Manchester and Unity Street, Bristol and New Bird Street, Liverpool. At the time of preparing the SPD, there was no decision on New Bird Street, Liverpool. This scheme was subsequently refused on 24.01.22. The Liverpool scheme has been removed and the average has been recalculated but this has not affected the result for internal communal amenity space per resident.</p>
	<p>Larger amenity areas cost more to build and will therefore need to cost more to rent – this undermines the affordability of the product.</p>	<p>Given the smaller size of the private living accommodation, the quantity and quality of the shared amenity spaces is highly important to the health and well-being of future occupants.</p>
	<p>Paragraph 2.7 of the draft SPD considers context only and is not guidance (the phrase “help to confirm” offers flexibility) but it should be clear that a building could still be defined as co-living even if one of these itemised facilities was provided.</p>	<p>There is no requirement for LSSA development to provide all the services or facilities listed in para. 2.7 of the SPD. Reference to these is assist decision makers in identifying developments where the SPD is applicable given the fact that there is no formal planning definition.</p>
	<p>It should be noted in the paragraph that the existence of the non-essential services and facilities will depend upon the building's context and surrounding amenity provision of the locality.</p>	<p>There is no requirement for LSSA development to provide all the services or facilities listed in para. 2.7 of the SPD. Reference to these is assist decision makers in identifying developments where the SPD is applicable given the fact that there is no formal planning definition.</p>
	<p>The minimum average outdoor amenity space of 10 sqm provision per resident is not acceptable. It is not based upon</p>	<p>The minimum average outdoor amenity space of 10 sqm provision per resident is based on the Draft Birmingham Design</p>

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	<p>any evidence or adopted development plan policy and will fundamentally undermine co-living development viability. It does not account for opportunities for conversion of existing buildings nor acknowledge the locational guidance of needing to be within or close to the City Centre where the provision of outdoor space is challenging. It is therefore likely that most co-living schemes will seek a financial contribution towards supporting off-site facilities</p>	<p>Guide SPD which was subject to consultation in 2020/21. The policy hook for the SPD is Policy DM10 'Standards for residential development' in the Development Management in Birmingham DPD (adopted 7<sup>th</sup> December 2021).</p> <p>The DPD requires all new residential development to provide sufficient private useable outdoor amenity space appropriate to the scale, function and character for the development. It refers to the guidelines set out in Place for Living SPD, which will be replaced by the Birmingham Design Guide SPD. Policy DM10, however, provides a level of flexibility and states that "Exceptions to the above will only be considered where it can be robustly demonstrated with appropriate evidence that to deliver innovative high quality design, deal with site specific issues or respond to local character, adhering to the standards is not feasible due to physical constraints or financial viability issues. Any reduction in standards as a result must demonstrate that residential amenity will not be significantly diminished."</p> <p>The Birmingham Design Guide (anticipated to be adopted in May/ June 2022) provides more detailed guidance in relation to the provision of outdoor amenity space. "Apartments, care homes and student accommodation should seek to incorporate provision into their design, through balconies, roof terraces and/or communal courtyards and gardens. Communal spaces must be private landscaped gardens/spaces that allow multiple use and not left-over areas of grassed land adjacent to parking. Balconies must provide functional, private amenity space with a minimum depth of 1.5m. If proposals are seeking to gain support for amenity space below the City Council's minimum</p>

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		<p>standards, designs must clearly demonstrate how this reduction will not impact on the delivery of quality amenity space. This may form part of an innovative architectural design that creates a number of smaller spaces (garden, roof terraces, balconies and/or courtyards) that provide variety; benefit from sunlight at different hours of the day; and enable different residents to have private space. Will the design and content of the smaller space create a more useable, engaging space that residents and wildlife can interact with? Is the reduction a result of providing a greater proportion of private space over communal?"</p> <p>The policy and guidance on outdoor amenity space therefore provide sufficient flexibility to consider innovative architectural design, site specific issues or respond to local context.</p>
	<p>Paragraph 3.11 notes Policy TP9 'Provision of public open space' acknowledges the potential to provide financial contributions, however the open space examples should extend to all forms of open space typologies. In addition, if the form of accommodation typically excludes families / children the correct interpretation of the Policy in this SPD would be to exclude any provision for children's' play space. These points should be made clear in the guidance contained at paragraph 4.21 which otherwise just points to development plan policy and offers no supplemental guidance.</p>	<p>The SPD has been amended at para 3.9 to:</p> <p>"Policy TP9 'Provision of public open space' requires that new residential developments provide new public open space broadly in line with the standard of 2 ha per 1000 population. Residential schemes of 20 or more dwellings should provide onsite public open space. However, developer contributions could be used to address the demand from new residents on other types of open space such as allotments and civic spaces. Further detail on the implementation of this requirement is provided in the <a href="#">Public Open Space in New Residential Development SPD</a>".</p>

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	Paragraph 2.5 notes that co-living is not normally restricted to use by students however BCC chose to apply such restriction without reason or evidence at paragraph 4.23. There is no basis for which to do this, and it is not common practice to do. If there is perceived planning harm resulting from full-time students occupying this accommodation, then this should be explored through a development plan document process.	The SPD has been amended to delete the sentence “Developers will be required to preclude letting to full time students through a planning condition.”
	Monitoring should be often and regular given the early nature of the co-living market, and BCC should consider updating the case studies which support any design guide on a more regular basis, which should be clearly set out in the final version.	<p>The SPD has been amended at para 5.4 to: “Applications for co-living schemes will be regularly monitored to ensure that proposals are meeting the standards set out in the SPD.”</p> <p>The SPD has been amended at para. 4.32 with the addition of bullet “j. an annual monitoring and review framework to ensure the effectiveness of the management plan”</p>
Historic England	We agree with BCC’s assessment that the document is unlikely to result in any significant environmental effects and endorse the Authority’s conclusions that it is not necessary to undertake a Strategic Environmental Assessment of this particular SPD.	Support noted.
Vita Group	The delivery of professionally managed shared accommodation will act as a valuable tool to combat the significant concentration of privately owned and operated HMOs in the City’s suburbs, thereby contributing to the retention and potential release of C3 family dwellinghouse that would otherwise be used as HMO accommodation.	Comment noted.
	There are considerable benefits of Large Scale Shared Accommodation. Generally private landlord accommodation	Comments noted.

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	does not benefit from the shared amenities or professional management arrangements. It meets the growing demand for an affordable rental product. Enhances the City's opportunity to diversify its stock. It contributes to the attraction and retention of its demographic talent.	
	Vita welcome's the Council's approach to looking at creating a suitable framework for assessing developments for Large-Scale Share Accommodation.	Support noted.
	It is paramount that the SPD is not too prescriptive to deter evolution of the concept.	The SPD seeks to strike a balance between providing sufficient flexibility and clear guidance.
	BCC should work proactively with developers /operators who seek to deliver and manage Large-Scale Shared Accommodation to maximise the opportunities presented through this form of accommodation.	BCC will work with developers to deliver high quality housing that meets local need.
	Large-Scale Shared Accommodation which is not considered to fall within Use Class C3 should not be subject to any affordable housing requirement as set out within BDP Policy TP31.	BDP Policy TP31 does not preclude itself from applying to non C3 housing.
	Agree that a tailored Birmingham specific approach to affordability within the market should be evidenced as part of securing planning permission for a new Large-Scale Shared Accommodation development.	Comment noted.
	The SPD states that the Council believe that there would be 'limited demand' for this type of housing, however, no evidence has been presented the to support this position. In the context	The SPD has been amended to delete the last sentence of para 4.4 relating to limited demand.

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	of the City's housing requirement, Large-Scale Share Accommodation will have a pivotal role to play in contributing to meeting BCC's identified overall housing need.	
	High density, well-managed schemes such as Union, will enable a suitable critical mass of residents to be present within the city centre, helping sustain local businesses, leisure facilities and the night-time and visitor economy.	Comment noted.
	Disagree with prescriptive minimum space standard of 27.5 sq.m for the private bedroom size of a single occupancy room. BCC should adopt a flexible approach considering developments on a case by case basis. A cluster accommodation approach which would meet the NDSS would be appropriate if BCC wish to pursue a prescriptive minimum space standard.	It is recognised that degree of flexibility is required to allow for exceptions and the SPD has been amended at para 4.10 to:  "The private bedroom size within co-living schemes should be minimum of 25 sq.m. for a single occupancy room Exceptions to this minimum will only be considered where a robust justification has been provided to the satisfaction of the Council. For example, it may not be possible provide all units to the minimum size in a scheme involving the conversion of a listed building."
	Communal amenity space standards should remain flexible as opposed to the draft prescriptive standard. The quantum of internal communal amenity space needs to be considered on a case-by-case basis to ensure the appropriateness of the scheme in the wider context.	It is recognised that degree of flexibility is required to allow for exceptions and the SPD has been amended at para 4.22 to:  "The average internal communal amenity space provided (including communal kitchen(s)) should be at least 4.5 sq.m. per bedspace. Exceptions to this minimum will only be considered where a robust justification has been provided to the satisfaction of the Council."



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	Outdoor amenity space also needs to be considered in a locational context and balanced against other development needs.	Policy DM10 'Standards for residential development' in the Development Management in Birmingham DPD and existing Places for Living and emerging Birmingham Design Guide SPD provides sufficient flexibility in relation to outdoor amenity space to consider innovative architectural design, site specific issues or respond to local context.
	If prescriptive sizes are introduced in respect of both internal and external communal amenity space, based on a small cohort of schemes within an emerging sector, these should be used as guidelines to inform proposals and not seen as a rigid minimum requirement to adhere to.	It is recognised that degree of flexibility is required to allow for exceptions and the SPD has been amended at para 4.10 to:  "The private bedroom size within co-living schemes should be minimum of 25 sq.m. for a single occupancy room Exceptions to this minimum will only be considered where a robust justification has been provided to the satisfaction of the Council. For example, it may not be possible provide all units to the minimum size in a scheme involving the conversion of a listed building."
	The SPD needs to ensure that the principle and guidance in respect of tenancies is sufficiently flexible to be considered on a case-by-case basis.	The SPD has been amended at para. 4.32 to provide some flexibility in relation to tenancies: "Tenancies should be for a minimum of three months to ensure co-living developments do not effectively operate as a hostel. A maximum stay should be defined for short-term studio lets, for example, twelve months. However, tenancy durations should be reviewed on an on-going basis to ensure they remain appropriate."
	The draft SPD is welcomed.	Support noted.

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Node on behalf of Olympian Homes	Does Co-Living have to be defined as large scale? Should a minimum of 50 units be set as an example or have more of an open approach?	<p>The size of development defined in para. 2.6 is intended to be indicative in order assist decision makers in identifying developments where the SPD is applicable given the fact that there is no formal planning definition. It should be noted that there is no requirement for LSSA development to provide at least 50 units. It is also important to differentiate between LSSA from more traditional large-scale houses of multiple occupation that do not provide services to residents. It is considered that it would not be cost-effective to provide high-quality professional management services, including well-maintained functional communal spaces for LSSA of fewer than 50 units.</p> <p>The SPD at para. 2.6 has been amended to clarify that the reference to 50 units is indicative:</p> <p>“For the purpose of this SPD, co-living is defined as large scale shared residential accommodation of generally at least 50 units, although there is no requirement to provide at least 50 units. These can be new-build schemes or conversions of existing buildings to form a co-living development. The units tend to be smaller living spaces in the form of studios or cluster flats with access to a range of services and communal facilities.”</p>
	Para. 2.7 Do “services” such as bedding linen need to be included to define Co-Living? Other stated facilities are more reflective.	There is no requirement for LSSA development to provide bed linen changing or room cleaning services. Reference to these services in para. 2.7 of the SPD is to assist decision makers in identifying developments where the SPD is applicable given the fact that there is no formal planning definition.

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	Para. 3.17 Agree as affordable housing provision should not be directly compared with C3 Use.	Support noted.
	Para. 4.1 Agree that a needs/ demand assessment should be carried out.	Support noted.
	Para. 4.10 The proposed minimum size standard for studios (27.5 sq m) is too high. From our experience, optimum sizes for functional efficiency are considered to be between 20-22 sq m.	
Historic England	No comments.	Noted.
Scottish and Southern Electricity Networks	No comments.	Noted.
Plan Associates	Support the introduction of additional planning guidance on co-living and agree with the general thrust of the SPD.	Support noted.
	While there is no agreed definition of co-living, it will be helpful for the purposes of the SPD to provide a definition.	A definition for co-living is set out in para 2.5 – 2.6 of the SPD.
	The definition of co-living should be confined to purpose-built developments only.	The definition should not be confined to purpose-built developments. Learning from the experience of other local authorities, schemes have been and can be delivered through the conversion of existing buildings.
	Those who chose to live in such accommodation is not limited to recent graduates, singles or couples without children.	The SPD does not limit the occupation of co-living to certain groups.

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	Co-living should not be seen as an intermediate or short-term accommodation and should allow for tenant to stay for longer.	The SPD has been amended at para. 4.32 to provide some flexibility in relation to tenancies: "Tenancies should be for a minimum of three months to ensure co-living developments do not effectively operate as a hostel. A maximum stay should be defined for short-term studio lets, for example, twelve months. However, tenancy durations should be reviewed on an on-going basis to ensure they remain appropriate."
	The size of co-living should be undefined and left to be determined by other factors such as location, local need, sizes of units and amount of amenity proposed.	The Council considers that it is important to provide guidance on the size of private living units to ensure the health and well-being of occupiers.
	Co-living should not be confined to a particular geographical area if it is needs based and reflect requirements in a particular area. Co-living should not be confined to city centre. Locations within or near other urban centres would be appropriate and would complement regeneration policies of the Council.	Accessibility mapping shows that the City Centre has the highest level of accessibility by public transport compared to all other areas in the city. The City Centre is a reasonable basis for the location of LSSA at this early stage in the Birmingham market.
	In many areas of the city previous uncontrolled HMOs have caused an imbalance of housing offer with poor quality housing. If co-living is limited to the city centre, demand for HMOs will continue. Co-living would prevent the loss of family housing to HMOs. Co-living provides a well-managed alternative solution.	No evidence has been provided that co-living has reduced the number of HMOs or the rate at which HMOs have been created. The Council has introduced measures to control the growth of HMOs through the introduction of the Article 4 Direction and adoption of stronger planning policy on HMOs in the Development Management in Birmingham DPD.
	Restricting co-living to the city centre reduces housing choice for those wishing to live outside of the city centre for social and cultural reasons.	Accessibility mapping shows that the City Centre has the highest level of accessibility by public transport compared to all other areas in the city. The City Centre is a reasonable basis for

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		the location of LSSA at this early stage in the Birmingham market.
	The long-term impact of Covid on co-living is yet to be known. Covid may cause people to reconsider how they live and encourage people to live together in in safer, well managed communal accommodation.	It is accepted that the long-term impacts of Covid-19 on this specific market are yet unknown. The SPD has been amended to delete the last sentence of para 4.4 relating to Covid-19 impacts.
	Whilst the delivery conventional housing must remain a priority, we would suggest that co-living should be seen as part of the housing mix and recognized as a product that can add value to the diversity of accommodation in the city.	The SPD recognises LSSA can add to the diversity of accommodation in the city. Nonetheless, clear guidance is required to ensure development provides high quality accommodation that meets the needs of its intended occupiers.
	Co-living would provide much needed housing in the context of the city's lack of 5 year housing land supply.	Noted.
	Elements of the SPD are too prescriptive, for example, some of the formula applied to communal spaces, sizes of kitchens etc.	<p>The SPD does not specify size of communal kitchens. It is recognised that degree of flexibility is required to allow for exceptions to the private room standard and the SPD has been amended at para 4.10 to:</p> <p>"The private bedroom size within co-living schemes should be minimum of 25 sq.m. or a single occupancy room Exceptions to this minimum will only be considered where a robust justification has been provided to the satisfaction of the Council. For example, it may not be possible provide all units to the minimum size in a scheme involving the conversion of a listed building."</p>

Organisation	Main issues raised and/ or change suggested	Council response and how comments are addressed in the final SPD
		Flexibility to allow for exceptions has also been added to paras. 4.27 – 4.28 in relation to the outdoor amenity space standards.
	SPD proposes that developers be required to preclude letting to full time students through a planning condition, however, this does not consider post graduate students and those from overseas who may be in full time study but also work to subsidize their fees and living costs.	The SPD has been amended to delete the sentence “Developers will be required to preclude letting to full time students through a planning condition.”
	Question the need to apply the affordable housing policy as it would as it potentially excludes the possibility of schemes coming forward.	The requirement for affordable housing is consistent with national and local planning policy and would provide much needed affordable homes.

**Planning and Compulsory Purchase Act 2004 (as amended)**  
**Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)**  
**Houses in Multiple Occupation Supplementary Planning Document**  
**Adoption Statement**

In accordance with Regulation 14 of the Town and Country Planning (Local Development) (England) Regulations 2004 (as amended), Birmingham City Council hereby gives notice that the Houses in Multiple Occupation Supplementary Planning Document (SPD) was adopted on 26 April 2022.

The SPD provides supplementary guidance and detail to support policies in the adopted Birmingham Development Plan (2017) and the Development Management in Birmingham Document (2021). The SPD was modified following the comments received on the public consultation on the draft SPD in December 2021 and January 2022.

The adopted Houses in Multiple Occupation SPD, the Consultation Statement (including a summary of the main issues raised and how they have been addressed in the SPD) and this Adoption Statement can be viewed on the Council's website at: [www.birmingham.gov.uk](http://www.birmingham.gov.uk)

Any person aggrieved by the adoption of the Houses in Multiple Occupation SPD may make an application to the High Court under Section 113 of the Planning and Compulsory Purchase Act 2004 on the grounds that:

- a) the document is not within the appropriate powers conferred by Part 2 of the Planning and Compulsory Purchase Act 2004;
- b) a procedural requirement of the Planning and Compulsory Purchase Act 2004 has not been complied with.

Any such application must be made promptly, and in any event no later than the end of the period of six weeks of the date of the adoption of the Houses in Multiple Occupation SPD.





**Planning and Compulsory Purchase Act 2004 (as amended)**  
**Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)**  
**Large Scale Shared Accommodation Supplementary Planning Document**  
**Adoption Statement**

In accordance with Regulation 14 of the Town and Country Planning (Local Development) (England) Regulations 2004 (as amended), Birmingham City Council hereby gives notice that the Large Scale Shared Accommodation Supplementary Planning Document (SPD) was adopted on 26 April 2022.

The SPD provides supplementary guidance and detail to support policies in the adopted Birmingham Development Plan (2017) and the Development Management in Birmingham Document (2021). The SPD was modified following the comments received on the public consultation on the draft SPD in December 2021 and January 2022.

The adopted Large Scale Shared Accommodation SPD, the Consultation Statement (including a summary of the main issues raised and how they have been addressed in the SPD) and this Adoption Statement can be viewed on the Council's website at: [www.birmingham.gov.uk](http://www.birmingham.gov.uk)

Any person aggrieved by the adoption of the Large Scale Shared Accommodation SPD may make an application to the High Court under Section 113 of the Planning and Compulsory Purchase Act 2004 on the grounds that:

- a) the document is not within the appropriate powers conferred by Part 2 of the Planning and Compulsory Purchase Act 2004;
- b) a procedural requirement of the Planning and Compulsory Purchase Act 2004 has not been complied with.

Any such application must be made promptly, and in any event no later than the end of the period of six weeks of the date of the adoption of the Large Scale Shared Accommodation SPD.



**Statement of Reasons – Strategic Environmental Assessment (SEA) screening for Houses in multiple occupation Supplementary Planning Document (SPD)**

Criteria (from Annex II of SEA Directive and Schedule I of Regulations)	Birmingham City Council's Response
<b>Characteristics of the plan or programme</b>	
(a) The degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources.	<p>The Houses in multiple occupation Supplementary Planning Document (SPD) provides detailed planning guidance for applications relating to houses in multiple occupation (HMOs). The SPD builds on the existing policies of the Birmingham Development Plan (BDP) and Development Management in Birmingham Document (DMB) and will assist specifically with the implementation of Policy DM11 Houses in multiple occupation in the DMB. The policies contained in the BDP and DMB (including DM11) have been subject to detailed Sustainability Appraisal, incorporating the SEA regulation requirements.</p> <p>The SPD provides further guidance on the implementation of Policy DM11 HMOs which seeks to ensure that proposals for such development do not give rise to harmful concentrations of HMOs, provides quality living accommodation and protects local amenity and character. The SPD will therefore supplement existing policies rather than setting the framework.</p>
(b) The degree to which the plan or programme influences other plans and programmes including those in a hierarchy.	As noted above the SPD will supplement policies contained within the BDP and DMB. It also aligns with national guidance including the National Planning Policy Framework. As such it is influenced by other higher level plans, rather than influencing them.
(c) The relevance of the plan or programme for the integration of environmental considerations, in particular with a view to promoting sustainable development.	The SPD supports the aims of BDP and DMB policy of creating mixed, balanced and sustainable communities. Environmental considerations of policies contained in the BDP and DMB were subject to Sustainability Appraisal (see a) above). It will provide guidance rather than policy and will therefore not have a significant effect on environmental considerations which have not already been considered.
(d) Environmental problems relevant to the plan or programme.	None.
(e) The relevance of the plan or programme for the implementation of Community (EU) legislation on the environment (for example, plans and programmes linked to waste management or water protection).	None.
<b>Characteristics of the effects and of the area likely to be affected</b>	
(a) The probability, duration, frequency and reversibility of the effects.	The SPD provides detailed guidance on the application of Policy DM11 HMOs in the DMB, which has been subject to

	Sustainability Appraisal. The SPD itself does not bring forward development. The SPD guides HMO development towards the objectives of Policy DM11. As such there is no mechanism for significant environmental effects to arise from the SPD itself which have not already been considered as part of the production on the BDP and DMB, which have met the requirements of the SEA.
(b) The cumulative nature of the effects	As noted above, there is no mechanism for significant environmental effects to arise from the SPD itself. It is therefore unlikely that any cumulative impacts will arise. Where these effects are likely to arise, the City Council will, through the determination of planning applications, ensure such issues are appropriately addressed.
(c) The trans-boundary nature of the effects	As noted above, there is no mechanism for significant environmental effects to arise from the SPD itself. It is therefore unlikely that any cumulative impacts will arise. Where these effects are likely to arise, the City Council will, through the determination of planning applications, ensure such issues are appropriately addressed.
(d) The risks to human health or the environment (for example, due to accidents)	As noted above, there is no mechanism for significant environmental effects to arise from the SPD itself. It is therefore unlikely that any cumulative impacts will arise. Where these effects are likely to arise, the City Council will, through the determination of planning applications, ensure such issues are appropriately addressed.
(e) The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	The SPD applies to the entire city of Birmingham – with a resident population of 1,140,500 people (2020 mid-year population estimate). It is considered that any effects not previously considered as part of the BDP will be limited in magnitude.
(f) The value and vulnerability of the area likely to be affected due to: i) Special natural characteristics or cultural heritage; ii) Exceeded environmental quality standards or limit values; iii) Intensive land-use.	Given the nature of the document: i) None; ii) None; iii) None  The SPD will provide guidance but will not bring individual development forward which will be subject to other environmental assessments.
(g) The effects on areas or landscapes which have recognised national, Community or international protection status.	No significant effects are considered to arise on the adoption of the SPD in line with BDP and DMB policies.

**Statement of Reasons – Strategic Environmental Assessment (SEA) screening for  
Large Scale Shared Accommodation Supplementary Planning Document (SPD)**

Criteria (from Annex II of SEA Directive and Schedule I of Regulations)	Birmingham City Council's Response
<b>Characteristics of the plan or programme</b>	
(a) The degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources.	<p>The Large Scale Shared Accommodation Supplementary Planning Document (SPD) provides detailed planning guidance for applications relating to large scale purpose built shared accommodation or 'co-living' as it is commonly known. The SPD builds on the existing policies of the Birmingham Development Plan (BDP) and Development Management in Birmingham Document (DMB) and will assist specifically with the implementation of Policy DM12 Residential conversions and specialist housing in the DMB. The policies contained in the BDP and DMB have been subject to detailed Sustainability Appraisal, incorporating the SEA regulation requirements.</p> <p>The SPD provides further guidance on the implementation of policies in the BDP and DMB which seeks to ensure that proposals for new housing meets an identified need and that specialist shared housing (not HMOs) meets the requirements of Policy DM12 Residential conversions and specialist housing in the DMB. The SPD will therefore supplement existing policies rather than setting the framework.</p>
(b) The degree to which the plan or programme influences other plans and programmes including those in a hierarchy.	As noted above the SPD will supplement policies contained within the BDP and DMB. It also aligns with national guidance including the National Planning Policy Framework. As such it is influenced by other higher level plans, rather than influencing them.
(c) The relevance of the plan or programme for the integration of environmental considerations, in particular with a view to promoting sustainable development.	The SPD supports the aims of BDP and DMB policy of creating mixed, balanced and sustainable communities. Environmental considerations of policies contained in the BDP and DMB were subject to Sustainability Appraisal (see a) above). It will provide guidance rather than policy and will therefore not have a significant effect on environmental considerations which have not already been considered.
(d) Environmental problems relevant to the plan or programme.	None.
(e) The relevance of the plan or programme for the implementation of Community (EU) legislation on the environment (for example, plans and programmes linked to waste management or water protection).	None.
<b>Characteristics of the effects and of the area likely to be affected</b>	
(a) The probability, duration, frequency	The SPD provides detailed guidance on the application of

and reversibility of the effects.	relevant policies in the BDP and DMB, which has been subject to Sustainability Appraisal. The SPD itself does not bring forward development. The SPD guides co-living development towards the objectives of these higher level plans. As such there is no mechanism for significant environmental effects to arise from the SPD itself which have not already been considered as part of the production on the BDP and DMB, which have met the requirements of the SEA.
(b) The cumulative nature of the effects	As noted above, there is no mechanism for significant environmental effects to arise from the SPD itself. It is therefore unlikely that any cumulative impacts will arise. Where these effects are likely to arise, the City Council will, through the determination of planning applications, ensure such issues are appropriately addressed.
(c) The trans-boundary nature of the effects	As noted above, there is no mechanism for significant environmental effects to arise from the SPD itself. It is therefore unlikely that any cumulative impacts will arise. Where these effects are likely to arise, the City Council will, through the determination of planning applications, ensure such issues are appropriately addressed.
(d) The risks to human health or the environment (for example, due to accidents)	As noted above, there is no mechanism for significant environmental effects to arise from the SPD itself. It is therefore unlikely that any cumulative impacts will arise. Where these effects are likely to arise, the City Council will, through the determination of planning applications, ensure such issues are appropriately addressed.
(e) The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	The SPD applies to the entire city of Birmingham – with a resident population of 1,140,500 people (2020 mid-year population estimate). It is considered that any effects not previously considered as part of the BDP will be limited in magnitude.
(f) The value and vulnerability of the area likely to be affected due to: i) Special natural characteristics or cultural heritage; ii) Exceeded environmental quality standards or limit values; iii) Intensive land-use.	Given the nature of the document: i) None; ii) None; iii) None  The SPD will provide guidance but will not bring individual development forward which will be subject to other environmental assessments.
(g) The effects on areas or landscapes which have recognised national, Community or international protection status.	No significant effects are considered to arise on the adoption of the SPD in line with BDP and DMB policies.





# Assessments

Title of proposed EIA	Adoption of Houses in Multiple Occupation Supplementary Planning Document and Large-Scale Shared Accommodation Supplementary Planning Document
Reference No	EQUA860
EA is in support of	New Policy
Review Frequency	Two Years
Date of first review	31/01/2024
Directorate	Inclusive Growth
Division	Planning and Regeneration
Service Area	Planning Policy
Responsible Officer(s)	<input type="checkbox"/> Martin Dando
Quality Control Officer(s)	<input type="checkbox"/> Richard Woodland
Accountable Officer(s)	<input type="checkbox"/> Uyen-Phan Han
Purpose of proposal	Sets out additional guidance on policies relating to HMOs and large-scale purpose-built shared accomodation
Data sources	Consultation Results; relevant reports/strategies; relevant research
Please include any other sources of data	
ASSESS THE IMPACT AGAINST THE PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Wider Community
Age details:	HMOs and large-scale shared accommodation provide an important way of meeting the city's housing needs, particularly for young professionals, students and the growing number of one person households. At the same time, high concentrations of such accommodation and poor accommodation can present a challenge to creating mixed, balanced and sustainable communities. The Supplementary Planning Documents (SPDs) will provide guidance to ensure that these accommodation types provide good quality accommodation to meet the needs of the City's population whilst protecting the balance of housing provided in all areas across the City. The consultation highlighted that large-scale shared accommodation would be unsuitable for children and provision will therefore be made to condition planning approvals to limit such accommodation for adults only. This will have a positive impact for children. Further minor changes to both SPDs will also have a positive effect in terms of ensuring improved safety, energy efficiency, sustainable transport access and access to green space.
Protected characteristic: Disability	Wider Community
Disability details:	<p>The document is part of a suite of local plan documents which seek to plan for the development needs of all including the needs of people with disabilities. Detailed technical design matters and needs are addressed in specific dedicated documents e.g. Access for People with Disabilities SPD and the Birmingham Design Guide SPD.</p> <p>The quality of new housing in the city has a role to play in addressing health and wellbeing and ensuring the adequate supply of suitable homes to meet the requirements of people with disabilities. The SPDs will help to promote the development of high quality residential accommodation and facilities, including provision for safety and security, and ensure it is suitable for the intended occupiers. No further issues were raised with regard to disability during the consultation. However, further minor changes to both SPDs will also have a positive effect in terms of ensuring improved safety, energy efficiency, sustainable transport access and access to green space.</p>
Protected characteristic: Sex	

Gender details:

In general, the SPDs provide guidance on policies which seek to ensure the creation of a sustainable and inclusive city. The SPDs will provide guidance to ensure that these accommodation types provide good quality accommodation to meet the needs of the City's population whilst protecting the balance of housing provided in all areas across the City. This will have positive impacts on all people.

The consultation did not raise any further issues with respect to this protected characteristic. However, further minor changes to both SPDs will also have a positive effect in terms of ensuring improved safety, energy efficiency, sustainable transport access and access to green space.

Protected characteristics: Gender Reassignment

Not Applicable

Gender reassignment details:

Protected characteristics: Marriage and Civil Partnership

Not Applicable

Marriage and civil partnership details:

Protected characteristics: Pregnancy and Maternity

Wider Community

Pregnancy and maternity details:

In general, the SPDs provide guidance on policies which seek to ensure the creation of a sustainable and inclusive city. The SPDs will provide guidance to ensure that these accommodation types provide good quality accommodation to meet the needs of the City's population whilst protecting the balance of housing provided in all areas across the City. This will have positive impacts on all people.

The consultation did not raise any further issues with respect to this protected characteristic. However, further minor changes to both SPDs will also have a positive effect in terms of ensuring improved safety, energy efficiency, sustainable transport access and access to green space.

Protected characteristics: Race

Wider Community

Race details:

In general, the SPDs provide guidance on policies which seek to ensure the creation of a sustainable and inclusive city. HMOs and large-scale shared accommodation provide an important way of meeting the city's housing needs for all communities. The SPDs will provide guidance to ensure that these accommodation types provide good quality accommodation to meet the needs of the City's population whilst protecting the balance of housing provided in all areas across the City. This will have positive impacts on all people. The consultation did not raise any further issues with respect to this protected characteristic. However, further minor changes to both SPDs will also have a positive effect in terms of ensuring improved safety, energy efficiency, sustainable transport access and access to green space.

Protected characteristics: Religion or Beliefs

Wider Community

Religion or beliefs details:

In general, the SPDs provide guidance on policies which seek to ensure the creation of a sustainable and inclusive city. HMOs and large-scale shared accommodation provide an important way of meeting the city's housing needs for all communities. The SPDs will provide guidance to ensure that these accommodation types provide good quality accommodation to meet the needs of the City's population whilst protecting the balance of housing provided in all areas across the City. This will have positive impacts on all people. The consultation did not raise any further issues with respect to this protected characteristic.

Protected characteristics: Sexual Orientation

Wider Community

Sexual orientation details:

In general, the SPDs provide guidance on policies which seek to ensure the creation of a sustainable and inclusive city. HMOs and large-scale shared accommodation provide an important way of meeting the city's housing

needs, particularly for young professionals, students and the growing number of one person households. At the same time, high concentrations of such accommodation can present a challenge to creating mixed, balanced and sustainable communities.

The SPDs will provide guidance to ensure that these accommodation types provide good quality accommodation to meet the needs of the City's population whilst protecting the balance of housing provided in all areas across the City. This will have positive impacts on all people. The consultation did not raise any further issues with respect to this protected characteristic.

Socio-economic impacts

HMOs and large-scale shared accommodation respond to the affordability challenges faced by workers on below average salaries. The SPDs will provide guidance to ensure that these accommodation types provide good quality accommodation to meet the needs of the City's population whilst protecting the balance of housing provided in all areas across the City.

Please indicate any actions arising from completing this screening exercise.

None. The EA has been updated following consultation.

Please indicate whether a full impact assessment is recommended

NO

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

The SPDs are backed by research and evidence to justify the content of each document. It has also been informed by national and local planning policies and guidance. It has also drawn upon the evidence base which informed the development of the Birmingham Development Plan and the Development Management in Birmingham DPD. Consultation was carried out for eight weeks to gain further data on their impact and the results have been reflected in this version of the Equalities Analysis.

Consultation analysis

The SPDs have been subject to consultation for a period of eight weeks. The consultation raised some minor issues which do not affect any of the protected characteristics. However, one particular issue raised concerning the suitability of large-scale shared accommodation for children has resulted in a change to the SPD to make provision to condition planning approvals to limit such accommodation for adults only. This will have a positive impact for children and is reflected in the age characteristic profile above. However, further minor changes to both SPDs will also have a positive effect for nearly all of the protected characteristics in terms of ensuring improved safety, energy efficiency, sustainable transport access and access to green space.

Adverse impact on any people with protected characteristics.

The SPDs are not predicted to have an adverse impact on any people with protected characteristics. Indeed, they are expected to have a positive impact on the community by ensuring that such development is guided to the right location, is of a high standard, enhances quality of life and protects the environment. The consultation did highlight an adverse impact on children with regard to large-scale shared accommodation which has resulted in an alteration to the SPD resulting in a positive impact for this protected characteristic.

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

The consultation did highlight an adverse impact on children with regard to large-scale shared accommodation which has resulted in a modification to the SPD resulting in a positive impact for this protected characteristic. No other issues raised at the consultation that raised any issues of adverse impact so the SPDs are now not deemed to have any adverse impact. However, further minor changes to both SPDs will also have a positive effect in terms of ensuring improved safety, energy efficiency, sustainable transport access and access to green space.

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

The adopted SPDs will be monitored alongside their relevant policies in the BDP and DMB to assess their effectiveness. This will be reported through the Authorities Monitoring Report (AMR) on the Birmingham Council website.

What data is required in the future?

Data for policies is collected through existing Development Management policies which include all relevant information concerning planning

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

Analysis of consultation findings has resulted in some changes to the SPDs in particular highlighting an issue that affected the age characteristic which has now meant that the SPDs are not predicted to have an adverse impact on any people with protected characteristics.

Further minor changes to both SPDs will also have a positive effect in terms of ensuring improved safety, energy efficiency, sustainable transport access and access to green space. Indeed, both SPDs are expected to have a positive impact on the community by ensuring that such development is guided to the right location, is of a high standard, enhances quality of life and protects the environment.

QUALITY CONTROL SECTION

Submit to the Quality Control Officer for reviewing?

No

Quality Control Officer comments

### Decision by Quality Control Officer

Proceed for final approval

Submit draft to Accountable Officer?

Yes

### Decision by Accountable Officer

Date approved / rejected by the Accountable Officer

Reasons for approval or rejection

Please print and save a PDF copy for your records

Yes

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Close

# Birmingham City Council

## Report to Cabinet

26<sup>th</sup> April 2022



**Subject:** BCC Street Works Permit Scheme

**Report of:** Robert James, Managing Director, City Operations

**Relevant Cabinet Member:** Councillor Waseem Zaffar, Transport and Environment  
Councillor Tristan Chatfield, Finance and Resources

**Relevant O&S Chair(s):** Councillor Liz Clements, Sustainability and Transport  
Councillor Mohammed Aikhlaq, Resources

**Report author:** Luke Keen, Traffic Manager  
Tel: 07891986373  
Email: Luke.Keen@birmingham.gov.uk

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

### 1 Executive Summary

- 1.1 This report outlines the existing arrangements in place for the control and regulation of roadworks on the public highway, how these are proposed to be changed to comply with the requirements of the Secretary of State for Transport with respect to implementing a Street Works Permit Scheme, and details the operational, financial, and legislative implications of the required change.

## **2 Recommendations**

That Cabinet:

- 2.1 Approves the implementation of the Birmingham City Council Street Works Permit Scheme and associated proposed permit fees as set out in the Permit Fee Matrix, Incentives and Discounts document (Appendix B).
- 2.2 Approves the preparation and sealing of the necessary Traffic Management Act 2004 Permit Scheme Order.
- 2.3 Authorises the City Solicitor to prepare, negotiate, execute, and complete all relevant legal documentation to give effect to the above.

## **3 Background**

- 3.1 As a consequence of the City's economic growth, regeneration and transformation there has been a significant increase in street works activity on our highway network. It is anticipated that there will be further major utility works, new developments, and transportation projects over the coming years in order to accommodate future growth.

### Noticing of Street Works

- 3.2 With respect to the management and co-ordination of these street works, the City Council currently operates a Noticing Scheme, as part of our Network Management Duty under the Traffic Management Act 2004. Under this system works promoters (e.g. gas, water, and electricity providers) advise the Council that they intend to work on the highway. The City Council has limited powers to direct and coordinate works under this noticing regime.
- 3.3 Whilst there is no approval/rejection process under a noticing regime, the Council has the ability to challenge works promoters on duration/time and the option to retrospectively penalise works promoters who do not cooperate, however this form of redress is time and cost prohibitive for marginal benefit.

### Street Works Permits

- 3.4 The alternative statutory mechanism to noticing is a Street works Permit Scheme. Permit schemes have been steadily introduced by authorities over recent years and evidence from those authorities has demonstrated that operating a Permit Scheme is a more effective way of managing street works. The benefits are identified as;
  - a greater level of network control
  - reduced disruption to the network and
  - better protection for highway assets, resulting in fewer maintenance interventions.
- 3.5 There is a formal approval/rejection process included within the Permit Scheme enabling easier redress for non-compliance than in 3.3 above.

- 3.6 Another key element of Permit Schemes that helps derive these benefits is that permits allow authorities to impose conditions on works promoters relating to traffic management, diversions and working hours.
- 3.7 The proposed BCC Permit Scheme (Appendix A) has been developed in consultation with several comparable Local Authorities who are already operating permit schemes. The summary of this consultation can be found in the Permit Scheme Consultation document (Appendix F).
- 3.8 The associated permit fee (paid by works promoters) would provide a mechanism to fund an expanded street works service which would include additional staff resources to approve permit applications and increased numbers of inspection and enforcement officers, focussed on street works activity.
- 3.9 A performance management and monitoring system will be introduced to measure these benefits and a comparison with the existing Noticing System undertaken in the first year of operation. Additionally, a periodic review of the Cost Benefit Analysis (described in Appendix D) will be undertaken to demonstrate the ongoing benefits of the Permit Scheme. The monitoring system will use nationally established Key Performance Indicators to directly compare Birmingham's experience with the rest of the UK.

#### **4 Options Considered and Recommended Proposal.**

##### **Option 1:**

- 4.1 Do Nothing - Remain with the current Noticing Scheme
- 4.1.1 The Noticing System has limitations as described in 3.2 and 3.3 above. In addition, the Department for Transport (DfT) is strongly encouraging all authorities to move from noticing systems to permit schemes. Whilst currently both options are valid, there is a concern that retaining a noticing system in preference to Permits could be viewed as evidence that the City Council is failing to carry out its statutory highways Network Management Duty.

##### **Option 2:**

- 4.2 Adopt a Permit Scheme – (Recommended)
- 4.2.1 The recommendation based on industry best practice, DfT guidance, financial implications and justification which can be found in the DfT Evaluation of Street Works Permit Schemes (Published June 2018) is to pursue the adoption and implementation of a Street Works Permit Scheme.

#### **5 Consultation**

- 5.1 Statutory consultation with all key stakeholders was undertaken on two occasions (Sept 2016 and Sept 2020) in accordance with the requirements of Regulation 3 of the Traffic Management Permit Scheme (England) Regulations 2007. These consultations included all major Utility Providers, adjacent local authorities, public transport operators and Transport for West Midlands.



5.2 All feedback was considered and used to shape the proposed Permit Scheme within legislative constraints. All feedback and correspondence relating to the consultation can be found in Appendix F.

5.3 Following the making of the Order to introduce the Permit Scheme, there is also a requirement to provide notice of such an order to all interested parties at least four weeks before the order comes into effect. In addition, it is intended to further consult and engage with all works promoters with respect to the confirmed implementation of the Permit Scheme to ensure a smooth transition from noticing to permits.

## **6 Risk Management**

6.1 A full risk register of delivery risks can be viewed in Appendix E. The risk register will be monitored regularly and reviewed as part of internal project governance to ensure the delivery of the Street Works Permits Scheme which is currently anticipated for implementation by the end of 2022.

6.2 Although financial analysis anticipates that the Permit Scheme will operate at cost neutral, there is a risk that income from permit fees will be insufficient to cover the additional cost of operating the Permit Scheme. However, the proposed permit fees as outlined in the scheme document have been calculated to be sufficient to cover the full cost of providing the service. Should those fees prove to be insufficient, there is still scope to increase them within the legislative cap. Therefore, the overall risk is considered to be minimal.

## **7 Compliance Issues: How are the recommended decisions consistent with the City Council's priorities, plans and strategies?**

7.1 The Council has adopted the *Council Plan 2018 to 2022*. This identifies five outcomes for the city, the first of which is "*Birmingham is an entrepreneurial city to learn, work and invest in.*" Priority 4 under this outcome is that "*We will develop our transport infrastructure, keep the city moving through walking, cycling and improved public transport.*"

7.2 This decision will enable better management of works on the highway network, allowing the city to keep moving by walking, cycling and use of highway infrastructure.

## **8 Legal Implications**

8.1 The Deregulation Act 2015 removes, in England, the requirement for Permit Schemes to be approved by the Secretary of State and given effect by Statutory Instrument. The 2015 Act amends the Traffic Management Act 2004 enabling authorities (local highway authorities or strategic highway companies) to make their own Permit Schemes and to vary or revoke existing schemes.

8.2 The Permit Scheme must comply with the Traffic Management Permit Scheme (England) Regulations 2007; and the Traffic Management Permit Scheme (England) (Amendment) Regulations 2015. Authorities must also comply with the

Statutory Guidance published by the Secretary of State for Transport. This legislation and guidance requires that implementation and operation of the Permit Scheme for public utility permit applications is required to operate on a cost recovery basis.

- 8.3 There is a legislative requirement to undertake consultation prior to introducing the scheme by way of an Order made by the authority, which must be notified to all interested parties at least four weeks before the order comes into effect.

## **9 Financial Implications**

- 9.1 The implementation and operation of the Permit Scheme for public utility permit applications is required to operate on a cost recovery basis. All figures have been calculated in accordance with legislative requirements for implementation of Permit Schemes. The Permit Fee has been calculated by inputting anticipated operating costs into the Department for Transport Fees Matrix which is the industry standard for calculating permit fee charges, monitoring costs and income.
- 9.2 Noticing activity over the last 3 years, 2018-2020, has been evaluated to provide a suitably robust forecast of the number of permit applications likely in the first year of the scheme. A detailed analysis of forecast permit activity and a breakdown of the forecast permit fee income based on 2020 Noticing works activity is shown in Appendix D.
- 9.3 The legislation requires the permit fee income and operating costs to be monitored annually with any decision to adjust permit fees recommended after 3 years of operation have been completed. Any surplus or loss accrued over this 3-year period can be offset and recovered in subsequent years following an adjustment to fees charged.
- 9.4 The Financial Plan 2022/23 includes saving of £0.1m from aligning expenditure with the Permit Scheme.

### Ring Fencing of Generated Income

- 9.5 The 'Statutory Guide for Permit Schemes' stipulates that fee income must be applied towards the costs of operating the Permit Scheme which are prescribed costs. This is defined as the costs of the scheme relating to the activities of statutory undertakers. In the event that there is a surplus in a given year, the surplus will be applied towards the costs of the scheme in the next year and the fee levels adjusted accordingly.
- 9.6 The costs of enforcement incurred in carrying out the inspections of street works, will be funded through the payment of inspection fees. The Street Works Inspection Fees Legislation stipulates that the fee is not a source of revenue for the authority but allows them to recover their costs in carrying out the inspections. Therefore, no surplus income is anticipated to be generated.

- 9.7 At the end of each financial year, the City Council is required to provide the Department for Transport an annual report of the costs and revenues, and the allocation of the revenue generated.

## **10 Procurement Implications**

- 10.1 There will be future implications for procurement of equipment, vehicles or services to support the administration of the Permit Scheme. The full extent of these implications will not be fully known until the scheme is fully operational but will extend to generic activities and requirements associated with many other similar operational services across the Council. These include IT applications, software and hardware, the delivery of specialist training packages, the supply of agency staff and the provision of vehicles to undertake the additional inspection activity.
- 10.2 It is anticipated that these requirements can be delivered through existing corporate procurement arrangements and established framework contracts that are available to the City Council.

## **11 Human Resources Implications**

- 11.1 The working assumptions, in advance of formal due diligence, are that there will be a TUPE transfer of approximately 10 staff from the Highways PFI service provider who currently carry out some of the activities that are intended to be delivered within the proposed City Council Street Works Permit Team. In addition, the existing staff from the BCC Highways and Transportation service areas, who are currently supporting street works noticing activity, will be transferred to the proposed Street Works Permit Team.
- 11.2 The operation of the Permit Scheme will also require additional staff resources to supplement existing and TUPE staff. With respect to vacant posts (i.e. those posts which will not be aligned to existing BCC staff and TUPE transferees) in the draft structure, standard BCC recruitment processes will be adhered to. The delivery of this staff structure will also be supported by an extensive training programme.
- 11.3 A proposed draft structure for the Street Works Permit Team is shown in Appendix H and will subject to consultation and engagement with Trades Unions.

## **12 Public Sector Equality Duty**

- 12.1 An Equality Analysis was carried out (Report ref. EQUA712) and is attached in Appendix C. This found that the policy does not have any adverse impact on the protected groups and characteristics under the Equality Act 2010 and there is no requirement for a full assessment.

## **13 Appendices**

- A.** Proposed Birmingham City Council Permit Scheme
- B.** Permit Fee Matrix, Incentives and Discounts

- C. Equality Assessment EQUA 712
- D. Updated Cost Benefit Analysis Report (CBA)
- E. Project Risk Register
- F. Permit Scheme Consultation
- G. Environment and Sustainability Assessment
- H. Draft Street Works Permit Team Structure

#### **14 Background Documents**

- Statutory Guidance for Highway Authority Permit Schemes
- Evaluation of Street Works Permit Schemes
- Benefits of a Permit Scheme





## The Birmingham City Council Permit Scheme for Road & Street Activities

### Scheme Document

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## 1. Introduction

### 1.1. Background

- 1.1.1. Part 3 of the Traffic Management Act (TMA) 2004 introduced permit schemes as a new way in which activities in the public highway could be managed and to improve authorities' ability to minimise disruption from road and street works.

### 1.2. Relationship to NRSWA

- 1.2.1. Permit schemes provide an alternative to the notification system of the New Roads and Street Works Act (NRSWA) 1991, whereby instead of informing a street authority about its intention to carry out works in its area, a statutory undertaker has to book time on the highway by obtaining a permit from the permit authority. Under a permit scheme, the highway authority's activities undertaken by itself, its partners or agents are also treated in exactly the same way as a statutory undertaker. A street authority may choose to implement a permit scheme on all or some of the roads under its control.

### 1.3. The Permit Scheme

- 1.3.1. This Permit Scheme, to be known as "The Birmingham City Council Permit Scheme", and hereafter referred to as the Permit Scheme, is based on Part 3 of the TMA and the Traffic Management Permit Schemes (England) Regulations 2007, (the 2007 Regulations) have been amended by The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 (S.I 958 / 2015) ("the amendment Regulations") to reflect changes made by the 2015 Act and other changes to the operation of permit schemes and has been prepared with regard to the Statutory Guidance issued by the Secretary of State to assist street authorities wishing to become permit authorities and in accordance with the requirements set out in the Regulations. Activity promoters should make themselves aware of the content of these documents and also "The Code of Practice for Permits" alongside which the Permit Scheme will be operated.
- 1.3.2. All current NRSWA and TMA legislation, codes of practice etc, and any future amendments to that legislation, apply to this Permit Scheme.

### 1.4. Objective of the Permit Scheme

- 1.4.1. The Permit Scheme has been prepared in accordance with achieving the

overriding statutory objectives and duties under the TMA 2004 and NRSWA 1991. It is an important aspect of the duties and policies for the permit authority to manage activities in the street, so as to minimise the impact of those activities, while allowing essential activities to take place. The specific objectives of the Permit Scheme are as follows:

- a reduction in safety hazards and incidents in and around works sites;
- a reduction in the adverse impact of works on local residents and/or businesses;
- a reduction in the adverse impact of works on disabled people and/or public transport users;
- targeted work to help delivery of a national infrastructure project;
- protection of the structure of the street and apparatus within it, in a way that helps manage long-term maintenance costs;
- better information for road users about works in the highway;
- greater compliance with highways legislation by works promoters;
- greater cooperation and collaboration between different works promoters;
- greater adoption of minimally invasive works methods, and measures to mitigate the impact of excavations;
- reduction in the environmental impact of works (less noise, greater cleanliness, more recycling of materials etc.);
- increased productivity of the local authority's own highway service teams

### 1.5. The Permit Authority

- 1.5.1. The Permit Scheme is operated by Birmingham City Council, hereinafter referred to as the Permit Authority.

### 1.6. Activities

- 1.6.1. The generic term “activities” has been used rather than “works” to reflect the fact that the scheme may eventually cover more than road and street works in subsequent regulations. These are the specified activities as set out in the Regulations.

### 1.7. Equivalent Definitions

- 1.7.1. As the Permit Scheme will initially operate alongside the NRSWA notice system, the same or equivalent definitions and requirements are used as in the NRSWA notice system, namely:

- Registerable activities/works

- Categories of activities/works
- Street gazetteers, including street referencing by means of a Unique Street Reference Number (USRN) and Associated Street Data (ASD)
- Street reinstatement categories as defined in the NRSWA Reinstatement Specification
- The distinction between main roads and minor roads where such distinctions are relevant
- Streets designated as Protected Streets, streets having Special Engineering Difficulties (SED), or Traffic Sensitive Streets.

## 1.8. Changes to NRSWA Legislation

1.8.1. Where it is implemented on the specified streets (see 4 below) and in accordance with the Regulations, the Permit Scheme will result in the non-application and modification of the following sections of the NRSWA:

- Sections of NRSWA not applied: s.53; s.54; s.55; s.56; s.57; s.66
- Sections of NRSWA modified: s.58; s.58A; S.64; s.69; s.73A; s.74; s.88; s.89; s.90; s.93; Schedule 105; Schedule 3A
- Regulations modified: The Street Works (Registers, Notices, Directions and Designations) (England) Regulations 2007 SI 2007/1951 In the interests of parity, the modified legislation will also apply to works for road purposes.

## 2. Specified Activities

### 2.1. Activities Requiring a Permit

2.1.1. The Permit Scheme controls the following activities undertaken on the public highway and as defined as Registerable Activities in Chapter 9 of The Code of Practice for Permits:

- Street works as in Part 3 of NRSWA, except for works by licensees under section 50 of NRSWA;
- Works for road purposes as defined by section 86 of NRSWA;
- Other activities that may be introduced under future regulations.

### 2.2. Activities for Road Purposes

2.2.1. The requirements of the Permit Scheme apply equally to both highway and statutory undertakers' activities with the one exception that fees will not be charged for permits issued for the highway authority's own activities for road

purposes. Activity promoters of activities for road purposes must ensure that they have followed the equivalent processes for activities and declare that they have fulfilled these requirements in their applications.

### 2.3. Activities Not Requiring a Permit before they start

- 2.3.1. Immediate activities do require a permit, although as such activities are concerned with emergency or urgent situations, an activity promoter can start the activity before applying for a permit. (See section 7.5).

### 2.4. Activities for which No Permit is required

- 2.4.1. Activities executed in a street pursuant to a street works licence issued under section 50 of NRSWA are not included in the Permit Scheme.

## 3. Specified Area

### 3.1. Area Covered by the Permit Scheme

- 3.1.1. The Permit Scheme is a Single Scheme for Birmingham City Council. The scheme will operate across the whole of the area encompassed by the authority's boundary.

## 4. Specified Streets

### 4.1. Definition of the Term "Street"

- 4.1.1. For the purposes of the Permit Scheme, the term "street" refers to that length of road associated with a single USRN. Where a single street on the ground has more than one USRN, separate permits will be required for each USRN to which an activity relates.

### 4.2. Streets Covered by the Permit Scheme

- 4.2.1. The Permit Scheme will apply to ALL streets for which Birmingham City Council is the street/permit authority. The street gazetteer will be updated with the relevant information indicating it to be a permitted street well in advance of the implementation date. The street gazetteer will be available to all work promoters via the National Street Gazetteer (NSG) concessionaire's website.



### 4.3. Identification of Streets

- 4.3.1. All streets that are subject to the Permit Scheme will be identified via the Associated Street Data (ASD) record held on the National Street Gazetteer (NSG) concessionaire's website alongside the NSG data, where the Operational District responsible for maintaining the street is defined as operating a permit scheme.

### 4.4. Motorways and Trunk Roads

- 4.4.1. All streets maintained by or on behalf of Birmingham City Council are included within the Permit Scheme; these are the "specified streets" as set out in the Regulations.
- 4.4.2. Trunk roads and motorways for which National Highways is the highway authority are not included in the Permit Scheme.
- 4.4.3. For clarification, the Permit Scheme includes all streets within the City of Birmingham.

### 4.5. Non-Maintainable Highways

- 4.5.1. Privately maintained streets are not included in the Permit Scheme, however they will be added if they are subsequently adopted by the Permit Authority and shown as maintainable within the street gazetteer.

## 5. Permits General

### 5.1. Requirement to Obtain a Permit

- 5.1.1. Any activity promoter of specified activities who wishes to carry out such an activity on a specified street must first obtain a permit from the permit authority. The permit will allow the activity promoter to:
- carry out the specified activity;
  - at the specified location;
  - between the dates shown (and subject to validity periods where relevant);
  - subject to any conditions the permit authority may require to be included.

### 5.2. Exempt Activities

- 5.2.1. The following activities do not require a permit:

- Works carried out in pursuance of a street works licence issued under section 50 of NRSWA.
- Traffic census surveys.
- The maintenance of fire hydrants by fire service vehicles provided the activity is undertaken outside traffic sensitive periods, unless these activities involve traffic control.

### 5.3. One Application Per Street

- 5.3.1. Each application for a permit will be limited to one street (see section 4.1 for definition of street) and for one activity only, multiple activities MUST NOT be grouped under one permit.

### 5.4. Activities Covering Several Streets

- 5.4.1. Where the specified activity involves a number of specified streets, a separate permit will be required for each street. Permit applications for specified activities covering more than one specified street shall be cross-referenced to all related applications. Fees for specified activities which involve several permits will be discounted (refer to section 14.4) if the applications are submitted together and cross referenced. For consistency with NRSWA, a street will correspond to a USRN.

### 5.5. Phasing of Activities

- 5.5.1. Phasing of Activities is as defined in the current code of practice for coordination. Activities in any street may involve one or more phases carried out at one or more sites. Separate Permits are required for each activity phase and all permits must use the same activity reference.

### 5.6. Interrupted Activities

- 5.6.1. If activities are interrupted because, for instance, the activity promoter finds that they need some specialised plant or apparatus, other than that originally planned for; it is the activity promoters' responsibility to notify the permit authority of a revised estimated end date.
- 5.6.2. If undertakers are interrupted because the activity promoter or his contractor, has caused third party damage, then it is the activity promoters' responsibility to notify the permit authority of a revised estimated end date, taking into account the likely duration of the repair works.

- 5.6.3. The works remain the responsibility of the original activity promoter until it is able to issue a works clear or works closed notice.
- 5.6.4. If an activity is interrupted at the request of the permit authority, they should discuss this and agree to a permit variation to cover the situation, or if necessary, a further permit to allow the activity to be completed later, there maybe no cost for the variation or new permit in this instance.
- 5.6.5. Whenever an activity is interrupted, the activity promoter should first agree a way forward with the permit authority before starting any of the processes above.

## 5.7. Collaborative Working

- 5.7.1. The permit authority encourages collaborative working between activity promoters. To make such schemes work, activity promoters must speak to the permit authority as early as possible.
- 5.7.2. Collaborative working can mean a range of items, however within this scheme document it refers to:
- 5.7.3. Where two or more activity promoters agree to undertake their activities at the same time, at the same location, under the same traffic management to reduce disruption.
- 5.7.4. Activity promoters will require a permit to undertake their individual activity.
- 5.7.5. Collaborative working may qualify for a discount to the permit fee in line with the discounts.
- 5.7.6. Where collaborative working involves sharing a trench, one activity promoter must take on the role of the primary promoter with the overall responsibility for the activities and will be the point of contact with the permit authority. While the secondary activity promoter(s) will be required to make a permit application for the activity for which they are responsible, only the permit application made by the primary activity promoter will need to show the number of estimated inspection units.
- 5.7.7. The primary activity promoter's permit application must give details of the other activity promoter(s) involved and the extent of the collaborative working. The primary activity promoter must also ensure that the estimates of the activity duration are agreed and confirmed with the secondary activity promoter(s) when submitting the application. While the permit authority will

issue permits to all of the activity promoters involved, not just the primary activity promoter, the fees will be discounted to reflect the collaborative approach, subject to all criteria being met.

## 5.8. Permit Validity

5.8.1. Permits will only be valid from the start date to the end date of the permit on category 0 to 2 or traffic sensitive streets. For category 3 to 4 non-traffic sensitive streets there is a validity period which applies allowing for adjustable start and end dates as defined in 5.10. The start and end dates will be calendar days, notwithstanding reference elsewhere to working days, and may include weekends and bank holidays where agreed by the permit authority, even if these are non working days.

## 5.9. Charges for Overrunning Street Works/Activities

5.9.1. Charges for overrunning street works/activities, under section 74 of NRSWA, will be made alongside the Permit Scheme. These regulations incorporate the process of setting and modifying the duration of the activity through the permit application, approval and variation processes, with the option to treat all or parts of a duration extension as overrun.

## 5.10. Start and End Dates

5.10.1. A permit will allow an activity to be carried out during the period between the start and end date on the permit. An activity promoter carrying out an activity outside these dates would not have a valid permit and potentially would be committing an offence. It should be noted that if the permit scheme states that the activity should start on a Monday and finish on a Friday, the weekend cannot be used as additional days without the express approval of the permit authority through a permit variation (extension).

### **Category 0-2 and Traffic Sensitive Streets**

5.10.2. In category 0-2 and traffic sensitive streets, the duration of the activity will exactly match the time from the start date to the end date, for example: start date Wednesday 1 June, end date Friday 10 June, duration eight (working) days (no work undertaken at the weekend unless explicitly stated in the permit). The permit start date will be the proposed start date of the activity. If the activity cannot begin on the permit start date, the promoter should inform the permit authority on the previous day by telephone to keep the permit authority informed. There is no automatic extension of the permit in these circumstances. If the promoter thinks that it could still complete the activity

before the permit end date, then they could begin the activity on a subsequent day, submitting an actual start of activity notice under section 74 of NRSWA.

5.10.3. If the activity promoter could not complete the activity before the permit end date, they must apply for a permit variation (extension). This would be required even if the extra days were on a weekend (in the above case, the permit expires at the granted application time on the Friday). A permit authority may or may not agree to a permit variation (extension), depending on the circumstances.

### **Category 3 and 4 Non-Traffic Sensitive Streets**

5.10.4. In category 3 and 4 streets that are not traffic sensitive, the permit will be issued with a start and end date. However, because both competition for space and the expected level of disruption is likely to be lower on less busy streets, there will be flexibility on the start of the activity as per the validity period on a NRSWA notice

5.10.5. The validity periods are:

- 5 days for major and standard activities
- 2 days for minor activities

5.10.6. When the activity commences, the activity promoter would have to submit the actual start of the activity notice, setting out the actual start of the activity, and the duration must be the same as that given in the permit. The permit end date will be automatically adjusted to allow the agreed duration if the activity starts on any day up to the last day of the validity period. The duration applies to continuous working days and, once the activity starts, the activity promoter has only the successive working day duration in which to complete the activity (no work undertaken at the weekend unless explicitly stated in the permit).

**Note:** Once the minimum period before the permit expires for an application for a permit variation is reached (2 days or 20% of the original duration, whichever is the longest), the activity promoter should apply for a permit variation (extension) if they wish to continue the activity after the current permit end date. If they continue undertaking the activity without an agreement of a permit variation, they will be committing an offence of breaching the condition of a permit.

#### 5.11. Actual Start (Sections 74(5B) and 74(5C))

5.11.1. Although the permit start date is also the proposed start for the activity, the actual start date may differ. For Category 3 and 4 non traffic-sensitive streets a flexible starting window is explicitly provided in regulations for permissible activities. On category 0-2 and traffic-sensitive streets, although they do not have the same flexibility, there may be occasions when activities cannot start when proposed. Therefore, notification of the actual start for the activity must be given to begin the reasonable period. Activity must not begin before the date given in the permit, unless an early start has been agreed; to do so would be committing an offence.

5.11.2. Once the activity has begun, a Notice of Actual Start of an activity must be given within two hours of commencement of the works and no later than 10.00am the next working day for out of hours activities. In the case of immediate activity the permit application will be taken as the actual start notice as it is made after the activity has commenced, and the status should always be "In Progress". Notice of Actual Start must be given in accordance with the requirements. The identity of the main contractor or, if appropriate the Direct Labour Organisation ("DLO") must be provided on the actual start date notice. This should always be the organisation with whom the undertaker has the contract, and not any subcontractor who may be actually carrying out the activity.

#### 5.12. Works Clear (Section 74(5C))

5.12.1. A works clear notice is used following interim reinstatement. The Notice of Works Clear must be given within two hours of the activity being cleared and in the event the activity is cleared out of hours, by 10 a.m. the next working day. Where the activity is completed in different phases such as interim and permanent reinstatement, there will be a need for separate permits for each phase (however the same permit reference must be used).

5.12.2. All spoil, excess materials, stores and all signing, lighting and guarding must be removed from site before the activity can be regarded as completed for a works clear notice. A new permit will be required for any subsequent phases such as to complete the permanent reinstatement.

#### 5.13. Works Closed (Section 74 (5C))

5.13.1. A works closed notice is used following permanent reinstatement. The Notice of Works Closed must be given within two hours of the activity closing and in the event the activity is closed out of hours, by 10 a.m. the next

working day. All spoil, excess materials, stores and all signing, lighting and guarding must be removed from site before the activity can be regarded as completed for a Works Closed Notice. If temporary road markings have been used, then the activity is not complete until the permanent markings are applied and the activity duration should also cover this period.

#### 5.14. Early Start

5.14.1. The permit authority will consider an activity promoter's request for an early start before or after applying for a Provisional Advance Authorisation or a permit application. Where this is agreed after the original permit application has been made, the activity promoter shall submit a permit variation application. Early start requests should not be unreasonably refused.

#### 5.15. Working Without a Permit

5.15.1. It is an offence for an activity promoter or a person contracted to act on its behalf to undertake specified activities in a specified street without a permit, except where the Permit Scheme provides that this requirement does not apply. Where it is believed that such an offence is being committed, the permit authority may impose a Fixed Penalty Notice (FPN) or pursue legal action via a prosecution and require the party concerned to remove the activity and return the street to its full use.

#### 5.16. Application Requirements

5.16.1. Each application for a permit must include the information indicated in section 8.

## 6. Permit Types

### 6.1. Types Covered by the Permit Scheme

6.1.1. There are two types of permit covered by the Permit Scheme as set out below.

### 6.2. Provisional Advance Authorisation (PAA)

6.2.1. PAA's, are a means of enabling significant activities to be identified, co-ordinated and programmed in advance by allowing activities to be provisionally planned in by the activity promoters, pending the permit authority's subsequent decision on whether, and with what conditions, to



grant a permit for the activities.

6.2.2. An activity promoter who wishes to undertake Major Activities (see section 7.2) on a specified street shall apply for a PAA at least 3 months in advance of those activities starting on the highway, or as agreed with the permit authority. Subsequent applications for permits for Major Activities that have not been preceded by a PAA, will not be accepted by the permit authority.

6.2.3. Each application for a PAA will be limited to one street.

6.2.4. An application for a PAA must include a full description of the activity and specify start and end dates, although the start date may be considered as provisional and can be amended in the application for a major permit with full justification of the amendment of the start and end dates.

6.2.5. A fee will be charged for a PAA in addition to the fee, which is charged for the issue of the major permit.

6.2.6. The granting of a PAA does not prevent the permit authority from subsequently refusing to grant a major permit to which the PAA relates, if circumstances should change.

### 6.3. Permits

6.3.1. These are full permits with final details for all registerable activities. The timing of permit applications to the permit authority will depend on the proposed activity (see sections 7 and 10.9).

## 7. Permit Classes

### 7.1. Classes Covered by the Permit Scheme

7.1.1. There are four classes of permit covered by the Permit Scheme as set out below.

### 7.2. Permit for Major Activities

7.2.1. Major Activities are those which:

- have been identified in an organisation's annual operating programme or, if not identified in that programme, are normally planned or known about at least six months in advance of the proposed date of the activity;

- other than immediate activities, require a temporary traffic regulation order (i.e. not a temporary traffic notice) under the Road Traffic Regulation Act 1984 for any other activities;
- other than immediate activities, having a duration of 11 working days or more. Major Activity Permits are required for the most significant activities on the highway and will require the activity promoter to obtain a Provisional Advance Authorisation as part of the application process for a Major Activity Permit. (See section 6.2).

7.2.2. An application for a Major Activity Permit shall be submitted to the permit authority in accordance with the timescales given in section 10.9 and must include a description of the proposed activity together with the proposed start and end dates of the activity. Where these differ from those given in the PAA application, the applicant must justify the reasons for any variation.

### 7.3. Permit for Standard Activities

7.3.1. Standard Activities are those activities, other than immediate or major activities, that have a planned duration of between 4 and 10 working days inclusive. Activities lasting less than 10 working days of which require a traffic regulation order, such as a temporary road closure, will be classified as Major Activities and will be subject to the requirements in section 7.2.

7.3.2. An application for a Standard Activity Permit shall be submitted to the permit authority in accordance with the timescales given in section 10.9 and must include a description of the proposed activity together with the proposed start and end dates of the activity.

### 7.4. Permit for Minor Activities

7.4.1. Minor Activities are those activities, other than immediate or major activities, where the planned working is 3 working days or less.

7.4.2. An application for a Minor Activity Permit shall be submitted to the permit authority in accordance with the timescales given in section 10.9 and must include a description of the proposed activity together with the proposed start and end dates of the activity.

### 7.5. Permit for Immediate Activities

7.5.1. Immediate Activities are those which:

- Are emergency activities as defined in section 52 of NRSWA.
- urgent activities are defined in the regulations as activities:
  - (a) (not being emergency works) whose execution at the time they are executed is required (or which the person responsible for the works believes on reasonable grounds to be required):
    - I. to prevent or put an end to an unplanned interruption of any supply or service provided by the promoter;
    - II. to avoid substantial loss to the promoter in relation to an existing service; or,
    - III. to reconnect supplies or services where the promoter would be under a civil or criminal liability if the reconnection is delayed until after the expiration of the appropriate notice period; and,
  - (b) includes works that cannot reasonably be severed from such works.

7.5.2. Given the nature of immediate activities, the activity may commence without a permit, however activity promoters must apply to the permit authority within 2 hours of the activity starting. Immediate activities will be subject to conditions.

7.5.3. The authority requests an early warning of immediate activities on streets it has designated on the ASD as vulnerable to traffic disruption. In these cases, the activity promoter should ring the authority's specified number as soon as activities become necessary or, at the latest, as soon as they begin.

## 8. Mandatory Requirements in a Permit Application

### 8.1. Permit Authority Requirements

8.1.1. To enable the permit authority to determine the granting of a permit and any conditions that it may wish to attach to the permit, activity promoters must supply the following information. In the case of Provisional Advance Authorisation applications, the activity promoter should provide the most accurate information available at the time of making the application.

### 8.2. Contact Person

8.2.1. All permit applications must include the contact details of the person appointed by the activity promoter to deal with any problems that may occur during the activity, including any provision made for out of hours contact and

recorded in the appropriate electronic systems.

### 8.3. USRN

- 8.3.1. Each application must relate to a single street only (see sections 4.1, 5.4 and 5.5). Where a single street on the ground has more than one USRN, separate permit applications will be required for each USRN to which an activity relates.

### 8.4. Description of Activity

- 8.4.1. A sufficiently detailed description of the activity must be provided to allow the Permit Authority to assess the impact of the activity.

### 8.5. Location

- 8.5.1. The activity promoter must provide location details reasonably accurately based on National Grid References (NGR). In the case of small excavations, an NGR should be given for the centre of the excavation; for larger works, a polygon representing the works footprint is required. In addition, dimensions should be given of the space that will be taken up by the activity in the street, including space for the storage of plant/materials, activity space, safety zone, provision for pedestrians and traffic management. These dimensions can be provided in the form of text in the location field.

### 8.6. Timing and Duration

- 8.6.1. Each permit application must include the proposed start and end dates of the activity. The application must also include the times of the day when the activity is to be carried out and the applicant must also indicate if it is intended for the activity to continue over weekends and bank holidays and if night activities are required. For traffic sensitive streets, details of the times of day the activity is to be carried out must also be provided. This information can be provided on the application in the conditions.

### 8.7. Plan(s)

- 8.7.1. Provisional Advance Authorisation applications, Major permit applications and any other activities that pose disruption as directed by the permit authority must be accompanied by a plan(s) of the activity and should include details of the activity, and the extent of highway occupancy. The plan may comprise sections, digital photographs and similar material. Plans must also be submitted with the application for minor activities located on a designated traffic sensitive street and streets of engineering difficulty.

## 8.8. Techniques to be used for Underground Activities

- 8.8.1. Details of the planned techniques, including open cut, trench share, minimum dig technique or no dig must be provided. This information must be supplied by using the appropriate Excavation Type Code in the appropriate electronic systems.

## 8.9. Traffic Management and Traffic Regulation Orders

- 8.9.1. The activity promoter must supply full details of the traffic management proposals, including any requirement for action by the local permit authority such as the need for Temporary Traffic Regulation Orders (TTROs) and approval for portable light signals.

## 8.10. Public Transport

- 8.10.1. If the proposed activities are likely to have an affect on public transport operators the promoters should have liaised with the operators to consider what measures could be taken to mitigate any adverse impact on public transport. The promoter should include information of such discussions and actions with their application in the form of an attachment through the appropriate electronic systems.

## 8.11. Reinstatement Type

- 8.11.1. Permit applications must indicate whether the proposed activity is intended to be completed with interim or permanent reinstatement or a mixture of both.
- 8.11.2. Where the activity will be completed with a mixture of both interim and permanent reinstatement, the applicant must give details of where these methods will be used within the permit. These details can be provided in the form of text, either in the activity description or in the form of a comment. Where the activity is completed with an interim reinstatement, a separate permit application will be required for the permanent reinstatement where this is to be undertaken outside the duration of the permit.

## 8.12. Inspection Units

- 8.12.1. The activity promoter is required to indicate the provisional number of estimated inspection units where required and appropriate to the activity in accordance with the rules laid down in the relevant Code of Practice for

Inspections (activity promoters should be mindful of section 5.7 where collaborative activities take place).

### 8.13. Depth

- 8.13.1. Activity promoters best estimate of the activity depth. This may be expressed as a range where appropriate. This information may be provided in notification text.

## 9. Permit Conditions

The Birmingham City Council Permit Scheme will use the National Permit conditions as set out in the statutory guidance as issued by the Department for Transport.

### 9.1. Breaching of Conditions

- 9.1.1. If the permit authority considers that an activity promoter is failing to comply with the conditions of a permit, then it may revoke the permit. Before revoking a permit, the permit authority will contact the activity promoter to warn them of its intention and allow the situation to be discussed.
- 9.1.2. Where it appears to the permit authority that a condition has been breached and that the activity promoter or a person contracted to act on its behalf has therefore committed an offence, it will take action as described in section 15.4.

### 9.2. Avoidance of Conflict with Other Legislation

- 9.2.1. The permit authority will endeavour to ensure that any conditions applied to a permit do not conflict with the activity promoter's obligations under separate legislation. The activity promoter should bring such conflicts to the attention of the permit authority, which will then be responsible for resolving the issue with the other body and amending the permit conditions accordingly. If the activity promoter has safety concerns about conditions set by the permit authority, it should raise these concerns with the permit authority and, if necessary, challenge the permit condition.

## 10. Permit Applications

## 10.1. Timing of Applications

10.1.1. The timing of applications for permits and PAAs and the permit authority's response varies according to the proposed activity. The minimum times are given in the table in section 10.9 and activity promoters should give as much notice as possible, so as to facilitate the co-ordination process. The application process will begin when the permit authority receives the applications, not when the permit was sent.

## 10.2. Submitting an Application

10.2.1. Permit and PAA applications should be made electronically. In the event of a system failure, activity promoters should make contact to advise of the issue and the anticipated time to resolve.

## 10.3. Compliance with Street Manager

10.3.1. All applications must comply with the definitive format

## 10.4. Use of Plain English

10.4.1. The description of activities must be in plain English, avoiding industry jargon, and preferably use agreed standard descriptions.

## 10.5. One Application Per Street

10.5.1. Each application shall refer to activities in only one street/usrn. Where a project covers more than one street/usrn, all related applications must be cross-referenced, and the project reference included on each application.

## 10.6. Application Covering More Than One Street

10.6.1. The permit authority will not accept single applications containing activities in more than one street/usrn.

## 10.7. Notification to Interested Parties

10.7.1. Where the ASD indicates other interested parties, permit applications and subsequent notice transaction with exception to reinstatements shall be copied to those parties.



## 10.8. Consultation Requirements

10.8.1. Activity promoters must carry out necessary consultations as set out in sections 88, 89 and 93 (as amended) and sections 90 and 91 of the NRSWA.

## 10.9. Application and Response Times

10.9.1. The Permit Scheme sets out the application and response times for dealing with permit applications and permit variation applications electronically in the table below. In all cases given in the table, the time period is measured from the time of receipt of the application by the permit authority. A “response” means a decision to grant or refuse a permit, but where there are reasons why the permit cannot be granted in the terms applied for, the response indicating that a permit will not be granted in those terms will explain the reasons to the applicant or may consider issuing a modification request, as per 10.10.

10.9.2. The term “days” in the table below refer to working days as defined in NRSWA and the Regulations.

10.9.3. Without a prior telephone call, the minimum period to apply electronically for a permit variation (extension) before the permit expires is 2 days or 20% of the original duration.

Application and Response Times						
Activity Type	Minimum Application Periods ahead of proposed start date		Minimum period before permit expires for application for variation (including extension)	Response Times for issuing a permit or seeking further information or discussion		
	Application for Provisional Advance Authorisation (PAA)	Application of Permit		Application for Provisional Advance Authorisation (PAA)	Application of Permit	Response times for responding to variations
Major	3 Months	10 Days	2 days or 20% of the original duration, which ever is longest	1 Calendar Month	5 Days	2 Days
Standard	N/A	10 Days		N/A	5 Days	
Minor	N/A	3 Days		N/A	2 Days	
Immediate	N/A	2 Hours after		N/A	2 Days	

## 10.10. Refusal of Application

10.10.1. The permit authority reserves the right to refuse an application for a permit or PAA where it considers that elements of the permit application, e.g. timing, location or conditions, are not acceptable.

- 10.10.2. If the permit authority is unhappy with the conditions applied then the application is refused by issuing either a “Modification Request” or a refuse. The activity promoter can then send a “Modified Application” with all the required conditions or make further changes to original plans as necessary. An early start request on a modification request will only be required if the proposed start and end dates are different from those given in the original application.

#### 10.11. Restriction on Activities

- 10.11.1. Where an activity promoter wishes to apply for a permit to carry out specified activities on a specified street where a notice has been issued under Sections 58 or 58A of NRSWA, and the activities are not covered by the specific exemptions of that notice, the activity promoter must make an application for the permit authority’s consent specifying the grounds on which the consent is sought. If the consent is given, then the permit authority will provide an agreement reference number. This agreement reference number must be included in the specific field for agreement details with the permit application for the permit to be approved.

#### 10.12. Error Correction (Works Data Alteration)

- 10.12.1. Where the permit authority identifies an error in data recorded, or submitted for recording, in the permit authority register, it will contact the activity promoter to discuss and agree the corrections to be made. Where the activity promoter identifies an error, they will contact the permit authority to discuss and agree the corrections to be made. If an error has been identified on an application, the activity promoter shall submit a permit variation request by the end of the next working day following the agreement of the correction. This permit variation request should include the corrected data and the reference number provided while agreeing the correction; it must also state the data elements that have been corrected.
- 10.12.2. This procedure must not be used without the prior agreement of both parties. A variation fee will be payable where the identified error has been caused by the activity promoter and identified by the permit authority, although if the error has been identified by the activity promoter there will be no charge for the permit variation.

### 11. Issue of Permits

### 11.1. Timing of Permit Issue

- 11.1.1. Where the permit authority is content that all aspects of the permit application meet the criteria of the scheme, it will issue a permit within the response times detailed in section 10.9.

### 11.2. Issue of Permit

- 11.2.1. A permit will be issued electronically (and copied to Interested Parties) in accordance with Street Manager, with the details placed on the permit register. The permit will reference in detail the activity it allows and its duration. In case of a system failure, contact the Permit Authority and agree an alternative method by which a permit should be sent.

### 11.3. Inclusion of Conditions

- 11.3.1. A permit granted notice will be issued to the activity promoter for every permit and will reference all of the conditions attached to the permit.

### 11.4. Permit Unique Reference Number

- 11.4.1. All permits will be given a unique reference number. Where permits are issued for linked activities, the common project reference is used on all the related applications, therefore enabling them to be cross referenced.
- 11.4.2. Displaying Permit Reference Number – A valid permit reference number shall be prominently displayed on the site information board.

### 11.5. Remedial Activities

- 11.5.1. In the event of remedial activities being required after the expiry of the permit, an application must be made for a new permit. This application should be submitted using the original activity reference as a subsequent phase.

### 11.6. Notification of Refusal

- 11.6.1. If, having considered an application for a permit or PAA, the permit authority decides to refuse the application; it will contact the activity promoter within the response time given in section 10.9 to explain why the application is unsatisfactory and where amendments need to be made.

### 11.7. Amendment to the Original Application

11.7.1. Where the permit authority discusses its intention with the activity promoter to impose further conditions, which effectively amend the details of the original application, the activity promoter shall amend and resubmit a revised application. There will be no charge if instigated by the permit authority.

### 11.8. Right of Appeal

11.8.1. The activity promoter has a right of appeal, in accordance with the dispute resolution process set down in the Code of Practice for Permits, should it not be possible to reach a satisfactory resolution in discussions with the permit authority. There may be cases where an immediate activity has to stop, subject to safety and legal considerations, until the issues are resolved.

### 11.9. Permit Application Deemed to be Approved

11.9.1. If the permit authority fails to reply to an application for a permit or PAA within the designated response times, the permit or PAA is deemed to be granted in the terms of the application. The proposed start and end dates, description, location, duration, traffic management, etc. will be included in the permit and associated conditions for the activity and will then be binding on the activity promoter in the same manner as if the permit had been granted within the timescale.

- Breaching the conditions will constitute an offence.
- In the case of deemed permits, no fee will be applicable.

## 12. Reviews, Variation and Revocation of Permits and Permit Conditions

### 12.1. Permit Authority Powers

12.1.1. Within the Permit Scheme, the permit authority has the power, under Regulation 15, to review, vary or revoke permits and permit conditions on its own or an activity promoter's initiative. However, the permit authority is under no obligation to let activities run beyond the permitted period.

### 12.2. Changes to a Provisional Advance Authorisation

12.2.1. A PAA cannot be varied. Where a PAA has been approved but a full permit has not been issued and the proposals change, the activity promoter must inform the permit authority immediately of the proposed changes and a revised application for a PAA should be made. If there are minor changes that are pre agreed with the permit authority, then they can be amended on the major permit application.

### 12.3. Avoidance of Criminal Offence

12.3.1. Permit variations should be sought as soon as changes are identified to avoid a criminal offence being committed by activities being undertaken without a permit or outside of the conditions associated with that permit.

### 12.4. Timing of Permit Variations

12.4.1. Applications for permit variations may be made at any time before or after the permit has been assessed and before or during the activity itself. Applications must not be made after the estimated end date has passed (no variation for an extension after the estimated end date is allowed). If the actual dates of operation or details of the activities carried out are incorrect, they must be amended and this could therefore be done after the permit end date, so that the register is accurate.

### 12.5. Electronic Application for a Permit Variation – Revised Duration (Extension)

12.5.1. Where the existing permit has more than 20% of its duration or more than two activity days to run, whichever is the longer, the activity promoter shall apply for a variation electronically.

### 12.6. Telephone Application for a Permit Variation – Revised Duration (Extension)

12.6.1. Where the criteria in section 12.5 is not met, the activity promoter shall first telephone the permit authority to ascertain whether the permit authority is prepared to grant a variation and only then apply, again electronically, if the permit authority has agreed.

### 12.7. Variations for Immediate Activities

12.7.1. In the event of immediate activities requiring a series of fault-finding excavations or openings, the following procedure shall apply where it is necessary to undertake activities beyond the initial excavation or opening that

was indicated in the first permit application. For immediate activities, the activity promoter will submit the first permit application within two hours of starting the activity. That first permit application will contain the location of the initial excavation or opening.

12.7.2. For any further excavations or openings on the same street within 50 metres of the original excavation or opening, the activity promoter will telephone the permit authority with the new location. No permit variation will be needed, and no variation charge will apply.

- The activity promoter will telephone the permit authority to apply for a permit variation for the first excavation in each subsequent 50 metre band away from the original excavation or opening in the same street, i.e. 50-100 metres, 100-150 metres, etc. permit variation charges will apply.
- If the search carries into a different street or a new USRN (including if the street changes to a different street/permit authority), then a separate permit application or notice will be required.
- If the activity promoter cannot contact the permit authority by telephone, it should record the fact and send the message electronically by means of a comment. Conditions for these activities may be varied to take into account the fact that a new location, even within the permitted bands, may be more disruptive.

## 12.8. Information Required for Permit Variation Application

12.8.1. Applications for permit variations must contain the following information as applicable:

- The revised timescale.
- Any change to the description of the activity.
- A revised plan.
- Any change to the method of excavation.
- Any changes to the reinstatement method.
- Any changes to the conditions, if applicable.

## 12.9. Review of Permit by the Permit Authority Due to Circumstances Beyond its Control

12.9.1. The permit authority may review the permit and associated conditions, in the event of circumstances beyond its control having a significant disruptive effect at the location of the activity, as per the Permit Authority's policy regarding these circumstances. No fee will apply for permit variations

initiated by the permit authority unless, at the same time, the activity promoter applies for permit variations, which are not the result of the circumstances causing the permit authority's action.

#### 12.10. Review of Permit Due to Non-Compliance by the Activity Promoter

12.10.1. If the permit authority considers that an activity promoter is failing to comply with the conditions of a permit, then it may issue a FPN or revoke the permit. Before revoking a permit, the permit authority will contact the activity promoter to inform them of its intention and initiate a discussion.

#### 12.11. Waiving of Fees

12.11.1. If the permit authority has to revoke a permit through no fault of the activity promoter, no fee will be chargeable for a new permit.

#### 12.12. Continuation of an Activity when a Permit has been Revoked

12.12.1. An activity promoter will be committing an offence if it continues an activity when a permit has been revoked.

### 13. Cancellation of a Permit

#### 13.1. Cancellation Process

13.1.1. If an activity promoter wishes to cancel a permit for which it has no further use, or withdraw a permit application that has been submitted, for which a permit has not yet been granted, it should use the cancellation process containing the relevant activity/works reference. There is no fee payable for this process.

#### 13.2. Continuing an Activity following Cancellation of a Permit

13.2.1. An activity promoter will be committing an offence if it continues an activity when a permit has been cancelled.

### 14. Fees

#### 14.1. Permit Authority's Power to Charge Fees

14.1.1. To meet the costs of introducing and operating the Permit Scheme,



Regulation 30 gives the permit authority the power to charge a fee in respect of the following:

- The application for a PAA;
- The granting of a permit;
- Each occasion where there is a permit variation or conditions attached;
- Where a permit variation would move an activity into a higher permit category, the activity promoter will be required to pay the difference between the permit categories as well as the permit variation fee.

#### 14.2. Fee Policy

14.2.1. The permit authority will charge undertakers a fee for the above actions.

#### 14.3. Where Fees will Not be Payable

14.3.1. Fees will not be payable in the following circumstances:

- By the highway authority in respect of its own activities for road purposes, although records of all permits issued and the fees that could have been charged will be kept in order to assist in the review of fees, referred to in section 14.6;
- Where a permit is deemed to be granted because the permit authority failed to respond to an application within the time set down in section 10.9;
- If a permit variation is initiated by the permit authority or the permit authority has to revoke a permit through no fault of the activity promoter;
- Where the activity promoter has sent a cancellation before the permit has been approved by the permit authority.

14.3.2. Where a permit is granted though subsequently revoked by the Permit Authority before commencement of specified works, the Permit Authority shall refund in full any fee charged in accordance with this regulation, provided that the revocation is not the fault of the permit holder.

#### 14.4. Fee Discounts

14.4.1. Fee discounts and incentives are as set out in the permit fees and discounts document.

#### 14.5. Option to Waive or Reduce Fees

14.5.1. The permit authority retains the option to waive or reduce fees at its discretion.

#### 14.6. Scheme Evaluation (Review of Permit Fees)

14.6.1. The permit scheme and associated permit fees will be evaluated in accordance with the current permit regulations.

#### 14.7. Processing of Fees

14.7.1. Monthly invoices will be issued to each activity promoter, with all permits referenced.

### 15. Sanctions - Permit Authority's Policy

#### 15.1. Undertaking Activities Without a Permit

15.1.1. It is a criminal offence for an activity promoter or a person contracted to act on its behalf to undertake specified activities in a specified street in the absence of a permit, except as set out in section 5.2.

#### 15.2. Breaching a Permit Condition

15.2.1. It is a criminal offence for an activity promoter or a person contracted to act on its behalf to breach a permit condition.

#### 15.3. Action by Permit Authority

15.3.1. If the permit authority considers that an activity promoter is failing to comply with the conditions of a permit, then it may revoke the permit. Before revoking a permit, the permit authority will contact the activity promoter to inform them of its intention and initiate a verbal discussion followed by electronic communication.

15.3.2. Where an activity is undertaken without a permit, where a permit is required, or breaches a permit condition, the permit authority may take one or more of the following actions depending on the seriousness and persistence of the offence(s):

- Serve a Fixed Penalty Notice (FPN) against the offending party;

- Prosecute the offending party.

#### 15.4. Fixed Penalty Notices

15.4.1. Regulations 21 to 28 (and Schedules 1 and 2) authorise permit authorities to give Fixed Penalty Notices (FPNs) in respect of criminal offences. Fixed Penalty Notices offer the offender an opportunity to discharge liability for an offence by paying a penalty amount. Details on FPN's are clarified in The Street Works (Fixed Penalty) (England) Regulations 2007.

#### 15.5. Withdrawal of an FPN

15.5.1. In accordance with Regulation 27, if the permit authority considers that a FPN, which has been given, ought not to have been given, it shall give to the person to whom that notice was given, a notice withdrawing the FPN. The notice shall be in the form set out in Schedule 2 of the Regulations, the permit authority in such circumstances will repay any amount, which has been paid by way of a penalty in pursuance of the Fixed Penalty Notice. The permit authority shall consider any representations made by or on behalf of the recipient of a Fixed Penalty Notice and decide in all the circumstances whether to withdraw the notice.

#### 15.6. Non-Payment of FPN

15.6.1. If the undertaker pays either the full penalty or the discounted amount within the required period, then no further proceedings can be taken against that undertaker for that offence. If the undertaker does not pay the penalty within 36 working days, then the authority may bring proceedings in the Magistrates' Court for the original offence.

15.6.2. Legal action must be taken before the expiry of the six months deadline from the date of the offence for bringing a case before the Magistrates'

15.6.3. Court Action (Section 127 of The Magistrates' Courts Act 1980). This is the case even if the FPN was not given for some time after the offence was committed. In circumstances where a Fixed Penalty Notice has been issued in relation to an offence, although the permit authority subsequently forms the view that it would be more appropriate to prosecute the offender, the permit authority must withdraw the notice under Regulation 27 before bringing the proceedings.

#### 15.7. Application of Money by the Permit Authority

15.7.1. The permit authority recognises that the FPN scheme is NOT intended to be an additional source of income for authorities, although some income may be generated incidentally. The objective of the FPN scheme is to enable permit authorities to manage and control activities better on the street and thereby contribute to the overall aim of the TMA, which is to minimise disruption from street activities, and will be operated with that in mind, the permit authority should therefore not expect any net proceeds emerging from this Permit Scheme.

## 16. Registers

### 16.1. Register of Permits

16.1.1. The Permit Scheme requires each permit authority to maintain a register of each street covered by their Permit Scheme. The register should contain information about all registerable activities on those streets and forward planning information about activities and other events, which could potentially affect users of the streets.

16.1.2. Permit authorities will still need a register under section 53 of NRSWA for street information. This will cover those streets that are not part of the Permit Scheme, including non-maintainable streets. A local register will be maintained by the Permit Authority for its own geographic area. It will include information on all streets other than those streets that are the responsibility of another authority. The Permit Authority will maintain a register of permits in connection with the Permit Scheme and in accordance with Regulation 33 and 34, Part 7 of the Regulations.

### 16.2. Referencing of Information

16.2.1. All information held in the register of permits will be referenced to the USRN and the permit register will be Geographic Information System (GIS) based.

### 16.3. Content of Register

16.3.1. The permit register must record:

- copies of all Provisional Advance Authorisation, permit and permit variation applications submitted to the permit authority relating to registerable activities in any street.
- copies of all permits and Provisional Advance Authorisations given by

the authority, including conditions attached as well as all variations to permits and conditions including any permits "deemed" granted (see section 11.9).

- copies of all revoked permits refused Provisional Advance Authorisations and refused permits, together with the reasons for such refusals.
- copies of all notices, consents and directions served by a Permit Authority under section 58 or 58A of NRSWA.
- copies of all notices given under section 74 of NRSWA.
- description and location of activities for which plans and sections have been submitted under Schedule 4 of NRSWA (streets with special engineering difficulties).
- particulars of notices given by any relevant authority under Schedule 4 of NRSWA.
- particulars of street works licences under section 50 of NRSWA, including details of conditions and changes of ownership and of any NRSWA notices or directions associated with those licenses;
- information under section 70(3) and (4A) of NRSWA as to completion of reinstatements.
- particulars of apparatus notified to the street authority under section 80(2) of NRSWA.
- every notice of works pursuant to section 85(2) of NRSWA.
- details of every street for which the local highway authority are the Permit Authority.
- details of every street which is a prospectively maintainable highway over which a permit scheme would operate.
- details of every street over which a Permit Scheme would operate, of which the Permit Authority is aware, which is a highway but for which it is not the Highway Authority.
- details of every street which is:
  - a protected street
  - a street with special engineering difficulties
  - a traffic sensitive street

16.3.2. Authorities should ensure that their register also includes the following items, which are contained within the ASD:

- the road category of each street
- details of every street where early notification of immediate activities is required.

## 17. Monitoring

## 17.1. Monitoring and Evaluating the Permit Scheme

17.1.1. The permit authority will establish an internal monitoring group, which includes the Traffic Manager to monitor and evaluate the Permit Scheme to ensure that it demonstrates parity of treatment for all activity promoters, particularly between statutory undertakers and the highway authority's own activity promoters. To do this, Key Performance Indicators will be used and monitored.

**The Key Performance Indicators may change as and when they are updated by HAUC ENGLAND, so as to keep compliant with new legislation.**

## Appendix A - Policy Statement – Circumstances in which the Permit Authority will review, vary or revoke permits on its own initiative

1. Once a permit has been issued, the activity promoter should have reasonable confidence that the road space will be available for them. However, circumstances beyond the permit authority's control may occur which may cause the permit authority to review the permit and, as a result, may lead to the conclusion that the permit or its conditions need to be varied or revoked.
2. The permit authority's policy is to avoid making such variations other than in exceptional circumstances which could not reasonably have been predicted or where the impact is significant. Such events may include floods and other adverse weather conditions, burst mains, dangerous buildings, etc., which may result in traffic being diverted onto the road where the activity was underway or about to start.
3. If the consequent disruption of such events cannot be mitigated in a way other than by varying or revoking the permit, the permit authority will adopt the following procedure:
  - 3.1. As soon as the permit authority is aware that it may be necessary to vary or revoke a permit, it will contact the activity promoter to discuss the best way of dealing with the situation.
  - 3.2. If these discussions lead to an acceptable solution for both the permit authority and the activity promoter, the activity promoter will apply for a permit variation from which the permit authority will grant the new permit. Failing that, the permit authority will issue an "Authority Imposed Variation".
  - 3.3. In the event that agreement cannot be reached, and the permit authority believes the terms to be reasonable, then the activity promoter would have the option of invoking the dispute resolution procedure.
  - 3.4. No fee will be charged for permit variations or the revoking of a permit where the permit authority initiates it unless, at the same time, the activity promoter seeks additional permit variations.
4. The above policy does not restrict the permit authority from revoking a permit if the activity promoter is considered to be acting unreasonably and causing unnecessary disruption to the flow of traffic or pedestrians.







**The Birmingham City Council Permit Scheme for Road & Street Activities**

**Permit Fee Matrix, Incentives & Discounts**

**Document Control**

<b>Version No:</b>	<b>Date Issued</b>	<b>Distribution</b>	<b>Status</b>
1.1	04/02/2022	Kevin Hicks – Assistant Director Highways & Infrastructure	Final

## 1. PERMIT FEE MATRIX

Reinstatement Cat.	Category 0, 1 & 2		Category 3 & 4		Category 3&4
Application	Traffic Sensitive at certain times/locations		Traffic Sensitive at certain times/locations		Non traffic sensitive at any time or location
Time and location of activity	Wholly or partly within traffic sensitive times and or locations	Wholly or partly within traffic sensitive times and or locations (10% Discount)	Wholly or partly within traffic sensitive times and or locations	Wholly outside of traffic sensitive times and or locations (10% discount)	Any time and or location
PAA	£84	£75.60	£84	£75.60	£55
Major - (over 10 days and all major works requiring a traffic regulation order)	£172	£154.80	£172	£154.80	£91
Major - (4 to 10 days)	£104	£93.60	£104	£93.60	£54
Major - (up to 3 days)	£53	£47.70	£53	£47.70	£27
Standard	£104	£93.60	£104	£93.60	£54
Minor	£53	£47.70	£53	£47.70	£27
Immediate	£50	£45	£50	£45	£24
Variations	£45	£45	£45	£45	£35

## 2 INCENTIVES AND DISCOUNTS FOR PERMIT APPLICATIONS

Birmingham City Council is committed to working with activity promoters to improve the safety, quality and performance of works undertaken on the highway whilst minimising disruption to the travelling public. We have devised the following incentives aimed at encouraging activity promoters to achieve our stated aims.

The financial savings could be substantial. We believe these incentives to be both achievable and realistic and have developed them from discussions with utility company representatives.

Collaborative Activities (see section 5.7 of the Permit Scheme Document)

a. Where two or more activity promoters agree to undertake their activities at the same time, at the same location, under the same traffic management OR trench share to reduce disruption the following discount may be given to the permit application fees associated with those works. (This is subject to prior agreement with the Permit Authority): -

- i. 25% discount for activities on category 0, 1, 2 and traffic sensitive
- ii. 25% discount for activities on category 3 and 4 roads

- A. Activities on Reinstatement Category 1, 2, 3 and 4 roads which are traffic sensitive and the works take place wholly outside of traffic sensitive times will qualify for a 10% discount.
- B. Where several permit applications - for activities which are part of the same project, but which may be carried out in more than one street (see section 5.3 of the Permit Scheme Document), are submitted within 24 hours of each other, will qualify for a 10% discount. However, this is not intended to cover area-wide activities.
- C. Where an activity promoter's overall performance has a pass rate of 95% or more, based on sample category A plus B plus C inspections in a given sample inspection quarter, a 5% discount to permit application fees will be given in the subsequent quarter. Performance will be re-assessed each quarter and will be based on the Permit Authority's figures.
- D. If there are planned re-surfacing works by the highway authority and an activity promoter agrees to undertake any activities before commencement of the re-surfacing works then a discount of 25% will be given to the permit application fee associated with those works.

- E. If an activity promoter undertakes a reinstatement to the requirements of the permit authority on a street with a live section 58 restriction, a discount of 25% will be given to the permit application associated with those planned works. The discount will only apply if the activity promoter has discussed this with the Permit Authority before commencement of works and where applicable the necessary consent has been given.

**The above incentives and discounts are subject to removal or change at the discretion of the Permit Authority.**

Title of proposed EIA	BCC Streetworks Permit Scheme
Reference No	EQUA712
EA is in support of	New Policy
Review Frequency	Annually
Date of first review	27/06/2022
Directorate	Inclusive Growth
Division	Transportation and Connectivity
Service Area	Transport Planning and Network Strategy
Responsible Officer(s)	<input type="checkbox"/> Peter A Bethell
Quality Control Officer(s)	<input type="checkbox"/> Janet L Hinks
Accountable Officer(s)	<input type="checkbox"/> Mel Jones
Purpose of proposal	To assess the change from a notification scheme to a permit scheme in Birmingham, whereby companies renew, install and maintain their apparatus on the road network.
Data sources	
Please include any other sources of data	
ASSESS THE IMPACT AGAINST THE PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Not Applicable
Age details:	
Protected characteristic: Disability	Not Applicable
Disability details:	
Protected characteristic: Sex	Not Applicable
Gender details:	
Protected characteristics: Gender Reassignment	Not Applicable
Gender reassignment details:	
Protected characteristics: Marriage and Civil Partnership	Not Applicable
Marriage and civil partnership details:	
Protected characteristics: Pregnancy and Maternity	Not Applicable
Pregnancy and maternity details:	
Protected characteristics: Race	Not Applicable
Race details:	
Protected characteristics: Religion or Beliefs	Not Applicable
Religion or beliefs details:	
Protected characteristics: Sexual Orientation	Not Applicable
Sexual orientation details:	
Socio-economic impacts	
Please indicate any actions arising from completing this screening exercise.	
Please indicate whether a full impact assessment is recommended	NO

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

Consultation analysis

Adverse impact on any people with protected characteristics.

This review is concerned solely with the introduction of a permit scheme to enable companies to operate on city council's road network.

As such, it is considered that none of the protected characteristics are adversely affected and no further action is required.

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.

This review is concerned solely with the introduction of a permit scheme to enable companies to operate on city council's road network.

As such, it is considered that none of the protected characteristics are adversely affected and no further action is required.

Initial equality impact assessment of your proposal

Consulted People or Groups

Informed People or Groups

Summary and evidence of findings from your EIA

The Traffic Management Act 2004 provides the legislative basis for the introduction of a Permit Scheme to replace the existing notification system. Under the current system, operators of streetworks (e.g. gas pipes, electric cables, water pipes) only have to notify the Council of work that they intend to carry out. Under the proposed new system operators would have to ask the Council for permission, and receive a permit to carry out the work.

Permit schemes are specifically designed to improve the management and coordination of roadworks on the public highway.

The Government believes that operating a permit scheme is a far more effective way of proactively managing street and road works. The Secretary of State for Transport wrote to all highway authorities in England, in July 2018, requesting they consider introducing a permit scheme by March 2019.

Council officers have been working toward the implementation of a permit scheme for Birmingham and were instructed to develop a draft permit scheme and undertake the necessary statutory consultation prior to a final decision being made to approve its implementation.

The permit scheme aims to:

- Reduce disruption and inconvenience caused by roadworks on the highway
- Protect the structure of the street and the apparatus belonging to utility companies and other parties
- Ensure the safety of motorists, pedestrians and staff working on the highway
- Help the council provide better information for road users about work on the highway.

#### QUALITY CONTORL SECTION

Submit to the Quality Control Officer for reviewing?

No

Quality Control Officer comments

Proceed to Accountable Officer 26 06 21

Decision by Quality Control Officer

Proceed for final approval

Submit draft to Accountable Officer?

Yes

Decision by Accountable Officer

Approve

Date approved / rejected by the Accountable Officer

30/06/2021

Reasons for approval or rejection

Approved as no impacts identified on protected characteristics

Please print and save a PDF copy for your records

Yes

Julie Bach

Person or Group

Content Type: Item

Version: 62.0

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Close







**The Birmingham City Council Permit  
Scheme for Road & Street Activities**

**CBA Update 2022**

February 2022

Page 523 of 904

Report: The Birmingham Permit Scheme for Road & Street Activities, CBA Update 2022

Client: Birmingham City Council

Authors: Gary Kyle

Date: 11<sup>th</sup> February 2022

Reference: BIRCBA/CBA02

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# 1 INTRODUCTION

## Background

- 1.1 Birmingham City Council (BCC) is planning to implement a permit scheme in October 2022. The scheme will be known as The Birmingham City Council Permit Scheme for Road and Street Activities.
- 1.2 A Cost Benefit Assessment (CBA) evaluating the potential benefits of the permit scheme was reported in 2016, *'The Birmingham City Council Permit Scheme for Road and Street Activities – CBA Report', September 2016.*
- 1.3 The CBA demonstrated that significant benefits in terms of reductions in delay and operating costs to road users can be achieved through the implementation of the Scheme. The value for money threshold (Benefit to Cost Ratio, BCR) of 2.0 could be achieved with a 3% reduction in the delays to road users. This is below the reduction of 5% recommended in the appropriate guidance documents and advice notes.
- 1.4 A 5% reduction in impact to road users due to a reduction in occupancy would achieve a BCR of 3.5.

## CBA Update

- 1.5 The 2016 evaluation used noticing records reported between 2012 and 2015. Due to the time elapsed since the CBA was reported in 2016, it was decided that an updated assessment of the number of the likely number of permit applications should be undertaken.
- 1.6 This updated forecast would inform the structure and size of permits team required and recalculate the permit fees structure for the first year of the scheme.
- 1.7 This report presents the renewed permit activity forecast and the updated CBA results and conclusions.

## Methodology

- 1.8 The recalculation of Permit Scheme benefits uses the 2016 CBA methodology. A bottom-up approach, undertaking the evaluation of delays at typical roadwork sites using the Department for Transport (DfT) software 'Quadro' and Paramics microsimulation modelling.
- 1.9 This assessment considers the cost of road and street works to road users (travel time costs, fuel and other vehicle operating costs), accident and fuel carbon emission costs. The cost of vehicles diverting onto alternative diversion routes as a result of road closures or excessive delays approaching the works has been included in the Quadro evaluations.
- 1.10 The Council's Confirm street works database provides a record of the location, type and duration of all works requiring a notice under The New Road and Street Works Act 1991 (NRSWA). These records provide a detailed inventory of the type of works, traffic control, duration of works and location across the road network.
- 1.11 The Quadro assessment has considered the impact of works at traffic-sensitive and non traffic-sensitive roads involving temporary road closures and diversions or temporary traffic

signal control. The cost of Give & Take and Priority Flow works across the authority's road network has been modelled with Paramics microsimulation and PEARS software.

- 1.12 The assessment has been carried out for the 2022 base year and a design year 25 years hence (2046).
- 1.13 The benefits of the Permit Scheme are estimated from a specified 5% reduction in occupancy.

## 2 DATA SOURCES

### Data Update

- 2.1 The forecast permit activity has been calculated from a review of Confirm notices recorded between January 2018 and December 2021. This updates the 2016 forecast using Confirm records collected between 2012 and 2015.
- 2.2 A detailed analysis of the data recorded in each year has been carried out to allow the selection of a suitable forecast for the number and breakdown of permit applications likely in a typical year under the Permit Scheme.

### Notice Records

- 2.3 The Confirm query provided a record of all notices recorded over the four-year period.
- 2.4 The report was analysed to identify the number of works stopped notices for utility works promoters and highway authority works. The number of works recorded in each year is shown in Table 1.

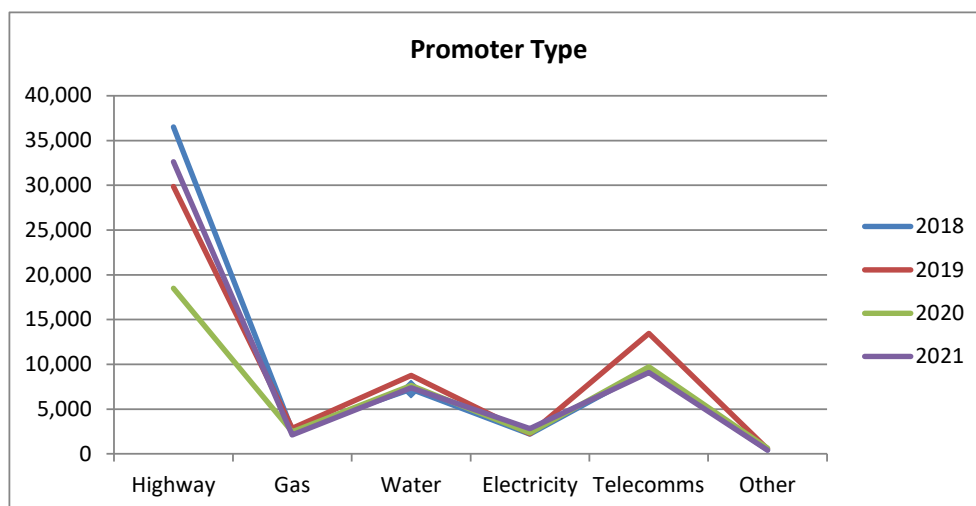
**Table 1: Notice works stopped records, 2018 - 2021**

	2018	2019	2020	2021
Utility Notices	22,007	27,850	22,841	21,848
Highway Notices	36,508	29,873	18,486	32,614
<b>Total</b>	<b>58,515</b>	<b>57,723</b>	<b>41,327</b>	<b>54,462</b>

- 2.5 The number of utility works notices recorded in each year are broadly similar, other than a large increase in the 2019 records. This is primarily a result of an increase in the number of works completed by a telecoms promoter. The number of works completed in the other years varies by less than 4%.
- 2.6 There is a larger variation in the number of highway works recorded, from a high of more than 36,500 in 2018 to a low of less than 18,500 in 2020.

### Works Promoter

- 2.7 The year-on-year variation in the number of works in the following groupings is shown in Figure 1;
- Highway
  - Gas
  - Water
  - Electricity
  - Telecoms.
  - Other



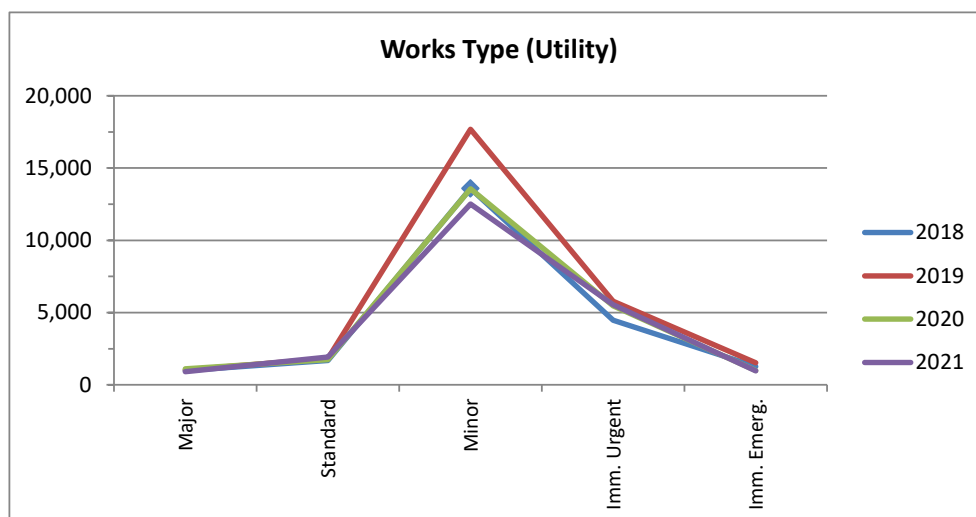
**Figure 1: Works Promoter Type**

- 2.8 The figure shows the only significant deviation is highway works in year 2020 and a peak in Telecomms. in 2019. Other than these variations, the number of works for other groupings are very consistent in each year.

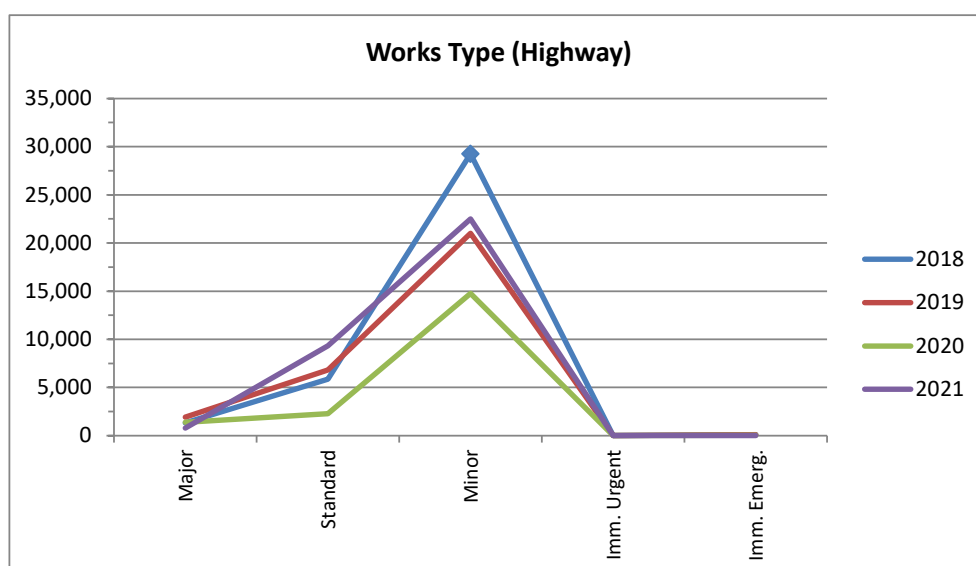
### Works Type

- 2.9 The category of works recorded is compared for each year in the following; Figure 2 Utility Works Promoter, Works Type and Figure 3 Highway Authority Works Type.
- 2.10 The number of Major, Standard and Immediate works completed by utility works promoters is very similar in each year. The peak in the 2019 data record is primarily an increase in the number of Minor works.





**Figure 2: Utility Works Promoter, Works Type**



**Figure 3: Highway Authority Works Type**

- 2.11 The highway works numbers show more variation between years, with large differences in the number of Minor and Standard works recorded. Major works numbers are relatively consistent in each year.

### Highway Works Duration

- 2.12 The total number of works and number of works by category is shown in Table 2.

**Table 2: Works duration highway notices**

	2018	2019	2020	2021
1 day	31,079	23,749	15,291	27720
2-3 days	2,710	2,625	1,679	2018
4-10 days	1,785	1,383	895	1282
10-30 days	715	415	392	696
30-90 days	165	60	133	491
90-180 days	36	16	45	219
180-365 days	13	23	21	96
>365 days	4	10	2	4
<b>Average</b>	<b>2.1</b>	<b>2.1</b>	<b>2.6</b>	<b>4.0</b>

- 2.13 The above table shows the majority of highway works are completed within 1 day; between 80% and 85% in all years. Many of these works will be very short duration reactive maintenance repairs, for example, pothole repairs.
- 2.14 Less than 1,000 works combined have a duration of more than 10 days.
- 2.15 Not all of the short duration repair works will require a unique permit application under then Permit Scheme, therefore an adjustment has to be made to the highway notice numbers to avoid over-estimating the number of highway authority permits likely.

### Traffic Sensitivity

- 2.16 The split between works on traffic sensitive and non-traffic sensitive streets is shown in Table 3.

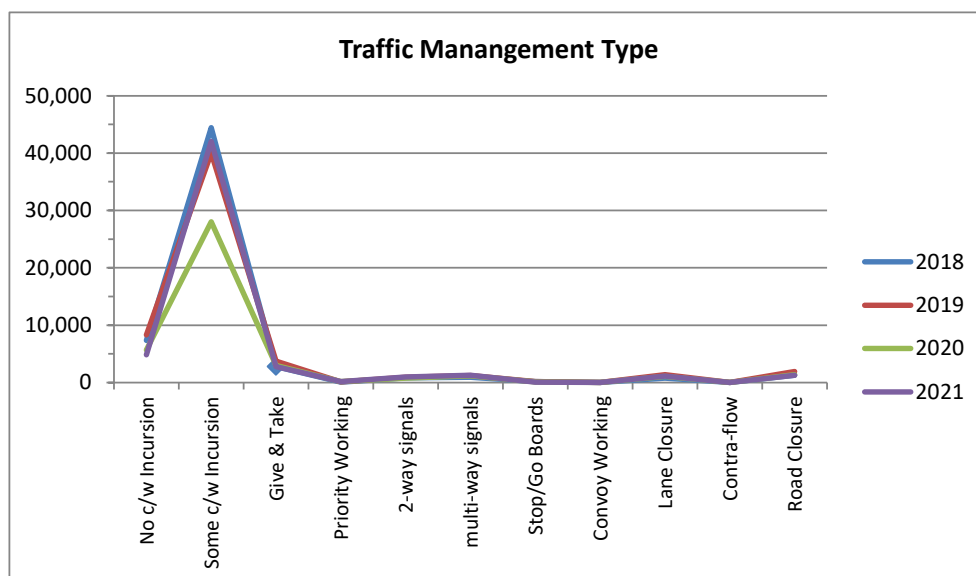
**Table 3: Works on Traffic Sensitive Streets**

	2018	2019	2020	2021
Traffic Sensitive streets	28,155	29,060	20,707	26,360
Non-Traffic Sensitive streets	29,584	28,006	20,049	27,370
Other	776	657	571	732
<b>TOTAL</b>	<b>58,515</b>	<b>57,723</b>	<b>41,327</b>	<b>54,462</b>
<b>% Traffic Sensitive</b>	<b>48%</b>	<b>50%</b>	<b>50%</b>	<b>48%</b>

- 2.17 The data analysis shows that almost 50% of all works recorded take place on a street designated as traffic sensitive in the National Streets Gazetteer (NSG).
- 2.18 It is important to accurately represent this statistic in the forecast as the time taken to process permit applications for works on traffic sensitive streets is longer, requiring more staff, and therefore the permit fee charged is correspondingly higher.

### Traffic Management

- 2.19 The number of works recorded by traffic management type is shown in Figure 4.



**Figure 4: Traffic Management Type**

- 2.20 There is very little variation in all traffic management types in each year, other than works operating with some carriageway incursion.
- 2.21 Combining the analysis in previous sections, this suggests that the elements contributing to the greatest variation in each year are;
- Highway works activities
  - Telecoms. activities in 2019
  - Short duration Minor works of 1 day or less
  - Works operating with Some carriageway incursion
- 2.22 The steps taken to produce a reliable and conservative estimate of the number of permit applications likely to be received in a typical year should take all of the above factors into account.

### **3 PERMIT FORECAST**

- 3.1 The forecast for the number of permit applications likely to be received in atypical year under the Permit Scheme is presented below.
- 3.2 A conservative estimate for the number of permit applications likely to be received in the first year of the scheme has been agreed, to avoid over-recruiting of staff to the new permit team.
- 3.3 2019 has been excluded as an outlier within the 4 years for which noticing records were provided, due to the higher-than-normal telecoms. activities recorded.
- 3.4 Of the remaining 3 years, 2020 provides the closest to average figures for utility works and the lowest number of highway authority notices.
- 3.5 Therefore, an adjusted form of the 2020 records has been used to provide a forecast of year 1 permit activity.

#### **Utility works**

- 3.6 22,841 works stopped notices were recorded in 2020 for utility works promoters.
- 3.7 The number of notices recorded for each of the promoters with more than 1,000 completed in a year – BT, Cadent Gas, Western Power Distribution, Severn Trent Water and Virgin Media – is near the mid-point of the range of works in all cases.
- 3.8 The 2020 data records have therefore been used directly in the permit forecast.

#### **Highway works**

- 3.9 Historically, the number of notices for highway authority works has been high. More than 50,000 notices were recorded by highway authority works promoters in the pre-2015 data. This number has reduced in recent years, however, there is a large variation in the number of works recorded year-on-year.
- 3.10 2020 provides the lowest number of highway authority works recorded in a year and has therefore been used as the basis for the forecast.
- 3.11 However, experience of other schemes where the highway authority accounted for more than 50% of the works notices has shown that this would result in an over-estimate of the number of highway authority permits received.
- 3.12 Evidence from permit schemes across the country suggests that a 30:70 split in permits between highway and utility works promoters is typical when a scheme goes live.
- 3.13 The following adjustments have been made to the data record to provide a robust estimate of the number of works that would translate to requiring an individual permit under the Permit Scheme;
- Reduce highway notices to achieve a 30:70 split
  - Remove a proportion of notices with;
    - Minor works classification
    - 1-day actual duration

- Some carriageway incursion tm
  - Remove any notice records for works not recorded on a Category 0 to 4 street
- 3.14 This process avoids reducing the number of Major and Standard highway works notices.
- 3.15 The 18,486 highway authority notices have been reduced by just over 8,000 to produce 10,132 highway works as an appropriate forecast for highway authority permit activity.

### Permit Forecast

- 3.16 The forecast permit activity following the introduction of the Permit Scheme is shown in Table 4 below.

**Table 4: 2022 Forecast Permit Activity**

	Highway	Utility
Major, TS	774	434
Standard, TS	716	710
Minor, TS	2,362	5,511
Immediate - Urgent, TS	499	2,204
Immediate - Emergency, TS	11	385
Major, TS	618	624
Standard, TS	1,207	1,022
Minor, TS	3,399	7,930
Immediate - Urgent, TS	530	3,171
Immediate - Emergency, TS	16	553
<b>Total</b>	<b>10,132</b>	<b>22,544</b>
<i>Sub-total Utility</i>	<i>4,362</i>	<i>9,244</i>
<i>Sub-total Highway</i>	<i>5,770</i>	<i>13,300</i>

## **4 FEES MATRIX**

### **Introduction**

- 4.1 The calculation of Permit Fees has been carried out in accordance with the guidance set out in “Traffic Management Act 2004, Permit Fees Guidance” July 2008 and the guidance contained in the “Statutory Guidance for Highway Authority Permit Schemes” July 2020.
- 4.2 The DfT produced a Fees Matrix spreadsheet listing permit forecast, staff costs and resources required to undertake the activities to evaluate submitted permits.
- 4.3 The staff cost inputs set the permit fees for each category of permit to balance the operating costs to process utility works promoter permit applications with the fee income billed for permits granted.
- 4.4 This spreadsheet has been used as the basis for calculating staff resource requirements, scheme operating costs, forecasting annual permit fee income and setting permit fee charges.

### **Fees Matrix**

- 4.5 The Fees Matrix spreadsheet inputs include;
  - Number of works p.a. by category for Traffic Sensitive and non-Traffic Sensitive streets
  - Personnel salaries, employer National Insurance (NI) & pension contributions and a staff cost multiplier to cover other Council overheads
  - Time requirement to process each permit task, by staff level and by permit type
  - Reduction factor to account for time already incurred in noticing permit applications under NRSWA
  - Surcharge to permit fee to recover the utility works promoters share of the allowable operating costs
- 4.6 The time estimates for each permit task are adjusted to discount the time required to complete work already carried out under NRSWA Noticing and ensure only the cost of undertaking additional activities under the Permit Scheme are charged.
- 4.7 The Notice Regime Reduction percentages applied reduce the activity timescales by approximately 30% overall.

### **Number of Works**

- 4.8 The forecast number of permit applications received is shown in Table 4 in Chapter 3.
- 4.9 The Fees Matrix also requires an estimate of the number of variations to granted permits. These variations include; early start requests, duration extension requests and a modification to the permit or conditions.
- 4.10 The Confirm noticing record contained between 3,000 and 3,700 notice variations in each year. This amounts to a variation rate of approximately 13% of works stopped notices.

- 4.11 The Fees Matrix contains an estimated 3,204 permit variations submitted by utility works promoters, out of a total of 22,544 permits. There are a further 10,132 highway authority permits included.

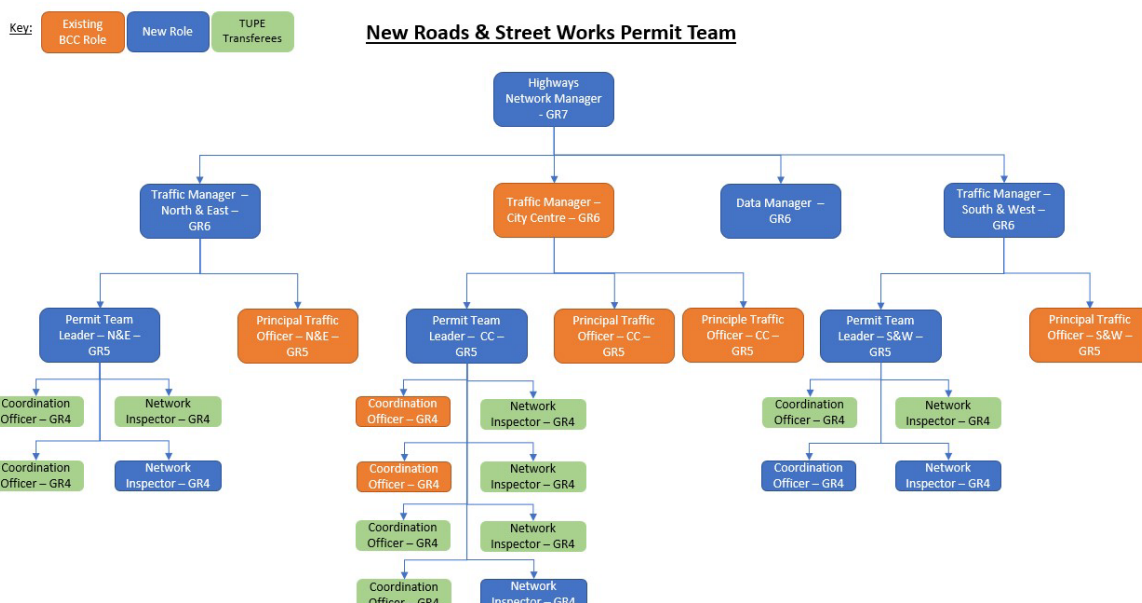
### Personnel

- 4.12 The Fees Matrix lists 3 staff designations;
- Street Works Officer; normally day to day permit application activities (office based).
  - Street Works Co-ordinator; supervise Officer team, oversee all permit decisions, responsible for co-ordination activities, responsible for decisions on complex or major permit applications, include site visits to discuss major schemes (mainly office based) - input will be received from SW Inspectors regarding suitability of tm proposals and co-ordination issues (site based).
  - Traffic Manager; manage the permit scheme and Officer/Co-ordinator group, overall responsibility for decisions on Major scheme applications, senior co-ordinators will provide much of the day to day decision making (mainly office based).
- 4.13 The breakdown of personnel required to process permit applications is shown in Table 5.

**Table 5: Fees matrix calculated personnel requirement**

PERSONNEL LEVEL	All Works	Highway Authority	Public Utilities
Street Works Officer	10.0	3.7	6.3
Street Works Co-ordinator	8.4	3.3	5.1
Traffic Manager	4.0	1.7	2.3
<b>Total employees</b>	<b>22.4</b>	<b>8.7</b>	<b>13.7</b>

- 4.14 22.4 full-time equivalent (fte) staff would be required to process all permit applications forecast (Table 4, page 9). This is split approximately 40:60 between highways and utility works.
- 4.15 These designations are a composite of the grades proposed within the BCC permits team; proposed at GR4, GR5, GR6 and GR7 and shown in Figure 5.
- 4.16 The proposed permit team structure shows 28 staff working under the Highway Network Manager and 3 area teams each working under an area Traffic Manager.
- 4.17 The structure includes Highway Inspectors and Management staff who will not be involved in decisions regarding processing permit applications on a full-time basis.
- 4.18 The composite calculation allocates responsibility for day to day functions to the appropriate grade; for example, GR4 grades will work 100% of their time on processing permit applications at SW Officer level, Inspectors 50% of their time at SW Co-ordinator or Traffic Manager level, Traffic Managers 75% of their time at TM level and Highway Network Manager 10% of their time at TM level.
- 4.19 This ensures the allocation of salary costs to each Fees Matrix level matches the resource allocated with the permit team structure.



**Figure 5: New Road & Street Works Permit Team Structure**

- 4.20 The remainder of each grades time will be undertaking, supervising or managing other street works functions undertaken by the team.

### Fee Income

- 4.21 The scheme operating cost and forecast fee income is shown in Table 6.
- 4.22 The operating cost to process all permit applications is forecast to be £1,194,308. The operating cost to process utility works promoter permit applications is forecast to be £1,192,383. The permit fees are set for the scheme to be cost neutral, therefore the estimated annual fee income is also £1,192,383.

**Table 6: Forecast permit fee income**

	NUMBER OF STAFF	OPERATING COST	EMPLOYEE COSTS		OTHER COSTS
			PERMITS	VARIATIONS	OVERHEADS
All works	22.4	£1,944,308	£1,566,781	£166,772	£210,755
Utility works	13.7	£1,192,383	£952,722	£110,294	£129,367

- 4.23 Approximately 80% of the £1,192,383 operating cost to process utility permits is allocated to employee costs (salary, NI, pension and a cost multiplier to cover other Council overheads).
- 4.24 9% of the costs are allocated to processing permit variation applications (estimated at 13% of permits granted using 2018-2021 noticing records).



- 4.25 The remaining 11% of cost is allocated to contribute the utilities share of the allowable overheads required to run the scheme; recovered via a surcharge applied to all permit fees. This is forecast to recover almost £130,000 towards the estimated £200,000 annual costs attributed to the allowable overheads.
- 4.26 The Fees Matrix input parameters used to calculate costs are;
- Salaries, a composite calculation based on each grades anticipated contribution to each level designated in the Fees Matrix
  - NI, 10% to 11.5%, depending upon base salary
  - Pension contributions, 35.4%
  - Corporate overheads 30%
  - Allowable overhead fee surcharge, 12%

### **Operating Cost**

- 4.27 For the purpose of the CBA, the Permit Scheme annual operating cost is calculated from the time required to process all permit applications (inclusive of Council works). The total revenue that can be generated by operating the Scheme is calculated from the Permit Fees and total number of works (excluding Council works).
- 4.28 The costs derived from the Fees Matrix are;
- Permit Scheme annual operating cost, £1,944,308
  - Permit Scheme annual revenue, £1,192,383
- 4.29 These cost have been input to the CBA calculation at 2022 Q3 prices.

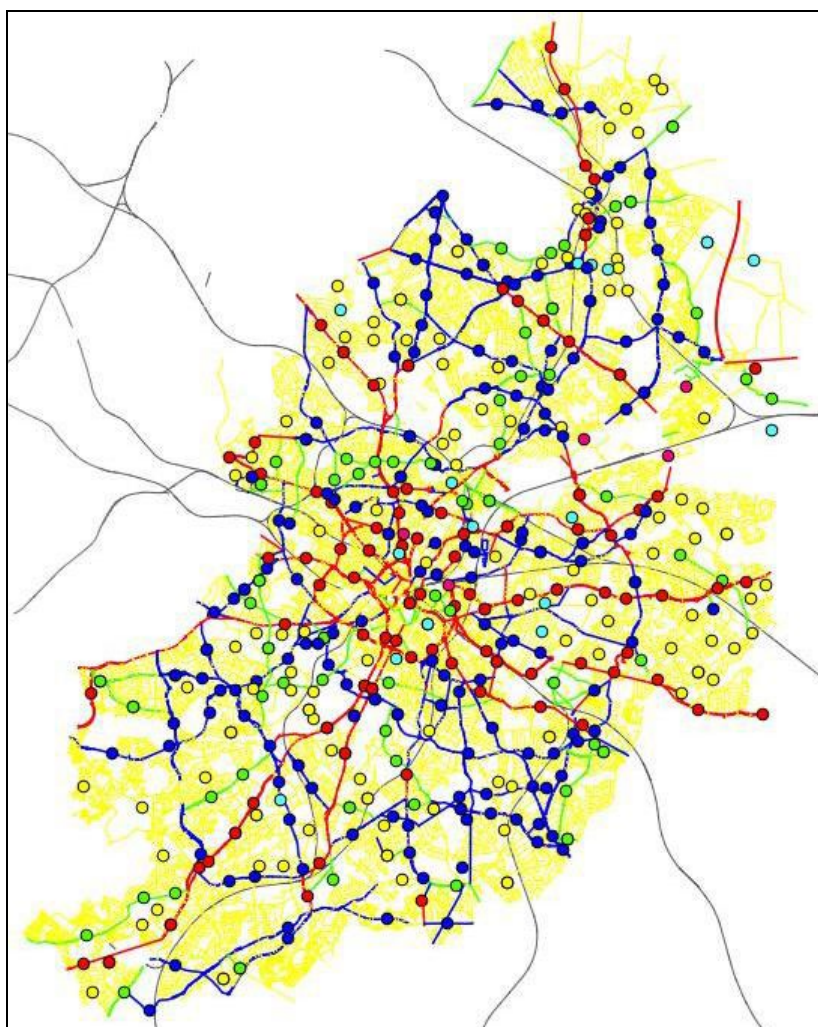
## 5 TRAFFIC MODELLING

### Methodology

- 5.1 The 2-stage modelling process used for the 2016 CBA has been used in this update.
- 5.2 The Quadro software has been used to assess the user costs and indirect costs for the following traffic management types:
- road closure (with suitable diversion route)
  - overnight road closure (with suitable diversion route) as above with traffic flow maintained through works between 07:00 – 19:00
  - lane closure (dual c/w only)
  - 2-way temporary signals (dual c/w excluded) with suitable diversion route available when large delays encountered
  - 3-way & 4-way temporary signals (dual c/w excluded) with suitable diversion route available when large delays encountered
  - stop / go boards (NSL dual c/w excluded) as 2-way temporary signals, but operating weekdays only between 08:00 – 17:00
- 5.3 A work duration of 1 week was selected in each test to provide the user costs for each day type and the market price to user cost factor.
- 5.4 Paramics microsimulation models have been used to calculate the user costs of the following street works:
- Give & Take and Priority Working, at works requiring excavation of the carriageway or footway on traffic sensitive and non-traffic sensitive roads
  - Some Incursion, give & take control assumed for a proportion of these works (see below) to model the impact of carriageway excavation, signing, plant and machinery on traffic flow.
- 5.5 The breakdown of the number of the above works assumed to have an impact on traffic delays is:
- Give & Take, 3,196 works, all modelled
  - Some Incursion, 6,344 works (31%), modelled
  - Some Incursion, 13,853 works (69%), not modelled
  - No Incursion, 5,549 works, not modelled
- 5.6 This equates to approximately 33% of all works classified as 'Give & Take' or 'No/Some Incursion' being modelled as having some disruption to traffic flow.
- 5.7 No impact has been assumed at works categorised as No Carriageway Incursion.

## Traffic Flow Data

- 5.8 The West Midlands Spectrum data base provided access to processed automatic traffic count (ATC) data across the City Council area. A search of all records with data available from 2014-16 identified 521 suitable sites.
- 5.9 This data was extracted from the database and processed to identify suitable sites for modelling the impacts of road works using Quadro and Paramics microsimulation.
- 5.10 These data records provide a comprehensive overview of traffic volumes across all types of road category within the City Council network.
- 5.11 The location of these sites across the road network is shown in Figure 6.



**Figure 6: Location of ATC sites**

- 5.12 Sites on roads of reinstatement category 0 are shown in magenta, category 1 red, category 2 dark blue, category 3 in green, category 4 TS in yellow and category 4 Non-TS pale blue.
- 5.13 The underlying mapping shows the reinstatement category for each street in the Gazetteer using the same colour coding.

## Site Selection

- 5.14 Modelling the impact of works across the network requires a sample of these sites to reflect the distribution of road types and traffic flow levels encountered.
- 5.15 Site selection criteria have been used to ensure a representative site is tested in each area and a suitable number of Quadro tests is achieved for each category and works type, to produce statistically reliable average works costs. The criteria applied are:
- Location – mix of City Centre, urban and suburban roads to represent the full network
  - Road type – both single and dual carriageway roads (where appropriate)
  - Diversion – suitable diversion route (or multiple routes) available & a mix of diversion route lengths
  - Traffic volumes – range of traffic flows for each category to be representative of the full City Council network
- 5.16 Where the data for a large number of ATC sites was available for a road type, the most suitable sites providing the full range of criteria listed above were selected. In some cases, there was insufficient data and therefore all available sites were used.
- 5.17 41 sites were modelled across four road category types.
- 5.18 The selection of suitable ATC records for inclusion in Quadro traffic modelling is summarised in Table 7. The distribution of ATC sites by Reinstatement Category and Traffic Sensitivity is shown.

**Table 7: Distribution of selected sites by Reinstatement Category**

Type	Traffic Sensitive				Non-TS
	0	1	2	3 & 4	3 & 4
All Records	5	110	186	190	20
Selected		8	8	15	10

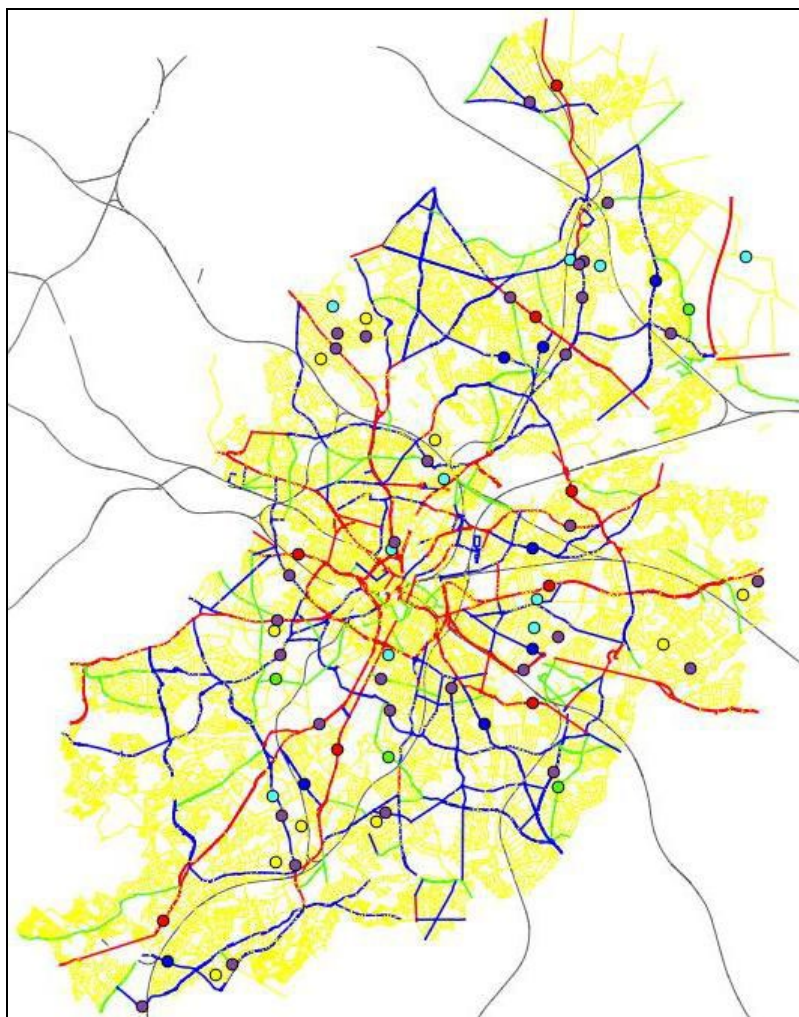
- 5.19 The distribution of site by flow range (AADT) is shown in Table 8.

**Table 8: Distribution of ATC records by AADT**

Type	AADT					
	< 5,000	5,000-10,000	10,000-20,000	20,000-30,000	30,000-40,000	> 40,000
All Records	54	112	242	75	26	11
Selected	13	8	14	4	2	

- 5.20 The site selection process was determined by Reinstatement Category and Traffic Sensitive status. The resulting distribution of traffic volumes is representative of the recorded proportions.

- 5.21 The sites have been selected to achieve a distribution and traffic volumes that are representative for each reinstatement category type. The sites have also been selected to produce a representative spread across the Council road network.
- 5.22 The location of the selected sites across the road network is shown in Figure 7.



**Figure 7: Selected ATC sites**

- 5.23 The network plot shows the selected sites are distributed across the road network (reinstatement category 0 are shown in magenta, category 1 red, category 2 dark blue, category 3 in green, category 4 TS in yellow and category 4 Non-TS pale blue).

- 5.24 The Quadro software can model up to 4 flow groups - by default;
1. Monday – Thursday
  2. Friday
  3. Saturday
  4. Sunday
- 5.25 The selected ATC data has been formatted to produce a Quadro compatible data entry format defining the directional flow in hourly intervals for each day type. The flow for suitable alternative or diversion routes has also been input in the same format.
- 5.26 The number of sites modelled in Quadro for each works and reinstatement category type is shown in Table 9.

**Table 9: Number of locations modelled**

Works Type	Cat.	Number of Sites Modelled
Road Closure (all day)	1 TS	1
	2 TS	8
	3-4 TS	15
	Non- TS	10
Road Closure (overnight)	1 TS	3
	2 TS	8
	3-4 TS	15
	Non- TS	10
Lane Closure	1 TS	2
	2 TS	
	3-4 TS	
	Non- TS	
Temporary Traffic Signals (two-way signals)	1 TS	6
	2 TS	8
	3-4 TS	15
	Non- TS	10
Temporary Traffic Signals (multi-phase)	1 TS	6
	2 TS	8
	3-4 TS	15
	Non- TS	10
Traffic Control (stop/go)	1 TS	6
	2 TS	8
	3-4 TS	15
	Non- TS	10
SUB-TOTAL QUADRO		189

- 5.27 A large number of locations for each traffic management type and reinstatement category have been modelled, where appropriate ATC datasets were available.
- 5.28 8 locations each were selected for Cat 1 and 2 roads, to provide a range of traffic flows and diversion route lengths. 25 locations for Cat 3 and 4 roads were selected to ensure the variation in traffic volumes on these road types and length of diversion onto suitable roads is adequately represented. 15 of the locations are on Traffic Sensitive routes, the remaining 10 sites are on non-TS routes.



## Input Assumptions

- 5.29 To ensure a consistent approach to the modelling, the following assumptions were applied to the roadwork models:
- Site length; 0.5 km dual carriageway and single carriageway, or 0.25 km where traffic signal control or stop / go boards in operation (0.1 km site length in urban areas on links of length < 0.5 km)
  - Works duration; 1 week for all (to obtain costs for each day type)
  - Speed limit for works site; 50 mph for 60 & 70 mph roads, 30 mph for all other speeds and all urban locations
  - Lane width; 2.75 metres per lane for Chapter 8 miscellaneous works
  - Speed/flow curve for diversion route; aggregate calculated with QDiv module to obtain a curve representative of the combination of links on the diversion route(s)
  - Incidents; delays due to incidents not modelled since the works duration is relatively short
- 5.30 To avoid over-stating the modelled delays as a result of road closures on heavily trafficked routes (as several alternative routes may be available) the following assumptions have been applied:
- Category 0 & 1 streets, overnight works only, temporary running permitted through site during peak periods – affects 82 road closures
  - Category 2 streets, 50% of works full road closure and 50% overnight works only, with temporary running permitted through site during peak periods – affects 156 road closures overall

## **6 MODELLED IMPACTS**

### **Quadro Outputs**

- 6.1 The Quadro user costs for each day type and non-exchequer impacts are taken directly from the output files.
- 6.2 The latest version of the software - Quadro 4 2021 (v4.20.0.1) - has been used for the updated assessment. All prices are quoted at 2010 base prices and discounted from the 2022 opening year of the cost-benefit analysis to 2010.
- 6.3 A spreadsheet was used to derive the arithmetic average costs for each road type modelled. The average duration for each works type was used to select suitable days for the works to take place, with the assumption that all works of a duration less than or equal to 5 days take place on weekdays. Any works of duration greater than 5 days are assumed to continue into the weekend.
- 6.4 The number of works assumed per annum in the first year of operation of the Permit Scheme and the average user cost by works type is shown in Table 10.
- 6.5 The high average cost of multi-phase traffic control on Category 1 and 2 roads is a result of the high traffic volumes on these roads and the long cycle times and low capacity for this traffic management type.



**Table 10: Modelled annual user costs by tm type (Quadro)**

Works Type	Cat.	Number Works p.a.	Ave. Cost per Work
Road Closure (all day)	1 TS	0	£ -
	2 TS	78	£ 100,010
	3-4 TS	491	£ 28,839
	Non- TS	545	£ 5,012
Road Closure (overnight)	1 TS	82	£ 20,583
	2 TS	78	£ 13,743
	3-4 TS	0	£ -
	Non- TS	0	£ -
Lane Closure	1 TS	616	£ 19,897
	2 TS	156	£ 19,897
	3-4 TS		£ -
	Non- TS		£ -
Temporary Traffic Signals (two-way signals)	1 TS	72	£ 53,119
	2 TS	231	£ 10,625
	3-4 TS	276	£ 5,514
	Non- TS	95	£ 1,101
Temporary Traffic Signals (multi-phase)	1 TS	98	£ 154,095
	2 TS	220	£ 40,891
	3-4 TS	421	£ 10,862
	Non- TS	318	£ 1,096
Traffic Control (stop/go)	1 TS	3	£ 33,587
	2 TS	13	£ 5,932
	3-4 TS	21	£ 3,039
	Non- TS	25	£ 394
SUB-TOTAL QUADRO		3,839	£ 20,836

Note: all prices quoted at 2010 values.

- 6.6 The opening year summarised costs calculated for each works type and reinstatement category are shown in Table 11.

**Table 11: Single year analysis of works cost (opening year)**

Works Type	Cat.	Total Impact Market Prices	Net Cons Impact	Net Bus Impact	Accident Costs	Fuel & Emiss.	Indirect Tax Rev	Cumulative User Costs
Road Closure (all day)	1 TS	£ -	£ -	£ -	£ -	£ -	£ -	£ -
	2 TS	£ 10,152	£ 6,122	£ 3,793	£ 125	£ 113	-£ 335	£ 7,801
	3-4 TS	£ 18,817	£ 11,139	£ 7,028	£ 339	£ 311	-£ 628	£ 14,160
	Non- TS	£ 3,720	£ 2,166	£ 1,354	£ 93	£ 107	-£ 165	£ 2,732
Road Closure (overnight)	1 TS	£ 2,332	£ 1,398	£ 816	£ 62	£ 55	-£ 116	£ 1,688
	2 TS	£ 1,451	£ 888	£ 507	£ 30	£ 26	-£ 68	£ 1,072
	3-4 TS	£ -	£ -	£ -	£ -	£ -	£ -	£ -
	Non- TS	£ -	£ -	£ -	£ -	£ -	£ -	£ -
Lane Closure	1 TS	£ 15,264	£ 9,466	£ 5,800	£ -	-£ 2	-£ 388	£ 12,256
	2 TS	£ 3,865	£ 2,397	£ 1,469	£ -	-£ 0	-£ 98	£ 3,104
	3-4 TS	£ -	£ -	£ -	£ -	£ -	£ -	£ -
	Non- TS	£ -	£ -	£ -	£ -	£ -	£ -	£ -
Temporary Traffic Signals (two-way signals)	1 TS	£ 4,603	£ 2,833	£ 1,740	£ 15	£ 15	-£ 107	£ 3,825
	2 TS	£ 3,113	£ 1,897	£ 1,182	£ 18	£ 17	-£ 90	£ 2,454
	3-4 TS	£ 1,901	£ 1,156	£ 740	£ 3	£ 3	-£ 49	£ 1,522
	Non- TS	£ 131	£ 81	£ 50	£ -	£ -	-£ 4	£ 105
Temporary Traffic Signals (multi-phase)	1 TS	£ 18,695	£ 11,410	£ 7,124	£ 106	£ 54	-£ 356	£ 15,101
	2 TS	£ 11,443	£ 6,952	£ 4,296	£ 110	£ 85	-£ 236	£ 8,996
	3-4 TS	£ 5,808	£ 3,467	£ 2,231	£ 57	£ 52	-£ 148	£ 4,573
	Non- TS	£ 439	£ 270	£ 169	£ -	£ -	-£ 13	£ 348
Traffic Control (stop/go)	1 TS	£ 125	£ 68	£ 56	£ 0	£ 0	-£ 3	£ 101
	2 TS	£ 98	£ 53	£ 43	£ 1	£ 1	-£ 3	£ 77
	3-4 TS	£ 101	£ 66	£ 35	£ 0	£ 0	-£ 2	£ 64
	Non- TS	£ 12	£ 7	£ 5	£ -	£ -	-£ 0	£ 10
SUB-TOTAL QUADRO		£ 102,072	£ 61,836	£ 38,439	£ 961	£ 836	-£ 2,808	£ 79,988

Note: all prices quoted at 2010 values and £000's.

- 6.7 The majority of costs are incurred with full road closures and temporary traffic signal control, which make up around 31% and 46% of the total annual impact, respectively.
- 6.8 19% of the delays modelled are incurred at the 772 lane closures on Category 0-2 dual carriageways.
- 6.9 Impacts at overnight road closures and daytime stop/go control incur less than 5% of the total delay combined.
- 6.10 The average diversion length for sites modelled in Quadro is 0.7 km. For Category 1 and 2 roads (which make up the A-class and primary B-class routes) the average diversion length is 1.1 km. The longest diversion route modelled is a closure on the A5127 Lichfield Road requiring a diversion via A454 Walsall Road, a diversion length of 1.9 km.
- 6.11 These relatively low diversion route lengths are appropriate for a predominantly urban network.

### Microsimulation Outputs

- 6.12 The economic assessment of the model outputs has been carried out using the PEARS software (Programme for the Economic Assessment of Road Schemes version 15). PEARS is an economic assessment package that has been specifically designed for use with the output from traffic microsimulation models.

- 6.13 The economic concepts in PEARS are consistent with the Fixed Trip Matrix methodologies of COBA and NESA (as detailed in DMRB Volumes 13 and 15, respectively). The methodologies and costs are derived from TAG Unit 3.5.6 - Values of Time and Operating Costs.
- 6.14 The model was run for base year traffic flows and a future year using the TEMPRO traffic growth projection. The additional delays to vehicles travelling through the works site were identified by running the same base model with no incident vehicles with the resulting model outputs providing the input to the PEARS economic assessment.
- 6.15 The number of works and calculated average cost is shown in Table 12.

**Table 12: Users costs by traffic volume give & take works**

Works Type	Cat.	Number Works p.a.	Ave. Cost per Work
Traffic Control (give & take)	High flow	1,167	£ 586
	Medium flow	1,395	£ 312
	Low flow	6,979	£ 130
			£ -
SUB-TOTAL MICROSIM		9,540	£ 212

Note: all prices quoted at 2010 values.

- 6.16 The table shows that the average cost of works in high flow locations is £586, reducing to £312 and £130 for medium and low flow locations. The average duration of works is 4 days on Traffic Sensitive and Non-TS streets.
- 6.17 The summary costs by works type evaluated are shown in Table 13.

**Table 13: Microsimulation single year analysis of works cost (opening year)**

Works Type	Cat.	Total Impact Market Prices	Net Cons Impact	Net Bus Impact
Traffic Control (give & take)	High flow	£ 683	£ 373	£ 467
	Medium flow	£ 436	£ 312	£ 223
	Low flow	£ 908	£ 558	£ 558
SUB-TOTAL MICROSIM		£ 2,027	£ 1,244	£ 1,248

Note: all prices quoted at 2010 values and £000's.

- 6.18 'Give & Take' traffic control amounts to approximately £2M annually, and represents around 2% of the total cost of all works.

## Combined Impacts

- 6.19 The summarised annual impact of works for the Quadro and microsimulation modelling is shown in Table 14.

**Table 14: Summary single year analysis (opening year)**

	Total Impact Market Prices	Net Cons Impact	Net Bus Impact	Accident Costs	Fuel & Emiss.	Indirect Tax Rev	Cumulative User Costs
Sub-total Quadro	£ 102,072	£ 61,836	£ 38,439	£ 961	£ 836	-£ 2,808	£ 79,988
Sub-total Microsim	£ 2,027	£ 1,244	£ 1,248	£ -	£ -	£ -	£ -
<b>TOTAL</b>	<b>£ 104,099</b>	<b>£ 63,080</b>	<b>£ 39,687</b>	<b>£ 961</b>	<b>£ 836</b>	<b>-£ 2,808</b>	<b>£ 79,988</b>

Note: all prices quoted at 2010 values and £000's.

- 6.20 The CBA spreadsheet was set-up to carry out an assessment of the 25-year economic impacts using the model outputs for 2022 base year and 2046 future year traffic flows. The costs for intermediate years are interpolated within the spreadsheet.
- 6.21 The summarised impact for the 25-year assessment period is shown in Table 15.

**Table 15: 25 years analysis of works cost, all works (2022-2046)**

	Total Impact Market Prices (2022)	Total Impact Market Prices (2046)	25 Year Cumulative Costs
Sub-total Quadro	£ 102,072	£ 94,169	£ 2,453,006
Sub-total Microsim	£ 2,027	£ 2,257	£ 29,464
<b>TOTAL</b>	<b>£ 104,099</b>	<b>£ 96,425</b>	<b>£ 2,482,469</b>

Note: all prices quoted at 2010 values and £000's.

- 6.22 The total economic impact of street works across the Birmingham City network over the 25-year assessment period is just under £2,500M. The annual cost in the first year is calculated at £104M.

## **7 COST BENEFIT ANALYSIS**

### **Modelled User Costs**

- 7.1 The cumulative annual costs occurring from road and street works – aggregate of the modelled impacts presented in Chapters 4, 5 and 6 - are presented below (all 2010 price base):
- 2022 base year costs, total market prices £104M;
    - Quadro assessment £102M (Table 11, page 21)
    - Microsimulation assessment £2M (Table 13, page 22)
  - 25-year cumulative costs, total market prices £2,482M;
    - Quadro assessment £2,453M (Table 15, page 23)
    - Microsimulation assessment £29M (Table 15, page 23)
- 7.2 The inclusion of the costs associated with works requiring Give & Take traffic management or not listed as requiring active traffic management but involving occupancy of the carriageway or footway (9,540 works), constitutes 2% of the modelled total user costs.
- 7.3 The significant majority of the costs are derived from the 3,839 works per annum – assessed in Quadro for road closures, lane closures, temporary traffic signal control and stop/go boards.
- 7.4 No impacts have been assumed for the remaining 19,402 works classified as No or Some Incursion and do not require excavation of the carriageway or create an impact on traffic flow while the works are carried out.

### **Public Accounts**

- 7.5 The assessment of the impact on the cost to public accounts includes the annual scheme operating costs, revenue generated by operating the Permit Scheme and indirect tax revenues obtained from the Quadro modelling.
- 7.6 A 38% uplift has been applied to the operating cost estimates (15% optimism bias plus 20% risk adjustment uplift). The first year Present Value of Costs (PVC) for the scheme are shown in Table 16.

**Table 16: Public Accounts**

	Costs
Local Government Funding;	
Revenue (-)	£747,841
Operating Costs	£1,367,663
First Year Investment Costs	£0
Developer and Other Contributions	-
Grant/Subsidy Payments	-
<b>NET IMPACT</b>	<b>£619,822</b>
Central Government Funding;	
Revenue	-
Operating costs	-
Investment Costs	-
Developer and Other Contributions	-
Grant/Subsidy Payments	-
Indirect Tax Revenues	£140,396
<b>NET IMPACT</b>	<b>£140,396</b>
<b>TOTAL PRESENT VALUE OF COSTS (PVC)</b>	<b>£760,218</b>

Note: all prices quoted at 2010 values.

7.7 The first year Present Value of Costs (PVC) is £0.76M.

### Transport Economic Efficiency

7.8 The cost benefit analysis of the projected benefits accruing from the operation of the Permits Scheme has been carried out for a single year assessment and over the 25-year operational period.

7.9 The cost benefit is based on the following assumptions:

- 5% scheme benefit assumed (from reduction in delay and costs of works)
- First year scheme operational cost £1.68M (2010 prices)
- Scheme operational costs increase at 2% year on year over 25-year period

7.10 In the absence of any direct evidence of Permit Scheme benefits, it is standard practice to apply a 5% reduction in the works user costs as the benefit expected to be achieved through the operation of the scheme.

- 7.11 A 2% year on year increase in scheme operating costs was included to ensure the on-going costs are not under-estimated over the period of the assessment. The value was selected to broadly represent inflation targets and be representative of the anticipated year on year increase in staff costs.
- 7.12 Assuming a 5% reduction in the impact of works the net benefit to consumer users and business users and private sector providers, in terms of Transport Economic Efficiency, will be of the order of £4.4M per year.
- 7.13 The business user and private sector provider impacts are calculated on the basis of the following (all prices expressed at 2010 values):
- Business User Travel Time & Vehicle Operating Cost Benefits £1,984,369
  - Less the cost to industry of permit fees charged £747,841
- 7.14 Table 17 shows the breakdown of benefits by consumer and businesses/private sector.

**Table 17: Economic Efficiency of the Transport System (TEE)**

	Benefits
<b>Consumer User;</b>	
Travel Time & Vehicle Operating Cost Benefits	£3,153,992
<b>Business;</b>	
Business User Travel Time & Vehicle Operating Cost Benefits & Private Sector Provider Impacts	£1,236,528
<b>Present Value of Transport Economic Efficiency Benefits (PVB)</b>	£4,390,519

Note: all prices quoted at 2010 values.

## Scheme Benefits

- 7.15 The single year scheme benefits have been derived from the 2022 base year calculated scheme costs. The analysis is presented in Table 18.

**Table 18: Single year cost benefit analysis (2022 Base)**

	Costs
Noise	-
Local Air Quality	-
Greenhouse Gases *	£41,809
Journey Ambience	-
Accidents *	£48,040
Consumer Users	£3,153,992
Business Users and Providers	£1,236,528
Reliability	-
Option Values	-
<b>Present Value of Benefits (PVB)</b>	<b>£4,480,368</b>
Public Accounts;	
<b>Present Value of Costs (PVC)</b>	<b>£1,075,375</b>
Overall Impacts;	
<b>Net Present Value (NPV)</b>	<b>£3,404,993</b>
<b>Benefit to Cost Ratio (BCR)</b>	<b>4.2</b>

Note: all prices quoted at 2010 values.

- 7.16 Assuming a 5% reduction in delay and an annual cost of £1.9M to operate the Permit Scheme, the single year assessment produces an annual benefit of approximately £4.5M, a Net Present Value (NPV) of £3.4M and a Benefit to Cost Ratio (BCR) of 4.2.
- 7.17 The 25-year assessment of scheme benefits is derived from the 25-year cumulative costs (interpolated from the 2022 base and 2046 future year assessment). The analysis is presented in Table 19.



**Table 19: 25 year cost benefit analysis (2022-2046)**

	Costs
Noise	-
Local Air Quality	-
Greenhouse Gases *	£1,478,016
Journey Ambience	-
Accidents *	£957,979
Consumer Users	£75,197,700
Business Users and Providers	£34,464,030
Reliability	-
Option Values	-
<b>Present Value of Benefits (PVB)</b>	<b>£112,097,725</b>
Public Accounts;	
<b>Present Value of Costs (PVC)</b>	<b>£25,521,360</b>
Overall Impacts;	
<b>Net Present Value (NPV)</b>	<b>£86,576,364</b>
<b>Benefit to Cost Ratio (BCR)</b>	<b>4.4</b>

Note: all prices quoted at 2010 values.

- 7.18 The assessment of scheme benefit over a 25-year operational period produces an overall benefit of £112M, a Net Present Value of £86.5M and a BCR of 4.4.
- 7.19 The annual operating costs are assumed to increase at 2% year on year for the 25-year assessment period.

### **Sensitivity Tests**

- 7.20 To identify the sensitivity of the cost benefit to the assumed scheme benefit, the assessment has been repeated assuming a reduction in total cost of works of 2.5% and 7.5%. The results of the sensitivity test are shown in Table 20.

**Table 20: Sensitivity testing of scheme benefit assumption**

Assumed scheme operational benefit	2.5%	5.0%	7.5%
Single Year Appraisal;			
Present Value of Benefits (PVB)	£1,866,263	£4,480,368	£7,094,472
Present Value of Costs (PVC)	£1,145,573	£1,075,375	£1,215,771
Net Present Value (NPV)	£720,691	£3,404,993	£5,878,702
Benefit to Cost Ratio single year (BCR)	1.6	4.2	5.8
25 Year Appraisal;			
Present Value of Benefits (PVB)	£49,670,388	£112,097,725	£174,525,061
Present Value of Costs (PVC)	£26,907,609	£25,521,360	£28,293,858
Net Present Value (NPV)	£22,762,779	£86,576,364	£146,231,203
Benefit to Cost Ratio 25 year (BCR)	1.8	4.4	6.2

Note: all prices quoted at 2010 values.

- 7.21 A net reduction in total delay and user costs of 7.5% would result in the single year and 25-year BCR of around 6. The NPV would increase by a factor of 1.5 to 1.7 to £5.9M and £146M, respectively.
- 7.22 A 2.5% reduction in delay as a result of running the Permit Scheme would reduce the BCR to 1.6 for the single year and 1.8 for the 25-year cost benefit analysis, with the NPV reducing by approximately a factor of 4 compared with the 5% scenario.
- 7.23 A lower scheme benefit would reduce the BCR. Break even in the first year would occur at a 1.7% overall scheme benefit. Over the 25-year assessment period, break even would occur from a 1.5% overall scheme benefit.
- 7.24 A BCR of 2.0 would be achieved with a 2.5% to 2.7% reduction in the total cost of works.

## **8 SUMMARY**

### **Objectives**

- 8.1 This report presents an update to the original 2016 Cost Benefit Analysis to identify the anticipated savings in road user costs that could be realised by the introduction of a Permit Scheme, to be known as The Birmingham City Council Permit Scheme for Road and Street Activities.
- 8.2 The analysis uses the latest version of the Quadro software, an updated estimate of permit activity and revised operating costs, to present the anticipated Benefit to Cost Ratio and Net Present Value for a single year and a 25-year assessment period.

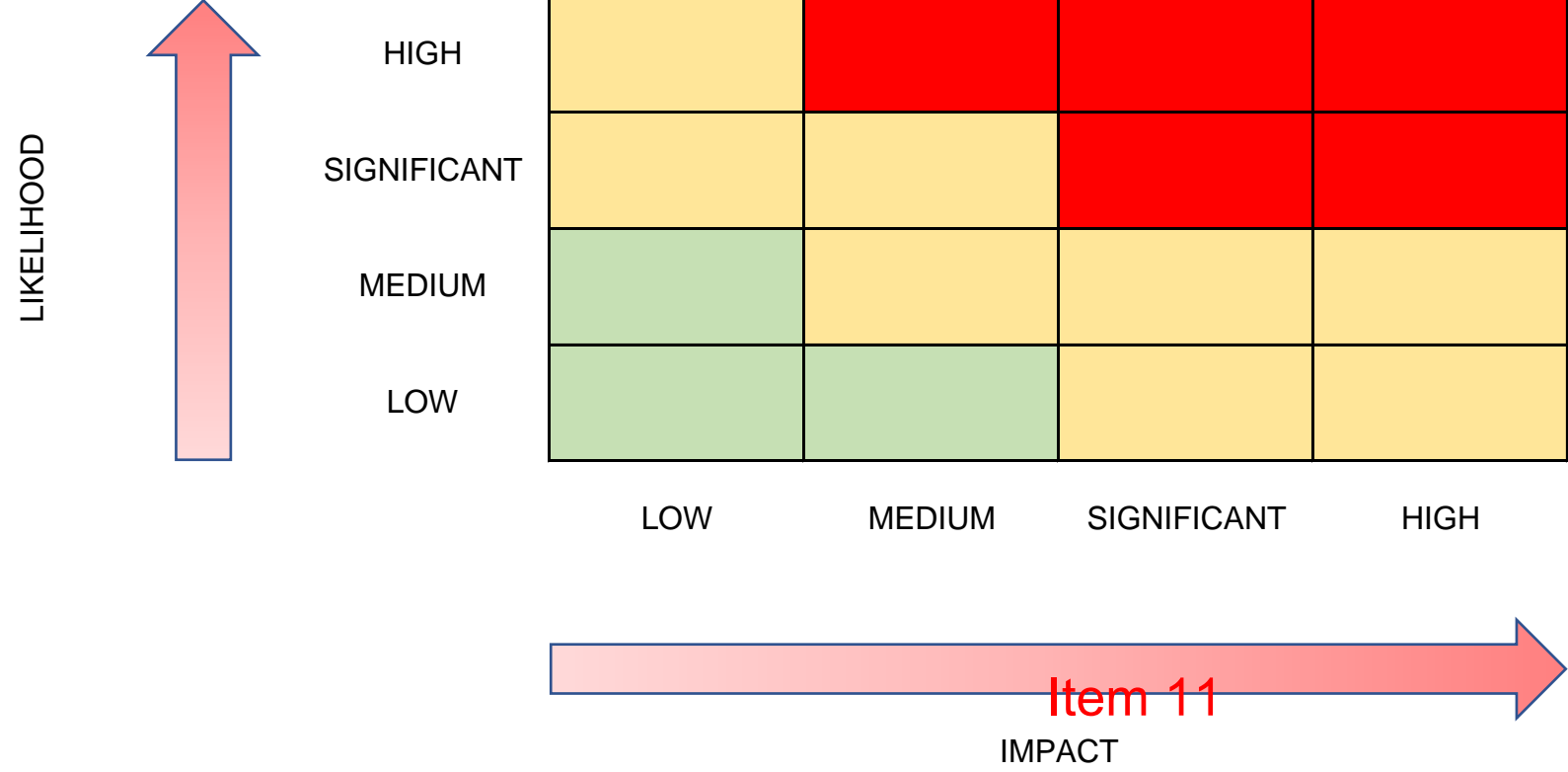
### **Scheme Benefit**

- 8.3 The benefits of the Permit Scheme are estimated from an agreed reduction in delay and therefore annual cost of works and the scheme Net Present Value and Benefit to Cost Ratio presented for the first year and 25-year analysis. The assessment assumes a 5% reduction in delays and overall costs will be achieved following the introduction of the Permit Scheme.
- 8.4 The annual cost of works at 2010 prices and values is £104M. The cumulative cost forecast over a 25-year period is £2,482M.
- 8.5 Assuming a 5% reduction in delay and an annual cost of £1.9M to operate the Permit Scheme, the single year assessment produces an annual benefit of approximately £4.5M, a Net Present Value (NPV) of £3.4M and a Benefit to Cost Ratio (BCR) of 4.2. The assessment of scheme benefit over a 25-year operational period produces an overall benefit of £112M, a Net Present Value of £86.5M and a BCR of 4.4.
- 8.6 Break even in the first year would occur at a 1.7% overall scheme benefit. Over the 25-year assessment period, break even would occur from a 1.5% overall scheme benefit.
- 8.7 A BCR of 2.0 would be achieved with a 2.5% to 2.7% reduction in the total cost of works.

### **Conclusions**

- 8.8 This 2022 CBA update shows that the scheme continues to show the potential to deliver significant economic benefits throughout the 25-year evaluation period. The modelled delays have reduced due to a reduction in the duration of works in the noticing record and a change in how full road closures are modelled on Category 0-2 streets.
- 8.9 However, the BCR for the scheme has increased slightly from 3.5 in the opening year in the 2016 assessment to 4.2 in the 2022 update. This is a result of an increase in the estimated annual fee income and a reduction in the overall scheme operating cost as a result of the revised permit activity forecast (Chapter 3).
- 8.10 The value for money threshold (BCR) of 2.0 can be achieved with a 3% reduction in the delays to road users as a result of traffic management associated with the street works.
- 8.11 This is below the reduction of 5% recommended in the appropriate guidance documents and advice notes. A 5% reduction in impact to road users as a result of street works operation would achieve a BCR of 3.5.

APPENDIX E



Likelihood

Low	Unlikely, but could occur at some time. Less than 20% chance.
Medium	Possible, might occur at some time. 20% - 50% chance.
Significant	Likely, will probably occur in most circumstances. 50% - 80% chance.
High	Almost certain, is expected to occur in most circumstances. Greater than 80% chance.

Impact

Low	Minor loss, delay, inconvenience or interruption. Opportunity to innovate/make minor improvements to performance missed/wasted. Short to medium term effect.
Medium	Waste of time and resources. Good opportunity to innovate/improve performance missed/wasted. Moderate impact on operational efficiency, output and quality. Medium term effect which may be expensive to recover from.
Significant	Major impact on costs and objectives. Substantial opportunity to innovate/improve performance missed/wasted. Serious impact on output and/or quality and reputation. Medium to long term effect and expensive to recover from.
High	Critical impact on the achievement of objectives and overall performance. Critical opportunity to innovate/improve performance missed/wasted. Huge impact on costs and/or reputation. Very difficult to recover from and possibly requiring a long term recovery period.

Tolerable	Regular review, low cost control improvements sought if possible.
Material	Close monitoring to be carried out and cost effective control improvements sought to ensure service
Severe	Immediate control improvement to be made to enable business goals to be met and service delivery

Risk Register

RISK DESCRIPTION				MITIGATION			RESIDUAL / CURRENT RISK			FURTHER STEPS TO BE TAKEN	
Reference	Risk	APPENDIX E	Consequences	Mitigation			Likelihood	Impact	Severity		
3	Delaying the scheme implementation past the desired date of 3rd October 2022		Delaying the implementation date limits the control and management of the vast array of major works in the city.	A designated Project Team has been created to oversee the project timeline and meet the relevant governance steps to enable timely completion and implementation of the Permit Scheme.			High	Low	Material		
4	Predicted income from Permits Scheme falls far short of predicted expenditure.		Funding would need to be sourced from other council reserves in order to fund any short-term shortfall for the scheme.	Measurements tools in place which will indicate potential cashflow challenges as they arise. If cashflow is predicted to fall below anticipated minimum levels then reasons for the gap to be explored and model /approach to modified accordingly, this may include revisiting original assumptions, review working practices, revisit methodology and proposing (& incepting) a revised approach.			Low	High	Material		
5	Set Up Costs – Budget Needed - Will not exceed £250,000 in the first year of scheme operation.		No available budget to cover set-up costs. Therefore project fails.	The set up costs will be recovered from the revenue of the scheme post implementation.			High	Significant	Severe	Further due diligence being undertaken to ascertain accurate figures.	
6	Staff are not trained to the desired level prior to the go live date due to time constraints or failure to recruit appropriate staff.		A high volume of Permits would be 'Deemed Approved' resulting in failure to maximise the coordination of streetworks. Also recovery of staffing costs may be affected.	A robust training programe needs to be in place atleast 2 months prior to 'Go Live' date. In the event that there is a shortfall in recruitment to the minimum required number of posts, consultancy staff will be used as an interim solution.			Medium	High	Severe	As mentioned in risk no. 3 the additional time afforded to us before go live date should allow ample time for a training plan to be developed and implemented.	
8	BCC does not manage the potential inward TUPE transfer of contractor in-scope employees in accordance with legal and statutory policy and procedures.		Either no staff or the wrong staff are transferred on the wrong terms and conditions, paid the wrong amount etc. resulting in ER/media/Legal problems and associated costs, impacting on morale, lack of confidence in management and impact on service delivery.	Mitigations include: - Agreed HR Strategy & Planning paper - Engagement with HR and project Stakeholders - HR mobilisation plan - Establish HR working group - Effective Due Diligence - Detailed understanding of exit/TUPE clauses.			Low	High	Material		

APPENDIX F Birmingham Streetworks Permit Scheme	
Organisation	Comments
National Grid	5.12 Paragraphs 2 and 3. The word if should be replaced with of in the last sentence of each
	5.18 Must to be replaced with should.
	6.2 It should be noted that the fee charged for a PAA is only applicable on the application of a subsequent PA.
	8.4 It should be noted that this may be restricted by the amount of characters available.
	8.2 Out of hours contact will not be the same person each day as per National Grid's emergency rota. The number provided will be National Grid's emergency number
	17.2 Paragraph 2. Replace complaint with compliant.
	Table 2 Consideration should be given to waiving permit fees where the promoter has been requested by the authority to commence earlier than originally planned, and has complied with the request.
	10.9 Utilities will not know the time of receipt by the Authority, only the time that the application was submitted.
	Other permit schemes also make reference to barholing activities being exempt.

#### Section 1.4

- a reduction in the adverse impact of works on disabled people and/or public transport users. How will permit schemes reduce adverse impacts on disabled, what adverse impacts are they?
- protection of the structure of the street and apparatus within it, in a way that helps manage long-term maintenance costs. How will this be achieved via a permit scheme? Please evidence statement.
- greater adoption of minimally invasive works methods, and measures to mitigate the impact of excavations. Will reduction in permit costs match cost of innovation?
- reduction in the environmental impact of works (less noise, greater cleanliness, more recycling of materials etc. Etc... please elaborate.
- increased productivity of the Local Authority's own highway service teams. How will this improve by introducing a permit scheme?

#### Section 5.2

- The maintenance of fire hydrants by fire service vehicles provided the activity is undertaken outside traffic sensitive periods, unless these activities involve traffic control. Will undertaker work for fire hydrants also be exempt?

#### Section 5.8

Can we please have more clarity in this section? Will permits on category 0 to 2 streets be allowed to start on day 2 of permit as long as we can still finish in the original duration? Are durations wanted in calendar days as if so this contradicts section 5.11 where in the example given duration is in working days.

If minor works to start on a Friday and estimated to finish the following Tuesday (working at weekend agreed) is it correct duration would be 3 working days, and a minor notice?

Section 5.10

Please confirm that the offence carried out where Promoter carried out work outside of the start and end dates on the permit would be a breach of Regulation 20 (Breach of permit condition).

Section 5.12

Grammar correction 'The permit end date will be automatically adjusted to allow the agreed duration if of the activity.

Section 5.13

Notice of the Actual Start being given by 10am on the next working day for road categories 0 to 2 and traffic sensitive does not comply with Section 8.2.4 of NRSWA Code of Practice:

ACTUAL START (SECTIONS 74 (5B) AND 74 (5C))

Once works begin, a Notice of Actual Start must be given by the end of the next working day. In the case of immediate works, the notice given under section 57, for emergency works, or section 55, for urgent works, shall be deemed to be the Actual Start Date notice.

In the paragraph below STW believe it must have the Promoter on the notice, identified by the Org and Dist ID's not contractor. Promoters do not always use contractor to undertake work, and in those occasions will not have contractor details.

Notice of Actual Start must be given in accordance with the requirements described in the Technical Specification for EToN. The identity of the main contractor must be provided on the Notice of Actual Start. This should always be the organisation with whom the undertaker has the contract, and not a subcontractor to the main contractor who may be carrying out the activity.

Section 5.18

Each application for a permit must should include the information indicated in section 8.

Section 6.2

Will PAA be invoiced at same time as PA?



<p>Section 7.5</p> <p>The Authority requests warning be provided in a timely manner of immediate activities on streets it has designated on the ASD as vulnerable to traffic disruption. In these cases the activity promoter should contact the Authority's as soon as activities become necessary or, at the latest, as soon as they begin.</p> <p>How will this be designated? How would you like to be contacted? What if out of hours?</p>
<p>Section 8.4</p> <p>Assumed to be same as STW already provides, please clarify if not:</p> <p>Examples in NRSWA COP 8.3.2:</p> <p>For instance standard descriptions and durations might be: Standard descriptions – for example, '250m lay main 300PE', or '700m lay duct 6-way'</p>
<p>Section 8.5</p> <p>The Promoter must should provide location details accurately based on National Grid References (NGR). In the case of small excavations, an NGR should be given for the centre of the excavation. For larger works, a polygon representing the works footprint is required. In addition dimensions should be given of the space that will be taken up by the activity in the street, including space for the storage of plant/materials, safety zone, provision for pedestrians and traffic management. These dimensions can be provided in the form of text in the location field.</p> <p>Just a note that only 120 characters are available for location</p>
<p>Section 8.6</p> <p>With regards to details around timing we believe the statements should be altered from must to should, and when referring to conditions, please clarify that these are the National Conditions.</p>
<p>Section 8.9</p> <p>It is assumed al TM and TTRO's will be approved in within permit application response guidelines, otherwise it is deemed approved</p>
<p>Section 8.10</p> <p>In accordance to EToN 6 attachments are not necessary, and STW do not have this functionality. In what other means would you like this approval sent? Should approval not be sought from HA to these bodies as part of the activities included in attracting a permit fee?</p>

<p>Section 9.2</p> <p>Can you please clarify which 'other legislation' this refers to?</p>
<p>Section 11.4</p> <p>Will the suffix of the works reference e.g. LB901234.1.1.1.1 be needed on the permit boards, or as in other permitting areas LB901234 will suffice?</p>
<p>Section 13.2</p> <p>What offence would have been deemed to have occurred when continuing an activity when the permit has been cancelled?</p>
<p>Section 14.6</p> <p>Need evaluation on benefits realised in line with legislative requirements and timescales. Recommend speaking to Notts City who produce an informative annual report.</p>
<p>Section 14.7</p> <p>Can these be sent in a spreadsheet format that will make it easier to be inputted into promoter's systems.</p> <p>The following fields if included would be very much appreciated:</p> <p>Works Reference</p> <p>Permit Ref (LB ref with additional numbers at the end)</p> <p>Location</p> <p>Street Name</p> <p>Town</p> <p>Permit charge incurred date</p> <p>Works Description</p> <p>USRN*</p> <p>Duration</p> <p>Traffic Sensitive Y/N*</p> <p>Cost</p>

	<p>Section Appendix C</p> <p>Table 1</p> <p>Collaborative working within the same or slightly modified TM, will typically result in a 30% reduction in fee cost to all works promoters working. 30% is not enough for cost benefit to be realised in all cases</p> <p>Where Sample inspection performance exceeds 95% at categories B and C for two consecutive quarters, a 15% reduction to apply to all permit applications on request.</p> <p>Why are CAT A's not included as Section 1.4 states one of the aims of the scheme is safety.</p> <p>Activities undertaken on a street that is designated as traffic sensitive, but the activity is undertaken outside of the designated traffic sensitive times (or the restriction is removed at traffic sensitive times) to reduce the impact on congestion, the a discount on the permit fee will typically be applied as set out within Table 2 below.</p> <p>By how much? Costs to undertakers are a lot more for works out of hours.</p> <p>II. The Authority reserves the right to withdraw the discount facility from any individual Promoter who continually fail to abide by the appropriate conditions qualifying for discount.</p> <p>Can you please elaborate? Collaboration and innovation benefits need to be worthwhile to abide to continually.</p>
Solihull Metropolitan Borough Council	<p>The consultation document appears to be very comprehensive and understand your reasons for implementing the scheme which we also support. It will be interesting to see a summary of the feedback you receive.</p> <p>An issue we may need to give further consideration to is the cross boundary working agreements we have. We probably need to review these to ensure the work promoters are clear when working close to the boundary whether your permit scheme applies. Happy to meet at a future time to run through these, but have attached a list to highlight the locations.</p>
	<p>4.2</p> <p>Virgin Media are disappointed that Birmingham City Council's Permit Scheme and associated fee's will apply to all classification of roads. If the council chooses to apply permits to 100% of streets, contrary to advice from Ministers, Virgin Media requests that Birmingham City Council grant permits for category 3 and 4 roads by default and for those permits to be at zero fee levels.</p> <p>5.1</p> <p>Virgin Media would like to make reference that only the HAUC (England) national Permit Condition matrix will be acceptable.</p>

5.9

Virgin Media believe that if the extension of permit duration has been granted by the Authority, then this would invalidate any overrun charges, during the extended period of the permit.

8.1

Virgin Media would like to make reference that only the HAUC (England) national Permit Condition matrix will be acceptable.

14.6

What happens to revenue generated from permit fees if they exceed the allowable cost of the scheme?

14.7

Will Birmingham City Council be sending out draft invoices prior to the final invoice being generated, to avoid delay in case of any discrepancies?

Appendix A

Virgin Media are disappointed that Birmingham City Council's Permit Scheme and associated fee`s will apply to all classification of roads. If the council chooses to apply permits to 100% of streets, contrary to advice from Ministers, Virgin Media requests that Birmingham City Council grant permits for category 3 and 4 roads by default and for those permits to be at zero fee levels.

Appendix C

Although concessions are welcomed, Virgin Media believe the administrative burden associated with the incentives and fee discounts will make the process impracticable.

Vodafone believes the Scheme should be focused on strategically significant streets with permits suited to operate on these roads although, we do accept the discounts for quieter roads but we believe such situations require a Permit Fee of Zero Cost as a better proposal.

We feel the scheme does not show measures or performance that could identify the benefits of the scheme. We would like to see measurements showing the scheme is achieving the benefits and feels that additional indicators may need to be added to the Key Performance Indicators.

As discussed at our pre-consultation meetings: Local Agreements, for instance, Birmingham Streetworks Protocol Documents used presently for Co-ordination Purposes should be relinquished in favour of National Permit Guidelines which to be issued in the near future to create clarity of Permit Operations.
Vodafone is concerned that if a Permit Modification Request is made by Birmingham City Council (other their Agents) to an application, any extra conditions are sought only once in that request. You will probably know that in other Permit Schemes, Undertakers have seen many PMR transactions, each one asking for yet another condition to be added before the permit has been granted. In certain situations there may be occasions where a new condition is necessary for unforeseen circumstances, however these will be rare exceptions in planned and programmed works. We see the Permit Modification Request as a “One Stop Shop” approach to Permit Applications which we hope will save time and resources needed elsewhere, both by your own Permits Team and our own Operations Teams.
Attachments – as attachments by EToN are not mandatory, please confirm the process for sending attachments by other means – for example, TM Plans reference a Permit Application but sent by email – please confirm the email address/ TRRO’s via website application.
Operational District Files – We would request you send the Operational Files both to GeoPlace and direct to Vodafone at the appropriate time so we can ensure the EToN System will be ready for the introduction of the scheme.
Permit Scheme Legal Order – Please send a copy of the Legal Order and the associated Scheme Documents, Attachments, Processes and Contact Lists to myself in advance of the introduction of the Scheme.
Some Carriageway Incursion - Until the HAUC England Permit Forum Advice agrees a Best Practice on this issue, can we agree for your Scheme what constituents ticking the EToN TM box. This is currently being discussed by National Permit Working Group and will be covered in the National Permit Guidelines to be issued in the near future for clarity.
<p>1.3 The Permit Scheme</p> <p>“Activity promoters should make themselves aware of the content of these documents and also “The Code of Practice for Permits” alongside which the Permit Scheme will be operated.”</p> <p>This document it not longer published by the DfT. National Permit Guidelines to be issued in the near future for clarity.</p>
5.16 Early Starts – Until the National Permit Guidelines are agreed we suggest a method of agreeing Early Starts. Can you confirm which method you would require; e.g. - before or after a permit application has been sent.

14.7 Processing of Fees – will invoice on a Quarterly basis, however in your Consultation meetings we discussed monthly Draft prior to actual invoices.

Vodafone would ask that a Draft Permit Fee List is produced Monthly for checking by undertakers. Can you confirm this is your intention to issue draft lists and further when agreed, issue bulk invoices also on monthly basis.

We also ask that when an Authority forced permit variation is issue, this is managed to ensure no additional fee is raised.

#### Appendix C – Incentives & Discounts

Vodafone welcomes Birmingham City Council's initiative to discount and incentivised activities Permit Applications, however we ask how will these be managed to ensure the discounts are given when Permit Fees are checked and Invoices? We believe that the additional administration required to gain the incentive may be greater than the discount being provided and suggest that this should be automatically when the works meet the said criteria.

Western Power Distribution is the Distribution Network Operator for the West Midlands, East Midlands, South West of England and South Wales. Birmingham City is entirely within our network area. We are responsible for ensuring our customers have a safe and reliable electricity supply and undertake all of the works necessary to achieve this. Our network is a mix of underground and overhead apparatus, with the majority of the network in the Birmingham City Council area being underground.

Birmingham City Council is consulting to introduce a stand-alone Permit Scheme. We are concerned to note that the scheme will apply, with fees, to all streets in Birmingham and will not just be focussed on Strategically Significant streets. This will disproportionately increase resources and costs required to carry out our statutory and customer driven business, and introduce a level of uncertainty around costs and timeframes for customer funded works.

We are pleased that Birmingham City Council have held a number of meetings to enable discussion with utilities around the introduction of the permit scheme. Western Power Distribution has attended all meetings and we have found these meetings productive.

We feel that the proposed scheme document is generally clear and written in a reasonably unambiguous way, and the scheme fits in with our experiences working with other Permit Schemes.

1.3 Reference to the 'Code of Practice for Permits' needs altering. This document has been withdrawn by the Department for Transport, and has been partially replaced by Statutory Guidance with a HAUC England Permit Guidance document for the operation of a permit scheme to be published in early 2017. The 'Code of Practice for Permits' should not be referred to within this document as it is no longer available.

2.2 WPD would like confirmation that no permit fee will be charged when we are undertaking street lighting connections that fall into the 'Works for Road Purposes' classification.

5.6 WPD would hope that BCC will act reasonably and grant permit extensions and extend reasonable periods when awaiting third party action. Some damage to other apparatus (e.g. ducts) is difficult to avoid when it is preventing access to our apparatus, especially in fault situations where we must restore the electricity supply to our customers in the shortest time possible.

5.7 We welcome the focus on collaborative working, however we will hope that BCC will be mindful of the practical challenges around this type of activity, and work with all activity promoters to encourage collaboration. The co-ordination meetings are key to the success of this.

5.8 & 5.12 We understand the validity rules for category 3 & 4 streets, however the administration of these (as covered in the 'Statutory Guidance for Highway Authority Permit Schemes 3.12 and the withdrawn 'Code of Practice for Permits') is not straightforward. There may be some disconnect between EToN systems, the guidance and practical ways of working.

5.9 We understand the statement made, but would like to have some reassurance around the way in which this will be implemented. Due to the nature of the activities we undertake, it is inevitable that there will be occasions where our original duration estimate/reasonable period will need to be extended due to unforeseen circumstances; for example the discovery of decommissioned tram lines under the street surface. We would not expect to see an increase in duration challenges coupled with a policy of imposing Section 74 charges for extensions.

5.10 We note the statement, but want to ensure that the correct Regulation is used; e.g. Regulation 20 where works continue after the permitted duration in breach of a permit condition.

5.13 Whilst we understand the requirements of this section for serving the Actual Start notice by 10:00am, please note that there is an anomaly in Regulation that currently may make this unenforceable. We will work to these requirements, but we do not feel that we are committing an offence until the Actual Start notice is received after 16:30pm on the next working day.

5.15 With regard to the specific comment about replacement road markings, we will therefore expect the durations allowed to include time to permanently replace markings, in line with the Specification for the Reinstatement of Openings in Highways.

5.16 It is being discussed nationally, that the permit should be submitted with the dates the activity promoter wishes to carry out the works. This will form part of the HAUC England Permit Guidance document.

5.18 As per the 'Statutory Guidance for Highway Authority Permit Schemes' issued in October 2015 by the DfT, "Each application for a permit must should include the information indicated in section 8."

6.2 Please note, as per Regulations, as PAA is chargeable when the Permit Application is made.

Furthermore, the DfT 'Statutory Guidance for Highway Authority Permit' also states on page 29 adjacent to the fee structure for PAAs: "It is suggested this fee applies only where value has been added in processing the works". Therefore we would not expect to be charged for a PAA, only for the subsequent Permit Application to be rejected or require significant alterations – this includes any traffic management provision.

7.5 Regarding the warning for immediate activity on designated streets, please can you provide further details as to the way this will be presented on the ASD, and how the contact should take place? We will endeavour to support this request, however please note that this is not enforceable through penalties.

8 As per the 'Statutory Guidance for Highway Authority Permit Schemes' issued in October 2015 by the DfT the wording for information required in a permit is 'should' and not 'must'. Below is the relevant section in the Statutory Guidance to cross reference against.

8.2 Contact Person – see SG 3.36

8.4 Description of Activity – see SG 3.27. Please be mindful of the 500 character limit.

8.5 Location – see SG 3.28

8.6 Timing and Duration – see SG 3.29

8.7 Illustration – see SG 3.30

8.8 Techniques to be used for Underground Activities – see SG 3.31

8.9 Traffic Management and Traffic Regulation Orders – see SG 3.32



8.10 Public Transport. We would expect that BCC will continue to carry out its Network Management Duties in relation to co-ordination.
8.11 Reinstatement Type – see SG 3.34. We can only give details of where we are planning to carry out interim reinstatement. Should unforeseen circumstances arise, this may be subject to change. Please also note that there is not an EToN field for this information, therefore it would need to form part of the 500 character works description.
8.12 Inspection Units – see SG 3.35
8.13 Depth – see SG 3.33
9 If there are any specific conditions that will always be required for works on specific streets (e.g. pedestrian management on New Street) it would be helpful if an indication could be given on the ASD, or through other means to support our planners and technicians in being able to plan in these requirements. This would help in both planning the works from a duration and a cost perspective, which is important when quoting customers, and will also help achieve BCC's requirements without relying on Authority Imposed Variations and the additional administrative burden that creates.
9.1 We would hope that BCC will act reasonably when considering whether to revoke a permit. Our view is that this action should be reserved for significant issues only.
9.2 We note that the scheme suggests that if we have safety concerns about conditions set by the Authority we should challenge these. Please can you provide assurances that these challenges will be considered and learnt from; conditions should not be unreasonably imposed and should be relevant and necessary for those specific works.
10.11 In order to ensure this process works correctly, it will be important for BCC to follow the Section 58 & 58A process and ensure that the required notifications are served to all promoters so we are aware of the proposed restriction, when the restriction comes into force and when the restriction ends and the extent of the restriction (e.g. carriageway only). We are aware of the significant investment made by BCC through its PFI with Amey and would not unnecessarily work on these streets unless there is no feasible or reasonable alternative. We would also like to remind BCC that under existing legislation there is no requirement to carry out any additional reinstatement outside the area excavated and do not expect this requirement to be imposed.

11.4 In this section there is reference to the permit reference number; “A valid permit reference number must be prominently displayed on the site information board.” In our experience, different Permit Authorities expect differing levels of detail in the number. Our permit reference numbers can be as long as 25 characters, where the unique element is 7. Please can you confirm what you expect to see on the site information board?
12.6 Permits encourage greater communication between Promoters and Authorities. Generally we would be expecting to phone into the permit team to discuss extensions, early starts, Section 58 agreements, variations, conditions and collaborative works before we issue permits on EToN. Please ensure that your permit team is sufficiently resourced in order to be able to answer these calls and deal with the requests. Our permit fees are paying for a service from BCC, and we will expect to be able to communicate with you in order to work successfully within the permit scheme.
12.7 In our experience Permit Authorities have informally modified the application of this section.
14.7 We will expect to receive a statement for agreement, in advance of the monthly invoice.
15.6 Typo – “bringing a case before the Magistrates. Court (Section 127)”
17.2 Typo – “These reviews will be typically be undertaken annual,” and “The KPIs used for monitoring purposes will be complaint”
Appendix C We welcome the range of discounts and believe the BCC is aiming to drive positive behaviours.
Cost Benefit Analysis Executive Summary We have reviewed the figures, and will be interested to see evidence as to the progress on the stated benefits within the reporting on the scheme, particularly at the end of year one.

#### Cost Benefit Analysis Fees Matrix Report

We note that as the only Electricity DNO operating in Birmingham, we are carrying out approximately 10% of all currently noticed street/road works. However this is based on the figures in the report, and an admission that not all Highway works have been noticed before 2016, with 3.31 showing with full noticing of the Highway own works this will in fact constitute 67% of the works in Birmingham. These would mean that WPD in effect carry out just over 5% of works in Birmingham.

The conclusion from this is that better planning and control of BCC's own works will have a significant positive impact within Birmingham. Utilities have been working under NRSWA for 23 years and have been increasing their competence and compliance with those requirements. The volume of Highway Authority own works is significantly higher than that of the Utilities, and the majority of the increase for the Highway side is under the Minor Works category. The introduction of the permit scheme to manage those activities that were historically (before 2016) not carried out under NRSWA notices is at a cost in excess of £2.1m for BCC (i.e. Permit scheme annual operating costs £3.1m less revenue from utilities £1.0m) for achieving a similar result that enforcing noticing across all highway works could deliver for significantly less cost to BCC.

8.14 Please can you confirm which utility companies were consulted to arrive at the annual saving to utility companies figures? This does not include the annual costs to utility companies for permit fees, additional administration time, permit fee payments, condition compliance etc. which will be in excess of any calculated saving.

It would have be useful to have detail of the level of use of existing powers such as sections 56, 56A and 66 across all works promoters (including Highway works) to understand the effectiveness of

these powers to achieve Birmingham City Council's objectives, and the additional improvements expected by the introduction of a permit scheme.

It is important to establish the current levels of congestion, or delays to road users in order to track the progress of the success of the permit scheme and to justify the additional costs to utility customers and Birmingham residents and businesses, we feel that the comprehensive Cost Benefit Analysis provided does go some way in providing the current situation. However it must be remembered that we will still need to carry out our works whether they are repairs to get our customers' lights on; new connections to new homes or businesses; maintenance or investment work to upgrade our network to provide a reliable power supply to Birmingham, including associated traffic management to ensure a safe workforce and protect the public. The permit scheme should not impose conditions purely focussed on minimising occupation that may negatively impact on the business of any works promoter or the safety of its staff or the public.

### Summary

Whilst Western Power Distribution has concerns around the introduction of an all street permit scheme with fees for all streets, we do recognise that Birmingham City Council have engaged with us and have been transparent in their approach and the timescales for implementation.

We would also like to make the following points in summary;

- ☐ Ensure the scheme is as clear and straightforward as possible.
- ☐ Ensure the EToN system will fully support the requirements of the scheme.
- ☐ Take a sensible approach to the new powers given by the scheme, and take time to understand exactly what those powers actually are. Please note that not all Permit Authorities have done this.
- ☐ Ensure that the traffic management approval process and timelines are reviewed to ensure that this process falls into the permit application and grant process, and is not separate
- ☐ Consider carefully the purpose and use of KPIs, make them meaningful and use them to track the progress of the objectives of the scheme.
- ☐ Communicate openly and frequently with works promoters.
- ☐ Apply the scheme with consideration of the consequences; safety; environmental; financial; disruption; sustainability; quality; for all stakeholders.
- ☐ Take time to understand the utilities' current position and issues around delivering works; guaranteed standards or service; regulatory conditions and incentives; technical requirements; customer requirements; asset networks.

We would suggest a staggered implementation of the scheme. Firstly start with Birmingham City Council's own works to help with training and to resolve any issues and remedy any learning points.

Following that, bring in the permit scheme with one or two utilities before

heme Formal Consultation Responses
BCC Response
Thank you for identifying this error and it will be amended, however can only see it at one place
Disagree, if this is not supplied the permit will be refused
This is still to be agreed with HAUC
Agree, however there is the notifications comments field that can also be used
Thank you for the confirmation
Thank you for identifying this error and it will be amended
Each application will be discussed and confirmed beforehand based on their merit, including whether there will be reductions/waivers of fees
In reality there should be a maximum of 10 minutes for the transaction from the sending server to the receiving server, as per EToN, however there may be instances when there are server issues either side and if this is the case they will be discussed/agreed at that time
We felt that as there was no need to add these in as they are exempt from permit applications, however will still require registrations.

<p>As there will be more stringent checks on the permit application via conditions, the condition may need to be added to cover extra footway width above that of the safety at street and road works, you may also have to prove that you have consulted with public transport providers where required.</p> <p>We feel that as there will be an extra charge for a permit then ultimately activity promoters are more likely to undertake work to a permanent standard to a higher calibre, therefore minimising the need to use interim reinstatement and a better standard to reduce remedial work.</p> <p>We do hope that best practises are shared and minimum dig techniques are used/encouraged, ultimately this will result in less time on site and a reduction in overall cost to yourselves and the travelling public, therefore we would always like to encourage/discuss new options.</p> <p>As per the national conditions and European standards, noise is a huge factor and therefore there will be more stringent assessments as to what time and day the works will take place, however more importantly the noise element, the keeping of the site in a cleaner manner should always be achieved, however our wish is that this may help us to assist this, i.e. storage of material that are not to be used, we would also hope that due to the cost of the permits, then recycling of the materials on site would be of benefit to all.</p> <p>We believe that with the introduction of permit schemes that the emphasis is to better plan your and our own work in a better manner, therefore ultimately this should increase productivity.</p> <p>Note: all of these objectives we believe will improve, even in a small manner after the introduction of the permit scheme</p>
<p>This will depend on the nature of the work to the hydrant and will need to be confirmed before such activity takes place.</p>
<p>Yes you can start on day 2, as long as you still achieve your end date, however you should inform us that you are delayed, as this may affect your end date and the permit variation request decision. There are discussion nationally on working days with discussions on whether strategic routes change to 7 day working.</p> <p>Yes at the moment that is correct, however depending on the work that you are undertaking and if you are working on the Saturday and Sunday, we may challenge you to two working days, therefore your end date would be the Monday.</p>

Yes this a breach as long as you have a permit agreed.

Thank you for identifying, this will be amended

This is for noticing and no permitting.

If you are not using a contractor then there is no need to complete and yours will be the point of contact, however they must know about the job in question, therefore we will amend to state if using a contractor.

This is a must, otherwise the permit will be refused

We are in the process of seeking clarification from HAUC on this issue

This will go on the street gazetteer, a phone call would be the best option, Out of hours control room number will be supplied before we go live

These may be confirmed at a later date, if we feel that they may need to be amended to make them clearer to understand

This would be the easting and northing of your grid reference and is not the location field

Yes this is a must and we will use the national conditions, as these are the only allowable conditions

Yes you are correct

These can be emailed.

No this is for the activity promoter to confirm that this has been undertaken and not the reasonability of us to undertake.



This is any legislation that you as a promoter must work to, such as from your regulator or HSE.

No there will be no need for the .1.1.1, as long as it is the correct Street works reference for the job that you are working on.

This would be working with out a permit under regulation 19

This will be supplied at the end of year 1

TBC, dependant on what our EToN system can extract.

These were discussed and agreed within our informal meetings and we altered these from 25% to 30% as per the permit guidance document.

We considered adding in category A inspections, however it was felt that it may be to onerous to achieve this as well as the others, although we may decide to add this in after our first year review as this may be worthwhile.

As per appendix: A table by 10%

For instance the promoter always states that they will wholly work outside of traffic sensitive times and then find that they are not abiding by this, however there would be further discussions before extracting this offer from them.

Thank you and a full list of the responses will be supplied.

Yes agree these will need to be discussed.

This was discussed within our informal meetings and as our network is different to many other schemes and all of our roads have a major effect on the network, we feel that it is critical that all permits are assessed as works on a category 3 non traffic sensitive road could ultimately affect the strategic routes, however we have reduced these fees to reflect this.

Point noted however this does not mean that extra conditions will apply and only the HAUC England conditions will be used

This is incorrect all permit variations must be requested within the minimum 2 days/20% of the original duration unless there is a valid reason as to why this was not possible, if outside of this period the authority will inform the requester of the extension if S.74 charges will be applied with a granted variation/extension, as it is critical that roadworks.org is accurate and up to date, however we do hope that there will be no need to apply S.74 charges as communication will be critical to this process.

As 5.1 above.

The scheme is designed to be cost neutral and therefore no revenue should be generated, however the scheme will be analysed on its first anniversary, this may show either a deficit or a gain in revenue, the intention therefore is to continue to review the schemes costs/year and supply information on this, however the advice from DfT is that there should not be changes to the schemes fees for 3 years unless there is a high level of gain or deficit, as it may take this time to level out, however we must at this point note that the fees may stay the same, decrease or indeed increase after 3 years.

Yes this is the suggestion as agreed in the informal consultation meeting 2

As per 4.2 above

As part of the driver to improve coordination/reduce occupation especially at critical times of the day/days of the week and as suggested by DfT and agreed in the informal consultation meetings, BCC believe that the reduction of occupation will out way any potential burden that you feel this may cause and we strongly suggest that these incentives are used.

As our network is different to many other schemes and all of our roads have a major effect on the network, we feel that it is critical that all permits are assessed as works on a category 3 non traffic sensitive road could ultimately affect the strategic routes, however we have reduced these fees to reflect this.

We will be adopting the HAUC England performance indicators to follow best practise.

<p>We are in the process of reviewing the current suite of protocol documents to make sure that they are upto date and relevant, however it is still our intention to use the current documents until they are amended as we believe that they are a critical tool to assist work promoters.</p>
<p>As agreed within the informal meetings, we also wish for this to be undertaken once and will be further discussed in training/meetings before we go live, however there may be instances when another PMR may be requested, for instance after our inspector has visited site and has found unforeseen issues.</p>
<p>Email would be ideal, we will supply email address and phone numbers before going live</p>
<p>Agreed</p>
<p>Agreed this will be a minimum of one month before go live</p>
<p>We intend to hold a work shop before we go live to confirm any issues that promoters feel may be relevant.</p>
<p>Until the new documents are available these are the only ones that we can work with as agreed by HAUC</p>
<p>We intend to hold a work shop before we go live to confirm any issues that promoters feel may be relevant.</p>

This document was issued before the final informal meeting and yes it was agreed to be monthly and the document will be amended accordingly. A draft will be issued, we will endeavour to remove this charge however in the event of an error, this should be picked up on the draft invoice and amended accordingly.

It is work promoters responsibility to request for the incentive.

As our network is different to many other schemes and all of our roads have a major effect on the network, we feel that it is critical that all permits are assessed as works on a category 3 non traffic sensitive road could ultimately affect the strategic routes, however we have reduced these fees to reflect this.

We thank Western Power Distribution for their involvement within the informal permit meetings and their contribution in developing the scheme.

Thank you for the update, however until the new documents are available these are the only ones that we can work with as agreed by HAUC
This is correct, however it is important that you select the correct street charge category as this will affect the charge
We will work in a reasonable manner with this and review each application accordingly.
Noted
Until any further documentation is supplied/amended these are what we will be working to.
We will work in a reasonable manner with this and review each application accordingly.
Agree after a permit has been approved
Please provide clarification of this anomaly and unless advised otherwise we will continue to work to this.
We do not see that this is an issue as I assume that you would endeavour to undertake on a permanent basis and only weather may affect this, therefore this would be a valid reason for a permit variation, however I would expect that this would be included within your reinstatement process for the duration of the activity

Noted
This is a must otherwise the permit may be rejected and this will put more work on both sides
Please confirm where this is agreed, however we agree that if the PA is rejected because of other reasons outside of the authority and the information is the same as the PAA, there will be no charge for the PAA
There are no penalties for this, we will place this on the gazetteer within the ASD, a phone call would be beneficial so that we may be able to assist with any TM
Agreed will amend from Must to Should - Please be mindful that if the information is not supplied in the correct manner that the permit may be unnecessarily refused
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Not Agreed - We would expect that you have contacted the relevant public transport company and supply us with a copy of what has been agreed to assist us within the permit review process
Agreed will amend from Must to Should - It could also go within the notification comment field where we believe that it would be best for viewing and not going onto the public domain
Agreed will amend 'is required' to should - Please be mindful that if the information is not supplied in the correct manner that the permit may be unnecessarily refused
Agreed will amend from 'need to' to should - Please be mindful that if the information is not supplied in the correct manner that the permit may be unnecessarily refused
This can be discussed within the workshop before go live, however we will see if this is possible as it is a good idea
Noted
Fully agree and will work with all promoters to achieve this
Noted



the street works reference number, excluding the 1.2.3. etc is considered acceptable

Noted

Noted

Noted

Noted will amend

Noted will amend

Noted

The Annual Review (conducted at end of years 1, 2 & 3 and every 3 years thereafter) will monitor works durations on each road category and by traffic management type, to evaluate the change in works impact compared with the Noticing baseline conditions. The report will provide a commentary on the overall Scheme benefits and make recommendations to further improve benefits in subsequent years.

Noted - The Annual Reviews will monitor the performance of all works (highway authority and utilities) and seek to drive improvements for all.

It is our understanding that this query is relating to the CBA and therefore it includes an estimate of the savings to utilities in relation to the reduction in number of days worked - calculated at an average of £275 per day.

The reason for including this saving, is the financial cost of permits is included on the cost side of the CBA assessment, so the saving is added to the benefits side to cancel out some of this cost.

The calculation is a generic one applied in all CBA using a nationally derived forecast of daily costs supplied by DfT, so not calculated specifically for works in Birmingham.

Noted

### **Environment and Sustainability Assessment**

Birmingham City Council is required to assess any positive or negative impacts that any policy/strategy/ decision/development proposal is likely to have on the environment. This assessment must be completed for CLT and Cabinet reports where appropriate. It is the responsibility of the Service Director signing off the report to ensure that the assessment is complete.

To complete the assessment, you should consider whether the proposal will have a positive or a negative impact on each of the key themes by placing a (✓) for positive, (x) for negative and (?) for unclear impact, and (N/A) for non-applicable impact. Further guidance on the completion of the template is available on page 3 below.

<b>Project Title:</b>	<b>BCC Street Works Permit Scheme</b>	
<b>Directorate:</b> <b>City Operations</b>	<b>Team:</b> <b>New Roads &amp; Street Works Permit Team</b>	<b>Person Responsible for assessment:</b> <b>Luke Keen</b>
<b>Date of assessment:</b> <b>15/12/2021</b>	<b>Is it a new or existing proposal?</b> <b>New</b>	
<b>Brief description of the proposal:</b> The 'New Roads & Street Works Team' will be a newly developed team to manage the day-to-day operation of Birmingham's Permit Scheme. Birmingham currently operates a Noticing Scheme, as part of its Network Management Duty under Part 2, Section 16 of the Traffic Management Act 2004. Works Promoters advise the Council that they are working on the highway, whereas under a Permit Scheme they are required to seek approval to work on the highway. Unfortunately, noticing schemes provide limited <sup>[OBJ]</sup> <sub>[OBJ]</sub> for coordination and effective management of street works activities. Therefore, Birmingham is seeking to implement a Permit Scheme as this gives the Council greater ability to be able to more effectively manage these works. The introduction of a Permit Scheme would empower BCC to impose conditions relating to traffic management, diversions and working hours, and the associated permit fee would provide a mechanism to fund the service and invest any surplus into managing traffic in the future.		

Potential impacts of the policy/development/decision on:	Positive Impact	Negative Impact	No Specific Impact	What will the impact be? If the impact is negative, how can it be mitigated, what action will be taken?
Natural Resources - including water, soil, air	√			Positive impact on air quality due to better coordination of works on the network. Therefore, an overall reduction in works sites and duration of works on the network is expected.
Energy use and CO <sub>2</sub> emissions	√			Positive impact due to less congestion as a result of better coordinated works, resulting in less queuing traffic and CO <sub>2</sub> emissions.
Quality of environment	√			Positive impact on air quality due to better coordination of works on the network. Therefore, an overall reduction in works sites and duration of works on the network is expected.
Impact on local green and open spaces and biodiversity			√	N/A
Use of sustainable products and equipment			√	N/A
Minimising waste			√	N/A
Council plan priority: a city that takes a leading role in tackling climate change			√	N/A
Overall conclusion on the environmental and sustainability impacts of the proposal	Overall, the change to a Permit Scheme will provide a positive impact for the city in relation to air quality, pollution, CO <sub>2</sub> emissions and the quality of Birmingham's environment.			

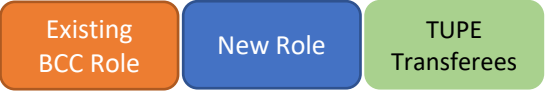
**Guidance for completing the template**

Theme	Example
Natural Resources - Impact on natural resources including water, soil, air.	<p>Does the decision increase water use?</p> <p>Does the decision have an impact on air quality?</p> <p>Does the decision discourage the use of the most polluting vehicles (private and public) and promote sustainable modes of transport or working from home to reduce air pollution?</p> <p>Does the decision impact on soil?</p> <p>For example, development will typically use water for carrying out various operations and, once complete, water will be needed to service the development. Providing water to development and treating affluent water requires energy and contributes to climate change. Some of the activities including construction or disposal of waste may lead to soil pollution. The decisions may lead to more journeys thereby deteriorating air quality and thus contribution to climate change and greenhouse gases.</p>
Energy use and CO <sub>2</sub> emissions.	<p>Will the decision have an impact on energy use?</p> <p>Will the decision impact on carbon emissions?</p> <p>Most day-to-day activities use energy. The main environmental impact of producing and using energy such as electricity, gas, and fuel (unless it is from a renewable source) is the emission of carbon dioxide.</p>
Quality of environment.	<p>Does the decision impact on the overall quality of the built environment?</p> <p>Decisions may have an impact on the overall setting, character and distinctiveness in the area. For example, if development involves ground digging and excavations etc. it may have an impact on the local archaeology.</p>
Impact on local green and open spaces and biodiversity	<p>The proposal may lead to localised impacts on the local green and open spaces which may have an impact on local biodiversity, trees and other vegetation in the area.</p> <p>Will the proposal lead to loss (or creation) of green and blue infrastructure?</p> <p>For example, selling an open space may reduce access to open space within an area and lead to a loss of biodiversity. However, creating a new open space would have positive effects.</p>
Use of environmentally sustainable products, equipment and packaging	<p>Will the decision present opportunities to incorporate the use of environmentally sustainable products (such as compostable bags, paper straws etc.), recycled materials (i.e. Forest Stewardship Council (FSC) Timber/wood), non-polluting vehicles, avoid the use of single use plastics and packaging.</p>

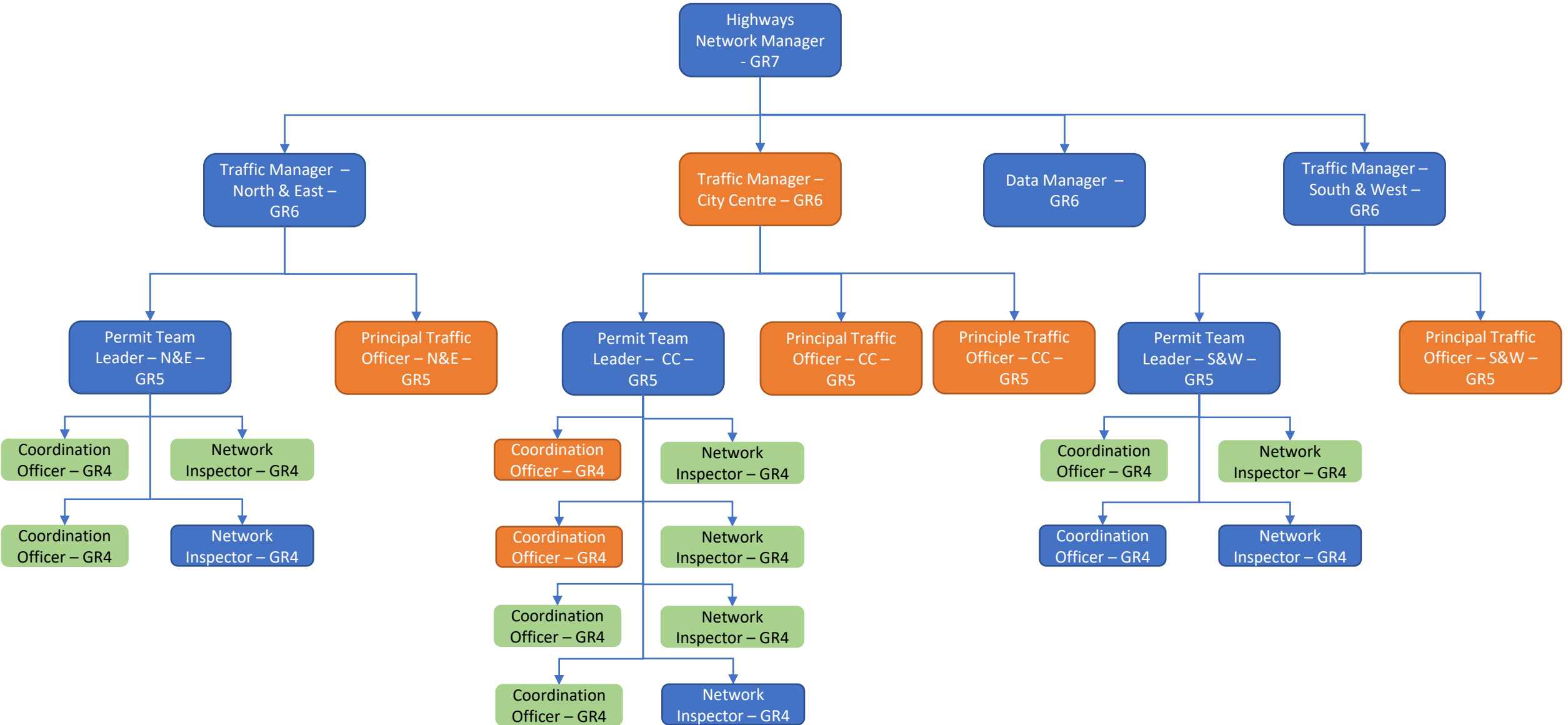
Minimising waste	Will the decision minimise waste creation and the maximise recycling during the construction and operation of the development/programme/project? Will the decision provide opportunities to improve recycling? For example, if the proposal involves the demolition of a building or a structure, could some of the construction materials be reused in the new development or recycled back into the construction industry for use on another project?
Council plan priority: a city that takes a leading role in tackling climate change and deliver Route to Zero.	How does the proposal or decision contribute to tackling and showing leadership in tackling climate change and deliver Route to Zero aspirations?

If you require further assistance with completing this template, please contact: [ESAGuidance@birmingham.gov.uk](mailto:ESAGuidance@birmingham.gov.uk)

Key:



# New Roads & Street Works Permit Team





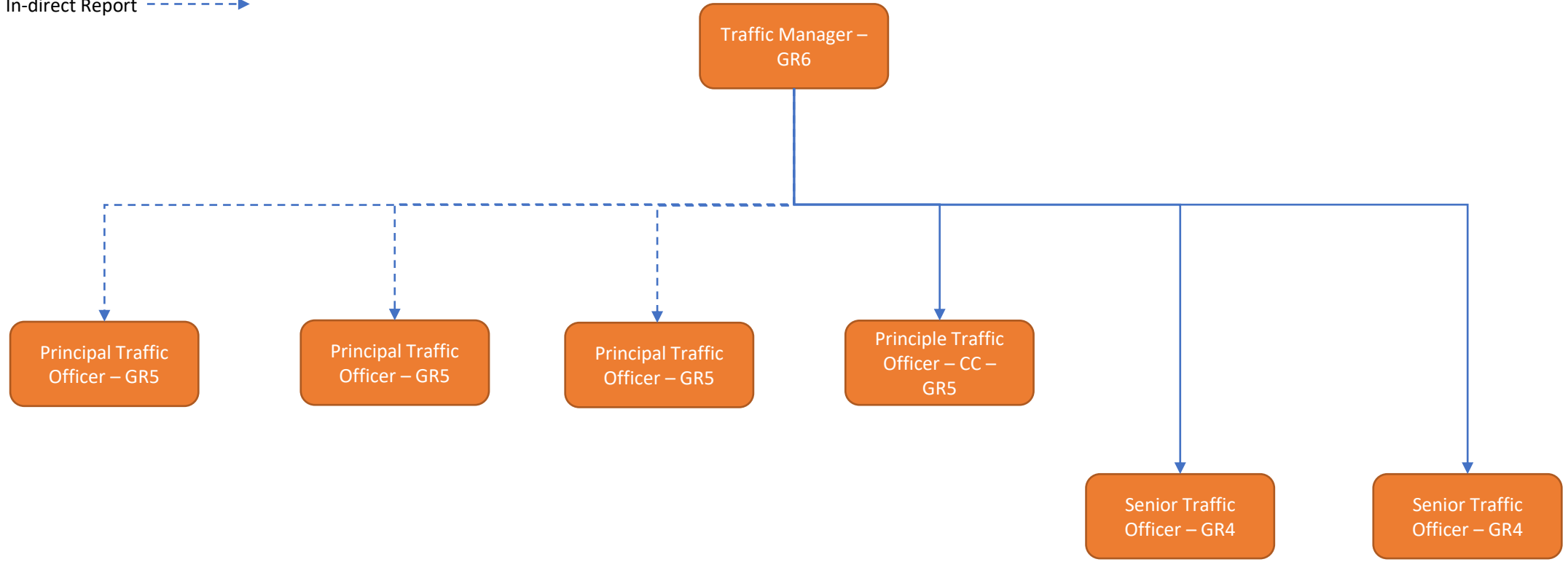
Key:

Existing  
BCC Role

Direct Report →

In-direct Report - - - - ->

# Existing Operational Traffic Management Services Team Structure



# Birmingham City Council

## Report to Cabinet

26<sup>th</sup> April 2022



**Subject:** HS2 CURZON STATION ENHANCED PUBLIC REALM SCHEME - FULL BUSINESS CASE

**Report of:** DIRECTOR OF PLANNING, TRANSPORT AND SUSTAINABILITY

**Relevant Cabinet Member:** Councillor Ian Ward, Leader of the Council  
Councillor Waseem Zaffar – Transport and Environment  
Councillor Tristan Chatfield, Finance and Resources

**Relevant O & S Chair(s):** Councillor Saima Suleman, Economy and Skills  
Councillor Mohammed Aikhlaq, Resources

**Report author:** James Betjemann, Head of Enterprise Zone and Curzon Development, Telephone No: 0121 303 4174  
Email Address: james.betjemann@birmingham.gov.uk

Are specific wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s): Nechells,		
Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, add Forward Plan Reference: 009716/2022		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

### 1 Executive Summary

- 1.1 The arrival of HS2 into Birmingham city centre in 2029 is a once in a generation opportunity to drive growth in the city. In order to maximise the economic benefits the City Council launched the Curzon Masterplan in 2015, which included a number of 'Big Moves' to ensure the new HS2 Curzon Station delivered a world

class design that maximises the connectivity for pedestrians and public transport in and around the station within a high-quality public realm environment.

- 1.2 On 18<sup>th</sup> July 2019 the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) approved an Outline Business Case (OBC), conditionally allocating the City Council £26.172m of Enterprise Zone (EZ) funding to deliver the preferred option for enhancing public realm surrounding the new HS2 station, subject to the approval of a compliant Green Book Full Business Case (FBC). This budget was approved by Cabinet on the 29<sup>th</sup> October 2019.
- 1.3 Following the subsequent submission and independent appraisal of a Green Book Compliant FBC, on the 24<sup>th</sup> March 2022, the GBSLEP approved the Curzon Station Enhanced Public Realm FBC at a total estimated cost of £32.539m, at Appendix 2. This includes £2.219m of previously approved development funding and £3.751m of maintenance costs required over a 30-year period from 2029 following scheme completion. The increase in costs from OBC to FBC is primarily due to the impact of HS2 being delayed and associated inflation.
- 1.4 The design and construction of the HS2 scheme is incorporated into the wider Curzon Station works and will be delivered by HS2 Ltd. The City Council will enter into single contractor negotiations with HS2 Ltd to deliver the public realm improvements. The scope and specification of the works will be set out in an agreement between both parties before works commence.

## **2 Recommendations**

- 2.1 Approves the Full Business Case for the HS2 Enhanced Public Realm Scheme (attached at Appendix 1) at a total estimated cost of £32.539m funded from Greater Birmingham and Solihull Local Enterprise Partnership Enterprise Zone (EZ) grant and Community Infrastructure Levy (CIL)/Section 106 contributions.
- 2.2 Accepts total capital grant from the GBSLEP for up to £28.788m to deliver the HS2 Enhanced Public Realm Scheme and delegates authority to the Director of Planning, Transport and Sustainability to enter into a Funding Agreement, subject to the terms and conditions set out in the offer letter being acceptable to the Council.
- 2.3 In its role as Accountable Body for the GBSLEP, approves City Council Prudential Borrowing of an additional £26.569m to fund the delivery of the HS2 Enhanced Public Realm Scheme. £2.219m having been approved previously for development work.
- 2.4 Under Standing Order Part D2.5, approves the commencement of single contractor negotiations by the Head of Curzon and Enterprise Zone with HS2 Ltd. who are responsible for the delivery of the HS2 Curzon works, for the value of up to £26.569m to undertake the full design and delivery of public realm enhancements, subject to the following conditions;
  - 2.4.1 produce detailed design to discharge the Schedule 17 and the Town and Country Planning Application landscape conditions;

2.4.2 construct the agreed design within the capped grant as per the GBSLEP FBC and Funding Agreement.

- 2.5 Delegates the authority to award the contract for the full design and delivery of the public realm enhancements following the successful completion of the negotiations to the Director, Planning, Transport and Sustainability, the Interim Assistant Director, Procurement (or their delegate), the Chief Finance Officer (or their delegate) and the Acting City Solicitor & Monitoring Officer (or their delegate).
- 2.6 Notes that following implementation of the scheme, the City Council will be responsible for the ongoing maintenance of the public realm and new areas of planting at a cost of £3.751m over a 30-year period funded from CIL/Section 106 contributions.
- 2.7 Authorises the Acting City Solicitor & Monitoring Officer to negotiate, execute seal and complete all necessary documents in connection with the above recommendations.

### **3 Background**

- 3.1 In February 2014, the City Council launched the Curzon Masterplan as part of the wider HS2 Midlands Growth Strategy to maximise the economic impact of HS2. The Masterplan sets out how the arrival of HS2 will unlock growth and regeneration opportunities around the terminus station. Covering 141 hectares centred around the HS2 Curzon Station, the strategy of the Masterplan is to deliver a fully integrated and connected world class station which will support growth and regeneration for the city centre and wider area. This will be achieved through the delivery of five 'Big Moves'.
- Station design to create a landmark building and arrival experience;
  - Paternoster Place;
  - Curzon Promenade and Curzon Square;
  - Station Square and Moor Street Queensway;
  - Curzon Station Metro Stop;
- 3.2 On 20<sup>th</sup> September 2016 the City Council approved the Curzon Investment Plan, which sets out a £724m programme of local infrastructure over and above the investment by HS2, included the allocation of additional EZ funding to assist with the delivery of the Big Moves and maximise the impact of HS2 arrived in the region.
- 3.3 Following the launch of the Curzon Masterplan, the Department for Transport (DfT) agreed a number of assurances with the City Council to address concerns that the design of the station, as proposed in the HS2 Hybrid Bill, did not meet the Council's objectives around connectivity and integration. Since then, the City Council and HS2 Ltd have been working collaboratively to develop the design and ensure the station and associated public realm meet the objectives for the Masterplan.

- 3.4 The Big Moves for the public realm at Curzon Promenade and Square and Paternoster Place are not included within the HS2 Act and therefore additional funding is required to meet the extra costs incurred by HS2 Ltd over and above the cost of the scheme set out in the HS2 Act. The Curzon Investment Plan identified an overall indicative funding requirement of £60m to deliver these projects, which was based on high level cost estimates commissioned as part of the baseline studies for the Curzon Masterplan. Of that figure, £40m was identified for the HS2 Curzon Station Enhanced Public Realm.
- 3.5 On the 13th September 2017, the City Council approved £0.550m to deliver 'Phase One' of the design of Paternoster Place, Curzon Promenade, Curzon Square and the Curzon Canalside, which included concept design to RIBA 2 to select a single option for each project. Subsequent approval was gained for £0.895m in June 2019, for the 'Phase 2' design of the HS2 Birmingham Curzon Station Public Realm which included full scheme design to RIBA 3. Phase 1 and 2 have been completed and Schedule 17 and Town and County Planning Act consents have been granted for Curzon Public Realm and Paternoster Place.
- 3.6 The Enhanced Public Realm Outline Business Case (OBC), was approved by GBSLEP on 18<sup>th</sup> July 2019, conditionally allocating the City Council £26.172m of EZ funding to undertake the delivery of the preferred option for the public realm, which included funding already approved for the design work, planning and procurement. To support the preparation of the FBC the GBSLEP EZ OBC approval included the award of £0.222m of development funding for BCC legal, project management and planning and design costs. Cabinet accepted the OBC award of funding on the 29<sup>th</sup> October 2019. The funding required a compliant full business case (FBC) to be developed in line with HM Treasury's best practice 'Five Case Model'.
- 3.7 In 2019, HS2 commenced a single stage procurement process to appoint their main works contractor. Following a period of market testing, a decision was made to adopt a revised procurement approach which consists of a two-stage contract model with the aim of reducing Tenderer pricing risk and facilitating a collaborative approach to setting the target price. In July 2020 HS2 launched a competitive, Invitation to Tender (ITT) to appoint a main works contractor for Curzon Station and the surrounding public realm. In May 2021 HS2 confirmed the appointment of Mace Dragados Joint Venture (MDJV) as the single successful contractor to enter into Stage 1. This initial stage has included further work to support the FBC including; design validation, identification of construction risks and opportunities, the development of the construction programme, the identification of key supply chain partners and the development of an agreed target price. In February 2022, the GBSLEP and City Council approved an additional development budget of £0.551m to support this additional stage of work.
- 3.8 Following the submission and independent appraisal of a Green Book Compliant FBC, on the 24<sup>th</sup> March 2022 the GBSLEP Board approved the Curzon Station Enhanced Public Realm FBC at a total estimated cost of £28.788m, as detailed within the GBSLEP grant offer letter at Appendix 2. The increase of £2.616m

compared to the OBC estimate of £26.172m is primarily due to the impact of HS2 being delayed and associated inflation. However, despite the increased cost, the GBSLEP still consider that represents good value for money in terms of the benefits of this project. In addition, the works will generate a number of benefits including 1,717 of net additional attributable jobs and £452.25m of net additional attributable cumulative GVA. The scheme is also expected to generate additional Business Rates income by enabling key commercialisation investments; improving the values of development located around and in proximity to the scheme whilst also increasing the occupancy rates of these developments. Based on these assumptions, it is estimated that an uplift of £54.42m of additional business rates income would be attributable to the Curzon Station Enhanced Public Realm scheme.

3.9 The Department of Transport (DfT) requires that HS2 Ltd do not incur additional maintenance costs for areas of Council owned land which are located outside of the HS2 Curzon Station boundary or enhanced materials beyond HS2's base scope. Therefore, it will be the responsibility of the City Council to undertake a full range of services necessary to maintain the enhanced assets to appropriate standards. A revenue cost of £3.751m for ongoing maintenance over a 30-year period has been estimated based on HS2 Ltd's life cycle cost analysis for City Council public realm enhancements commencing 2029 when construction is completed. This will be funded from future CIL or S106 monies, and/or a potential master development partner secured through HS2's Commercialisation Strategy which is currently being prepared.

3.10 The GBSLEP EZ capital grant will enhance HS2's base scheme, ensuring the benefits of the station are fully realised. Proposals are detailed in the FBC (Appendix 1), and are summarised below:

- **Paternoster Place** – Improvements will see the creation of a gateway into Digbeth to open-up the regeneration potential of this area, bringing activity and investment to Enterprise Zone sites and helping to realise the potential of the underutilised land and buildings.

The proposals for Paternoster Place seek to provide a partial bridging of the West Coast Mainline adjacent to the existing Park Street bridge. Creating a wide, attractive and improved pedestrian link between Curzon Station and Digbeth, with increased dedicated cycle facilities, additional seating and planted areas.

- **Curzon Promenade and Curzon Square** - celebrating the view of the former Curzon Street Station, Curzon Promenade will become an extension of Eastside City Park as a pedestrian plaza enlivened with new shops and cafes built into the façade of Birmingham Curzon station. The project will include works outside of the red lined HS2 base scheme, as well as enhancements to the HS2 proposed base scheme including a material uplift, enlarged rain garden areas, additional low-level accent lighting integrated within the urban realm furniture, rain gardens, along the bus route and secondary paths.

It is intended to extend the new urban realm up to the kerb line of the future bus-way, incorporating connections to the new bus and SPRINT stops north of Curzon Promenade and the proposed Midland Metro BEE route. These

connections will allow for a transformation of public transport links into Eastside, Digbeth and ultimately to regeneration opportunities in the east of the City.

Curzon Square also brings an extension of the base scheme proposals across the interface area between Eastside City Park and New Canal Street Square; Introducing a series of planted wet/dry rain garden spaces, seating areas, footpath connections and tree planting in an area that is to be retained as open lawn in the base scheme. Plans also extend the existing event space within the Eastside City Park.

### 3.11 Timescales

Key milestones for the Curzon Station Enhanced Public Realm scheme are summarised below:

Task	Start Date	Completion Date
Stage 1: Target Cost for FBC completed	June 2021	January 2022
Stage 1: GBSLEP / BCC approvals and legal agreement with HS2 for the enhanced public realm scheme	January 2022	May 2022
Stage 2: Main station design (including public realm)	June 2022	May 2024
Stage 2: Main station construction	January 2025	February 2029
Stage 2: Curzon Square Enhanced Urban Realm landscaping	January 2027	May 2027
Stage 2: Paternoster Place design and construction	April 2022	May 2027
Stage 2: Curzon Promenade Enhanced Urban Realm landscaping	January 2027	August 2027
Stage 2: Curzon Street Station operational		2029

## 4 Options Considered and Recommended Proposal

- 4.1 Option 1 Business as Usual (Do Nothing) – under this option, only the HS2 baseline scheme would be delivered. While this would create a high-quality environment, opportunities to maximise the strategic impact of the HS2 station would not be realised. In particular, it would fail to secure high quality links to strategically important developments sites within Digbeth. In addition, the integration with existing public realm and key institutions to the north of the station would be of a lower quality.
- 4.2 Option 2 Curzon Promenade and Curzon Square – this option includes works to extend the baseline public realm scheme beyond the HS2 land to enhance integration and linkages along the corridor to the north of the station. Under this option, no enhancement works would be progressed at Paternoster.

- 4.3 Option 3 Paternoster (medium corner chamfer), Curzon Promenade and Curzon Square – in addition to the works proposed under Option 2, this option would support the creation of enhanced linkages to Digbeth. The delivery of a medium chamfer would further support HS2's commercialisation opportunities, with emerging proposals for a 40,000sqm office scheme fronting onto Station Square.
- 4.4 Option 4 Paternoster (large corner chamfer), Curzon Promenade and Curzon Square – this option would enhance linkages with the Digbeth area. However, the chamfer would not be expected to promote the HS2 commercialisation opportunity.
- 4.5 As part of the FBC development, a detailed cost benefit analysis has been undertaken for each of the options (see 2.3.1 within Appendix 1). The methodology used is consistent with the HM Treasury's Green Book (April 2018) and MHCLG's Appraisal Guide (December 2016) which sets out that projects should be appraised on the basis of a benefit cost ratio (BCR) reflecting the private benefit associated with the change in land use (land value uplift) and the external benefits (and costs) of the scheme, compared to the net public sector cost. Option 3 was chosen as the preferred option as provides the greatest scheme benefits and the highest BCR and is therefore deemed to be best value for money.

## **5 Consultation**

- 5.1 The objectives and priorities for the public realm projects at the HS2 Curzon Station were set out in the Curzon Masterplan which was developed based upon extensive public consultation and was approved by Cabinet on 27<sup>th</sup> July 2015.
- 5.2 Throughout the development of the FBC, two-weekly Enhanced Urban Realm Working Group meetings have taken place with HS2 Ltd and their contractor MDJV. This forum will continue to meet on a regular basis throughout the life of the project.
- 5.3 Additionally, consultation takes places with wider stakeholders on a monthly basis through the Curzon Station Working Group, membership of which includes HS2 Ltd, Historic England, Canal and River Trust, Birmingham City University and the West Midlands Combined Authority.
- 5.4 Detailed engagement is ongoing with Network Rail to work through their Consents process.
- 5.5 Members of the GBSLEP support the recommendations of this report and provided approval of the FBC at the GBSLEP Board on the 24 March 2022.
- 5.6 Additionally, consultation on the Curzon Station scheme has been undertaken through the formal planning process as part of the approval of the Schedule 17 application and the Town and County Planning Act application for Paternoster Place.
- 5.7 Consultation and engagement is ongoing with the public and will continue throughout the construction of the station.



## 6 Risk Management

- 6.1 An extensive risk register is included within Annex E5 of the attached FBC (see Appendix 1) which highlights the scheme's strategic risks. Risks have been collaboratively developed and agreed by HS2, their contractor MDJV and the City Council. The risk register is supported by a Quantitative Cost Risk Analysis (QCRA) which has been used to estimate an appropriate level of cost contingency to supplement the project estimate, providing confidence that the budgetary allowance will not be surpassed. The City Council have allowed costs in the overall budget to appoint a dedicated risk manager to ensure that any requests to use the funding from the project's risk allowance are deemed appropriate.
- 6.2 The top three risks and mitigations are set out in Table 1 below.

**Table 1**

<b>Risk</b>	<b>Mitigation</b>
Costs exceed the GBSLEP grant amount	<p>A robust process is in place to ensure no cost overruns.</p> <p>Target costs have been developed by HS2's main works contractor and estimating team and subsequently assured by the HS2 Curzon Street team, including commercial and project management reviews.</p> <p>The probability of this risk has been assessed and a robust and costed risk allowance is in place to mitigate any cost increases.</p>
Bridge decking which will be constructed as part of the Paternoster Place element including Network Rail approval, ownership, possessions, and OLE and signalling being more complex than envisaged.	<p>As part of the scheme development engagement with Network Rail is ongoing. HS2 are working through Network Rail's Consents process.</p> <p>Following OBC approval, Network Rail has provided in principle approval for the works.</p> <p>The probability of this risk has been assessed and a robust and costed risk allowance is in place to mitigate any cost increases.</p>
Unidentified ground constraints - There is a risk that the ground conditions/utilities encountered are not as anticipated	Detailed surveys have been undertaken and the site has been fully prepared, including utility diversions, for construction by HS2's early works contractor.

	The probability of this risk has been assessed and a robust and costed risk allowance is in place to mitigate any cost increases.
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## 7 Compliance Issues:

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

7.1.1 The proposals set out in this report will support the City Council's key policies and priorities as set out in the City Council Plan and Budget 2021 – 25 (as updated in February 2021):

- *An entrepreneurial city to learn, work and invest in.*
  - *An aspirational city to grow up in.*
  - *Birmingham is a fulfilling city to age well in.*
  - *A great city to live in.*
  - *A city that takes a leading role in tackling climate change.*
- **Birmingham Transport Plan 2031 (2020)** – The Curzon Station Enhanced Public Realm proposals align with the “Transforming the city centre” ‘Big Move’ as they will encourage the use of public and active transport modes when accessing and egressing Curzon Station, as opposed to vehicle use, by creating pedestrian and cycle friendly spaces outside the station which are integrated with the public transport network.
- The plan also highlights that a complementary package of connectivity improvements to HS2 will be needed to ensure that the benefits of HS2 are spread wide driving further economic growth and generating more employment opportunities. The Curzon Station Enhanced Public Realm proposals form part of this package of complementary HS2 connectivity proposals.
- **Birmingham Development Plan (BDP) 2031** – The project will help to deliver the following objectives:
  - To provide high quality connections throughout the city and with other places including encouraging the increased use of public transport, walking and cycling;
  - To create a more sustainable city that minimises its carbon footprint and waste, and promotes brownfield regeneration while allowing the city to grow;
  - To encourage better health and well-being through the provision of new and existing recreation, sport and leisure facilities linked to good quality public open space;
  - To protect and enhance the city's heritage assets and historic environment;
- **Big City Plan (BCP) (2011)** – The project will help to deliver upon the aspirations set out within the BCP by creating sustainable connections to

key growth areas in the city core and encouraging further investment and subsequent footfall to new and existing sites within the vicinity of Curzon Street Station.

- **Route to Zero Commitment** - The scheme supports the additional Climate Change Commitments agreed by Cabinet on 30th July 2019 following the motion on Climate Emergency passed at the full City Council meeting of 11th June 2019, including the aspiration for the City Council to be net zero-carbon by 2030.
- In January 2022, HS2 confirmed their commitment for HS2 trains to be zero-carbon from the outset, driving the government's goal to make HS2 net zero from 2035. As part of the drive to net zero, HS2 construction sites are also planned to be diesel-free by 2029, and emissions from steel and concrete used in building the railway cut by half by 2030.

#### 7.1.2 Birmingham Business Charter for Social Responsibility (BBC4SR):

HS2 Ltd is an accredited signatory to the BBC4SR and will be required to produce commitments from their supply chain proportionate to the value of this contract agreed prior to the award approval. The final actions will be negotiated to support disadvantaged groups in the locality of the works which will be monitored and managed throughout the contract period.

## 7.2 Legal Implications

- 7.2.1 The City Council carries out transportation, highways and infrastructure Works under the relevant primary legislation including the Town and Country Planning Act 1990, Highways Act 1980, Road Traffic Regulation Act 1984, Traffic Management Act 2004, Transport Act 2000, and other related regulations, instructions, directives, and general guidance.
- 7.2.2 The Local Government Finance Act 2012 supports the development of Enterprise Zones by enabling Local Authorities to borrow for capital schemes against projected growth in business rates income. The Act allows the City Council, on behalf of the GBSLEP, to retain 100% of business rates income from within the Enterprise Zone.
- 7.2.3 The City Council has under Section 1 Localism Act 2011, a general power of competence under which it can procure services from third parties which will or are likely to benefit the authority, its area or persons resident or present in its area.

## 7.3 Financial Implications

### Capital Costs

- 7.3.1 The FBC estimates a total cost of £32.539m, comprising £28.788m of capital costs and £3.751m of revenue costs over a 30year period for ongoing maintenance. The GBSLEP Board have approved a capital grant

of £28.788m to fund the capital expenditure and the ongoing revenue cost will be funded through future CIL and S106 funds. In its Accountable Body role, the City Council has previously approved prudential borrowing of £2.219m to fund the GBSLEP capital grant and now requires approval for additional prudential borrowing of £26.569m to bring the total up to £28.788m.

7.3.2 The table below summarises the costs.

<b>Capital Costs</b>	<b>£'m</b>
Development costs to date	2.408
Total public realm works costs (20/21 prices) including contingency	18.112
Inflation (up to 2027)	4.671
Design	0.438
HS2 fees (covers legal, core project team pre-construction and during construction)	2.559
BCC Project Management (including legal, cost and risk management)	0.600
<b>Total Capital Expenditure</b>	<b>£28.788</b>

7.3.3 Within the GBSLEP EZ all business rates are collected by the City Council and any net uplift is allocated to the GBSLEP for a period to 31 March 2046. The GBSLEP decide how and where these funds are deployed, making the investment decisions in line with the EZ Investment Plan, subject to the City Council in its Accountable Body role ensuring compliance with the financial governance principles. This project is included with the current approved EZ Investment Plan and therefore falls within the existing approved budget, with EZ financial modelling indicating the cost is considered affordable based on the expected income levels that the EZ will generate.

7.3.4 In its Accountable Body role, the City Council will undertake additional prudential borrowing of £26.569m (£2.219m approved to date) to support the delivery of the HS2 Enhanced Public Realm Scheme generated through the uplift in business rates within the EZ. There are financial risks associated with the Accountable Body role, the main one being failure of the EZ to deliver sufficient business rates uplift to cover the level of borrowing and up-front revenue expenditure incurred by the City Council. These risks have and will continue to be managed primarily through detailed financial modelling and by receiving, for independent examination/approval, detailed individual business cases for project expenditure. In addition it should be noted that the scheme is expected to generate additional Business Rates income by enabling key commercialisation investments; improving the values of development

located around and in proximity to the scheme whilst also increasing the occupancy rates of these developments.

## **Revenue Costs**

- 7.3.5 The Department of Transport (DfT) requires that HS2 Ltd do not incur additional maintenance costs for areas of Council owned land which are located outside of the HS2 Curzon Station boundary or enhanced materials beyond HS2's base scope. Therefore, it will be the responsibility of the City Council to undertake a full range of services necessary to maintain the enhanced assets to appropriate standards. A revenue cost of £3.751m for ongoing maintenance over a 30-year period has been estimated based on HS2 Ltd's life cycle cost analysis for City Council public realm enhancements commencing in 2029 when construction is completed. This will be funded from future CIL or S106 monies, and/or a potential master development partner secured through HS2's Commercialisation Strategy which is currently being prepared.

## **7.4 Procurement Implications**

- 7.4.1 HS2 Ltd is the company responsible for developing and promoting the UK's new high-speed rail network. The company is obligated to deliver a number of undertakings and assurances to the City Council in support of the delivery of the HS2 Curzon Station. This includes a commitment to provide a station which is permeable and integrated and provides the best solutions for transport interchange.
- 7.4.2 It is proposed that HS2 Ltd's Station Design and Build contractor is used to undertake the delivery of the public realm projects as these are an integral part of the station structure as it is not possible to disaggregate the works from the contract to design the station building. This will provide the most efficient use of resources and mitigate the risks associated with separate contractors delivering works on the same site. This report now seeks approval to utilise GBSLEP EZ funding and enter negotiations with HS2 Ltd to deliver the public realm works.
- 7.4.3 Following a 2-stage procurement process, in May 2021 HS2 confirmed the appointment of Mace Dragados Joint Venture (MDJV) as the single successful contractor to enter into Stage 1, to design and build HS2's Birmingham Curzon Street station. The Contract (and Framework Agreement) between HS2 Ltd and MDJV was procured and awarded in accordance with the UCR 2016 using the negotiated procedure with prior call for competition. The Contract Award was based on the most economically advantageous tender (MEAT) from the point of view of HS2 Ltd, assessed in accordance with the published Evaluation Methodology.
- 7.4.4 The proposed procurement route between the City Council and HS2 Ltd is to commence single contractor negotiations with the HS2 Ltd. It is noted that Cabinet approved entering into single contractor negotiations in the report

dated 29th October 2019. These were not concluded and there is now a requirement to re-commence the negotiations to include the additional value. This arrangement includes robust contract management and assurance arrangements, providing opportunity for the Council to work with the contractor and designer to deliver the expected works at the agreed cost.

7.4.5 Entering into single contractor negotiations is compliant with the Public Contracts Regulations 2015 regulation 32(b)(ii) where competition is absent for technical reasons and there is no reasonable alternative or substitute existing and the absence of competition is not the result of an artificial narrowing down of the parameters of the procurement. HS2 Ltd is the sole supplier that deliver the works and realise the benefits. The works will be integral to the wider scheme. Given the scale of works at Curzon Street Station, tendering for a separate contract to deliver the enhanced public realm elements as two separate work packages, but in parallel timeframes, would bring about significant challenges in terms of the co-ordination of works. Therefore, in order to maximise efficient delivery, minimise disruption and ensure that the joint scheme benefits are fully realised, it is proposed that works are designed and implemented by a HS2 Ltd. The proposed contract will include robust contract management and assurance arrangements, providing opportunity for the Council to work with HS2 Ltd for the contractor and designer to deliver the expected works at the agreed cost.

7.4.6 The Chief Finance Officer and the Acting City Solicitor & Monitoring Officer have certified in writing their approval to enter into single contractor negotiations with HS2 Ltd for the works.

## **7.5 Human Resources Implications**

7.5.1 All activity identified within this report will be managed by existing Council employees. The scheme's Project Management sits within the EZ delivery team and is resourced through the project.

## **7.6 Public Sector Equality Duty**

7.6.1 Due regard and consideration has been given to this EIA for the report recommendations and no adverse implications are expected for any of the protected characteristics and groups. Designs will look to incorporate features for the benefit of particular groups where appropriate in compliance with the Equality Act 2010.

## **8 Appendices**

8.1 Appendix 1 –FBC – Approved on 25 March 2022

8.1.1 Annex E5 – Risk Register

8.2 Appendix 2 – GBSLEP Offer Letter

8.3 Appendix 3 – Equality Impact Assessment EQUA878

## **9 Background Documents**

- 9.1 Report to Cabinet, HS2 Curzon Station Enhanced Public Realm Project, 29<sup>th</sup> October 2019
- 9.2 Curzon Masterplan 2014
- 9.3 Curzon Investment Plan 2016
- 9.4 EZ Investment Plan 2019



# Greater Birmingham and Solihull Local Enterprise Partnership Limited (GBSLEP) Business Case (Full)

<b>Project Name</b>	Curzon Station Enhanced Public Realm
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About the Applicant			
<b>Name of the lead organisation (<i>applicant</i>)</b>	Birmingham City Council	<b>Type of Organisation</b>	City Council
<b>Name of the project manager / main contact</b>	Hannah Willetts	<b>Project Manager Contact number</b>	0121 303 4174 / 0121 303 3988
<b>Project Manager Email</b>	<a href="mailto:hannah.willetts@birmingham.gov.uk">hannah.willetts@birmingham.gov.uk</a>	<b>Senior Responsible Owner (SRO)</b>	Ian MacLeod

About the Project			
<b>Location of the project</b>	Curzon Street, Birmingham	<b>Postcode</b>	B4 7AP
<b>Constituencies in which the project resides</b>	Ladywood (Birmingham)		
<b>Project start date</b>	April 2022	<b>Project completion date</b>	December 2027
<b>Total GBSLEP <i>loan</i> funding requested</b>	N/A	<b>Total GBSLEP <i>grant</i> funding requested</b>	£28,787,985 (Outturn including development cost granted to date)
<b>Total project capital cost</b>	£32,539,210 (includes maintenance)		
<b>Are you applying for development costs?</b>	No, £2,408,426 already granted to date	<b>If yes, please state the value</b>	N/A



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## A. Introduction

This document provides a template for a Strategic Outline Business Case (SOBC), an Outline Business Case (OBC) and a Full Business Case (FBC) in support of The Greater Birmingham and Solihull Local Enterprise Partnership Limited's (GBSLEP) application for investment in a project continuing on from the Expression of Interest.

The main purpose of the document is to understand the proposed project sufficiently and understand any risks associated with it in order to assess and make an informed investment decision on whether the GBSLEP should provide funding or not, and any conditions that this decision may require.. The Business Case should provide assurance to the GBSLEP that the project:

- provides strategic fit and is supported by a compelling case for change; and
- will maximise public value to society through the selection of the optimal combination of components, products and related activities; and
- is commercially viable and attractive to the supply side; and
- is affordable and is fundable over time; and
- can be delivered successfully by the organisation and its partners.

This template should be completed following the principles laid out in HM Treasury's Green Book: Appraisal and Evaluation in Central Government, Business Case Guidance for Projects and supplementary guidance. Links to these documents and further guidance is included in Appendix B – Resources, at the end of this document.

The amount of work and detail put into the Business Case should be **proportionate** to the scale of the project or programme and the expenditure involved.

Once completed the business case will be reviewed by the GBSLEP Executive and will be assessed by an Independent Technical Evaluator. Please submit completed the Business Case template in Microsoft Word format and include a scan of the **signed** original in PDF format.

The applicant is responsible for costs and charges incurred as a result of preparing the SOBC and OBC; eligible costs for preparation of the FBC may be claimed as part of the development funding should the OBC application be successful (NB *eligibility criteria and application are outlined in Section C*).

## B. Project Overview

### B.1 Summary of the Project (300 words max)

*Provide details about the project objectives and potential impact/ benefits.*

Birmingham City Council (BCC), the scheme sponsor for the Curzon Enhanced Public Realm Project, have been working collaboratively with High Speed 2 (HS2) to maximise the benefit of the HS2 Curzon Station through the public realm enhancements. This project comprises of the two specific enhancements as below and will be delivered by HS2 Limited as part of the HS2 Curzon Station development. The enhancements are:

- the development of Paternoster Place, which will improve access to Digbeth and unlock investment in this area, and
- additional works to Curzon Promenade and Curzon Square, which will include the creation of public realm in areas outside of the HS2 boundary and provide an enhanced finish to HS2's base scheme.

To maximise the economic potential of HS2, BCC published the Curzon Masterplan in 2014, setting out how the growth and regeneration opportunities around the station could be unlocked outlining five 'Big Moves' to establish a fully integrated and connected world class station. Two of these 'Big Moves' directly relate to undertaking this project (Paternoster Place; and Curzon Promenade and Curzon Square).

HS2 has a specific budget and fixed powers under the HS2 Phase 1 Act for delivering the Base Scheme. BCC through this FBC is seeking approval from the GBSLEP for additional Enterprise Zone (EZ) grant funding of £28,787,985 to deliver the enhanced public realm (including the £2.41 million already approved to undertake scheme development and design).

The station and associated public realm works are designed by a single team, thus taking the opportunity to create a station which is integrated with the surrounding area and maximises connectivity with the city core and Digbeth. HS2 Limited has appointed Mace Dragados Joint Venture (MDJV) as the works contractor, with the HS2 station at Curzon expected to be operational in 2029.

### B.2 Is the project expected to be going through another assurance process (by another LEP or funding body)?

*If yes, please give details.*

No

### B.3 What is the current position of the project and what has changed between this submission and the previous (Expression of Interest/ SOBC/ OBC or FBC)?

*Provide a summary of any changes to objectives, scope, funding sources and financial costs, expected outputs and outcomes, timescales, risks and stakeholder relations.*

An OBC for the scheme was submitted to GBSLEP and has undergone review through the GBSLEP approval process for an OBC, including a review by the Independent Technical Expert (ITE)<sup>1</sup>. On 18th July 2019, the Curzon Station Enhanced Public Realm project was conditionally allocated a capital funding allocation by GBSLEP subject to the submission and approval of a satisfactory FBC as well as EZ funding being available. The sections of text below outline how the different elements of the Curzon

<sup>1</sup> Birmingham Curzon – Enhanced Public Realm – Review of Draft Outline Business Case Submission – 13<sup>th</sup> June 2019

Station Enhanced Public Realm scheme have progressed since the submission of the OBC and its subsequent approval to proceed to the FBC stage:

### **Planning approval**

Since the submission of the OBC, the proposals for enhancing the public realm at Curzon Square and Curzon Promenade were submitted as one planning application to BCC and have subsequently gained planning approval. A planning application for the proposals to enhance the public realm at Paternoster Place were submitted to BCC and have also gained approval. As part of these planning applications, designs for the proposed public realm enhancements at Curzon Square, Curzon Promenade and Paternoster Place have been developed and become more detailed, although the principles of the designs have remained the same.

### **Objectives and scope**

The objectives and scope of the Curzon Station Enhanced Public Realm scheme remain the same in that the scheme entails the upgrade and the creation of additional public realm space at three specific areas surrounding the proposed new HS2 Curzon Station in Birmingham City Centre (Curzon Square, Curzon Promenade, and Paternoster Place). It is thought that this will establish strong connections between station and the surrounding areas (particularly Digbeth) fully capitalising on the arrival of HS2 and the associated benefits it will likely bring. Further details about the objectives of the scheme can be found in **Section 1.1** of this FBC whilst details of the scope of the scheme is contained in **Section 2.4.1**.

### **Funding sources and financial costs**

In terms of funding sources for the Curzon Station Enhanced Public Realm scheme, funding is still being sought through GBSLEP EZ grant funding. Since the submission of the OBC, the companies Mace and Dragados have been appointed as a joint venture to work with HS2 Ltd in two stages to finalise the detailed design and then build Curzon Station and the surrounding landscape (including the enhanced public realm scheme). As part of this process, MDJV have undertaken a further assessment of the costs associated with constructing the enhanced public realm scheme allowing for an appropriate level of risk which is underpinned by a more extensive and up to date risk register.

### **Outputs and outcomes**

The expected outputs and outcomes of the scheme remain the same. These are detailed in **Section 2.4.5** of this Business Case.

### **Timescales**

MDJV have produced an updated programme of works setting out when each element of the Curzon Station Enhanced Public Realm scheme will be constructed. All elements of the scheme are now programmed to be complete and ready for use by the end of 2027.

### **Risks and stakeholder relations**

A live risk register which captures all the current risks up to the present stage of design has been compiled and appended to this FBC as **Appendix E5**. Since the OBC has been submitted, a relationship with key Network Rail stakeholders has been established and discussions have been progressed regarding the Paternoster Place element of the scheme which involves constructing a bridge over a live railway line.

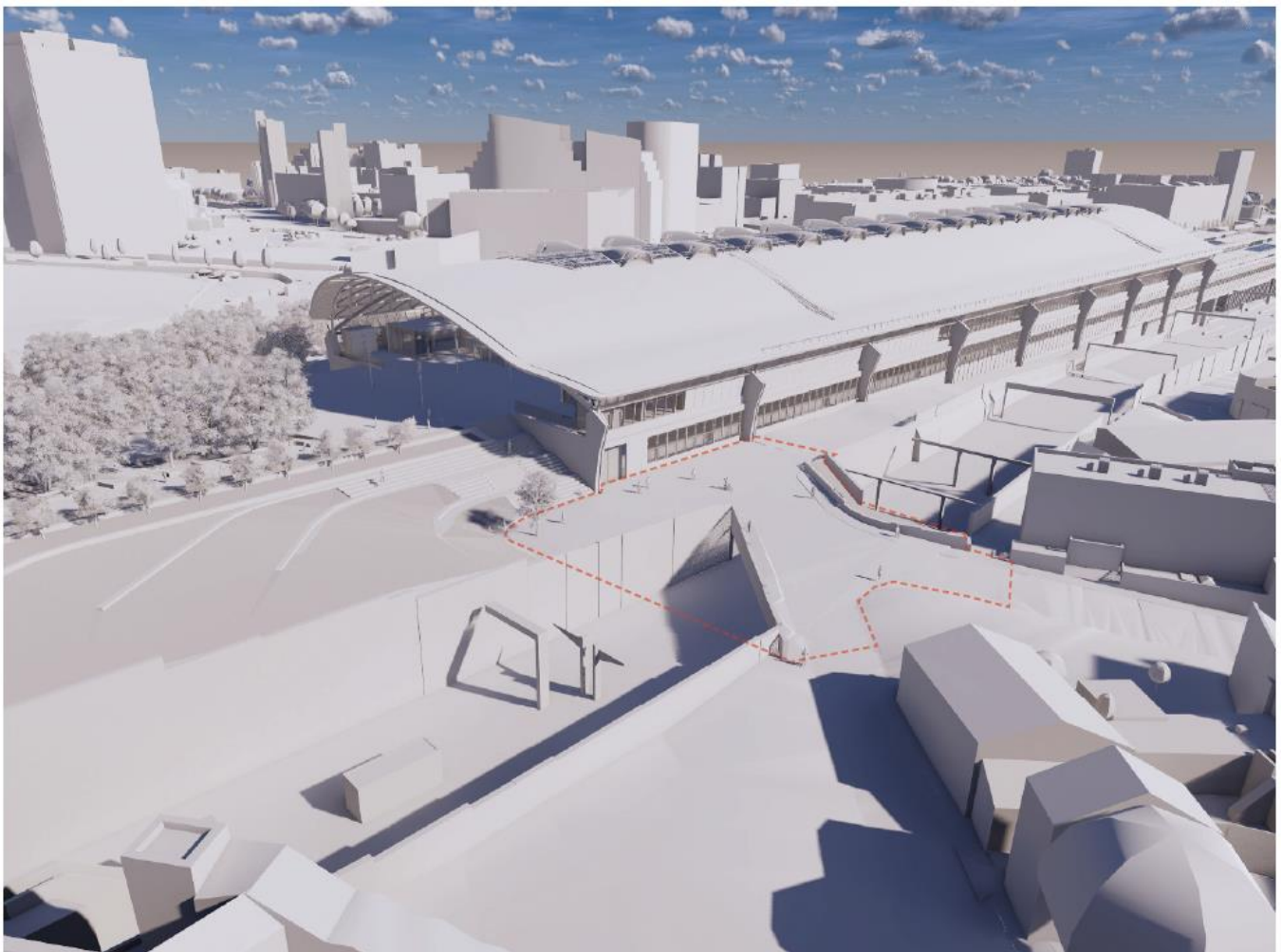
## B.4 What evidence is there, or research undertaken to demonstrate the need, demand for or impact of this project?

As part of its commitments under the HS2 Act, HS2 are obligated to provide a station and urban realm design that is fully operational and that coherently ties into the existing city infrastructure. The base designs that HS2 have produced for the Curzon Square, Curzon Promenade and Paternoster Place areas of Curzon Station, which represent the reference case or “Do-Nothing” scenario in this FBC (i.e. a scenario where the Curzon Station Enhanced Public Realm proposals do not get implemented), do provide an operational environment which coherently ties into the existing city infrastructure however these designs present a number of shortfalls and constraints where opportunities are missed to truly realise the full beneficial impacts of Curzon Station. The shortfalls and constraints with the base designs at each location along with the opportunities that they miss are detailed below and demonstrate the need for the Curzon Station Enhanced Public Realm scheme which is the subject of this FBC.

### Paternoster Place:

**Figure 1** shows the Base Scope design at Paternoster Place with the red lines showing extent of Enhanced Paternoster Place site (proposed as part of the Curzon Station Enhanced Public Realm works).

**Figure 1: Aerial View of Base Scope design with red lines showing extent of Enhanced Paternoster Place site**



Due to the costs involved with decking over an operational railway and structural amendments required to the existing bridge and parapet walls, the base scheme proposed no physical alterations to the Park



Street Bridge (as shown in **Figure 1**). Not widening the bridge will have the following negative impacts on station user experience:

Obstruction to clear connection between Park Street and Curzon Station:

The existing Park Street Bridge parapet wall obstructs both the physical and visual connection when approaching Curzon Station along Park Street. Primarily the space will be used for pedestrian and cycle connections between Digbeth and The City via Station Square. These users will be adversely affected as the existing layout creates significant visual and physical disruptions. Users will be forced to follow a convoluted route through the space that forces them to break from the most natural, direct link that is perceivable despite the visual obstacles as illustrated in **Figure 2** overleaf.

**Figure 2: Circulation without the enhanced public realm works proposed at Paternoster Place as part of the Curzon Station Enhance Public Realm scheme**



Vehicle dominant environment not conducive to active mode travel:

The allocation of space on the bridge in the base designs prioritises vehicles, with limited paving available on either side of the road. Additionally, there are a number of engineered, traffic controlling measures incorporated to protect the bridge itself, which further dehumanise the space in favour of vehicle considerations. These include raised trief kerbs to the west with an associated galvanised steel balustrade and a raised planter to the east designed to protect the parapet wall and to disguise a number of existing services running above the bridge deck.

Existing Park Street Bridge will create a bottleneck:

The arrangement in the base designs will create a bottleneck where all users will be compressed together. This will create a situation where it is likely that cyclist will need to either mount the narrow existing footpath - currently separated from the carriageway by a tref kerb and railing - or ride into oncoming service vehicles.

### **Curzon Promenade:**

The Curzon Station Enhanced Public Realm proposals at Curzon Promenade consist of extending the area of public realm improvements associated with Curzon Station northwards so that the Midland Metro Birmingham Eastside Extension (BEE), proposed to the north of Curzon Promenade, and the future bus and Sprint stops are better integrated into the station design.

### **Missed opportunity to fully integrate public transport connectivity**

The base public realm designs for Curzon Promenade do not cover the areas where the Midland Metro BEE will route, the bus stops or the future Sprint stops located to the north of Curzon Station. Implementing the base public realm designs for Curzon Promenade will miss the opportunity to fully integrate these public transport options in the design of Curzon Station and will not create a seamless interchange between transport modes for users accessing and egressing the station. Taking this opportunity to better integrate public transport into Curzon Station to add further value to the proposed new Curzon Metro Stop which is being funded through the Enterprise Zone Project.

### **Curzon Square:**

The urban realm of Curzon Square, to the centre of the station site, is extended under the Curzon Station Enhanced Public Realm project, with a new area of planted rain garden complementing the hard paved event space of the HS2 Urban Realm Scheme.

### **More capacity for events at Eastside City Park is needed**

Eastside City Park features a central event space to the north of the Curzon Square site, and it was identified that more capacity for events was needed to meet demand, providing a clear direction for the intended usage of the main plaza at Curzon Square. The public realm proposals proposed at Curzon Square as part of the Curzon Enhanced Public Realm project include an events space to help cater for the demand at Eastside City Park.

### **Missed opportunity to fully integrate Eastside City Park**

An aspiration for the Curzon Station identified through engagement sessions with key stakeholders such as BCC, Midlands Metro Alliance (MMA), Transport for West Midlands (TfWM) and the Eastside City Park Management Team was to integrate the new urban realm into the wider park landscape, promoting the concept of a 'Station in the Park' through extending the series of interconnected gardens southwards into the new plaza. The public realm proposals proposed at Curzon Square as part of the Curzon Enhanced Public Realm project seek to create a series of more intimate planted rain garden spaces which respond to the geometry of Eastside City Park and better integrate the park into the design of the station resulting in additional environmental benefits and further adding value to the refurbished Old Curzon Station that is being funded through the Enterprise Zone Project.

Although the HS2 base designs for the Curzon Square, Curzon Promenade and Paternoster Place areas of Curzon Station do provide an operational environment which coherently ties into the existing city infrastructure, there are limitations with these designs, ranging from creation of bottlenecks to not

providing enough capacity for events, which miss opportunities to fully realise the potential benefits of the Curzon Station, such as fully integrating the station with the local and regional public transport network and the surrounding park environment. These limitations and missed opportunities is the evidence that demonstrates that there is a need for the Curzon Station Enhanced Public Realm scheme.

#### B.5 List any other organisations involved in project delivery and their roles (add lines if required)

Partner Name	Role
HS2 Limited (Station Director)	Owner and delivery of HS2 Curzon Station
Mace Dragados Joint Venture (MDJV)	Undertaking the construction of Curzon Station
Network Rail	Provide consents and possessions for the delivery of Paternoster Place

#### B.5 Revision History

Version Number	File Name	Date submitted	Summary of changes made compared to previous draft version (please refer to previously received feedback and how issues have been addressed)
1	Curzon Station Enhanced Public Realm FBC	14/01/2022	Initial FBC submission for ITE review

### 1. Strategic Case

The Strategic Case for the project should present a robust case for intervention, setting out the problem, challenge faced or opportunity, fit with local, regional and national policy, including the GBSLEP Strategic Economic Plan and Local and National Industrial Strategy to provide the 'case for change'. The Strategic Case is typically almost complete at OBC stage for the project, demonstrating a clear and evidenced narrative for proceeding with the development of the project. This should be updated at FBC.

#### 1.1 Aims and Objectives

##### 1.1.1 Project aim

*Describe the identified current situation, existing problem or opportunity and the aim of the proposed project in relation to it.*

High Speed 2 (HS2) is a planned high-speed railway system in the United Kingdom linking up London, the Midlands, and the North-West of England and will include a new terminus known as Birmingham Curzon Street. The HS2 station at Curzon is expected to be operational in 2029. In order to maximise the economic potential of HS2, BCC published the Curzon Masterplan in 2014.

The Birmingham Curzon HS2 Masterplan covers 141ha of the City Centre extending across the Eastside and Digbeth quarters and the eastern fringe of the City Centre Core. It provides the framework and principles to guide development, regeneration, and connectivity to ensure that the City can capitalise upon the arrival of the HS2 railway.



The Masterplan presents the proposed HS2 railway as a once in a century opportunity to radically enhance the City's national rail connectivity and accelerate its economic growth potential. The new line and terminus will provide a catalyst to transform areas of the City Centre and unlock major regeneration sites. The Masterplan:

- Promotes the City's expectation that Birmingham Curzon HS2 station will be a world-class 21st century landmark building that further strengthens a positive image for Birmingham and its economic role.
- Seeks to ensure the station is fully integrated into the urban fabric of the City Centre and opens up accessibility between the City Centre Core, Eastside and Digbeth.
- Sets out the key requirements for the station design and proposals to ensure that high quality and efficient walking, cycling and public transport connections continue into and throughout the City Centre.

The Masterplan envisages the delivery of 14,000 (net) jobs, 600,000 sq. m of new business space, 2,000 new homes, and £1.3 billion economic uplift.

Key proposals within the Masterplan include:

- promoting the principle of securing a world-class arrival for Birmingham Curzon HS2 Station;
- identifying an extension to the Metro to create a new integrated public transport hub at New Canal Street, through Digbeth to a new park and ride facility at Adderley Street;
- key development opportunities including Martineau Square and Exchange Square, Beorma Quarter, Typhoo Wharf, Banbury Wharf, Eastside Locks, Birmingham Science Park Aston, Curzon Point and within the Fazeley area of Digbeth; and
- major new areas of public realm and open space including new squares at Moor Street Queensway and Paternoster Place; Curzon Promenade, Duddeston Viaduct Skypark, Eastside Locks and opportunities along the canal and River Rea corridors.

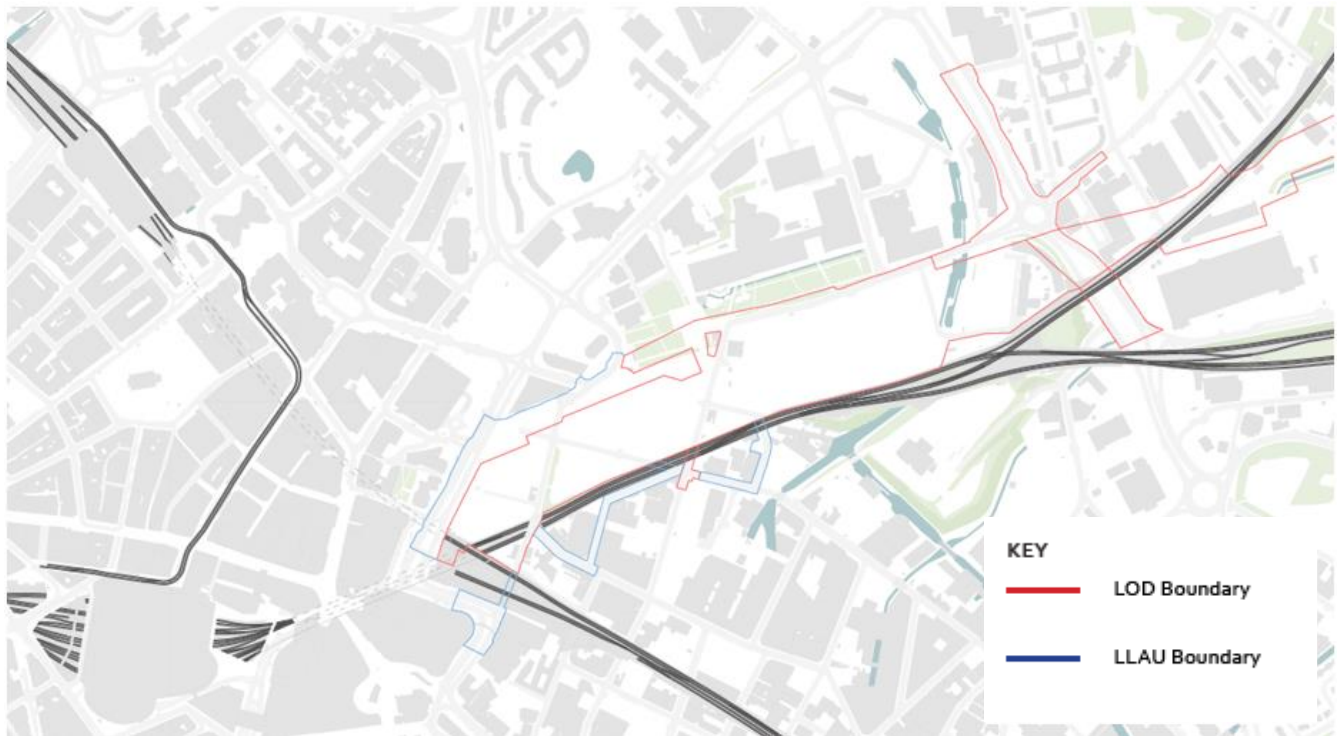
### **The enhanced public realm scheme**

HS2 and BCC have been working collaboratively to maximise the benefit of the HS2 Curzon Station and achieve the aspirations set out in the Birmingham Curzon HS2 Masterplan. As explained in section B4 of this FBC, HS2 are obligated to provide a station and urban realm design that is fully operational and that coherently ties into the existing city infrastructure part of its commitments under the HS2 Act.

HS2 has a specific budget and fixed powers under the HS2 Phase 1 Act which has enabled them to develop the Base Scheme for public realm works at the Curzon Station. Upon review of this Base Scheme, BCC believed that it would not maximise the potential benefits that the Curzon Station public realm could generate. Therefore, BCC had asked HS2 and the Curzon Station design services contractor to undertake concept design optioneering and subsequent scheme design to enhance the base public realm surrounding the station. BCC provided a detailed brief for this work.

**Figure 3** illustrates the HS2 Curzon Street Station Limits of Deviation (LOD) and Limits of Land to be Acquired or Used (LLAU), which defines the maximum extent within which the railway and ancillary works described in the Hybrid Bill can be built.

**Figure 3: Diagram illustrating the extents of the LOD and LLAU boundaries in the context of HS2 Curzon Street Station**



The station's public realm is defined as the publicly accessible space within the LLAU boundary that connects the station buildings and inter-modal facilities with the wider area around the station. It includes connecting roads, modal interchange; public, green, and incidental open spaces; cycle and car parking; and drop-off areas.

Enterprise Zone funding totalling £2.41million has been made available to date for this design and feasibility work associated with the Curzon Station public realm. The funding has been paid to HS2 to design and assess potential public realm enhancement schemes in five locations, based on the requirements set out within the 'Birmingham Curzon Public Realm' design brief, as follows:

- (i) Paternoster Place – area to the south east of the HS2 Station frontage and Station Square, including operational rail lines at a lower level and Park Street Bridge with links to Digbeth via Bordesley Street;
- (ii) Curzon Promenade – area to the northern side of the HS2 station which will include bus and Sprint stops, along with Midland Metro;
- (iii) Curzon Square – area around the former Curzon Street Station, which is a Grade 1 listed Building to the rear of the HS2 station;
- (iv) Curzon Street – area adjacent to the existing Eastside City Park, Millennium Point and Birmingham City University (BCU) campus; and
- (v) Curzon Canalside – to the rear of the HS2 Station area close to Curzon Circus.

**Figure 4** shows the location of each of these areas.

**Figure 4: Potential Public Realm Enhancement Areas surrounding Curzon Station**



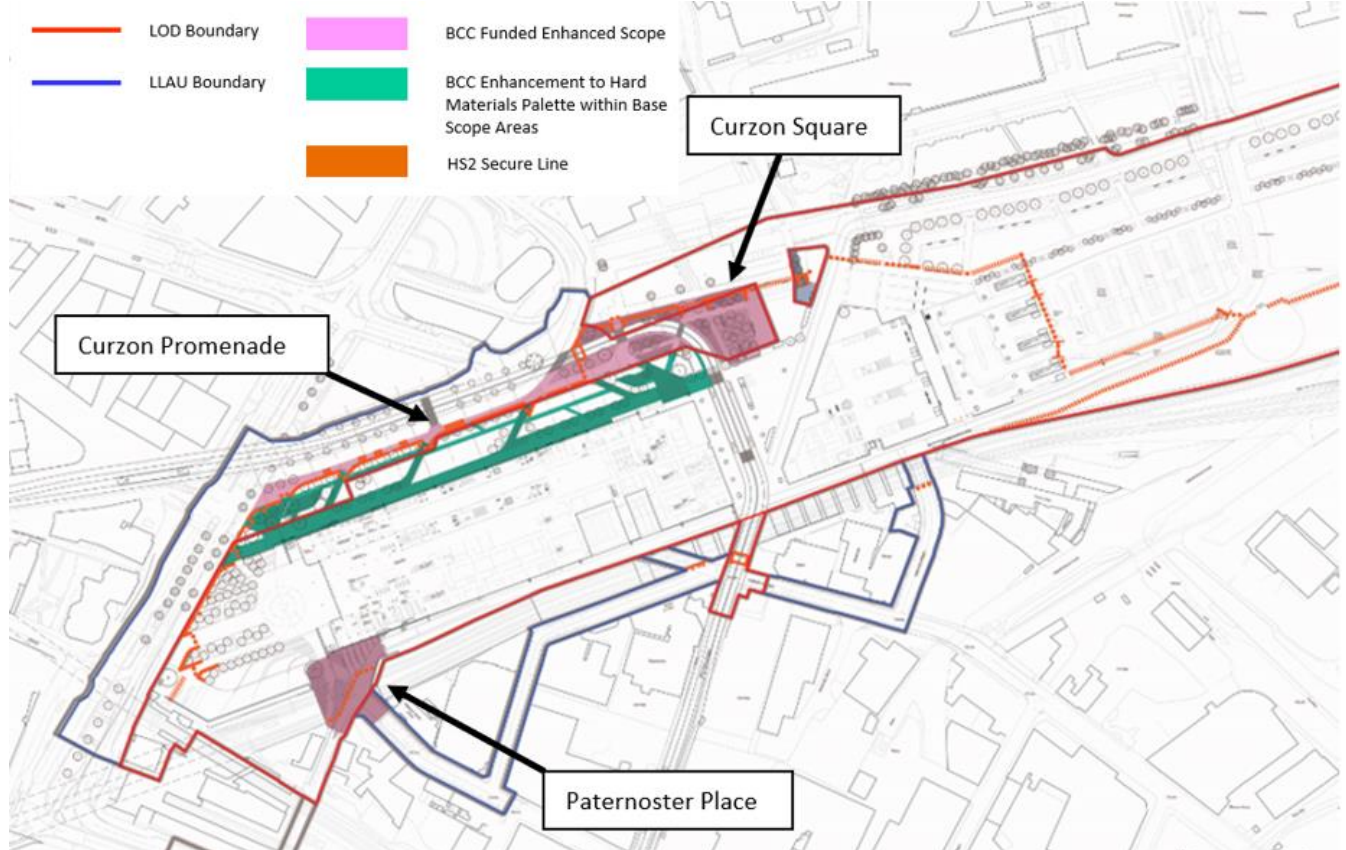
This approach has ensured that the station and associated public realm works are designed by a single team, thus taking the opportunity to create a station which is integrated with the surrounding area and maximises connectivity with the City core and Digbeth.

Following appraisal and a number of engagement sessions, the preferred enhanced public realm proposals now focus on three of the five areas. These have been grouped as follows:

- **Paternoster Place** – as a gateway to Digbeth, Paternoster Place will provide a wide, attractive pedestrian route that will open up the regeneration potential of the Digbeth area, bringing activity and investment to Enterprise Zone sites and help realise the potential of the underutilised land and buildings. As well as enhancing the base scheme, the works will include over bridging the existing lower level rail lines; and
- **Curzon Promenade and Curzon Square** - celebrating the view of the former Curzon Street Station, Curzon Promenade will become an extension of Eastside City Park as a pedestrian plaza enlivened with new shops and cafes built into the façade of Birmingham Curzon station. The project will include works outside of the red lined HS2 base scheme, as well as enhancements to the HS2 proposed scheme. It is also intended that an extended Metro line and Sprint rapid transit vehicles will share a route along the northern side of the promenade allowing for a transformation of public transport links into Eastside, Digbeth and ultimately to regeneration opportunities in the east of the City.

**Figure 5** shows the defined areas where it is proposed that public realm is enhanced as part of the Curzon Station Enhanced Public Realm scheme presented in this FBC with the sections of text below further describing what is proposed as part of the Curzon Station Enhanced Public Realm scheme at each location. Scheme design drawings showing the Curzon Station Enhanced Public Realm works are appended to this Business Case as **Appendix S1**.

**Figure 5: Areas where public realm will be enhanced as part of the Curzon Station Enhanced Public Realm scheme**



### Curzon Promenade

The enhanced public realm proposals proposed at Curzon Promenade as part of the Curzon Station Enhanced Public Realm scheme consists of:

- A material uplift of hard materials proposed in the Base Scheme replacing pre-cast concrete block paving with a more durable and higher quality finish of natural stone and the proprietary pre-cast concrete planks proposed for the main pedestrian route with a bespoke pre-cast concrete plank, affording more options for appearance and quality of finish and performance;
- Extending the new urban realm up to the kerb line of the future bus-way incorporating connections to the new bus and Sprint stops north of Curzon Promenade, which are proposed by TfWM, as well as the proposed Midland Metro BEE route which add further value to the proposed new Curzon Metro Stop which is being funded through the Enterprise Zone Project;
- An enlarged rain garden swale to the eastern end of Curzon Promenade which will generate environmental benefits such as improved air quality and surface water management amongst others; and
- The provision of additional low-level accent lighting integrated within urban realm furniture.

### Curzon Square

The enhanced public realm proposals proposed at Curzon Square as part of the Curzon Station Enhanced Public Realm scheme consists of:

- Additional low-level feature lighting to the rain gardens, along the bus route footway and secondary paths;



- Extending the Base Scheme proposals across the interface area between Eastside City Park and New Canal Street Square;
- Introducing a series of planted wet/dry rain garden spaces, seating areas, footpath connections and tree planting in an area that is to be retained as open lawn in the Base Scheme all of which will generate environmental benefits such as decreased air pollution and the creation of biodiversity and habitat connections amongst others; and
- An extension to the existing event space within the Eastside City Park.

### Paternoster Place

The enhanced public realm proposals proposed at Paternoster Place as part of the Curzon Station Enhanced Public Realm scheme consists of:

- Constructing a triangular deck adjacent to the existing Park Street bridge, which will open a direct line of access from the south to the Bordesley Stairs on the south-eastern corner of Station Square;
- The redesign of Park Street Bridge to provide increased dedicated space for cyclists and pedestrians including:
  - Quantities of dedicated cycle parking facilities above those proposed for the base scheme;
  - Additional seating areas; and
  - The introduction of trees, bushes, and smaller shrubs.

**Figure 6** and **Figure 7** illustrate the differences between the Base Scheme and the enhanced public realm proposals at Paternoster Place proposed as part of the Curzon Station Enhanced Public Realm scheme.

**Figure 6: View of the Base Scheme public realm proposals for Paternoster Place and the entrance to Curzon Station from Park Street included in the Schedule 17 for Birmingham Curzon Street**



**Figure 7: An aerial view of the enhanced public realm at Paternoster Place proposed as part of the Curzon Station Enhanced Public Realm project**



Please note that **Figure 6** and **Figure 7** are representative illustrations of the two proposals and may not represent the exact details of the two schemes.

### **Key aims, objectives, and principles**

Due to the size of the HS2 project, numerous different aims, objectives, and principles have been outlined for the different aspects of HS2 ranging from aims to guide the overall HS2 scheme to aims for the more localised aspects of the project. The following sections of text detail the aims, objectives and principles relevant for the Curzon Station Enhanced Public Realm proposals.

#### **Birmingham Curzon HS2 Masterplan (2015) Aims**

BCC's overall vision and aim set out in the Birmingham Curzon HS2 Masterplan (2015) is to maximise the regeneration and development potential of HS2 in the City Centre, in particular the Eastside, Digbeth, and eastern side of the City Centre core.

*The arrival of HS2 with Birmingham Curzon station provides the opportunity to unlock a range of development sites and accelerate regeneration initiatives. This Masterplan seeks to maximise those benefits by identifying 6 'Places for Growth' located across Eastside, Digbeth and the City Centre Core. The station's location brings opportunities for all major economic and growth sectors within the City Centre - the 'arrival' opportunity for the station itself; for retail, office, leisure, education and research, creative enterprises and new residential communities. The project will address the problem that the base public realm works that form an essential part of the overall Curzon scheme do not fully meet the aims of the City Council and its partners in maximising the opportunities arising.*

The Council's objectives in relation to 'places for growth – arrival' are that Birmingham Curzon will become a landmark station that will provide a catalyst for growth through the creation of well-designed, widely accessible, buildings which integrate fully and open connections to surrounding areas.

The key principles that are being sought for the development of the wider HS2 Station area are:

- (i) a statement HS2 Station building of world-class architectural quality;

- (ii) 360° station accessibility with good quality station entrances/exits facing the City Centre Core, Eastside and Digbeth;
- (iii) efficient and attractive integration with public transport connections;
- (iv) maximised pedestrian connectivity with high quality public realm and landscaping;
- (v) new pedestrian connections to Digbeth;
- (vi) a major public square fronting the station on Moor Street;
- (vii) second access to the station at New Canal Street; and
- (viii) high standards of sustainability and design.

The Curzon Enhanced Public Realm project will contribute to the achievement of principles (iv), (v) and (viii) by:

- Enhancing the pedestrian connectivity, landscaping and the quality of public realm at Curzon Promenade, Curzon Square and Paternoster Place (iv and viii); and
- Enabling more pedestrians to access the Curzon Station via Digbeth by widening the Park Street Bridge and enhancing the pedestrian environment on the bridge (v).

In addition, the Masterplan identifies the key areas for growth that surround the proposed station and highlights the importance of improving connections eastward into the development zones of Digbeth, Eastside and adjacent areas. The possibility of the new station disrupting connection between these zones is a key concern and the strategy looks to mitigate risks while creating opportunities and realising the potential of HS2. Paternoster Place is the part of Curzon Station that will facilitate movement between Birmingham City Centre (located to the north-west of Curzon Station) and Digbeth (located to the south of Curzon Station).

The BCC Curzon Street Masterplan for Growth sets out that Paternoster Place's principal function is for it to be a new, inviting threshold between The City and Digbeth. It goes on to state that Paternoster Place will be a wide, landscaped plaza that will transform pedestrian connections into Digbeth from The City with connection being clearly legible, accessible, and appealing to use whilst uniting the distinct character of the two and creating gateway development opportunities.

### **HS2 Birmingham Curzon Street (BCS) Design Vision**

The HS2 Birmingham Curzon Street (BCS) Design Vision is presented within the BCS Design and Access Statement prepared to support the BCS Station and BCS Urban Realm Scheme Applications. This outlines the core principles which have defined the holistic approach to Station and Urban Realm design, centred on the values of People, Place and Time. The vision for the landscape and urban realm builds on these principles and helps integrate this large site into the city of Birmingham.

#### **People**

The urban realm should be people centric, carefully designed to consider the individual and collective experience of locals, tourists, and commuters as they use and circulate around the station.

- Create an integrated, enriching and fully accessible environment (station and urban realm).
- Create excellent and enjoyable customer experiences.
- Connect and inspire communities.
- Create opportunities for a wide range of social engagement.
- Integrate the ambitions and emerging development of adjacent stakeholders to create a wider successful development.

The Curzon Station Enhanced Public Realm proposals support the BCS Design Vision for *People* by:

- Supporting BCC with its aim to improve pedestrian and cycle connectivity between The City and Digbeth by widening the Park Street Bridge and enhancing the pedestrian environment on the bridge as part of the enhanced proposals at Paternoster Place; and
- Installing additional seating and creating functional pedestrian-friendly space around Curzon Station which is conducive to a wide range of social engagement.

## Place

Given the importance of HS2 as a driving force for regeneration and growth within the UK and Curzon Street Station's strategic importance for Birmingham City, the new station should possess a contemporary and civic character.

- Create a sense of place for the Curzon district that complements and reinforces the wider context.
- Promote regeneration and growth in Birmingham City Centre, Eastside and Digbeth through connectivity.
- Celebrate the local: Enhance heritage assets, extend Birmingham's rich heritage of civic architecture and urbanism.
- A development that synchronises with wider (and future) movement patterns / modes.
- Enhance and promote the natural environment, creating opportunities to connect with green and blue assets.

The Curzon Station Enhanced Public Realm proposals support the BCS Design Vision for *Place* by:

- Better incorporating Eastside City Park into the station's public realm through extending the Base Scheme proposals across the interface area between Eastside City Park and New Canal Street Square and introducing a series of planted wet/dry rain garden spaces, seating areas, footpath connections and tree planting in an area that is to be retained as open lawn in the Base Scheme;
- Extending the station's urban realm up to the kerb line of the future bus-way incorporating connections to the new bus and Sprint stops north of Curzon Promenade, which are proposed by TfWM, as well as the proposed Midland Metro BEE route;
- Improving the quality of hard material used in the public realm at Curzon Promenade, Curzon Square and Paternoster Place;
- Improving pedestrian and cycle connectivity between The City and Digbeth by widening the Park Street Bridge and enhancing the pedestrian environment on the bridge as part of the enhanced proposals at Paternoster Place.

## Time

HS2 as a project is so much about the efficient use of time. A balance of enabling this ethos should be instilled in the station as passengers move through the public realm as well as providing the opportunity to move at a slower pace and take in surroundings.

- Quality: Create an integrated, high quality design solution that works at all scales (big to small) and that is durable.
- Open ended: create opportunities for the city to grow and develop positively as a result of the development.
- To create a unified project that is enjoyable to experience and spend time in and around.

The Curzon Station Enhanced Public Realm proposals support the BCS Design Vision for *Time* by:



- Using better quality, more durable hard material with a better finish in the public realm at Curzon Promenade, Curzon Square and Paternoster Place;
- Extending the station's urban realm up to the kerb line of the future bus-way incorporating connections to the new bus and Sprint stops north of Curzon Promenade, which are proposed by TfWM, as well as the proposed Midland Metro BEE route which will help Birmingham to grow and will drive regeneration in the wider city area; and
- Installing additional seating and creating functional pedestrian-friendly space around Curzon Station which is conducive to a wide range of social engagement.

### **Curzon Station Public Realm Aims**

Specific goals which are considered as requirements of the HS2 station design within the LLAU (i.e. the station's public realm) as outlined in the *SDSC2162 - Lot 4 Phase One Stations Design Services Contract Curzon Street Landscape and Public Realm - DAL 05 BCC Funded Public Realm Landscape and Public Realm Report* (which is appended to this Business Case as **Appendix S3**) include:

- A. Integration of the station with the local transport network;
- B. Appropriate location of railway infrastructure to avoid conflict with regeneration opportunities and to maximise the potential of development land;
- C. Consideration of the adjacent interfaces such as Moor Street Station and how strong and robust connections can be made;
- D. Seeking to optimise active frontages along key elevations; and
- E. Development of the environmental mitigation area which is provided for both water attenuation and as mitigation for the loss of Park Street Gardens due to the proposals for HS2.

The Curzon Enhanced Public Realm project will contribute to the achievement of goals A, C and D by:

- Extending the station's urban realm up to the kerb line of the future bus-way incorporating connections to the new bus and Sprint stops north of Curzon Promenade, which are proposed by TfWM, as well as the proposed Midland Metro BEE route (A);
- Improving pedestrian and cycle connectivity between The City and Digbeth by widening the Park Street Bridge and enhancing the pedestrian environment on the bridge as part of the enhanced proposals at Paternoster Place (C); and
- Creating a more pleasant environment which will encourage footfall and economic activity in the area attracting commercial and retail developers to invest in the surrounding areas driving land value and rental value uplifts as well as reducing vacancy rates (D).

### **Hierarchy of spaces strategy**

The *SDSC2162 - Lot 4 Phase One Stations Design Services Contract Curzon Street Landscape and Public Realm - DAL 05 BCC Funded Public Realm Landscape and Public Realm Report* also sets out spatial hierarchy for the Curzon Station's public realm setting out to address a number of key goals:

- 1. Creation of a distinctive, inspiring setting for the new HS2 Curzon Street Station and surrounding developments.
- 2. Creation of a series of attractive, inclusive outdoor spaces that encourage use by residents, commuters, visitors, students, and travellers, young and old, alike.
- 3. Development of a clear hierarchy of spaces and routes, with clearly defined purpose and access. Station square being the primary space in this hierarchy.

- 4. Provision of legible, instinctive, accessible routes through and around the station; for pedestrians, cyclists, taxis, servicing, and private vehicles.
- 5. Connectivity with neighbouring streets and public open spaces; stitching the station into its surroundings.
- 6. Integration with nearby public transport providers to create an efficient, effective hub allowing easy access to and from a comprehensive range of travel options.
- 7. Transformation of the site into a sophisticated urban ecosystem that weaves nature, ecology, environmental design, and sustainability into the heart of the scheme.
- 8. Help transform the Digbeth/ Eastside area into a vibrant, creative, and stimulating environment for both residents and visitors to enjoy: a place where people will aspire to travel, work, live and visit, time and time again.

The Curzon Enhanced Public Realm project will support the above goals by:

- 1. Using better quality, more durable hard material with a better finish in the public realm at Curzon Promenade, Curzon Square and Paternoster Place.
- 2. Introducing additional green features such as rain gardens, trees, bushes, and smaller shrubs in the public realm surrounding the station as well as the introduction of additional low level lighting of the public realm that will enhance the attractiveness of the station's surrounding environment.
- 4. Widening the Park Street Bridge and enhancing the pedestrian environment on the bridge as part of the enhanced proposals at Paternoster Place which will cater to pedestrian and cyclist desire lines. The introduction of additional low-level lighting will also aid with night-time wayfinding around the station.
- 5 & 8. Improving pedestrian and cycle connectivity between The City and Digbeth by widening the Park Street Bridge and enhancing the pedestrian environment on the bridge as part of the enhanced proposals at Paternoster Place.
- 6. Extending the station's urban realm up to the kerb line of the future bus-way incorporating connections to the new bus and Sprint stops north of Curzon Promenade, which are proposed by TfWM, as well as the proposed Midland Metro BEE route.
- 7 & 8. Better incorporating Eastside City Park into the station's public realm through extending the Base Scheme proposals across the interface area between Eastside City Park and New Canal Street Square and introducing a series of planted wet/dry rain garden spaces, seating areas, footpath connections and tree planting in an area that is to be retained as open lawn in the Base Scheme.

The sections of text above demonstrates how the public realm enhancements proposed as part of the Curzon Station Enhanced Public Realm project aid with achievement of the aims, objectives and principles associated with the HS2 Curzon Station as well as the HS2 project overall.

### 1.1.2 Investment objectives

*Provide details on the project's objectives, ensuring they fit the 'SMART' criteria (Specific, Measurable, Achievable, Relevant and Time-constrained). Add lines as required.*

Objective	Quantity / Scope	By when
To create 1 ha of enhanced public realm adjacent to the HS2 Curzon station, including improved and extended schemes for Paternoster	1 ha of enhanced public realm including improved and extended schemes for Paternoster Place, Curzon Promenade and Curzon square.	Full benefits realised from the Curzon Station opening in 2029

Place, Curzon Promenade and Curzon square.		
To enhance the access to Digbeth by the completing the enhanced Paternoster Place component of the project.	Completion of the enhanced Paternoster Place component of the project	Full benefits realised from the Curzon Station opening in 2029
To facilitate the development of new commercial, retail, and residential developments and the growth of the GBSLEP economy. Overall, the proposed scheme is forecast to indirectly result in the creation of over 1,700 net additional jobs.	The creation of over 1,700 net additional jobs	Full benefits realised post the Curzon Station opening in 2029

### 1.1.3 Alignment with GBSLEP strategic objectives

*Describe how the project supports the delivery of GBSLEP's [Strategic Economic Plan 2016-2030](#) and relevant sector delivery plans, including sector-specific investment criteria.*

**Table 1** below details the strategic objectives included in GBSLEP's Strategic Economic Plan 2016-2030 which the Curzon Station Enhanced Public Realm project supports and explains how the Curzon Station Enhanced Public Realm project would contribute to their achievement.

**Table 1: The HS2 Curzon Station Enhanced Public Realm project's alignment with the strategic objectives included in GBSLEP's Strategic Economic Plan 2016-2030**

Strategic Objective	Alignment with Objective
Harness the transformational opportunity presented by HS2.	The GBSLEP recognises that HS2 presents a “ <i>once in a generation opportunity</i> ” to drive productivity, economic growth, and prosperity across the Midlands. Good connectivity to the city core, the wider city and the West Midlands conurbation is essential in maximising the benefits of HS2. The HS2 Curzon Station Enhanced Public Realm project will enhance the overall public realm in the wider Curzon Station area. This will encourage pedestrian activity between the Station and the city centre and quarters including Eastside and Digbeth making these more attractive places to live, work, visit and invest in; increasing the transformational opportunity presented by HS2. An improved public realm will complement the HS2 Curzon Station Metro Stop which will ensure the HS2 Curzon Street station is fully accessible to the Midland Metro network and the surrounding area. The environment for buses and the new Sprint bus services will also be improved which further enhances the connections between the station and surrounding areas. This will improve connectivity between HS2, the city centre and the wider city and regional area encouraging business relocation, access to jobs and related economic activity in these areas.
Develop thriving local and town centres	The HS2 Curzon Station Enhanced Public Realm project will enable HS2 to be more easily accessed from Birmingham city centre and nearby areas such as Digbeth and Eastside. This will encourage more businesses and people to relocate to these areas to benefit from the improved public realm environment and connectivity. It will support local and city centre development and help to ensure that short distance trips to/from HS2 can be made safely by walking, cycling and public transport.

Enhance connectivity and mobility	The HS2 Curzon Station Enhanced Public Realm project will enhance connectivity between HS2 and Birmingham city centre, Digbeth and Eastside and the public transport options available in these areas. This will also improve the connectivity between HS2 and the wider Birmingham and West Midlands area. Mobility through the HS2 Curzon Station will also be bettered with all walking routes designed to be inclusive helping create a seamless transition for all passengers from HS2 to the local public transport network, particularly to the Sprint bus and local bus network that will stop to the north of Curzon Promenade.
Deliver major growth and regeneration opportunities	The HS2 Curzon Station Enhanced Public Realm project will directly enhance the regeneration of the Curzon Station area by establishing a more attractive environment than that which would be provided in the reference case (Do-Nothing) scenario. The GBSLEP describes HS2 Curzon Station as a “landmark station” which will act as a destination in its own right and will be a catalyst for regeneration and growth in its localities and across the wider region. The HS2 Curzon Station Enhanced Public Realm project will enhance the environment of the Curzon Station encouraging further higher value types of commercial investment and development in the local area surrounding the station whilst also uplifting the land value, rental value, and reducing vacancy rates of these developments.

#### 1.1.4 Alignment with regional and national objectives and policies

Please ensure you include reference on how the project will contribute towards the targets set in the [#WM2041 Climate Action Plan](#) and [WM Energy Strategy](#)

**Table 2** below details the targets included in the *#WM2041 Climate Action Plan* and *A Regional Energy Strategy for the West Midlands (November 2018)* documents which the Curzon Station Enhanced Public Realm project supports and explains how the Curzon Station Enhanced Public Realm project would contribute to their achievement.

**Table 2: How the HS2 Curzon Station Enhanced Public Realm project will contribute towards achieving the targets set in the #WM2041 Climate Action Plan and A Regional Energy Strategy for the West Midlands (November 2018)**

Target	Document	How project would contribute to the achievement of the target
Boost health and wellbeing	#WM2041 Climate Action Plan	The project will create an enhanced environment for walking and cycling outside the HS2 Curzon Station. This will encourage people to undertake journeys to and from the HS2 Curzon Station via active modes, such as walking and cycling, which will boost their health and wellbeing.
Make space for sustainable transport	#WM2041 Climate Action Plan	The project will create an enhanced environment for walking and cycling outside the HS2 Curzon Station. This will encourage people to undertake journeys to and from the HS2 Curzon Station via active modes,

		such as walking and cycling, and mass transit, such as the bus and metro, which will reduce congestion and associated pollution on the wider road network.
Take a 'circular' approach	#WM2041 Climate Action Plan	There are opportunities to re-use elements of paving material reclaimed from site in the construction of the Curzon Station Enhanced Public Realm proposals which will be further explored as the detailed design of the proposals are further progressed.
Active travel and cleaner transport	#WM2041 Climate Action Plan	The project will create an enhanced environment for walking and cycling outside the HS2 Curzon Station. This will encourage people to undertake journeys to and from the HS2 Curzon Station via active modes, such as walking and cycling, and mass transit, such as the bus and metro, which will encourage active travel and low carbon connectivity.
Creating breathable places	#WM2041 Climate Action Plan	The project involves the planting of numerous different tree types which will aid with carbon sequestration creating healthy and breathable spaces outside the HS2 Curzon Station. The project also encourages people to travel to the HS2 Curzon Station via modes alternative to the car by creating an enhanced environment for walking and cycling and one that is integrated with public transport. This will indirectly make the streets of Birmingham more breathable as it will help to reduce the number of vehicles travelling on the City's road network.
Behaviour change campaigns	#WM2041 Climate Action Plan	The project will support any travel behaviour change campaigns by making an environment that is conducive to cycling, walking and active travel.
Delivering the West Midlands' share of national and global carbon budgets by reducing regional carbon emissions	A Regional Energy Strategy for the West Midlands November 2018	The project will create an enhanced environment for walking and cycling outside the HS2 Curzon Station. This will encourage people to undertake journeys to and from the HS2 Curzon Station via active modes, such as walking and cycling, and mass transit, such as the bus and metro, which will reduce the number of single occupancy car journeys made to and from the station resulting in reduced carbon emissions from vehicular traffic in the West Midlands.

## 1.2 Project Context

### 1.2.1 PESTLE analysis

*Outline the current situation in terms of relevant Political, Economic, Social, Technological, Legal and Environmental factors; confirm what the drivers for change are, and why the change needs to happen now.*

## **Political**

Royal Assent was granted to HS2 on the 27<sup>th</sup> February 2017, granting powers to build Phase 1 of the HS2 network between London and Birmingham (Curzon Street Station). As part of its commitments under the HS2 Act, HS2 are obligated to provide a station and urban realm design that is fully operational and that coherently ties into the existing city infrastructure. The base designs that HS2 have produced for the Curzon Square, Curzon Promenade and Paternoster Place areas of Curzon Station present a number of shortfalls and constraints where opportunities are missed to truly realise the full beneficial impacts of Curzon Station. This was recognised by the GBSLEP with the Curzon Station Enhanced Public Realm works that are the subject of this FBC being identified as a strategic priority and is included within the Enterprise Zone Investment Plan (2019). The Enterprise Zone Investment Plan (2019) highlights that if the Curzon Station Enhanced Public Realm works do not happen then the benefits presented by HS2, the expansion of the Midland Metro and the Curzon Station Metro Stop will not be locked together to provide well integrated interchange and public realm scheme. It is 'once in a lifetime opportunity'.

Digbeth and the Eastside area are earmarked within the Big City Plan and Birmingham Development Plan as areas expected to accommodate expansion of the City Core as well as key centres set to benefit from the regeneration opportunities presented by HS2 and the Midland Metro. The enhanced Curzon Public Realm project promotes a fully integrated Curzon Street Station delivery with providing enhanced public realm promoting seamless connectivity between Eastside and the Digbeth Creative Quarter in line with policy objectives and to will help maximise the benefits of the Curzon HS2 Station, the Curzon Station Metro and Curzon Station Enhanced Public Realm.

## **Economic**

The HS2 station at Curzon is expected to be operational in 2029. In order to maximise the economic potential of HS2, BCC published the Curzon Masterplan in 2014. This sets out how the growth and regeneration opportunities around the terminus station could be unlocked. Through infrastructure investment, including in the public realm, the strategy set out in the Masterplan is to deliver a fully integrated and connected world class station, which will support the development of the City Centre and the wider area, in particular, through five 'Big Moves':

- (i) Station design to create a landmark building and arrival experience;
- (ii) Paternoster Place;
- (iii) Curzon Promenade and Curzon Square;
- (iv) Station Square and Moor Street Queensway; and
- (v) Curzon Station Metro Stop.

The proposals presented in this FBC directly relate to Big Moves (ii) and (iii) whilst also adding value to the remaining Big Moves. For instance, the enhanced public realm proposals at Curzon Square will better integrate the Midland Metro into the station and also enhance the environment surrounding the Curzon Station Metro Stop which is being funded through the Enterprise Zone Project.

The Birmingham City Centre Enterprise Zone (EZ) was first established in 2011 by the GBSLEP. As part of the West Midlands Devolution Deal (2015) the EZ was extended to cover the Curzon area in order to enable the delivery of local infrastructure and to drive growth associated with the arrival of

HS2. As a consequence, the number of sites within the EZ was increased from its original 26 to 39 covering 113 hectares (ha).

In July 2016, the GBSLEP Board approved the Curzon Investment Plan, which included the allocation of additional EZ funding of £556.8m towards a £724m local infrastructure investment package to maximise the impact of HS2 arriving in the region in at the time in 2026. The package is being delivered in two phases:

- Phase One - upfront investment in the infrastructure required to unlock growth immediately around the station including the Big Move projects and the Metro Extension to Digbeth; and
- Phase Two - further investment over a wider area including area wide public realm and local transport/highway improvements, and social infrastructure to support new residential neighbourhoods.

In June 2018 a single draft Enterprise Zone Investment Plan (EZIP) was prepared for all EZ sites which set out a £1bn programme of investment for projects to be delivered in phases. This identified a budget of £60 million to go towards “HS2 Curzon Station public realm” in phase 3 of the programme (“Maximising early opportunities for HS2”) which incorporated Paternoster Place, Curzon Promenade and Curzon Square, Station Square and Moor Street Queensway, and Curzon Station Metro Stop. The draft EZIP is funded through the projected growth in business rates generated within the Enterprise Zone sites managed through a financial model. The investment is borrowed by the Accountable Body (BCC) and repaid through the growth in business rates generated on designated EZ sites.

GVA (real estate advisory business) was commissioned by BCC to provide advice on development viability and funding of the proposals for Curzon (GVA, December 2014) based on the Birmingham Curzon HS2 Masterplan (although predating the final version). Its report provided an overview of property market conditions prevalent at the time and an assessment of the effects of transport infrastructure on land and property values as a context, as the basis for estimating expected development in Curzon on the basis of development appraisals of 32 individual sites under two scenarios:

- Scenario 1 (baseline) – development of the new HS2 station but with low level associated public realm and infrastructure; and
- Scenario 2 (preferred option) – development of the new HS2 station with high-quality associated public realm, infrastructure, and transport improvements.

In terms of the effects on rents, GVA state that, *“With the comprehensive improvement to public realm and public transport connectivity under Scenario 2 we forecast commercial rental growth up to 2031 amounting to 37% cumulative in respect of transport improvements and 20.3% in response to public realm works.”*

GVA concluded that an estimated total of 1,057,000 sq. m of commercial, community, and housing development would take place as a result of the HS2 investment under Scenario 2, compared with 745,000 sq. m under Scenario 1, resulting in an additional estimated 312,000 sq. m of development (+42%) with much higher development values and achievable rents.

## Social

Through the enhancement of the public realm at HS2 Curzon Station, social benefits in terms of place making, user experience and pedestrian connectivity to local growth sites and the new BEE scheme will be improved.

**Physical Activity:** The Curzon Station Enhanced Public Realm scheme will improve pedestrian connectivity between HS2 Curzon Station and Birmingham Eastside, Birmingham City Centre and Digbeth. This is therefore anticipated to provide direct walking links and a pleasant and inclusive user environment that is accessible to all user types which will encourage short journeys to be undertaken by foot to and from the HS2 Curzon Station with consequential health benefits.

**Journey quality:** The Curzon Station Enhanced Public Realm scheme will contribute to providing a high-quality multi-modal interchange for passengers traveling into the City Core and further afield by providing better connections with, and a more pleasant environment when transitioning to, the local and regional public transport network (e.g. the Midland Metro BEE scheme, Sprint, and wider bus services) enhancing users' journey quality. The Curzon Station Enhanced Public Realm scheme proposals also improve the journey quality for active travel mode users travelling to and from Curzon Station, particularly at Paternoster Square where the proposals mitigate the potential bottleneck and point of conflict for users accessing and egressing the station to and from Digbeth. Planted Sustainable Urban Drainage Systems (SUDS) rain gardens in Curzon Square and Curzon Promenade create aesthetically pleasing, seasonal, sensory gardens that create important biodiversity and habitat connections through the site as well as contributing to the surface water management strategy. A mixture of planted and grass lawn terraces on Curzon Promenade create aesthetically pleasing garden spaces whilst facilitating significant changes in level to the surrounding existing landscape. A framework of trees across the site creates aesthetically pleasing environments, seasonal interest, and important biodiversity and habitat connections through the site as well as contributing to localised microclimates providing shade and shelter all of which further improve the journey quality of people travelling to and from Curzon Station.

**Security:** The Curzon Station Enhanced Public Realm scheme proposals create a greater sense of personal security through enhancing lighting, installing additional street furniture and cycle parking facilities, and introducing additional greenery. For instance, the improved lighting proposals, such as the enhancement to the tree lighting within the Curzon Square rain gardens and linear lighting integrated into the additional furniture proposed, will provide adequate and safe lighting levels and improving the legibility and line of sight through the station particularly enhancing the feeling of personal security after dark. The HS2 public realm boundary edges to Curzon Promenade are extended as part of the Curzon Station Enhance Public Realm proposals and function as both seating elements and secure line features as part of an integrated security strategy for the station. Enhanced Scheme proposals to Paternoster Place rationalise the street furniture and extend the secure line further south through a combination of PAS 68/IWA 14 rated bollards and street furniture to ensure a continuous secure line separating the public realm of the station from the wider urban realm. The proposals include additional planting which will further improve the sense of amenity and help create a more enjoyable walking environment, provides natural surveillance, and generates greater user confidence. The proposed improvements to the public realm at Paternoster Place allow maximum visual connectivity to Digbeth, increasing personal perception of safety and include additional cycle parking facilities located in areas which encourage natural surveillance.

**Severance:** Overall, the Curzon Station Enhanced Public Realm proposals will reduce severance by providing additional specifically defined space for pedestrians accessing and egressing Curzon Station via Curzon Promenade, Curzon Square and Paternoster Place. For example, the proposals create additional movement routes along Curzon Promenade across the proposed tramway to the city, improving pedestrian permeability within this area. At Paternoster Place the proposals include the construction of a triangular deck adjacent to the existing Park Street bridge, which will open a direct line of access from the south to the Bordesley Stairs on the south-eastern corner of Station Square. This will reduce the impediment to pedestrian and cyclist movement across the Paternoster Place which, in



the reference-case scenario, is caused by the Park Street Bridge parapet wall obstructing both the physical and visual connection to Curzon Station when approaching along Park Street.

**Access to Services:** The Curzon Station Enhanced Public Realm proposals will create greater access to jobs and services within the city core through the provision of short, convenient, and pleasant walking and cycling trips and integration with the BEE scheme for residents with no or little access to a private vehicle. Better connections to wider services such as BEE and local bus services as well as regional and national train services from both HS2 and local rail stations will also be provided by the Curzon Station Enhanced Public Realm proposals.

## Technological

The public realm will present an opportunity to integrate way-finding and real-time information for onward travel into the city centre and the wider Digbeth area via rail, Midland Metro, local bus and Sprint networks.

## Legal

Royal Assent for HS2 was secured on the 27<sup>th</sup> February 2017. This authorised the construction of Phase 1 between London and Birmingham. Although the preferred option being discussed in this business case differs from the Hybrid Bill, the extents of the design are within the LLAU and therefore does not require an amendment to the Hybrid Bill.

Delivery of the scheme will be under agreements between HS2 and BCC. This will be the one of a number of such agreements that HS2 is likely to require in order to deliver undertakings and assurances made through the Hybrid Bill process. The agreement will need to document the arrangements for ongoing collaborative working to deliver the scheme. All parties are committed to work together to reduce the overall cost of the project and to agree the mechanism for identifying the additional cost of delivering an enhanced Curzon Public Realm Scheme.

## Environmental

Birmingham is required to reduce levels of NO<sub>2</sub> in the air to a maximum average of 40µg/m<sup>3</sup> as soon as possible. Improvements to local connectivity through walking and public transport measures are key to support this target towards a cleaner city. Improvements to public realm will also encourage short trips to be undertaken by walking.

As part of Birmingham's response to the requirement to reduce levels of NO<sub>2</sub>, a Clean Air Zone (CAZ) has been introduced inside the Birmingham Inner Ring Road. The area covered by this scheme lies inside the CAZ area, and as such any measures to facilitate the use of transport modes other than the private car should be encouraged.

Birmingham City Council declared a 'Climate Emergency' on 11<sup>th</sup> June 2019 and made the commitment to take action to reduce the city's carbon emissions to limit the climate crisis. The Council set a target for the city to become net zero carbon by 2030. By facilitating interchange between transport modes and providing an improved environment for pedestrians, this scheme is compatible with the objectives of reducing the use of private travel which contributes to climate change and carbon emissions.

### 1.2.2 Organisational context

*Outline the applicant organisation's strategic objectives and how the project aligns with these. Reference how the project relates to any organisational strategic documents here and if required provide a link or append the document.*

The applicant for this scheme is Birmingham City Council. This scheme is proposed to be delivered as a part of HS2 Curzon Street Station. This scheme is therefore delivered by HS2 on behalf of public bodies (HS2 and BCC). This section outlines the organisational objectives of the applicant i.e. BCC, with the policy objectives of other partners set out in **Section 1.2.3**.

BCC's corporate priorities are articulated within the **Council Plan and the Budget 2018-2022** document. The Council Plan and Budget covers the 2018/19 – 2021/22 period and sets out the objectives, priorities, and spending plans for the City.

The scheme aligns with **Council Plan** "*Outcome 1 - Birmingham is an entrepreneurial city to learn, work and invest in:*", "*Priority 4: We will develop our transport infrastructure, keep the city moving through walking, cycling and improved public transport.*" of Council Plan.

The plan aims to contribute to jobs and skills and sets itself a target to that by 2031 Birmingham will be renowned as an enterprising, innovative and Green City. This will be achieved by investment in infrastructure and improved connectivity. The document identified one of the key actions to be:

*"City Centre Enterprise Zone – continued implementation of the £1bn investment plan to accelerate development by delivering support for site enabling, gap funding, public transport infrastructure and public realm improvements"*

The progress is to be measured and tracked by:

- *Facilitating 40,000 jobs, 1m sq. metres of commercial floor space and 4,000 new homes across the City Centre in the period to 2038;*
- *Publication of consolidated EZ Investment Plan*
- **HS2 Public Realm Environment and Connectivity Projects reach Full Business Case;** and
- *Paradise redevelopment Joint Venture and infrastructure investment*

Key to meeting these targets is the development and delivery of a series of Major Projects and Programmes, including the Curzon Station Enhanced Public Realm scheme.

The Curzon Station Enhanced Public Realm proposals supports local, regional, and national policies related to the integration of HS2 with other modes including those of Central Government, GBSLEP, WMCA and BCC. The key documents are set out in **Section 1.2.3** below.

It also meets objectives set out by HS2 including:

- Catalyst for growth – "increase investment around new stations, providing new opportunities for jobs and regenerating local environments and boosting economic growth."
- Capacity and connectivity – "HS2 will bring more destinations within easy reach, increasing employment and leisure options."
- Passenger experience – "HS2 will offer improved accessibility to trains, stations and depots and increased choice and flexibility of service to meet individuals' needs".

The Curzon Station Enhanced Public Realm proposals will improve accessibility, convenience and comfort for passengers making onward travel by Metro, Sprint, local bus, cycling, and walking.

### 1.2.3 Policy context

*Outline how the project fits with national, sub-regional and local policy and investment plans and strategies, such as West Midlands Industrial Strategy, West Midlands Combined Authority or a neighbouring LEP's Strategic Economic Plans, or Midlands Connect. Provide a referenced excerpt or link to the key relevant sections in such document.*

#### National strategic context

##### ***Fixing the foundations: Creating a more prosperous nation, Her Majesty's (HM) Treasury (July 2015)<sup>2</sup>***

The strategic context at the UK level, in terms of economic development policy, remains focused on improving the country's long-term competitiveness and tackling its underlying weaknesses, in particular the large productivity gap that continues to exist between the UK and leading advanced economies and the disparity in economic performance between different parts of the UK. This policy focus is evident in the Government's original Productivity Plan, Fixing the Foundations (July 2015). The plan sets out a framework for raising productivity, built around two pillars: encouraging long-term investment in economic capital, including infrastructure, skills, and knowledge; and promoting a dynamic economy that encourages innovation and helps resources flow to their most productive use. The Curzon Station Enhanced Public Realm proposals, and in particular the key development principles around connectivity, facilitating a dynamic mix of uses and sustainable development, is strongly aligned with these aspirations.

##### ***Industrial Strategy: Building a Britain fit for the future, HM Government (November 2017)<sup>3</sup>***

In November 2017, the Government published its Industrial Strategy, which set out its approach to achieving the core aim of improving living standards and economic growth by increasing productivity and driving growth across the whole country. The Strategy is organised around five foundations and four grand challenges to the UK:

##### Foundations:

- Ideas: the world's most innovative economy;
- People: good jobs and greater earning power for all;
- Infrastructure: a major upgrade to the UK's infrastructure;
- Business Environment: the best place to start and grow a business; and
- Places: prosperous communities across the UK.

##### Grand challenges:

- put the UK at the forefront of the artificial intelligence and data revolution;
- maximise the advantages for UK industry from the global shift to clean growth;
- become a world leader in shaping the future of mobility; and

<sup>2</sup> Fixing the foundations: Creating a more prosperous nation, Her Majesty's (HM) Treasury (July 2015)  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/443897/Productivity\\_Plan\\_print.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/443897/Productivity_Plan_print.pdf)

<sup>3</sup> Industrial Strategy: Building a Britain fit for the future, HM Government (November 2017)  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/664563/industrial-strategy-white-paper-web-ready-version.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/664563/industrial-strategy-white-paper-web-ready-version.pdf)

- harness the power of innovation to help meet the needs of an ageing society.

The Strategy recognises that every region in the UK has a role to play in boosting the national economy and announces an intention to further develop city, growth and devolution deals and continue to work in partnership with local leaders to drive productivity. As well as introducing Local Industrial Strategies, of particular relevance to the Curzon Station Enhanced Public Realm project are the commitments to create more connected infrastructure and ensuring land is available for housing and economic growth. The delivery of a new high-speed rail network (referred to as HS2) forms an important component of the infrastructure foundation.

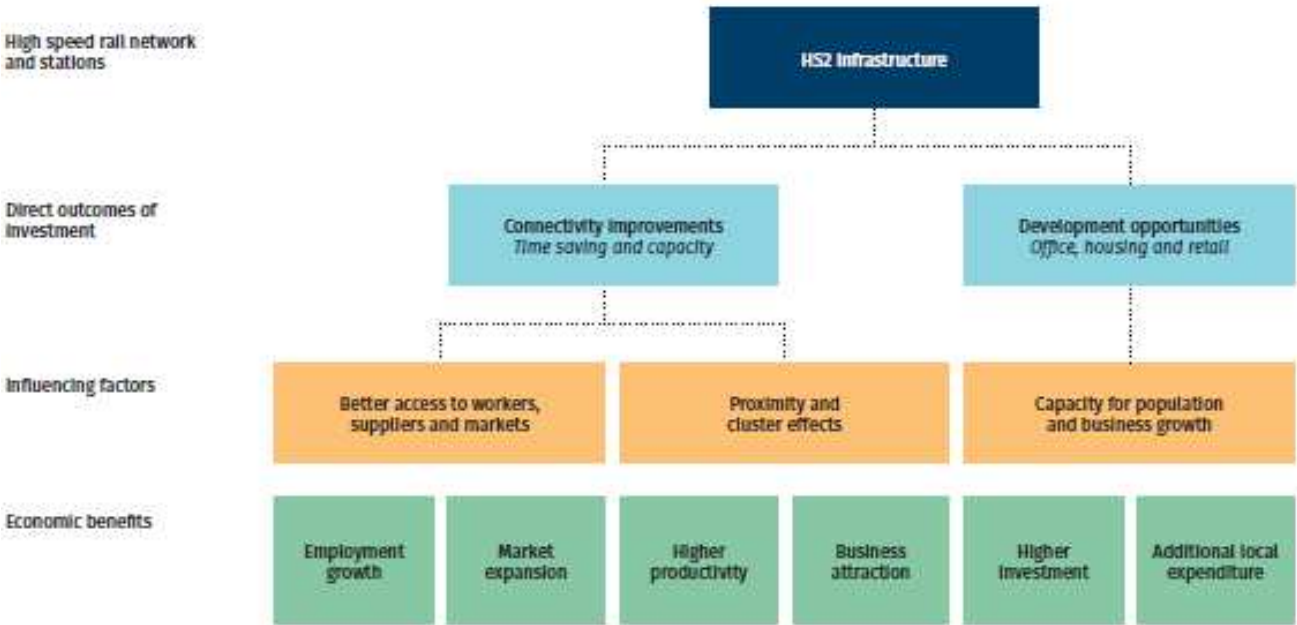
The Government is to build HS2, which will initially link London to Birmingham (Phase 1) and then go on to Manchester (Phase 2). In February 2017, the HS2 Bill gained Royal Assent for Phase 1, successfully completing over three years of Parliamentary scrutiny. The West Midlands will be the first region to receive HS2 and will be served by two stations, Birmingham Curzon, and the Birmingham Interchange (located in Solihull).

HS2 will provide increased speed, capacity and connectivity producing better links between businesses in the West Midlands and locations southwards and northwards. It will help to solve the capacity problem facing the existing railway network and provide better connectivity across the UK by decreasing journey times – for example, journey times from Birmingham to London will be cut to just 49 minutes – and offer more reliable journeys.

HS2 therefore has the potential to greatly improve accessibility in terms of time, cost and convenience between businesses and their suppliers, employees, and customers. Enhancing connectivity can result in productivity gains through cost savings or increased efficiencies to businesses locating close to the Station.

International evidence shows that with appropriate interventions the development of high-speed rail networks can result in significant economic benefits, with new development and growth clustered around stations. In addition, there are a growing number of transport hubs that are becoming a focal point for economic activity. **Figure 8** shows how HS2 can be a catalyst for economic growth.

Figure 8: HS2 – Catalyst for growth



In terms of economic impacts, outward or market-facing activities would be expected to make greater use than back office-type functions and higher skilled, higher value occupations are more likely to benefit from the presence of HS2 than other occupations. These are the type activities that would locate within Birmingham City Centre if the right conditions and opportunities are created.

#### **National Planning Policy Framework, (2019)<sup>4</sup>**

The adopted National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how they should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced. It also seeks to promote the incorporation and development of sustainable transport both as integrated and standalone development projects.

The NPPF places major importance on achieving sustainable development by meeting the needs of the present without compromising the ability of future generations to meet their own needs. The interdependent pillars of sustainable development are:

- **Economic Pillar** - *“to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure”;*
- **Social Pillar** – *“to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can provide to meet the needs of the present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being”;* and
- **Environmental Pillar** – *“to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy”.*

In particular, the NPPF states that “...transport issues should be considered from the earliest stage of plan making” to ensure that:

- *“opportunities to promote walking, cycling and public transport use are pursued”;* and
- *“patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places”.*

The project is able to meet each pillar and objectives by helping to build on the footfall created by HS2 and help funnel investment into the Eastside and Digbeth area, creating sustainable access to new and existing jobs, leisure and educational facilities whilst ensuring detrimental impacts to the environment are minimised through the promotion of active travel.

#### **Transport Investment Strategy, Department for Transport (DfT) (2017)<sup>5</sup>**

<sup>4</sup> National Planning Policy Framework, Ministry of Housing, Communities and Local Government, 2019.

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/810197/NPPF\\_Feb\\_2019\\_revised.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf)

<sup>5</sup> Transport Investment Strategy, DfT, 2017.

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/918490/Transport\\_investment\\_strategy.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/918490/Transport_investment_strategy.pdf)

The adopted Transport Investment Strategy (TIS) is a vital part of the government's industrial strategy and plan for Britain. The TIS sets out how the UK will respond realistically and pragmatically to existing and future transport challenges and putting the travelling public at the heart of the choices it makes.

The TIS contains four key objectives:

- 1. *"To create a more reliable, less congested, and better-connected transport network that works for the users who rely on it".*
- 2. *"Build a stronger, more balanced economy by enhancing productivity and responding to local growth priorities".*
- 3. *"Enhance our global competitiveness by making Britain a more attractive place to trade and invest".*
- 4. *"Support the creation of new housing".*

The Curzon Station Enhanced Public Realm proposals align with elements of the TIS key objective 1,2 and 3 (see above) with the proposals better integrating the HS2 Curzon Street Station with the surrounding local and regional public transport network enabling better public transport connectivity and encouraging more people to use public transport which will help create a more reliable and less congested road network surrounding the station. In addition, the proposals will create an environment that is more conducive to active mode travel, such as walking and cycling, surrounding the station which will further contribute to a less congested road network surrounding the station. The provision of a more attractive, comfortable, and visually pleasant environment surrounding the station that the Curzon Station Enhanced Public Realm scheme will deliver will also help generate inward investment into Birmingham and the wider West Midlands region helping build a stronger, more regionally balanced (less London-centric) economy and potentially enhance Britain's global competitiveness.

Improving the user experience is a key strategic priority of the TIS highlighting that the satisfaction and benefits derived from a journey is not driven solely by its speed, reliability, and punctuality – it is also affected by factors such as comfort and design. The TIS also acknowledges that the attractiveness, design, and retail experience around transport hubs can play a part in improving user experience, as well as the attractiveness of the UK as a place to invest and do business. By making the most of our [Britain's] transport hubs as desirable and practical places to visit, offering services and opportunities that those using the network need, we [Britain] can also build a transport network that plays a fuller role in creating growth and opportunity. Enhancing the public realm surrounding the Curzon Station plays a key role in improving station user experience helping establish Curzon Station as a place to visit in its own right.

### **Regional strategic context**

***The Midlands Engine Strategy, Department for Communities and Local Government (March 2017)<sup>6</sup>***

The Midlands Engine concept aimed to close the gap in productivity between the Midlands and the rest of the UK, retain more graduates, increase residents' skill levels, and improve transport links between areas. The Midlands Engine Strategy (March 2017) sets out the five themes underpinning the Midlands Engine concept:

<sup>6</sup> The Midlands Engine Strategy, Department for Communities and Local Government (March 2017).

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/598295/Midlands\\_Engine\\_Strategy.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/598295/Midlands_Engine_Strategy.pdf)



- Midlands Connect – the long-term transport strategy for the Midlands;
- Innovation and Enterprise – initiatives to improve productivity and competitiveness;
- Skills – ensuring that skills training is tailored to employer demand;
- International Trade and Investment – increasing employment and diversifying the business base; and
- Shape Great Places – strengthening the Midlands’ reputation across global markets and supporting UK economic growth prospects.

With the Strategy recognising the importance of Birmingham within the UK, realizing the potential of HS2 and the Curzon station area, which the Curzon Station Enhanced Public Realm proposals will help do, is fully aligned to each of the five Midlands Engine themes.

### ***Strategic Economic Plan, WMCA, (2016)<sup>7</sup>***

The WMCA Strategic Economic Plan (WMCASEP) sets out the vision and strategy for a smarter, more sustainable, and more inclusive growth for the benefit of the West Midlands. *“Using the momentum of HS2 to improve connectivity within the area and exploiting the strengths of the UK Central Growth Corridor through Birmingham, Solihull and Coventry – and between the West Midlands and national and international markets”* is part of the WMCASEP’s vision.

The WMCASEP recognises Birmingham City Centre as the regional hub and a natural focal point for growth and investment. It emphasises the importance of harnessing the transformational opportunities presented by HS2 and identified both HS2 stations (Curzon Street and UK Central) as creating new areas of regeneration, housing, and business growth.

The Curzon Station Enhanced Public Realm project will improve the connectivity between HS2, Birmingham City Centre, Digbeth and Eastside by creating new, and enhancing existing, pedestrian and cycle desire lines to and from the HS2 Curzon Street Station itself. The proposals will also improve connectivity between HS2 and the wider Birmingham and West Midlands regional area by better integrating Curzon Station with the existing and proposed future local and regional public transport network. This improved connectivity to HS2 will help maximise the potential regeneration and investment benefits for the Digbeth, Eastside, Birmingham City Centre, wider Birmingham, and West Midlands areas.

### ***Midlands HS2 Growth Strategy 2021: The Defining Decade – The Midlands high speed path to recovery, WMCA, (2021)<sup>8</sup>***

The WMCA’s Midlands HS2 Growth Strategy 2021 provides an update to original West Midlands HS2 Growth Strategy launched in 2015, which set out the opportunities that the arrival of HS2 affords the region and how the WMCA aimed to leverage the benefits delivered by HS2 to drive local growth on a nationally-significant scale over and above the construction of HS2. The takes an approach which focuses on three interlinking strands of People, Business and Place and targets action over the short,

<sup>7</sup> Strategic Economic Plan, West Midlands Combined Authority. (2016).

<https://www.wmca.org.uk/media/1382/full-sep-document.pdf>

<sup>8</sup> Midlands HS2 Growth Strategy 2021: The Defining Decade – The Midlands high speed path to recovery, WMCA, (2021)

<https://www.wmca.org.uk/media/4530/hs2-growth-strategy-2021-accessible.pdf>

medium, and long term as we [WMCA] plan for the sustainable impact of HS2 within the region and across the UK.

Within the Place strand, improved regional connectivity is highlighted as a key desired outcome of HS2 with focus around maximising HS2's national (and international) connectivity and improving access to the region's two HS2 Hubs and spreading the benefits of HS2. The Strategy highlights that connectivity improvements must be invested in to facilitate access to the HS2 hubs for workers, residents, and businesses we will expand the extent of the potential agglomeration benefits by increasing the economic mass of key sectors gravitating around the new hubs. The revised HS2 connectivity programme aims to:

- Improve access for appropriately qualified labour to the stations and associated development zones.
- Improve access to HS2 for key business sectors.
- Improve access to opportunity for key regeneration areas such as East Birmingham and North Solihull.

The Curzon Station Enhanced Public Realm works will directly improve access to and from the Curzon Station and will also improve connectivity between HS2 and the local and regional public transport network surrounding the Curzon Station such as the Midland Metro BEE and proposed Sprint route which are planned to route through East Birmingham and North Solihull.

Realising the regeneration potential of the Curzon and Digbeth areas also forms a key part of the Strategy, with the strategy stating that the unrivalled connectivity that the Curzon Station will provide must be exploited to unlock land in strategic development areas that will build on our sectoral strengths and target key growth areas. The Strategy describes the Curzon Station as a once in a century opportunity to radically transform areas of the city centre by unlocking major development sites and accelerating growth. The Curzon Station Enhanced Public Realm proposals will help the regeneration potential of HS2 Curzon Station be realised by creating a more attractive environment surrounding the station encouraging inward investment as well as helping provide better connectivity to areas surrounding the station and wider Birmingham and West Midlands areas.

In addition, the Strategy sets out the aim that HS2 should contribute towards the achievement of the UK Government's target to bring all greenhouse gas emissions to net zero in the UK by 2050; helping the green recovery. By improving pedestrian and cycle connectivity to and from the Curzon Station, the Curzon Station Enhanced Public Realm works will encourage people to travel to and from the Curzon Station using modes of transport that are carbon neutral.

### ***Strategic Economic Plan, GBSLEP, (2016-2030)<sup>9</sup>***

The adopted GBSLEP Strategic Economic Plan (GBSLEPSEP) sets out the vision and strategy for *"...delivering smarter, more sustainable and more inclusive growth for the benefit of our area, the wider West Midlands City region and the UK as a whole"*. The GBSLEPSEP also identifies their contribution to the delivery of the ambitious growth targets set by the WMCA.

<sup>9</sup> Strategic Economic Plan, GBSLEP, 2016-2030.

<https://gbslep.co.uk/wp-content/uploads/2017/06/SEP-2016-30.pdf>



The strategic vision for the GBSLEPSEP is for “...Greater Birmingham to be a top global city region that drives the Midlands Engine and is the major driver of the UK economy outside London – harnessing our strengths and assets for the benefit of our area and the wider UK economy”.

The GBSLEPSEP sets out to support the development of masterplans for key sites, including the Birmingham Curzon HS2 Masterplan which sets out what will be done to maximise the regeneration and connectivity potential of HS2 in the city centre. As part of this, Eastside and Digbeth are highlighted as key areas with high regeneration potential. The Curzon Station Enhanced Public Realm works will improve connectivity between Curzon Station, Digbeth, Eastside and Birmingham City Centre helping to unlock the regeneration potential of these areas.

The Curzon Station Enhanced Public Realm scheme will work towards achieving the GBSLEPSEP mission “...to create jobs and grow the economy – and, in doing so, to raise the quality of life for all of those that lives and work here” by improving the quality of the environment outside of the Curzon Station which will contribute to HS2 wider catalyst for investment and growth in the local area.

The Curzon Station Enhanced Public Realm project will contribute towards specific strategic objectives set out within the GBSLEPSEP including:

- *Increase private sector investment, including overseas investment:*
  - by improving pedestrian and cycle connectivity to Digbeth and Eastside, the Curzon Station Enhanced Public Realm will help these areas become an attractive location to invest from both local and overseas private sector sources.
- *Enable more inclusive growth that delivers benefits more widely and reduces unemployment – particularly in parts of Birmingham and North Solihull with high rates.*
  - by providing a more sophisticated and accessible connection between key growth sites such as the city core and the Digbeth area, as part of a wider sustainable transport network, will provide more economic and social opportunities for people living within Digbeth and Eastside.

The GBSLEPSEP sets out to support the development of masterplans for key sites, including the Birmingham Curzon HS2 Masterplan which sets out what will be done to maximise the regeneration and connectivity potential of HS2 in the city centre, in particular the Eastside, Digbeth and eastern side of the city centre core. The Curzon Station Enhanced Public Realm will improve the integration of the local public transport network with the HS2 Curzon Street Station which will improve the connectivity to areas earmarked for growth and regeneration.

### ***Enterprise Zone Investment Plan, GBSLEP, (2019)<sup>10</sup>***

The Enterprise Zone Investment Plan (EZIP) 2019 sets out the next steps in creating the conditions for economic growth within the Birmingham and Curzon EZ over the period 2019-2028, through a phased programme of investment in major schemes and infrastructure. It describes how investment will continue to accelerate development across the EZ to maximise the potential of HS2 arriving in 2026 (previously).

With nearly £1 billion of planned investment, GBSLEP and BCC aim to unlock the delivery of 1.1 million sq. metres of new commercial floorspace, create over 71,000 new jobs and contribute £2.3 billion GVA

<sup>10</sup> Enterprise Zone Invest Plan, GBSLEP, (2019)

[https://www.birmingham.gov.uk/downloads/file/1319/birmingham\\_city\\_centre\\_enterprise\\_zone\\_investment\\_plan](https://www.birmingham.gov.uk/downloads/file/1319/birmingham_city_centre_enterprise_zone_investment_plan)

per annum (p.a.) to the economy. Ensuring that both residents and businesses share in the benefits that will be generated, will be of paramount importance.

One area where the plan states that investment will be focussed on is the improvement of the public realm to provide safe and attractive routes for walking and cycling and enhanced public spaces. The public realm surrounding Curzon Station is highlighted as an area to invest in to maximise the early opportunities from HS2 with the draft EZIP including an indicative allocation of £60 million to go towards schemes at Paternoster Place, Curzon Promenade and Curzon Square, Station Square and Moor Street Queensway, and Curzon Station Metro Stop. This money has been allocated to help the achievement of the Curzon Masterplan's (2015) strategy to deliver a fully integrated and connected world class station, which will support growth and regeneration for the City Centre and the wider area. The Curzon Station Enhanced Public Realm works will better integrate the station with its surroundings and provide better connections to the surrounding area and public transport network which will help drive growth and regeneration for the City Centre and the wider area.

### ***Movement for Growth: West Midlands Strategic Transport Plan, WMCA, (2016)<sup>11</sup>***

The Movement for Growth document sets out the WMCA's plan for growth and the long term-approach for improving the transport system serving the West Midlands stating how the vision is for West Midlands to build "a world class, sustainable, infrastructure system, which is proudly comparable to its European counterparts". As part of its vision, the Strategic Transport Plan sets out key objectives that need to be achieved in order to realise its vision.

The Curzon Station Enhanced Public Realm project will directly support the delivery of the following objectives:

- Use transport improvements to enhance the public realm and attractiveness of our centres.
- Ensure that walking and cycling are safe and attractive option for many journeys, especially short journeys.
- Maintain and develop our transport infrastructure and services to ensure they are efficient, resilient, safe, and easily accessible for all.

The project will also indirectly support the following objective:

- Introduce a fully integrated rail and rapid transit network that connects our main centres with quick, frequent services, and which is connected into wider local bus networks through high quality multi-modal interchanges.
  - This will be achieved through creating an environment which will enhance pedestrian mobility and their ability to access the local transport network, such as the Midland Metro system and the local bus network, and the national public transport network (i.e. HS2).

### ***Reimagining transport in the West Midlands: a conversation about change, TfWM, (2021)***

TfWM is in the process of supporting the WMCA to update its current Local Transport Plan (LTP). This is a document that sets out the policies to promote safe, integrated, efficient, and economic transport to, from and within the WMCA area as well as plans to implement those policies. Prior to updating the LTP, TfWM have published a Green Paper to start a conversation about what a new LTP should look

<sup>11</sup> Movement for Growth: West Midlands Strategic Transport Plan, West Midlands Combined Authority. (2016). <https://www.tfwm.org.uk/media/1099/movement-for-growth.pdf>

like. The contents of the Green Paper will be used to engage with four key groups using a range of techniques:

- **General public** – deliberative engagement and consultation
- **Private organisations** – targeted events with representative organisations
- **Transport service providers** – targeted events with key operators and public agencies
- **Transport and place policymakers and planners** – transport summit and ongoing co-development of LTP

The Green Paper outlines how TfWM have adopted five Motives for Change (shown in **Figure 9** below) from which their vision for transport in the West Midlands (to be set out in the new LTP) is based around.

**Figure 9: TfWM's five Motives for Change**



The Curzon Station Enhanced Public Realm scheme directly and contributes towards the achievement of the Motives for Change in the following ways:

- Supporting and driving economic activity and growth in the areas surrounding Curzon Station;
- Creating an improved environment for active travel; and
- Encouraging the public and active mode transport use when travelling to and from Curzon Station helping the UK and West Midlands meet their target dates for achieving net zero.

In addition, the Green Paper highlights the importance of the region's City and Town centres being efficiently connected to the wider local, regional, and national public transport network which the Curzon Station Enhanced Public Realm scheme will help to support by improving connectivity between HS2 national public transport network and the existing wider local and regional public transport network.

***Midlands Connect Strategy, Powering the Midlands Engine, GBSLEP, (2017)<sup>12</sup>***

<sup>12</sup> Midlands Connect Strategy: Powering the Midlands Engine, Midlands Connect. (2017).

<https://www.midlandsconnect.uk/media/1224/midlands-connect-strategy-march-2017.pdf>

The Midlands Connect Strategy sets out proposals to drive economic growth, create more and better jobs, and create more trade and investment in the Midlands region through new and improved transport infrastructure. The key outcomes that the strategy aims to achieve include:

- **Regionally Connected: Powering the Midlands Engine** – Transforming East to West connectivity will widen access to markets, supply chains and labour markets releasing the full potential across the whole region – from the Welsh borders to the Lincolnshire coast;
- **UK Connected: The Midlands transport networks power the UK economy** – Strategic road and rail networks that bring the country's economic regions closer together boosting productivity, access to markets and international gateways;
- **HS2 Connected: Getting the Midlands HS2 ready** – Investing in complementary connectivity will spread the growth unlocked by HS2 across the Midlands and the country as a whole;
- **Ensuring connectivity of the region with HS2** and the regeneration potential it has on local communities; and,
- **Global connectivity**, linking the West Midlands and the rest of the world.
- **Intelligently Connected: Leading the technology revolution**, promote innovative technology such as integrated ticketing solutions, open data, and driverless cars to enhance journeys, provide transport planning solutions and reduce the need for expensive infrastructure.

The Curzon Station Enhanced Public Realm proposals will directly contribute to the achievement of outcomes 3 and 4 above by improving connectivity between HS2, and the areas served via the Midland Metro, rail, bus, and Sprint networks as well as improving active mode connectivity to the areas immediately surrounding the Curzon Station (e.g. Digbeth and Eastside) which will help drive the development and regeneration of these areas.

The Curzon Station Enhanced Public Realm project will also indirectly contribute to the achievement of outcomes 2 and 5 above by improving access to the HS2 Curzon Station itself. HS2 Curzon Street Station will in turn improve Birmingham's connectivity to key national hubs and airports. This national and international connectivity provided by HS2 will also help maximise HS2's potential regeneration and investment benefits for Digbeth and the Eastside areas.

#### ***West Midlands Low Emissions Towns and Cities Programme (LETCP) 2014***

The Low Emissions Towns and Cities Programme (LETCP) aims to design and deliver key policies that promote the reduction in vehicle use, enable "a shift to sustainable transport modes" and promote sustainable procurement, which is defined as "a process whereby organisations meet their needs for goods, services, works and utilities in a way that achieves value for money on a whole life basis in terms of generating benefits not only to the organisation, but also to society and the economy, whilst minimising damage to the environment".

The West Midlands area currently breaches the UK Air Quality Objective for Nitrogen Dioxide and could face substantial penalties, passed on through the Localism Act. The LETCP was established in response to the high levels of toxic air pollutants in the region to "produce a West Midlands Low Emission Strategy capable of delivering policies and measures that can reduce air pollution, simultaneously reducing greenhouse gas emissions and noise from road transport." Through increased cycling and the promotion of walking as sustainable alternatives to highly polluting vehicles, the LETCP aims to "achieve the UK Air Quality Objectives and EU Air Quality Limit Values".

The Curzon Station Enhanced Public Realm aligns with the LETCP as the scheme proposals will encourage the use of active modes and public transport when travelling to and from Curzon Station by

creating an environment surrounding the station that is more conducive to active mode travel and is better connected to the surrounding public transport network. In addition, opportunities to re-use elements of paving material reclaimed from site in the construction of the Curzon Station Enhanced Public Realm proposals will be further explored as the detailed design of the proposals are further progressed aligning with the LETCP's promotion of sustainable procurement.

***A West Midlands Approach to healthy and active streets: Evidence Statement, TfWM<sup>13</sup>***

The West Midlands Approach to healthy and active streets: Evidence Statement document sets out the West Midlands' approach to providing "good quality street environments" in the region which result in benefits to "health", "problems of congestion" and "delays on the road network" and the evidence underpinning this approach.

The Statement highlights how around 2 out of every 5 journeys under 2 miles in the West Midlands are made by car showing that many journeys in the West Midlands that can be undertaken via active modes are currently not. The Statement goes on to highlight how effective street design can create "walkable cities" and well-designed spaces that encourage greater numbers of people walking at all times of the day and night.

The social and health benefits of walking and cycling are presented throughout the Evidence Statement. For instance, the Statement highlights how walking and cycling represent an inclusive form of transport, where there "are no cost barriers" and are a great way to exercise which lead to long-term physical health improvements along with mental health improvements. Evidence around the benefits associated with introducing green spaces into the street environment is also presented.

The Curzon Station Enhanced Public Realm proposals align with the aims and evidence presented in the West Midlands Approach to healthy and active streets: Evidence Statement document as the proposals will encourage more active mode trips to be made to and from the new Curzon Station by better designing the public realm environment surrounding the station as well as introducing some new green spaces.

***West Midlands Cycling Charter, TfWM<sup>14</sup>***

The West Midlands Cycling Charter seeks to deliver a step change in cycling across the West Midlands Metropolitan area setting the target of increasing levels of cycling to 5% of all trips made within the West Midlands Metropolitan area by 2023. The Charter recognises cycling's contribution to creating more sustainable places, as part of an integrated transport system in the West Midlands. This includes "improvements to the environment by helping to reduce carbon emissions, air pollution and noise" and "create better places to live and visit, by making it easy for people to move around their local communities".

Alongside the environmental benefits of cycling, the Charter highlights the improvements in health that cycling can achieve by "tackling obesity" and improving air quality. The overarching purpose of "promoting and encouraging cycling" is to realise the full potential of "cycling's contribution to the health and wealth of the West Midlands", by "creating more sustainable suburbs, towns and cities that are healthier, safer and more desirable places to live, work and learn".

<sup>13</sup> A West Midlands Approach to healthy and active streets: Evidence Statement, TfWM  
<https://www.tfwm.org.uk/media/3246/wm-healthy-and-active-street-evidence-statement.pdf>

<sup>14</sup> West Midlands Cycling Charter, TfWM  
<https://www.tfwm.org.uk/media/38955/cycling-charter.pdf>

According to the Charter, and as part of an integrated transport system, cycling can:

- improve the environment by helping to reduce carbon emissions, air pollution and noise.
- offer an affordable, convenient, and low-cost travel option to access jobs, education, and leisure opportunities, particularly for people without access to cars.
- increase people's physical activity levels, tackle health inequalities and improve both the physical and mental health of West Midlands residents.

The Curzon Station Enhanced Public Realm proposals will help TfWM achieve its vision associated with cycling in the West Midlands Metropolitan area, as outlined in the West Midlands Cycling Charter, by creating an environment surrounding the Curzon Station that is more conducive to cycling which will encourage more people to travel to and from the station by bike.

***Covid-19 Transport Action Plan, TfWM, (2020)<sup>15</sup>***

In October 2020, TfWM released its Covid-19 Transport Action Plan which set out how TfWM planned to approach transition out of Covid-19 for transport within the WMCA area. Although much of the plan is focussed on short-term actions, the regeneration around the Curzon Street and Digbeth areas of Birmingham that will be stimulated by the arrival of HS2 at Curzon Station is mentioned as a key opportunity that will help drive the recovery of Birmingham and the wider region in the long-term. The Curzon Station Enhanced Public Realm scheme supports the achievement of this opportunity as it will encourage the further regeneration of these areas by creating a more attractive environment and better connections which will entice more and better quality commercial and residential development to invest in the areas surrounding areas.

In addition, the importance of capitalising on the increased use of active travel modes that was observed during the initial national lockdowns associated with the COVID-19 pandemic in the long-term is highlighted throughout TfWM's Covid-19 Transport Action Plan. The plan pledges to support investment in active mode travel infrastructure throughout the region. The Curzon Station Enhanced Public Realm scheme will create an environment surrounding the Curzon Station that is more conducive to walking and cycling which will encourage users to travel to and from the station using active travel modes and is thus in line with TfWM's aspirations for promoting active mode travel usage that are set out in their Covid-19 Transport Action Plan.

***West Midlands Local Industrial Strategy, HM Government, (2019)<sup>16</sup>***

The West Midlands Local Industrial Strategy sets out the Government's intended path to increasing productivity and earning power across the country in the West Midlands region. The potential transformative effects of High Speed 2 and Curzon Station on strengthening the economies and communities of the region are highlighted throughout the Strategy with the Strategy pledging the Government's support of initiatives which seek to maximise these transformative effects. The Curzon Station Enhanced Public Realm scheme will help drive the transformative redevelopment of the areas surrounding Curzon Station (particularly Eastside and Digbeth) through the establishment of connections with the station and the creation of a more aesthetically pleasing environment which will encourage economic activity and investment.

<sup>15</sup> Covid-19 Transport Action Plan, TfWM, (2020)

<https://www.tfwm.org.uk/media/nk2nv3ax/wm-covid-response-action-plan.pdf>

<sup>16</sup> West Midlands Local Industrial Strategy, HM Government, (2019)

<https://www.wmca.org.uk/media/3094/west-midlands-local-industrial-strategy-single-page.pdf>



Another key part of the Government's West Midlands Local Industrial Strategy is to ensure that all communities of the West Midlands are connected to and can access High Speed 2 through the development of an integrated, clean, multi modal transport system. The Curzon Station Enhanced Public Realm scheme supports this aspiration as it will help better integrate the surrounding local and regional public transport network by better incorporating the bus, Sprint and metro stops into the station fabric enabling a smoother transition between the modes.

***Recharge the West Midlands, TfWM, (2020)<sup>17</sup>***

The Recharge the West Midlands document sets out the key immediate funding asks of the Government from the West Midlands, which total £3.2bn of investment over the next three years, for schemes and initiatives which will improve the economic prosperity of the West Midlands. The document asks for £70m to regenerate the wider Curzon Street and Digbeth area, through the Martineau Galleries development and £61m to develop the creative and cultural hub which it estimates would bring forward the creation of 30,000 jobs and 4,300 new homes. The Curzon Station Enhanced Public Realm scheme will support this regeneration of the wider Curzon Street and Digbeth area helping to attract further investment into the area.

**Local strategic context**

***Birmingham Transport Plan 2031, BCC, (2021)<sup>18</sup>***

The Birmingham Transport Plan sets out what the city needs to do to directly meet future transport demand. The vision for the Transport Plan is:

*"The vision for Birmingham's transport is to have a sustainable, green, inclusive, go-anywhere network. Safe and healthy environments will make walking, cycling and active travel the first choice for people making short journeys. A fully integrated, high quality public transport system will be the go-to choice for longer trips. A smart, innovative, carbon neutral and low emission network will support sustainable and inclusive economic success, tackle the climate emergency, and promote the health and well-being of Birmingham's citizens".*

The vision will be secured through the following four set of principles:

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

The Curzon Station Enhanced Public Realm proposals align with the "Transforming the city centre" principle as they will encourage the use of public and active transport modes when accessing and egressing Curzon Station, as opposed to vehicle use, by creating pedestrian and cycle friendly spaces outside the station which are integrated with the public transport network.

<sup>17</sup> Recharge the West Midlands, TfWM, (2020)

<https://www.wmca.org.uk/media/3975/west-midlands-economic-recovery-our-ask-and-offer-hd-spreads.pdf>

<sup>18</sup> Draft Birmingham Transport Plan, Birmingham City Council. (2020).

[https://www.birmingham.gov.uk/downloads/file/14861/birmingham\\_transport\\_strategy](https://www.birmingham.gov.uk/downloads/file/14861/birmingham_transport_strategy)

The plan also highlights that a complementary package of connectivity improvements to HS2 will be needed to ensure that the benefits of HS2 are spread wide driving further economic growth and generating more employment opportunities. The Curzon Station Enhanced Public Realm proposals form part of this package of complementary HS2 connectivity proposals.

***Birmingham Development Plan 2031 (2017)<sup>19</sup>***

The Birmingham Development Plan (BDP) 2031 was adopted by Birmingham City Council on 10<sup>th</sup> January 2017. This document sets out a spatial vision and strategy for the sustainable growth of Birmingham for the period 2011 to 2031 and guides decisions on planning, development, and regeneration. It outlines the framework in which Birmingham will achieve its ambition to be renowned as an enterprising, innovative, and green city. Eastside and Digbeth are both identified as strategic locations for growth and regeneration within the plan highlighting how the Curzon Station forms an important part of the wider development of the City Centre, which is identified under Policy GA 1.2 (Growth and Wider Areas of Change).

The BDP sets out a diverse set of policies to help guide new development. Those policies which the Curzon Station Enhanced Public Realm project will help to deliver upon are outlined below.

- Policy PG1: Overall levels of growth - The project will help to improve connectivity and mobility which will support and attract new investment opportunities within the city centre, Digbeth, Eastside area, helping to contribute to wider growth aspirations.
- Policy PG3: Place making – The project will create a more pleasant and aesthetically pleasing environment surrounding the Curzon Station that is more conducive to walking whilst also incorporating more greenery creating a better sense of place.
- Policy GA1.2 – Growth and Wider Areas of Change - Eastside – The project will better integrate Curzon Station with its surrounding environment creating a world class arrival experience with enhanced multi-modal connectivity to surrounding areas including Digbeth and the City Core.
- Policy GA1.3 The Quarters – Eastside - The project will help to build upon the positive impact resulting from HS2 by creating an attractive and well-connected pedestrian environment, allowing for greater footfall in the areas surrounding Curzon Station and potential growth and investment.
- Policy GA1.4 – Connectivity – The project will improve accessibility and connectivity between HS2 and Birmingham City Centre enhancing the integration of public transport within the city. The project will also enhance the integration of public transport with Curzon Station.
- Policy TP1: Reducing the City's carbon footprint - The Curzon Station Enhanced Public Realm project will contribute towards the increased provision of a sustainable multi-modal transport network in the city which will contribute towards reducing car dependency and carbon emissions within the city helping drive the economic performance of the city.
- Policy TP19: Core employment areas - The project will contribute towards the physical and economic regeneration of Digbeth and Eastside by improving connectivity with HS2 and the city centre which will encourage private investment and growth.
- Policy TP21: The network and hierarchy of centres - The project will improve connectivity between Digbeth, Eastside, HS2 and the wider city centre helping establish these areas as a preferred location for retail, office and leisure developments as set out within the policy, by attracting and encouraging greater footfall and passing trade.

<sup>19</sup> Birmingham Development Plan, Birmingham City Council. (2017).

[https://www.birmingham.gov.uk/downloads/file/5433/adopted\\_birmingham\\_development\\_plan\\_2031](https://www.birmingham.gov.uk/downloads/file/5433/adopted_birmingham_development_plan_2031)



- Policy TP38: A sustainable transport network – The project will contribute to the development of a sustainable, high quality, integrated transport system in Birmingham by establishing a pedestrian and cycle friendly environment surrounding Curzon Station as well as better integrating Birmingham's and the wider West Midlands' public transport networks into the station.
- Policy TP39: Walking - The project will deliver a safe and pleasant walking environment surrounding the Curzon Station which will improve pedestrian safety and prioritise it as a primary method of travel when accessing the station over the private vehicle. The scheme proposals accommodate high desire lines linking Curzon Station to Birmingham City Centre, Eastside and Digbeth.
- Policy TP40: Cycling – The project will deliver a safe and pleasant cycling environment surrounding the Curzon Station which will improve pedestrian safety and prioritise it as a primary method of travel when accessing the station over the private vehicle. The scheme proposals include additional cycle parking facilities at Paternoster Place.
- Policy TP41: Public Transport - The project will better integrate local and regional public transport modes into Curzon Station by extending the station's urban realm up to the kerb line of the future bus-way incorporating connections to the new bus and Sprint stops north of Curzon Promenade, which are proposed by TfWM, as well as the proposed Midland Metro BEE route.

The plan supports the development of a sustainable, high quality, integrated transport system with particular reference to opportunities to maximise benefits from HS2 and Midland Metro BEE.

### ***Big City Plan, BCC, (2011)<sup>20</sup>***

The Big City Plan (BCP) sits alongside the BDP as a non-statutory document that sets out a vision and framework for how Birmingham City Centre will be transformed, reflecting the key proposals in the BDP. The Big City Plan sets out the vision for the future transformation of the City Centre over a 20-year period to 2031. It identifies the opportunities available in the City Centre and the actions that would need to be taken to deliver long-term economic growth and secure a competitive and successful centre for the future. As one of the five "areas of transformation", the Eastside area aims to expand the City Core eastwards, with the new HS2 rail terminus identified as providing a significant catalyst for growth. The BCP highlights Eastside as an opportunity for mixed use development "...including office, residential, learning and leisure space" as well as building upon the arrival of HS2 to act as a significant catalyst for regeneration. The Curzon Station Enhanced Public Realm proposals will improve connectivity between Eastside, Curzon Station and the city centre which will help drive regeneration in Eastside supporting the BCP's aspirations for the Eastside area.

The BCP highlights how BCC has set itself an ambitious target for a "...60% reduction in the city's carbon dioxide emissions by 2026" through "...improving public transport, promoting a network of pedestrian and cycle routes". In addition, the BCP recognises the importance of good quality connections in relation to the city's economic performance including those for pedestrians within and beyond the city centre. One of the objectives is for a connected city that "*is safe and convenient for pedestrians and cyclists to move around and has an effective and attractive public transport system with an efficient highway network.*" The Curzon Station Enhanced Public Realm proposals will help BCC to deliver upon these aspirations as they will create an environment surrounding the Curzon Station that is more conducive to walking and cycling as well as being better integrating the Curzon Station with the wider local and regional transport system. In this sense, the Curzon Station Enhanced Public Realm project will contribute towards the increased provision of a sustainable multi-modal transport network which works towards reducing car dependency and carbon emissions within the city helping drive the economic performance of the city.

<sup>20</sup> Birmingham Big City Plan, Birmingham City Council. (2011).

[https://www.birmingham.gov.uk/downloads/download/214/big\\_city\\_plan](https://www.birmingham.gov.uk/downloads/download/214/big_city_plan)

**Birmingham Curzon HS2 Masterplan, BCC (2015)<sup>21</sup>**

The Birmingham Curzon HS2 Masterplan (2015) provides the framework and principles to guide development, regeneration, and connectivity of HS2 in the Curzon area to ensure that Birmingham can capitalise on the arrival of HS2 and fully realise its transformational impact such as the area surrounding the Curzon Station becoming one of the best connected and most productive business locations in the country.

The Masterplan identifies that the arrival of HS2 at Birmingham Curzon station provides the opportunity to unlock and accelerate regeneration at six development sites surrounding the new station. Labelled as 'Places for Growth', these six sites are:

- 'Arrival' – the quarter incorporating the new HS2 station and certain 'Big Moves' which integrates fully and opens connections to surrounding areas;
- 'Retail' – the quarter that links the new station with the traditional retail core of the city centre by creating a retail frontage to a new Station Square through a redesigned Moor Street Queensway through to the transformed retail High Street;
- 'Visit' – the quarter that links 'Arrival' with 'Learning & Research' and builds on and enhances the existing visitor destinations of Millennium Point and Eastside City Park;
- 'Creative' – the largest of the quarters and including much of Digbeth, it provides the opportunity to enhance the existing creative industries sector and the growing number of companies involved in digital technologies, design, TV production, and arts, and to create new mixed development and a new canal-side residential neighbourhood;
- 'Business' – this quarter is intended to open up new opportunities to extend the traditional office core from the Colmore Business District with new developments such as Martineau Square and Exchange Square aligned with the extension of the Metro line; and
- 'Learning & Research' – this quarter will further develop the R&D business and educational focus around the Birmingham Science Park Aston and the Birmingham Metropolitan University campus, with opportunities to deliver a major mixed-use commercial, leisure, and residential development at the Eastside Locks site.

The Curzon Station Enhanced Public Real project forms part of the 'Arrival' 'Places for Growth' area whilst also enhancing connections to the 'Retail', 'Visit', 'Business' and 'Creative' 'Places for Growth' areas.

For HS2 to succeed in delivering growth in the Curzon Masterplan area, the Masterplan identifies the 5 Big Moves needed as part of the delivery of the station to transform Birmingham, reinforcing and extending the City as a destination and creating a wider economic impact. These 5 Big Moves are:

- 1. World class arrival – *"...with an exemplary passenger experience and full integration with its surroundings, establishing a strong sense of place both inside and outside the station."*
- 2. Midland Metro extension – *"An integrated Metro stop at New Canal Street will provide HS2 travellers with fast and efficient connections to the wider City Centre, with additional stops transforming connections and boosting the regeneration potential of Digbeth."*
- 3. Paternoster Place – *"A wide, landscaped plaza that will transform pedestrian connections into Digbeth and create gateway development opportunities."*

<sup>21</sup> Birmingham Curzon HS2 Masterplan, BCC (2015)

[https://www.birmingham.gov.uk/downloads/download/155/birmingham\\_curzon\\_hs2\\_masterplan\\_for\\_growth](https://www.birmingham.gov.uk/downloads/download/155/birmingham_curzon_hs2_masterplan_for_growth)

- 4. Station Square and Moor Street – “A new high quality pedestrian destination fronting Birmingham Curzon...”
- 5. Curzon Promenade and Curzon Square – “An extension of Eastside City Park, the Promenade will set Birmingham Curzon station in a landscaped, green setting with cafes, shops and restaurants creating a vibrant edge to the station and the park. Curzon Square will be an extension of the park’s event space providing a high quality setting for the Grade I listed former Curzon Street Station and the Woodman public house (Grade II listed).”

The Curzon Station Enhanced Public Realm will help deliver two of the five ‘Big Moves’ (3 and 5) needed as part of the delivery of the station to transform Birmingham, whilst also complementing the other three ‘Big Moves’. This will reinforce and expand the City as a destination and creating a wider economic impact which is a key aim of the Birmingham Curzon HS2 Masterplan.

#### ***Route to Zero Taskforce, BCC, (2019)<sup>22</sup>***

The Route to Zero (R20) Taskforce was created in autumn 2019 and brings together Members and officers from the council and representatives from the West Midlands Combined Authority, the NHS, higher education, the business community, faith communities, young climate strikers, climate campaigners, and other key partners and stakeholders. Between January and February 2020 the council ran an online survey to understand the barriers the people of Birmingham face in helping to tackle the climate change, and to seek people's views and ideas for how different people can take action. The vision for the enhanced public realm around Curzon Station has been developed to contribute to the Birmingham’s environmental and route to zero agendas with a series of positive upgrades being made to the public realm environment surrounding Curzon Station which will influence the way people move through and travel to and from the station and to create an attractive, environment, helping to reduce carbon emissions and limit the climate crisis. For instance, the Curzon Station Enhanced Public Realm scheme includes the introduction of an enlarged rain garden swale to the eastern end of Curzon Promenade, a series of planted wet/dry rain garden spaces at Curzon Square, and additional tree planting in an area that is to be retained as open lawn in the Base Scheme. All of these will help contribute towards BCC achieving its target for Birmingham to become carbon neutral by 2030.

#### ***Brum Breathes: A city wide approach to tackling air pollution, BCC, (2019)<sup>23</sup>***

In January 2019, BCC released their Clean Air Strategy under the “Brum Breathes air quality programme” which is the overarching Council programme that directs air quality interventions that aim to deliver health improvements to citizens, workers, and visitors to Birmingham, all within the context of sustainable growth. The Clean Air Strategy affords the Council the opportunity to go beyond their legal duties to deliver and/or support and/or enable interventions which contribute towards better air quality based on current priorities and relevance to local communities.

The strategy recognises the key role that transport plays in contributing towards poor air quality and accordingly sets out priorities for improving air quality around improving the wider transport network by investing in public transport as well as increasing the range of cleaner and environmentally/health-friendly journey options available to travellers (e.g. cycling networks, walking schemes) with the aim of reducing the number of so-called “dirty journeys” (e.g. journeys made using polluting vehicles). BCC

<sup>22</sup> Route to Zero Taskforce, BCC, (2019)

<https://www.birmingham.gov.uk/downloads/file/18618/route-to-zero-action-plan-call-to-action>

<sup>23</sup> Brum Breathes: A city wide approach to tackling air pollution, BCC (2019)

[https://www.birminghambeheard.org.uk/economy/clean-air-strategy-consultation/supporting\\_documents/62.10\\_BrumBreathes2019\\_V3.pdf](https://www.birminghambeheard.org.uk/economy/clean-air-strategy-consultation/supporting_documents/62.10_BrumBreathes2019_V3.pdf)

make a number of pledges in the strategy with Pledge 2 being to “continue to deliver a world class transport system, which prioritises public transport, cycling and walking” outlining their commitment to creating a cleaner, greener, go-anywhere, integrated transport system that puts people first and delivers better connections. The Curzon Station Enhanced Public Realm scheme will help BCC achieve this pledge as it will really enhance the integration of HS2 with the wider Birmingham public transport network and establish connections to surrounding areas improving the attractiveness of public transport and active modes of travel.

#### ***Our Future City Plan, BCC, (2021)<sup>24</sup>***

Our Future City Plan (OFCP) outlines BCC’s template for major change in terms of delivering development and the supporting infrastructure in the central Birmingham area. Using the climate emergency as impetus, it sets a new direction where there is an aim for a zero-carbon approach to development.

The vision set out in the OFCP has strong impetus on the role in which development in the Birmingham area has in placemaking and how it should contribute towards an attractive, distinct, and green environment that is well connected with the wider public and active travel transport network. Implementing the Curzon Station Enhanced Public Realm will help achieve this vision as it entails the upgrade and the introduction of additional public realm containing green spaces and improved facilities for pedestrians and cyclists which will not only create an attractive environment surrounding Curzon Station but will also drive the improvement environment further afield.

Improving access to public transport in the central Birmingham area is a key theme which permeates throughout the OFCP with the plan noting that this is key to reducing the current car dominance and associated infrastructure in the area. The Curzon Station Enhanced Public Realm scheme supports this vision as it will better integrate the wider Birmingham public transport network within the Curzon Station and improve pedestrian and cyclist facilities which will make these a more attractive option to choose when travelling.

#### **1.2.4 Links to other projects**

*Does the project link with other GBSLEP, other LEP, WMCA or Local Authority supported projects? If so, how?*

The Curzon Station Enhanced Public Realm project sits within an emerging context which includes:

1. Martineau Galleries
2. Moor Street Station Regeneration
3. Beorma Quarter
4. Birmingham Smithfield
5. Midland Metro BEE
6. Sprint
7. Digbeth Estate
8. Digbeth High Street Public Realm
9. Curzon Street Metro Stop
10. HS2 Curzon Station base public realm scheme

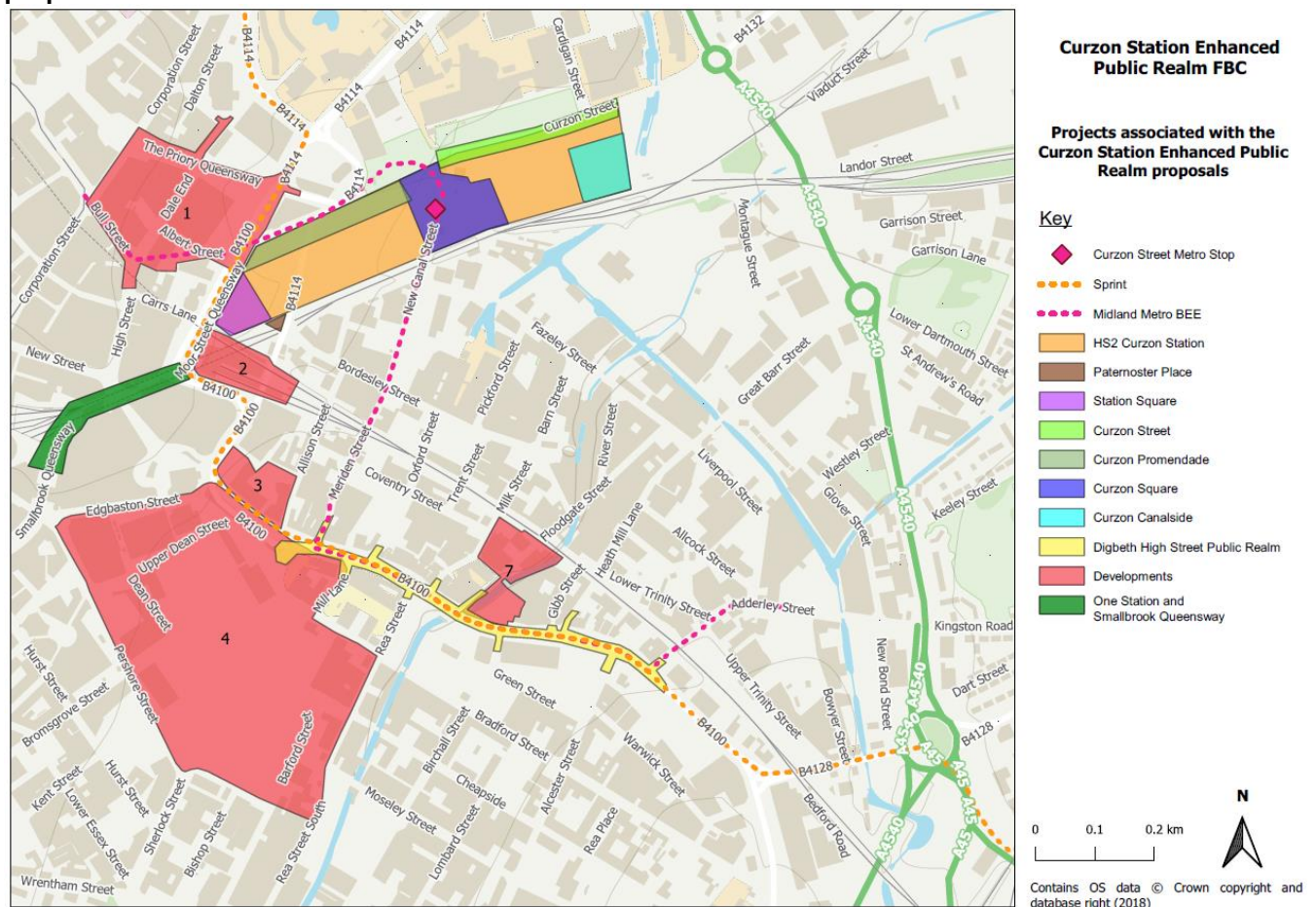
<sup>24</sup> Our Future City Plan, BCC, (2021)

<https://www.birmingham.gov.uk/downloads/file/18589/our-future-city-plan-2021-screen-version>



**Figure 10** shows the indicative locations of the above projects associated with the Curzon Station Enhanced Public Realm proposals with **Table 3** describing them in further detail and outlining how they are linked with the Curzon Station Enhanced Public Realm proposals.

**Figure 10: Indicative locations of projects associated with Curzon Station Enhanced Public Realm proposals**



**Table 3: Projects associated with the Curzon Station Enhanced Public Realm proposals**

Organisation	Map Ref	Project	Description	Link
BCC	1	Martineau Galleries	The proposed redevelopment of Martineau Galleries will include the demolition of all buildings and structures within the existing site to accommodate a mixed-use development of up to 255,000 sq. m of floorspace, including commercial, residential, retail, leisure and food beverages uses.	The Curzon Station Enhanced Public Realm proposals on Curzon Promenade will improve connectivity between Martineau Galleries and Curzon Station as Martineau Galleries is located adjacent Curzon Promenade which should improve footfall between Curzon Station and Martineau Galleries.
West Midlands Rail Executive	2	Moor Street Station Regeneration	The Moor Street Station Regeneration project refers to a radical yet respectful	The Curzon Station Enhanced Public Realm proposals will improve

			transformation of Birmingham Moor Street Station. The project includes options to more than double the size of the concourse from 910m2 to 2000m2; the introduction of two new platforms; an iconic new transfer deck with access to every platform and links to a new footbridge taking passengers directly to HS2 services from Curzon Street; options to improve pedestrian access between Moor Street and New Street; and a second entrance to the south of the station on Moor Street along with associated public realm improvements.	connectivity between Curzon Station and Moor Street Station helping realise the "One Station" vision which aims to enable a seamless transition for passengers between New Street, Moor Street and Curzon stations.	
BCC	3	Beorma Quarter	Beorma Quarter is a proposed mixed use development comprising demolition and retention of some buildings and facades on Digbeth High Street and the construction of 3 new blocks including a 30 storey tower to provide retail, business space, residential apartments, and live-work units.	The Curzon Station Enhanced Public Realm proposals at Paternoster Place will enhance connectivity between Curzon Station and the wider Digbeth area helping to facilitate the development of the Beorma Quarter and accommodating the increased footfall it will bring.	
BCC	4	Birmingham Smithfield	The Birmingham Smithfield development represents one of the largest city centre development sites in the country with more than £500m of investment. The improvements to the public realm and connectivity will provide direct walking links to the development and is compatible with the possibility of future Metro extensions to the development.	The Curzon Station Enhanced Public Realm proposals at Paternoster Place will enhance connectivity between Curzon Station and the wider Digbeth area helping to facilitate the development of the Birmingham Smithfield and accommodating the increased footfall it will bring. In addition, there is potential for future Metro extensions to be routed through the Birmingham Smithfield development meaning the Curzon Station	

				Enhanced Public Realm proposals on Curzon Promenade could further facilitate the development of the Birmingham Smithfield and further accommodate the associated increased footfall by providing better connectivity between Midland Metro and HS2.
WMCA	5	Midland Metro BEE	The Birmingham Eastside Metro extension to Digbeth will serve the HS2 Curzon Station, separating from the existing West Midlands Metro line at Bull Street. The route is planned to consist of 1.7km of twin track running from Bull Street to a new terminus at High Street Deritend. The scheme includes four additional West Midlands Metro stops serving the east of Birmingham City Centre. The extension will service the Eastside regeneration area offering connections with New Street, Moor Street and Snow Hill Railway Stations, in addition to the new HS2 station. The scheme also includes a new bus interchange adjacent to Clayton Hotel Birmingham to provide an efficient bus, Sprint, and coach interchange with HS2.	The Curzon Station Enhanced Public Realm proposals will better integrate the Midland Metro into Curzon Station providing better pedestrian connectivity between the Midland Metro and helping facilitate expected increase in footfall at the station that BEE will deliver.
WMCA	6	Sprint	Sprint is a bus priority corridor that will link Walsall to Solihull and Birmingham Airport via Birmingham City Centre, along the A34 and A45. Sprint will support the region's economic growth and expanding population, and will combat congestion by offering reliable,	The Curzon Station Enhanced Public Realm scheme will better integrate the Sprint stops outside of Curzon Station into the station environment by extending the station's urban realm up to the kerb line of the future bus-way incorporating connections to

			connected, and sustainable public transport.	the new bus and Sprint stops north of Curzon Promenade. This will help create a seamless interchange between the HS2 and public transport network.
Oval Real Estate	7	Digbeth Estate	Digbeth Estate refers to the plans for a £1bn transformation of the area around the iconic Custard Factory which include up to 2.2 million sq. ft of commercial space and 1,850 homes alongside shops, restaurants, cafes, and additional leisure facilities. The plans are expected to 16,000 jobs.	The Curzon Station Enhanced Public Realm proposals at Paternoster Place will enhance connectivity between Curzon Station and the wider Digbeth area helping to facilitate the development of the Digbeth Estate and accommodating the increased footfall it will bring. In addition, Midland Metro BEE will be routed along Digbeth High Street with a stop provided at the end of Floodgate Street meaning the Curzon Station Enhanced Public Realm proposals on Curzon Promenade could further facilitate the development of Digbeth Estate and further accommodate the associated increased footfall by providing better connectivity between Midland Metro and HS2.
BCC	8	Digbeth High Street Public Realm	The Digbeth High Street Public Realm project will deliver a world class urban realm in Digbeth through façade to façade reconstruction of Digbeth High Street. The project includes realigning the centrally aligned tramway to the southern side of Digbeth High Street; reducing the carriageway width on the northern side of Digbeth High Street; altering turning	The Curzon Station Enhanced Public Realm proposals at Paternoster Place will enhance connectivity between Curzon Station and the wider Digbeth area helping increase footfall in the Digbeth area and on Digbeth High Street; helping maximise the development opportunities that the Digbeth High Street Public Realm project will drive. In



			movements, including road closures and banned turns and changes to the direction of flow of traffic onto and off Digbeth High Street; and the creation of a high-quality, easily accessibly multi-modal interchange closer to Digbeth Coach Station.	addition, the improved pedestrian access to the Midland Metro at Curzon Station, that the Curzon Station Enhanced Public Realm proposals will contribute to, will further improve connectivity between HS2 and Digbeth increasing the footfall and driving development opportunities on Digbeth High Street.	
BCC	9	Curzon Street Metro Stop	The Curzon Street Metro Stop project alters the footprint of the HS2 Curzon Street station, changes the alignment of the Midland Metro BEE that will route through station and will provide a large public square underneath the HS2 station viaduct.	The Curzon Station Enhanced Public Realm proposals will improve the public realm environment surrounding the Curzon Street Metro Stop further improving pedestrian connectivity between the Midland Metro and HS2.	
HS2	10	HS2 Curzon Station base public realm scheme	<p>As part of its commitments under the HS2 Act, HS2 are obligated to provide a station and urban realm design that is fully operational and that coherently ties into the existing city infrastructure. HS2 have committed to deliver public realm environment at the following six areas surrounding Curzon Station:</p> <ul style="list-style-type: none"> <li>(i) Paternoster Place – area to the south east of the HS2 Station frontage and Station Square, including operational rail lines at a lower level and Park Street Bridge with links to Digbeth via Bordesley Street;</li> <li>(ii) Curzon Promenade – area to the northern side of the HS2 station which</li> </ul>	The Curzon Station Enhanced Public Realm proposals will enhance the HS2 Curzon Station base public realm scheme at Paternoster Place, Curzon Promenade and Curzon Square. The enhanced public realm proposals at Paternoster Place will increase pedestrian connectivity between Digbeth and Station Square and the enhanced public realm proposals at Curzon Square will improve connectivity between Eastside and HS2 by improving connectivity between Curzon Street and Curzon Square.	

			<p>will include bus and Sprint stops, along with Midland Metro,</p> <p>(iii) Curzon Square – area around the former Curzon Street Station, which is a Grade 1 listed Building to the rear of the HS2 station</p> <p>(iv) Curzon Street – area adjacent to the existing Eastside City Park, Millennium Point and Birmingham City University (BCU) campus;</p> <p>(v) Curzon Canalside – to the rear of the HS2 Station area close to Curzon Circus; and</p> <p>(vi) Station Square – the area outside the western entrance to the station linking to Moor Street station.</p>		
WMCA	11	One Station and Smallbrook Queensway	<p>The government has awarded the WMCA £1.05bn of City Region Sustainable Transport Settlement (CRSTS). CRSTS is a five-year capital settlement to enable the region to achieve its ambitions in terms of transport investment. The fund is overseen by DfT and aligns with the planned publication of a new West Midlands Local Transport Plan (LTP). Within the original investment prospectus to the government there was a request for funding for the 'One Station and Smallbrook Queensway' £25m project which comprises of £2m development and £23m delivery funding; comprising of a £20m request from</p>	<p>The Curzon Station Enhanced Public Realm proposals on Curzon Promenade will improve pedestrian connectivity between Curzon Station and Moor Street Station thus contributing towards the aim of the One Station and Smallbrook Queensway project. Enhancing the public realm surrounding Curzon Station will complement the One Station and Smallbrook Queensway by creating a better pedestrian environment.</p>	

			CRSTS and £5m request from the EZ. The 'One Station and Smallbrook Queensway' is listed as an upgrade of strategic walking routes between Birmingham New Street, Birmingham Moor Street, Birmingham Curzon Street and Birmingham Snow Hill to enhance integration.	
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### 1.3 Project Benefits

#### 1.3.1 Logic model

*Provide a logic model for how the desired change will be achieved through the outcomes and impacts of the project. A separate appendix including the model can be referred to.*

Based upon the objectives of the scheme, a logic map has been prepared in support of this application and is presented in **Appendix S2**. The logic map outlines the objectives for the scheme and links inputs/outputs with the outcomes that can be derived from the scheme.

#### 1.3.2 Evidence of what works

*Confirm how the project draws on what has worked in the past or in other similar contexts.*

The effect of public realm interventions can be considerable and is reflected by significant and positive impacts on individuals, communities, local economies, and land values. Using Jan Gehl measurement of human experience of place, the Place Making: The Value of the Public Realm report (CBRE, 2017) demonstrates the value of public realm interventions in financial terms, through the impact on land value, rents, and capital values. The study identifies that public realm can generate an uplift in value by a "change of image", "creation of a destination", "versatility of public realm" and the stimulus a public realm intervention can have "as part of wider redevelopment project". The paper argues that public realm intervention "dramatically improves the economic competitiveness of an urban area". In particular, the research identifies that:

- successful placemaking initiatives can revitalise an area and act as a magnet for people wanting to both live and work in a place that offers an attractive employment, with consequent benefits for real estate values (through the impact of land value and rents and capital rents);
- by altering the public image of a location, public realm intervention has a proven impact on visitor numbers and attracting retailers by improving the overall attractiveness of an urban space. The impact of "a change of image" in the Place du Marche Saint Honore public realm development in Paris has led to non-residential land values within 100 metres of the development rising by 33% and by 7.3% within 500 metres of the development. Retail values also have the potential to increase considerably and have done so by 166% in the Place du Marche Saint Honore case study;
- the "change of image" in the Place du Marche Saint Honore area has increased residential rents by 53% in the last twelve years since the project's completion as the reimagining of the public space attracts "prosperous and dynamic new tenants";

- the successful creation of “a sense of destination” when designing a public realm space can incentivise further regeneration in the wider area, boosting visitor numbers and increasing the attractiveness of an area to residential and retail development activity;
- the improved human experience of an urban area can readily translate into appreciating real estate values. In response to the “increased liveability” of the development of the High Line public realm in New York has facilitated the development 15 new residential buildings and the addition of 2000 new units, which equates to a 50% housing stock increase, since its creation. Moreover, the median resale price for residential real estate surrounding the redevelopment increased to just shy of \$2.3 million, in comparison to the median sale price of the neighbourhood in general which is \$763,000;
- the increased residential value of developments can lead to wider commercial benefits. Asking rents of buildings in the immediate area surrounding the High Line in New York have risen by 51% comparable to asking rents one block away. The increase in rents has acted as a stimulus for further development activity. The demand which is driving rents higher is also prompting further development activity, in the form of an extensive 12-storey office building and the expansion of the Chelsea Market complex;
- public realm interventions, as part of wider redevelopment, can be a focal point of the visiting public especially when the area offers a wide range of uses and activities. The retail rents in the Porta Nuova public realm area, which hosts Milan Fashion Week, open-air concerts and other large-scale entertainment events, have increased by 27% from 2004 to 2009, while the wider area has seen no rental growth; and
- growth in retail rent prices in the immediate area of public realms can be more resilient than the average growth in wider area/city. The development of Liverpool One into a mixed-use commercial and residential space has increased retail rents by 17.5%, compared with a decline of 7.4% in the city overall since 2008.

Public green spaces are a common and popular form of the public realm which provide a wide range of amenities to residents alongside tangible financial gains in the form of increased land values. The Curzon Enhanced Public Realm project includes the creation of a rain garden within the Curzon Promenade and Square. In London, it is calculated that public parks have a gross asset value in excess of £91 billion, comprising the value of recreation in the capital, huge benefits to health and land value uplift, with all sizes of functional green space within 200 metres of property having a positive impact on land prices. Analysis by the Office of National Statistics estimates that the presence of a ‘small functional green space within 200 metres of a property is associated with a rise in property price of 0.5%’. The greater the size of the functional green space the greater the effect on property prices, for example, presence of very large functional green space is associated with a rise in property price of 1.4%.

In Port Sunlight, public realm intervention transformed unused land into a 30-hectare park and wetland. The creation of the park has had a considerable economic impact in the area, increasing visitor numbers to the site by 40,000 per year, generating £48,000 of revenue per year to the businesses that operate in the park and adding £7.8 million to the value of the community within 500 meters. Local property values have also increased by 5.4%, as residents enjoy access to the park for recreational purpose, shopping, and volunteering opportunities.

Formal green spaces such as public gardens, parks and wilderness park have a high expected amenity value for society. Moreover, the Fields in Trust (2018) report shows that the utility individuals derive from public green spaces is not uniform, with lower socio-economic groups and Black, Asian, Minority Ethnic (BAME) groups deriving significantly more wellbeing from accessible green spaces. The willingness to pay for local parks or green spaces for lower socio-economic groups, especially in

urban areas, is significantly higher than the national average at £4.32 per month while BAME groups valuing parks and green spaces more than double the UK average at £5.84 per month. The higher value ascribed to parks and green spaces by these group is also reflected in their likelihood to visit public green spaces more often.

More generally, research undertaken by the Royal Institute of Chartered Surveyors (RICS) which explored the impacts of placemaking, including public realm, on values found uplifts ranging from 5% to 56%. Research by Savills (2016) found that additional early spend on placemaking activities can cause sales values to rise by 20% and increase land values by up to 25%.

As well as improving the public realm environment surrounding Curzon Station, the Curzon Station Enhanced Public Realm proposals also help to better integrate the surrounding public transport network with Curzon Station. Multi-modal interchanges have been successfully integrated at major transport hubs to create a seamless experience for passengers as they move between public transport services and active modes. Best practice examples include those which feel safe and are accessible to all, create a sense of place and tackle social inclusion.

Guidance produced by Campaign for Better Transport outlines ways that high quality interchanges can influence the travel choices, facilitate easier access to networks and support new retail and housing development.

Transport for London's Interchange Best Practice outlines four key best practice themes which include:

- **Efficiency** – Efficient movement of people and modes will help create an effective multi-modal interchange. Clear permeability through the interchange with clearly defined movements between services will help make an efficient interchange.
- **Usability** – Accessible design of the interchange that meets the requirements set out in the Equality Act 2010 for all users will help passenger's perception of personal security making the area more usable. Good quality lighting and CCTV will remove the perception of a hostile environment and increase the usability of the interchange.
- **Understanding** – Integrated wayfinding and real-time information of different modes along with good permeability through the interchange will help passenger's experience and quality of journey.
- **Quality** – Urban realm plays an important role in place-making and perception of safety. Creation of a high-quality interchange environment and the feeling of a sense of place for passengers arriving at the interchange for the first time will leave a lasting perception and experience.

### 1.3.3 Equality impact

*Outline how the project would affect the social well-being of the relevant area and how it could be modified to further improve this. Attach a relevant assessment if conducted.*

As part of the HS2 Design Vision, it is a requirement that the design of Curzon Station is inclusive and user-led given due consideration to the protected characteristic groups; for everyone to benefit and enjoy and meeting the needs of the station's diverse audiences. The Curzon Station Enhanced Public Realm proposals have been developed so that an environment which assists a range of different types of users with accessing and egressing Curzon Station is created outside of the station.

For instance, the Curzon Station Enhanced Public Realm proposals improve and create pedestrian and cycle desire lines between Curzon Station, the areas surrounding the station and the public

transport stops located close to the station creating more direct spacious routes for people accessing and egressing the station. This will reduce the amount of obstructions and potential conflict points creating an inclusive environment surrounding the station helping those users who suffer from mobility and/or visual impairments access and egress the station more safely. The size of Paternoster Place is increased as part of the Curzon Station Enhanced Public Realm proposals which reduces potential conflict points in Paternoster Place, improves access to the lifts up to Station Square and also enables the inclusion of additional seating in Paternoster Place.

A coordinated approach to the street furniture strategy has been adopted when designing the Curzon Station Enhanced Public Realm proposals which locates furniture in areas that assist placemaking, wayfinding, inclusivity and form part of the security strategy secure line. The boundary edges to Curzon Promenade function as both seating elements, providing rest points for those users who are less mobile, and secure line features as part of an integrated security strategy for the station.

The Curzon Station Enhanced Public Realm proposals also improve the lighting of Curzon Promenade, Curzon Square and Paternoster Place. The improved lighting proposals include:

- Introducing tree lighting within the Curzon Square rain gardens;
- Linear lighting integrated into the additional furniture proposed; and
- Additional low-level feature lighting along the bus route footway and the secondary paths in the Curzon Promenade and Curzon Square.

This improved lighting will provide adequate and safe lighting levels outside the Curzon Station and will improve the legibility and line of sight through the station; particularly catering to those users who will use the station in the dark.

#### 1.3.4 Environmental impact

*Outline what impact the project will have on the environment. If an Environmental Impact Assessment has been undertaken, append it and summarise the proposed risks, issues and mitigation measures here. Describe the metrics and measures included in the design and operation in order to reduce carbon emissions or other environmental safeguards. Evaluate the potential positive impact on climate change/zero carbon targets on the short/ medium and long term benefits of the project*

An Environmental Impact Assessment has been undertaken for the proposal under the Hybrid Bill (Volume 2 CFA26). The majority of environmental impacts identified are associated with the construction of the HS2 rail line and station, and do not differ between the Hybrid Bill layout of Curzon Station and the proposed Curzon Station Enhanced Public Realm scheme layout.

However, differences between the Hybrid Bill scheme and the Curzon Station Enhanced Public Realm scheme which result in differing environmental impacts can be summarised as follows:

##### **Introduction of additional greenery:**

The Curzon Station Enhanced Public Realm proposals include an enlarged rain garden swale to the eastern end of Curzon Promenade and the introduction of a series of planted wet/dry rain garden spaces, seating areas, footpath connections and tree planting in an area that is to be retained as open lawn in the Hybrid Bill scheme. The additional greenery will create aesthetically pleasing, seasonal, sensory gardens that create important biodiversity and habitat connections through the site as well as contributing to the surface water management strategy and contributing to localised microclimates

providing shade and shelter. It will also contribute to localise carbon sequestration helping to improve air quality, decrease air pollution and mitigate climate change.

#### **Increased use of recycled materials:**

The increased size of Paternoster Place potentially allows for a greater area of reclaimed materials to be used in its construction thus reducing the amount of material waste associated with the construction of HS2.

### **1.3.5 Environmental indicators**

*Have appropriate environmental, quality control, monitoring indicators, processes and targets been identified as part of the projects?*

All works associated with HS2, and thus the Curzon Station Enhanced Public Realm project, will be undertaken in accordance with the High Speed Rail (London - West Midlands) Environmental Minimum Requirements Annex1: Code of Construction Practice and all construction methods will follow the High Speed Rail (London - West Midlands) Environmental Minimum Requirements Annex1: Code of Construction Practice. Compliance to these codes of practice will be monitored by HS2.

As further explained in **Section 5.3** of this FBC, the management and implementation of the Curzon Station Enhanced Public Realm project will be monitored by BCC, as funding applicant, in accordance with their governance procedures. It is recommended that BCC monitor the following environmental indicators with HS2 and the contracted builders of the project to ensure that a high quality of public realm is installed along with the desired building processes being followed:

- Volume of recycled materials used in the construction of the enhanced public realm;
- Sq. m. of SUDS rain gardens installed as part of the enhanced public realm;
- Number of trees installed as part of the enhanced public realm; and
- Number of raised planting beds installed as part of the enhanced public realm.

A landscape management and maintenance plan, including long term design objectives, management responsibilities, maintenance operations, and their timing and frequency for the enhanced public realm areas for the expected lifetime of the development is being developed by HS2. This should ensure that the greenery installed as part of the enhanced public realm should be sufficiently maintained for the lifetime of the development. BCC should monitor whether or not the landscape management and maintenance plan is implemented in accordance with the approved details and thereafter maintained.

## **1.4 Constraints and Dependencies**

### **1.4.1 Constraints and barriers to change**

*Provide details of the external conditions and parameters (policy decisions, ethical and legal considerations, rules and regulations, timescales, spend limits) that constrain project delivery and mitigating strategies to minimise their impact.*

Project delivery is dependent on the construction of the HS2 Curzon Street station proceeding with adequate funding. HS2 Ltd is funded to deliver the scheme as set out in the HS2 Hybrid Bill. Funding to cover the additional costs of this scheme is being sought through this business case submission.

Since the submission of the OBC, the enhanced public realm proposals have received planning permission subject to a number of conditions; a lot of which relate to receipt of the detailed designs of the scheme which have since been finalised by HS2 and the construction contractor. It is required that these conditions are met in order for the project to proceed.

In addition, details around agreements with Network Rail relating to works that will be undertaken on and around the Park Street Bridge as part of the Paternoster Place element of the Curzon Station Enhanced Public Realm scheme are being developed. Since the submission of the OBC, the project team have commenced and completed Form 001 of Network Rail's consents process (which provides an 'approval in principle' for the works) and a review and risk assessment of the Park Street Bridge has been undertaken by Aecom (on behalf of Network Rail). Regular working groups meetings with members of BCC, HS2, Network Rail and MDJV have also been scheduled.

There are no further barriers to the progression of the Curzon Station Enhanced Public Realm scheme once the planning conditions are met and funding agreements are in place.

#### 1.4.2 Dependencies

*Confirm how the project's success depends on factors outside its control, be that internal to the organisation, across implementing partners or in the external environment.*

There are several dependencies that are required to be completed for the scheme to be implemented and gain the proposed benefits:

- Continued delivery of HS2
- Meeting planning permission conditions
- Delivery Agreement with HS2 with appropriate risk allocation and change management
- Development and approval of FBC by the GBSLEP and BCC
- Development of the on-going maintenance strategy
- Ongoing engagement with Network Rail pertaining to the Park Street Bridge.

BCC, HS2 and Network Rail are continuing to work collaboratively on delivering the Curzon Station Enhanced Public Realm scheme.

#### 1.4.3 If there are specific constraints on the project's start / end dates, please state these below

	Date	Details
Project cannot start before	March 2022	Funding via GBSLEP grant to be confirmed and ratified by BCC



## 2. Economic Case

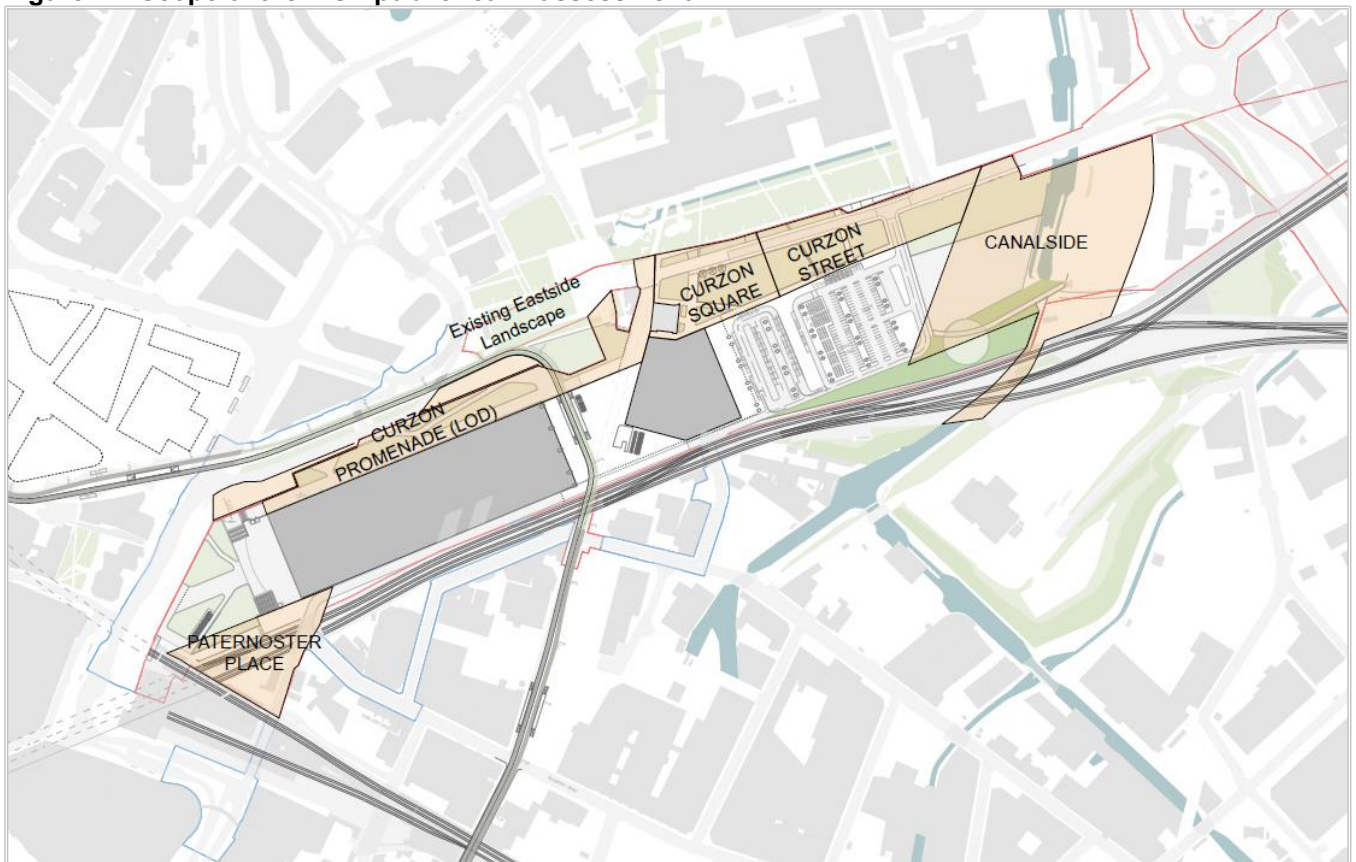
The economic case determines whether the scheme demonstrates value for money and assesses options considered to identify all their potential impacts – both beneficial and adverse – and summarises the resulting value for money. The level of appraisal included will be determined based on the project type. This Case considers impacts on the economy, environment and society using monetised information, qualitative and quantitative assessment. At SOBC it is expected that the Economic Case will be approximately 50% complete and 75% complete at OBC. The FBC will therefore revisit and update the Economic Case in relation to the shortlisted options and based on finalised scope and target costs of the preferred option to be delivered subject to approval of the business case.

### 2.1 Critical Success Factors

*Explain what criteria have been used for selecting the option that would achieve the project objectives. A sample list of critical success factors is included in **Appendix 1**; add more project-specific factors as required.*

A range of alternative design options for enhancing the landscape surrounding Curzon Station were developed by HS2 Limited's design consultant WSP. Potential public realm enhancement schemes were initially developed in five distinct locations surrounding Curzon Station, based on the requirements set out within the 'Birmingham Curzon Public Realm' design brief, which are shown in **Figure 11** below.

**Figure 11: Scope of the WSP public realm assessment**



A number of different options for each of the five locations were assessed against Critical Success Factors (CSFs) within the broad categories under **Appendix 1** which varied by which area the option was for. Within each CSF, option appraisal parameters were defined which included specific Appraisal Criteria

from which each public realm enhancement option could be assessed against. This criteria was specific to each of the five locations as covered in the **Appendix E1** attached to this FBC.

**Table 4** shows the option appraisal parameters within each CSF that were used to assess the enhanced public realm options.

**Table 4: Option appraisal parameters for each CSF**

Key Critical Success Factors	Option Appraisal Parameter
Strategic fit and meets business needs	<ul style="list-style-type: none"> <li>Strategic Goals and HS2 Programme Benefits</li> <li>Commitments</li> </ul>
Potential Value for Money	<ul style="list-style-type: none"> <li>Demand</li> <li>Environment</li> <li>Commercial Development</li> </ul>
Supplier capacity and capability	<i>Given the similar nature of the different enhanced public realm options for the different areas surrounding Curzon Station, it was unlikely that there would have been a material variance in the ability of potential suppliers to deliver the required services or that the required works for the different options would have altered potential suppliers' interest in the contract for the works. Therefore, the "Supplier capacity and capability" CSF was not considered as a criterion for the purpose of the appraisal.</i>
Potential affordability	<ul style="list-style-type: none"> <li>Costs</li> </ul>
Potential achievability	<ul style="list-style-type: none"> <li>Construction Feasibility</li> <li>Health and/or Safety</li> </ul>
Operational Feasibility*	<ul style="list-style-type: none"> <li>HS2 Operation Feasibility –Operations (Stations, Depots etc.)</li> <li>HS2 Operation Feasibility – Travelling Public</li> <li>Maintenance</li> </ul>

\*Additional CSF incorporated to assess the operation of the options

## 2.2 Options Appraisal – Longlist

### 2.2.1 Longlist of options

Use **Appendix 2** to list a wide range of possible ways (options) that have been considered for delivering project objectives (an alternative template can be used providing it satisfies this as minimum criteria). The longlist should reflect a range of solutions in terms of size, scope, location, costs, outputs and outcomes, and include the "do nothing / do minimum" and "do maximum" options. Describe each option's advantages and disadvantages in terms of project's critical success factors.

A longlist of options to enhance the public realm at the locations shown in **Figure 11** were developed and appraised against the 'Main Station Base Scheme' (i.e. the base public realm that is being delivered as part of the main Curzon Station works) which is the 'Reference Case'. Options CP1, CS1, CaS1 and PP1 all refer to 'Main Station Base Scheme'.

The longlist of options appraised include:

#### Curzon Promenade:

- CP2 – Ecology & Sculpture Park;
- CP3 – Active Terraced Garden; and
- CP4 – Sports, Fitness & Play.

#### Curzon Square & Curzon Street:

- CS2 – Formal Tree Grove;
- CS3 – Garden Square; and
- CS4 – Multi-functional Garden Square.

#### Canal Side:

- CaS2 – Option 1;
- CaS3 – Option 2; and
- CaS4 – Option 3.

#### Paternoster Place:

- PP2 – Stepped Terracing & Ramp;
- PP3 – Small Corner Chamfer;
- PP4 – Medium Corner Chamfer;
- PP5 – Large Corner Chamfer;
- PP6 – Large Corner Chamfer with Void;
- PP7 – Bridge Link with Steps;
- PP8 – Enhanced Bridge Link with Steps;
- PP9 – Comprehensive Redevelopment of Site;
- PP10 – Expanded Landscape to Bordesley Street and Park Street;
- PP11 – Further Expanded Landscape (Bordesley Street up to the junction with Alison Street); and
- PP12 – Further Expanded Landscape (B4114 Park Street under Moor Street viaduct).

**Appendix 2** provides further details of the different options listed above outlining the strengths, opportunities, weaknesses, and threats in terms of the CSFs.

### 2.2.2 Options shortlisting

*Describe the process and methodology of shortlisting the options, providing a clear justification for why the discarded options were ruled out. Include who was involved in this process and how the decision was endorsed.*

An initial shortlisting of the options was undertaken by HS2 Ltd and their consultants (WSP) in engagement with BCC. Each of the longlist options were assessed against the relevant CSFs detailed in **Section 2.1**. Each option was scored out of five and rated using a red, amber, and green (RAG) approach per relevant CSFs. Full details of the initial shortlisting exercise can be found in “SDSC2162 - Lot 4 Phase One Stations Design Services Contract Curzon Street BCC Funded Public Realm Optional Scope Single Option Selection SIFT Report” (2018) which is appended to this Business Case as

**Appendix E1.** A summary of the strengths, opportunities, weaknesses, and threats of each option in terms of the CSFs can also be found in **Appendix 2**.

The information in **Table 5** summarises the findings of the option sifting process with further details covered in **Appendix E1**.

**Table 5: Curzon Station Enhanced Public Realm Initial Shortlisted Options**

Area	Sift Outcomes
Curzon Promenade	Option CP2 - To be taken forward for further development.  CP2 was deemed to provide most intuitive pedestrian routing & access and provide a secure & flexible environment.
Curzon Square & Curzon Street	Option CS2 - To be taken forward for further development.  When viewed in isolation from the potential attenuation canal, which currently is not yet accepted Design Assurance Level 3 (DAL3) design, this would appear to be the preferred option, with the acknowledgement that if/when the attenuation canal becomes accepted DAL3 design, the area of Curzon Street will change to accommodate it as part of the base scheme.
Canal Side	Option CaS4 - To be taken forward for further development.  CaS4 provides most facilitates and connections to adjacent areas which appears to be the desired outcome, with the acknowledgement that items which we may choose to omit or simplify e.g. Victorian Bridge renovation can be omitted or simplified going forwards.
Paternoster Place	Option PP5 - To be taken forwards for further development.  Options PP3 & PP4 - To be taken forwards for further consideration  Whilst it is understood that PP5 may be the aspirational design for the bridge widening, going forwards it may be BCC's and the team's recommendation that the option be simplified to either the PP4 or PP3 variant, due to impact on existing NR infrastructure & the Taboo Cinema.

The initial shortlisted options detailed in **Table 5** were then further shortlisted using a process which built upon the sifting process undertaken by WSP in consultation with HS2, Birmingham City Council and other professional advisors. This entailed subjecting the shortlisted options to a strategic assessment involving a review and scoring assessment, based on the ability of each option to meet key assessment criteria; namely strategic fit, potential VfM, potential achievability, and potential affordability. Scores were applied ranging from very high (a maximum score of 5) to very low (a score of 0) which determined those that best met the key assessment criteria and that were subsequently short-listed for more detailed appraisal. The options which scored zero for any criterion or had an overall score of 8 or less were not short-listed, with the exception of the Business as Usual case.

**Table 6** sets out the results of the further shortlisting exercise.

**Table 6: Curzon Station Enhanced Public Realm Further Shortlisting Exercise**

	Strategic fit	Potential VfM	Potential Achievability	Potential Affordable	Short-listed
<b>Reference case</b>					

Business as Usual	Does not fit with the strategic vision and policy objectives	N/A	Would likely be deliverable/achievable	N/A	Yes (as reference case)
<b>Enhanced public realm components</b>					
Paternoster Place – small corner chamfer (Option PP3)	Enhances access to Digbeth in line with strategic objectives for the enhancement works, but impact lower than other Paternoster Place options.  <b>Score: 3</b>	Lower cost has potential to be offset by reduced impact arising from more limited linkage with Digbeth.  <b>Score: 2</b>	Likely to be achievable subject to securing agreement and rights from Network Rail. There are no other major impediments to delivery.  <b>Score 3</b>	Expected to be affordable within the wider budget envelope of the scheme, subject to the approval of LEP capital funding.  <b>Score: 4</b>	No.  <b>Overall score: 12</b>
Paternoster Place – medium corner chamfer (Option PP4)	Enhances access to Digbeth and directly facilitates the delivery of new commercial accommodation in accordance with the objectives of Birmingham City Council for the enhancement works.  <b>Score: 4</b>	Unlocks significant HS2 commercialisation opportunities, offsetting cost impact of overbridging rail line.  <b>Score: 4</b>	Likely to be achievable subject to securing agreement and rights from Network Rail. There are no other major impediments to delivery.  <b>Score 3</b>	Expected to be affordable within the wider budget envelope of the scheme, subject to the approval of LEP capital funding.  <b>Score: 4</b>	Yes  <b>Overall score: 15</b>
Paternoster Place – large corner chamfer (Option PP5)	Enhances access to Digbeth in accordance with the objectives of Birmingham City Council for the enhancement works.  <b>Score: 3</b>	Significant impact on development activity within Digbeth partly offset by cost increases.  <b>Score: 3</b>	Likely to be achievable subject to securing agreement and rights from Network Rail. There are no other major impediments to delivery  <b>Score 3</b>	Expected to be affordable within the wider budget envelope of the scheme, subject to the approval of LEP capital funding.  <b>Score: 4</b>	Yes.  <b>Overall score: 13</b>

Curzon Promenade (Option CP2)	Enhances the public realm to provide an improved arrival experience for passengers and creates an environment that facilitates the delivery of new commercial and residential development.  <b>Score: 4</b>	Potential for costs to be offset through enhancing connectivity and environment adjacent to strategic development schemes, notably Martineau Place.  <b>Score: 3</b>	Achievable as land within the ownership and control of Birmingham City Council.  <b>Score: 4</b>	Expected to be affordable within the wider budget envelope of the scheme, subject to the approval of LEP capital funding.  <b>Score: 4</b>	Yes.  <b>Overall score: 15</b>
Curzon Square (Option CP2)	Enhances the public realm to provide an improved arrival experience for passengers and creates an environment that facilitates the delivery of new commercial and residential development.  <b>Score: 4</b>	Important to link effectively with existing public realm provision, but direct benefits may not be sufficient to justify level of investment envisaged.  <b>Score: 2</b>	Achievable as land within the ownership and control of Birmingham City Council.  <b>Score: 4</b>	Expected to be affordable within the wider budget envelope of the scheme, subject to the approval of LEP capital funding.  <b>Score: 4</b>	Yes.  <b>Overall score: 14</b>
Curzon Street (Option CS2)	Enhances public realm but limited impact in terms of facilitating the delivery of new commercial and residential development.  <b>Score: 2</b>	Level of benefit achieved above baseline scheme potentially insufficient to justify level of investment.  <b>Score: 2</b>	Achievable as land within the ownership and control of Birmingham City Council.  <b>Score: 4</b>	Potentially affordable within the wider budget envelope of the scheme, subject to the approval of LEP capital funding.  <b>Score: 3</b>	No.  <b>Overall score: 11</b>
Canalside (Option CaS4)	Enhances public realm but limited impact in terms of facilitating the	Within current market conditions, the level of benefit is	Potentially achievable as designed subject to	Unlikely to be affordable within the wider budget	No  <b>Overall score: 8</b>

	delivery of new commercial and residential development.  <b>Score: 2</b>	unlikely to be sufficient to justify the considerable delivery cost.  <b>Score: 2</b>	ensuring environmental compliance and securing appropriate rights and ownerships.  <b>Score: 3</b>	envelope of the scheme, subject to the approval of LEP capital funding.  <b>Score: 1</b>	
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The options listed as being shortlisted in **Table 6** above were combined in different combinations to produce the following shortlisted options that were appraised in the Economic Case “*Birmingham Curzon – Enhanced Public Realm OBC*” which has been appended to this FBC as **Appendix E7**:

- **Option 1: Business as Usual (Do Nothing)** - under this option, only the HS2 baseline scheme would be delivered. While this would create a high quality environment, opportunities to maximise the strategic impact of the HS2 station would not be realised. In particular, it would fail to secure high quality links to strategically important development sites within Digbeth. In addition, the integration with existing public realm and key institutions to the north of the station would be of a lower quality.
- **Option 2: Curzon Promenade and Curzon Square** – this option includes works to extend the baseline public realm scheme beyond the HS2 land to enhance integration and linkages along the corridor to the north of the station. Under this option, no enhancement works would be progressed at Paternoster.
- **Option 3: Paternoster (medium corner chamfer), Curzon Promenade and Curzon Square** – in addition to the works proposed under Option 2, this option would support the creation of enhanced linkages to Digbeth. The delivery of a medium chamfer would further support HS2 commercialisation opportunities, with emerging proposals for a 40,000 sqm office scheme fronting onto Station Square.
- **Option 4: Paternoster (large corner chamfer), Curzon Promenade and Curzon Square** – this option would enhance linkages with the Digbeth area. However, the chamfer would not be expected to promote the HS2 commercialisation opportunity.

The options above were then appraised in order to identify a preferred scheme option.

## 2.3 Options Appraisal – Short list

### 2.3.1 Cost-benefit analysis

*Provide a cost-benefit analysis for each shortlisted option, ensuring that:*

- *both capital and operating costs are included;*
- *these costs cover the entire benefit realisation period;*
- *appropriate discounting techniques are applied; and*
- *optimism bias is shown in the calculation of both costs and benefits.*
- *How changes in the climate can impact on the cost and benefit (on the long term too) of each option?*

**Appendix 3** provides a template to detail the cost-benefit analysis (CBA) of shortlisted options. Alternative templates that satisfy this as minimum criteria can be used.

*The analysis must follow the standard appraisal practice for the type of intervention, such as DfT, DfE or MHCLG.*

## Approach

This section sets out the approach that was adopted when undertaking the CBA of the Curzon Station Enhanced Public Realm shortlisted scheme options which is summarised in Section 4.2 of the “*Birmingham Curzon – Enhanced Public Realm OBC*” which has been appended to this FBC as **Appendix E7**.

The Curzon Station Enhanced Public Realm project will comprise public sector support towards key works of public benefit involving augmented public realm improvements. The methodology for assessing the economic case of the project applied an approach that is consistent with the HM Treasury’s Green Book (April 2018) and MHCLG’s Appraisal Guide (December 2016) which sets out that projects should be appraised on the basis of a benefit cost ratio (BCR) reflecting the private benefit associated with the change in land use (land value uplift) and the external benefits (and costs) of the scheme, compared to the net public sector cost. **Table 7** sets out a summary from the MHCLG Appraisal Guide of the potential benefits and costs that inform the assessment of the BCR.

**Table 7: Description of the benefits and costs identified within the MHCLG Appraisal guide\***

	Consumer and business impacts	External impacts and public sector finance impacts
Present value benefits (numerator)	Private benefits e.g. land value uplift  [Private sector costs if not captured in land value]  Public sector grant or loan if not captured in land value  [Public sector loan repayments if not captured in land value]  Distributional benefits	External benefits  [External costs]
Present value cost (denominator)		Public sector grant and/or loan  [Other public sector loan repayments]  Other public sector costs  [Other public sector revenues]

\*The benefits and costs in brackets are negative values

In line with guidance, two BCRs for each shortlisted scheme were calculated:

- An ‘initial’ BCR which took into consideration all appraisal values where there is a strong underlying evidence base (i.e. land value uplift); and
- An ‘adjusted’ BCR which included additional evidence that is not currently widely-recognised but may reflect an appraiser’s own accredited experience (i.e. net additional jobs and GVA benefits).



As outlined in **Section 1.3.2** of this Business Case, numerous studies undertaken have shown that enhancing the public realm can have a wide range of beneficial economic impacts on surrounding residential and commercial property. Based on this evidence review of the impacts of public realm, it is anticipated that the provision of an improved public realm will influence surrounding new development activity in a variety of ways:

- **Vacancy rates** – there is evidence that the creation of an attractive environment can reduce levels of vacancy. While this is particularly evident within a retail setting, there is indirect evidence that the amenity and image benefits associated with proximity to high quality public realm can increase demand for other commercial accommodation resulting in reduced vacancy.
- **Values** – the evidence outlined in **Section 1.3.2** of this Business Case highlights examples from the UK and overseas where investment to deliver a comprehensive public realm solution has resulted in an increase in rental values. This applies to both residential and commercial premises and reflects the importance of location for the valuation of land and premises.
- **Intensity of development** – through enhancing values and reducing vacancy, public realm investment also has the capacity to increase the intensity of development. This is particularly relevant within a core city centre location such as Curzon.
- **Pace of development** – the creation of a high quality and cohesive public realm environment is expected to create the conditions to attract occupier and investor. Through bolstering demand, investment in public realm has the potential to mitigate risk and enable the developer to accelerate the commencement and rate of delivery. This is expected to be particularly relevant for complex, multi-phase schemes.
- **Type of activity** – through transforming the environment, public realm investment has the potential to generate development demand from alternative uses. This is particularly relevant within an edge of centre location, where investment in former industrial zones can catalyse demand for higher value uses including office, leisure and residential.

The economic appraisal of the Curzon Station Enhanced Public Realm shortlisted scheme options was based on the premise that enhancing the public realm around Curzon Station will influence surrounding new development activity in the above ways.

### Level of impacts

Consideration has been given to the level of impact associated with each of the variables identified above arising as a result of public realm enhancements around the Curzon Station. An evidence review of what impacts improvements to public realm can and have had (detailed in **Section 1.3.2** of this Business Case) found that public realm can have significant economic impacts with evidence from case studies suggesting that public realm improvements can increase non-residential land values by up to 33%; retail land values by 166%, residential rents by 53%; and generate up to a 50% increase in the quantum of residential development in the surrounding areas<sup>25</sup>.

Due to the scheme entailing enhancements to new public realm that would be built even if the enhancements weren't undertaken (rather than implementing completely new public realm in an old run-down environment), a more conservative approach regarding the scheme's effect on development has been adopted for the economic appraisal presented in this Business Case. This conservative approach has been adopted to reflect that the economic appraisal analysis presented in this Business Case focuses on the additional impact of the enhanced public realm project over and above the effects associated with the HS2 base scheme.

<sup>25</sup> Place Making: The Value of the Public Realm report (CBRE, 2017)

**Table 8** details the level of impact on forecast development which is attributable to the public realm enhancement works that has been assumed for this economic appraisal (covered in Section 4.5 of the “Birmingham Curzon – Enhanced Public Realm OBC” which has been appended to this FBC as **Appendix E7**).

**Table 8: Public realm enhancement impact**

	<b>EZ Sites which cover the area where the enhanced public realm works will be built</b>	<b>Other EZ sites</b>
Forecast Development Sites		
Vacancy rates	Reduce assumed vacancy rates by 5.0%	Reduce assumed vacancy rates by 2.5%
Values	Increase rents by 5.0%	Increase rents by 2.5%
Intensity of development	Increase density of development by 2.5% above baseline	Increase density of development by 2.5% above baseline
Pace of development	Accelerate delivery by 1 year over baseline	Accelerate delivery by 1 year over baseline
Type of use	No change assumed	No change assumed
Existing development premises		
Vacancy rates	No impact	No impact

It should be noted that public realm enhancement works would also be expected to result in positive economic impacts for existing premises but, as indicated within **Table 8**, the impact on existing development premises has not been assessed as part of this economic appraisal. As stated above, the assumptions used in the economic appraisal (detailed in **Table 8**) are considered to be conservative compared with those identified in previous studies (see **Section 1.3.2** of this FBC for further details of these previous studies as well as Section 3.4 of the “Birmingham Curzon – Enhanced Public Realm OBC” which has been appended to this FBC as **Appendix E7**). For example, in the case of the Place du Marche Saint Honore in Paris, retail values increased by 166% and residential values by 53% when a “change of image” was implemented through upgrading the public realm in the area. In addition, work undertaken by GVA (real estate advisory business) in December 2014 predicted that commercial rents in the Curzon area would grow by 20.3% due to public realm enhancements at Curzon Station, once more highlighting that the values used within this economic appraisal and contained within **Table 8** are conservative.

## Economic Benefits

The economic benefits of the shortlisted options have been assessed in line with the MHCLG Appraisal Guide, which identifies that the value to society of a given intervention can be separated into two elements:

- The private benefit associated with the change in land use; and
- The net external benefit of the resulting development.

The monetised benefits included in the CBA are related to the enhanced public realm scheme's impact on the following:

- Land value uplift (private benefit);
- Amenity benefit (external benefit); and
- Distributional impacts (external benefit).

### Land value uplift

In terms of the private economic benefit, land value uplift is MHCLG's recommended approach to valuing the benefit of development. Land value uplift estimates for the forecast developments surrounding Curzon

Station were calculated for each enhanced public realm option based on its forecast impact to new development activity.

The land value uplift (present value in constant 2019 prices) associated with each option is set out in **Table 9** which has been taken from Section 4.6 of the “Birmingham Curzon – Enhanced Public Realm OBC” (appended to this FBC as **Appendix E7**) and the associated Economic Appraisal model that formed the appendix to the OBC (appended to this FBC as **Appendix E8** - OBC Economic Model).

The assumptions feeding into the land value uplift calculations have been further detailed in **Section 2.3.2** of this FBC and in Section 4.5 of the “Birmingham Curzon – Enhanced Public Realm OBC” which has been appended to this FBC as **Appendix E7**.

**Table 9: Land value uplift (£m, 2019 prices, discounted)**

	Land value uplift
Option 2 - Curzon Promenade and Curzon Square	£6.30
Option 3 - Paternoster (medium corner chamfer), Curzon Promenade and Curzon Square	£26.37
Option 4 - Paternoster (large corner chamfer), Curzon Promenade and Curzon Square	£10.56

#### Amenity benefit

In addition to the private benefits, there are external impacts that are likely to be associated with the enhanced public realm. For example, the MHCLG Appraisal Guide identifies amenity cost/benefit values across different ‘greenspace’ land types, with £109,138 per hectare per annum for “Urban Core” projects (£120,809 in 2019 prices). The development of the Curzon Enhanced Public Realm Project will result in the reuse of up to 1 ha of brownfield land for high quality public realm under Options 3 and 4, with 0.8 ha enhanced under Option 2.

The estimated amenity benefit using the MHCLG Appraisal Guide value of each option is set out in **Table 10** which has been taken from Section 4.6 of the “Birmingham Curzon – Enhanced Public Realm OBC” (appended to this FBC as **Appendix E7**) and the associated Economic Appraisal model that formed the appendix to the OBC (appended to this FBC as **Appendix E8** - OBC Economic Model).

**Table 10: Amenity benefits (2019 prices, £m, discounted)**

	Amenity Benefits
Option 2 - Curzon Promenade and Curzon Square	£1.28
Option 3 - Paternoster (medium corner chamfer), Curzon Promenade and Curzon Square	£1.56
Option 4 - Paternoster (large corner chamfer), Curzon Promenade and Curzon Square	£1.56

#### Distributional impacts

The Curzon scheme is seeking to help rebalance activity from London and the South East to Birmingham and the West Midlands. As such it has a clear focus is on redistributing growth. Consequently, local authority level distributional weights were applied to the calculated benefits of the shortlisted options. The approach used to calculate these is that set out in the HM Treasury Green Book, based on equivalised disposable household income and welfare weights (the estimate of the marginal utility of income). A distributional weight of 1.4 was applied for Birmingham.

The distributional benefits associated with the shortlisted options are shown in **Table 11** which has been taken from Section 4.6 of the “Birmingham Curzon – Enhanced Public Realm OBC” (appended to this FBC as **Appendix E7**) and the associated Economic Appraisal model that formed the appendix to the OBC (appended to this FBC as **Appendix E8** - OBC Economic Model).

**Table 11: Distributional benefits (2019 prices, £m, discounted)**

	Distributional Benefits
Option 2 - Curzon Promenade and Curzon Square	£3.03
Option 3 - Paternoster (medium corner chamfer), Curzon Promenade and Curzon Square	£11.17
Option 4 - Paternoster (large corner chamfer), Curzon Promenade and Curzon Square	£4.85

## Project Costs

The public sector economic costs associated with the delivery of each of the Curzon Enhanced Public Realm shortlisted scheme options were estimated by the project team at OBC stage and shown in **Table 12** below.

**Table 12: Public sector costs of shortlisted options (£m)**

	Option 2		Option 3		Option 4	
Cost item	Total (2019 prices)	Present value (2019 prices)	Total (2019 prices)	Present value (2019 prices)	Total (2019 prices)	Present value (2019 prices)
Feasibility & design	£1.50	£1.36	£1.50	£1.47	£1.50	£1.36
Public realm works	£6.09	£4.96	£14.54	£11.83	£13.27	£10.80
Land/Rights	£0.00	£0.00	£1.00	£0.97	£1.00	£0.97
BCC management cost	£0.30	£0.28	£0.62	£0.54	£0.30	£0.28
Lifetime costs	£1.41	£0.93	£1.41	£0.93	£1.41	£0.93
Optimism bias	£3.89	£3.08	£8.04	£6.51	£7.37	£5.92
<b>Total</b>	<b>£13.19</b>	<b>£10.60</b>	<b>£27.10</b>	<b>£22.24</b>	<b>£24.84</b>	<b>£20.24</b>

Work undertaken in the OBC Economic Model (appended to this FBC as **Appendix E8**) has been used to collate **Table 2**. Please refer to tab “Report Tables” in **Appendix E8** for full details.

## Value for Money

**Table 13** brings together the costs and benefits of the short-listed intervention options and provides an overall indication of value for money in terms of the BCR and Net Present Social Value (NPSV). The Curzon enhanced public realm scheme proposed under Option 3 was calculated to achieve an adjusted BCR of 1.26:1 if distributional benefits are excluded, which represents acceptable value for money, and 1.76:1, which is acceptable/good value for money, if they are included. This has been covered in further detail in Section 4.7 of the “Birmingham Curzon – Enhanced Public Realm OBC” (appended to this FBC as **Appendix E7**).

**Table 13: Costs and benefits (discounted, £m)**

	<b>Option 2</b>	<b>Option 3</b>	<b>Option 4</b>
Present Value Costs (including OB)	£10.60	£22.24	£20.24
Present Value Benefits			
<i>Land value uplift</i>	£6.30	£26.37	£10.56
<i>Amenity benefit</i>	£1.28	£1.56	£1.56
<i>Distributional benefits</i>	£3.03	£11.17	£4.85
Total benefits	£10.61	£39.10	£16.96
Net Present Social Value (NPSV)	£0.01	£16.86	-£3.28
BCR (incl distributional impacts)	1.00	1.76	0.84
BCR (excl distributional impacts)	0.71	1.26	0.60

### Additional economic benefits

As well as land value uplift benefits, amenity benefits, and distributional impact benefits; enhancing the public realm surrounding Curzon Station is expected to have additional economic benefits such as creating additional Full Time Equivalent (FTE) jobs, increasing Gross Value Added (GVA), and generating additional business rates income. Although the value of these additional economic benefits have not been included in the BCR calculation (in line with guidance in the MHCLG Appraisal Guide), they have been calculated over a 30 year appraisal period to ensure that the scheme's full economic impact is properly understood.

The net additional economic benefits of the shortlisted options were also assessed – that is the extent to which activity takes place at all, on a larger scale, earlier or within a specific designated area or target group as a result of the intervention. In order to assess the additionality of the proposals, the following factors were considered:

- **leakage** – the proportion of outputs that benefit those outside of the target area;
- **displacement** – the proportion of the proposed development's outputs accounted for by reduced outputs elsewhere in the target area. Displacement may occur in both the factor and product markets;
- **multiplier effects** – further economic activity associated with additional local income and local supplier purchases; and
- **deadweight** – outputs which would have occurred without the proposed development.

The assumptions applied for each of the above factors are outlined in **Section 2.3.2** of this FBC.

Further details regarding the calculation of the shortlisted options' additional economic benefits is covered in Sections 4.5 and 4.6 of the "Birmingham Curzon – Enhanced Public Realm OBC" (appended to this FBC as **Appendix E7**) and the associated Economic Appraisal model that formed the appendix to the OBC (appended to this FBC as **Appendix E8 - OBC Economic Model**).

A detailed methodology and approach with all estimates are included within section 4.5.3 of the OBC

**Table 14** details the net additional economic benefits that were calculated for the shortlisted options.

**Table 14: Costs, benefits, and cost effectiveness of shortlisted options**

	<b>Option 2</b>	<b>Option 3</b>	<b>Option 4</b>
<b>Attributed total public sector economic costs (adjusted for optimism bias, £m)*</b>			
Discounted marginal public sector cost	£10.60	£22.24	£20.24
Benefits			

Net additional attributable jobs	182	1,923	298
Net additional attributable cumulative (5 years) GVA (£m)	£41.97	£407.10	£67.49
Net additional attributable housing units	21	35	35
<b>Cost effectiveness (attributed)</b>			
Cost per net additional job	£58,233	£11,568	£67,941
BCR (GVA: economic cost)	3.96	18.30	3.33
Cost per net additional housing unit	£493,932	£638,731	£581,366

\*The total public sector cost has been attributed between economic (jobs and GVA) and housing outcomes.

## Key Findings

The key results of the shortlist options appraisal is included in **Table 15** below.

**Table 15: Shortlist Options Appraisal Summary Table (£m)**

		Option 2	Option 3	Option 4
A	Present Value Benefits – based on Green Book principles and Green Book Supplementary and Departmental guidance	£7.58	£27.93	£12.12
B	Present Value Costs / (Surplus)	£10.60	£22.24	£20.24
C	Present Value of other quantified impacts	£3.03	£11.17	£4.85
D	Net Present Public Value A-B & [A-B+C]	-3.02 [0.01]	5.69 [16.86]	-8.13 [-3.28]
E	'Initial' Benefit-Cost Ratio [A/B]	0.71	1.26	0.60
F	'Adjusted' Benefit-Cost Ratio [A+C]/B]	1.00	1.76	0.84
G	Significant Non-monetised impacts	Active travel mode, Agglomeration, Wage premium, Amenity, Regeneration benefits, image benefits, community health and wellbeing, tourism benefits and labour supply. The benefits are expected to be greatest under Option 3, reflecting the scale of intervention and associated transformation achieved.		
H	Value for Money (VfM) Category	Poor/Acceptable	Acceptable/Acceptable	Poor
I	Switching Values and rationale for VfM category	Benefits: -0.1% Costs: 0.1%	Benefits: -43.1% Costs: 75.8%	N/A

The key findings of the shortlist option appraisal (shown **Table 15**) resulted in Option 3 being recommended as the preferred scheme option as it was forecasted to offer acceptable value for money on a BCR basis as it was found to compare favourably with traditional unit cost and GVA value for money benchmarks. In addition, it was also found to deliver substantial wider benefits. Full details of the shortlist option appraisal

can be found in the “Birmingham Curzon – Enhanced Public Realm OBC” (appended to this FBC as **Appendix E7**) and the associated Economic Appraisal model that formed the appendix to the OBC (appended to this FBC as **Appendix E8** - OBC Economic Model).

### 2.3.2 Assumptions

*Displacement: will the proposed intervention lead to a reduction in economic activity or duplication of skills provision elsewhere in Greater Birmingham? List and describe assumptions underpinning the above analysis, including the rationale for the proposed benefit realisation period, optimism bias and any contingency.*

The sections of text below detail the assumptions which underpin the different elements of the economic appraisal of the Curzon Station Enhanced Public Realm scheme shortlisted options.

#### General economic appraisal assumptions

The following key inputs and assumptions have been applied to the economic appraisal of the Curzon Station Enhanced Public Realm scheme presented in this FBC:

- The scheme has been appraised over a 30-year period, consistent with appraisal guidance.
- Where Present Value figures are presented, costs and values have been discounted at 3.5%, in line with the HM Treasury Green Book.
- Please note that the monetised costs and benefits calculated for the shortlisted options have been presented in 2019 prices (with general inflation excluded) because this is when the shortlisted options CBA was undertaken. Refer to “Birmingham Curzon – Enhanced Public Realm OBC” (appended to this FBC as **Appendix E7**) and the associated Economic Appraisal model that formed the appendix to the OBC (appended to this FBC as **Appendix E8** - OBC Economic Model) for more details. *Please note for the preferred option and the Economic Model for the FBC (Section 2.4 onwards), the monetised costs and benefits have been presented in 2021 prices, with general inflation excluded.*
- The costs and benefits of the enhanced urban realm scheme are presented in gross terms and relative to the reference case (Business as Usual (do nothing) option). Adjustments have also been made for leakage, displacement, and multiplier effects where appropriate.
- An allowance of 40% of the total scheme costs (excluding risk) was made to account for optimism bias during the shortlisted options CBA. This allowance is in line with suggested percentages in Table 8 of Department for Transport's TAG Unit A1.2 Scheme Costs (November 2021) for a scheme between Stage 1 and Stage 2 of design. *Please note for the updated CBA of the preferred option, that is presented in Section 2.4 of this FBC, an allowance of 20% of the total scheme costs (excluding risk) was made to account for optimism bias to reflect the fact that cost estimates at the current stage of scheme design have been ratified by HS2's appointed contractor MDJV and have a greater degree of certainty and robustness than those costs presented at FBC.*

#### Additional economic benefits

The following assumptions were applied when calculating the net additional economic benefits of the enhanced public realm shortlisted options:

- **leakage** – a leakage rate was applied at the GBSLEP level, based on commuting data derived from the 2011 Census. While many of the jobs created will be in higher value sectors, there will also be a number of employment opportunities provided in business support, retail, and leisure sectors, which were considered likely to be relatively accessible to local residents. Overall, the leakage rate was estimated to be 15%;

- **displacement** – although enhancing the public realm surrounding Curzon Station will help attract economic activity to the area that may have occurred in other areas within Birmingham without the scheme in place, it is also thought that the proposals will also attract new investment and economic activity to the area, helping to stimulate growth within the wider Birmingham economy and increase the competitiveness of indigenous businesses. It is also worth noting that the majority of the future developments which will be impacted by the enhanced public realm (those from which the benefits of the scheme are derived from) will happen without the scheme in place; the scheme is just forecast to increase their density. Therefore, in line with guidance contained in the DCLG Appraisal Guide, displacement rates of 50% was applied to all uses;
- **multiplier** – alongside directly supporting employment creation, the proposed development will also lead to additional job opportunities through supply chain expenditure (indirect effects) and induced effects through employee spend on goods and services within the region. In order to take into account both the indirect and induced multiplier effects associated with the scheme, reference has been made to benchmarks outlined within additionality guidance. A composite employment multiplier of 1.46 was applied reflecting the scale of the proposed development; and
- **deadweight** – deadweight was calculated through the assessment of the Business as Usual (do nothing) option. The outcomes under this scenario have been deducted from the assessment of the calculated gross marginal effects of the shortlisted options to generate the net economic impact of each option.

### 2.3.3 Qualitative benefits

*Describe qualitative benefits of each shortlisted option, including impact on social value. What evidence is available that these benefits will be realised?*

The shortlist option appraisal also determined that enhancing the public realm surrounding Curzon Station would likely result in substantial wider unquantifiable economic benefits which are related to the following:

- Active travel mode usage;
- Agglomeration;
- Wage premium;
- Existing property value;
- Construction and supply chain;
- Regeneration;
- Community, health, and wellbeing;
- Image;
- Tourism; and
- Labour supply.

It was determined that each shortlisted option would generate a similar level of qualitative benefits relating to those detailed in the list above. A more detailed description of how these benefits would arise is contained in **Section 2.4.2** of this Business Case.

### 2.3.4 Digital Infrastructure

*Demonstrate how you have evaluated the potential positive or negative impact of new technology (5G/digital) on the short, medium, and long-term benefits of the project.*

Although the Curzon Station Enhanced Public Realm scheme does not include the implementation of any digital infrastructure, the scheme will be compatible with any digital infrastructure proposed for Curzon Street Station and the BEE Metro line, including provision of passenger information, Wi-Fi/4G/5G mobile connectivity, and any public information provided around Curzon Station.



### 2.3.5 Environmental Benefits

*Demonstrate how the environmental benefits of each option have been included and calculated in the CBA (Consider carbon emission value). Provide evidence of measures to reduce carbon emissions from the project and associated activities*

As outlined in **Section 2.3.3**, enhancing the public realm surrounding the Curzon Station will encourage the use of active modes (e.g. walking and cycling) for travelling to and from Curzon Station by creating an environment surrounding the station that is more conducive to active mode travel. This suggests that the scheme proposals will increase the use of active transport modes. Based on the assumption that increasing active transport mode use will decrease motorised traffic, the scheme is forecast to have environmental benefits relating to the reduction of noise, air pollution and greenhouse gas emissions relating to reduced vehicular traffic.

In addition, the Curzon Station Enhanced Public Realm proposals include the introduction of a net increase in area of greenery and the introduction of additional trees above what is proposed in the base scheme. For example, the scheme enlarges a rain garden swale located to the eastern end of Curzon Promenade and introduces a series of planted wet/dry rain garden spaces and tree planting in an area that is to be retained as open lawn in the Hybrid Bill scheme. The inclusion of additional trees in the Curzon Station Enhanced Public Realm scheme will absorb additional Carbon Dioxide (CO<sub>2</sub>) from the surrounding environment and release additional oxygen back into the air, thus helping combat climate change. Trees also absorb odours and pollutant gases (nitrogen oxides, ammonia, sulphur dioxide and ozone) from the surrounding environment and filter particulates out of the air by trapping them on their leaves and bark. This will increase the air quality in the vicinity of Curzon Station, which is another environmental benefit of the scheme.

The environmental benefits of the Curzon Station Enhanced Public Realm scheme outlined above have not been quantified and are not accounted for in scheme's CBA. It is expected that the scheme's value for money would increase if they were.

## 2.4 Options Appraisal – Preferred Option (OBC and FBC stage only)

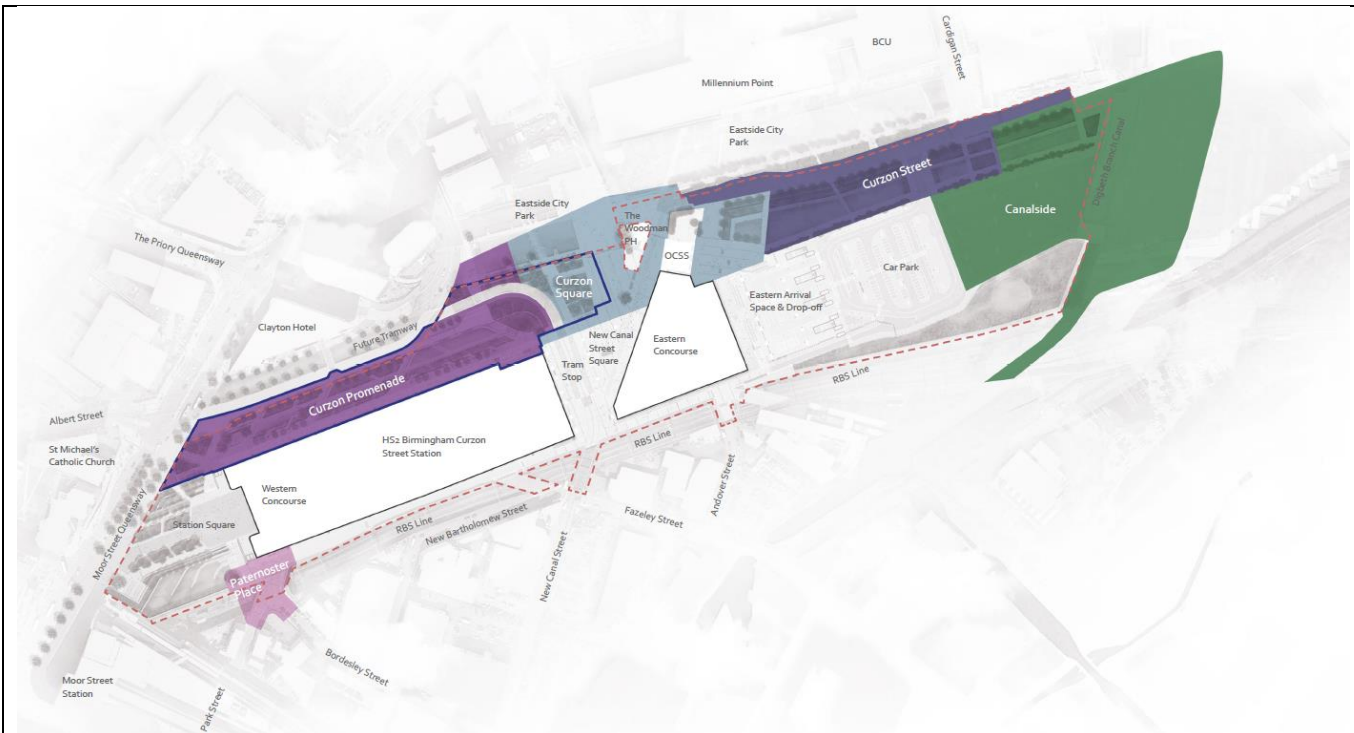
### 2.4.1 Scope of work

*Provide a description of the preferred option in terms of what it will deliver, over what time period, and what the output acceptance criteria will be.*

The scheme appraised in this Business Case entails the enhancement of public realm in the following three distinct areas surrounding the Curzon Station:

- Curzon Promenade;
- Curzon Square; and
- Paternoster Place.

These three areas are shown in **Figure 12** below.



**Figure 12: Potential Public Realm Enhancement Areas surrounding Curzon Station**

The exact measures proposed as part of the Curzon Station Enhanced Public Realm scheme presented in this Business Case are detailed in the sections of text below.

### Curzon Promenade

The enhanced public realm proposals proposed at Curzon Promenade as part of the Curzon Station Enhanced Public Realm scheme consist of:

- A material uplift of the hard materials proposed in the Base Scheme replacing pre-cast concrete block paving with a more durable and higher quality finish of natural stone and the proprietary pre-cast concrete planks proposed for the main pedestrian route with a bespoke pre-cast concrete plank, affording more options for appearance and quality of finish and performance;
- Extending the new urban realm up to the kerb line of the future bus-way incorporating connections to the new bus and Sprint stops north of Curzon Promenade, which are proposed by TfWM, as well as the proposed Midland Metro BEE route;
- An enlarged rain garden swale to the eastern end of Curzon Promenade; and
- The provision of additional low-level accent lighting integrated within urban realm furniture.

### Curzon Square

The enhanced public realm proposals proposed at Curzon Square as part of the Curzon Station Enhanced Public Realm scheme consist of:

- Additional low-level feature lighting to the rain gardens, along the bus route footway and secondary paths;
- Extending the Base Scheme proposals across the interface area between Eastside City Park and New Canal Street Square;
- Introducing a series of planted wet/dry rain garden spaces, seating areas, footpath connections and tree planting in an area that is to be retained as open lawn in the Base Scheme; and

- An extension to the existing event space within the Eastside City Park.

### Paternoster Place

The enhanced public realm proposals proposed at Paternoster Place as part of the Curzon Station Enhanced Public Realm scheme consist of:

- Constructing a triangular deck adjacent to the existing Park Street bridge, which will open a direct line of access from the south to the Bordesley Stairs on the south-eastern corner of Station Square;
- The redesign of Park Street Bridge to provide increased dedicated space for cyclists and pedestrians including:
  - Quantities of dedicated cycle parking facilities above those proposed for the unenhanced scheme;
  - Additional seating areas;
  - The introduction of trees, bushes, and smaller shrubs.

HS2 Limited has appointed Mace Dragados Joint Venture (MDJV) as the contractor through a robust procurement exercise to construct the Curzon Station and the enhanced Curzon Public Realm works. MDJV have provided a project programme which covers the construction of the main station as well as the surrounding public realm (both enhanced and not enhanced) and has been appended to this Business Case as **Appendix E2**. Please note that the works associated with the Curzon Station Enhanced Public Realm project have been marked as “Enhanced Urban Realm (EUR)” and the Curzon Square element of the Curzon Station Enhanced Public Realm scheme is named as “Eastside City Park (EUR)” on the project programme.

The project programme shows that the civil works associated with building the triangular deck at Paternoster Place will be undertaken prior to the station opening (which is currently programmed to open in 2029) whilst the other enhancement works will be carried out throughout 2027, with the overall enhanced public realm scheme scheduled to be completed by December 2027.

Delivering the works detailed in the BOQ compiled by MDJV (included in **Appendix E3**) is the output acceptance criteria for the Curzon Station Enhanced Public Realm scheme presented in this Business Case.

## 2.4.2 Value for money

*Explain how your preferred option represents value for money, referencing the Net Present Value (NPV) and Benefit Cost Ratio (BCR) measures. If the preferred option is not the one with highest BCR, explain how unquantified benefits justify the cost.*

### Approach

The approach used to calculate the Value for Money of the shortlisted options (detailed in **Section 2.3.1**) has been adopted and updated where appropriate (e.g. to account for current market conditions and updated design information etc...) to calculate the preferred option's value for money. The economic appraisal model that has been used to calculate the preferred option's value for money is appended to this Business Case as **Appendix E6**.

### Developments Impacted

The economic appraisal of the Curzon Station enhanced public realm works presented in this FBC is based on the premise that developments surrounding Curzon Station will benefit from an enhancement in the public realm as a result of enhanced visual amenity and/or improved connectivity and that these benefits will manifest themselves economically in the different ways outlined above.

For the purpose of this economic appraisal, it has been assumed that the developments which will benefit from an enhancement in the public realm surrounding Curzon Station are those which are located within 300 metres (as the crow flies) and five minutes walking time of the works. This assumption has primarily been based on the findings of the research summarised in **Section 1.3.2** including how in the case of Place du Marche Saint Honore in Paris, an increase in the value of land attributable to the public realm works was recorded up to 500 metres away from where the works were undertaken and how in Port Sunlight, the implementation of a new greenspace was found to generate additional monetary income for businesses located within a 500 metre radius of the new greenspace. In addition, the Paternoster Place element of the Curzon Station Enhanced Public Realm works will establish strong connections between Digbeth and Curzon Station. Adopting the assumption that the developments which will benefit from an enhancement in the public realm surrounding Curzon Station are those which are located within 300 metres (as the crow flies) and five minutes walking time of the works will ensure that the scheme's benefits to the developments located in the wider surrounding Digbeth area are sufficiently captured.

Information about the developments forecast to be built around Curzon Station has been derived from the Enterprise Zone Project Monitoring site database managed by BCC which details the current development forecasts in the Birmingham Enterprise Zone as of Quarter 1 of 2021-2022 financial year. While recognising that the proposals for a number of future developments are indicative at this early stage, regard has been given to the most up-to-date information available at the time of the assessment which have been validated with BCC's Planning Team.

**Figure 13** shows the EZ sites in which forecast development will be impacted by the Curzon Station Enhanced Public Realm scheme. The EZ sites outlined and shaded in red represent the EZ sites whose forecast developments were considered as part of the economic appraisal presented in this Business Case. Further details about the developments forecast in each of the EZ sites outlined and shaded in red in **Figure 13** is included in **Appendix E4**.

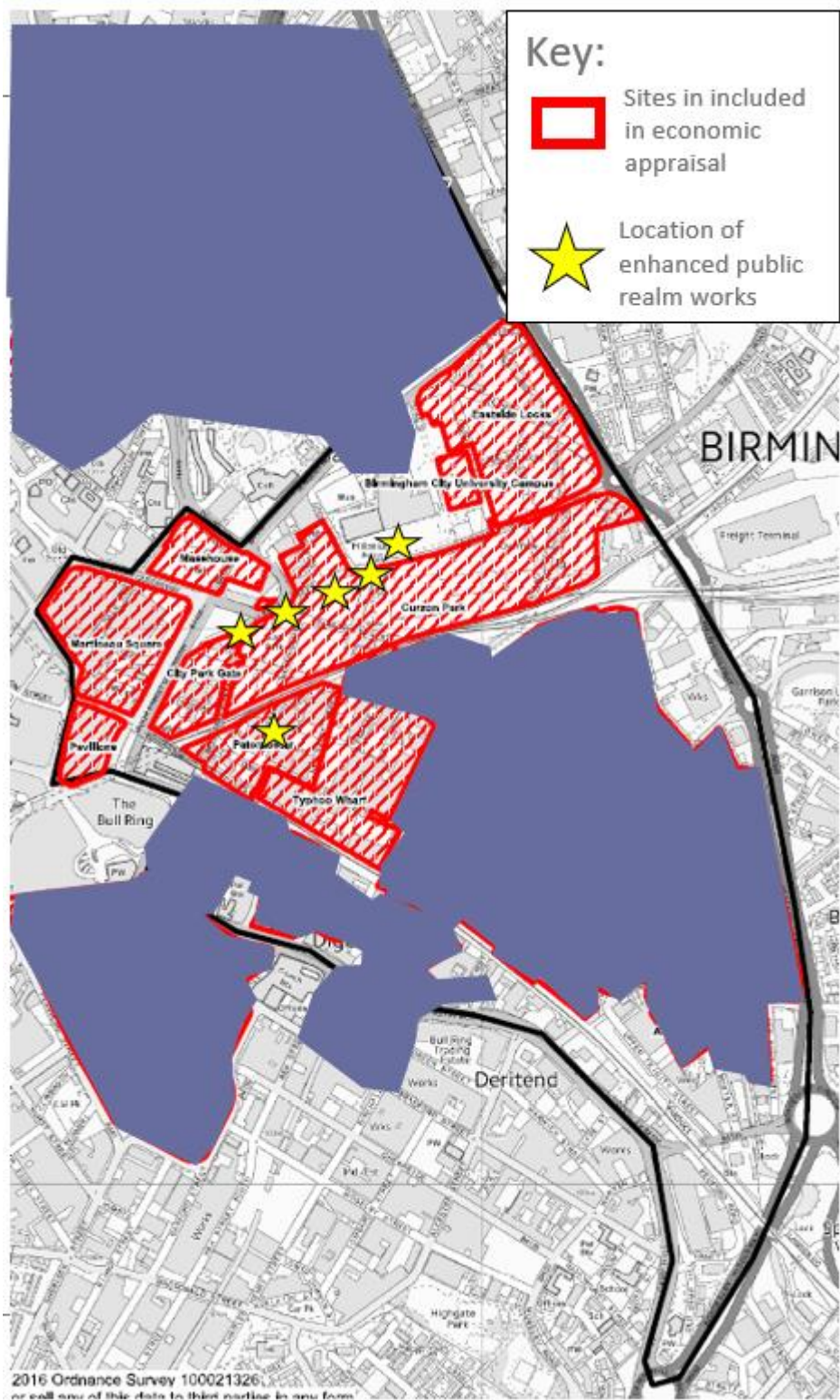


Figure 13: Location of EZ sites considered in FBC economic appraisal in relation to enhanced public realm works

Economic Benefits

Table 16 details the calculated economic benefits of the Curzon Station Enhanced Public Realm preferred scheme option.

Table 16: Preferred option economic benefits (2021 prices, discounted, £m)

Benefits	Curzon Station Enhanced Public Realm preferred scheme option
Land Value Uplift	Gross: £102.98 Net: £52.78



Amenity Benefits	£1.51
Distributional Benefits	£16.28
<b>Total</b>	<b>£70.56</b>

## Project Costs

The public sector economic costs associated with the delivery of the Curzon Station Enhanced Public Realm preferred option have been compiled and are detailed in **Table 17** below:

**Table 17: Public sector costs of preferred option (£m)**

Cost item	Total (2021 prices)	Present value (2021 prices)
Scheme Development Costs To-Date	£2.41	£2.41
Public realm works	£10.9	£9.54
Design	£0.82	£0.77
HS2 Fee	£2.56	£2.25
BCC management cost	£0.60	£0.53
Risk	£6.83	£6.22
Lifetime costs	£3.75	£1.95
<i>Optimism bias (20% of total scheme costs excluding risk)</i>	<i>£4.21</i>	<i>£3.41</i>
<b>Total</b>	<b>£32.08</b>	<b>£27.08</b>

## Benefit Cost Ratio (BCR)

**Table 18** brings together the costs and benefits of the preferred option providing an overall indication of value for money in terms of the BCR and Net Present Social Value (NPSV).

**Table 18: Costs and benefits of preferred option (2021 prices, discounted, £m)**

	Preferred option
Present Value Costs (including OB)	£27.08
Present Value Benefits	
<i>Land value uplift</i>	£52.78
<i>Amenity benefit</i>	£1.51
<i>Distributional benefits</i>	£16.28
Total benefits	£70.56
Net Present Social Value (NPSV)	£43.49
BCR (incl distributional impacts)	2.61
BCR (excl distributional impacts)	2.00

The Curzon Station Enhanced Public Realm preferred scheme had a BCR (incl distributional impacts) of 2.44 which represents a high value for money as per the DfT's Value for Money Framework.

## Additional economic benefits

**Table 19** details the net additional economic benefits that were calculated for the preferred option.

**Table 19: Costs, benefits, and cost effectiveness of preferred option**

	Preferred option
<b>Attributed total public sector economic costs (adjusted for optimism bias, £m)*</b>	
Discounted marginal public sector cost	£27.08

<b>Benefits</b>	
Net additional attributable jobs	1,717
Net additional attributable cumulative GVA (£m)	£454.10
Net additional attributable housing units	42
<b>Cost effectiveness (attributed)</b>	
Cost per net additional job	£15,774
BCR (GVA: economic cost)	16.77
Cost per net additional housing unit	£638,521

\*The total public sector cost has been attributed between economic (jobs and GVA) and housing outcomes.

In addition, it should also be noted that the Curzon Station Enhanced Public Realm scheme is expected to generate additional Business Rate income by enabling key commercialisation investments; improving the values of development located around in proximity to the scheme whilst also increasing the occupancy rates of these developments. Based on these assumptions, it is estimated that an uplift of £56.65 million of additional business rates income would be attributable to the Curzon Station Enhanced Public Realm scheme.

### Value for Money Summary

**Table 20** summarises the economic appraisal results of the Curzon Station Enhanced Public Realm preferred option which demonstrates its Value for Money.

**Table 20: Preferred Option Appraisal Summary Table (£m)**

		<b>Preferred options</b>
A	Present Value Benefits – based on Green Book principles and Green Book Supplementary and Departmental guidance	£54.28
B	Present Value Costs / (Surplus)	£27.08
C	Present Value of other quantified impacts	£16.28
D	Net Present Public Value A-B & [A-B+C]	27.20 [43.49]
E	'Initial' Benefit-Cost Ratio [A/B]	2.00
F	'Adjusted' Benefit-Cost Ratio [A+C]/B]	2.61
G	Significant Non-monetised impacts	Active travel mode, Agglomeration, Wage premium, Amenity, Regeneration benefits, image benefits, community health and wellbeing, tourism benefits and labour supply.
H	Value for Money (VfM) Category	High
I	Switching Values and rationale for VfM category	Benefits: -61.6% Costs: 160.6%

### Qualitative Benefits

As highlighted in **Section 2.3.3** of this Business Case, enhancing the public realm surrounding the Curzon Station is likely to result in substantial wider unquantifiable economic benefits which are related to the following:

- Active travel mode usage;
- Agglomeration;
- Wage premium;
- Existing property value;

- Construction and supply chain;
- Regeneration;
- Community, health, and wellbeing;
- Image;
- Tourism; and
- Labour supply.

The following sections of text describe the qualitative economic benefits relating to the list above that the preferred Curzon Station Enhanced Public Realm scheme is forecast to generate.

#### Active Travel Mode usage

As outlined in the Strategic Case, the Curzon Station Enhanced Public Realm scheme proposals will encourage the use of active modes (e.g. walking and cycling) for travelling to and from Curzon Station by creating an environment surrounding the station that is more conducive to active mode travel. This suggests that the scheme proposals will increase the use of active transport modes.

The DfT recognises the important economic benefits that can be derived from promoting active travel providing guidance in the Transport Analysis Guidance (TAG) A5.1 paper on how to estimate and report the impact of active travel modes. The TAG Unit identifies the following key economic benefits resulting from the implementation of a scheme that increases active travel mode usage:

- Physical activity impacts – which “*monetise the change in mortality resulting from a change in [the number and activity of] walkers and cyclists, i.e. monetises the benefits from gaining life years*”;
- Absenteeism impacts – refer to the fact that improvements in health caused by increased physical activity can lead to reduction in short term absenteeism from work and thus have monetary benefits;
- Journey quality impacts – refer to the monetary benefits that improving the perceptions around safety, infrastructure, and environmental conditions for active travel modes can generate;
- Accident impacts – refer to the changes in the rate of accidents involving active travel modes that a scheme can generate;
- Environmental impacts – are based on the assumption that increasing active transport mode use will decrease motorised traffic and hence decrease the associated environmental externalities relating to noise, air pollution and greenhouse gas emissions;
- Decongestion and indirect tax impacts – also based on the assumption that increasing active transport mode use will decrease motorised traffic, decongestion and indirect tax impacts capture the economic benefits to those who continue to use the highways as a result of less congestion and increased indirect tax revenues; and
- Time saving impacts on active mode users – refer to the time savings for pedestrians and cyclists as a result of the scheme creating a quicker or shorter route for pedestrians and cyclists.

It is likely that implementing the Curzon Station Enhanced Public Realm scheme will generate economic benefits as a result of increasing the use of active travel modes relating to all of the above. If quantified, these benefits would further improve the scheme’s value for money.

#### Agglomeration

A consistent feature of modern economies is the concentration of economic activity in certain locations, most often cities or urban areas. Urban economists explain such phenomena by reference to features known as ‘localisation’ and ‘urbanisation’ economies both of which relate to the underlying proximity of economic activity.



Localisation economies result from the geographic concentration of businesses in the same industry. Firms cluster together for a number of reasons all of which improve efficiency and productivity. In particular, clustering:

- allows businesses to specialise;
- facilitates more proximate supplier linkage;
- facilitates R&D, information, and technology transfer and spill overs; and
- reduces risk for both employers and employees by developing specialist labour pools.

Urbanisation economies result from the concentration of a large number of economic activities that are not necessarily in the same industry but emerge to serve several different industries. These result from:

- urban transport systems;
- well organised labour markets;
- legal, financial, and commercial services;
- services to support and sustain large population concentrations; and
- public infrastructure.

Together, these economies are often labelled agglomeration economies and are measured in terms of a productivity 'gain' to firms in the urban area in the form of agglomeration elasticities – the percentage change in area productivity given a percentage change in agglomeration.

As outlined in **Section 2.3.1**, implementing the Curzon Station Enhanced Public Realm scheme is forecast to reduce vacancy rates and drive higher value uses for developments in the surrounding area whilst also improving and creating infrastructure links between adjacent development sites and the Curzon Station itself. It is therefore sensible to expect that the scheme will result in agglomeration economies as it will contribute towards attracting high value businesses and organisations to locate to, and stay located in, the area surrounding Curzon Station. While the agglomeration impact to new firms locating to the Curzon area are captured within the calculations of land value uplift associated with the Curzon Station Enhanced Public Realm scheme, this does not account for the impacts which affect existing firms or individuals in the area. If quantified, these additional agglomeration impacts would further improve the scheme's value for money.

#### Wage premium

As outlined in **Section 2.3.1**, implementing the Curzon Station Enhanced Public Realm scheme is expected to help attract high value added activities to locate in the area, which will help to improve productivity. The Department for Business, Energy, and Industrial Strategy (BEIS) uses a wage premium approach to monetise productivity improvements from the movement of labour into more productive sectors. Although it is expected that the Curzon Station Enhanced Public Realm scheme will increase wage premiums for the Birmingham area, the wage premium impact of the scheme has not been quantified.

#### Existing property value and the developments up to scheme opening

Although not assessed as part of the CBA, the enhanced public realm is expected to have a positive impact on the values of existing properties as well future developments, including the new developments in the years leading up to the scheme opening (2029). The HM Treasury Green Book (2020) recognises that improving the environment surrounding existing properties can have economic amenity benefits stating that, "*analysis of house prices suggests that proximity to habitats, designated areas, heritage sites, domestic gardens and other natural amenities can add as much as £68,000 to the price of a £200,000 house in the UK, a premium of one-third.*" The economic amenity benefits relating to increases in existing property values have not been quantified in the economic appraisal analysis presented in **Section 2.3.1**. It is expected that, if quantified, they would improve the scheme's value for money.

#### Construction and supply chain

Building the enhanced public realm works will also generate economic benefits by supporting employment in the construction sector and supporting the associated supply chain for the materials required in the construction. For example, based on estimated Curzon Station Enhanced Public Realm's construction costs of £10.9 million and using the now Homes England *Calculating Cost Per Job | Best Practice Note 2015 (3rd Edition)* coefficient of output per person year of infrastructure construction employment, the enhanced public realm works would be expected to support some 152 person years of employment. The monetary benefits associated with the 152 person years of employment have not been captured in the quantified economic appraisal of the scheme.

### Regeneration

Enhancing the urban realm surrounding the Curzon Station will contribute strongly to the continued regeneration of the wider Birmingham City Centre which will generate economic and social benefits for people residing in Birmingham and small businesses.

As captured in the economic appraisal of the Curzon Station Enhanced Public Realm scheme (detailed in **Section 3.2.1**), it is estimated that enhancing the urban realm surrounding Curzon Station will generate an additional 1,717 FTE jobs. These additional jobs will be additional employment opportunities for local residents, many of whom reside in deprived areas. Although the economic benefit associated with these additional jobs has been captured in the economic appraisal of the enhanced public realm scheme, the social value and impacts of having a job such as its contribution to an individuals' socialisation, fulfilment, income, skills, and wellness should also be noted.

Enhancing the public realm surrounding Curzon Station will improve the attractiveness of the environment with the Paternoster Place element of the works opening up and establishing a strong connection between Digbeth and Curzon Station. It is therefore a sensible assumption that the Curzon Station Enhanced Public Realm works will generate additional footfall in the scheme and surrounding area (particularly in Digbeth). This additional footfall would likely have positive economic impacts for existing businesses in the local area as these businesses are likely to attract more trade due to the increased passing footfall. The monetary benefit associated with this increased trade for existing businesses have not been captured in the quantified economic appraisal of the scheme.

Enhancing the public realm outside Curzon Station will also improve the civic pride, confidence, and well-being of the area's local residents. The scheme will have a positive effect on the appearance of the urban fabric and create a distinct sense of place and character.

### Community, health, and wellbeing

Enhancing the public realm surrounding the Curzon Station will contribute towards the establishment of a new safe and accessible living, working, and leisure environment. It is considered that the enhanced public realm proposals will make a valuable contribution towards the socio-economic well-being of people who use the area as a result of the introduction of increased open space area and improved public accessibility linkages.

### Image

Much of the current environment surrounding the Curzon Station is relatively poor in its environmental and built environment quality, with the environment primarily containing run-down industrial buildings. By its nature, the enhanced public realm proposals will improve the environmental and built environments directly surrounding the Curzon Station and will influence the improvement of the environmental and built environments further afield. The enhancements are designed in a way that creates places that will further enhance the image of the area.

### Labour supply

Labour shortages can constrain the development of an economy because individuals with the necessary skills are not available. The provision of the appropriate type of housing in the right location can help to attract new residents, thereby potentially increasing the pool of skilled labour. Local housing analysis suggests that there is a general requirement for an increase in housing in Birmingham City Centre to support economic growth. The Curzon Station Enhanced Public Realm scheme will increase the density of housing that will be built around Curzon Station thereby providing more housing in the centre of Birmingham, which could be filled by workers with the necessary skills.

## Summary

The information detailed in this section of the FBC demonstrates that the Curzon Station Enhanced Public Realm preferred scheme option offers acceptable value for money on a BCR basis as it is found to compare favourably with traditional unit cost and GVA value for money benchmarks. In addition, it is also forecasted to deliver substantial wider benefits.

### 2.4.3 Sensitivity analysis

*Describe what sensitivity tests have been applied to the cost-benefit analysis and how they impacted the BCR.*

A number of sensitivity tests have been undertaken to test the sensitivity of the value for money results to changes in key variables. The outcomes of these sensitivity tests provide an understanding of the extent to which the key variables would have to change in order for the Curzon Station Enhanced Public Realm scheme to have a BCR of less than one, and therefore represent 'poor' VfM using the DfT's VfM category. A COVID-19 sensitivity test has also been undertaken to provide an understanding of what the VfM of the scheme would likely be in a future scenario where people's long-term behaviour has significantly changed as a result of COVID-19 and the associated national lockdowns to what their behaviour was pre-COVID-19.

#### Switching values

An analysis of 'switching values' has been carried out which calculates how much public sector costs or benefits would have to change in order for the Curzon Station Enhanced Public Realm scheme to have a BCR of less than one (i.e. is considered to represent "poor" value for money). Calculations found that costs would have to increase by some 144.2% or benefits to reduce by around -59.2% for the Curzon Station Enhanced Public Realm scheme to have a BCR to be less than one. The results of the 'switching values' test suggest that the Curzon Station Enhanced Public Realm scheme should deliver VfM as it would take a significant increase in scheme costs or a significant reduction in scheme benefits for it not to. As the estimate of the public sector cost for the scheme has been provided by the contractor who are responsible for building it (MDJV), it is not likely that the costs of the scheme presented in this Business Case will increase dramatically from the actual scheme costs, particularly as the costs are supported by an extensive risk management process allowing for adequate allowance for risk. The extent to which the scheme's calculated benefits may change is discussed in more detail below.

**Table 21: Switching values (adjusted BCR less than one)**

	Preferred option
% change in net additional benefits	-61.6%
% change in net cost	160.6%

#### Change in key variables

In addition to the analysis of switching values, alternative scenarios have also been modelled to test the sensitivity of the BCR results to a change in a key variable. The key variables adjusted were as follows:

- **Scenario 1** – reduce the impact of the public realm enhancement works in relation to land value uplift, reduced vacancy rates and intensity of development (as outlined in **Table 8** Error! Reference source not found.) by 50%; and
- **Scenario 2** – increase costs by adjusting optimism bias to 60% to reflect guidance for non-standard civil engineering projections.

The results of the scenario testing are set out in **Table 22**.

**Table 22: Scenario testing (adjusted BCR inclusive of distributional benefits)**

Scenario (Values in £000s)	PVB	PVC	BCR	BCR change from Central Case
Central case	£70.56	£27.08	2.61	N/A
Scenario 1	£54.67	£27.08	2.02	-22.61%
Scenario 2	£70.56	£33.89	2.08	-20.31%

The results in **Table 22** show that the Curzon Station Enhanced Public Realm scheme would still represent VfM in both of these scenarios.

### COVID-19

Throughout 2020 and the first quarter of 2021 the UK Government enforced a series of national lockdowns to try to combat the spread of the COVID-19 coronavirus where, amongst other measures, people were forced to work from home and all non-essential retail and services were forced to close, significantly changing people's behaviours during this time. At the time of writing it is still not clear if and what the long-term impacts of the lockdowns associated with the COVID-19 pandemic will be and how it will impact people's behaviours but emerging data suggests that, where possible, people will work from home more often (e.g. people may travel to their place of work once or twice a week rather than five times a week as they did prior to COVID-19) and that people will shop online more often instead of entering a physical building to shop in person. Based on this emerging data it can be assumed that the long-term behaviour changes resulting from the lockdowns associated with the COVID-19 pandemic are likely to impact the demand for office development and retail development.

A sensitivity test where the quantity of future office and retail development forecast to be built around Curzon Station (and be impacted by the Curzon Station Enhanced Public Realm scheme) was reduced by 30% was undertaken to assess the scheme's VfM in a future scenario where the lockdowns associated with the COVID-19 pandemic have significantly changed people's behaviours in the long-term.

Under the COVID-19 sensitivity test the scheme is forecast to have a BCR of 1.87 which represents a Medium VfM using the DfT's VFM category.

### **Additional Sensitivity Analysis**

#### Rental yields

A further sensitivity to test the impact of rental yield assumption of 5% for all commercial property types has also been undertaken by applying varying rental yields across different types of commercial properties (office, industrial, retail, leisure, hotel, cinema, and community). The rental yields within this sensitivity have been based on Knight Frank's Prime Yield Guide October 2021 which gives rental yields for different

sectors<sup>26</sup>. Most relevant rental yields have been used within this sensitivity duly considering that the developments will be new and located within/close to the city centre and the new HS2 Curzon Station, providing the rationale that any office space will be prime office space. Using this information, a sensitivity test where the following differing yields were assumed for the different types of commercial property has been undertaken for robustness purposes:

- Office: 5%
- Industrial: 4%
- Retail: 6.5%
- Leisure: 4%
- Hotel: 4%
- Cinema: 7%
- Community: 5%

Adopting the yield percentages detailed above results in the scheme having a BCR of 2.33 which represents Value for Money.

#### Reduced amenity benefits:

The benefits associated with the amenity impact of the scheme has been calculated by multiplying the hectareage that the enhanced public realm scheme covers (0.98 ha) by the “Urban Core” ‘greenspace’ land type value set out in the MHCLG Appraisal Guide (£125,021.34 in 2021 prices, discounted). A further sensitivity test has been undertaken, where the hectareage that the enhanced public realm scheme covers was reduced by 50% has been undertaken to reflect the fact that the scheme entails enhancements to new public realm surrounding the Curzon Station that would be built even if the enhancements weren’t undertaken (rather than implementing completely new public realm in an old rundown environment).

This sensitivity test results in the scheme having a BCR of 2.57 which represents good Value for Money.

#### Summary

**Table 23** below summarises the results of the sensitivity analysis undertaken.

**Table 23: Summary of sensitivity analysis results**

Switching values (adjusted BCR less than one)				
% change in net additional benefits			-61.6%	
% change in net cost			160.6%	
Scenario Testing				
Scenario (Values in £000s)	PVB	PVC	BCR	BCR change from Central Case
Central Case	£70.56	£27.08	2.61	N/A
Scenario 1 <i>(Public Realm impacts reduced by 50%)</i>	£54.67	£27.08	2.02	-22.61%
Scenario 2 <i>(Optimism bias increased to 60%)</i>	£70.56	£33.89	2.08	-20.31%
COVID-19 <i>(quantity of future office and retail development reduced by 30%)</i>	£50.73	£27.08	1.87	-28.35%

<sup>26</sup> Knight Frank's Prime Yield Guide October 2021

(<https://content.knightfrank.com/research/522/documents/en/investment-yield-guide-october-2021-8499.pdf>)

Additional Sensitivity Analysis				
Rental yields	£63.01	£27.08	2.33	-10.73%
Reduced amenity benefits	£69.59	£27.08	2.57	-1.53%

#### 2.4.4 Associated issues and risks

*Outline the key issues and risks to project delivery and benefit realisation, and mitigating strategies to minimise their impact*

An extensive risk register collaboratively developed by HS2 Limited, their contractor MDJV and BCC, which identifies the key risks associated with the construction of the proposed scheme, identifies actions to mitigate these risks, and quantifies the likely costs associated with each risk both pre and post mitigation actions. The risk register is attached to this Business Case as **Appendix E5**.

The key risks to the scheme delivery and benefit realisation relate to the bridge decking works that need to be undertaken as part of the Paternoster Place element of the enhanced public realm scheme.

Other risks include:

- The risk that there are existing assets with unknown ownerships within the works area and no and/or incorrect as-built information relating to these assets;
- The risk that the site is not left in agreed condition to allow the enhanced public realm works to commence (particularly as the enhanced public realm works are being completed post the Midland Metro works); and
- Risks around the ownership, maintenance, and liability a joint between new and existing bridge deck at Paternoster Place which could result in extended negotiations and potential redesign effort.

Actions to mitigate the impact of the above risks which are being, or will be, undertaken relate to continued engagement with relevant parties and organisations to establish good working relationships and ensure that each party knows what information and actions are required from them. Regular working group meetings have been taking place throughout project development between members of BCC, HS2, and MDJV and additional working groups with representative Network Rail in attendance have also been scheduled for the future.

The overall value of risk associated with the Curzon Station Enhanced Public Realm scheme (post mitigation actions) has been valued at £6.83 million (forecast risk value). This value of risk is based on the Total Estimated Value (TEV), which is the metric used for HS2 reporting (including for third party schemes) and produces a similar result to a P50 confidence level, albeit without the need to run a Monte-Carlo simulation. This forecast risk value has been accounted for in the scheme costs which feeds into the calculation of the scheme's BCR and VfM.

#### 2.4.5 Proposed outputs and outcomes

*In the table below insert a summary of the proposed outputs and outcomes that are expected to be achieved as a result of the project. Add further rows to the tables as required.*

*Provide a detailed profile of forecast outputs and outcomes as an appendix. A template can be provided on request, to include definitions for a series of set outputs that the GBSLEP monitors performance against.*

*Provide a clear description of the project Beneficiaries linked to each outcome i.e. who will benefit from the outcome*

### Proposed outputs

Output	Output description	Output quantity	Beneficiaries	Method of independent verification	Delivered by date
1	Construction of triangular bridge deck at Paternoster Place	Circa 300m <sup>2</sup>	All Curzon Station and BEE users accessing the station from Digbeth and Eastside.	Construction outputs	3 <sup>rd</sup> December 2027
2	High-quality pedestrian urban realm	9,807.86m <sup>2</sup>	Active travel mode users	Construction outputs	3 <sup>rd</sup> December 2027
3	Additional greenery including rain gardens and additional vegetation (trees, bushes, and smaller shrubs)	Circa 1,500m <sup>2</sup> of planting areas along with 24 x trees	All station users	Construction outputs	3 <sup>rd</sup> December 2027
4	The creation of circa 20,000m <sup>2</sup> of developable land at the current site of the Taboo Cinema	20,000m <sup>2</sup>	Business owners and BCC	Site measurements	3 <sup>rd</sup> December 2027

### Proposed outcomes

Outcome	Outcome description	Outcome quantity	Beneficiaries	Method of independent verification	Delivered by date
1	Supporting economic growth and the creation of additional FTE jobs in the areas surrounding Curzon Station	1,717 additional FTE jobs and circa £450m additional GVA	Residents, business owners	Business survey and monitoring of volume, value, and rental values etc... of new commercial and residential developments through Enterprise Zone Project Monitoring site database managed by	2040

				BCC and other market research	
2	Supporting business through increased footfall in areas surrounding Curzon Station	Approximately 500,000 HS2 passengers per annum in 2041 delivered in tandem by Curzon Station and the associated public realm enhancements. These have been estimated by HS2 Ltd.	Business owners	Business survey	2041
3	Attractive environment directly surrounding Curzon Station for active mode users	9,807.86m <sup>2</sup> of public realm enhancements that will support active mode travel such as improved paths, paving and surfacing, and additional railings and lighting columns etc. which will be delivered as part of the scheme.	Active travel mode users	Surveys	1 year after Curzon Station opening
4	Efficient Interchange provision	Support the multi-modal interchange (local buses, Sprint, HS2, Metro and active travel modes.	Public Transport Users	User Surveys	1 year after Curzon Station opening
5	Improved air quality	N/A - the scheme will be contributing to improving air quality in the wider Birmingham area (through	Pedestrians, residents, and all users	Air quality measurements	1 year after Curzon Station opening



		encouraging the use of public and active mode travel when accessing Curzon Station) which will also be influenced by a range of different schemes.			
6	Land value uplift	In excess of £50m (2021 prices, discounted, £m) net marginal land value uplift	Land owners / businesses	Annual market reports	2040
7	Business rates	Circa £48m worth of additional business rates income	BCC	Monitoring of business rates income	2040

### 3. Commercial Case

The Commercial Case provides evidence of the commercial viability of a project and the procurement strategy that will be used to engage the market – providers, developers and suppliers to deliver the project. The OBC should be based on pre-procurement discussions and the FBC should document the final outcome of the procurement process.

#### 3.1 Procurement

##### 3.1.1 Procurement scope

*Outline what procurement needs to be or has been undertaken if private development partners or suppliers are required to deliver project outputs.*

The main works – construction of the station and public square – will be delivered by HS2 Ltd through a Design and Build contract using their contractor arrangements.

HS2 Ltd has already appointed a team made up of Mace and Dragados in May 2021 to build the Curzon Station and the enhanced Public Realm. A joint venture between the companies Mace and Dragados (MDJV) will work with HS2 Ltd in two stages to finalise the detailed design and then build the landmark station. Mace and Dragados have a strong track record delivering some of the world's most complex and exciting infrastructure projects, including the refurbishment of Birmingham New Street, Battersea Power Station (phase 2) and work on delivering the Spanish high speed rail network, including the major new Madrid Atocha and Barcelona Sants stations. They are also working together in a separate joint venture delivering HS2's London terminus at Euston.

Grant funding for the project is requested to cover the additional construction costs to HS2 Ltd, over and above those committed in the HS2 Hybrid Bill and funding package agreed with Government. This additional funding request is for £28.79 million.

##### 3.1.2 Procurement strategy

*Describe the project procurement strategy, including regulatory / mandatory / best practice standards incorporated; process to be undertaken; evaluation criteria; and the contractor selection timetable. Outline how procurement is supporting local growth and how carbon reduction considerations are accounted for in the procurement process.*

#### Background

The proposed works and services has been procured through HS2 Ltd. As a publicly funded organisation, HS2 Ltd is bound by EU Procurement Directives and associated UK legislation as set out in the HS2 Supplier Guide. It has established a tiered procurement structure for all aspects of HS2 requirements comprising:

- Tier 1 – HS2 Ltd will procure a relatively small number of high-value, direct, contracts through the Bravo e-procurement portal <https://hs2.bravosolution.co.uk>. Where these exceed the EU Utility Contract Directive spending thresholds (currently £363,424 for Supply, Services and Design Contracts, and £4,551,413 for Works Contracts), it is required to advertise the contract opportunities in the Official Journal of the European Union (OJEU); and
- Tiers 2–5 – Tier 1 contractors will purchase sub-contract works, supplies, and services at various levels through the CompeteFor e-procurement portal ([www.competefor.com](http://www.competefor.com)), advertising all

appropriate opportunities on the website, in order to provide opportunities for organisations of all sizes to tender. HS2 Ltd indicates that these opportunities are not subject to public procurement legislation.

In addition to these categories, HS2 have various requirements for the day-to-day management and running of its business resulting in more numerous, lower value, opportunities that have been procured via existing public sector frameworks.

Within this procurement structure, HS2 Ltd has procured the baseline Curzon Station public realm works within the overall package of contracts for Curzon Station, for which designs were unveiled in October 2018. The Curzon Station Enhanced Public Realm works have been incorporated into this process.

In July 2019 the GBSLEP approved an Outline Business Case based on the understanding that HS2 initially planned to undergo a single stage procurement model to appoint the preferred contractor to deliver the station and surrounding landscaping works but following a period of market testing, a decision was made to adopt a revised procurement approach which consisted of a two-stage contract model with the aim of reducing tenderer pricing risk and facilitating a collaborative approach to setting the target price. The two-stage model also reduced the tender burden during procurement as a target price was not required to be submitted until Stage 1 in comparison to a single stage procurement model where a target price was to be submitted during procurement thus making it a more attractive approach to the market.

## Two-Stage Procurement Process

The text below provides further detail regarding the two-stage procurement process that was tendered to the market.

### Stage 1

Stage 1 included additional time to enable the successful contractor (MDJV) to work with HS2 to develop the following for Curzon Station and the surrounding landscaping (Paternoster Place, Curzon Promenade and Curzon Square).

- Validate the design inherited from Station Design Services Contractor (WSP);
- Identify construction risks and opportunities;
- Develop a deliverable construction programme;
- Demonstrate affordability and value for money;
- Identify key supply chain partners at Tier 2 and below; and
- Develop an agreed Target Price.

Under the one stage model this work had to be completed during the tender period itself. Adopting this additional stage approach enabled all parties to have a higher confidence of delivery within Target Price and schedule in Stage Two, thus reducing project risks to all parties including the GBSLEP.

Stage 1 includes a number of Stage Gates where MDJV have/will have to submit deliverables to HS2. These Stage Gates and the associated deliverables are outlined in **Table 24** below:

**Table 24: Stage 1 Stage Gates and associated deliverables**

<b>Gate</b>	<b>Description</b>	<b>Activities</b>	<b>Deliverables</b>
1	Mobilisation	Collaboration Events, Hot Starts, Shared Office, Resource in Place, Agree Innovation Ideas	Stage 1 Project Execution Plan and Programme, Collaboration

			Implementation Plan (Update from ITT)
2	Soft Gate	Integrated Project Team (ITP) Set Up, Working up Target Price	Draft Target Price, Programme and Risk (submitted monthly)
3	Draft Submissions - to support target price	IPT Teams working up documents together	Draft documents
4	Final Submissions – agreed target price at programme level	Refinement of all documents	Agreed Target Price and supporting documents

The draft Target Price submitted at Gate 3 or Stage 1 has been fed into this FBC, ensuring costs are robust as they can be at this stage.

Subject to an agreed position re. the final Target Price and programme, necessary governance approvals will be sought and notification of stage two will be provided to the contractor.

### Stage Two

During stage two the Contractor shall deliver the detailed design, construction, testing and commissioning and Completion of Curzon Station and the adjacent landscaping works within Target Price produced in Stage 1.

### **Procurement Timetable**

The Package Procurement Plan (PPP) and the Pre-Qualification Pack (PQP) for a two-stage procurement process was approved by the HS2 Ltd Board on 28th August 2019, which subsequently gave delegated powers to HS2 Commercial Investment Panel (CIP) for PQP release.

HS2 CIP approved the release of the PQP on 4th November 2019, which at the time was subject to the outcome of the 'Oakervee Review'. Following the review, PQP was released on 24th January 2020.

The following three organisations expressed an interest in pre-qualification of the ITT, and were subsequently evaluated and short-listed:

- Mace Dragados JV
- Laing O'Rourke
- BAM Ferrovial JV

Following approval by HS2 CIP on 1<sup>st</sup> June 2020 and subsequent approval of the procurement strategy and contract delivery model by DfT at IPDC followed by Treasury, Cabinet Office and Ministerial approval, the ITT was released on 3<sup>rd</sup> August 2020 and all three tenders were received and opened on 1<sup>st</sup> December 2020.

### **Obtaining High Quality Tenders**

Throughout the contractor selection timetable (outlined above) HS2 held a number of 'Hot Start' sessions where HS2 directly engaged with prospective tenderers to provide further detail and clarifications on the tender details. These 'Hot Start' sessions were at the PQP and ITT stages of the contractor selection timetable. In addition, Tenderers were also offered a confidential one to one session with any matters raised during the one-to-ones which added to or changed the ITT or otherwise affect the other Tenderers being broadcast to all Tenderers via the HS2 eSourcing Portal. Individual 'mid-bid' clarification meetings were

held with all Tenderers to allow confidential discussions on their Tender approach and development. Two meetings were held for each Tenderer, one with a technical focus and one with a commercial focus. All Tenderers were given the same access to information at these one-to-ones and the time allocated for each session was the same. As with the Hot Start one to ones, any matters raised during the meetings which added to or changed the ITT or otherwise affected the other Tenderers, was broadcast via the HS2 eSourcing Portal to ensure equal treatment of all parties.

The following steps were also undertaken to maximise the quality of the tenders received:

- Tenderers were given a minimum of four weeks tenderer mobilisation time from issue of the short-list letters;
- Tenderers were given early access to over 3000 individual documents of design and site information;
- Interactive meetings were held with the tenderers where the ITT documents were discussed along with the design ethos and the contract conditions; and
- Submissions of any tenderer concerns with the terms of contract were allowed to be pre-tender and were followed by an HS2 response.

The above steps contributed to an overall high quality and high level of ITT compliance from all tenders received and a low number of clarification messages issued in comparison with other HS2 projects of this size and nature.

### **Tender Evaluation Process**

The following tender evaluation process was adopted.

- Three Tenders were received and opened on 1st December 2020 and all Compliance Checks were confirmed as satisfactory.
- The Flash Report was reviewed by the Construction and Phase 2 Procurement Director and the Procurement and Commercial Director and there were no 'Abnormally Low' Tenders received.
- HS2 require a commitment at Tender for a Parent Company Guarantee to be provided from the ultimate parent of each Tenderer and, where applicable JV member. All Tenders were submitted on this basis.
- The evaluation and moderation of Tenders was carried out virtually in accordance with the HS2 Secure Evaluation Area procedure and controls for remote access.
- The evaluation and moderation were carried out in accordance with Volume 0 of the ITT and the Tender Opening and Evaluation procedure (TOEP) for the Curzon Station ITT.
- Several errors in Tenderer submissions were identified and resolved following clarification. There were no re-submissions of the bids in either the Technical or Commercial Envelopes. All issues raised by Assessors and any points of clarification requested from Tenderers were resolved in accordance with the approved process and minutes taken to record all decisions made.
- The Tenderer qualifications to the terms and conditions were reviewed and any qualifications that were considered material or could impact the commercial evaluation were identified. Commercial evaluation was paused whilst Tenderers were invited to withdraw qualifications in accordance with the process detailed in Volume 0 of the ITT.

## Assurance of the ITT Evaluation and Award Recommendation

The following activities and checks for compliance were undertaken by HS2 to support overall confidence in the validity of the Contract Award Recommendation:

- Checks as to whether the Moderation of the evaluated technical question scores has received Reasonable Assurance with no changes to any scores made following Moderation.
- Checks as to whether the Technical Evaluation has been approved by the ITT Technical Lead.
- Checks as to whether the Commercial Evaluation has been approved by the Commercial Lead.
- Checks as to whether the Evaluation of the Behavioural Assessment has been approved by the Senior Collaboration Lead.
- Checks as to whether the Procurement Lead has reviewed the full ITT Evaluation and the Contract Award Recommendation Report.
- Checks as to whether the Contract Award Recommendation Report has been reviewed and endorsed by the BCS 'QUAD' Review Panel consisting of the Procurement & Commercial Director, the HS2 General Counsel and the Stations Client Director. The QUAD noted that an assessment of financial standing using the Financial Viability and Risk Assessment (FVRA) tool was satisfactorily completed at PQP and requested that a reassessment of the financial standing be completed prior to issue of the Stand-Still letters. This re-assessment, based on current financial data provided by both the first and second placed tenderers, was subject to an independent financial evaluation and the HS2 Head of Financial Governance and Treasury approved the evaluation output as being satisfactory.
- Checks as to whether the Contract Award Recommendation Report has been approved by the Stations and Phase 2 Procurement Director and whether a controlled copy of the approved Contract Award Recommendation Report is held in the HS2 Document Management System ('eB').

## Other Measures to Support the Resilience of the ITT Evaluation

Other measures to improve resilience and compliance with the declared ITT evaluation process were carried out as follows:

- Improved guidance was issued to assessors to ensure a consistent approach was taken to allocating a final score for a given question from a set of scores for each component of the question. This was shared with Tenderers for purposes of transparency.
- Independent assurance of the TOEP (Tender Opening and Evaluation Procedure) were carried out to ensure compliance with the IFT Volume 0.
- Independent assurance of the Assessor and Moderator training packs was carried out.
- Two sessions of Assessor training were completed by the tender assessors (Group and 1-2-1).
- No consistency checks were carried out by the Technical Lead.
- Separate 'fire walls' were set up between Technical and Commercial evaluation in AWARD.
- Procurement checks on evaluation were confined to process not content.
- All Moderation sessions have detailed minutes.
- All PLOD (Plan of the Day) meetings have detailed minutes.
- Anonymity was preserved in Contract Award Recommendation and Evaluation reports.
- A check of the financial status of the proposed Contractor, as carried out in the original PQQ, was verified prior to Contract Award.

## Contract Award

As outlined in **Section 3.1.2**, MDJV were appointed as the Main Works Station Contractor (MWSC) to construct Curzon Station and the surrounding landscape in May 2021. MDJV were awarded the contract after the QPLOD group (Qualifications Plan of the Day) met on four occasions to consider the qualification

status of the three bids and the Award Recommendation was made based on an acceptable position on the terms and conditions of contract subject to any final drafting of points to be identified on engrossment. A Letter of Confirmation was signed by MDJV acknowledging that HS2's understanding of their final offer was correct.

### 3.1.3 Evidence of demand or market interest

*Describe any private sector negotiations or discussions undertaken as part of testing the development or supplier market.*

As alluded to in **Section 3.1.2**, HS2 initially adopted a single-stage process to procure the development of Curzon Station and the surrounding landscaping but following a lower-than-anticipated market appetite and feedback from contractors who are delivering comparable sized infrastructure projects elsewhere in Europe HS2 decided to adopt a two-stage approach reduced the risks and enabled greater certainty over cost for both HS2 and the supply chain which attracted more bidders.

### 3.1.4 Third party services

*Detail any third party services that will be used to deliver the project (legal, finance, any other consultancies). Can you show commitment from third party to carbon reduction/offsetting/mitigation?*

The project will be delivered by HS2 Ltd as part of the Curzon Station construction and will use their resources and services. MDJV have been contracted to undertake the actual construction of the Curzon Station.

The scheme delivery will need the following:

- Contractor agreement – there is a legal agreement between MDJV and HS2 which is under HS2 Ltd.'s contracting arrangements;
- Funding Agreements - a funding agreement will be required between GBSLEP and BCC;
- Legal Agreement between BCC and HS2 Ltd. is currently being developed collaboratively under the overall commercial principles that HS2 has agreed with the DfT for third party delivery arrangements. This will include overall principles of managing cost, delivery, governance and maintenance; and
- In addition to GBSLEP approval of financial resources, BCC approval will be required to manage the project.

#### **Commitment from third party to carbon reduction/offsetting/mitigation**

HS2 have set the carbon footprint reduction targets in regard to the lifecycle of Curzon Station as a 50% carbon reduction from the baseline (over 120 years).

In addition to this, it is the project's ambition to maximise material efficiency in support of generating evidence for BREEAM compliance and the wider approach to delivering sustainable outcomes. Also, throughout the project development and delivery HS2 is committed to reduce/ manage any environmental impacts and will aid in managing associated impacts.

A lifecycle assessment has been undertaken by WSP (the consultancy who designed Curzon Station) which identifies ways in which Curzon Station could achieve the carbon footprint reduction targets above. The reductions achieved are measured as the difference between the baseline carbon footprint, determined at Design Assurance Level (DAL2), and that of the current station design. The lifecycle assessment found

that a 49% reduction can be demonstrated against the baseline through a combination of carbon reduction measures integrated into the design (RIBA Stage 3 design) plus further analysed opportunities to be confirmed during RIBA Stage 4.

Beyond this, the lifecycle assessment identifies measures to be confirmed by the construction partner when they are appointed on the project, plus initiatives to be developed further by HS2. Full adoption of these items would bring the total reduction to 55% against the baseline.

## 3.2 Contract Management and Risk Allocation (FBC stage only)

### 3.2.1 Contract management arrangements

*Describe contract management, what type of contract is being entered into and why and assurance arrangements. Provide evidence of how the procured contractor/supplier provides value for money.*

As outlined above, the project will be delivered by HS2 Ltd as part of the Curzon Station construction and will use their resources and services. MDJV have been contracted to undertake further design development and the actual construction of the Curzon Station. HS2 Ltd is responsible for ensuring MDJV delivers the scheme as designed.

A two-stage collaborative approach has been adopted for the delivery of HS2 Curzon Street Station and the associated enhanced public realm works. This approach has ensured value for money and has facilitated collaborative target setting.

As a part of Stage 1, the MDJV has worked collaboratively with HS2 Ltd verifying the design and schedule of the enhanced public realm works identifying risks, opportunities for value engineering, and have developed a target price for the works. The outcomes from this Stage 1 resulting in value for money are:

- Increased certainty and reduced risk;
- Realistic and affordable Target Price; and
- Positive relationships established ready for delivery.

During Stage 2, the focus will be on MDJV delivering to the finalised Target Price submitted at Stage 1 Gate 4, which will be verified progressively by HS2 Ltd. The intended outcomes from this stage are:

- Works delivered safely, on time and within budget;
- Gain share for efficient delivery; and
- HS2 strategic objectives achieved

BCC, as the applicant of funding for this project, will enter into an agreement with HS2 Ltd regarding the use of this grant funding to ensure the project is delivered as intended, and provides adequate value for money.

### 3.2.2 Contract milestones

*Include contract milestones such as internal or external decisions and approvals and completion dates of project phases.*

Key Contract Milestones of relevance to the Curzon Station Enhanced Public Realm scheme are summarised below:



Curzon Station procurement process

- Confirm funding availability: Completed (August 2019)
- Issue ITT: Completed (March 2020)
- Tender period: Completed (August 2020)
- Tender evaluation: Completed (November 2020)
- ITT recommendation assurance and governance: Completed (March 2021)
- Award delivery contract: Completed (May 2021)
- Stage 1 Target Cost for FBC: Completed (January 2022)

Stage 2: Main station works including Enhanced Urban Realm (EUR)

- Main station design: complete (May 2024)
- Main station construction: complete (February 2029)
- Curzon Square EUR landscaping works: complete (May 2027)
- Paternoster Place EUR works complete (May 2027)
- Curzon Promenade EUR landscaping works: complete (August 2027)
- Completion of all the works and delivery into Service (November 2029)

**3.2.3 Risk allocation**

*Summarise key risks relating to the management of delivery contract(s) and who has been involved in identifying these risks. Include details on the transfer or sharing of risks with the contractor, risk owners, and mitigation / contingency arrangements (these should be fully detailed in the Risk Register in **Appendix 6**).*

As part of the Stage 1 deliverables, MDJV compiled a risk register which identifies the key risks associated with the construction of the proposed scheme, identifies actions to mitigate these risks, and quantifies the likely costs associated with each risk both pre and post mitigation actions. This risk register is attached to this Business Case as **Appendix E5**.

This risk register shows the primary risks identified at this time but is a live document that will be kept updated as the project progresses.

The key risks around the construction of the Curzon Station Enhanced Public Realm proposals relate to the bridge decking which will be constructed as part of the Paternoster Place element of the scheme where there are risks regarding NR approval, ownership, NR possessions amongst others. An appropriate assessment of risks has been undertaken and an associated allowance for managing these risks allowed for within the scheme costs. Mitigation actions around continued engagement with relevant parties and organisations to establish good working relationships and ensure that each party knows what information and actions are required from them are also being undertaken.

Some of the other wider project risks included in the risk register are:

- Impact of market conditions on the cost and availability of materials resources;
- Site and ground conditions; and
- Delays due to COVID-19.

All the risks within the **Appendix E5** risk register have been allocated an appropriate owner and any risks identified later in the project will be allocated to the most appropriate owner at that time.

**3.3 Accountancy Treatment and Service Requirements (FBC stage only)**

### 3.3.1 Assets

*Describe long-term future of assets, including approach to a change of circumstances (e.g. organisation / asset changes purpose or ceases trading).*

BCC will own the enhanced public realm elements of the scheme outside of the limits of deviation. BCC will also be responsible for the revenue costs associated with the additional maintenance costs for the enhanced public realm. By letting a single contract, the enhanced works will be form part of the main HS2 contract.

BCC could source funding to go towards the maintenance of above elements from Section 106 agreements and Community Infrastructure Levy (CIL) charges relating to future developments linked to the Curzon Station. The overall principles of this are currently being agreed as a part of the discussions related to the legal agreements between BCC and HS2 Limited.

### 3.3.2 Operational service considerations

*Outline any operational service considerations and their sustainability. If there are any personnel implications (including TUPE), then please describe how they will be addressed here.*

N/A

## 4. Financial Case

The purpose of the Financial Case is to demonstrate the affordability and funding of the preferred option, including the support of stakeholders and customers, as required. This should include the capital and revenue costs and the consequential costs of the project.

### 4.1 Project budget

*Insert additional future years into the table; name each contributing funder and add lines as required. GBSLEP allocates funding to be drawn down by projects for specific financial years (April to March) against agreed, eligible and evidenced, defrayed costs.*

*Include a detailed breakdown of costs that relates to the below project budget as an appendix.*

*Loans are offered on commercial terms. The rate of interest charged, security and other conditions are determined independently in accordance with investment industry standards, taking into account that the GBSLEP's funding programme's primary objective is to enable or accelerate development of priority projects. The maximum repayment term is three years.*

*Further information on and the application for development funding is included at Section D.*

*Provide a detailed proposed funding profile by populating **Appendix 5**. This will be indicative at OBC and should be finalised at FBC stage.*

	Previous years	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Future years	Total
<b>Capital funding (£000s) (Outturn)</b>										
Local authority	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other public sector	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Private sector	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Third sector (Debt Finance)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
GBSLEP Loan funding requested	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
GBSLEP Grant funding requested	£2,219	£189	£924	£5,347	£5,791	£2,299	£8,692	£3,327	N/A	£28,788
GBSLEP Development funding requested (eligibility applies)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Funding source to be established	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Total capital cost</b>	<b>£2,219</b>	<b>£189</b>	<b>£924</b>	<b>£5,347</b>	<b>£5,791</b>	<b>£2,299</b>	<b>£8,692</b>	<b>£3,327</b>	<b>N/A</b>	<b>£28,788</b>
<b>Revenue funding for project delivery (£000s)</b>										
Local authority	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other public sector	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Private sector	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Third sector	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Funding source to be established	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Total revenue cost for delivery	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Revenue consequences for benefit realisation (£000s)										
Local authority	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	£3,751*	£3,751
Other public sector	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Private sector	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Third sector	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total revenue consequences for benefit realisation	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	£3,751	£3,751
Total project cost	£2,219	£189	£924	£5,347	£5,791	£2,299	£8,692	£3,327	£3,751	£32,539

\*Q3 2021 prices

The project budget spend profile for the Curzon Station Enhanced Public Realm scheme shown in the table above has been based on the most up-to-date project programme (appended to this Business Case as **Appendix E2**) and has been agreed between BCC, HS2 and MDJV. Further details about what costs feed into the project budget and how inflation was accounted for in the project budget spend profile shown in the table above are provided in **Appendix F1**.

In addition, it should be noted that the Curzon Station Enhanced Public Realm scheme is expected to generate additional Business Rate income by enabling key commercialisation investments; improving the values of development located around in proximity to the scheme whilst also increasing the occupancy rates of these developments. Based on these assumptions, it is estimated that an uplift of £47.74 million of additional business rates income would be attributable to the Curzon Station Enhanced Public Realm scheme by 2040.

## 4.2 Affordability

### 4.2.1 Options for financing the project

*Outline what other means of financing the project have been explored, including which funding sources have been considered / approached and why they were discarded.*

Birmingham City Council has reviewed potential alternative funding sources, including CIL and Section 106, and can confirm that none is available to deliver the scheme. The scheme therefore requires capital funding to be allocated from a source of public funding. The extension of the Enterprise Zone to include the Curzon area was approved by Government on the basis that it was used to maximise the impact of HS2, and the vision set out in the Curzon Masterplan.

Given the landowners are likely to benefit when the enhanced public realm is delivered S106/CIL payments will be used to provide the Local Authority match funding for maintenance of the enhanced Curzon Public Realm scheme over the base Curzon Station scheme.

### 4.2.2 Match funding

*Confirm which sources of match funding included in section 4.1 have been secured (attach evidence). For funding that is not yet secure, provide details on the strategy and timeline for securing it.*

Birmingham City Council will be providing the maintenance funding for the project, currently estimated at up to £3.75 million. This funding will be allocated from contributions from CIL and Section 106 resources.

#### 4.2.3 Grant versus loan

*If capital grant funding is applied for, explain why loan funding is not deemed suitable.*

A loan would not be appropriate as there is no way in which the project could make repayments.

#### 4.2.4 Loan arrangements

*If loan is applied for, outline the proposed repayment arrangements and timescales.*

N/A

#### 4.2.5 Availability of GBSLEP funding

*How would the project proceed if GBSLEP funds are not available? Or are available at a reduced level?*

Without Enterprise Zone funding the project will not go ahead and only the public realm associated with the base Curzon Station design would proceed. There are no other sources of funding available. A loan would not be appropriate as there is no way in which the project could make repayments.

In the absence of this funding, HS2 Ltd will only be delivering the Hybrid Bill option (Curzon Station Base scheme with no enhanced Public Realm), which will result in abortive design costs, delays to the overall programme and a considerable reputational risks to BCC and HS2 Ltd.

### 4.3 Due Diligence

#### 4.3.1 Applicant organisation's financial status (GBSLEP to advise if information is required)

*Provide full accounts for the last three financial years, as well as current financial forecasts.*

Due to the relationship between the GBSLEP and BCC with BCC acting as the accountable body for the EZ funding this information is not usually required.

#### 4.3.2 Partners' financial status (GBSLEP to advise if information is required)

*Provide full accounts for the last three financial years, as well as current financial forecasts.*

Due to the relationship between the GBSLEP and BCC with BCC acting as the accountable body for the EZ funding this information is not usually required.

#### 4.3.3 Independent assurance

*Outline any independent assurance that will be place for the project, such as gateway or key stage reviews throughout delivery.*

BCC is the statutory local authority and its financial status is subject to Government oversight. Financial management of the project will be exercised within the terms of BCC's Financial Control Standards for major Projects (November 2018). These standards have been established to ensure that such projects

are managed by a Project Board through a process of outline and full business cases, regular monitoring of delivery issues and the preparation of Project Highlight reports, and a post-implementation review, together with early warnings of potential problems, a procedure for change requests, and control over the use of contingency sums.

All capital expenditure is also subject to the Council's constitution and financial procedures, including financial regulations, contract standing orders, executive decision-making, and monitoring. The project reports to the Capital Project Board, which has responsibility for the delivery of all projects above £20m or a strategic project under £20m and is chaired by the Leader of the Council. The membership also includes the Chief Executive, S151 Officer and Cabinet Member for Resources. Given the value of the scheme this scheme will be reported to the Capital Project Board.

BCC and HS2 are in the process of developing a funding agreement that will set out the key principles for the responsibility and management for how funding will be managed, including departures, changes, and overruns. HS2 Ltd has indicated that it requires payment in advance of the works being undertaken as per the commercial principles set out by HS2 with the DfT (cost neutral).

BCC will ensure that project assurance is in place to provide independent and impartial confirmation that the project is on track and to confirm that the project is applying relevant practices and procedures and that the business rationale for the scheme remains aligned with the organisational strategy.

## 4.4 Financial Risks

### 4.4.1 Cost overruns

*Outline the arrangements for any cost overruns in the project. Any grant approved by GBSLEP will be a maximum capped amount and the applicant will be responsible for any expenditure above that amount.*

HS2's procurement process for Curzon Station is set up so that the design and costs of the construction of the station is verified with MDJV during Stage 1 of the two-stage process. As a part of Stage 1, MDJV have worked collaboratively with HS2 Ltd to verify the design, and schedule, with the aim to identify risks, opportunities for value engineering and to develop a target price. The project costs presented in this Business Case are based on the Target Price for construction costs provided by MDJV at Stage 1 Gate 3 and are robustly supported by a suitable allowance for risk assessed using a well-informed risk register (**Appendix E5**).

During Stage 2, the focus will be on MDJV delivering to the Target Price submitted in Stage 1, which will be verified progressively by HS2 Ltd. At this stage it is reasonable to state that any unlikely cost overruns can be accommodated with value engineering ensuring that the overall scheme is delivered within budgets and offers the same value for money as per the Full Business Case.

### 4.4.2 State Aid

*State how the project complies with State Aid regulations without contravening the State Aid legislation. Outline what advice (e.g. legal advice) has been received to confirm that any grant funding approved does not amount to unlawful State Aid.*

*Any project activity GBSLEP funds must meet public sector financial rules and comply with the rules governing State aid. Grants found to be in contravention of State Aid rules must be repaid with interest, so it is in your interest to ensure that any project you bring forward for consideration complies with these regulations.*

The project takes a 'no aid' position based on the delivery of a scheme providing public goods which will not benefit selective undertakings or distort or threaten to distort competition. In addition, it can be considered to be non-economic in relation to the Commission's guidance on the notion of State aid. As such, the project complies with State Aid regulations.

## 5. Management Case

The purpose of the Management Case is to demonstrate that the preferred option is capable of being delivered successfully, in accordance with recognised best practice. It tests project planning, the governance structure, risk management, communications and stakeholder management, benefits realisation and monitoring and evaluation. The Management Case should be over halfway complete at OBC stage; at FBC, in addition to updating all questions the Monitoring and Evaluation plan and processes need to be finalised.

### 5.1 Project Planning

#### 5.1.1 Project development and statutory requirements (SOBC and OBC stage only)

*List the key project development milestones, including local authority consents or statutory approvals needed for the project to proceed. Indicate which have been obtained and the timeline for obtaining the rest. Add / delete lines as appropriate. Confirm what LA/CA governance needs to be factored into the decision making.*

Description	Planned / actual date	Provide Details
Design Assurance Level 1 & 2 (Concept design)	September 2018	Detailed in the Landscape & Public Realm - DAL 02 Design Report ref. 1SN04-WSPLS-REP-NS08-000001 (CO1) document.
Design Assurance Level 3 (Feasibility & Preliminary Design)	September 2018	Detailed in the Landscape & Public Realm - DAL 03 Design Report ref. 1SN04-WSPLS-REP-NS08-000001 (CO2) document.
Design Assurance Level 4 & 5 (Detailed design)	December 2018	Detailed in the Landscape & Public Realm - DAL 05 BCC Funded Public Realm Outline Specification ref. 1SN04-WSP-CR-SPE-NS08-000001 (CO1) and the Landscape and Public Realm - DAL 05 BCC Funded Public Realm Landscape and Public Realm 1SN04-WSP-CR-REP-NS08-000020 reports.
Network Rail Consent Form 001	September 2019	An initial desktop report which assessed the impact the that the enhanced public realm works at Paternoster Place would likely have on Network Rail's infrastructure which was reviewed and signed-off by Network Rail providing an 'approval in principle' for the works.
Environmental appraisal	Completed	As part of HS2 Hybrid Bill process
Planning application	06/04/2020	Planning application for enhanced public realm works submitted.
Statutory approvals/planning permission	28/07/2020	Planning application for enhanced public realm works approved.
Consultations with key stakeholders	Ongoing	The HS2 Strategic Board has been created for the West Midlands to bring together senior representatives from relevant organisations including Local Authorities and Local Enterprise Partnerships, to set the strategic agenda for HS2. A series of working groups are taking place under the Strategic Board. The Stakeholder Management Plan for 1DB03 – Curzon Street Station (Document no:



		1DB03-MDS-SE-PLN-NS08-000001), which is appended to this Business Case as <b>Appendix M1</b> , provides further details for how stakeholders will be involved and managed in the development of Curzon Station going forward.
Network Rail consents	31/05/2023 to 15/01/2025	A circa 20 month period has been allowed for in the Curzon Station Enhanced Urban Realm's project programme to secure the relevant necessary Network Rail consents for the Paternoster Place element of the project.
Internal or external funder strategic/outline business case	18/07/2019	OBC approved by GBSLEP board
Internal or external funder full business case with benefit-cost ratio or established value for money case	February 2022	This business case for funding for this scheme to be approved by Programme Delivery Board.
Quotes for work to be undertaken/ Works Contractor Appointed	May 2021	Mace Dragados appointed as the MSWC. 2 stage process. Currently approaching end of Stage 1 Stage 1: Detailed design and Target Cost complete
Compulsory Purchase Order powers		Granted in HS2 Act of Parliament
Major statutory instruments (e.g. Transport and Works Act Orders, Side Road Orders, Development Consent Orders)		Granted in HS2 Act of Parliament
Known environmental impacts (e.g. SSSIs, Heritage sites, Ancient Monuments)	Completed	As part of HS2 Hybrid Bill process
Equality Impact assessment		Forms part of HS2 process

### 5.1.2 Project delivery plan

*At SOBC, OBC, outline project delivery plan; at FBC, append a detailed programme and summarise key milestones here (add lines as appropriate).*

A simplified and an extensive project programme which cover all the works associated with the construction of Curzon Station (including the works associated with the Curzon Station Enhanced Public Realm scheme) are presented in **Appendix E2**. Please note that the Curzon Square element of the Curzon Station Enhanced Public Realm scheme is named as "Eastside City Park (EUR)" on the project programme.

Key milestones of relevance to the Curzon Station Enhanced Public Realm scheme are summarised below:

Task	Start Date	Completion Date
Stage 1 Target Cost for FBC completed	June 2021	January 2022
Main station design	June 2022	May 2024
Main station construction	January 2025	February 2029
Curzon Square Enhanced Urban Realm (EUR) landscaping	January 2027	May 2027
Paternoster Place EUR design	April 2022	May 2027
Curzon Promenade EUR landscaping	January 2027	August 2027

Completion of all the works and delivery into Service		November 2029
<b>5.1.3 Critical path</b>		
<p><i>Outline the key review and go / no-go decision points and what would happen at each point.</i></p> <p>The following key review and go / no-go decision points are form the critical path of the Curzon Station Enhanced Public Realm scheme:</p> <ul style="list-style-type: none"> <li>• Birmingham City Council to approve FBC and expenditure on public realm works following approval of grant by GBSLEP.</li> <li>• Between the end of Stage 1 and the start of Stage 2 of the Curzon Station procurement process— The Curzon Station building works contract between HS2 Ltd and MDJV contains a break clause allowing both parties to exercise their right to walk away from the project if they so wished at completion of Stage 1 but prior to Stage 2 of the procurement process (which is detailed in <b>Section 3.1.2</b> of this FBC). Activating this clause would have programme and cost impacts for the enhanced public realm project as a new station building contractor would have to be appointed. However, it has been deemed that the processes in place to facilitate the close partnership working between HS2 Ltd and MDJV means that it is unlikely that either party will activate this clause.</li> <li>• Review dates will be included in the contractual agreement between BCC and HS2 Ltd based on project milestones such as the at the end of detailed design.</li> </ul>		

## 5.2 Organisation

### 5.2.1 Track record

*Outline your organisation's and the identified project team's track record of delivering similar projects. Include skills / experience of key staff involved in the project.*

BCC have experience of successfully supporting the delivery of a wide range of major regeneration, redevelopment and public realm projects of a similar scale and value across the City including in a City Centre context such as Arena Central, Snow Hill, Centenary Square and Axis. In all cases the City Council has provided expertise in supporting services including compulsory purchase, planning, urban design, and transportation. This experience has provided evidence of what has worked in the past in order to provide the most appropriate context for development of the proposed project. In addition, HS2 Ltd has been established to deliver the HS2 rail line and stations. The workforce are experienced professionals with extensive track records of delivering rail infrastructure, including public realm works.

Also, as mentioned in **Section 3.1.1**, Mace and Dragados (who have been contracted to build Curzon Station) have a strong track record delivering some of the world's most complex and exciting infrastructure projects, including the refurbishment of Birmingham New Street, Battersea Power Station (phase 2) and work on delivering the Spanish high speed rail network, including the major new Madrid Atocha and Barcelona Sants stations. They are also working together in a separate joint venture delivering HS2's London terminus at Euston. Of particular relevance for the works involved in constructing the Curzon Station Enhanced Public Realm scheme, Mace have successfully delivered hard and soft landscaping public realm works surrounding major developments such as the Television Centre in Wood Lane, London; University College London (UCL) East in Stratford, London; and Greenwich Peninsula as well as having experience of overseeing the foundation and beam/deck installation for bridge decks that crossed-over and were next to live railway.

### 5.2.2 Use of external consultants

*List key consultants (individuals and organisations) involved and outline their track record.*

HS2 appointed a design consortium who were responsible for designing the Curzon Station including Curzon Enhanced Public Realm proposals. This design consortium consisted of:

- WSP: design and transport;
- Grimshaw: architecture; and
- Glenn Howells: architecture.

These are experienced companies who have completed many projects of a similar nature.

In addition, the companies Mace and Dragados (MDJV) formed a joint venture to work with HS2 Ltd in two stages to work with HS2's design consortium of Consultants to finalise the detailed design and then build Curzon Station (including the enhanced public realm proposals). As previously outlined, both Mace and Dragados have relevant experience of delivering similar projects and are also working together in a separate joint venture delivering HS2's London terminus at Euston.

### 5.2.3 Succession arrangements

*Outline the arrangements in place to ensure continuity of resource and retention of organisational memory including project record management approach.*

HS2 Ltd will enter into maintenance arrangements with the appropriate station or commercial operator depending on the commercial arrangements at the time. BCC will provide a commuted sum to go towards this maintenance arrangement. Construction records will be stored in accordance with HS2 Ltd's retention policy.

Both HS2 and BCC as well established organisation where knowledge transfer and talent retention are fully embedded within the key objectives of the respective organisations. Succession planning, talent retention and learning and development of staff is at the core of their organisational ethos.

## 5.3 Governance

### 5.3.1 Project management

*Outline the proposed project management structure including roles and responsibilities.*

Project management will continue to be managed in accordance with BCC's methodology and will be tailored to meet corporate governance and project management policies and standards.

The BCC Project Group/Team will:

- provide guidance and direction to the project to ensure that the project remains within scope and delivers the required outputs and project benefits within the agreed budget and schedule;
- monitor the development of solutions and proposals at all stages to ensure they meet the organisation's needs and progress towards targets;
- evaluate the impact of solutions and proposals on the Council and stakeholders; and
- ensure risks are being tracked and mitigated as effectively as possible.

Key roles and responsibilities have been established as follows:

- SRO – Ian MacLeod - Director of Planning, Transport and Sustainability
- Operational Sponsor – Simon Delahunty-Forrest
- Project Executive – James Betjemann, Head of EZ and Curzon Delivery

- Project Manager – Hannah Willetts, Project Delivery Manager
- Technical advice – Michael Scheepers (legal) and Charlie Short (Procurement)

The Project Manager (Hannah Willetts) will:

- ensure that the project produces the required products within the specified tolerances of time, cost, quality, scope, risk, and benefits.
- be responsible for the project producing a result capable of achieving the benefits defined in the Business Case.
- be responsible for finalising service contracts and issuing instructions and receiving highlight reports from all service providers and team managers.
- make reports to external funders as required.
- coordinate the interface, communication, and information exchange expeditiously between different teams and organisations involved in the delivery of the project.
- provide regular reports to the Project Board to keep senior management routinely informed of project status and all developments that impact on the project success.

HS2 Ltd has also established a Core Team to work with the BCC Team to deliver the agreed Enhanced Public Realm project. This Team is working with BCC to draft a legally binding arrangement to deliver the project. HS2 Ltd is establishing a Negotiation Support Group, which assist its Core Negotiating Team.

The arrangements demonstrate appropriate resourcing through internal and external sources with the appropriate skills and capacity. A Project Delivery Plan will be developed to guide implementation of the project, including timescales and milestones.

### 5.3.2 Project governance

*Provide details on the proposed project governance and assurance, including:*

- *decision levels;*
- *escalation arrangements;*
- *project board composition and terms of reference; and*
- *project board members' relevant experience (if not included at 5.2.1).*

#### **HS2 Ltd Project Governance**

The project will be delivered by HS2 Ltd in accordance with their governance structure, as shown in **Appendix M2**. This shows the following five levels of governance:

- Shareholders;
- Board;
- Corporate;
- Programme; and
- Project.

Each level has a defined role, delegated authority, and escalation protocols. The project board members have been appointed by Government to oversee the delivery of HS2.

As the Curzon Station Enhanced Public Realm project will be delivered as part of the wider Curzon Street station project, it will require governance oversight from the HS2 Ltd Executive Committee, Board and Shareholders to meet the procurement and financial management requirements.

#### **BCC Project Governance**

The project will be monitored by BCC, as funding applicant, in accordance with their governance procedures. The overall governance is led by the EZ and Curzon Project Delivery Board which exists to provide strategic direction and make decisions in the best interests of the project (subject to BCC and GBSLEP assurance requirements); review and approve all products/documentation; monitor benefit realisation and risks and report to the Corporate Leadership Team.

The Project Board for the Curzon Enhanced Public Realm project is the Enterprise Zone and Curzon Project Delivery Board, which comprises the following individuals and will oversee day to day management of the project:

- Phil Edwards – Assistant Director, Transport Connectivity
- James Betjemann – Head of EZ and Curzon Delivery
- Alison Jarrett – Assistant Director, Finance
- Ian Harris – Finance Manager
- Jane Smith – EZ Programme Manager
- Simon Garrad – Head of Project Delivery
- Rachel Telfer - Transport Planning and Investment Manager

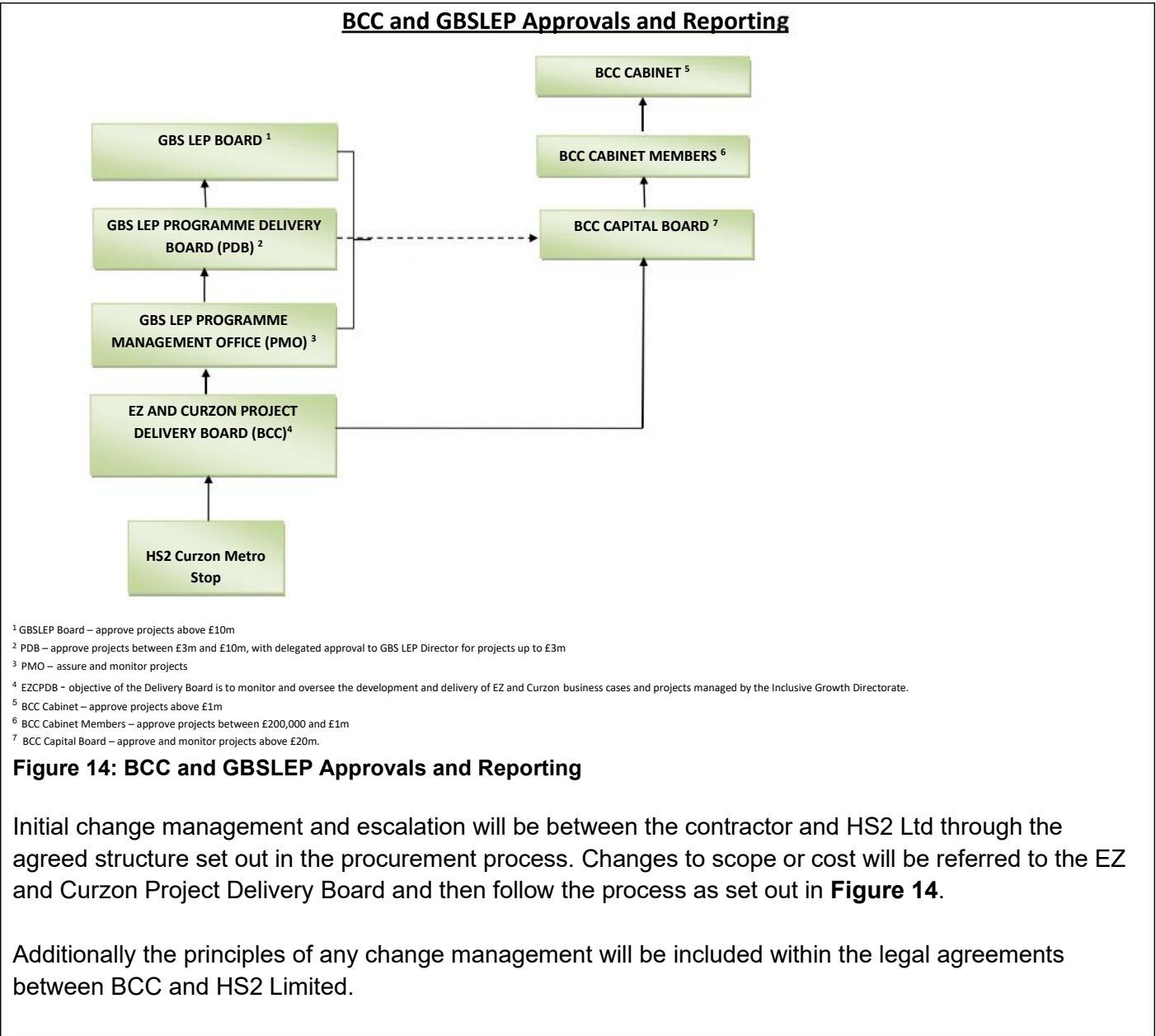
In addition, the project will report on a monthly basis to the BCC Capital Board, which oversees the delivery of all major BCC projects and comprises of;

- Leader - BCC
- Cabinet Member, – BCC Finance and Resources
- Chief Executive – BCC
- Section 151 Officer - BCC

### 5.3.3 Change management

*Outline the proposed change management strategy for the project, including escalation procedures and thresholds.*

**Figure 14** below shows how the project delivery board reports through the GBSLEP board to the BCC Cabinet providing overall governance responsibility.



5.4 Stakeholder Management

5.4.1 Stakeholder engagement

*Outline how the stakeholders will be involved and managed. Append a stakeholder management plan if available.*

The HS2 Regional Enterprise Board has been created for the West Midlands to bring together senior representatives from relevant organisations including Local Authorities and Local Enterprise Partnerships, to set the strategic agenda for HS2. The ultimate aim is to maximise the benefits of HS2 for Birmingham and the wider West Midlands. Beneath this group sits a Programme Coordination group who have responsibility for taking forward the agenda set by the Strategic Board. A series of further working groups sit beneath this group focussed on the following:

- The Birmingham Curzon Street Station;
- The Interchange Station;
- The Washwood Heath Depot and East Birmingham;
- Business relocation and mitigation;
- Jobs and skills;

- Transport connectivity; and
- Construction period.

Members of these working groups include representatives from HS2 Ltd, City Council Officers, Network Rail, Centro, other Local Authorities and Local Enterprise Partnerships.

The Curzon Station working group (CWSG) exists to:

- Work collaboratively and share good practice across organisations to develop a joined-up approach to delivery of the Curzon programme;
- Contribute to the delivery of Curzon Investment Plan;
- Identify risks and ensure that appropriate measures are in place to mitigate those risks;
- Monitor progress against key milestones, identify issues affecting delivery and jointly find solutions to improve programme delivery;
- Share information on work programmes in a timely manner and on a regular basis; and
- Jointly promote and support each member organisation's communications activity to raise awareness of the Curzon Programme.

The CWSG will be chaired on an alternating basis by a representative from either BCC or HS2 Ltd. and membership will comprise of representatives from the following organisations:

- BCC Planning and Regeneration;
- BCC Transportation;
- HS2 Ltd;
- HS2 Growth Partnership;
- West Midlands Combined Authority;
- Midland Metro Alliance;
- Transport for the West Midlands;
- Canals and River Trust;
- Laing Murphy Joint Venture;
- Historic England; and
- Birmingham City University.

The Stakeholder Management Plan for 1DB03 – Curzon Street Station (Document no: 1DB03-MDS-SE-PLN-NS08-000001), which is appended to this Business Case as **Appendix M1**, provides further details for how stakeholders will be involved and managed in the development of Curzon Station going forward.

#### 5.4.2 Partnership arrangements

*Outline key roles and responsibilities of all partner organisations in the project, where not covered in commercial case or above.*

As discussed above, the project will be delivered as a partnership between:

- Birmingham City Council, as the applicant;
- HS2 Ltd, responsible for delivery of Curzon Station, including the scheme; and
- MDJV will be responsible for the construction of Curzon Station, including the scheme.

#### 5.4.3 Communications and marketing plan

*At OBC, outline your proposed approach to project communications and marketing. At FBC, append a full communications plan and summarise it here.*



BCC has developed a Marketing and Promotion Strategy to raise the profile for the Enterprise Zone that will enable the City to compete nationally and internationally. It is aligned to the City Council's Capital Investment Strategy which sets out a framework for targeting investment and as such will act as a key delivery mechanism, alongside other interventions such as the emerging Business and Skills Support Programme.

The Marketing and Promotion Strategy is focused on a proactive and co-ordinated approach to investment promotion, that will enable the Enterprise Zone to:

- identify and assess credible investment opportunities;
- promote investment opportunities to key overseas markets;
- support investors and facilitate investment deals in the EZ;
- increase levels of economic growth and good quality development across the EZ; and
- be proactive in engaging and targeting potential investors.

This will ensure that the investment benefits of the Curzon Enhanced Public Realm project are maximised.

In addition, have appointed a stakeholder lead as part of their works constructing Curzon Station who, amongst other things, will be responsible for Community Engagement & Communications. This stakeholder lead will head a team that will be responsible for overseeing engagement across different Curzon Station stakeholders and coordinating regular meetings of representatives from across internal project teams (refer to **Appendix M1** for further details).

## 5.5 Monitoring and evaluation

*At OBC, outline the proposed approach to project monitoring and evaluation. At FBC, append a detailed plan for monitoring and evaluating project outputs and outcomes, including assigned responsibilities and budgeted costs. Note the GBSLEP will be collecting monitoring information until at least March 2025.*

A draft Monitoring and Evaluation plan is included as **Appendix M3**.

This recommends the monitoring of seven items, which will allow the evaluation of the benefits of the scheme:

- Completion of construction and progress against programme;
- Feedback from active travel mode users;
- Quantity of development forecast to be built in the relevant Enterprise Zone (EZ) sites surrounding Curzon Station;
- Feedback from local businesses;
- Rental values of commercial and residential properties surrounding Curzon Station;
- Area of developable land at the current site of the Taboo Cinema; and
- Expenditure against budget.

Regular financial reviews, which compares the total spend on the project to the forecast spend, will be carried out by the Project Manager, with a financial schedule completed and submitted to the Project Board on a monthly basis. A final review will be undertaken at the close of the project. Similarly, progress on outputs and outcomes (which include the forecast benefits of the scheme) will also be reported to the Board. An evaluation report will be prepared 12 and 60 months after the completion of the enhanced public realm works.



## 5.6 Risk management

*Append a fully assessed Risk Register to include RAG rating, risk owner, mitigation and contingency arrangements (minimum requirements in template at in **Appendix 6**).*

*Further guidance on risk management is provided in the HMT Orange Book, available at <https://www.gov.uk/government/publications/orange-book>.*

Risks to construction and programme will be managed by HS2 Ltd and MDJV in accordance with HS2 Ltd.'s policies and processes.

Risks to funding, completion and delivery will be managed by BCC (who will appoint a dedicated risk manager), working with HS2 Ltd and MDJV as appropriate. Responsibility for construction of the project lies with HS2 Ltd.

A Risk Register is included as **Appendix E5**.

## C. Declarations

### C1. Document Confidentiality Statement

*Please confirm whether any information in this Business Case is commercially sensitive and considered exempt from release under Section 41 of the Freedom of Information Act 2000. If so, please provide details.*

### C2. Declarations

Has any director/partner ever been disqualified from being a company director under the Company Directors Disqualification Act (1986) or ever been the proprietor, partner or director of a business that has been subject to an investigation (completed, current or pending) undertaken under the Companies, Financial Services or Banking Acts?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Has any director/partner ever been bankrupt or subject to an arrangement with creditors or ever been the proprietor, partner or director of a business subject to any formal insolvency procedure such as receivership, liquidation, or administration, or subject to an arrangement with its creditors	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Has any director/partner ever been the proprietor, partner or director of a business that has been requested to repay a grant under any government scheme?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

If the answer is “yes” to any of these questions please give details on a separate document of the person(s) and business(es) and details of the circumstances. This does not necessarily affect your chances of being awarded GBSLEP funding.

### C3. Senior Responsible Owner Declaration

As Senior Responsible Owner for [PROJECT NAME] I hereby submit this request for [FUND NAME] allocation on behalf of [NAME OF APPLICANT ORGANISATION] and confirm that I have the necessary authority to do so.

In making this application, I agree that the information provided by me in this application is to the best of my knowledge correct. I understand that if I give information that is incorrect or incomplete, funding may be withheld or reclaimed and action taken against me. Any expenditure defrayed in advance of project approval is at risk of not being reimbursed and all spend must be compliant with the Grant Conditions and State Aid requirements.

I understand that this application does not form or imply any agreement to provide funding.

I am content for information supplied here to be stored electronically, shared with the GBSLEP Independent Technical Evaluator, and other parties who may be involved in considering the business case to allow enquiries on this application enabling the GBSLEP to satisfy themselves of its completeness and accuracy.

I understand that a copy of the main Business Case document will be made available on the GBSLEP website. The Business Case supporting appendices will not be uploaded onto the website. Redactions to the main Business Case document will only be acceptable where they fall within a category for exemption. *Where scheme promoters consider information to fall within the categories for exemption,*

*they should provide a separate version of the main Business Case document, which highlights the proposed Business Case redactions.*

I understand that any offer may be publicised by means of a press release giving brief details of the project and the grant amount.

<b>Name: Rebecca Hellard</b>	<b>Signed:</b>
<b>Position: Interim Chief Finance Officer</b>	
<b>Date:</b>	

#### C4. Section 151 Officer / Chief Financial Officer (or equivalent) Declaration

As Section 151 Officer (or Chief Financial Officer) for [PROJECT NAME] I hereby agree that this request for [FUND NAME] allocation on behalf of [NAME OF APPLICANT ORGANISATION] is financially compliant and confirm that I have the necessary authority to do so.

I declare that the project cost estimates quoted in this application are accurate to the best of my knowledge and that [NAME OF APPLICANT ORGANISATION]:

- has allocated sufficient budget to deliver this project on the basis of its proposed funding contribution;
- has undertaken a risk assessment which identifies all substantial project risks known at the time of Business Case submission and this is included within the cost estimate;
- accepts responsibility for meeting any costs over and above the GBSLEP contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties;
- accepts responsibility for meeting any ongoing revenue requirements in relation to the project;
- accepts that no further increase in GBSLEP funding will be considered beyond the maximum contribution requested;
- confirms that the authority has the necessary governance / assurance arrangements in place and the project has met our assurance guidelines; and
- funding is compliant with central government guidance; and
- confirms that the procurement strategy for the project is legally compliant and is likely to achieve the best value for money outcome.

<b>Name: Rebecca Hellard</b>	<b>Signed:</b>
<b>Position: Interim Chief Finance Officer</b>	
<b>Date:</b>	

## D. Development Costs

Only complete this section if you wish to apply for a funding contribution towards the development costs of this project. The application for a funding contribution towards development costs will only be progressed if the OBC is assessed to meet the required criteria to proceed through to FBC. Applications are assessed on a risk basis and typically provided to public sector organisations only.

**If the project is unsuccessful with its application for funding, the development funding will be required to be repaid.**

<b>Total Development Costs for this project</b> ( <i>up to and including FBC submission</i> )	
<b>GBSLEP funds contribution sought towards the Total Development Costs</b>	<i>Typically, up to 10% of the total GBSLEP funding requested</i>

**Please describe and provide a financial breakdown of the Development Work to be undertaken.**  
*Please include specifically what the GBSLEP funds will be used for, key milestones towards the production of the FBC, and governance arrangements, including any local gateway processes, change control and risk management for the delivery of the FBC.*

N/A

**Full Business Case submission date**

By signing below, you certify that the above information is true and accurate.

Should your application for Development Costs be granted, you agree that the GBSLEP funding will be defrayed to you on the following conditions:

- The GBSLEP funds will be defrayed as an interest-free, repayable grant. The funding will be defrayed as capital and should only be used for expenditure that can be capitalised.
- The funding will be defrayed from your projected total capital allocation to your project.
- Upon full approval, the balance of the total capital allocation to your scheme will be defrayed in accordance with the processes described in the GBSLEP Assurance Framework, i.e. quarterly in arrears on production of actual expenditure.
- After your submission of the FBC, should approval for the project not be granted, you will return all previously received funding towards Development Costs to GBSLEP in full.
- You will include GBSLEP in the process for any decisions to be made regarding the scope, cost or timeframe for this project.
- You will provide regular update reports to GBSLEP on progress with the development of the FBC for the project, commencing from the date you sign this letter and at a frequency to be agreed.

Sign:	Sign:
Name: Ian MacLeod	Name: Rebecca Hellard
Position: Director of Planning, Transport and Sustainability	Position: Director of Council Management
Date:	Date:
<b>Senior Responsible Owner</b>	<b>Chief Financial Officer (or equivalent)</b>

## E. Appendices

### List of Appendices

#### I. Reference

- A. Definitions and acronyms
- B. Additional resources

#### II. Templates Included with this Document

1. Options Appraisal – Critical Success Factors
2. Options Appraisal – Longlist of Options
3. Options Appraisal – Cost Benefit Analysis (CBA) of Shortlist Options

#### III. Templates Available on Request

4. Profile of Forecast Outputs and Outcomes
5. Proposed Funding Profile
6. Risk Register

#### IV. Further Appendices as applicable for the Business Case

- Logic Model
- Project map 1 (location)
- Project map 2 (site plan)
- Feasibility studies
- Relevant organisational strategic documents
- Industry-relevant stage reports and plans
- Environmental Impact Assessment
- Distributional impact appraisal
- Confirmation of match funding (conditional or full)
- Statement of financial viability
- Detailed cost plans
- Consultation reports
- Project programme
- Communications plan
- Monitoring & Evaluation plan
- Organisation organogram
- Project organogram
- Procurement contract (at FBC)
- Letters of support / Memoranda of Understanding from project stakeholders

## Appendix A – Definitions and acronyms

BCR	Benefit - Cost Ratio
BEIS	Department for Business, Energy and Industrial Strategy
Benefits	Positive economic, social and environmental impacts expected to be realised as a result of the project being delivered. This is in addition to what is considered business as usual
CBA	Cost - Benefit Analysis
Delivery Plan	A detailed, typically sector specific, plan to support the delivery of the GBSLEP Strategic Economic Plan
DfE	Department for Education
DfT	Department for Transport
EoI	Expression of Interest
FBC	Full Business Case
GBSLEP SEP	GBSLEP Strategic Economic Plan
GVA	Gross Value Added
HMT	Her Majesty's Treasury
LIS	Local Industrial Strategy
MHCLG	Ministry for Housing, Communities and Local Government
NPV	Net Present Value
OBC	Outline Business Case
Optimism Bias	The proven tendency for appraisers to be too optimistic about project costs, duration and benefits delivery, which require adjustments to correct for
Outcomes	<p>Direct outcomes are the short- and intermediate-term effects or changes that occur or will occur as a direct result of the project activity.</p> <p>An indirect outcome is the intermediate to long-term effect or changes of a project, i.e. the longer term consequence of the project. They may be expected to follow the project activity, but cannot be guaranteed due to a range of factors.</p>
Outputs	Outputs are usually pre-defined (e.g. a target) and can be accurately measured (e.g. a number). Outputs are sometimes referred to as deliverables – they are the direct, immediate-term, quantifiable results associated with a project.
QRA	Quantitative Risk Assessment
SOBC	Strategic Outline Business Case
SRO	Senior Responsible Owner
WebTag	DfT's Transport Appraisal Guidance that provides information on the role of transport modelling and appraisal

## Appendix B – Resources

Accounting for the Effects of Climate Change Supplementary Green Book Guidance

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/934339/Accounting for the Effects Of Climate Change - Supplementary Green Book ..pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/934339/Accounting_for_the_Effects_Of_Climate_Change_-_Supplementary_Green_Book_..pdf)

GBSLEP Strategic Economic Plan

<https://gbslep.co.uk/resources/reports/strategic-economic-plan-2016-30>

GBSLEP Assurance Framework

<https://gbslep.co.uk/resources/reports/assurance-framework>

GBSLEP Towns and Local Centres Framework

<https://gbslep.co.uk/what-we-do/place/develop-thriving-towns-local-centres>

Investing in Culture: Enhancing Opportunities across the GBSLEP Region

<https://gbslep.co.uk/cultural-investments>

West Midlands Local Industrial Strategy

<https://www.wmca.org.uk/what-we-do/industrial-strategy/>

HM Treasury Green Book: Central Government Guidance on Appraisal and Evaluation

<https://www.gov.uk/government/publications/the-green-book-appraisal-and-evaluation-in-central-government>

HM Treasury Green Book: Guide to Developing the Project Business Case

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/749086/Project Business Case 2018.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/749086/Project_Business_Case_2018.pdf)

Department for Communities and Local Government: Appraisal Guide

<https://www.gov.uk/government/publications/department-for-communities-and-local-government-appraisal-guide>

Department for Transport: Transport analysis guidance

<https://www.gov.uk/guidance/transport-analysis-guidance-webtag>

HM Treasury Magenta Book: Guidance for Evaluation

<https://www.gov.uk/government/publications/the-magenta-book>

HM Treasury Orange Book: Management of Risk – Principles and Concepts

<https://www.gov.uk/government/publications/orange-book>

Management of Risk in Government: Framework

<https://www.gov.uk/government/publications/management-of-risk-in-government-framework>



## Appendix 1: Options appraisal - Critical Success Factors

Key Critical Success Factors	Description
<b>Strategic fit and meets business needs</b>	How well the option: <ul style="list-style-type: none"> <li>• achieves the identified objectives to maximise an opportunity or resolve an issue</li> <li>• meets the agreed spending objectives, related business needs and service requirements</li> <li>• provides holistic fit and synergy with other strategies, programmes and projects</li> </ul>
<b>Potential Value for Money</b>	How well the option: <ul style="list-style-type: none"> <li>• optimises value (social, economic and environmental), in terms of the potential costs, benefits and risks</li> </ul>
<b>Supplier capacity and capability</b>	How well the option: <ul style="list-style-type: none"> <li>• matches the ability of potential suppliers to deliver the required services</li> <li>• appeals to the supply side</li> </ul>
<b>Potential affordability</b>	How well the option: <ul style="list-style-type: none"> <li>• can be financed from available funds</li> <li>• aligns with sourcing constraints</li> </ul>
<b>Potential achievability</b>	How well the option: <ul style="list-style-type: none"> <li>• is likely to be delivered given an organisation's ability to respond to the changes required</li> <li>• matches the level of available skills required for successful delivery</li> </ul>

Source:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/685903/The\\_Green\\_Book.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/685903/The_Green_Book.pdf)

## Appendix 2: Options appraisal - longlist of options

<b>What ways and options have been considered for delivering the objectives?</b> <i>Briefly outline the different ways forward and options to address the problem / opportunity.</i>	
<b>Reference Case (mandatory)</b> <i>(the position in terms of required outcomes and benefits that would occur if the project did not proceed)</i>	<b>Description</b> In the absence of investment, no enhancement works will be supported, and the 'base' HS2 scheme will be delivered.
	<b>Main Advantages</b> Would likely be deliverable/ achievable.
	<b>Main disadvantages</b> Does not fit with the strategic vision and policy objectives.
	<b>Conclusions</b> The 'base' HS2 scheme is not expected to provide a comprehensive public realm environment.
<b>CP2 – Ecology &amp; Sculpture Park</b>	<b>Description</b> Includes the introduction of an urban ecological park along Curzon Promenade with opportunities for permanent / temporary sculpture integration.
	<b>Main Advantages</b> Creates a very intuitive situation for passengers accessing and egressing the station by providing more routes than other options for passenger dispersal in a more pleasant environment. A variety of pedestrian and shared pedestrian/cycle routes are incorporated in the design with paths designed to accommodate bicycle use. This aligns well with the BCC Masterplan description of Curzon Promenade that envisaged Curzon Promenade providing intuitive pedestrian routing enabling effective passenger dispersal which will enhance passenger experience.
	<b>Main disadvantages</b> Reduced area of planting and fewer amenity uses compared to CP3 and CP4 mean that this option is less likely to achieve BREEAM Excellent.
	<b>Conclusions</b> CP2 was deemed to provide the most intuitive pedestrian routing and access to and from Curzon Station whilst providing a secure and flexible environment. CP2 was taken forward to the shortlist of options.
<b>CP3 – Active Terraced Garden</b>	<b>Description</b> Includes the introduction of a series of terraced garden spaces along Curzon Promenade providing a variety of experiences.
	<b>Main Advantages</b> Further environmental, health, amenity and sustainability benefits compared to the other options as CP3 includes the provision of a greater array of Public Realm uses including children play areas and table tennis. Better more direct cycle routes which brings users closer to Curzon Station included in CP3.
	<b>Main disadvantages</b> Emergency and maintenance vehicle access routing included in CP3 was considered to be less convenient than CP2 & CP4 and there is no public vehicle access proposed. The roadway width within Option CP3 was not considered to be optimal. Regarding maintenance and servicing arrangements, CP3 was deemed to be more difficult to access and maintain than the other options. There is also a risk of there being conflict between pedestrians and cyclists on the cycle routes designed in CP3.
	<b>Conclusions</b> Not chosen to be taken forward.

<b>CP4 – Sports, Fitness &amp; Play</b>	<b>Description</b> Includes the introduction of a series of terraced active garden spaces along Curzon Promenade providing a variety of sport, fitness and play experiences.
	<b>Main Advantages</b> CP4 creates an area for recreation with sport, fitness and play features which will lead to increased wellbeing and community benefits. The tree planting and enhanced landscape scheme planned as part of CP4 will improve visual character and aesthetics surrounding the station.
	<b>Main disadvantages</b> Option CP4 was deemed to result in slightly more onerous construction complexity than the other options with considerable additional civil engineering works and landscape public realm work required in the construction of CP4. In addition, it was highlighted that the provision of potential; pavilions, follies, play area, water features, terracing or kiosks within option CP4 would probably require increased maintenance and security/warden. All of these things mean that CP4 is the most expensive option for Curzon Promenade. The large amount of physical infrastructure included as part of CP4 was deemed to offer less flexibility to design development than options CP2 & CP3 and result in higher health and safety risk, particularly the introduction of open water features. In addition, the cycle routes designed as part of CP4 were deemed to be less convenient than CP2 & CP3.
	<b>Conclusions</b> Not chosen to be taken forward.
<b>CS2 – Formal Tree Grove</b>	<b>Description</b> Includes the introduction of formal tree groves in Curzon Square and along Curzon Street.
	<b>Main Advantages</b> There are less risks involved with the construction of CS2 than the construction of CS3 and CS4 and less maintenance required once operational. CS2 also allows for potential future commercial development.
	<b>Main disadvantages</b> The lack of a water attenuation canal along Curzon Street in CS2 fails to mitigate potential SW flood volumes which makes the option less resilient to climate change. CS2 also has the least positive impact on biodiversity out of all the options.
	<b>Conclusions</b> To be taken forward for further development.
<b>CS3 – Garden Square</b>	<b>Description</b> Includes the introduction of Curzon Square ornamental gardens and a water attenuation canal along Curzon Street.
	<b>Main Advantages</b> The inclusion of a water attenuation canal along Curzon Street as part of CS3 leads to the following advantages over CS2: <ul style="list-style-type: none"> <li>• Sustainable management of surface water;</li> <li>• Responds well to BCC Design Brief;</li> <li>• Contributes to activation and character of space;</li> <li>• Brings movement and nature into the gardens;</li> <li>• Forms a positive frontage to potential future development;</li> <li>• Further biodiversity benefits; and</li> <li>• Greater contribution to criteria required to achieve BREEAM Excellent.</li> </ul> In addition, the inclusion of ornamental gardens in CS3 provides a strong sense of place and assists wayfinding in the local area as well as providing areas for recreational and community activities which have wellbeing and socio-economic benefits.

	<p><b>Main disadvantages</b></p> <p>The inclusion of a water attenuation canal along Curzon Street as part of CS3 reduces the land available for potential future commercial development which does not align with the BCC Masterplan. In addition, its inclusion in CS3 causes additional construction complexities, results in more challenging maintenance and higher health and safety risks.</p> <p><b>Conclusions</b></p> <p>CS3 to be taken forward for further consideration.</p>
<b>CS4 – Multi-functional Garden Square</b>	<p><b>Description</b></p> <p>Includes the introduction of Curzon Square ornamental gardens which accommodates vehicle parking and a water attenuation canal along Curzon Street which is bigger than the water attenuation feature designed in CS3.</p>
	<p><b>Main Advantages</b></p> <p>CS4 brings about the same improvement and includes all the allowances under CS3 but with further key improvements including the increased capacity of the water attenuation canal along Curzon Street, additional amenity space and ecological measures, plus disabled parking provision beside the old station building. This provides greater contribution to criteria required to achieve BREEAM Excellent.</p>
	<p><b>Main disadvantages</b></p> <p>CS4 brings about the same disadvantages as CS3 but the increased capacity of the water attenuation canal along Curzon Street as part of CS4 increases the severity of the disadvantages associated with building the attenuation canal (which are listed as part of the “main disadvantages” of CS3 and makes it the most expensive option to build.</p>
	<p><b>Conclusions</b></p> <p>CS4 to be taken forward for further consideration.</p>
<b>CaS2</b>	<p><b>Description</b></p> <p>Includes the introduction of a multi-use area of hardstanding; tennis courts; and a multi-use games area.</p>
	<p><b>Main Advantages</b></p> <p>CaS2 is the cheapest option out of all the long-list options for Canal Side.</p>
	<p><b>Main disadvantages</b></p> <p>CaS2 was assessed to deliver the least amount of benefits out of all the long-list options for Canal Side.</p>
	<p><b>Conclusions</b></p> <p>Not chosen to be taken forward.</p>
<b>CaS3</b>	<p><b>Description</b></p> <p>Includes the introduction of public art; additional seating; information totems; an enhanced multi program plaza with enhanced lighting; improved canalside ramped access; tennis courts; lighting of a Victorian listed bridge façade; and an enhanced Multi-use Games area, Urban Sports &amp; Play.</p>
	<p><b>Main Advantages</b></p> <p>Provides an enhanced setting which will encourage future development along the canal and to the north of the viaduct. The multi-use games area will attract more people to the area, increase amenity, inclusivity and wellbeing benefits compared to CaS2 as well as increase the opportunity and customer numbers for businesses in the area. Improves facilities and connections for active mode travel through the introduction of a cycle hub, information totems, enhanced lighting, and improved vegetation planting along pedestrian routes.</p>
	<p><b>Main disadvantages</b></p> <p>CaS 3 is a more complex scheme than CaS2 and therefore greater amounts of disruption and longer periods of isolation may be expected during construction. Inclusion of hard landscaped</p>

	<p>urban play area will increase material use in construction and excavation is likely to be required for the urban play area, creating more waste.</p> <p><b>Conclusions</b> Not chosen to be taken forward.</p>
<b>CaS4</b>	<p><b>Description</b> Includes the introduction of electrical and water services for the Market Plaza; enhanced lighting capable of digital art exhibitions; improved canalside ramped and step access; tennis courts; an enhanced archaeological turntable; lighting of a Victorian listed bridge façade; and an enhanced Multi-use Games area, Urban Sports &amp; Play.</p> <p><b>Main Advantages</b> CaS4 has the same advantages of CaS3 as well as further enhancing access to the canal by providing improved ramped and stepped access and water and electrical service provisions beneath the viaduct. This will further encourage future development on the canal and under the viaduct and generally enhances the environment.</p> <p><b>Main disadvantages</b> CaS4 is the most expensive option and even more complex to construct than CaS3 meaning greater amounts of disruption and longer periods of isolation may be expected during construction.</p> <p><b>Conclusions</b> CaS4 provides the most facilities and connections to adjacent areas and has therefore been taken forward to the shortlist of options.</p>
<b>PP2 – Stepped Terracing &amp; Ramp</b>	<p><b>Description</b> Proposal to step the southern edge of Station Square with the introduction of a ramp along edge of terrace.</p> <p><b>Main Advantages</b> The introduction of a ramp along the edge of the terrace provides a cycle connection between Moor St and Bordesley St and accommodates additional volume of pedestrian footfall as well as better accommodating disabled users. The steps to the southern edge of Station Square provide an improved visual and physical connection between Digbeth and Station Square and enhances the SuDS of the station. PP2 is the cheapest option, and all proposed work fall within the LOD and would have no impact on the Taboo Cinema site.</p> <p><b>Main disadvantages</b> PP2 does not bridge over the Rugby Birmingham Stafford (RBS) railway line and therefore does not improve desire lines between Digbeth and Station Square, providing the same difficulties for pedestrians and cyclists to access areas east and west of Curzon Street station as the base scheme. In addition, PP2 includes less green space than the base option and provides a reduced area of usable Public Space.</p> <p><b>Conclusions</b> Omitted from initial long-list sift because only options that bridge over the RBS railway line at Paternoster Row, as suggested in the Birmingham Curzon HS2: Masterplan for Growth, were considered.</p>
<b>PP3 – Small Corner Chamfer</b>	<p><b>Description</b> Small chamfer to corner Park Street Bridge circa 3m.</p> <p><b>Main Advantages</b> PP3 bridges over the RBS railway line at Paternoster Row which provides a partially improved direct physical connection from Bordesley St to Paternoster steps. The removal of the sharp corner at Paternoster Row will slightly improve users' feelings of security, the visual landscape of the station and the ability of the station to accommodate the likely increase in pedestrian flow between Station Square and Digbeth. Out of all the options which were assessed in the long-list option sift and include a corner chamfer, options PP3 and PP4 were deemed to have the least impact on existing NR infrastructure and option PP3 is the cheapest option which includes a corner chamfer.</p>

	<p><b>Main disadvantages</b></p> <p>Construction of PP3 could impact NR signalling and Overhead Line Equipment (OHLE) infrastructure due to the modification to Park Street bridge and, if delivered as part of the wider Curzon Station build, could impact on the station's construction programme.</p> <p><b>Conclusions</b></p> <p>To be taken forward for further consideration.</p>
<b>PP4 – Medium Chamfer</b>	<p><b>Description</b></p> <p>Medium chamfer to corner Park Street Bridge circa 5m.</p>
	<p><b>Main Advantages</b></p> <p>Same advantages as PP3 but the advantages are slightly heightened due to the increased size of the corner chamfer.</p>
	<p><b>Main disadvantages</b></p> <p>The same disadvantages as PP3, but slightly more pronounced, as well as costing more than PP3 due to the increased size of the corner chamfer.</p>
	<p><b>Conclusions</b></p> <p>To be taken forward for further consideration.</p>
<b>PP5 – Large Corner Chamfer</b>	<p><b>Description</b></p> <p>Large chamfer to corner Park Street Bridge requires amendment to NR signal assets.</p>
	<p><b>Main Advantages</b></p> <p>PP5 provides a direct physical connection from Bordesley St to Paternoster steps. Despite being the most expensive option out of the options which include a corner chamfer, PP5 is still relatively low cost compared to other options.</p>
	<p><b>Main disadvantages</b></p> <p>The same disadvantages as PP4, but more pronounced, as well as costing more than PP4 due to the increased size of the corner chamfer. In addition, construction works may encroach on the Taboo cinema meaning a CPO may be required.</p>
	<p><b>Conclusions</b></p> <p>To be taken forward for further development.</p> <p>The long-list option appraisal concluded that whilst it is understood that PP5 was the aspirational design for the bridge widening, it is recognised that the option may need to be simplified to either the PP4 or PP3 due to impact on existing NR infrastructure and the Taboo Cinema.</p>
<b>PP6 – Large Corner Chamfer with Void</b>	<p><b>Description</b></p> <p>Large chamfer to corner Park Street Bridge requires amendment to NR signal assets with the introduction of a void across RBS railway line.</p>
	<p><b>Main Advantages</b></p> <p>Same advantages as PP5 as well as being cheaper than PP5 but more expensive than PP4.</p>
	<p><b>Main disadvantages</b></p> <p>Same disadvantages as PP5 as well as providing less space to accommodate the forecast increase in footfall around the station than PP5. Some additional operational health and safety issues are also caused by the introduction of a void across the RBS railway line.</p>
	<p><b>Conclusions</b></p> <p>Not chosen to be taken forward.</p>
<b>PP7 – Bridge Link with Steps</b>	<p><b>Description</b></p> <p>New pedestrian bridge between the corner of Shaw's Passage and B4114 Park Street and Moor Street Queensway at the corner of the Birmingham Moor Street Station building.</p>
	<p><b>Main Advantages</b></p>

	<p>Improves the visual and physical pedestrian connection between the City Core and Digbeth, addressing the likely future increase of pedestrian flow from Birmingham City Centre to Digbeth as Digbeth becomes more developed.</p> <p><b>Main disadvantages</b></p> <p>PP7 does not provide a direct desire line and accommodate for increased pedestrian flow between the entrance to Curzon Station in Station Square and Digbeth. Construction of PP7 would be more complex and have more associated issues than the construction of the corner chamfer options. It would also require access to a significant area of the triangular site which accommodates the Taboo Cinema and would require a CPO. The installation of the bridge would limit potential future development of the triangular site which accommodates the Taboo Cinema and access to the northern boundary of Moor St Station as well as posing maintenance, drainage, and disability access issues. PP7 would also cost more to build than many of the other options.</p> <p><b>Conclusions</b></p> <p>Omitted from the initial long-list sift because only options that bridge over the RBS railway line at Paternoster Row to provide direct physical connections between Digbeth and Curzon Station were considered; as suggested in the Birmingham Curzon HS2: Masterplan for Growth.</p>
<p><b>PP8 – Enhanced Bridge Link with Steps</b></p>	<p><b>Description</b></p> <p>New pedestrian bridge between the corner of Shaw's Passage and B4114 Park Street and Moor Street Queensway at the corner of the Birmingham Moor Street Station building. The section of the new pedestrian bridge at the corner of the Birmingham Moor Street Station building is wider than the bridge included in PP7 and includes tree planting on the widened section.</p> <p><b>Main Advantages</b></p> <p>Improves the visual and physical pedestrian connection between the City Core and Digbeth over PP7 due to widened section of at the corner of the Birmingham Moor Street Station building, addressing the likely future increase of pedestrian flow from Birmingham City Centre to Digbeth as Digbeth becomes more developed. PP8 also includes additional tree planting.</p> <p><b>Main disadvantages</b></p> <p>Same disadvantages as PP7.</p> <p><b>Conclusions</b></p> <p>Omitted from the initial long-list sift because only options that bridge over the RBS railway line at Paternoster Row to provide direct physical connections between Digbeth and Curzon Station were considered; as suggested in the Birmingham Curzon HS2: Masterplan for Growth.</p>
<p><b>PP9 – Comprehensive Redevelopment of Site</b></p>	<p><b>Description</b></p> <p>A comprehensive rebuild over the RBS railway line with new public realm.</p> <p><b>Main Advantages</b></p> <p>PP9 would provide strong physical and visual connections between both Bordesley Street and Shaw's Passage and Station Square dramatically improving the quality of public realm and the ability to accommodate additional footfall of pedestrians. PP9 includes the largest green landscaped area and the most planted trees out of all of the options which has environmental, community, and socio-economic benefits. PP9 also provides the largest amount of usable public space.</p> <p><b>Main disadvantages</b></p> <p>PP9 is likely to involve the most extensive construction works out of all of the Paternoster Place and would require access to the whole of the triangular site where the Taboo cinema is currently located which would require a CPO and would prevent any future development of the triangular site. Due to its size and scale, PP9 is also likely to require the most maintenance and upkeep out of all of the options and is the most expensive option. It may also take focus away from Station Square as the key gateway to the station.</p> <p><b>Conclusions</b></p>

	Not chosen to be taken forward.
<b>PP10 – Expanded Landscape to Bordesley Street and Park Street</b>	<b>Description</b> Expanded landscape and highways design for Park Street and Bordesley Street. It is assumed PP10 can be implemented alongside any of Options PP1 to PP9, and as such is not considered to be a standalone option in terms of the long-list option sift.
	<b>Main Advantages</b> PP10 improves a wider area of landscape surrounding Curzon Station than Options PP1 to PP9 enhancing station user experience. PP10 narrows the carriageway, with associated traffic calming measures, on Bordesley Street, outside Millennium Centre, and on Park Street as far as Shaw's Passage which would benefit pedestrians and cyclists accessing Curzon Street station. PP10 also shows greater definition of the service egress, aligning the carriageway with an exit route along Bordesley Street, as well as using contrasting surfacing to clearly differentiate between the public and service areas.
	<b>Main disadvantages</b> Would be an additional cost and require additional construction.
	<b>Conclusions</b> Omitted from initial long-list sift as agreed at the "SDSC2162 - Lot 4 Phase One Stations Design Services Contract Curzon Street" Meeting held on Friday 3 <sup>rd</sup> August 2018 between 13:00 and 16:00 in the Boardroom at Glen Howell Architects, 321 Bradford Street, Birmingham, B5 6ET.
<b>PP11 – Further Expanded Landscape (Bordesley Street up to the junction with Allison Street)</b>	<b>Description</b> Same as PP10 but with landscape and highway design extended to cover all of Bordesley Street up to the junction with Allison Street. It is assumed PP11 can be implemented alongside any of Options PP1 to PP9, and, as such, is not considered to be a standalone option in terms of the long-list option sift.
	<b>Main Advantages</b> Same advantages as PP10. The inclusion of a potential off-road cycleway on Bordesley Street would further enhance the environment for cyclists accessing and egressing Curzon Station.
	<b>Main disadvantages</b> Same disadvantages as PP10.
	<b>Conclusions</b> Omitted from initial long-list sift as agreed at the "SDSC2162 - Lot 4 Phase One Stations Design Services Contract Curzon Street" Meeting held on Friday 3 <sup>rd</sup> August 2018 between 13:00 and 16:00 in the Boardroom at Glen Howell Architects, 321 Bradford Street, Birmingham, B5 6ET.
<b>PP12 – Further Expanded Landscape (B4114 Park Street under Moor Street viaduct)</b>	<b>Description</b> Same as PP11 but with landscape and highway design extended to cover a section of B4114 Park Street under Moor Street viaduct. It is assumed PP12 can be implemented alongside any of Options PP1 to PP9, and, as such, is not considered to be a standalone option in terms of the long-list option sift.
	<b>Main Advantages</b> Same advantages as PP11. The inclusion of additional taxi ranks on B4114 Park Street will create a safer and healthier environment for all station users as they will help reduce the potential for vehicle queuing and conflicts on Park Street as taxis will have more formalised places to stop.
	<b>Main disadvantages</b> Same disadvantages as PP11 as well as the fact that some proposed road alterations along Bordesley Street fall outside the LOD.
	<b>Conclusions</b>



Omitted from initial long-list sift as agreed at the "SDSC2162 - Lot 4 Phase One Stations Design Services Contract Curzon Street" Meeting held on Friday 3 <sup>rd</sup> August 2018 between 13:00 and 16:00 in the Boardroom at Glen Howell Architects, 321 Bradford Street, Birmingham, B5 6ET.
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### Appendix 3: Options appraisal - cost-benefit analysis (CBA) of shortlisted options<sup>27</sup>

	Option 2	Option 3	Option 4
<b>Brief description of the option</b>	Curzon Promenade and Curzon Square	Paternoster (medium corner chamfer), Curzon Promenade and Curzon Square	Paternoster (large corner chamfer), Curzon Promenade and Curzon Square
<i>Capital costs (excluding VAT)</i>	£11,785,756	£25,695,419	£23,436,979
<i>Revenue costs</i>	£1,405,000	£1,405,000	£1,405,000
Total costs	£13,190,756	£27,100,419	£24,841,979
Discounted costs (Present Value of Costs) (1)	£10,599,169	£22,241,549	£20,243,986
Significant unmonetisable costs	None		
<i>Benefit A: Land value uplift</i>	£8,450,600	£37,587,690	£14,501,886
<i>Benefit B: Amenity benefits</i>	£2,342,445	£2,866,661	£2,866,661
<i>Benefit C: Distributional benefits</i>	£4,317,218	£16,181,740	£6,947,419
Total benefits	£15,110,263	£56,636,091	£24,315,965
Discounted benefits (Present Value of Benefits) (2)	£10,608,207.59	£39,101,183	16,963,651.12
Significant unmonetisable benefits	Active travel mode, Agglomeration, Wage premium, Amenity, Regeneration benefits, image benefits, community health and wellbeing, tourism benefits and labour supply. The benefits are expected to be greatest under Option 3, reflecting the scale of intervention and associated transformation achieved.		
Net Present Value (=2-1)	£9,039	£16,859,634	-£3,280,335
Benefit-cost ratio (=2/1)	0.71	1.26	0.60

<sup>27</sup> The information in Appendix 3 has been sourced from the Economic Case of the “Birmingham Curzon – Enhanced Public Realm OBC” (appended to this FBC as **Appendix E7**) and the associated Economic Appraisal model that formed the appendix to the OBC (appended to this FBC as **Appendix E8** - OBC Economic Model).





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Hannah Willetts  
Enterprise Zone Programme Officer  
Birmingham City Council

By email only to: [Hannah.Willets@birmingham.gov.uk](mailto:Hannah.Willets@birmingham.gov.uk)

11 April 2022

Dear Hannah

**Enterprise Zone Project Delivery Funding – HS2 Curzon Station Public Realm (Full Business Case)**

Following the findings of the Independent Technical Evaluation (ITE) and approval by the GBSLEP Board on 24<sup>th</sup> March 2022 and by written procedure, this letter confirms that your request for Enterprise Zone funding has received approval. This approval is based on the evidence provided in the revised Full Business Case you submitted and the ITE received on 15 March 2022.

As part of the approval, the HS2 Curzon Station Public Realm project has been allocated a maximum funding contribution of up to **£28,787,985** (twenty-eight million seven hundred and eighty-seven thousand nine hundred and eighty-five pounds) of Enterprise Zone (EZ) funding. This includes the previously approved development funding of £2,408,426. Additional match funding is being provided by Birmingham City Council of circa. £3.75m to support the maintenance of the project for the next 30 years. The funding will be paid as capital grant in accordance with the GBSLEP Assurance Framework process. Birmingham City Council as the grant recipient, is solely responsible for meeting any expenditure over this maximum amount.

This capital grant funding is subject to the satisfactory approval of the project by the GBSLEP Supervisory Board on 13 April 2022, and satisfactorily providing any additional or outstanding information highlighted in the ITE.

The award of £28,787,985 will be provided under the terms and conditions detailed in the Service Level Agreement (SLA), by separate cover. Acceptance by Birmingham City Council of the award is acceptance of those terms and conditions.

**Outputs**

The SLA will also highlight the outputs and outcomes proposed in your approved Full Business Case and the monitoring and evaluation period proposed. The outcome quantities need to be confirmed by BCC by 31 May 2022. The outputs and outcomes can be summarised as:

Output Description	Output Quantity	Output Delivery Date
Construction of triangular bridge deck at Paternoster Place (sqm)	300	December 2027
High-quality pedestrian urban realm (sqm)	9,808	December 2027
Additional greenery including rain gardens and additional vegetation (trees, bushes, and smaller shrubs)	1,500sqm of planting areas with 24 trees	December 2027
The creation of developable land at the current site of the Taboo Cinema (sqm)	20,000	December 2027

Outcome Description	Method of Independent Verification	Outcome Delivery Date
Supporting economic growth and the creation of additional FTE jobs in the areas surrounding Curzon Station	Business survey and monitoring of volume, value, and rental values etc. of new commercial and residential developments through Enterprise Zone Project Monitoring site database managed by BCC and other market research	Five years after Station Opening in 2029.
Supporting business through increased footfall in areas surrounding Curzon Station	Business Survey	One Year After Station Opening
Attractive environment directly surrounding Curzon Station for active mode users	Survey	One Year After Station Opening
Efficient Interchange provision	User Survey	One Year After Station Opening
Improved Air Quality	Air Quality Measurement	One Year After Station Opening

## Key Milestones

Key milestones from within the Full Business Case will be agreed within the SLA and any variance from these key milestones should be discussed with GBSLEP and will be subject to a change control process.

## Funding profile

The agreed maximum funding allocation and claims profile for the delivery of the project is detailed below. Once the SLA is finalised the grant profile is considered fixed by the GBSLEP, therefore any further variance from this profile should be discussed with GBSLEP and will be subject to a change control process.

(£ million)	Previous Years	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Future Years	Total
<b>GBSLEP EZ (Cap)</b>	2.219	0.189	0.924	5.347	5.791	2.299	8.692	3.327	NA	<b>28.788</b>
<b>BCC Revenue Contribution</b>	NA	NA	NA	NA	NA	NA	NA	NA	3.751	<b>3.751</b>
<b>Total</b>	<b>2.219</b>	<b>0.189</b>	<b>0.924</b>	<b>5.347</b>	<b>5.791</b>	<b>2.299</b>	<b>8.692</b>	<b>3.327</b>	<b>3.751</b>	<b>32.539</b>

## Conditions

This grant award is subject to you satisfying the conditions as set out in the independent technical evaluation referred to above and will be included in the Conditions Precedent of the Service Level Agreement to ensure compliance prior to any expenditure being funded by the EZ programme. This letter confirms this requirement. These conditions include (1) an update on the assumptions in the Economic Case with the evidence relating to rental yields for presentation to GBSLEP for further review; and (2) sensitivity testing is provided on office rental yield (in addition to adjustment of this rental yield in the central case) If these are not received before the SLA is finalised, it will be included as a condition to satisfy these requirements prior to payment of funding.

## Subsidiary Controls

In putting forward this grant offer, GBSLEP needs to complete the assessment to determine whether this is or is not a subsidy in accordance with the Trade and Cooperation Agreement agreed between the EU and the UK on 24 December 2020 and the proposed provisions of the Subsidy Control Bill. A material part of this assessment is based upon information which you have provided to us and the assessment will need be completed before the SLA is finalised. If it is subsequently determined that this assessment is incorrect due to inaccurate information which has been provided, then this may give rise to an element, or all of the grant being withdrawn or being recovered from you.

## Publicity requirements

As part of the funding conditions, you will be required to acknowledge GBSLEP and Enterprise Zone funding within all publicity materials. Please can you confirm your communications lead by 22 April 2022, so that we can provide a full briefing on these marketing and publicity requirements.

## Monitoring and reporting

From acceptance of this offer, you will be required to continue to report on progress through regular Project Management Reports. Kerry Billington, Consultant Programme Manager will act as the principal point of contact for the project.

Yours sincerely



Katie Trout  
Chief Executive

cc. James Betjemann, Birmingham City Council



Title of proposed EIA	HS2 Curzon Station Enhanced Public Realm
Reference No	EQUA878
EA is in support of	New Function
Review Frequency	Two Years
Date of first review	01/05/2024
Directorate	Inclusive Growth
Division	Planning and Development
Service Area	
Responsible Officer(s)	 Hannah Willetts
Quality Control Officer(s)	 Richard Woodland
Accountable Officer(s)	 James Betjemann
Purpose of proposal	To maximise the regeneration and development potential of HS2 by upgrading and creating additional, high quality public realm. Providing a wide, attractive gateway into Digbeth and a seamless link to public transport infrastructure and the city centre.
Data sources	Consultation Results; relevant reports/strategies; Other (please specify)
Please include any other sources of data	Public consultation and stakeholder engagement has been undertaken as part of the HS2 scheme development, this process is ongoing and will continue throughout the construction of the station.  Consultation has also been undertaken through the formal planning process as part of the approval of the Schedule 17 application and the Town and County Planning Act application for Paternoster Place.
ASSESS THE IMPACT AGAINST THE PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Service Users / Stakeholders; Wider Community
Age details:	Consideration of equality issues has been, and will continue to be, an integral part of the planning, design, construction and operation of High Speed Two (HS2).



The design of the Curzon Public Realm has been developed in accordance with the requirements of the Equality Act 2010 and will allow all users to access the space regardless of their age.

The design seeks to prioritise pedestrians, with no curbs to assist mobility across the site for all ages.

The frequency and variety of seating has been considered in detail in the enhanced public realm design to provide frequent resting spaces and a comfortable environment for all. In the main pedestrian spaces and routes seating is available at a minimum of 50m intervals with a range of seating heights, inclusion of seating both with and without backrests and arm-rests.

The design achieves a legible, level access across, around and through the landscape, providing step-free access from arrival on street, via vehicle, cycle, bus or tram to platform level. Main pedestrian paths within the public realm have been planned to provide direct routes between various destinations across the site including; connections to the station car park, disabled parking & taxis & Kiss & Ride, to other transport modes (tram, bus & Sprint), to the HS2 Curzon Street Station Eastern & Western Concourses, and connections to the wider city. In keeping with the HS2 vision for an inclusive public realm these routes are designed to be accessible to all users.

Additional low-level feature lighting along the bus route footway and the secondary paths in the Curzon Promenade and Curzon Square will provide adequate and safe lighting levels outside the Curzon Station and will improve the legibility and line of sight through the station; particularly catering to those users who will use the station in the dark.

Protected characteristic: Disability

Disability details:

The designs have been subject to an independent design review panel, whose remit is to ensure that the spaces are accessible for all.

Service Users / Stakeholders; Wider Community

Consideration of equality issues has been, and will continue to be, an integral part of the planning, design, construction and operation of High Speed Two (HS2).

The design of the Curzon Public Realm has been developed in accordance with the requirements of the Equality Act 2010 and will allow all users to access the space regardless of their age.

The design seeks to prioritise pedestrians, with no curbs to assist mobility across the site.

Material selection has been determined through consideration of the use of contrasting colours in order to provide a legible public realm for partially-sighted users. This includes use of a contrasting paving border or 'shore line' at both Station Square and Curzon Promenade where furniture elements such as light columns, bins and seating can be located, leaving clearly defined main routes that are free from potential obstacles.

The design achieves a legible, level access across, around and through the landscape, providing step-free access from arrival on street, via vehicle, cycle, bus or tram to platform level. Main pedestrian paths within the public realm have been planned to provide direct, spacious routes between various destinations across the site including; connections to the station car park, disabled parking & taxis & Kiss & Ride, to other transport modes (tram, bus & Sprint), to the HS2 Curzon Street Station Eastern & Western Concourses, and connections to the wider city. The

amount of obstructions and potential conflict points have been minimised to create an inclusive environment surrounding the station helping those users who suffer from mobility and/or visual impairments access and egress the station more safely.

Additional low-level feature lighting along the bus route footway and the secondary paths in the Curzon Promenade and Curzon Square will provide adequate and safe lighting levels outside the Curzon Station and will improve the legibility and line of sight through the station; particularly catering to those users who will use the station in the dark.

Frequency and variety of seating has been considered in detail in the public realm design, including seating which allows wheelchair users to sit socially amongst others and to laterally transfer across from a wheelchair to use a bench.

The designs have been subject to an independent design review panel, whose remit is to ensure that the spaces are accessible for all.

Protected characteristic: Sex

Not Applicable

Gender details:

Protected characteristics: Gender Reassignment

Not Applicable

Gender reassignment details:

Protected characteristics: Marriage and Civil Partnership

Not Applicable

Marriage and civil partnership details:

Protected characteristics: Pregnancy and Maternity

Service Users / Stakeholders; Wider Community

Pregnancy and maternity details:

Consideration of equality issues has been, and will continue to be, an integral part of the planning, design, construction and operation of High Speed Two (HS2).

The design of the Curzon Public Realm has been developed in accordance with the requirements of the Equality Act 2010 and will allow all users to

access the space regardless of their age.

The frequency and variety of seating has been considered in detail in the enhanced public realm design to provide frequent resting spaces and a comfortable environment for all. In the main pedestrian spaces and routes seating is available at a minimum of 50m intervals with a range of seating heights, inclusion of seating both with and without backrests and arm-rests.

The design achieves a legible, level access across, around and through the landscape, providing step-free access from arrival on street, via vehicle, cycle, bus or tram to platform level. Main pedestrian paths within the public realm have been planned to provide direct routes between various destinations across the site including; connections to the station car park, disabled parking & taxis & Kiss & Ride, to other transport modes (tram, bus & Sprint), to the HS2 Curzon Street Station Eastern & Western Concourses, and connections to the wider city. In keeping with the HS2 vision for an inclusive public realm these routes are designed to be accessible to all users.

Protected characteristics: Race

Not Applicable

Race details:

Protected characteristics: Religion or Beliefs

Not Applicable

Religion or beliefs details:

Protected characteristics: Sexual Orientation

Not Applicable

Sexual orientation details:

Socio-economic impacts

The project will enable more inclusive growth that delivers benefits more widely and reduces unemployment by providing a more sophisticated and accessible connection between key growth sites such as the city core and the Digbeth area, as part of a wider sustainable transport network and will provide more economic and social

	opportunities for people living within Digbeth and Eastside.
Please indicate any actions arising from completing this screening exercise.	None
Please indicate whether a full impact assessment is recommended	NO
What data has been collected to facilitate the assessment of this policy/proposal?	<p>HS2 Act including environmental statement.</p> <p>The Birmingham Curzon Masterplan (2015)</p> <p>Schedule 17 and Town and Country planning application.</p> <p>Extensive public consultaiton and engagement.</p> <p>Regular meetings with key stakeholders.</p>
Consultation analysis	Stong support for a world class design for the Curzon Station which integrates fully with Birmingham City Centre and Digbeth, with world class public realm and enhanced public transport connections.
Adverse impact on any people with protected characteristics.	None
Could the policy/proposal be modified to reduce or eliminate any adverse impact?	N/A
How will the effect(s) of this policy/proposal on equality be monitored?	In broad terms this will be assessed by HS2 and the Council through ongoing engagement with stakeholders and users.
What data is required in the future?	<p>Ongoing engagement will take place with stakeholders and the community through the development of the final design.</p> <p>Continued public engagement will take place through HS2's delivery stages.</p>
Are there any adverse impacts on any particular group(s)	No
If yes, please explain your reasons for going ahead.	N/A
Initial equality impact assessment of your proposal	N/A
Consulted People or Groups	
Informed People or Groups	

Summary and evidence of findings from your EIA

In overall terms, the HS2 Curzon Enhanced Public Realm scheme has been assessed as leading to a positive effect on equality considerations through the provision of a safe, inclusive pedestrian environment with legible, seamless routes through the station area and into Digbeth, eastside and the city centre.

Elements of the public realm such as seating, pathways, the material palette and lighting have been designed so the station, the landscape and the public transport interchange is accessible to all users, in keeping with the HS2 vision for an inclusive public realm.

#### QUALITY CONTROL SECTION

Submit to the Quality Control Officer for reviewing?

No

Quality Control Officer comments

Decision by Quality Control Officer

Proceed for final approval

Submit draft to Accountable Officer?

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: 48.0

Created at 16/03/2022 01:24 PM by  Hannah Willetts

Last modified at 25/03/2022 10:50 AM by Workflow on behalf of  James Betjemann

Close



# Birmingham City Council

## Report to Cabinet

26 April 2022



**Subject:** Handsworth Wellbeing Centre (WBC) Roof Repairs

**Report of:** Rob James, Managing Director City Operations

**Relevant Cabinet Member:** Councillor Ian Ward, The Leader  
Councillor Tristan Chatfield Finance and Resources

**Relevant O &S Chair(s):** Councillor Mick Brown, Health & Social Care  
Councillor Mohammed Aikhlaq, Resources

**Report author:** Lesley Poulton, Neighbourhoods Division, City Operations Directorate  
[lesley.poulton@birmingham.gov.uk](mailto:lesley.poulton@birmingham.gov.uk)

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

### 1 Executive Summary

- 1.1 The large swimming pool at Handsworth Wellbeing Centre (WBC) was closed to the public in Autumn 2021 following storm damage which exacerbated existing damage to the roof above the main swimming pool, presenting an immediate health and safety risk. This report seeks approval to funding the necessary repairs at a one-off cost of £0.386m, including fees and contingency, from Corporate Capital Contingency.



- 1.2 It may make sense to extend the project to include applying a waterproof covering the remainder of the roof to avoid further potential repair costs at a later date, at an additional cost of £0.129m. This will require a professional evaluation and in order not to delay the start of work on site and the re-opening of the swimming pool any longer than is necessary, Cabinet is asked to delegate authority to the Managing Director City Operations to explore if extending the project in this way would be cost effective and, if so, the authority to order the additional work.
- 1.3 A Full Business Case is attached at Appendix 1, along with an Options Appraisal at Appendix 1 A.

## **2 Recommendations**

That Cabinet :

- 2.1 Approves a programme of repairs to the Handsworth WBC swimming pool roof at a cost of £0.386m to be funded from the Corporate Capital Contingency budget, and a potential extension of the project to include applying a waterproof covering to the remainder of the roof at a further cost of £0.129m, also funded from the Corporate Capital Contingency budget, if a cost benefit analysis supports it.
- 2.2 Authorises the Director of Council Management to set aside a capital sum of £0.386m from Corporate Capital Contingency to fund the repairs, with a potential further £0.129m to extend the project if a cost benefit analysis supports it.
- 2.3 Delegates to the Managing Director City Operations the authority to extend the project to include weatherproofing the entire roof at an additional cost of £0.129m if it can be demonstrated that this represents value for money for the Council.
- 2.5 Authorises the Acting City Solicitor and Monitoring Officer to negotiate, execute and complete all necessary documents to give effect to the above recommendations.

## **3 Background**

- 3.1 Handsworth WBC is a large purpose-built leisure centre dating to the 1970's located off Holly Road within the footprint of Handsworth Park. Parts of the roof above the swimming pool area had begun to deteriorate and the service was in the process of exploring potential remedies when adverse weather caused one of the roof panels to slip from its fixings presenting an immediate health and safety issue, resulting in the pool being closed to the public in November 2021.
- 3.2 Owing to the immediate Health and Safety risks and the loss of a public amenity the project has moved straight to Full Business Case supported by an Options Appraisal.

- 3.3 The Centre incorporates a large swimming pool, a smaller children's/learner pool, gyms, sports hall, steam and sauna room, dance studio, an adjacent play centre, and a function/conference room. The Centre is a major hub for people within the local community and provides a wide range of activities, including gym, swimming, aqua aerobics, badminton, club sports and group fitness classes.
- 3.4 The Centre is located in Handsworth Ward which records some of the highest levels of deprivation in the country (top 10% IMD) and where residents experience the poorest health outcomes. The 2019 profile of Perry Barr shows male life expectancy is 5.5 years less than the national average, and 2.1 years less for women. The customer base reflects the surrounding locality with most customers living within 1 mile of the Centre, and 90% being from BAME groups.
- 3.5 Covid19 highlighted existing health inequalities in communities such as this and the importance of having opportunities to maintain physical and mental wellbeing is critical to community recovery post pandemic.
- 3.6 The project seeks to repair the roof above the large swimming pool at Handsworth WBC to:
- protect a Council asset from deterioration and, potentially, escalating repair costs;
  - allow the local community and local schools to continue to access the social and health benefits of regular swimming; and
  - improve the customer experience.
- 3.7 The cost of the work can be accommodated within the Corporate Capital Contingency budget.
- 3.8 The large swimming pool is currently closed to the public and the availability of other facilities may be affected during the work to the roof which it is estimated will take up to 18 weeks.

#### **4 Options considered and Recommended Proposal (Option 2)**

A full options appraisal has been appended to the report (Appendix 1 A).

##### **4.1 Option 1 – Replace Like for Like Panels**

Complete the programme of roof repairs removing the translucent roof light damaged panels and **replacing them with like for like panels** and apply waterproof coating to damaged areas at a cost of £0.317m, including fees and contingency.

##### **4.2 Option 2 – Replace with Rigid Steel Panels**

Complete the programme of roof repairs removing the translucent roof light damaged panels and **replacing them with rigid steel profile panels** matching

the rest of the roof and apply waterproof coating to the damaged areas at a cost of £0.342, including fees and contingency.

#### 4.3 **Option 3 – Replace with Rigid Steel Panels and Upgrade Internal Lighting** **(Recommended Option)**

Complete the programme of roof repairs removing the translucent roof light damaged panels and replacing them with rigid steel profile panels matching the rest of the roof, apply waterproof coating to the damaged areas, **and upgrade the internal lighting to LED** at a cost of £0.386m, including fees and contingency.

#### 4.4 **Option 4 – Replace with Rigid Steel Panels, Upgrade Internal Lighting and Waterproof Entire Roof (Recommended if demonstrated to be cost effective)**

Complete the programme of roof repairs removing the translucent roof light damaged panels and replacing them with rigid steel profile panels matching the rest of the roof, **apply waterproof coating to the entire roof**, and upgrade the internal lighting to LED at a cost of £0.515m, including fees and contingency. **This option will be explored further to establish if the additional expenditure offers better value by protecting the remainder of the roof and thus avoiding potential future repair cost.**

#### 4.5 **Option 5 – Do Nothing**

Pending repairs being completed the swimming pool cannot be re-opened to the public. To do nothing would allow a BCC asset to fall into disrepair, deprive a local community of access to a valued facility that supports their physical, social and emotional wellbeing, and potentially cause reputational and financial damage to the Council.

### **5 Consultation**

- 5.1 The Ward Councillor for Handsworth has been consulted and is fully supportive of the work being undertaken to bring the swimming pool back into operation.
- 5.2 The local community has previously indicated through Ward Forums, petitions and correspondence their enthusiastic support for the Centre, and on-going enquiries from customers suggest there is a strong desire to see the pool re-opened as soon as possible.
- 5.3 The FBC was presented to Capital Board on 04.03,22 and Option 3 was supported with the caveat that Option 4 should be explore further and adopted if the expenditure could be justified by avoided future repair costs if the work was not done.

## **6 Risk Management**

A risk register is included in the FBC (Appendix 1). The main risks identified are :

- 6.1 The health and safety risks are primarily those related to undertaking construction work at height and will be mitigated by the contractor's compliance to their own health and safety policies and safe working practices. The pool is already closed to the public because of the risk presented by roof panels which have slipped from their position.
- 6.2 Contingency sums have been included in the cost of the project to mitigate any unforeseen additional costs in respect of the physical works and to reflect the current level of cost inflation in the building industry.

## **7 Compliance Issues:**

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

The proposal supports the Birmingham City Council Plan 2018-2022 (as updated in 2019) by contributing to the Council's Key Priorities, specifically :

#### **7.1.1 Outcome 2 Birmingham is an aspirational city to grow up in :**

Learning to swim is a key target within the schools' curriculum and the Centre offers access to school swimming lessons, normally accommodating 21 local primary and secondary schools, averaging nearly 2,000 lessons annually, for an estimated 60,000 children; in addition to free swimming for all under 18's.

#### **7.1.2 Priority 3 Birmingham is a fulfilling city to age well in;**

The Centre also delivers the Be Active Plus initiative whereby GP refer clients with long term health conditions such as asthma, diabetes and depression for one to one support to enable people to manage their chronic conditions better, and improve or even relieve their symptoms altogether.

#### **7.1.3 Outcome 5 Birmingham residents gain the maximum benefit from hosting the Commonwealth Games :**

##### **Priority 2 We will encourage citizens of all abilities and ages to engage in physical activity and improve their health and wellbeing**

The swimming pool provides local residents with the opportunity to gain the social, physical and mental health benefits of physical exercise. The Be Active programme offers free access to facilities and classes for local residents from 09.00 until 17.00 on weekdays and at specified times at weekends. The programme, along with other externally delivered schemes on site, targets those sections of the community who are traditionally least physically active with a view to supporting their social, mental, and physical wellbeing through exercise and group activities. In the 12 months pre Covid, the Centre recorded almost 49,000

individual attendances to the pool for swimming, aquacise and lessons for adults, in addition to those attending Swimming and Water Polo clubs.

- 7.1.4** The proposal also supports the **Property Strategy 2018/19 – 2023/24** by putting forward a solution whereby a Council asset is maintained, and an operational property is re-opened to the public.

## **7.2 Legal Implications**

- 7.2.1** Under S.2 Local Government Act 2000 the Council is empowered to do anything which it considers is likely to further the social wellbeing of its area. Repairing the roof to allow the swimming pool to re-open to the local community and local schools will further the wellbeing of local residents.

## **7.3 Financial Implications**

The project will be funded through the Corporate Capital Contingency budget at a cost of £0.386m, with a potential further £0.129m from the same budget, if the expenditure can be justified against avoided future repair costs.

## **7.4 Procurement Implications (if required)**

There are no procurement implications with the recommendations of this report. The procurement strategy for the works to undertake a further competition exercise using Acivico Ltd's Constructing West Midlands Building Fabric Framework Agreement was approved in the Planned Procurement Activities report to Cabinet dated 22 March 2022.

## **7.5 Human Resources Implications (if required)**

There are no direct human resource implications.

## **7.5 Public Sector Equality Duty**

- 7.5.1** An initial impact assessment has been completed EQUA848

**7.5.2** The Wellbeing Centre is located in an area of the City where the population and the clientele, is predominantly of BAME origin and thus owns protected characteristics relating to race. Over 83% of users are of Asian/British Asian, Black or Mixed/Other ethnic groups, compared to 42% for Birmingham as a whole, therefore should the work not proceed people of BAME origin would be disproportionately adversely affected by loss of access to the facility.

**7.5.3** The Centre supports local schools to deliver the national curriculum requirement relating to swimming proficiency. When open the facility accommodates 21 local primary and secondary schools with an estimated 60,000 attendances by school children annually. Together with the free swimming offered to all under 16's in Council funded facilities via the Be Active scheme there would be a disproportionate adverse impact on younger citizens if the pool were not re-opened.

7.5.4 There would be no adverse impact on individuals with protected characteristics should the work to repair the roof and re-open the facility proceed, as recommended.

## **8 Background Documents**

8.1 None

### **List of appendices accompanying this report:**

Appendix 1 Full Business Case

Appendix 1 A Options Appraisal

Appendix 2 Consultation Matrix

Appendix 3 Environmental & Sustainability Assessment



## APPENDIX 1

## FULL BUSINESS CASE (FBC)

## A. GENERAL INFORMATION

## A1. General

<b>Project Title</b> (as per Voyager)	<b>Repair of Handsworth Wellbeing Centre (WBC) Roof</b>		
<b>Voyager code</b>	RLBBG		
<b>Portfolio /Committee</b>	Health & Social Care	<b>Directorate</b>	City Operations
<b>Approved by Project Sponsor</b>	Chris Jordan 23.02.22	<b>Approved by Finance Business Partner</b>	Carl Tomlinson 23.02.22

## A2. Outline Business Case approval (Date and approving body)

Due to the urgency of these works a Full Business Case and Options Appraisal has been prepared to support the Cabinet report.

## A3. Project Description

The project seeks to repair the roof above the large swimming pool at Handsworth WBC to:

- protect a Council asset from deterioration and, potentially, escalating repair costs; and
- allow the local community and local schools to continue to access the social and health benefits of regular swimming.

Handsworth WBC is a large purpose-built leisure centre dating to the late 1970's located off Holly Road within the footprint of Handsworth Park. The roof above the swimming pool area had begun to deteriorate and the service was in the process of obtaining quotes for repairs when adverse weather caused one the roof panels to slip from its fixings presenting an immediate health and safety issue resulting in the pool being closed to the public in November 2021.

The proposal is to remove the existing translucent sheeting roof system, replace with corrugated metal roofing sheets profile matched with the rest of the existing roof, apply waterproof coating to damaged areas above the main swimming pool (the smaller pool having previously been repaired, due to same issue), and to upgrade the lighting to an energy efficient LED system to improve the customer experience and reduce energy consumption, at a cost of £0.386m.

The cost of the work will be funded via the Corporate Capital Contingency budget.

In order not to delay the project and re-open the facility as soon as possible Cabinet approval is sought to progress with Option 3. However, authority will be sought from Cabinet to explore a cost benefit analysis of extending the project to include weather proofing the entire roof area (ie option 4) at an additional cost of £0.129m and, if it is



shown to be cost effective, to include this element of work in the project whilst contractors are on site and scaffolding is in place.

#### A4. Scope

- Take off existing Perspex sheet panels and replace with steel profile sheeting to blend with existing gauge, thickness, colour etc.
- Replace all defective fixing bolts/rubber washers to the whole roof
- Prepare/apply edge corrosion to defective areas, apply 'Girozil' Roof Waterproofing Coating system to lap joints, gutters, and naked areas of the roof. To be applied in nearest match to existing colour and to the pitched areas only.
- Clear all drainage outlets on flat roofs and fit bird cage covers to outlets.
- Upgrade the lighting in the pool area with 195W LED lights incorporating emergency lighting
- *Potentially extend the project to include applying a waterproof covering to the remainder of the roof area.*

#### A5. Scope exclusions

- No work to the adjoining roof area above the main swimming pool
- No cosmetic works

### B. STRATEGIC CASE

*This sets out the case for change and the project's fit to the Council Plan objectives*

#### B1. Project objectives and outcomes

*The case for change including the contribution to Council Plan objectives and outcomes*

The Wellbeing Centre is located in Handsworth Ward which records some of the highest levels of deprivation in the country (top 10% IMD) and where residents experience the poorest health outcomes. The 2019 profile of Perry Barr shows male life expectancy is 5.5 years less than the national average, and 2.1 years less for women. The customer base reflects the surrounding locality with most customers living within 1 mile of the Centre, and 90% being from BAME groups.

The Wellbeing Centre incorporates a large swimming pool, a smaller children's/learner pool, gyms, sports hall, steam and sauna room, dance studio, an adjacent play centre, and a function/conference room. The Centre is a major hub for people within the local community and provides a wide range of activities, including gym, swimming, aqua aerobics, badminton, club sports and group fitness classes.

The Be Active programme offers free access to facilities and classes, including the pool, for local residents from 09.00 until 17.00 on weekdays and at specified times at weekends. The programme, along with other externally delivered schemes on site, targets those sections of the community who are traditionally least physically active with a view to supporting their social, mental, and physical wellbeing through exercise and group activities.

Covid19 highlighted health inequalities in communities such as this and the importance of having opportunities to maintain physical and mental wellbeing is critical to community recovery post pandemic.

The proposal supports the Birmingham City Council Plan 2018-2022 (as updated in 2019)

by contributing to the Council's Key Priorities, specifically :

**Outcome 2 Birmingham is an aspirational city to grow up in :**

Learning to swim is a key target within the schools' curriculum and the Centre offers access to school swimming lessons, normally accommodating 21 local primary and secondary schools, averaging nearly 2,000 lessons annually, for an estimated 60,000 children; in addition to free swimming for all under 18's.

**Priority 3 Birmingham is a fulfilling city to age well in :**

The Centre also delivers the Be Active Plus initiative whereby GP refer clients with long term health conditions such as asthma, diabetes and depression for one to one support to enable people to manage their chronic conditions better, and improve or even relieve their symptoms altogether.

**Outcome 5 Birmingham residents gain the maximum benefit from hosting the Commonwealth Games :**

**Priority 2 We will encourage citizens of all abilities and ages to engage in physical activity and improve their health and wellbeing**

The swimming pool provides local residents with the opportunity to gain the social, physical and mental health benefits of physical exercise. Pre Covid, the Centre recorded a 12 month attendance figure of 49,000 attendances at the pool for swimming, aquacise and lessons for adults, in addition to swimming and water polo clubs.

The proposal also supports the **Property Strategy 2018/19 – 2023/24** by putting forward a solution whereby a Council asset is maintained, and an operational property is re-opened to the public.

**Birmingham Business Charter for Social Responsibility (BBC4SR)**

The value of the works is below the threshold for works for the BBC4SR. However, the payment of the Real Living Wage will apply and form part of the conditions of the contract

**B2. Project Deliverables**

*These are the outputs from the project eg a new building with xm2 of internal space, xm of new road, etc*

- Roof repaired protecting the building from further deterioration to the fabric and fittings
- Large swimming pool re-opened allowing school children and adult swimming lessons, and recreational swimming, to recommence
- Customer experience enhanced with upgraded lighting which will also be more energy efficient thus reducing carbon emissions

**B3. Project Benefits**

*These are the social benefits and outcomes from the project, eg additional school places or economic benefits.*

Measure	Impact
<i>List at least one measure associated with <b>each</b> of the objectives and outcomes in B1 above</i>	<i>What the estimated impact of the project will be on the measure identified – please quantify where practicable (eg for economic and transportation benefits)</i>
Maintain public access to a community facility and a wide range of activities and services	Improved physical, mental and social health of local residents. Pre C19 12 month attendance figures at the pool :

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	<ul style="list-style-type: none"> <li>• Children aged under 5 years – 1,123</li> <li>• Children aged 6 -15 years – 11,358</li> <li>• Adults aged 16 – 69 years – 28,340</li> <li>• Adults aged 70 years plus – 4,882</li> <li>• Unknown – 3,189</li> <li>• Swimming and Water Polo Clubs</li> </ul>
Pool re-opened responding to local community needs	Organisational reputational risk avoided
Maintenance of BCC owned asset	Asset life extended and ad hoc R&M costs reduced

### B4. Benefits Realisation Plan

*Set out here how you will ensure the planned benefits will be delivered*

A “lessons learnt” will be held with the client, contractor and Acivico Ltd at the end of the project to review successes and failures.

A project implementation review will be held with the end user after 12 months + of the project being operational to learn what impact the repairs have had on service provision.

### B5. Stakeholders

A summary of consultation responses is included in the covering Executive report.

## C. ECONOMIC CASE AND OPTIONS APPRAISAL

*This sets out the options that have been considered to determine the best value for money in achieving the Council's priorities*

### C1. Summary of options reviewed at Outline Business Case

*(including reasons for the preferred option which has been developed to FBC)*

*If options have been further developed since the OBC, provide the updated Price quality matrix and recommended option with reasons.*

#### Option 1 – Replace Like for Like Panels

Complete the programme of roof repairs removing the translucent roof light damaged panels and **replacing them with like for like panels** and apply waterproof coating to damaged areas at a cost of £317k, including fees and contingency

#### Option 2 – Replace with Rigid Steel Panels

Complete the programme of roof repairs removing the translucent roof light damaged panels and **replacing them with rigid steel profile panels** matching the rest of the roof and apply waterproof coating to the damaged areas at a cost of £342k, including fees and contingency.

#### Option 3 – Replace with Rigid Steel Panels and Upgrade Internal Lighting

##### Recommended Option

Complete the programme of roof repairs removing the translucent roof light damaged panels and replacing them with rigid steel profile panels matching the rest of the roof, apply waterproof coating to the damaged areas, and **upgrade the internal lighting to LED** at a cost of £386k, including fees and contingency.

### Option 4 – Replace with Rigid Steel Panels, Upgrade Internal Lighting and Waterproof Entire Roof

Complete the programme of roof repairs removing the translucent roof light damaged panels and replacing them with rigid steel profile panels matching the rest of the roof, **apply waterproof coating to the entire roof**, and upgrade the internal lighting to LED at a cost of £515k, including fees and contingency. **This option will be explored further to establish if there is a business case to complete this additional work whilst the contractors are on site to avoid potential further repair costs in the longer term.**

### Option 5 – Do Nothing

Pending repairs being completed the swimming pool cannot be re-opened to the public. To do nothing would allow a BCC asset to fall into disrepair, deprive a local community of access to a valued facility that supports their physical, social and emotional wellbeing, and potentially cause reputational and financial damage to the Council.

## C2. Evaluation of key risks and issues

*The full risks and issues register is included at the end of this FBC*

The main risk is that current inflationary pressures in the building sector will drive prices up; and that the physical deterioration in the fabric of the roof will worsen resulting in escalating costs and an increasing health and safety risk.

## C3. Other impacts of the preferred option

*Describe other significant impacts, both positive and negative*

Overall, the project delivers positive benefits to the current and potential service users as set out in section B1.

However, the work may involve temporary disruption to service provision and access to the swimming pool area which will be discussed prior to any works commencing and managed during the work.

## D. COMMERCIAL CASE

*This considers whether realistic and commercial arrangements for the project can be made*

### D1. Partnership, Joint venture and accountable body working

*Describe how the project will be controlled, managed and delivered if using these arrangements*

Acivico Ltd will manage the project on behalf of the client (the Wellbeing Service Programme Manager and the Handsworth WBC manager)

### D2. Procurement implications and Contract Strategy:

*What is the proposed procurement contract strategy and route? Which Framework, or OJEU? This should generally discharge the requirement to approve a Contract Strategy (with a recommendation in the report).*

The procurement strategy for the works to undertake a further competition exercise using Acivico Ltd's Constructing West Midlands Building Fabric Framework Agreement was approved in the Planned Procurement Activities report to Cabinet dated 22<sup>nd</sup> March 2022.

**D3. Staffing and TUPE implications:**

N/A

**E. FINANCIAL CASE****This sets out the cost and affordability of the project****E1. Financial implications and funding**

<b>Capital Expenditure:</b>	<b>Financial Year 22/23 £'m</b>	<b>Financial Year 23/24 £'m</b>	<b>Financial Year 24/25 £'m</b>	<b>Later Years £'m</b>	<b>Totals £'m</b>
Voyager capital code:	RLBBG				
Capital costs already incurred:					
Other costs to complete project :					
Fees	0.038				
Land Acquisition Works					
Works	0.284				
Contingencies	0.064				
<b>Total Capital Expenditure</b>	<b>0.386</b>				
<b>Capital Funding:</b>	<b>Financial Year 22/23 £'m</b>	<b>Financial Year 23/24 £'m</b>	<b>Financial Year 24/25 £'m</b>	<b>Later Years £'m</b>	<b>Totals £'m</b>
Development costs funded by: <i>(Please itemise)</i>					
Other Costs Funded by: Corporate Capital Contingency	0.386				
<b>Total Capital Funding</b> Must fund all the costs	<b>0.386</b>				
<b>Revenue Consequences</b>	<b>Financial Year 21/22 £'m</b>	<b>Financial Year 22/23 £'m</b>	<b>Financial Year 23/24 £'m</b>	<b>Later Years £'m</b>	<b>Totals £'m</b>
Voyager rev. budget code:					
Development costs (revenue)					
Operating period expenditure					
Income					
Savings					
<b>Total Revenue Consequences</b>					
<b>Revenue Funding:</b>					
Current Budgetary					

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Provision					
Other revenue resources identified:					
<i>Corporate Funding assumed additional 20 year life to facility</i>					
<b>Total revenue funding</b>					

### F. PROJECT MANAGEMENT CASE

*This considers how project delivery plans are robust and realistic*

#### F1. Key Project Milestones

*The summary Project Plan and milestones is attached at G1 below*

#### Planned Delivery Dates

Cabinet Decision Report/FBC approved	<b>April 2022</b>
Start on site	<b>June 2022</b>
Practical completion	<b>October 2022</b>
Handover of site	<b>October 2022</b>
Date of Post Implementation Review	<b>December 2022</b>

#### F5. Project Management

*Describe how the project will be managed, including the responsible Project Board and who its members are*

The construction contract will be administered via Acivico Ltd and the client will be represented by the Client PM who will be responsible for ensuring the governance process and project methodology is adhered to.

### G. SUPPORTING INFORMATION

*(Please adapt or replace the formats as appropriate to the project)*

#### G1. PROJECT PLAN

*Detailed Project Plan supporting the key milestones in section F1 above*

A detailed project plan will be agreed between the contractor and the client but will include :

- Pre-start site meeting with Contractor, Acivico Ltd, Wellbeing Service and Handsworth Centre Managers
- Risk Assessment for site users
- Communication with users
- Progress monitoring reports/meetings

#### G2. SUMMARY OF RISKS AND ISSUES REGISTER

*Risks should include Optimism Bias, and risks during the development to FBC*

*Grading of severity and likelihood: High – Significant – Medium - Low*

		Risk after mitigation:	
Risk or issue	Mitigation	Severity	Likelihood
1. Unforeseen additional works arise in course of refurbishment	Comprehensive surveys have been carried out. All known risks will be evaluated, and a contingency sum allocated to mitigate overall project	Low	High

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causing additional funding requirement	risk.		
2. Work not completed on time	Contractor will work to an agreed programme of scheduled activities that will be reviewed at each progress meeting. Slippage of activities will be highlighted at an early stage and activities rescheduled/adjusted to mitigate any delays	Medium	Low
3. Inflation – the construction industry is experiencing exceptional increases in certain material costs	A specific inflation contingency amount of £10k has been included in the estimated costs, in addition to the contingency sums referred to in 1 above. Total contingency provision is 19% of the cost of the works.	Medium	High
4. Work delayed by inclement weather	Risk built into contingency planning and cost	Medium	Medium
5. Impact on existing service provision whilst works are progressing on site.	Health & Safety Assessments will be undertaken and access prohibited as appropriate/programmes of activity amended accordingly; arrangements are already in place for users to use alternative centres.	Medium	Medium

G4. STAKEHOLDER ANALYSIS		
Stakeholder	Role and significance	how stakeholder relationships will be managed
Customers	Service Users/High	Liaison between contractor, ACIVICO and service management (as per C3)
Ward Councillor	Represents the Ward and constituents/High	Service manager to manage communications
Assistant Director Neighbourhoods	Overall responsibility of the asset/ High	Briefed through line management arrangements
Acivico Ltd/Contractor	Responsible for managing and carrying out the work/High	Regular progress review on-site and broader liaison meeting with Acivico Ltd

Other Attachments <i>provide as appropriate</i>	
• Options Appraisal Appendix 1 A	
•	
•	
•	





## APPENDIX 1 A

**C. ECONOMIC CASE - OPTIONS APPRAISAL**

*This sets out the options that have been considered to determine the best value for money in achieving the Council's priorities*

**C1. Options reviewed**

*A full description and review of each option is in Section G1*

**Option 1 – Replace Like for Like Panels**

Complete the programme of roof repairs removing the translucent roof light damaged panels and **replacing them with like for like panels** and apply waterproof coating to damaged areas at a cost of £317k, including fees and contingency

**Option 2 – Replace with Rigid Steel Panels**

Complete the programme of roof repairs removing the translucent roof light damaged panels and **replacing them with rigid steel profile panels** matching the rest of the roof and apply waterproof coating to the damaged areas at a cost of £342k, including fees and contingency.

**Option 3 – Replace with Rigid Steel Panels and Upgrade Internal Lighting (Recommended Option)**

Complete the programme of roof repairs removing the translucent roof light damaged panels and replacing them with rigid steel profile panels matching the rest of the roof, apply waterproof coating to the damaged areas, **and upgrade the internal lighting to LED** at a cost of £386k, including fees and contingency.

**Option 4 – Replace with Rigid Steel Panels, Upgrade Internal Lighting and Waterproof Entire Roof****(Recommended if cost/benefit analysis supports the expenditure)**

Complete the programme of roof repairs removing the translucent roof light damaged panels and replacing them with rigid steel profile panels matching the rest of the roof, **apply waterproof coating to the entire roof**, and upgrade the internal lighting to LED at a cost of £515k, including fees and contingency.

**Option 5 – Do Nothing**

Pending repairs being completed the swimming pool cannot be re-opened to the public. To do nothing would allow a BCC asset to fall into disrepair, deprive a local community of access to a valued facility that supports their physical, social and emotional wellbeing, and potentially cause reputational and political damage to the Council.

**C2. Summary of Options Appraisal – Price/Quality Matrix**

	Option score (out of 10)					Weight	Weighted Score				
Criteria	1	2	3	4	5		1	2	3	4	5
1. Total capital cost	9	8	7	6	10	20%	1.8	1.6	1.4	1.2	2.0
2. Upfront revenue cost	10	10	10	10	10	20%	2.0	2.0	2.0	2.0	2.0
3. Full year revenue	8	8	7	6	5	20%	1.6	1.6	1.4	1.2	1.0

consequences											
4. Benefits: Council priorities	8	8	10	10	0	10%	0.8	0.8	1.0	1.0	0.0
5. Benefits: Service priorities	6	7	9	10	0	10%	0.6	0.7	0.9	1.0	0.0
6. Deliverability and risks	6	7	8	9	0	10%	0.6	0.7	0.8	0.9	0.0
7. Other impacts	5	7	8	10	0	10%	0.5	0.7	0.8	1.0	0.0
<b>Total</b>						<b>100%</b>	7.9	8.1	8.3	8.3	5.0

## G. SUPPORTING INFORMATION

*(Please adapt or replace the formats as appropriate to the project)*

### G1. OBC OPTIONS APPRAISAL RECORDS (these are summarised in section C2)

*The following sections are evidence of the different options that have been considered in arriving at the proposed solution. All options should be documented individually.*

<b>Option 1</b>	Complete the programme of roof repairs removing the translucent roof light damaged panels and <b>replacing them with like for like panels</b> , and apply waterproof coating to damaged areas
<b>Information Considered</b>	<p><i>What information was considered in making the decision</i></p> <p>What information was considered in evaluating the option – this must be the same for each option considered.</p> <ul style="list-style-type: none"> <li>• Current condition of the facility</li> <li>• Current condition of the skylight roof sections</li> <li>• Impact of facility closure on customers</li> <li>• Impact on income generation</li> <li>• Cost of repairs option</li> <li>• Impact on life of building</li> <li>• Views of customers, Elected Members, and the local community</li> <li>• Stakeholder funding impact (reduced be active offer)</li> </ul>
<b>Pros and Cons of Option</b>	<p><i>What were the advantages/positive aspects of this option?</i></p> <ul style="list-style-type: none"> <li>• Replacing the damaged roof panels will avoid further water ingress into the roofing structure of the building, further damage to the fabric of the building and internal fittings, and escalating repair costs.</li> <li>• Supports health and wellbeing by allowing local residents and school children to access swimming facilities in one of the most deprived areas of the city with the poorest health outcomes</li> <li>• Supports the highest level of attendance numbers across the service area for the Be Active scheme, supporting the continued funding and partnership with Public Health</li> <li>• Supports the council's obligations in providing services to the local community.</li> <li>• Supports local schools deliver the national curriculum in respect of children learning to swim</li> <li>• Is affordable</li> </ul> <p><i>What are the Disadvantages/negative aspects of this option?</i></p> <ul style="list-style-type: none"> <li>• Investing in a building that potentially could be replaced with a new build in the future</li> <li>• Cost of borrowing capital resources</li> </ul>

	<ul style="list-style-type: none"> <li>• Temporary disruption to service provision in other parts of the pool complex/rest of the facility whilst repair work carried out</li> <li>• Does not extend the life of the building as similar problems could arise elsewhere on the roof</li> <li>• Anticipated similar issues with replacement panels which will very quickly discolour and develop mould as they cannot be routinely cleaned</li> <li>• Does not achieve any positive environmental impacts</li> </ul>
<b>People Consulted</b>	<p><i>Who was consulted regarding development of key elements of this option</i></p> <p>Ward Councillor (Handsworth)</p>
<b>Recommendation</b>	<i>Proceed or Abandon this Option?</i>
<b>Principal Reason for Decision</b>	<p><i>What are the key reasons for the recommendation regarding this option</i></p> <ul style="list-style-type: none"> <li>• Replacing the translucent roof sections, like for like, will limit the life expectancy of the repairs, as the skylighted area can be expected to again become unstable and leak over time in comparison to the corrugated sheeting used elsewhere on the roof that has not deteriorated in the same manner</li> <li>• Skylights also add no natural lighting benefits due to dirt and green mould accumulating</li> </ul>

<b>Option 2</b>	Complete the programme of roof repairs removing the translucent roof light damaged panels and <b>replacing them with rigid steel profile panels</b> matching the rest of the roof and apply waterproof coating to the damaged areas.
<b>Information Considered</b>	<p>What information was considered in evaluating the option – this must be the same for each option considered.</p> <ul style="list-style-type: none"> <li>• Current condition of the facility</li> <li>• Current condition of the skylight roof sections</li> <li>• Impact of facility closure on customers</li> <li>• Impact on income generation</li> <li>• Cost of repairs option</li> <li>• Impact on life of building</li> <li>• Views of customers, Elected Members, and the local community</li> <li>• Stakeholder funding impact (reduced be active offer)</li> </ul>
<b>Pros and Cons of Option</b>	<p><i>What were the advantages/positive aspects of this option?</i></p> <ul style="list-style-type: none"> <li>• Replacing the damaged roof panels will avoid further water ingress into the roofing structure of the building, further damage to the fabric of the building and internal fittings, and escalating repair costs.</li> <li>• Supports health and wellbeing by allowing local residents and school children to access swimming facilities in one of the most deprived areas of the city with the poorest health outcomes</li> <li>• Supports the highest level of attendance numbers across the</li> </ul>

	<p>service area for the Be Active scheme, supporting the continued funding and partnership with Public Health</p> <ul style="list-style-type: none"> <li>• Supports the council's obligations in providing services to the local community.</li> <li>• Supports local schools deliver the national curriculum in respect of children learning to swim</li> <li>• Is affordable</li> <li>• Steel panels are preferable to the like-for-like translucent ones and should avoid future problems in the section of the roof that is repaired</li> </ul> <p><i>What are the Disadvantages/negative aspects of this option?</i></p> <ul style="list-style-type: none"> <li>• Investing in a building that potentially could be replaced with a new build in the future</li> <li>• Temporary disruption to service provision in other parts of the pool complex/rest of the facility whilst repair work carried out</li> <li>• Does not extend the life of the building as similar problems could arise elsewhere on the roof</li> <li>• Does not achieve any positive environmental impacts</li> </ul>
<b>People Consulted</b>	<p>Who was consulted regarding development of key elements of this option?</p> <p>Ward Councillor (Handsworth)</p>
<b>Recommendation</b>	<del>Proceed</del> or Abandon this Option?
<b>Principal Reason for Decision</b>	<p>What are the key reasons for the recommendation regarding this option?</p> <p>Could bring the facility back into operation at an affordable cost and replacing the translucent panels with rigid steel ones as opposed to like for like would avoid a recurrence of the current issues but no improvement to service achieved and no positive environmental impacts</p>

<b>Option 3</b>	<p><b><u>Recommended Option</u></b></p> <p>Complete the programme of roof repairs removing the translucent roof light damaged panels and replacing them with rigid steel profile panels matching the rest of the roof, apply waterproof coating to the damaged areas <b>and upgrade the internal lighting to LED</b></p>
<b>Information Considered</b>	<p><i>What information was considered in evaluating the option</i></p> <p>What information was considered in evaluating the option – this must be the same for each option considered.</p> <ul style="list-style-type: none"> <li>• Current condition of the facility</li> <li>• Current condition of the skylight roof sections</li> <li>• Impact of facility closure on customers</li> <li>• Impact on income generation</li> <li>• Cost of repairs option</li> <li>• Impact on life of building</li> </ul>

	<ul style="list-style-type: none"> <li>Views of customers, Elected Members, and the local community</li> <li>Stakeholder funding impact (reduced be active offer)</li> </ul>
<b>Pros and Cons of Option</b>	<p><i>What were the advantages/positive aspects of this option?</i></p> <ul style="list-style-type: none"> <li>Replacing the damaged roof panels will avoid any further water ingress into the roofing structure of the building, avoiding further damage to the fabric of the building and internal fittings and escalating repair costs.</li> <li>Supports health and wellbeing by allowing local residents and school children to access swimming facilities in one of the most deprived areas of the city with the poorest health outcomes</li> <li>Supports the highest level of attendance numbers across the service area for the Be Active scheme, supporting the continued funding and partnership with Public Health</li> <li>Supports the council's obligations in providing services to the local community.</li> <li>Supports local schools deliver the national curriculum in respect of children learning to swim</li> <li>Upgrades the lighting to more effective and efficient LED, reducing energy costs and improves customer experience</li> <li>Takes advantage of scaffolding that will be in place and avoids future duplicate costs</li> </ul> <p><i>What are the Disadvantages/negative aspects of this option?</i></p> <ul style="list-style-type: none"> <li>Investing in a building that potentially could be replaced with a new build in the future</li> <li>Use of revenue funding that could otherwise support the Council's outturn position for 2021/22</li> <li>Temporary disruption to service provision in other parts of the pool complex/rest of the facility whilst repair work carried out</li> </ul>
<b>People Consulted</b>	<p><i>Who was consulted regarding development of key elements of this option</i></p> <p>Local Elected Members</p>
<b>Recommendation</b>	<p><i>Proceed or <del>Abandon</del> this Option?</i></p>
<b>Principal Reason for Decision</b>	<p><i>What are the key reasons for the recommendation regarding this option</i></p> <p>This option would achieve the objective of bringing the pool back into operation and protecting the fabric of the building from further deterioration, whilst improving the customer experience and achieving reductions in energy use</p> <p>It also makes best use of the scaffolding that will be in place avoiding future facility closures</p>
<b>Option 4</b>	<p><b><u>Also recommended if cost/benefit analysis supports it</u></b></p> <p>Complete the programme of roof repairs removing the translucent roof light damaged panels and replacing them with rigid steel profile panels matching the rest of the roof, upgrade the internal lighting, and <b>apply waterproof coating to the entirety of the untreated roof</b></p>
<b>Information Considered</b>	<p><i>What information was considered in evaluating the option</i></p> <p>What information was considered in evaluating the option – this must be the same for each option considered.</p>

	<ul style="list-style-type: none"> <li>• Current condition of the facility</li> <li>• Current condition of the skylight roof sections</li> <li>• Impact of facility closure on customers</li> <li>• Impact on income generation</li> <li>• Cost of repairs option</li> <li>• Impact on life of building</li> <li>• Views of customers, Elected Members, and the local community</li> <li>• Stakeholder funding impact (reduced be active offer)</li> </ul>
<b>Pros and Cons of Option</b>	<p><i>What were the advantages/positive aspects of this option?</i></p> <ul style="list-style-type: none"> <li>• Replacing the damaged roof panels will avoid any further water ingress into the roofing structure of the building, avoiding further damage to the fabric of the building and internal fittings and escalating repair costs.</li> <li>• Applying waterproof coating to the entire roof will protect against other leaks developing and extend the life of the asset (guaranteed for 15 years)</li> <li>• Will reduce future ad hoc closures of the pool as the facility will remain dry and weather proof</li> <li>• Supports health and wellbeing by allowing local residents and school children to access swimming facilities in one of the most deprived areas of the city with the poorest health outcomes</li> <li>• Supports the highest level of attendance numbers across the service area for the Be Active scheme, supporting the continued funding and partnership with Public Health</li> <li>• Supports the council's obligations in providing services to the local community.</li> <li>• Supports local schools deliver the national curriculum in respect of children learning to swim</li> <li>• Upgrades the lighting to more effective and efficient LED, reducing energy costs and improving customer experience</li> </ul> <p><i>What are the Disadvantages/negative aspects of this option?</i></p> <ul style="list-style-type: none"> <li>• Investing in a building that potentially could be replaced with a new build in the future</li> <li>• Temporary disruption to service provision in other parts of the pool complex/rest of the facility whilst repair work carried out</li> <li>• Cost of this option much higher than others</li> <li>• Would require a cost benefit analysis to understand if the additional costs would offset potential further repair costs</li> </ul>
<b>People Consulted</b>	<i>Who was consulted regarding development of key elements of this option</i> Ward Councillor (Handsworth)
<b>Recommendation</b>	<i>Proceed or Abandon this Option?</i>
<b>Principal Reason for Decision</b>	<p><i>What are the key reasons for the recommendation regarding this option</i></p> <p>This option would achieve the objective of bringing the pool back into operation and protecting the fabric of the building from further deterioration avoiding future repair costs but further work is required to understand if the additional cost would be justified.</p>

<b>Option 5</b>	<b>Do nothing</b>
<b>Information Considered</b>	<p><i>What information was considered in evaluating the option</i></p> <p>What information was considered in evaluating the option – this must be the same for each option considered.</p> <ul style="list-style-type: none"> <li>• Current condition of the facility</li> <li>• Current condition of the skylight roof sections</li> <li>• Impact of facility closure on customers</li> <li>• Impact on income generation</li> <li>• Cost of repairs option</li> <li>• Impact on life of building</li> <li>• Views of customers, Elected Members, and the local community</li> <li>• Stakeholder funding impact (reduced be active offer)</li> </ul>
<b>Pros and Cons of Option</b>	<p><i>What were the advantages/positive aspects of this option?</i></p> <ul style="list-style-type: none"> <li>• No immediate revenue or capital expenditure required</li> </ul> <p><i>What are the Disadvantages/negative aspects of this option?</i></p> <ul style="list-style-type: none"> <li>• Loss of public swimming facility to local community in one of the most deprived areas of the City with the poorest health outcomes</li> <li>• Accelerating deterioration of a BCC asset and escalating repair costs</li> <li>• Adverse impacts on income generation</li> <li>• Reduces the service's ability to meet physical activity targets in the SLA with Public Health on which funding depends</li> <li>• Reputational damage</li> <li>• Fewer adults and children taught to swim</li> </ul>
<b>People Consulted</b>	<p><i>Who was consulted regarding development of key elements of this option</i></p> <p>Local Elected Members</p>
<b>Recommendation</b>	<i>Proceed or Abandon this Option?</i>
<b>Principal Reason for Decision</b>	<p><i>What are the key reasons for the recommendation regarding this option</i></p> <p>Does not achieve the objective of re-opening the facility to the public</p>





**Handsworth WBC Roof Repairs  
Ward Councillors Consultation Responses**

<b>Stakeholder</b>	<b>Ward</b>	<b>Site (if report relates to multi sites)</b>	<b>Response to consultation on 22.02.22</b>
Cllr Hendrina Quinnen	Handsworth		Response received 22.02.22 indicating full support to the proposal to progress repairs to the roof

Note to report authors – this is a generic form and needs to be formatted to align with the proposals you have consulted on.



### Environment and Sustainability Assessment

Birmingham City Council is required to assess any positive or negative impacts that any policy/strategy/ decision/development proposal is likely to have on the environment. This assessment must be completed for CLT and Cabinet reports where appropriate. It is the responsibility of the Service Director signing off the report to ensure that the assessment is complete.

Project Title:	Repair Handsworth Wellbeing Centre (WBC) Roof Repairs			
Directorate: City Operations	Team: Neighbourhoods		Person Responsible for Assessment: Mark Brown	
Date of assessment: 25.02.22	Is it a new or existing proposal? New			
Brief description of the proposal: To repair the roof above the main swimming pool at Handsworth WBC which has been closed to the public since November 2021 after storm damage exacerbated existing problems creating an immediate health and safety hazard.				
Potential impacts of the policy/development/ decision on:	Positive Impact	Negative Impact	No Specific Impact	What will the impact be? If the impact is negative, how can it be mitigated, what action will be taken?
Natural Resources - including water, soil, air			Y	No impact in re-instating repair to the roof of an existing building
Energy use and CO <sub>2</sub> emissions	Y			A reduction in longer journeys by service users to alternative facilities located further away, reducing road traffic. This will help to reduce the number of trips generated and have positive impact on CO <sub>2</sub> emissions relating to transport. Further, the repaired roof will retain heat better, thereby helping to reduce the overall energy usage of the building.
Quality of environment			Y	No impact in repairing the roof of an existing building
Impact on local green and open spaces and biodiversity			Y	No impact in repairing the roof of an existing building
Use of sustainable products and equipment			Y	No impact as the metal sheeting that will be used will match the current roofing system material and shape.

Minimising waste			Y	The unused or old roof material will be disposed of in an environmentally friendly way.
Council plan priority: a city that takes a leading role in tackling climate change				N/A
Overall conclusion on the environmental and sustainability impacts of the proposal	Overall, the project will have not have a negative impact on the environment, but will lengthen the lifespan of the facility.			

**Guidance for completing the template**

Theme	Example
Natural Resources - Impact on natural resources including water, soil, air.	<p>Does the decision increase water use?</p> <p>Does the decision have an impact on air quality?</p> <p>Does the decision discourage the use of the most polluting vehicles (private and public) and promote sustainable modes of transport or working from home to reduce air pollution?</p> <p>Does the decision impact on soil?</p> <p>For example, development will typically use water for carrying out various operations and, once complete, water will be needed to service the development. Providing water to development and treating affluent water requires energy and contributes to climate change. Some of the activities including construction or disposal of waste may lead to soil pollution. The decisions may lead to more journeys thereby deteriorating air quality and thus contribution to climate change and greenhouse gases.</p>
Energy use and CO <sub>2</sub> emissions.	<p>Will the decision have an impact on energy use?</p> <p>Will the decision impact on carbon emissions?</p> <p>Most day-to-day activities use energy. The main environmental impact of producing and using energy such as electricity, gas, and fuel (unless it is from a renewable source) is the emission of carbon dioxide.</p>
Quality of environment.	<p>Does the decision impact on the overall quality of the built environment?</p> <p>Decisions may have an impact on the overall setting, character and distinctiveness in the area. For example, if development involves ground digging and excavations etc. it may have an impact on the local archaeology.</p>
Impact on local green and open spaces and biodiversity	<p>The proposal may lead to localised impacts on the local green and open spaces which may have an impact on local biodiversity, trees and other vegetation in the area.</p> <p>Will the proposal lead to loss (or creation) of green and blue infrastructure?</p> <p>For example, selling an open space may reduce access to open space within an area and lead to a loss of biodiversity. However, creating a new open space would have positive effects.</p>
Use of environmentally sustainable products, equipment and packaging'	<p>Will the decision present opportunities to incorporate the use of environmentally sustainable products (such as compostable bags, paper straws etc.), recycled materials (i.e. Forest Stewardship Council (FSC) Timber/wood), non-polluting vehicles, avoid the use of single use plastics and packaging.</p>
Minimising waste	<p>Will the decision minimise waste creation and the maximise recycling during the construction and operation</p>

	<p>of the development/programme/project?</p> <p>Will the decision provide opportunities to improve recycling?</p> <p>For example, if the proposal involves the demolition of a building or a structure, could some of the construction materials be reused in the new development or recycled back into the construction industry for use on another project?</p>
Council plan priority: a city that takes a leading role in tackling climate change and deliver Route to Zero.	How does the proposal or decision contribute to tackling and showing leadership in tackling climate change and deliver Route to Zero aspirations?

If you require further assistance with completing this template, please contact: [ESAGuidance@birmingham.gov.uk](mailto:ESAGuidance@birmingham.gov.uk)

# Birmingham City Council

## Report to Cabinet

26 April 2022



**Subject:** Replacement of Quinborne Community Centre Roof

**Report of:** Rob James, Managing Director City Operations Directorate

**Relevant Cabinet Member:** Councillor Shabrana Hussain, Homes and Neighbourhoods  
Councillor Tristan Chatfield, Finance and Resources

**Relevant O & S Chair(s):** Councillor Kate Booth, Housing and Neighbourhoods  
Councillor Mohammed Aikhlaq, Resources

**Report author:** Lesley Poulton, Neighbourhoods Division, City Operations Directorate  
lesley.poulton@birmingham.gov.uk

Are specific wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s): Quinton		
Is this a key decision?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, add Forward Plan Reference: 009909/2022		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, provide exempt information paragraph number or reason if confidential :		

### 1 Executive Summary

- 1.1 The purpose of this report is to seek approval to prudential borrowing in order to fund a project to replace the roof area above Quinborne Community Centre, as set out in the Full Business Case attached at Appendix 1.



## **2 Recommendations**

That Cabinet :

- 2.1 Approves the Full Business Case (FBC) in Appendix 1 for the replacement of the flat roof areas at Quinborne Community Centre at an estimated capital cost £323,358 inclusive of works, fees and contingencies.
- 2.2 Authorises the Director of Council Management to set aside a capital sum of £323,358 from service prudential borrowing towards the roof replacement at Quinborne Community Centre. The capital repayment and interest cost over the 20 year period is £20,449 per annum which will be contained within the service revenue budget.
- 2.3 Authorises the Acting City Solicitor and Monitoring Officer to negotiate, execute and complete all necessary documents to give effect to the above recommendations.

## **3 Background**

- 3.1 Quinborne Community Centre, located on Ridgacre Road in Quinton, is owned by the Council but is leased to a community association of the same name ("the Lessee") for a period of 25 years (until 2033) on a historic grant-for-rent lease arrangement. The building is a large community facility with multiple groups and activities operating on site and is attached to a BCC Library (with shared access).
- 3.2 The roof above the Community Centre part of the building has failed allowing significant water ingress, and an inspection concluded that it is no longer repairable and needs to be replaced. Responsibility for the maintenance of the internal fabric of the building, statutory testing, and upkeep of the grounds lies with the Quinborne Community Association but the terms of the lease mean that liability for structural repairs and the roof remain with the Council.
- 3.3 The roof defects continue to worsen with each weather event and if the situation is not addressed the structural damage and repair costs will only escalate further and this will be exacerbated by the current level of inflation in the construction industry.
- 3.4 Due to the urgency of the situation the project has moved straight to Full Business Case, supported by an Options Appraisal.

## **4 Options considered and Recommended Proposal**

A full options appraisal has been appended to this report (Appendix 1 A).

### **4.1 Option 1 – Full Replacement of Flat Roofs, including thermal insulation**

Recommended option in order to make the building watertight, protect a Council asset, allow the local community to continue to access services and facilities, and discharge the Council's legal responsibility as Landlord. The project does not include any works to the adjoining area above the Library which is managed by Children's Services.

### **4.2 Option 2 – Patch Repairs**

The professional advice received from the surveyor is that the roof is beyond economic repair and is in places too dangerous to access therefore this is not a viable option.

### **4.3 Option 3 – Do Nothing**

This would result in the progressive deterioration of a BCC asset, the loss of a community amenity, and a potential breach of landlord legal responsibilities by the Council of the Lease.

## **5 Consultation**

- 5.1 The Quinton Ward Councillors have been consulted and are fully supportive of the proposal.
- 5.2 The Quinborne Community Association who lease the property from the Council have been consulted and are very eager to see the roof replacement proceed.
- 5.3 The FBC has been presented to Capital Board on 04.03,22 and the proposal was supported.

## **6 Risk Management**

A risk register is included in the FBC (Appendix 1). The main risks identified are :

- 6.1 Unforeseen additional works may arise in course of refurbishment creating an additional funding requirement  
**Mitigation:** Comprehensive surveys have been carried out. All known risks have been evaluated, and a contingency sum allocated to mitigate overall project risk.
- 6.2 Work not completed on time  
**Mitigation:** The contractor will work to an agreed programme of scheduled activities that will be reviewed at each progress meeting. Slippage of activities will be highlighted at an early stage and activities rescheduled/adjusted to mitigate any delays.

## **7 Compliance Issues:**

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

The proposal supports the Birmingham City Council Plan 2018-2022 (as updated in 2019) by contributing to the Council's Key Priorities, specifically :

#### **7.1.1 Priority 1 Birmingham is an entrepreneurial city to learn, work and invest in;**

The Centre hosts a nursery facility which supports parents to access employment and training opportunities.

#### **7.1.2 Priority 2 Birmingham is an aspirational city to grow up in;**

In addition to the nursery, the Centre hosts a youth club and a variety of other activities for children and young people. The nursery helps develop younger children's social skills and abilities, enabling them to be more ready to start school. Activities such as street dance and youth club give young people the chance to meet new friends and develop life skills which assists their personal development, supports their wellbeing and enables them to take advantage of future learning and job opportunities.

#### **7.1.3 Priority 3 Birmingham is a fulfilling city to age well in;**

The Centre is a local hub for the community and residents of all ages but runs activities specifically aimed at older citizens such as Tai Chi, Digital Learning, mental health support, and a Dementia Café. These opportunities help break down social isolation, encourage residents to feel part of the community and enable them to remain physically active and mentally alert.

#### **7.1.4 Priority 4 Birmingham is a great clean and green city to live in;**

The Quinborne Community Centre is part of the network of hubs across the City that serve a vital function in communities, giving people an opportunity to have fun, socialise, learn, exercise and access key support services. Community and voluntary groups do incredible work to bring people together and to support individuals in difficult circumstances. Post pandemic, this support has assumed an even greater significance and facilities such as Quinborne are key to community recovery.

#### **7.1.5 Priority 6 Birmingham is a city that takes a leading role in tackling climate change;**

Replacing the roof and improving the insulation will make the building more energy efficient and reduce carbon emissions. Once the roof has been replaced, the Community Association intends to explore fitting solar panels to generate electricity from a renewable source further reducing the carbon impact in line with the Council's ambition for the City to become carbon neutral.

- 7.1.6** The proposal also supports the **Property Strategy 2018/19 – 2023/24** by putting forward a solution whereby, with the support of a partner organisation, an existing building can be improved

## **7.2 Legal Implications**

7.2.1 Under S.2 Local Government Act 2000 the Council is empowered to anything which it considers is likely to further the social wellbeing of its area.

7.2.2 Quinborne Community Centre is owned by the Council and it is leased to the Lessee for a period of 25 years (until 2033) on a historic grant-for-rent lease arrangement. The Council's obligations under the Landlord covenant of the lease under clause 5.4 stipulate the repair obligation to fix the roof and any structural maintenance.

7.2.3 Responsibility for the maintenance of the internal fabric of the building, statutory testing, and upkeep of the grounds lies with the Lessee but the express terms of the lease mean that legal maintenance obligations for structural repairs and the roof remain with the Council (under clause 5.4).

7.2.4 Part D (2.1) of the Council's Constitution requires that all new capital projects of more than £200,000 must be approved by Cabinet.

## **7.3 Financial Implications**

Approval is sought to fund the project through capital borrowing of £323,358 with an annual repayment cost of £20,449 which can be met by the service from its prudential borrowing revenue budget allocation for 2022/23 onwards. Prudential borrowing costs (capital repayment and interest) are for a period of 20 years commencing 2023/24 and will amount to £409,980 in total.

## **7.4 Procurement Implications (if required)**

There are no procurement implications with the recommendations of this report. The procurement strategy for the works to undertake a further competition exercise using Acivico Ltd's Constructing West Midlands Building Fabric Framework Agreement was approved in the Planned Procurement Activities report to Cabinet dated 22<sup>nd</sup> March 2022

## **7.5 Human Resources Implications (if required)**

There are no direct human resource implications.

## **7.5 Public Sector Equality Duty**

The Centre is managed by an external party and therefore there is no requirement to undertake an Equalities Impact Assessment for this project. However, the maintenance or an existing facility would have no specific impact on individuals with protected characteristics.

## **8 Background Documents**

8.1 None

### **List of appendices accompanying this report:**

Appendix 1 Full Business Case

Appendix 1 A Options Appraisal

Appendix 2 Consultation Matrix

Appendix 3 Environmental & Sustainability Assessment

## APPENDIX 1

FULL BUSINESS CASE (FBC)			
<b>A. GENERAL INFORMATION</b>			
<b>A1. General</b>			
<b>Project Title</b> <i>(as per Voyager)</i>	Replacement of Quinborne Community Centre Roof		
<b>Voyager code</b>	RLT72		
<b>Portfolio /Committee</b>	Homes & Neighbourhoods	<b>Directorate</b>	City Operations
<b>Approved by Project Sponsor</b>	Chris Jordan 27.01.22	<b>Approved by Finance Business Partner</b>	Carl Tomlinson 01.02.22
<b>A2. Outline Business Case approval <i>(Date and approving body)</i></b>			
Due to the urgency of these works a Full Business Case has been prepared supported by an Options Appraisal			
<b>A3. Project Description</b>			
<p>The project is the replacement of the roof at the Quinborne Community Centre to:</p> <ul style="list-style-type: none"> <li>- protect a Council asset from deterioration and, potentially, falling into dereliction;</li> <li>- allow the local community to continue to access the social and health benefits of regular community activities, which help develop social cohesion and combat isolation; and</li> <li>- fulfil the Council's legal liabilities as landlord.</li> </ul> <p>Quinborne Community Centre is a BCC owned asset on Ridgacre Road in Quinton, let for 25 years (until 2033) to the Quinborne Community Association on an historic grant-for-rent lease arrangement. The building is a large community facility with multiple groups and activities operating on site and is attached to a BCC Library (shared access).</p> <p>Responsibility for the maintenance of the internal fabric of the building, statutory testing, and upkeep of the grounds lies with the Community Association but the terms of the lease mean that liability for structural repairs and the roof remain with the Council.</p> <p>The roof began to leak, allowing the ingress of water causing damage to internal fittings and fixtures. A surveyor's inspection revealed the roof had deteriorated beyond the point of repair and in places is too dangerous to access. The roof defects continue to worsen with each weather event and if the situation is not addressed the structural damage and repair costs will only escalate further. .</p> <p>The proposed project is to undertake full replacement of the flat roofs, including replacing the worn out thermal insulation.</p> <p>This business case seeks approval to prudential borrowing of £323,358 with the annual cost (repayment of capital and interest) of £20,449 per year over 20 years to be funded by the service from its existing revenue budget.</p>			

**A4. Scope**

- Full replacement of flat roofs to the single storey areas
- Replacing thermal insulation
- Repairs to replace roof lights
- Repairs to defective decking
- Repairs to rainwater goods and tank rooms claddings

**A5. Scope exclusions**

No work to the roof of the adjoining Library is within the scope of this project, although Children's service have been advised of the planned work to the community centre.

**B. STRATEGIC CASE**

*This sets out the case for change and the project's fit to the Council Plan objectives*

**B1. Project objectives and outcomes**

*The case for change including the contribution to Council Plan objectives and outcomes*

The proposal supports the Birmingham City Council Plan 2018-2022 (as updated in 2019) by contributing to the Council's Key Priorities, specifically :

**Priority 1 Birmingham is an entrepreneurial city to learn, work and invest in;**

The Centre hosts a nursery facility which supports parents to access employment and training opportunities.

**Priority 2 Birmingham is an aspirational city to grow up in;**

In addition to the nursery, the Centre hosts a youth club and a variety of other activities for children and young people. The nursery helps develop younger children's social skills and abilities, enabling them to be more ready to start school. Activities such as street dance and youth club give young people the chance to meet new friends and develop life skills which assists their personal development, supports their wellbeing, and enables them to take advantage of future learning and job opportunities.

**Priority 3 Birmingham is a fulfilling city to age well in;**

The Centre is a local hub for the community and residents of all ages but runs activities specifically aimed at older citizens such as Tai Chi, Digital Learning, mental health support, and a Dementia Café. These activities help break down social isolation, encourage residents to feel part of the community and enable them to remain physically active and mentally alert.

**Priority 4 Birmingham is a great clean and green city to live in;**

The Quinborne Community Centre is part of the network of hubs across the City that serve a vital function in communities, giving people an opportunity to have fun, socialise, learn,

exercise and access key support services. Community and voluntary groups do incredible work to bring people together and to support individuals in difficult circumstances. Post pandemic, this support has assumed an even greater significance and facilities such as Quinborne Community Centre are key to community recovery.

**Priority 6 Birmingham is a city that takes a leading role in tackling climate change;**

Replacing the roof and improving the insulation will make the building more energy efficient and reduce carbon emissions. Once the roof has been replaced, the Community Association intends to explore fitting solar panels to generate electricity from a renewable source further reducing the carbon impact in line with the Council's ambition for the City to become carbon neutral.

The proposal also supports the **Property Strategy 2018/19 – 2023/24** by putting forward a solution whereby, with the support of a partner organisation, an existing building can be improved

**Birmingham Business Charter for Social Responsibility (BBC4SR)**

The value of the works is below the threshold for works for the BBC4SR. However, the payment of the Real Living Wage will apply and form part of the conditions of the contract.

**B2. Project Deliverables**

*These are the outputs from the project eg a new building with xm2 of internal space, xm of new road, etc*

The project seeks to undertake the replacement of the roof at the Quinborne Community Centre to:

- protect a Council asset from deterioration and, potentially, falling into dereliction;
- allow the local community to continue to access the social and health benefits of regular community activities, which help develop social cohesion and combat isolation; and
- fulfil the Council's landlord liabilities.

The replacement roof will be guaranteed for 20 years.

**B3. Project Benefits**

*These are the social benefits and outcomes from the project, eg additional school places or economic benefits.*

Measure	Impact
<i>List at least one measure associated with <b>each</b> of the objectives and outcomes in B1 above</i>	<i>What the estimated impact of the project will be on the measure identified – please quantify where practicable (eg for economic and transportation benefits)</i>
Maintain public access to a community facility and a wide range of activities and services	Improved physical, mental and social health of local residents; improved community cohesion
Act as responsible landlord by meeting legal liabilities	Organisational reputational risk and potential legal costs avoided
Maintenance of BCC owned asset	Asset life extended and ad hoc R&M costs reduced



Improve the carbon footprint of the building by replacing worn out roof insulation	Reduced heating bills
<b>B4. Benefits Realisation Plan</b> <i>Set out here how you will ensure the planned benefits will be delivered</i>	
<p>A “lessons learnt” will be held with the client, contractor and Acivico Ltd at the end of the project to review successes and failures.</p> <p>A project implementation review will be held with the end user after 12 months + of the project being operational to learn what impact the new facility has had on the service.</p>	
<b>B5. Stakeholders</b>	
A stakeholder analysis is set out at G4 below. A summary of consultation responses is included in the covering Executive report.	
<b>C. ECONOMIC CASE AND OPTIONS APPRAISAL</b> <i>This sets out the options that have been considered to determine the best value for money in achieving the Council's priorities</i>	
<b>C1. Summary of options reviewed at Outline Business Case</b> <i>(including reasons for the preferred option which has been developed to FBC) If options have been further developed since the OBC, provide the updated Price quality matrix and recommended option with reasons.</i>	
<p><b>Option 1 - <u>recommended option</u> - complete the programme of roof repairs and renovation</b></p> <p>This is the only viable option given the roof has been condemned and the Council has liability for the external fabric of the building.</p> <p><b>Option 2 – patch repairs</b></p> <p>The professional advice is that the roof is beyond economic repair and in places is too dangerous to access therefore a full replacement is the only viable option.</p> <p><b>Option 3 - do nothing</b></p> <p>The City Council is legally and contractually liable for the works to be carried out, so this is not a viable option. Further, it would allow a BCC asset to fall into disrepair, deprive a local community of access to a valued facility that supports their physical, social and emotional wellbeing, and potentially cause reputational and political damage to the Council.</p>	
<b>C2. Evaluation of key risks and issues</b> <i>The full risks and issues register is included at the end of this FBC</i>	
The main risk is that current inflationary pressures in the building sector will drive prices up; and that the physical deterioration in the fabric of the roof will worsen resulting in escalating costs and an increasing health and safety risk.	

**C3. Other impacts of the preferred option**

*Describe other significant impacts, both positive and negative*

Overall, the project delivers positive benefits to the current and potential service users as set out in section B1.

However, the work may involve temporary disruption to service provision and constrain access to the community centre, which will be discussed prior to any works commencing and managed during the work. There is also a Library attached to the centre and a meeting will be arranged with the service to discuss and minimise any service disruption.

**D. COMMERCIAL CASE**

*This considers whether realistic and commercial arrangements for the project can be made*

**D1. Partnership, Joint venture and accountable body working**

*Describe how the project will be controlled, managed and delivered if using these arrangements*

Acivico Ltd will manage the project on behalf of the client (the City Wide Community Centre Manager)

**D2. Procurement implications and Contract Strategy:**

*What is the proposed procurement contract strategy and route? Which Framework, or OJEU? This should generally discharge the requirement to approve a Contract Strategy (with a recommendation in the report).*

The procurement strategy for the works to undertake a further competition exercise using Acivico Ltd's Constructing West Midlands Building Fabric Framework Agreement was approved in the Planned Procurement Activities report to Cabinet dated 22<sup>nd</sup> March 202

**D3. Staffing and TUPE implications:**

N/A

**E. FINANCIAL CASE***This sets out the cost and affordability of the project***E1. Financial implications and funding**

<b>Capital Expenditure:</b>	<b>Financial Year 22/23 £'m</b>	<b>Financial Year 23/24 £'m</b>	<b>Financial Year 24/25 £'m</b>	<b>Later Years £'m</b>	<b>Totals £'m</b>
Voyager capital code:					
Capital costs already incurred:					
Other costs to complete project :					
Fees	0.034				0.034
Land Acquisition Works					
Works	0.254				0.254
Contingencies	0.035				0.035
<b>Total Capital Expenditure</b>	<b>0.323</b>				<b>0.323</b>
<b>Capital Funding:</b>	<b>Financial Year 22/23 £'m</b>	<b>Financial Year 23/24 £'m</b>	<b>Financial Year 24/25 £'m</b>	<b>Later Years £'m</b>	<b>Totals £'m</b>
Development costs funded by: ( <i>Please itemise</i> )					
Other Costs Funded by: Prudential Borrowing	0.323				0.323
<b>Total Capital Funding</b> Must fund all the costs	<b>0.323</b>				<b>0.323</b>
<b>Revenue Consequences</b>	<b>Financial Year 22/23 £'m</b>	<b>Financial Year 23/24 £'m</b>	<b>Financial Year 24/25 £'m</b>	<b>Later Years £'m</b>	<b>Totals £'m</b>
Voyager rev. budget code:	RLT72 L131				
Development costs (revenue)					
Operating period expenditure:					
Prudential Borrowing Charges		0.020	0.020	0.360	0.400
Income					
Savings					
<b>Total Revenue Consequences</b>		<b>0.020</b>	<b>0.020</b>	<b>0.360</b>	<b>0.400</b>

<b>Revenue Funding:</b>					
Current Budgetary Provision		<b>0.020</b>	<b>0.020</b>	<b>0.360</b>	<b>0.400</b>
Other revenue resources identified:  <i>Corporate Funding assumed additional 20 year life to facility</i>					
<b>Total revenue funding</b>		<b>0.020</b>	<b>0.020</b>	<b>0.360</b>	<b>0.400</b>

## E2. Evaluation and comment on financial implications:

- The annual prudential borrowing cost of £20,449 for a period of 20 years will be contained within the existing revenue budget.

## E3. Approach to optimism bias and provision of contingency

The project cost includes 14% for contingencies

## E4. Taxation

*Describe any tax implications and how they will be managed, including VAT*

The Council will be able to recover the 20% VAT on payments to the contractor under the normal procedures.

As this is a construction project, the requirements of HMRC's Construction Industry Tax Scheme will be included in the contract documentation to ensure the Council's compliance

## F. PROJECT MANAGEMENT CASE

*This considers how project delivery plans are robust and realistic*

### F1. Key Project Milestones

*The summary Project Plan and milestones is attached at G1 below*

### Planned Delivery Dates

Capital Board	<b>4 March 2022</b>
Cabinet	<b>26 April 2022</b>
Start on site	<b>June 2022</b>
Practical completion	<b>September 2022</b>
Date Project operational	<b>October 2022</b>
Date of Post Implementation Review	<b>December 2022</b>

### F2. Achievability

*Describe how the project can be delivered given the organisational skills and capacity available*

Acivico Ltd and the CWM#2 framework contractors have all got extensive experience and knowledge of working on refurbishment projects similar to this proposal

### F3. Dependencies on other projects or activities

Securing capital funding  
Building Regulations

Successful completion of the procurement process

#### F4. Officer support

**Project Manager:** Keith Dugmore, City-Wide Community Centre Manager

**Project Accountant:** Lisa Pendlebury

**Project Sponsor:** Chris Jordan, Assistant Director, Neighbourhoods Division

#### F5. Project Management

*Describe how the project will be managed, including the responsible Project Board and who its members are*

The construction contract will be administered via Acivico Ltd and the client will be represented by the Client PM who will be responsible for ensuring the governance process and project methodology is adhered to.

### G. SUPPORTING INFORMATION

*(Please adapt or replace the formats as appropriate to the project)*

#### G1. PROJECT PLAN

*Detailed Project Plan supporting the key milestones in section F1 above*

A detailed project plan will be agreed between the contractor and the client but will include :

- Pre-start site meeting with Quinborne Community Association, Acivico Ltd, BCC Children's Service (Library Manager), City Wide Community Centre Manger
- Risk Assessment for site users
- Communication with user groups
- Progress monitoring reports/meetings

#### G2. SUMMARY OF RISKS AND ISSUES REGISTER

*Risks should include Optimism Bias, and risks during the development to FBC*

*Grading of severity and likelihood: High – Significant – Medium - Low*

		Risk after mitigation:	
Risk or issue	mitigation	Severity	Likelihood
1. Unforeseen additional works arise in course of refurbishment causing additional funding requirement	Comprehensive surveys have been carried out. All known risks will be evaluated, and a contingency sum allocated to mitigate overall project risk.	Low	High
2. Work not completed on time	Contractor will work to an agreed programme of scheduled activities that will be reviewed at each progress meeting. Slippage of activities will be highlighted at an early stage and activities rescheduled/adjusted to mitigate any delays	Medium	Low
3. Covid19 impacts on project development and delivery.	Government guidance will be adhered to. Updates will be monitored.	High	Low
4. Construction industry inflation impact on cost of materials and labour	Contingency sums have been included for the impact of inflation on the cost until the contract is awarded	High	Medium

**G3. EXTERNAL FUNDING AND OTHER FINANCIAL DETAILS**

*Description of external funding arrangements and conditions, and other financial details supporting the financial implications in section E1 above (if appropriate)*

N/A

**G4. STAKEHOLDER ANALYSIS**

Stakeholder	Role and significance	how stakeholder relationships will be managed
Quinborne Community Association (Tenant)	Service provider/High	Liaison between contractor, ACIVICO and service manager (as per C3)
Ward Councillors	Represent the ward and constituents/High	Service manager to manage communications
Children's Service - Library	Co-located on site/Medium	Service manager, tenant and library manager to liaise (as per C3)
Assistant Director Neighbourhoods	Overall responsibility of the asset/ High	Briefed through line management arrangements
Acivico Ltd/Contractor	Responsible for managing and carrying out the work/High	Regular progress review on-site and broader liaison meeting with Acivico Ltd

**Other Attachments**

*provide as appropriate*

- Appendix 1 A Options Appraisal

- 

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## APPENDIX 1 Attachment A

**C. ECONOMIC CASE - OPTIONS APPRAISAL**

*This sets out the options that have been considered to determine the best value for money in achieving the Council's priorities*

**C1. Options reviewed**

*A full description and review of each option is in Section G1*

**Option 1 - recommended option - complete the programme of roof repairs and renovation**

This is the only viable option given the roof has been condemned and the Council has liability for the external fabric of the building.

**Option 2 – patch repairs**

The professional advice is that the roof is beyond economic repair and in places is too dangerous to access therefore a full replacement is the only viable option.

**Option 3 - do nothing**

The City Council is legally and contractually liable for the works to be carried out, so this is not a viable option. Further, it would allow a BCC asset to fall into disrepair, deprive a local community of access to a valued facility that supports their physical, social and emotional wellbeing, and potentially cause reputational and political damage to the Council.

**C2. Summary of Options Appraisal – Price/Quality Matrix**

	Option score (out of 10)				Weight			Weighted Score		
Criteria	1	2	3		1	2	3			
1. Total capital cost	0	5	10	20%	0	1	2			
2. Upfront revenue cost	10	6	4		2	1.2	0.8			
3. Full year revenue consequences	6	0	4	30%	1.8	0	1.2			
4. Benefits: Council priorities	10	0	0	40%	4.0	0	0			
5. Benefits: Service priorities										
6. Deliverability and risks	8	0	4	10%	0.8	0	0.4			
7. Other impacts										
<b>Total</b>	34	11	22	<b>100%</b>	8.6	2.2	4.4			



**G. SUPPORTING INFORMATION**

*(Please adapt or replace the formats as appropriate to the project)*

**G1. OBC OPTIONS APPRAISAL RECORDS (these are summarised in section C2)**

*The following sections are evidence of the different options that have been considered in arriving at the proposed solution. All options should be documented individually.*

<b>Option 1</b>	<b><u>Recommended option</u></b> : complete the project to replace the flat roofs of the Community Centre
<b>Information Considered</b>	<p><b><i>What information was considered in evaluating the option – this must be the same for each option considered.</i></b></p> <ul style="list-style-type: none"> <li>• Current condition of the facility</li> <li>• Capital and revenue funding e.g. affordability</li> <li>• Revenue operational/running costs</li> <li>• Opportunity to work with the current lease holder to manage and operate the facility.</li> <li>• Opportunity to extend and improve its service delivery offer to the local community</li> <li>• Views of customers, local community and elected representatives</li> <li>• Location of alternative facilities</li> </ul>
<b>Pros and Cons of Option</b>	<p><b><i>What were the advantages/positive aspects of this option?</i></b></p> <ul style="list-style-type: none"> <li>• The building already has a lease holder that will continue to manage and operate the service for the next 12 years</li> <li>• The Community Association has already and will continue to invest in the centre maintaining and improving a Council asset</li> <li>• Replacing will avoid on-going and escalating repair costs</li> <li>• Extends the life of the centre and associated facilities by 20 years</li> <li>• Supports health and wellbeing in the local community</li> <li>• Keeps an existing asset in use for the residents of Birmingham</li> <li>• Fulfils the Council's legal obligations as landlord</li> </ul> <p><b><i>What are the Disadvantages/negative aspects of this option?</i></b></p> <ul style="list-style-type: none"> <li>• Cost of repaying prudential borrowing</li> <li>• Investing in a building that is already leased to a third party</li> </ul>
<b>People Consulted</b>	<p><b><i>Who was consulted regarding development of key elements of this option</i></b></p> <p>Ward Councillors Quinton Ward          Quinborne Community Association          Children's Services (Library)</p>
<b>Recommendation</b>	Proceed or <del>Abandon this Option</del>
<b>Principal Reason for Decision</b>	<p><b><i>What are the key reasons for the recommendation regarding this option</i></b></p> <p>Affordability to allow continued access to the facility</p>

<b>Option 2</b>	Undertake patch repairs only – option explored but discounted on professional advice
<b>Information Considered</b>	<p><b>What information was considered in evaluating the option – this must be the same for each option considered.</b></p> <ul style="list-style-type: none"> <li>• Current condition of the facility</li> <li>• Capital and revenue funding e.g. affordability</li> <li>• Revenue operational/running costs</li> <li>• Opportunity to work with the current lease holder to manage and operate the facility.</li> <li>• Opportunity to extend and improve its service delivery offer to the local community</li> <li>• Views of customers, local community and elected representatives</li> <li>• Location of alternative facilities</li> </ul>
<b>Pros and Cons of Option</b>	<p>What were the advantages/positive aspects of this option?</p> <ul style="list-style-type: none"> <li>• This option was not feasible and was therefore discounted</li> </ul> <p>What are the Disadvantages/negative aspects of this option?</p> <ul style="list-style-type: none"> <li>• This option was not feasible and was therefore discounted</li> </ul>
<b>People Consulted</b>	<p>Who was consulted regarding development of key elements of this option</p> <ul style="list-style-type: none"> <li>• This option was not feasible and was therefore discounted</li> </ul>
<b>Recommendation</b>	<b><del>Proceed</del> or Abandon this Option</b>
<b>Principal Reason for Decision</b>	<p>What are the key reasons for the recommendation regarding this option</p> <p>Professional advice that the roofs are beyond repair</p>

<b>Option 3</b>	<b>Do Nothing</b>
<b>Information Considered</b>	<p><i>What information was considered in making the decision</i></p> <ul style="list-style-type: none"> <li>• Current condition of the facility</li> <li>• Capital and revenue funding e.g. affordability</li> <li>• Revenue operational/running costs</li> <li>• Opportunity to work with the current lease holder to manage and operate the facility.</li> <li>• Opportunity to extend and improve its service delivery offer to the local community</li> <li>• Views of customers, local community and elected representatives</li> <li>• Location of alternative facilities</li> </ul>
<b>Pros and Cons of Option</b>	<p><i>What were the advantages/positive aspects of this option?</i></p> <ul style="list-style-type: none"> <li>• There would be no long term commitment to repay borrowing</li> </ul> <p><i>What are the Disadvantages/negative aspects of this option?</i></p> <ul style="list-style-type: none"> <li>• On-going and escalating repairs costs that cannot be afforded from the service revenue budget</li> <li>• Reputational damage and potential risk of legal action being</li> </ul>

## APPENDIX 1 Attachment A

	<p>taken by tenant</p> <ul style="list-style-type: none"> <li>• Political and public opposition</li> <li>• Impact on income generation for the centre and viability of community association</li> <li>• Loss of facility and services to local community</li> <li>• Deterioration in BCC asset value</li> </ul>
<b>People Consulted</b>	<p><i>Who was consulted regarding development of key elements of this option?</i></p> <p>Ward Councillors Quinton Ward Quinborne Community Association Children's Services (Library)</p>
<b>Recommendation</b>	<del>Proceed</del> or Abandon this Option
<b>Principal Reason for Decision</b>	<p><i>What are the key reasons for the recommendation regarding this option</i></p> <p>Negative impact on community asset; defaulting on Council's legal liabilities as landlord.</p>

**Quinborne Community Centre Roof Replacement  
Ward Councillors Consultation Responses**

<b>Stakeholder</b>	<b>Ward</b>	<b>Site (if report relates to multi sites)</b>	<b>Response to consultation on 03.02.2022</b>
Cllr Kate Booth	Quinton		Response received 04.02.22 indicating full support to the proposal
Cllr Dominic Stanford	Quinton		Response received 03.02.22 indicating full support to the proposal

Note to report authors – this is a generic form and needs to be formatted to align with the proposals you have consulted on.



<b>Project Title:</b>		<b>Replacement of Quinborne Community Centre Roof</b>		
<b>Department:</b> City Operations		<b>Team:</b> Neighbourhoods		<b>Person Responsible for assessment:</b> Keith Dugmore
<b>Date of assessment:</b> 17.01.22		<b>Is it a new or existing policy/strategy/decision/development proposal?</b> New capital project		
<b>Brief description of the proposal:</b> To replace the flat roofs at Quinborne Community Centre which have deteriorated beyond repair and are currently allowing water ingress damaging internal fixtures and fittings				
<b>Potential impacts of the policy/development decision/procedure/ on:</b>	<b>Positive Impact</b>	<b>Negative Impact</b>	<b>No Specific Impact</b>	<b>What will the impact be? If the impact is negative, how can it be mitigated, what action will be taken?</b>
Natural Resources - Impact on natural resources including water, soil, air			X	No impact arising from re-instating the roof on an existing building
Energy use and CO <sub>2</sub> emissions	X			The roof replacement will include thermal insulation which will reduce energy consumption and hence emissions; and will facilitate the installation of solar panels at a later date by the tenant organisation
Quality of environment			X	No impact arising from re-instating the roof on an existing building
Impact on biodiversity			X	No impact arising from re-instating the roof on an existing building
Use of sustainable products and equipment	X			Positive impact as new sustainable materials will be utilised ie thermal insulation, bitumen membrane etc.
Minimising waste	X			All removal material is separated and disposed for recycling by the contractors. Waste disposal notices are supplied
Council plan priority: a city that takes a leading role in tackling climate change	X			Replacing the roof and improving the insulation will make the building more energy efficient and reduce carbon emissions/footprint. It is mandatory for compliance with

				Building Regulations.
Overall conclusion on the environmental and sustainability impacts of the proposal'	The project will not have an adverse impact on the environment and will contribute to the reduction in energy use and hence CO2 emissions.			

# Birmingham City Council

## Report to Cabinet

26<sup>th</sup> April 2022



**Subject:** **JOB EVALUATION / PAY & GRADING**

**Report of:** **Darren Hockaday**  
**Interim Director for Human Resources**

**Relevant Cabinet Member:** **Councillor Tristan Chatfield - Finance and Resources**

**Relevant O & S Chair(s):** **Councillor Mohammed Aikhlaq - Resources**

**Report author:** **Anthony Sharwood**  
**Programme Manager HR**  
[Anthony.Sharwood@birmingham.co.uk](mailto:Anthony.Sharwood@birmingham.co.uk)

Are specific wards affected?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s):		
Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, add Forward Plan Reference: 010127/2022		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, state which appendix is exempt, and provide exempt information paragraph number or reason if confidential:		

### 1 Executive Summary

- 1.1 This work is only applicable for those staff subject to National Joint Council for Local Government Services (NJC for LGS) Green Book pay and conditions document.
- 1.2 In 2018, BCC and the Recognised Trade Unions agreed to review the seven grade pay structure - viewed as being an inequitable structure; does not lend itself easily to recruitment, is unwieldy in its ability to retain, and the extensive spinal column point range is not reflective of the complexity of work undertaken – evidenced by recruitment campaigns and exit interviews.



- 1.3 It is expected that implementing a robust pay structure will both mitigate future equal pay risk, but also ensure that there is a more appropriately targeted salary in line with market rates, reducing reliance on contingent labour.
- 1.4 BCC spent c£80m on total contingent labour e.g. agency workers, interim etc., in 2020/21, most service areas stating that reliance on contingent labour is as a result of “hard to recruit” roles – and remuneration (BCC starting salary being below market rates for many positions) is a significant contributor to this challenge.
- 1.5 Increasing the number of directly engaged staff has the benefit of securing a committed workforce, and potentially reducing contingent workforce spend.
- 1.6 Resolving our NJC for LGS pay structure to enable us to recruit responsively, retain quality talent and reduce our contingency spend, in partnership with our Trade Union colleagues, is in line with the Council Plan and Workforce Strategy (2018-22) to be an employer of choice.
- 1.7 Success will be demonstrated through reduced recruitment costs, less attrition and satisfied employees and managers.
- 1.8 Work has already commenced in the Due Diligence project (detailed below), as the job evaluation/due diligence project was initiated as following agreement with Trade Unions, due to the age of some evaluations and the cutbacks within HR since Single Status, job evaluations had not been regularly reviewed except when new jobs or restructures were borne and any commitment to changing pay structures has to rely on fit for purpose evaluations.
- 1.9 This further request for funding, is to ensure the successful completion and delivery of these outcomes by; -
  - 1.9.1 Providing funding stream to “backfill” Trade Union colleagues, so that they may be released to undertake job evaluations as a partner in the job evaluation panel, in accordance with Green Book recommendations and our agreed approach. This release has already been approved by Director of Council Management.
  - 1.9.2 Resourcing the project team to fulfil the review of all NJC for LGS job evaluations (and appeals as appropriate), pay model, develop the structure, and implement contractual changes. This resourcing encompasses the temporary inclusion of the “business as usual” job evaluation function, to ensure consistency of approach and sustainable transition upon conclusion of the project.
  - 1.9.3 Obtaining specialist external expertise to support the project to completion at pace. This is a desirable option, the specialism in the labour market for job evaluation experts is scarce, which has been demonstrated through the number of advertising campaigns that have been undertaken by this team and also, demonstrable in attrition rates where non-specialists have been appointed with a view to training and development, and those individuals

have not settled into the job evaluation specialism well – resulting in loss of talent and officer time training. External job evaluation specialists, will pump prime the job evaluation tranches, mitigate against market instability, and provide support to proceed at pace. This will require a separate procurement exercise, should this be approved.

- 1.10 A scoping exercise specifically related to potential outcomes of job evaluation related to the potential cost of the payroll will be assessed to indicate any financial implications as part of risk mitigation. This exercise will commence in April 2022. The JE governance steering board will oversee financial implications as they arise, with early site provided by the scoping exercise.

## **2 Recommendations**

- 2.1 Approval of funding of £3,572,705 from the Policy Contingency Fund and resource request to support the completion of all phases of Job Evaluation / Pay & Grading Programme to achieve the modelling of a new fit for purpose NJC for LGS pay structure. This excludes the impact on the pay bill itself.
- 2.2 A further presentation to Cabinet, no later than March 2023, to review progress and allowing for scrutiny of the funding made available and any unforeseen circumstances that could impact on this.
- 2.3 A further Cabinet report detailing the impact of the modelling will be brought back to Cabinet later in the summer once this has been completed.
- 2.4 The “Business as Usual” job evaluation resource and funding requirement is consolidated within the project for the period of the project, to ensure consistency of approach.

## **3 Background**

- 3.1 Funding was initially obtained to undertake the Due Diligence project outlined in the summary above, to investigate and substantiate compliance.
- 3.2 Progression with moving to reviewing all job evaluations has been steady, following an initial 8 month delay due to dispute (resolved) and complications around the pandemic response.
- 3.3 Relationships with Trade Union colleagues are strong, and all are committed to moving with management, at pace to get to the intended position.
- 3.4 Training is in the pipeline for union colleagues but will be futile until release can be arranged to enable job evaluations to proceed.
- 3.5 The team built as a result of the initial 2-year project has now reduced due to fixed term contract expiration worries/fatigue and as a result of growing our talent who have gained permanent promotions externally.
- 3.6 The Due Diligence project has completed its review of the job evaluation and compliance landscape and has achieved the following; -

- 3.6.1 Compliance Project in place to consider compliance matters – interdependencies with Legal and HR Services
- 3.6.2 An agreed commitment with Trade Unions as partners, to make our NJC for LGS (Green Book) pay structure fit for a modern council; enabling us to be an employer of choice and competitive to recruit and retain our talent.
- 3.6.3 An agreed commitment with Trade Unions as partners, to a new Job Evaluation process and policy
- 3.6.4 An agreed commitment with Trade Unions to commence a full programme of job evaluations to include all jobs in scope.
- 3.6.5 A fully visible Job Evaluation Project Board supported by a project plan that provides key milestones and deliverables to achieve the above themes.
- 3.6.6 An agreement from Trade Unions to provide support to enable the organisation to undertake evaluations in line with the Green Book methodology (i.e. Trade Unions as partners on the panel), thus improving trust and transparency for jobholders.
- 3.7 We will implement an agreed and fit for purpose NJC for LGS Job Evaluation Policy, Procedure and Appeals Process, ensuring jobs are fairly, transparently, and equitably evaluated, in line with Equality Act 2010.
- 3.8 The next stage will result in the development and implementation of an effective NJC for LGS Pay structure that attracts and retains staff, removing excessive SCPs and thus, maximising adherence to Equality Act 2010 and mitigating the risk of Equal Pay claims.
- 3.9 A financial scoping exercise will commence next month, but it is important to note that this is not a cost saving exercise and thus, is not provided to limit the cost envelope – assurances have been shared with our Trade Union colleagues by successive Chief Executives, S151 Officers and by our current Director of Council Management, that the outcomes are not limited and it is essential that this exercise is completed fairness and equity in mind.
- 3.10 This Funding and Resource proposal therefore seeks approval to conclude this programme of works by investing £3,572,705 in HR&OD resource funding from 2022/23 through to 2023/24.
- 3.11 This funding will allow Birmingham City Council to deliver the job evaluation review, implement a new pay structure, reduce contingent labour spend and minimize future risks via the following
  - 3.11.1 Full stakeholder engagement in review, including jobholders
  - 3.11.2 Improved trust in the outcomes via transparent job evaluation process
  - 3.11.3 Trade Union, Management and Job Analyst Gauge panels, with jobholder input in real time
  - 3.11.4 Appeals process to deal with anomalies in-house, avoiding unnecessary litigation

- 3.11.5 Regular recruitment KPI's and reward surveys to ensure the pay structure is achieving its intention.
- 3.12 Funding will be utilized to extend fixed term contracts of existing Senior Job Evaluation & Research Officers/Job Evaluation & Research Officers, obtain job evaluation specialists, as required and enable recruitment, alongside providing much needed release time for our Trade Union partners to be partners in the Job Evaluation Panels.
- 3.13 JE officers, recruitment of specialist JE analysts and key senior roles within the team. This will support BCC becoming a trusted partner with our Trade Union colleagues and enable the Council to deliver on its promises and commitment.
- 3.14 No funding provision for the Job Evaluation/Pay & Grading Programme has been allocated within the TOM, and as such, without the approval of this proposal, the continuation of the existing approach will continue and any Job Evaluation/Pay & Grading Programme aspirations will be unrealised.
- 3.15 As previous commitments have been made to Trade Unions regarding commitment to changing pay structure and job evaluation, any unrealised aspirations risks disputes and industrial action.
- 3.16 Benefits to undertaking a Job Evaluation exercise are as follows; -
- 3.16.1 BCC spent c£80m on total contingent labour – agency staffing, interim & consultancy – in 2020/21, most service areas state that reliance on contingent labour is as a result of hard to recruit roles – and remuneration (BCC pay being below market rates for many positions) is a significant contributor to this challenge.
- 3.16.2 It is expected that implementing a robust pay structure will both mitigate equal pay risk, but also ensure that there is a more attractive salary, and more flexibility to pay in line with market rates, reducing reliance on contingent labour.
- 3.16.3 Increasing the number of directly engaged staff has the benefit of securing a committed workforce, and potentially reducing contingent workforce spend.
- 3.17 Risks to not approving are as follows; -
- 3.17.1 Failure to attract and retain the very best talent to deliver excellent services for the organisation.
- 3.17.2 Damage to psychological contract; damaging relations with existing staff and resulting in poor morale which could impact on performance and good will.
- 3.17.3 Damage to strong relationships with partner Trade Unions, resulting in disputes and potential for industrial action and a reluctance to engage in any pay related negotiations.

- 3.17.4 Create further risk of uncertainty in relation to potential equal pay claims, due to incomplete processes and old evaluations, with further financial liability, akin to legacy claims.
- 3.18 A full council wide Job Count is nearing completion, from this the programme will produce a set of clear measurable KPI's. These will ensure an understanding of progress is maintained and where necessary challenged throughout the programme life.
- 3.19 The Job Evaluation / Pay and Grading Programme will be re-established as a key corporate programme with benefits, risks, cost tracking and reporting managed by a Programme Board - with clear sight to the Corporate PMO.

#### **4 Options considered and Recommended Proposal**

- 4.1 Not approve and maintain status quo – not recommended as this will not address the issues raised with regard to inequitable pay structure, difficulties recruiting and retaining staff due to imprecise salary bandings, continued risk of potential Equal Pay claims due to old evaluations, incomplete work with Trade Union colleagues and loss of trust garnered to collaborate as partners, all of which result in poor talent management, continued contingent labour spend and further potential litigation related to pay.
- 4.2 Approve funding and resource and recruit traditionally – this option will achieve outcomes, as it will approve the release of Trade Union colleagues and enable backfill, but timelines could be impacted due to the lack of job analysis specialists in the labour market and/or recruiting internally, resulting in training requirements for competent and confident job analysts capable of chairing and researching job evaluations (circa six months per analyst).
- 4.3 Approve funding and resource and recruit hybrid – this is the recommended proposal to achieve success in a timely manner, which would enable delivery to begin without further delay. Release of Trade Union colleagues would be facilitated, we can twin track retention of current talent and recruit and train, but support this by seeking external specialism to provide stability and pump prime the evaluation tranches. A procurement exercise will be required. Outcomes will minimise further future potential equal pay risk due to having clear, transparent and up to date job evaluations with jobholder input and supported by Trade Unions as partners, ability to recruit and retain staff, reduced labour turnover, fewer exits, reduced contingent labour spend, improved service for citizens. The “Business as Usual” job evaluation resource is consolidated within the project for the period of the project, to ensure consistency of approach. Towards the end of the programme consideration will be given to what a business as usual JE service is needed, going forward and how this will be funded.

## **5 Consultation**

- 5.1 The Job Evaluation/Pay & Grading Programme has been established in consultation with TU partners as agreed.

## **6 Risk Management**

- 6.1 All risk will be managed through Programme Governance and where relevant discussed and mitigated collaboratively with Trade Union partners

## **7 Compliance Issues:**

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

- 7.1.1 See executive summary

### **7.2 Legal Implications**

- 7.2.1 Legal colleagues are already consulted on the programme and as the programme develops, the programme will continue to adhere to legislation, legal requirements and advice and appropriate processes will be followed in consultation with legal colleagues. Legal advice and any other governance issues that may arise will be provided on an ongoing basis to the Programme Board and escalated as required.

### **7.3 Financial Implications**

- 7.3.1 £3,572,705 is the total required investment to complete all phases of the Job Evaluation / Pay & Grading Programme to achieve the modelling of a new fit for purpose NJC for LGS pay structure. Funding will be made available from the Policy Contingency Fund.
- 7.3.2 The "Business as Usual" job evaluation resource and funding requirement of circa £380,000 is consolidated within the project for the period of the project, to ensure consistency of approach.
- 7.3.3 It is currently unknown whether the future pay model will be 'cost neutral' / 'cost higher' or 'cost lower'. A report detailing the costs will be brought back to Cabinet later in the summer once this modelling has been completed.

#### **Detailed Financial Breakdown:**

- The costs to undertake the work detailed in this report are spread across two financial years; 2022/23 and 2023/24 as follows:

<b>Expenditure</b>	<b>2022/23</b>	<b>2023/24</b>	<b>Totals</b>
Project Team	£781,014	£390,507	<b>£1,171,521</b>
External Expertise	£1,268,000	£84,000	<b>£1,352,000</b>
Backfill Trade Union	£699,456	£349,728	<b>£1,049,184</b>
<b>Totals</b>	<b>£2,748,470</b>	<b>£824,235</b>	<b>£3,572,705</b>

- Resourcing the project team to fulfil the review of all NJC for LGS job evaluations (and appeals as appropriate), pay model, develop the structure, and implement contractual changes is estimated to cost **£1,171,521**.
- Obtaining specialist external expertise to support the project to completion at pace is estimated to cost **£1,352,000**
- Providing funding to “backfill” Trade Union colleagues, so that they may be released to undertake job evaluations as a partner in the job evaluation panel, in accordance with Green Book recommendations and our agreed approach. Is estimated to cost £1,049,184. This release has already been approved by Director of Council Management.

#### **7.4 Procurement Implications (if required)**

7.4.1 NA – all recruitment to follow current frameworks.

#### **7.5 Human Resources Implications (if required)**

7.5.1 Job Evaluation/Pay & Grading, terms and conditions of employment, impact on pay related policies.

#### **7.6 Public Sector Equality Duty**

7.6.1 Equality Impact Assessment completed. No significant impact noted. All process and policies are designed to be non-biased toward all.

### **8 Appendices**

8.1 Equality Impact Assessment (To follow)

### **9 Background Documents**

9.1 None

Title of proposed EIA	Job Evaluation / Pay & Grading
Reference No	EQUA844
EA is in support of	Amended Policy
Review Frequency	Two Years
Date of first review	01/10/2024
Directorate	HR
Division	
Service Area	Total Reward
Responsible Officer(s)	<input type="checkbox"/> Anthony Sharwood
Quality Control Officer(s)	<input type="checkbox"/> Melanie James
Accountable Officer(s)	<input type="checkbox"/> Darren Hockaday
Purpose of proposal	To assess the impact of the re-designed Job Evaluation / Pay & Grading process
Data sources	Consultation Results; relevant reports/strategies; Statistical Database (please specify); Other (please specify)
Please include any other sources of data	Information collated over the past 12 years following the Single Status project and subsequent equal pay claims BCC has faced
ASSESS THE IMPACT AGAINST THE PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Not Applicable
Age details:	The Job Evaluation / Pay & Grading process is designed not to be age biased. The aim of the process is to provide a fair and transparent approach to Job evaluation accross BCC
Protected characteristic: Disability	Not Applicable
Disability details:	The Job Evaluation / Pay & Grading process is designed not to discriminate against disability. The aim of the process is to provide a fair and transparent approach to Job evaluation accross BCC
Protected characteristic: Sex	Not Applicable
Gender details:	The Job Evaluation / Pay & Grading process designed not to



discriminate against gender. The aim of the process is to provide a fair and transparent approach to Job evaluation across BCC

Protected characteristics: Gender Reassignment

Not Applicable

Gender reassignment details:

The Job Evaluation / Pay & Grading process is designed not to discriminate against gender reassignment. The aim of the process is to provide a fair and transparent approach to Job evaluation across BCC

Protected characteristics: Marriage and Civil Partnership

Not Applicable

Marriage and civil partnership details:

The Job Evaluation / Pay & Grading process designed not to discriminate against civil partnerships. The aim of the process is to provide a fair and transparent approach to Job evaluation across BCC

Protected characteristics: Pregnancy and Maternity

Not Applicable

Pregnancy and maternity details:

The Job Evaluation / Pay & Grading process is designed not to discriminate against Pregnancy and Maternity. The aim of the process is to provide a fair and transparent approach to Job evaluation across BCC

Protected characteristics: Race

Not Applicable

Race details:

The Job Evaluation / Pay & Grading process is designed not to discriminate against race. The aim of the process is to provide a fair and transparent approach to Job evaluation across BCC

Protected characteristics: Religion or Beliefs

Not Applicable

Religion or beliefs details:

The Job Evaluation / Pay & Grading process is designed not to discriminate against religious beliefs. The aim of the process is to provide a fair and transparent approach to Job evaluation across BCC

Protected characteristics: Sexual Orientation

Not Applicable

Sexual orientation details:

The Job Evaluation / Pay & Grading process is designed not to discriminate

process is designed not to discriminate against sexual orientation. The aim of the process is to provide a fair and transparent approach to Job evaluation across BCC

Socio-economic impacts

During the implementation phase careful consideration needs to be made over the impact to staff with a full pay and grading review of all NJC for LGS roles due to take place.

Please indicate any actions arising from completing this screening exercise.

Ensure the process remains at all times fair, transparent and non biased.

Ensure alignment with Trade Union colleagues remains strong

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

- The re-designed Job Evaluation / Pay & Grading process will be a fair and transparent way of evaluating jobs within BCC and associated partners.

- The process will not be biased toward any person

- For the implementation of the new process to succeed it must remain aligned with Trade Union colleagues

## QUALITY CONTROL SECTION

Submit to the Quality Control Officer for reviewing?

Yes

Quality Control Officer comments

Decision by Quality Control Officer

Submit draft to Accountable Officer?

No

Decision by Accountable Officer

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: 3.0

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Last modified at 26/01/2022 10:34 PM by Workflow on behalf of  Anthony Sharwood

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# Birmingham City Council

## Report to Cabinet

26<sup>th</sup> April 2022



**Subject:** Proposed Compulsory Purchase Order – Princip Street Development

**Report of:** Paul Kitson Strategic - Director Of Place, Prosperity And Sustainability

**Relevant Cabinet Member:** The Leader of the Council, Cllr Ian Ward

**Relevant O &S Chair(s):** Councillor Saima Suleman, Economy and Skills

**Report author:** Lawrence Munyuki, Senior Planning Officer – Places, Prosperity and Sustainability  
Telephone: 07517536372  
Email Address: Lawrence.Munyuki@birmingham.gov.uk

Are specific wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s): Newtown		
Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, add Forward Plan Reference: 009552/2022		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, state which appendix is exempt, and provide exempt information paragraph number or reason if confidential:		

### 1 Executive Summary

- 1.1 This report seeks approval in principle to the making of a Compulsory Purchase Order in respect of the acquisition of interests to assist in the regeneration of land fronting Princip Street, New Town Row and Price Street as shown on the attached plan at Appendix 1. This will enable the securing of vacant possession of land to facilitate the ongoing regeneration and development of this city centre site in accordance with approved development proposals.

## **2 Recommendations**

- 2.1 Approves in principle the making of a Compulsory Purchase Order ('CPO') under section 226(1)(a) of the Town and Country Planning Act 1990 together with Section 13 of the Local Government (Miscellaneous Provisions) Act 1976 in respect of the acquisition of land and, where necessary, new rights within the area shown edged black on the plan attached as Appendix 1, subject to completion of the indemnity agreement referred to below.
- 2.2 Authorises the City Solicitor to complete an indemnity agreement with the Developer, Taylor Grange Group of Companies (or other related company), with provision for a surety or other appropriate mechanism as is approved by the City Solicitor, to ensure the costs of processing any compulsory purchase costs (including land referencing), land acquisition and compensation costs for the redevelopment are met by the Developer.
- 2.3 Authorises the City Solicitor (or their delegate) to take all steps necessary for the preparation of any compulsory purchase orders which will be needed, including the appointment of referencers to carry out land ownership enquiries, and to negotiate, execute and complete all necessary documentation to give effect to the above recommendations.
- 2.4 Authorises the Assistant Director of Property, in conjunction with the Developer, to negotiate the acquisition of interests in the land outlined on the plan at Appendix 1 (which shows the maximum anticipated extent) in advance of, and alongside, the making of a CPO and where appropriate, to pay statutory compensation payments to all qualifying parties.
- 2.5 Notes that a further Cabinet report will be produced seeking full authority to the making of a CPO once the indemnity agreement is completed and discussions regarding the scheme are finalised with the Developer.

## **3 Background**

- 3.1 Planning consent (2020/00999/PA) was granted to Load Estates Ltd on 19th October 2021 for the redevelopment of the site at 53-68 Princip Street, Gun Quarter, Birmingham, B4 6LN. The Princip Street site covers 0.49 hectares and is located at the junction of Princip Street and New Town Row which provides access to the city centre and connects to Newtown Middleway (A4540). The proposed development would demolish all the existing buildings and other structures to allow for the regeneration of the site to provide a private rental scheme of 337 apartments and associated communal facilities
- 3.2 The successful redevelopment of the site is essential to the future regeneration of the wider Gun Quarter area of the city centre. The site has historically been occupied by industrial uses, however this is becoming increasingly out of context with the surrounding residential developments. Due to its close proximity to two of Birmingham's successful Universities, to Snow Hill and to the City Centre core, the surrounding uses no longer reflect industrial use. Combined with the above, a

growing trend towards city centre living has led the area to become increasingly characterised by residential uses and student accommodation.

- 3.3 The implementation of the planning approval will deliver significant regeneration benefits for the Gun Quarter and the city centre through the proposed provision of new residential properties that will not only bring greater economic use back to the site itself, it will also provide a catalyst for further growth and investment into the wider Gun Quarter. The approved plans would ensure that the Princip Street site becomes a more vibrant and active area that supports the surrounding context and add greater natural surveillance to the area. The scheme would utilise a brownfield site to increase use of the site which currently hosts vacant units. Furthermore, the scheme would significantly contribute to meeting Birmingham's housing need by instigating a net increase in homes despite the loss of Houses in Multiple Occupation (HMOs). The proposed residential units within the development will bring more residents to this part of the city centre which will help to sustain local shopping and community facilities and create an area for sustainable living and working with 24-hour activity.
- 3.4 The Developer has made significant progress acquiring on a voluntary basis the majority of interests in the site required to facilitate the development. However, the developer has been unable to acquire a pair of two-storey residential properties (61 & 62 Princip Street) currently let as HMOs. The rest of the site is ready for development. Compulsory purchase is therefore essential in order to secure all the land needed for the approved development scheme to proceed. Without acquisition of the remaining interests, the development will not occur or not occur in a timely manner, leaving the site and buildings vacant and the area in an increasingly run down condition. Appendix 1 shows the extent of the proposed CPO.
- 3.5 Compulsory acquisition would meet the requirements set out in the Government's Guidance on Compulsory Purchase process and the Crichel Down Rules (updated July 2019). A full note of how the compulsory acquisition would meet the government guidance will be set out in the further Cabinet report that follows seeking full authority.

#### **4 Options considered and Recommended Proposal**

- 4.1 The only alternative action would be not to support the use of compulsory purchase powers, which would jeopardise land assembly and the implementation of the approved development proposals. It is very unlikely that the approved proposals could be implemented without the use of CPO powers.

#### **5 Consultation**

- 5.1 Consultation has taken place with the Ward Member who is supportive of this report proceeding to Cabinet as set out in Appendix 5.

- 5.2 Statutory public consultation took place on the planning applications that underpin the CPO and the planning policies that set out the framework for development and regeneration – including the Birmingham Development Plan (BDP) and Big City Plan (BCP).

## **6 Risk Management**

- 6.1 There are no direct financial risks to the Council, as the Indemnity Agreement will ensure that the Council's costs associated with the CPO will be reimbursed by the Developer. Appendix 4 considers the Risk Assessment.

## **7 Compliance Issues:**

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

7.1.1 The proposals are consistent with the Council Plan 2018 – 2022 (2019 Update) which includes the priorities of Birmingham being an entrepreneurial city to learn, work and invest in - with a focus on bringing forward schemes to support employment, skills and training and attracting international investment to the city. The Plan also promotes Birmingham as a great city to live in.

7.1.2 The proposals are in accordance with national and local planning policy specifically the National Planning Policy Framework 2021, the Birmingham Development Plan 2017 (and Unitary Development Plan saved policies 2008) (BDP), and the Big City Plan (2011) which support the expansion of the city core, the development of sustainable urban neighbourhoods and making provision for a significant increase in the city's population. The BDP's implementation section sets out the willingness to use compulsory purchase powers to assemble sites to deliver the plan's policies and proposals. The proposals are in line with the Council's Our Future City Plan - Shaping Our City Together (2021) which is welcoming inward investment and promoting and providing the opportunities for a range of major developments in the city. This is set out in Appendix 6. The proposals also have been granted planning permission by the Council.

### **7.2 Legal Implications**

7.2.1 The relevant legal powers for the CPO are contained in Section 226(1)(a) of the Town and Country Planning Act 1990 (as amended) and in respect of new rights – Section 13 of the Local Government (Miscellaneous Provisions) Act 1976. In considering whether to make a CPO, the rights of the property owners under the Human Rights Act 1998 apply. Appendix 2 outlines Human Rights issues.

7.2.2 In making any compulsory purchase the Council takes account of the Government's Guidance on Compulsory purchase process and the Crichton Down Rules (updated July 2019).

### 7.3 Financial Implications

7.3.1 There are no direct financial risks to the Council, as an indemnity agreement between the Council and the Developer will be prepared to ensure that the costs associated with the CPO - including progressing the order and all the costs of acquisition - will be borne by the Developer. The indemnity agreement will be backed by a surety (or other appropriate mechanism) that is able to meet the costs incurred.

### 7.4 Procurement Implications (if required)

7.4.1 There are no direct financial risks to the Council There are no procurement implications arising from this decision and in the event that additional professional support is required then existing procurement frameworks will be used and fully reimbursed from the CPO applicant, as the Indemnity Agreement will ensure that the Council's costs associated with the Order will be reimbursed by the Developer. Appendix 4 comprises a Risk Assessment.

### 7.5 Human Resources Implications (if required)

7.5.1 No implications

### 7.6 Public Sector Equality Duty

7.6.1 The council is bound when making a CPO to have full regard to its public sector equality duty.

7.6.2 An initial equalities screening has been undertaken at Appendix 3 and it is considered that a full Impact Needs Assessment will not be required to be undertaken as existing Planning Control and CPO processes and procedures are in place that will appropriately manage and minimise any potential equalities impacts.

## 8 Appendices

8.1 Appendix 1 Proposed CPO site boundary

8.2 Appendix 2 Human Rights issues

8.3 Appendix 3 Equality Assessment

8.4 Appendix 4 Risk Assessment

8.5 Appendix 5 Ward Councillor Consultation

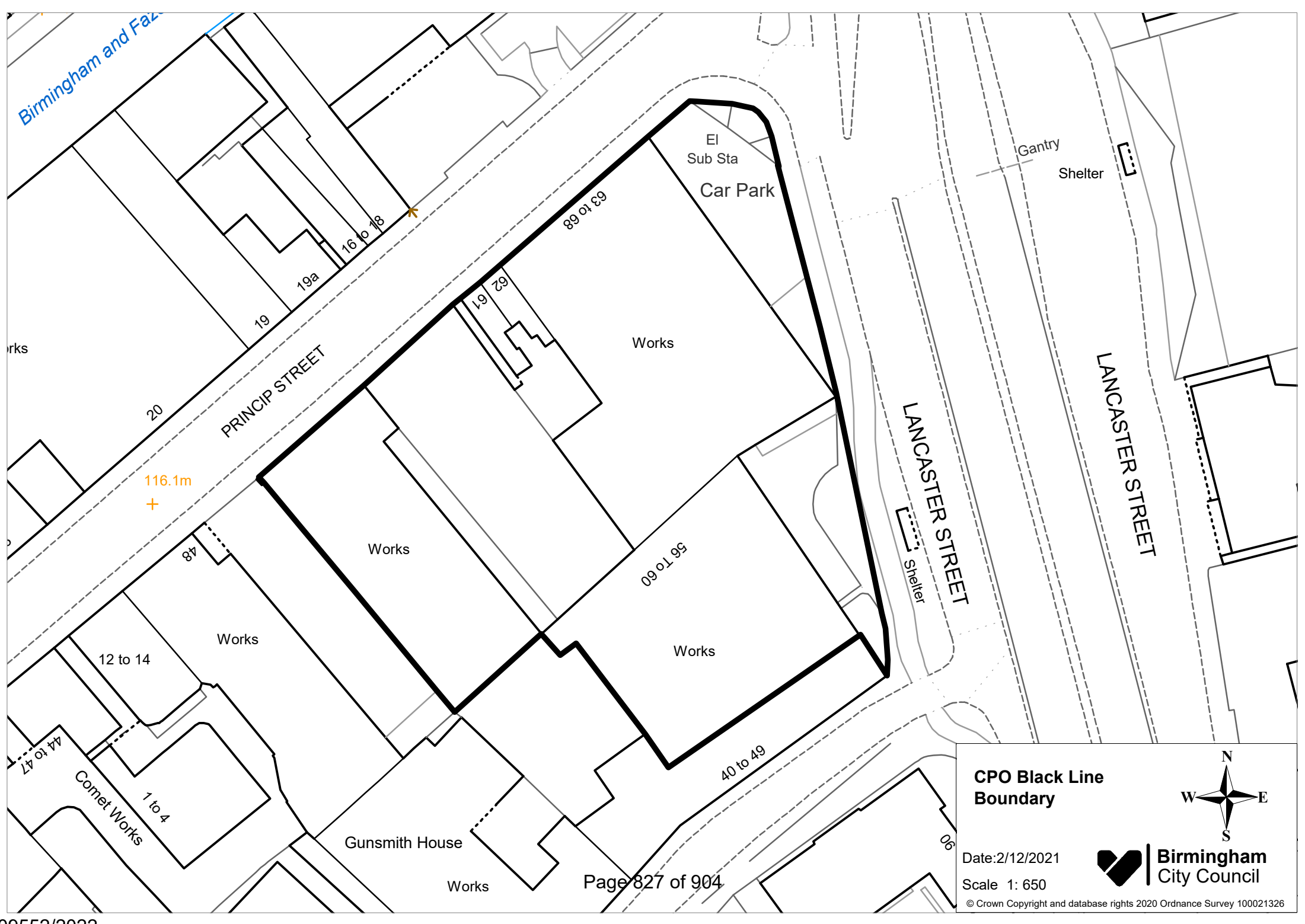
8.6 Appendix 6 Planning and policy context

8.7 Appendix 7 Justification for the CPO



## **9 Background Documents**

1. Our Future City Plan Central Birmingham 2040 – Shaping our City Together (2021)
2. Birmingham Development Plan (2017)
3. Big City Plan (2011)
4. Unitary Development Plan saved policies (2008)
5. National Planning Policy Framework (2021)



**CPO Black Line  
Boundary**



Date: 2/12/2021

Scale 1: 650



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## **HUMAN RIGHTS**

### **Consideration of Human Rights Issues for Cabinet Reports**

Section 6 Human Rights Act 1998 prohibits public authorities from acting in a way which is incompatible with the Convention of Human Rights.

The main articles of the Convention which are of importance in circumstances where the Council is considering making a compulsory purchase order (CPO) are Article 8 - the right to respect for private and family life and his/her home and Article 1 of the First Protocol - the protection of property.

The approach to be taken to give effect to rights under the Convention is also reflected in paragraph 12 of the Guidance on Compulsory purchase process and The Crichel Down Rules:-

“A compulsory purchase order should only be made where there is a compelling case in the public interest.

An acquiring authority should be sure that the purposes for which the compulsory purchase order is made justify interfering with the human rights of those with an interest in the land affected. Particular consideration should be given to the provisions of Article 1 of the First Protocol to the European Convention on Human Rights and, in the case of a dwelling, Article 8 of the Convention.”

The European Court of Human Rights has recognised in the context of article 1 of the First Protocol that "regard must be had to the fair balance that has to be struck between the competing interests of the individual and of the community as a whole", i.e. compulsory purchase must be proportionate. Both public and private interests are to be taken into account in the exercise of the Council's powers. Similarly, any interference with Article 8 rights must be "necessary in a democratic society" i.e. proportionate. In pursuing a CPO, the Council has to carefully consider the balance to be struck between individual rights and the wider public interest having regard also the availability of compensation for compulsory purchase.

Article 8(1) provides that everyone has the right to respect for his/her property but Article 8(2) allows the State to restrict the rights to respect for the property to the extent necessary in a democratic society and for certain listed public interest purposes e.g. public safety, economic well being, protection of health and protection of the rights of others.

In considering Article 8 in the context of a CPO it is necessary to consider the following questions:

1. Does a right protected by this article apply?
2. Has an interference with that right taken place or will take place as a result of the CPO being made?

The Council has considered the effect of the above articles of the Human Rights and decided that on balance it is in the interest of the community to make the CPO over and above the interest of the individuals affected. Interference with Convention rights is considered by the Council to be justified for the reasons set out in this Report. The Council in making this order also had particular regard to the rights of the individuals to compensation.



Title of proposed EIA	EA for the Proposed Compulsory Purchase Order –53-68 Princip Street.
Reference No	EQUA775
EA is in support of	New Function
Review Frequency	Annually
Date of first review	16/11/2022
Directorate	Inclusive Growth
Division	Planning and Development
Service Area	City Centre Planning Area Team
Responsible Officer(s)	 Lawrence Munyuki
Quality Control Officer(s)	 Richard Woodland
Accountable Officer(s)	 Simon Delahunty-Forrest
Purpose of proposal	To obtain authority to proceed with a Compulsory Purchase Order. This will enable the securing of vacant possession of land to facilitate the ongoing regeneration and development of this major city centre site in accordance with approved development propo
Data sources	Consultation Results; relevant reports/strategies
Please include any other sources of data	
ASSESS THE IMPACT AGAINST THE PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Service Users / Stakeholders; Wider Community
Age details:	<p>The Princip Street development will create a vibrant development, offering high quality living across three buildings. The development will cater for all people of all age groups, including providing student accommodation in this area close to City's Universities.</p> <p>The Princip Street development has the potential to create a new landmark building along a key arterial route into the City and will bring significant economic, social and environmental benefits to the local area and the City as a whole. will achieve a flagship development that will bring about the physical regeneration of a derelict site</p>

and secure substantial benefits for not only the site but the wider area. Whilst there will be some businesses which will be relocated due to the development taking place, employment opportunities will be created in the local area because of the construction going on.

Protected characteristic: Disability

Service Users / Stakeholders; Wider Community

Disability details:

The two properties affected by the CPO process may have been used by disabled people. The future Princip Street development will be able to meet the needs of disabled population and those who have declining mobility in later life by making use of the Birmingham Council's policies like the Access for People with Disabilities SPD. The proposals have undergone detailed design to ensure they meet the aspiration of Places for All SPD and Places for Living SPD. The building has been designed to comply with Part M of the Building Regulations which has to do with access to and use of buildings.

Protected characteristic: Sex

Not Applicable

Gender details:

N/A

Protected characteristics: Gender Reassignment

Not Applicable

Gender reassignment details:

N/A

Protected characteristics: Marriage and Civil Partnership

Not Applicable

Marriage and civil partnership details:

N/A

Protected characteristics: Pregnancy and Maternity

Not Applicable

Pregnancy and maternity details:

N/A

Protected characteristics: Race

Service Users / Stakeholders; Wider Community

Race details:

The Princip Street quarter development will create business space and new residential communities for all people of all age groups and diverse communities.

	The proposed development will provide a net increase in employment including for everyone including for the BAME people.
Protected characteristics: Religion or Beliefs	Not Applicable
Religion or beliefs details:	N/A
Protected characteristics: Sexual Orientation	Not Applicable
Sexual orientation details:	N/A
Socio-economic impacts	
Please indicate any actions arising from completing this screening exercise.	The equality assessment considers how implementation of the CPO would contribute to the realisation of equality effects associated with the regeneration of the Princip Street Development. The assessment will then help inform its implementation.
Please indicate whether a full impact assessment is recommended	NO
What data has been collected to facilitate the assessment of this policy/proposal?	As part of the planning application process, a series of baseline and technical studies covering many areas were carried out including highways, arboricultural impact assessment, ecological appraisal, sustainability design and construction statement, air quality assessments.
Consultation analysis	<p>Statutory public consultation took place on the planning application that underpin the CPO and the planning policies that set out the framework for development and regeneration – including the Birmingham Development Plan and Big City Plan. Taylor Grange Group of Companies have also been in discussion, with those whose interests are required for the development.</p> <p>During the development design, planning and management process there will be regular review to ensure that the interests of the local community are reflected including interests of those with protected characteristics. All groups with</p>



protected characteristics should indirectly benefit from this Princip Street development.

Adverse impact on any people with protected characteristics.

Could the policy/proposal be modified to reduce or eliminate any adverse impact? No

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

What data is required in the future?

None

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

No

If yes, please explain your reasons for going ahead.

No - there will be no significant adverse impacts from this proposal. The CPO will not disproportionately affect one protected group over another and it will contribute to equality of opportunity by providing a framework for growth and investment.

Initial equality impact assessment of your proposal

Consulted People or Groups

Informed People or Groups

Summary and evidence of findings from your EIA

The Birmingham Development Plan identifies the Gun Quarter as an area of regeneration. The Princip Street development proposal outlined in the planning permission offers significant benefits: 337 apartments with ancillary communal facilities, natural surveillance of the area reducing fear of crime, creation of part time and full time jobs with the management of the Build to Rent development, approximately £53.725 million investment in the city and area during construction phase, encouraging regeneration of the wider Gun Quarter and increasing the spending power of the local economy. There is provision of 16 low cost market rental dwellings in perpetuity. There will also be environmental benefits in public realm improvements, providing buildings designed to reduce energy use and carbon including use of water efficiency measures, sustainable materials and PV panels. There will be opportunities for ecological

enhancements through amenity planting and green roofs. The making of a CPO will assist in facilitating the delivery of this proposal, which is considered as making a positive and deliverable improvement to the City Centre.

The CPO will contribute to creating equality for all by regenerating the area thereby improving the quality of the City centre. It is considered that any negative impacts are outweighed by positives, and there is a compelling case in the public interest for making the CPO.

On the basis of this screening, there are no direct implications for equalities for the 'in principle' authorisation of the CPO, in addition to those identified in existing statutory procedures.

The finding of the inequality analysis is that there is no potential to disproportionately disadvantage any protected group and that the CPO will contribute to equality of opportunity for all.

On this basis, no detailed assessment is required.

#### 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

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Last modified at 04/04/2022 09:58 AM by Workflow on behalf of  Simon Delahunty-Forrest

Close



#### Appendix 4 – Risk Assessment Princip Street Compulsory Purchase Order

Risk No	Risk description	Risk mitigation	Residual / current risk			Additional steps to be taken
			Likelihood	Impact	Prioritisation	
1.	The developer is unable to achieve voluntary acquisitions	Ongoing negotiations between the developer and the landowners and preparation of the proposed compulsory purchase order.	Medium	Significant	Tolerable	Ongoing review and progress the risk mitigation
	The potential for appeal to the CPO valuation through Land Tribunal and potential liability to the Council who vested the CPO and subsequent recovery of the money from Taylor Grange Group.	The usual care will be taken in the drafting and submission of the CPO and ensuring the strength of the case for acquisition. Potentially include a legal charge to protect the Council's interest which Legal Services will implement as part of the agreement.	Significant	Medium	Tolerable	Ongoing review.
3.	Unable to fund the CPO	Compensation to those affected by the proposals is a statutory requirement. The indemnity agreement between the developer and Council will ensure appropriate funding for progressing the CPO and related matters.	Low	Medium	Tolerable	Ongoing review.
4.	Unable to fund the overall development	The developer has set out their commitment to implementing the	Low	Medium	Tolerable	Ongoing review.

		project and funding the development and the CPO.				
5.	Objections received to the CPO	The usual care will be taken in the drafting and submission of the CPO. Negotiations with affected parties will be ongoing. Objections to the Order would be considered through either written representations or a Public Local Inquiry. Consideration of Alternative Dispute Resolution methods.	Significant	Medium	Tolerable	Ongoing review.
6.	The CPO is not confirmed by the Secretary of State.	The Council has an excellent track record of securing the confirmation of CPOs. The usual care will be taken in the drafting and submission of the CPO and ensuring the strength of the case for acquisition. Negotiations with affected parties will be ongoing. Objections to the Order would be considered through either written representations or a Public Local Inquiry and appropriate expert witnesses would be used to present the Council's and developer's case for acquisition.	Low	Significant	Tolerable	Ongoing review.

7	Impacts of COVID-19 resulting in an increase in construction costs, risk of budget becoming overspent and the project becoming commercially and financially unviable.	The developer has set out their commitment to implementing the project and funding the development. They will actively monitor market changes, available suppliers and supply pipeline.	Low	Significant	Material	Ongoing review.
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**Measures of likelihood/ Impact:**

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

**Prioritisation:**

Severe	Immediate control improvement to be made to enable business goals to be met and service delivery maintained / improved
Material	Close monitoring to be carried out and cost-effective control improvements sought to ensure service delivery is maintained
Tolerable	Regular review, low cost control improvements sought if possible



Appendix 5: Ward Member consultation  
Proposed Princip Street Compulsory Purchase Order

SUBJECT	WARD	CONSULTATION	COUNCILLOR RESPONSE	RESPONSE
Proposed Princip Street Compulsory Purchase Order	Newtown	Email dated 15 November 2021 requesting comments by 24 November 2021	<p>Cllr Ziaul Islam - Thanks for your email</p> <p>I have only one question to clear. There are proposal for 337 apartments. Please could you indicate is it single bedroom apartment or double.</p> <p>I have no objection subject to no objection from any nearby residents. Thanks</p>	<p>The planning permission was granted for this planning application and the development will provide 337 apartments for rent comprising the following:</p> <ul style="list-style-type: none"> <li>- 146 x 1 bed</li> <li>- 191 x 2 bed</li> </ul>





## Appendix 6 Planning policy context and planning history

### Planning and Policy Context

#### 1. National and Planning Policy Framework (NPPF) 2019

- 1.1 The NPPF was revised in July 2021 and sets out that the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs (paragraph 7).
- 1.2 The framework states at paragraphs 10 and 11 that at the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 12 confirms the presumption in favour of sustainability development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan permission should not usually be granted. The proposals for the Princip Street development generally conform to the NPPF principles of sustainable development and will deliver on a range of economic, social and environmental objectives.
- 1.3 Paragraph 38 encourages local authorities to use a full range of planning tools available when it comes to decision making. They are encouraged to work proactively with applicants to secure development that will improve the economic, social and environmental conditions of the area.
- 1.4 It is the government's objective to significantly boost the supply of homes and section 5 of the NPPF addresses that. It aims to address the different housing needs for different groups in the community including provision of affordable housing. Paragraph 65 advises that where major housing development is proposed, planning policies and decisions should expect to provide for affordable housing, although it includes a list of exemptions. The proposed residential units within the Princip Street development will add to the City's housing supply and bring in residents to this part of the city centre which will help sustain local shopping and community facilities. The application proposes 337 apartments for rent comprising 146 x 1 bed (43%) and 191 x 2 bed (57%). The apartments would range in size from 40 – 61 sq.m for the 1 bed and 61 – 80 sq.m for the 2 bed units and thus all meet the minimum national described space standards. In addition, the development also provides a range of internal communal space for residents totalling 551 sqm which equates to a further 1.6 sq.m per apartment. In terms of tenure the applicant has offered to provide 16 of the units (4.7%) as affordable private rent to be let at 80% of Market Rent. This is low provision but the applicant has submitted a financial assessment with the application that concludes the development would not make sufficient return to enable any on site affordable housing to be provided.
- 1.5 Section 7 of the NPPF deals with ensuring the vitality of town centres and paragraph 86 encourages planning policies and decisions to support the role played by town centres at the heart of local communities by taking a positive approach to their growth, management and adaptation. The NPPF recognises that residential development plays an important role in ensuring the vitality of centres and encourages residential development on appropriate sites.
- 1.6 Section 11 of the NPPF also encourages the need to make effective use of land in meeting the needs for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Paragraph 120 highlights the substantial weight that needs to be given to the value of using suitable brownfield land, the need to promote and support the development of underutilised land and buildings and the need to take opportunities to utilise the airspace above

existing residential and commercial premises for new homes. Paragraph 121 emphasises on the need for local planning authorities to take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs, including suitable sites on brownfield registers or held in public ownership, using the full range of powers available to them. This should include identifying opportunities to facilitate land assembly, supported where necessary by compulsory purchase powers, where this can help to bring more land forward for meeting development needs and/or secure better development outcomes. Part of the Princip Street site is in the Councils Strategic Housing Land Availability Assessment (SHLAA) and Brownfield land register (site C466 and C474).

- 1.7 The NPPF seeks to ensure new developments are visually attractive as a result of good architecture and layout, are sympathetic to local character and history, including the surrounding built environment. The NPPF in Para 126 states that good design is a key aspect of sustainable development and creates better places to live and work and Para 130 seeks to ensure developments will function well and add to the overall quality of the area, are visually attractive as a result of good architecture and layout, are sympathetic to local character and history, including the surrounding built environment and maintain a strong sense of place.
- 1.8 The NPPF states that in determining applications, LPA's should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. They should take this into account when considering the impact of a proposal on a heritage asset, in order to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal. Any harm to, or loss of the significance of a designated heritage asset should require clear and convincing justification. Para 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.
- 1.9 The applicant's heritage assessment statement concludes that having assessed the significance of designated and non-designated heritage assets near the application site and the elements of setting that contribute to their setting, it is considered that the proposed development would not diminish or harm their significance. Due to the varying roofscape of the proposed buildings and the combination of glazing and the brick tones which are characteristic of the Gun Quarter, the proposed development does not appear dominant in views such that it would detract from the significance of nearby heritage assets. The form of the tower whilst prominent within certain views is not considered to compete with nearby listed buildings. The overall layout and siting together with the proposed form and appearance are said to respond to the nearby listed buildings and locally listed buildings along Princip Street. Overall, it concludes that the development sustains the significance of the designated and non-designated heritage assets and meet the requirements of s66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the NPPF.

## **2. Birmingham Development Plan (BDP) 2017**

- 2.1 The Birmingham Development Plan is intended to provide a long-term strategy for the whole of the City, setting out the vision and objectives for development and regeneration. It is its vision that by 2031, Birmingham will be renowned as an enterprising, innovative and green City that has delivered sustainable growth meeting the needs of its population and strengthening its global competitiveness. Key objectives include developing a city of sustainable neighbourhoods, making provision for a significant increase in the city's population and creating a prosperous successful

and enterprising economy with benefits felt by all. The city centre will continue to be strengthened as a centre for financial and business services and as a destination for shopping, business, tourism and cultural events.

- 2.2 Policy PG1 sets out the overall levels of proposed growth in the city including for housing, employment, office and retail development along with supporting infrastructure. promotes the City Centre as the focus for a growing population and states that residential development will be continued to be supported where it provides well-designed high-quality environments.
- 2.3 Policy PG2 sets out policies with respect to the further development of Birmingham as an international city, whilst Policy PG3 of the BDP deals with Place making and states that all new development will be expected to demonstrate high quality design, contributing to a strong sense of place. New development should reinforce local distinctiveness, with design that responds to site conditions and the local area context, including heritage assets and appropriate use of innovation in design.
- 2.4 Section 5 of the BDP deals with Spatial Delivery of Growth and Policy GA1.3 relating to the Quarters surrounding the city centre core states that development must support and strengthen the distinctive characteristics, communities and environmental assets of each area. The site is within the Gun Quarter where the aim is to maintain the area's important employment role but also to complement this with a mix of uses around the canal and improved connections to neighbouring areas.
- 2.5 The BDP encourages high standards of sustainable design and construction and this is highlighted in Policy TP3 where new development should be designed and constructed in ways to which will, among other things, maximise energy and efficiency, conserve water and reduce flood risk, minimize waste, be flexible and incorporate measures to enhance biodiversity.
- 2.6 Policy TP27 of the BDP explains that new housing in Birmingham is expected to contribute to making sustainable places by offering: a wide choice of housing sizes, types and tenures; access to facilities such as shops, schools, leisure and work opportunities within easy reach; convenient options to travel by foot, bicycle and public transport; a strong sense of place with high design quality; environmental sustainability and climate proofing through measures that save energy, water and non-renewable resources and the use of green infrastructure; attractive, safe and multifunctional public spaces for social activities, recreation and wildlife; and effective long-term management of buildings, public spaces, waste facilities and other infrastructure.
- 2.7 The BDP also sets out in the Implementation section the City Council's willingness to use its compulsory purchase powers to assemble sites as one of the mechanisms to ensure delivery of the policies and proposals within the plan.

### **3. Birmingham Big City Plan 2011**

- 3.1 The Big City Plan is a non-statutory and sets out a vision and framework for how the City Centre will be transformed. It's a city centre masterplan and its key proposals are reflected in the BDP.
- 3.2 The masterplan splits the City centre into seven distinct quarters with the Princip Street site located in the St George and Chad quarter where the vision is to retain the area's focus for employment and industrial activity and improve the connections with the surrounding areas to enable growth of a more diverse mix of uses, including residential, to create a thriving community.
- 3.3 The BCP's approach to tall buildings has been positive and encourages working in partnership with developers to enable tall buildings of the highest quality are achieved.

#### **4. Our Future City Plan 'Central Birmingham 2040 - Shaping Our City Together (2021)**

- 4.1 Our Future City Plan' (OFCP) marks a new direction in how Birmingham City Council approaches plan-making and place shaping over the next 20 years. It intends to provide a new vision and strategy for investment that will stimulate green, inclusive growth to meet the diverse needs and maximise the potential of the Birmingham communities can reach their full potential. To deliver the vision for Central Birmingham 2040, the plan is based on key principles of creating a green, equitable, liveable and distinctive city which will underpin and guide the development of actions in the communities.
- 4.2 Central Birmingham 2040 (CB2040) is the first planning document to fully embrace this new approach and will supersede the Council's 'Big City Plan' published in 2010. It will focus on supporting and delivering projects within Birmingham's inner-city neighbourhoods, with the aim of creating a collection of successful, interconnected places that are able to form their own identities. The proposed developments at the Princip Street site are in line with the Council's Our Future City Plan which is welcoming inward investment and promoting and providing the opportunities for a range of major developments in the city.
- 4.3 Our Future City Plan – Central Birmingham Framework 2040' will replace the existing Big City Plan with a new vision for the central area of the city. The framework will provide the basis of a review of relevant sections of the Birmingham Development Plan – the statutory planning framework for the city. The framework will also identify and promote a number of projects which will range from the development of potential transformational capital projects, masterplans, development briefs or Supplementary Planning Documents to the identification of major development opportunity areas and sites, some of which will be undertaken through resources identified within this tender.
- 4.4 B27 OFCP will provide a new vision and strategy for development that will stimulate green, inclusive growth that meets our diverse needs, and maximises the potential of all of Birmingham's communities. The framework will provide a new focus on creating a green, fair and inclusive city to tackle the current and future economic, social and environmental challenges.
- 4.5 B28 We are looking at transforming central Birmingham and want to spread development into wider areas of Birmingham, outside of the traditional city centre, by integrating inner city areas to form part of a new Central Birmingham area. A key objective of this strategy will be to spread the benefits of developments into communities as well creating a sustainable environment and supporting the continued success of our commercial areas.
- 4.6 The 'Shaping Our City Together' came up with six "City themes" which will help group together the potential actions that will ultimately deliver the vision of the OFCP for Central Birmingham 2040:
- City of Centres – to establish Central Birmingham as an integrated collection of vibrant, distinct and liveable neighbourhoods with a wide range of easily accessible services and amenities
  - City of Growth for all – to meet Birmingham's growth needs for the provision of affordable housing, healthcare, jobs, skills and opportunities for all in our community

- City of Nature – to properly adapt to changing climate and a net zero carbon society, to create a connected and diverse network of green and open spaces and to ensure the delivery of nature-based solutions to support environmental, social and economic outcomes
- City of Layers – celebrate and promote the city’s different communities and become a destination city of choice for visitors by showcasing and promoting our cultural offerings.
- City of Connections – to provide wide reaching and efficient multi-modal transportation networks, improving walkability and active travel within neighbourhoods reducing the need for cars and achieving full integration of
- City of Knowledge and Innovation – to strengthen and expand the city’s hi-tech, knowledge intensive economic sectors, improve the networking between schools, universities and industry, and create a smart-city utilising advanced technology and data capture to solve problems.

The document proposed six strategic themes which have been developed to group together the potential actions that will ultimately deliver the vision of Our Future City Plan for Central Birmingham 2040. These include the following: City of Centres; City of Growth; City of Nature; City of Layers; City of Connections; and City of Knowledge and Innovation.

## **5. Other planning policy documents**

- 5.1 Birmingham’s “Places for all” SPG (2001) – the Princip Street development takes into account the Council’s key targets of sustainable transport, contextual design and sustainable design. It also takes on board the 5 main overriding principles in respect of design quality: creating diversity; moving around easily; safe places, private places; building for the future; and building on local character.
- 5.2 Birmingham’s “Places for Living” SPG (2001) – the Princip Street complies with the 5 over-riding principles namely places not estates; moving around safely; safe places, private spaces; building for the future and build on local character. All apartments are in excess of minimum floor areas within the Nationally Described Space Standards; room sizes are in excess of the city council’s guidelines within ‘Places for Living SPD’; and, all habitable rooms have a suitable outlook onto surrounding streets or the external amenity space.

## **Princip Street CPO Planning History**

There is no relevant planning history for the site except for the planning permission below subject of this CPO.

- 2020/00999/PA: Planning consent was granted to Load Estates Ltd on 19th October 2021 for the redevelopment of the site at 53-68 Princip Street, Gun Quarter, Birmingham, B4 6LN. The application proposes the regeneration of the site to provide a private rental scheme of 337 apartments and associated communal facilities.



## Appendix 7

### **JUSTIFICATIONS FOR COMPULSORY PURCHASE ORDER**

#### Section 226 (1) (a) Town and Country Planning Act 1990 (as amended)

The powers provided in the amended section 226(1) (a) enables acquiring authorities to exercise their compulsory acquisition powers if they think that acquiring the land in question will facilitate the carrying out of development, redevelopment or improvement on, or in relation to, the land being acquired and it is not certain that they will be able to acquire it by agreement. The acquisition of the outstanding interests within the Princip Street development site will allow redevelopment to be completed across the site.

The wide power in section 226(1) (a) is subject to subsection (1A) as amended by Section 99 of the Planning and Compulsory Purchase Act 2004. This provides that the acquiring authority must not exercise the power unless they think that the proposed development, redevelopment or improvement is likely to contribute to achieving the promotion or improvement of the economic, social or environmental well-being of the area. The proposed delivery of the Princip Street development will contribute to all three of these objectives in the following ways:

- **Economic** – The acquisition of the outstanding interests in the site will allow the development of the Princip Street to be implemented in accordance with approved plans which will see the redevelopment of a vacant site and provide residential development of 337 apartments across three buildings with ancillary communal facilities and courtyard gardens. The development will make use of a brownfield site and make a positive contribution to the overall mix of uses in the area. This will contribute to the city's overall housing growth targets and the regeneration of the Gun Quarter area of the city. A range of employment opportunities will be delivered by the development including creation of part time and full-time jobs. The CPO will pave way for an investment opportunity in the city area equating to approximately £53.725 million during the construction phase.
- **Social** – there is potential for a large number of jobs to be created during the construction of the site. The provision of 337 new residential units will support the creation of a vibrant mixed-use area. The apartments would range in size from 40 – 61 sqm for the 1 bed and 61 – 80 sqm for the 2 bed units and would provide a mix of 1, 2 3 and 4-person accommodation. 16 of the units (4.7%) are being offered for affordable private rent to be let at 80% of Market Rent in perpetuity. The development would also provide a variety range of internal and external communal areas for residents totalling 2,857 square metres the equivalent of approximately 8.5 sqm per apartment.
- **Environmental** – this is a sustainable city centre location which will see the redevelopment and regeneration of previously developed and vacant land. A number of poor-quality buildings will be demolished. Some of the sustainable measure in the development will include Sustainable Urban Drainage Systems (SUDs) to reduce the impermeable area of the site and achieve betterment in surface water run off; measures to reduce water consumption during occupation through a range of water efficiency measure and use of sustainable materials; provision of photovoltaic cells and green roofs and construction methods which will reduce resource use and reducing the environmental impact of development through good design.

Department for Levelling Up, Housing and Communities Guidance on Compulsory Purchase Process and the Crichel Down Rules; Updated July 2019.



Government guidance advises acquiring authorities in the preparation and submission of compulsory purchase orders and the matters that the Secretary of State can be expected to take into consideration when reaching a decision on whether to confirm an order.

The guidance sets out that compulsory purchase powers are an important tool to use as a means of assembling the land needed to help deliver social, economic and environmental change. Used properly, they can contribute towards effective and efficient urban and rural regeneration, essential infrastructure, the revitalisation of communities and the promotion of business – leading to improvements in quality of life. The Guidance goes on to state that acquiring authorities should use compulsory purchase powers where it is expedient to do so. However, a compulsory purchase order should only be made where there is a compelling case in the public interest.

The delivery of the Princip Street will bring substantial economic benefits to the local area, not least the delivery of new residential apartments and the creation of significant job opportunities. The Minister confirming the order has to be able to take a balanced view between the intentions of the acquiring authority and the concerns of those with an interest in the land that it is proposing to acquire compulsorily and the wider public interest. Accordingly, the City Council considers that it can present a comprehensive justification for the acquisition of the land in the public interest. The individual remaining owners on the site will receive financial compensation for their interests in accordance with the compensation code and the developers and the City Council will continue to work to relocate affected occupants. Discussions with the owners of the outstanding properties are continuing.

The Guidance sets out that acquiring authorities and authorising authorities should be sure that the purpose for which the compulsory purchase order is made justify with interfering with the human rights of those with and interest in the land affected. This is dealt with fully in Appendix 2.

The guidance provides that compulsory purchase is intended as a last resort to secure the assembly of all the land needed for the implementation of projects. To date, negotiations to acquire all the property voluntarily have been unsuccessful. Load Estates Ltd have now requested the City Council to use its compulsory purchase powers. The City Council is seeking an in-principle authority to proceed with the compulsory purchase.

At paragraph 13 the guidance states that the acquiring authority should have a clear idea of how it intends to use the land which it is proposing to acquire and that all the necessary resources are likely to be available to achieve that end within a reasonable time-scale. In this regard Load Estates Ltd have comprehensive proposals for the site and have secured detailed planning permission. The acquisition of the outstanding interests is required for the rest of the development to go forward.

Paragraph 14 goes on to state that the acquiring authority should provide substantive information as to the sources of funding available and timing of that funding for both acquiring the land and implementing the scheme for which the land is required.

At paragraph 15 the acquiring authority is also required to show that the scheme is unlikely to be blocked by any physical or legal impediments to implementation. Appendix 4 sets out the planning and policy support for the proposals and the planning approvals secured for the redevelopment of the site. Subject to the acquisition of the site the developer has indicated that there is no further impediment to the implementation of their proposals.

Section 1 of the guidance at paragraph 95 sets out further information about the purpose of this power and goes onto outline that the power is intended as a positive tool to help

acquiring authorities with planning powers to assemble land where this is necessary to implement proposals in their Local Plan.

Paragraph 104 of the Guidance sets out what justification is needed to support an order to acquire land by compulsory purchase. This includes that any land assembly be set within a clear strategic framework founded on an appropriate evidence base and that justification is also provided by the planning framework for the area. The proposals have the benefit of planning permission which accords with the development plan, which itself was prepared on an evidence base and following significant consultation. Part of the site is also included in the Council's Strategic Housing Land Availability Assessment as Reference C site C466 and C474

Paragraph 106 sets out what factors will the Secretary of State take into account in deciding whether to confirm an order under section 226(1)(a). These comprise:

- Whether the purpose for which the land is being acquired fits in with the adopted planning framework. The proposals accord with the objectives vision and policies of the Birmingham Development Plan. This includes the contribution of delivery of levels of growth set out in the plan and the vision to create a prosperous, successful and enterprising economy with benefits felt by all. The proposals are consistent with Policy GA1– City Centre which sets out how the city centre will continue to be the focus for retail, office, residential and leisure activity. The proposals will assist in the delivery of the plans targets for residential growth.
- The extent to which the proposed purpose will contribute to the achievement of the promotion or improvement of the economic, social or environmental wellbeing of the area. The redevelopment has potential to deliver with respect to each of these elements as outlined above.
- Whether the purpose for which the acquiring authority is proposing to acquire the land could be achieved by any other means.
- The potential viability of the scheme. The proposed developer entity will be Load Estates Limited. The Council would make the order on a full indemnity basis under the terms of an indemnity agreement to be negotiated with the developer entity. The indemnity agreement would seek to cover all Council costs in preparing, making, confirming a CPO and the vesting of land and the cost of acquiring the land



**Reports not on the Forward Plan / Late Report / Confidential or  
Exempt Information not Notified**

## **Birmingham City Council**

**13 April 2022**



**Subject:** AWARD REPORT – RENEWAL OF VARIOUS INSURANCE POLICIES

**Report of:** Director of Council Management

**Report author:** Mohammed Sajid, Head of Financial Strategy

### **1) Key Decisions not on the Forward Plan / Urgent Decisions**

To be completed for Key Decisions not on the Forward Plan 28 days before the Cabinet meeting at which the decision is to be taken.

<p><i>Reasons for Urgency / why not included on the notification</i></p>	<p>In December 2020 Cabinet approved a strategy report for the procurement of various insurance policies (table below lists these) for 5 years – with a break after 3 years.</p> <p>In line with the Strategy report a further competition exercise using the Crown Commercial Services Insurances Services 3 Dynamic Purchasing System (DPS) was undertaken</p> <p>It was anticipated that following the tender evaluation the Award report, as with most procurement processes, would be signed by delegated officers. However as the difference between the strategy report estimate and the tender responses is the lesser of more than £500,000 or 20%, the Award report needs to be approved by Cabinet.</p> <p>The December 2020 Cabinet report was for an estimated total of £16,539,420. Following evaluation of the tenders the estimated total is £18,160,742 (a 9.8% increase).</p> <p>There is a need for Insurance cover to start from 1 May 2022 as we are unlikely to be able to extend our existing policies for a short period of time. Therefore, it is necessary for Cabinet to approve the Award report on 26 April 2022.</p>
<p><i>Date Chief Executive Agreement obtained:</i></p>	<p><b>13 April 2022</b></p>

<i>Name, Date and any comments of O&amp;S Chair agreement obtained:</i>	<b>Cllr Mohammed Aikhlaq, Chair Resources O&amp;S, 12 April 2022</b>  'I am happy for it to go to Cabinet.'
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**2) Key Decisions not notified on the Notification of Intention to Consider Matters in Private**

To be completed for Key Decisions not on the Forward Plan 28 days before the Cabinet meeting at which the decision is to be taken.

<i>Reasons for Urgency / why not included on the notification</i>	As above
<i>Name, Date and any comments of O&amp;S Chair agreement obtained:</i>	<b>As above</b>

### 3) Late Reports

To be completed for all late reports, i.e. which cannot be despatched with the agenda papers i.e. 5 clear working days' notice before meeting.

<i>Reasons for Urgency / why late</i>	[insert reasons]
<i>Date agreement obtained (Executive e.g. Leader and/or CEX):</i>	



# Birmingham City Council

## Report to: CABINET

Date: 26 April 2022



**Subject:** **CONTRACT AWARD – THE RENEWAL OF VARIOUS INSURANCE POLICIES**

**Report of:** **Director, Council Management**

**Relevant Cabinet Member:** **Councillor Tristan Chatfield, Finance and Resources**

**Relevant O &S Chair(s):** **Councillor Mohammed Aikhlaq, Resources**

**Report author:** Mohammed Sajid, Interim Head of Financial Strategy, Council Management  
Telephone No: 0121 303 4176  
Email Address: [mohammed.sajid@birmingham.gov.uk](mailto:mohammed.sajid@birmingham.gov.uk)

Are specific wards affected?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s):		
Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, add Forward Plan Reference:		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, provide exempt information paragraph number or reason if confidential: Exempt information paragraph 3: Information relating to the financial or business affairs of any particular person (including the Council)		

### 1 Executive Summary

- 1.1 This report provides details of the outcome of the procurement process for the renewal of various insurance policies. Appendix B and C – Exempt information contains the details of the evaluation for the award of the contracts.



- 1.2 The contracts are for a period of 5 years with a break clause after 3 years commencing 1st May 2022 for the estimated total value £18,160,742.
- 1.3 As this is significantly higher than the estimate of £16,539,420 stated in the Procurement Strategy Report approved by Cabinet on 15 December 2020, this updated report is being presented for decision.

## **2 Recommendations**

That Cabinet:

- 2.1 Approves the award of the contracts for the renewal of various insurance policies for a period of 5 years with a break clause after 3 years commencing 1st May 2022 for the estimated total value £18,160,742 to:
- Lot 1 - Material Damage and Business Interruption (encompassing fire):  
Risk Management Partners Ltd
  - Lot 2 - Commercial and Industrial Properties:  
Risk Management Partners Ltd
  - Lot 3 - Leaseholder Right to Buy:  
Allianz Insurance PLC
  - Lot 4 - Casualty (encompassing Employers Liability, Personal Accident and Travel, Public Liability and Fidelity Guarantee):  
Risk Management Partners Ltd
  - Lot 5 - Engineering Insurance and Inspection:  
Zurich Municipal PLC
  - Lot 6 - Property Terrorism:  
Alesco Risk Management Services Ltd
  - Lot 7 - Motor Fleet:  
Zurich Municipal PLC
- 2.2 Authorises the Acting City Solicitor & Monitoring Officer to execute and completes all necessary legal documents to give effect to the above recommendation.

## **3 Background**

- 3.1 On 15<sup>th</sup> December 2020, Cabinet approved the procurement strategy in the report: Procurement Strategy for the Renewal of Various Insurance Policies to commence the tender process for a further competition exercise using the Crown Commercial Services (CCS) Insurance Services 3 Dynamic Purchasing System (DPS) and detailed the evaluation criteria of quality 40% (including Social Value) and 60% price.
- 3.2 The insurance policies for renewal are as follows:
- Lot 1 - Material Damage and Business Interruption (encompassing fire):  
  
Fire Policy (excluding terrorism) – provides the Council with insurance cover against loss or damage to its property assets e.g. offices, schools, leisure facilities etc. and which fall above its levels of self-insurance

arrangements following the catastrophic events of fire, lightning and explosion that exceeds the level of self-insurance

- Lot 2 - Commercial and Industrial Properties:

Industrial / Commercial Policy (excluding terrorism) – provides the Council with insurance cover on a fire and full range of perils basis against loss or damage to its industrial and commercial property assets which are let to external tenants.

- Lot 3 - Leaseholder Right to Buy:

Leaseholder Policy – provides buildings insurance for properties bought under the Right to Buy scheme in the joint names of the leaseholder and the Council.

- Lot 4 - Casualty (encompassing Employers Liability, Personal Accident and Travel, Public Liability and Fidelity Guarantee):

Public Liability – provides an indemnity to the Council in respect of compensation claims received from third parties following personal injury or damage to property that exceeds the level of self-insurance.

Employers Liability - provides the Council with an indemnity against its legal liability to compensate those employees who sustain either a personal injury or contract an illness or disease during the course of their employment that exceeds the level of self -insurance.

Fidelity Guarantee - Theft by employees and all theft of money.

- Lot 5 - Engineering Insurance and Inspection

Engineering Inspection – provides statutory inspection of plant in Council' property.

- Lot 6 - Property Terrorism

Property Terrorism – property policies exclude damage caused by terrorist attack and the Council therefore procure separate cover for this risk in excess of the level of self-insurance.

- Lot 7 - Motor Fleet

Motor Insurance - provides cover on a comprehensive basis for both damage to Council motor vehicles, together with an indemnity in respect of the Council's legal liability to compensate motorists or third parties for any personal injury or damage to their property as a result of motor vehicle accidents that exceeds the level of self-insurance.

- 3.3 The details of the evaluation process and the recommendations for the award of contracts are detailed in Appendix B and Appendix C – Exempt information.
- 3.4 The overall responsibility for the contract and its management will be with the Finance Manager, Council Management Directorate.

#### **4 Options Considered and Recommended Proposal**

- 4.1 To award the contract – this is the recommended option as contracts are required to support the various Council's insurance policy cover.
- 4.2 Not to award the contract – this is not an option as it would leave the Council without contracts for the provision of various insurance policies.

#### **5 Consultation**

- 5.1 The details were included in the Procurement Strategy for the Renewal of Various Insurance Policies, approved 15th December 2020 and the same continues to apply.

#### **6 Risk Management**

- 6.1 The details were included in the Procurement Strategy for the Renewal of Various Insurance Policies, approved 15th December 2020 and the same continues to apply.

#### **7 Compliance Issues:**

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

- 7.1.1 The details were included in the Procurement Strategy for the Renewal of Various Insurance Policies, approved 15th December 2020 and the same continues to apply.

##### **7.1.2 Birmingham Business Charter for Social Responsibility (BBC4SR)**

The recommended organisations are certified signatories to the BBC4SR and have provided an action plan of activities to be carried out during the contract period. The action plans will form part of the conditions of contracts and will be managed and monitored as part of the contract management. It should be noted that the action plans will be reviewed annually during the life of the contract to ensure targets remain current and viable.

The list below shows the headline social value actions committed by the recommended suppliers over the contract period:

- 136 hours - Number of hours supporting unemployed into work over 24 years old (mentoring, mock interviews, CV advice and careers guidance).
- 196 hours - Number of hours supporting young people into work under 24 years old (mentoring, mock interviews, CV advice and careers guidance).

- £2.3m - Total amount spent in local supply chain (within 30 miles of point of delivery).
- 1543 hours - Number of hours volunteering time provided to support local community projects.

## **7.2 Legal Implications**

- 7.2.1 Under S.111 Local Government Act 1972, the Council has power to support of the performance of the Council's primary functions which are contained in a raft of legislation according to the services areas in which the buildings / assets facilitate service delivery.

## **7.3 Financial Implications**

- 7.3.1 The Insurance premiums estimated total value of £18,160,742 will be funded from existing budgets and the Insurance Fund.
- 7.3.2 The increase in premiums is 9.8% against the current costs. The main reason for the increase in premiums is a recent change in the way insurers approach property insurance for all local authorities, leading to a significant and unexpected rise in the property premiums. In addition, the general insurance market has not stabilised as had been expected in December 2020. Construction price pressures have also led to insurers assuming higher rebuild values.
- 7.3.3 The premiums for each of the insurance policies are contained within Appendix C – Exempt information.

## **7.4 Procurement Implications (if required)**

- 7.4.1 This report concerns the award of a contracts for various insurance policies and any implications are detailed throughout the report.

## **7.5 Human Resources Implications (if required)**

- 7.5.1 The contract management will be undertaken by Council staff.

## **7.6 Public Sector Equality Duty**

- 7.6.1 The requirements of the Constitution Part D, Section 2.9 in respect of the Council's Equal Opportunities Policy will be incorporated into the contracts.
- 7.6.2 The requirements of the Equality Act 2010 will be specifically included in the Contract to comply with, the Act.
- 7.6.3 Equality Analysis was undertaken for the various insurance policies. This Equality Analysis has been reviewed and it is concluded that this project is unlikely to have

a disproportionate impact on any of the protected groups and characteristics under the Equality Act 2010.

## **8 Background Documents**

8.1 Cabinet Report Procurement Strategy for the Renewal of Various Insurance Policies, 15<sup>th</sup> December 2020.

8.2 List of Appendices accompanying this Report (if any):

- Appendix A – Equality Act 2010
- Appendix B – Evaluation Summary
- Appendix C - Exempt Information

## Equality Act 2010

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

The public sector equality duty is as follows:

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

5	<p>The relevant protected characteristics are:</p> <ul style="list-style-type: none"> <li>(a) Marriage &amp; civil partnership</li> <li>(b) Age</li> <li>(c) Disability</li> <li>(d) Gender reassignment</li> <li>(e) Pregnancy and maternity</li> <li>(f) Race</li> <li>(g) Religion or belief</li> <li>(h) Sex</li> <li>(i) Sexual orientation</li> </ul>
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## Appendix B – Evaluation Summary

### 1 Further Competition Stage

- 1.1 Further competition documentation was advertised on 15th February 2022 to the twenty-two suppliers on the Crown Commercial Services Insurance Services 3 Dynamic Purchasing System (DPS) seeking expressions of interest from organisations who wished to tender, with an original return date of 18th March 2022. Due to volume of clarifications received, the deadline was extended to 22nd March 2022 to allow tenderers more time to complete their tender response. Five organisations responded by submitting a tender and the remaining seventeen effectively withdrew themselves at this stage by not returning the tender. The names of the five organisations that submitted a tender are detailed Appendix C – Exempt information.
- 1.2 Questions were raised by tenderers during the tender period and these were addressed by issuing clarifications to all tenderers and requesting these were incorporated into their submission.
- 1.3 Stage 1 Assessment (Pass/Fail)
- 1.3.1 All tenderers passed the Stage 1 assessment and proceeded to the next stage with the exception of Bidder E who submitted a non-compliant tender by returning missing tender documentation and was therefore discounted from the process.
- 1.4 Invitation to Tender Evaluation Summary
- 1.4.1 The evaluation summary and recommendation for the award of a contract for each lot are detailed below:

#### **Lot 1: Material Damage and Business Interruption (encompassing fire)**

The results of the evaluation are shown below:

<b>QUALITY (including social value)</b>		
<b>Company</b>	<b>Bidder A</b>	<b>Bidder B</b>
Score (Max Score 100)	79.85	75.35
Score (Max 40)	40.00	37.75
<b>Rank</b>	<b>1</b>	<b>2</b>
Bidders A and B scored above the threshold of 60 marks for quality to proceed to the next stage.		
There were no specific issues that arose with the quality evaluation.		
<b>PRICE</b>		
<b>Company</b>	<b>Bidder A</b>	<b>Bidder B</b>
Score (Max 60)	60.00	58.95
<b>Rank</b>	<b>1</b>	<b>2</b>
There were no specific issues that arose with the price evaluation		
<b>OVERALL SUMMARY</b>		



Company	Bidder A	Bidder B
Quality	40.00	37.75
Price	60.00	58.95
<b>TOTAL</b>	100.00	96.70
<b>Rank</b>	<b>1</b>	<b>2</b>

#### Recommendation

It is recommended that the contract be awarded to Bidder A for this insurance on the basis of being ranked first, following the quality (including social value) and price evaluation.

### **Lot 2: Commercial and Industrial Properties**

The results of the evaluation are shown below:

<b>QUALITY (including social value)</b>		
Company	Bidder A	Bidder B
Score (Max Score 100)	94.40	49.75
Score (Max 40)	40.00	21.08
<b>Rank</b>	<b>1</b>	<b>2</b>
Bidder A scored above the threshold of 60 marks for quality to proceed to the next stage. The tender from Bidder B scored below the threshold of 60 marks for quality to proceed to the next stage and was therefore discounted from the process.		
There were no specific issues that arose with the quality evaluation		
<b>PRICE</b>		
Company	Bidder A	Bidder B
Score (Max 60)	60.00	n/a
<b>Rank</b>	<b>1</b>	n/a
There were no specific issues that arose with the price evaluation		
<b>OVERALL SUMMARY</b>		
Company	Bidder A	Bidder B
Quality	40.00	n/a
Price	60.00	n/a
<b>TOTAL</b>	100.00	n/a
<b>Rank</b>	<b>1</b>	n/a

#### Recommendation

It is recommended that the contract be awarded to Bidder A on the basis of being the only tender submission for this insurance policy with satisfactory quality (including social value) and price scoring.

### **Lot 3: Leaseholder Right to Buy**

The results of the evaluation are shown below:

<b>QUALITY (including social value)</b>		
<b>Company</b>	<b>Bidder A</b>	<b>Bidder B</b>
Score (Max Score 100)	63.85	50.57
Score (Max 40)	40.00	31.68
<b>Rank</b>	<b>1</b>	<b>2</b>
Bidder A scored above the threshold of 60 marks for quality to proceed to the next stage. The tender from Bidder B scored below the threshold of 60 marks for quality to proceed to the next stage and was therefore discounted from the process.		
There were no specific issues that arose with the quality evaluation		
<b>PRICE</b>		
<b>Company</b>	<b>Bidder A</b>	<b>Bidder B</b>
Score (Max 60)	60.00	n/a
<b>Rank</b>	<b>1</b>	n/a
There were no specific issues that arose with the price evaluation.		
<b>OVERALL SUMMARY</b>		
<b>Company</b>	<b>Bidder A</b>	<b>Bidder B</b>
Quality	40.00	n/a
Price	60.00	n/a
<b>TOTAL</b>	100.00	n/a
<b>Rank</b>	<b>1</b>	<b>n/a</b>

### **Recommendation**

It is recommended that the contract be awarded to Bidder A on the basis of being the only tender submission for this insurance policy with satisfactory quality (including social value) and price scoring.

### **Lot 4: Casualty (encompassing Employers Liability, Personal Accident and Travel, Public Liability and Fidelity Guarantee)**

The results of the evaluation are shown below:

<b>QUALITY (including social value)</b>		
<b>Company</b>	<b>Bidder A</b>	<b>Bidder B</b>
Score (Max Score 100)	89.40	79.55
Score (Max 40)	40.00	35.59
<b>Rank</b>	<b>1</b>	<b>2</b>
Bidders A and B scored above the threshold of 60 marks for quality to proceed to the next stage.		

There were no specific issues that arose with the quality evaluation.		
<b>PRICE</b>		
<b>Company</b>	<b>Bidder A</b>	<b>Bidder B</b>
Score (Max 60)	60.00	41.76
<b>Rank</b>	<b>1</b>	<b>2</b>
There were no specific issues that arose with the price evaluation.		
<b>OVERALL SUMMARY</b>		
<b>Company</b>	<b>Bidder A</b>	<b>Bidder B</b>
Quality	40.00	35.59
Price	60.00	41.76
<b>TOTAL</b>	<b>100.00</b>	<b>77.35</b>
<b>Rank</b>	<b>1</b>	<b>2</b>

## Recommendation

It is recommended that the contract be awarded to Bidder A for this insurance on the basis of being ranked first, following the quality (including social value) and price evaluation.

## Lot 5: Engineering Insurance and Inspection

The results of the evaluation are shown below:

<b>QUALITY (including social value)</b>		
<b>Company</b>	<b>Bidder A</b>	<b>Bidder B</b>
Score (Max Score 100)	70.77	87.35
Score (Max 40)	32.41	40.00
<b>Rank</b>	<b>2</b>	<b>1</b>
Bidders A and B scored above the threshold of 60 marks for quality to proceed to the next stage.		
There were no specific issues that arose with the quality evaluation.		
<b>PRICE</b>		
<b>Company</b>	<b>Bidder A</b>	<b>Bidder B</b>
Score (Max 60)	60.00	58.41
<b>Rank</b>	<b>1</b>	<b>2</b>
There were no specific issues that arose with the price evaluation.		
<b>OVERALL SUMMARY</b>		
<b>Company</b>	<b>Bidder A</b>	<b>Bidder B</b>
Quality	32.41	40.00
Price	60.00	58.41

<b>TOTAL</b>	92.41	98.41
<b>Rank</b>	<b>2</b>	<b>1</b>

### Recommendation

It is recommended that the contract be awarded to Bidder B for this insurance on the basis of being ranked first, following the quality (including social value) and price evaluation.

### **Lot 6: Property Terrorism**

The results of the evaluation are shown below:

<b>QUALITY (including social value)</b>				
<b>Company</b>	<b>Bidder A</b>	<b>Bidder B</b>	<b>Bidder C</b>	<b>Bidder D</b>
Score (Max Score 100)	79.43	81.40	65.80	50.81
Score (Max 40)	39.03	40.00	32.34	24.97
<b>Rank</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>4</b>
Bidders A, B and C scored above the threshold of 60 marks for quality to proceed to the next stage. The tender from Bidder D scored below the threshold of 60 marks for quality to proceed to the next stage and was therefore discounted from the process.				
There were no specific issues that arose with the quality evaluation				
<b>PRICE</b>				
<b>Company</b>	<b>Bidder A</b>	<b>Bidder B</b>	<b>Bidder C</b>	<b>Bidder D</b>
Score (Max 60)	60.00	49.81	37.33	n/a
<b>Rank</b>	<b>1</b>	<b>2</b>	<b>3</b>	n/a
There were no specific issues that arose with the price evaluation.				
<b>OVERALL SUMMARY</b>				
<b>Company</b>	<b>Bidder A</b>	<b>Bidder B</b>	<b>Bidder C</b>	<b>Bidder D</b>
Quality	39.03	40.00	32.34	n/a
Price	60.00	49.81	37.33	n/a
<b>TOTAL</b>	99.03	89.81	69.67	n/a
<b>Rank</b>	<b>1</b>	<b>2</b>	<b>3</b>	n/a

### Recommendation

It is recommended that the contract be awarded to Bidder A for this insurance on the basis of being ranked first, following the quality (incl. social value) and price evaluation.

## **Lot 7: Motor Fleet**

The results of the evaluation are shown below:

<b>QUALITY (including social value)</b>		
<b>Company</b>	<b><i>Bidder A</i></b>	<b><i>Bidder B</i></b>
Score (Max Score 100)	84.40	68.33
Score (Max 40)	40.00	32.38
<b>Rank</b>	<b>1</b>	<b>2</b>
Bidders A and B scored above the threshold of 60 marks for quality to proceed to the next stage.		
There were no specific issues that arose with the quality evaluation.		
<b>PRICE</b>		
<b>Company</b>	<b><i>Bidder A</i></b>	<b><i>Bidder B</i></b>
Score (Max 60)	29.06	60.00
<b>Rank</b>	<b>2</b>	<b>1</b>
There were no specific issues that arose with the price evaluation.		
<b>OVERALL SUMMARY</b>		
<b>Company</b>	<b><i>Bidder A</i></b>	<b><i>Bidder B</i></b>
Quality	40.00	32.38
Price	29.06	60.00
<b>TOTAL</b>	<b>69.06</b>	<b>92.38</b>
<b>Rank</b>	<b>2</b>	<b>1</b>

### Recommendation

It is recommended that the contract be awarded to Bidder B for this insurance on the basis of being ranked first, following the quality (including social value) and price evaluation.

# Birmingham City Council

## Report to Cabinet

Date: 26<sup>th</sup> April 2022



**Subject:** **PLANNED PROCUREMENT ACTIVITIES (MAY 2022 – JULY 2022)**

**Report of:** **ASSISTANT DIRECTOR – PROCUREMENT (INTERIM)**

**Relevant Cabinet Member:** **Councillor Tristan Chatfield, Finance and Resources**

**Relevant O &S Chair(s):** **Councillor Mohammed Aikhlaq, Resources**

**Report author:** Steve Sandercock, Assistant Director, Procurement (Interim)  
Email Address: [steve.sandercock@birmingham.gov.uk](mailto:steve.sandercock@birmingham.gov.uk)

Are specific wards affected?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s):		
Is this a key decision?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, add Forward Plan Reference:		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, provide exempt information paragraph number or reason if confidential : 3. Information relating to the financial or business affairs of any particular person (including the council)		

### 1 Executive Summary

- 1.1 This report provides details of the planned procurement activity for the period May 2022 – July 2022. Planned procurement activities reported previously are not repeated in this report.

- 1.2 The report enables Cabinet to identify whether any reports for procurement activities should be brought to this meeting for specific executive decision, otherwise they will be dealt with under Chief Officer delegations up to the value of £10m, unless TUPE applies to current Council staff.

## **2 Recommendations**

- 2.1 Notes the planned procurement activities under chief officer delegations set out in the Constitution for the period May 2022 – July 2022 as detailed in Appendix 1.

## **3 Background**

- 3.1 At the 1 March 2016 meeting of Council changes to procurement governance were agreed which gives Chief Officers the delegated authority to approve procurement contracts up to the value of £10m over the life of the contract. Where it is likely that the award of a contract will result in staff employed by the Council transferring to the successful contract under TUPE, the contract award decision has to be made by Cabinet.
- 3.2 In line with the Procurement Governance Arrangements that form part of the Council's Constitution, this report acts as the process to consult with and take soundings from Cabinet Members and the Resources Overview & Scrutiny Committee.
- 3.3 This report sets out the planned procurement activity over the next few months where the contract value is between the procurement threshold £177,897.50 (excluding VAT) and £10m (excluding VAT). This will give members visibility of all procurement activity within these thresholds and the opportunity to identify whether any procurement reports should be brought to Cabinet for approval even though they are below the £10m delegation threshold.
- 3.4 It should be noted that the procurement threshold has changed from £189,330 to £177,897.50 (excluding VAT) and applies from 1st January 2022 for a period of 2 years.
- 3.5 Individual procurements may be referred to Cabinet for an executive decision at the request of Cabinet, a Cabinet Member or the Chair of Resources Overview & Scrutiny Committee where there are sensitivities or requirements that necessitate a decision being made by Cabinet.
- 3.6 Procurements below £10m contract value that are not listed on this or subsequent monthly reports can only be delegated to Chief Officers if specific approval is sought from Cabinet. Procurements above £10m contract value will still require an individual report to Cabinet in order for the award decision to be delegated to Chief Officers if appropriate.
- 3.7 A briefing note with details for each item to be procured is listed in Appendix 2. The financial information for each item is detailed in Appendix 3 – Exempt Information.

## **4 Options considered and Recommended Proposal**

4.1 The report approved by Council Business Management Committee on 16 February 2016 set out the case for introducing this process. The options considered are:

- To refer the procurement strategy and contract award of individual procurements to Cabinet for decision.
- To continue with the existing process – this is the recommended option

## **5 Consultation / Engagement**

5.1 This report to Cabinet is copied to Cabinet Support Officers and to Resources Overview & Scrutiny Committee and therefore is the process for consulting with relevant cabinet and scrutiny members. At the point of submitting this report Cabinet Members/ Resources Overview & Scrutiny Committee Chair have not indicated that any of the planned procurement activity needs to be brought back to Cabinet for executive decision.

## **6 Risk Management**

6.1 Details of Risk Management, Community Cohesion and Equality Act requirements will be set out in the individual reports.

## **7 Compliance Issues:**

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

7.1.1 Details of how the contracts listed in Appendix 1 and Appendix 2 support relevant Council policies, plans or strategies, will be set out in the individual reports.

### **7.2 Legal Implications**

7.2.1 Details of all relevant implications will be included in individual reports.

### **7.3 Financial Implications**

7.3.1 Details of how decisions will be carried out within existing finances and resources will be set out in the individual reports.

7.3.2 Any cashable savings generated as a result of the procurement exercises are detailed in Appendix 2 to the delivery of procurement related savings and be removed from Directorate where identified in addition to the existing service area savings target as set out in the MTFP in line with the principles to treatment of identified savings against third party contracts as agreed by CLT on 24th January 2022.



#### **7.4 Procurement Implications (if required)**

7.4.1 This is a procurement report and the implications are detailed in the appendices

#### **7.5 Human Resources Implications (if required)**

7.5.1 None.

#### **7.6 Public Sector Equality Duty**

7.6.1 Details of Risk Management, Community Cohesion and Equality Act requirements will be set out in the individual reports.

### **8 Background Documents**

8.1 List of Appendices accompanying this Report (if any):

- 1. Appendix 1 - Planned Procurement Activity May 2022 – July 2022
- 2. Appendix 2 – Background Briefing Paper
- 3. Appendix 3 – Exempt Information

## **APPENDIX 1 – PLANNED PROCUREMENT ACTIVITIES (MAY 2022 – JULY 2022)**

Type of Report	Title of Procurement	Ref	Brief Description	Contract Duration	Directorate	Portfolio Finance and Resources Plus	Finance Officer	Contact Name	Planned CO Decision Date
Strategy / Award	Vehicle Hire - Vans, Minibuses, Tippers and Trucks	TBC	The hire of vans, minibuses, tippers and trucks by directorates of the Council.	2 years, 3 months	City Operations	Transport and Environment	Carl Tomlinson	David Prosser / Richard Tibbatts	06/06/2022
Strategy / Award	City Housing Target Operating Model & Plan	TBC	The Council requires an advisory service to develop a Target Operating Model (TOM) for the City Housing Directorate to support the delivery a best-in-class housing service. The assignment will require an analysis of the current service operation and a health check review of the current in-flight Housing Transformation Programme to confirm if it is aligned.	Up to 1 year	City Housing	Homes and Neighbourhoods	Andrew Healey	Bill Pickbourn / Richard Tibbatts	03/05/2022
Strategy / Award	Proposal for Detailed Project Development Works to Develop a Decarbonisation Roadmap for Birmingham District Energy Scheme (BDEC)	TBC	Advisory services to develop a decarbonisation roadmap for the Birmingham District Energy Scheme (BDEC). The Detailed Project Development will develop a bespoke roadmap (Business Case) for decarbonisation of BDEC investigating Heat Pumps and Energy from Waste solutions (EfW). This approach will allow a focus on both near term action to decarbonise and potential plans for longer term, wholesale decarbonisation.	Up to 8 months	City Operations	Street Scene and Parks	Carl Tomlinson	Derrick Taylor / Janine Weetman	23/05/2022
Approval to Tender Strategy	Interpreting & Translation Services	TBC	An interpreting and translation service is required to supplement the Council's in-house service, Birmingham Translation & Interpreting Service (BTIS) where there is not the capacity or the language ability to support the directorates' requirements to support its users.	5 years	Education and Skills	Education, Skills and Culture	Clare Sandland	Brian Simmonds / Andrea Webster	20/06/2022
Approval to Tender Strategy	Design Services for the Refurbishment of Moseley Road Baths	TBC	There is a requirement for design services to support the latest capital renovation programme for the baths. The services include the conservation architect, cost control, health & safety, engineering and clerk of works.	2 years, 4 months	City Operations	Homes and Neighbourhoods	Carl Tomlinson	Dave Wagg / Charlie Short	20/06/2022
Strategy / Award	People Services Target Operating Model & Plan	TBC	Requires support from a strategic partner to further develop and implement the Target Operating Model (TOM) for People Services that will achieve delivery of a best-in-class people service.	Up to 1 year	Council Management	Finance and Resources	Lee Bickerton	Amanda Mays / Richard Tibbatts	16/05/2022

## **APPENDIX 2**

### **BRIEFING NOTE ON PLANNED PROCUREMENT ACTIVITIES** **CABINET – 26<sup>th</sup> April 2022**

Title of Contract	<b>Vehicle Hire - Vans, Minibuses, Tippers and Trucks</b>
Contact Officers	<b>Director:</b> Rob James – Managing Director of City Operations <b>Client Officer:</b> David Prosser <b>Procurement Officer:</b> Richard Tibbatts, Head of Category - Corporate
Briefly describe the service required	The hire of vans, minibuses, tippers and trucks by directorates of the Council.  The direct awards will be in accordance with the framework call off protocol in line with rates.
What is the proposed procurement route?	A direct award with Northgate Vehicle Hire Limited for vans, tippers and trucks and direct award with Dawson Rental Bus and Coach Limited for minibuses using the Eastern Shires Purchasing Organisation's Vehicle Hire Self-Drive Framework Agreement.
What are the existing arrangements? Is there an existing contract? If so when does that expire?	This is a new requirement.
Will any savings be generated?	No cashable savings will be generated by this project. However, as part of this award the supplier will be requested to waive any entitlement to their annual price increase.
If single /multiple contractor negotiations is proposed, what is the reason for not tendering the requirement, how do we ensure value for money and compliance with the Birmingham Business Charter for Social Responsibility (BBC4SR)?	Not applicable.
Has the In-House Preferred Test been carried out?	Yes, and the test demonstrated this is not suitable to be carried out in-house as the Council does not have the vehicles or the capability to undertake such a service.
How will this service assist with the Council's commitments to Route to Zero?	All vehicles hired under this agreement will be compliant with the Council's Clean Air Zone Policy and criteria.
Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it?	There is not a statutory duty to provide this service. However, the service is required as we have a legal obligation to maintain the cleanliness and safety of land in our management. All the vehicles hired under this agreement are essential to delivering our frontline service, such as security (mobile Patrols across city) visits to elderly/vulnerable tenants in our careline service.
What budget is the funding from for this service?	This is funded from the Neighbourhoods NBH-5 budget.
Proposed start date and duration of the new contract	The proposed start date is 1st July 2022 to the 30th September 2024.

<b>Title of Contract</b>	<b>City Housing Target Operating Model &amp; Plan</b>
<b>Contact Officers</b>	<b>Director:</b> Julie Griffin – Managing Director of City Housing <b>Client Officer:</b> Bill Pickbourn <b>Procurement Officer:</b> Richard Tibbatts, Head of Category - Corporate
Briefly describe the service required	The Council requires an advisory service to develop a Target Operating Model (TOM) for the City Housing Directorate to support the delivery of a best-in-class housing service. The assignment will require an analysis of the current service operation and a health check review of the current in-flight Housing Transformation Programme to confirm if it is aligned. The work plan will be supported by a programme definition document that sets out a recommended programme portfolio structure, activities, timescales, resources; and governance required to deliver the changes and work to deliver the TOM.
What is the proposed procurement route?	A further competition exercise will be undertaken using the ESPO Consultancy Services Framework Agreement, Lot 8e Housing and Housing Services.
What are the existing arrangements? Is there an existing contract? If so when does that expire?	This is a new requirement.
Will any savings be generated?	No cashable savings will be generated by this project.
If single /multiple contractor negotiations is proposed, what is the reason for not tendering the requirement, how do we ensure value for money and compliance with the Birmingham Business Charter for Social Responsibility (BBC4SR)?	Not applicable.
Has the In-House Preferred Test been carried out?	Yes, and the test demonstrated this is not suitable to be carried out in-house as this is a one-off contract for technical professional services and there are not the skills and capacity to deliver internally.. In addition, the review needs to be taken by an independent organisation outside of the City Housing Directorate.
How will this service assist with the Council's commitments to Route to Zero?	As this is a consultancy service that will be predominately carried out remotely, there is a net zero footprint for delivery of this service.
Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it?	There is not a statutory duty to provide this service. However, the service is required to provide assurance that the Housing Service is designed as a best in class function.
What budget is the funding from for this service?	This is funded from City Housing Service budget.
Proposed start date and duration of the new contract	The proposed start date is 9th May 2022 for a period of up to 12 months as a contingency.

<b>Title of Contract</b>	<b>Proposal for Detailed Project Development Works to Develop a Decarbonisation Roadmap for Birmingham District Energy Scheme (BDEC)</b>
<b>Contact Officers</b>	<b>Director / Assistant Director:</b> Ellie Horwitch-Smith, Assistant Director, Route To Zero Carbon <b>Client Officer:</b> Derrick Taylor <b>Procurement Officer:</b> Janine Weetman, Sub Category Manager
Briefly describe the service required	Advisory services to develop a decarbonisation roadmap for the Birmingham District Energy Scheme (BDEC). The Detailed Project Development will develop a bespoke roadmap (Business Case) for decarbonisation of BDEC investigating Heat Pumps and Energy from Waste solutions (EfW). This approach will allow a focus on both near term action to decarbonise and potential plans for longer term, wholesale decarbonisation. The roadmap will explore the potential Heat Pump and EfW technologies available, the policy environment, timing, barriers and opportunities to expedite decarbonisation.
What is the proposed procurement route?	The consultancy service to complete the work will be procured via a further competition exercise from a compliant specialist framework; Local Energy Accelerator or alternative compliant national framework agreement, such as; CCS, ESPO, KCS, HTE or YPO dependent on the appropriateness of the framework, the lot and the best fit for the purposes of the requirement.
What are the existing arrangements? Is there an existing contract? If so when does that expire?	This is a new requirement.
Will any savings be generated?	This is a one-off project and no cashable savings will be generated.
If single /multiple contractor negotiations is proposed, what is the reason for not tendering the requirement, how do we ensure value for money and compliance with the Birmingham Business Charter for Social Responsibility (BBC4SR)?	Not applicable.
Has the In-House Preferred Test been carried out?	Yes, and the test demonstrated this is not suitable to be carried out in-house as there is not the resources, skills or capabilities within the Council to provide this service.
How will this service assist with the Council's commitments to Route to Zero?	The creation of a decarbonisation roadmap (business case) will provide direction to both the Council and its current service provider (EQUANS) to adopt low/zero carbon energy source to run the BDEC energy centres. With the climate emergency and both national and local targets for Net Zero there is a need to transition to alternate low carbon technologies for heat generation. The Council's ambition is to be net zero by 2030 or as soon as thereafter as a just transition allows.
Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it?	There is not a statutory duty to provide this service. However, the service is required to create a decarbonisation roadmap (business case) which will provide direction to both the Council and its current service provider (EQUANS) to adopt low/zero carbon energy source to run the BDEC energy centres, and enable the Council to explore investment and Government grants to perform the capital works identified to install the new technologies.
What budget is the funding from for this service?	66% is being funded from the BEIS grant and the remaining 33% is funded from TA-01084-07 HNDU and TA-01801-07 Climate KIC budget.
Proposed start date and duration of the new contract	The proposed start date is 1 <sup>st</sup> June 2022 for a period of up to 8 months.

<b>Title of Contract</b>	<b>Interpreting &amp; Translation Services</b>
<b>Contact Officers</b>	<b>Director / Assistant Director:</b> Ilgun Yusuf, Assistant Director - Skills and Employability <b>Client Officer:</b> Brian Simmonds <b>Procurement Officer:</b> Andrea Webster, Sub Category Manager
Briefly describe the service required	An interpreting and translation service is required to supplement the Council's in-house service, Birmingham Translation & Interpreting Service (BTIS) where there is not the capacity or the language ability to support the directorates' requirements to support its users.
What is the proposed procurement route?	A Dynamic Purchasing System advertised on Find a Tender, Contracts Finder and <a href="http://www.finditinbirmingham.com">www.finditinbirmingham.com</a>
What are the existing arrangements? Is there an existing contract? If so when does that expire?	There is no contract in place.
Will any savings be generated?	No cashable savings will be generated by this project.
If single /multiple contractor negotiations is proposed, what is the reason for not tendering the requirement, how do we ensure value for money and compliance with the Birmingham Business Charter for Social Responsibility (BBC4SR)?	Not applicable.
Has the In-House Preferred Test been carried out?	Yes, and the test demonstrated there is not the capacity or capability for some languages within the BITS to provide this service in-house.
How will this service assist with the Council's commitments to Route to Zero?	Any specification will require the Council's commitments to Route to Zero to be considered, in particular to a reduction in zero emission materials and transport.
Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it?	Service supports areas within the council that have a statutory duty to provide services. In addition, the service also generates income for the Council.
What budget is the funding from for this service?	This is funded from RET3C budget BTIS from trading account.
Proposed start date and duration of the new contract	The proposed start date is 1st August 2022 for a period of 5 years.

<b>Title of Contract</b>	<b>Design Services for the Refurbishment of Moseley Road Baths</b>
<b>Contact Officers</b>	<b>Director / Assistant Director:</b> Chris Jordan, Assistant Director <b>Client Officer:</b> Dave Wagg, Head of Sport & Physical Activity <b>Procurement Officer:</b> Charlie Short, Procurement Manager
Briefly describe the service required	Further to the award of Levelling Up Funding for Moseley Road Baths and subsequent report to Cabinet on 8 <sup>th</sup> June 2021, there is a requirement for design services to support the latest capital renovation programme for the baths. The services include the conservation architect, cost control, health & safety, engineering and clerk of works.  The design services will be packaged by phases of work and will be called off following satisfactory performance and budget availability.
What is the proposed procurement route?	A procurement process will be undertaken advertised on Find a Tender, Contracts Finder and <a href="http://www.finditinbirmingham.com">www.finditinbirmingham.com</a>
What are the existing arrangements? Is there an existing contract? If so when does that expire?	These is a new requirement.
Will any savings be generated?	No cashable savings will be generated by this project.
If single /multiple contractor negotiations are proposed, what is the reason for not tendering the requirement, how do we ensure value for money and compliance with the Birmingham Business Charter for Social Responsibility (BBC4SR)?	Not applicable.
Has the In-House Preferred Test been carried out?	Yes, and as this is a one-off contract for design services and the test demonstrated this is not suitable to be carried out in-house as there are not the skills and capacity to deliver internally.
How will this service assist with the Council's commitments to Route to Zero?	Any specification will require the Council's commitments to Route to Zero to be considered, in particular to a reduction in zero emission for transport.
Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it?	There is not a statutory service to provide this service. However, in order to assist the Moseley Road Baths Charitable Incorporated Organisation with successfully running the baths, support is required for the refurbishment.
What budget is the funding from for this service?	All services required were included within the LUF grant application and will be funded by the grant award.
Proposed start date and duration of the new contract	The proposed start date is August 2022 for a duration of 2 years 4 months.

<b>Title of Contract</b>	<b>People Services Target Operating Model &amp; Plan</b>
<b>Contact Officers</b>	<b>Director of People Services:</b> Darren Hockaday <b>Client Officer:</b> Amanda Mays <b>Procurement Officer:</b> Richard Tibbatts, Head of Category - Corporate
Briefly describe the service required	Birmingham City Council (BCC) requires support from a strategic partner to further develop and implement the Target Operating Model (TOM) for People Services that will achieve delivery of a best-in-class people service. The assignment will require a health check review of the current in-flight People Services Transformation Programme to confirm if it is aligned to and will deliver the future services described in the TOM. The work plan will be supported by an updated programme definition document that sets out a recommended programme portfolio structure, activities, timescales, resources; and governance required to deliver the changes and work to deliver the TOM.
What is the proposed procurement route?	Proposed to use established compliant framework as route to market, for example Crown Commercial Services Framework to appoint a Delivery Partner.
What are the existing arrangements? Is there an existing contract? If so when does that expire?	None. The current programme team has been reduced to support a change in focus from design to implementation. A draw down contract is required to undertake specific pieces of work to support and to accelerate at pace the transformation of the people service.
Will any savings be generated?	No cashable savings will be generated by this project.
If single /multiple contractor negotiations are proposed, what is the reason for not tendering the requirement, how do we ensure value for money and compliance with the Birmingham Business Charter for Social Responsibility (BBC4SR)?	Not applicable.
Has the In-House Preferred Test been carried out?	In-house test has not been carried out due to lack of suitably skilled resources to undertake this activity within the Directorate as we transition to recruiting to the new structure.
How will this service assist with the Council's commitments to Route to Zero?	As this is a consultancy service that will be predominately carried out remotely, there is a net zero footprint for delivery of this service.
Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it?	There is not a statutory duty to provide this service. However, the service is required to provide assurance that the People Service is designed as a best-in-class function.
What budget is the funding from for this service?	This will be funded from the Council's transformation budget.
Proposed start date and duration of the new contract	The proposed start date is May 2022 for a call off period of up to 12 months.





# Birmingham City Council

## Report to Cabinet

26 April 2022



**Subject:** APPOINTMENTS TO OUTSIDE BODIES

**Report of:** City Solicitor

**Relevant Cabinet Member:** Cllr Ian Ward, Leader of the Council

**Relevant O & S Chair(s):** Cllr Carl Rice, Chairman of Co-ordinating Overview and Scrutiny Committee

**Report author:** Errol Wilson, Committee Services

Tel: 0121 675 0955

e-mail: [errol.wilson@birmingham.gov.uk](mailto:errol.wilson@birmingham.gov.uk)

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

### 1 Executive Summary

- 1.1 The report seeks the approval of the Cabinet to the appointment of representatives to serve on outside bodies detailed in the appendix to this report.

### 2 Recommendations

- 2.1 That Cabinet agrees to appoint representatives to serve on the Outside Bodies detailed in the appendix to this report.

### **3 Background**

- 3.1 At a meeting of all Councillors on 11 July 2017, the City Council approved changes to the Constitution that set out those appointments that are reserved to the full City Council to determine. All other appointments of Members and officers to outside bodies shall be within the remit of Cabinet to determine and the proportionality rules will not automatically apply.

### **4 Options considered and Recommended Proposal**

- 4.1 These appointments are a matter for the Cabinet to determine, in accordance with the City Council's current Constitution.

### **5 Consultation**

For appropriate items, the Secretaries to the Political Groups represented on the Council.

### **6 Risk Management**

- 6.1 The main risk of not making appointments might lead to the City Council not being represented at meetings of the bodies concerned. It is always important in making appointments to have regard to the City Council's equal opportunities policies.

### **7 Compliance Issues:**

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

7.1.1 The appointments are consistent with the legal and constitutional requirements of the City Council.

#### **7.2 Legal Implications**

7.2.1 As set out in paragraph 7.1.1 above.

#### **7.3 Financial Implications**

7.3.1 There are no additional resource implications. Where applicable, those implications arise at the time that the relevant body, or a grant to it, is established.

#### **7.4 Procurement Implications (if required)**

7.4.1 Not applicable.

#### **7.5 Human Resources Implications (if required)**

7.5.1 Not applicable.

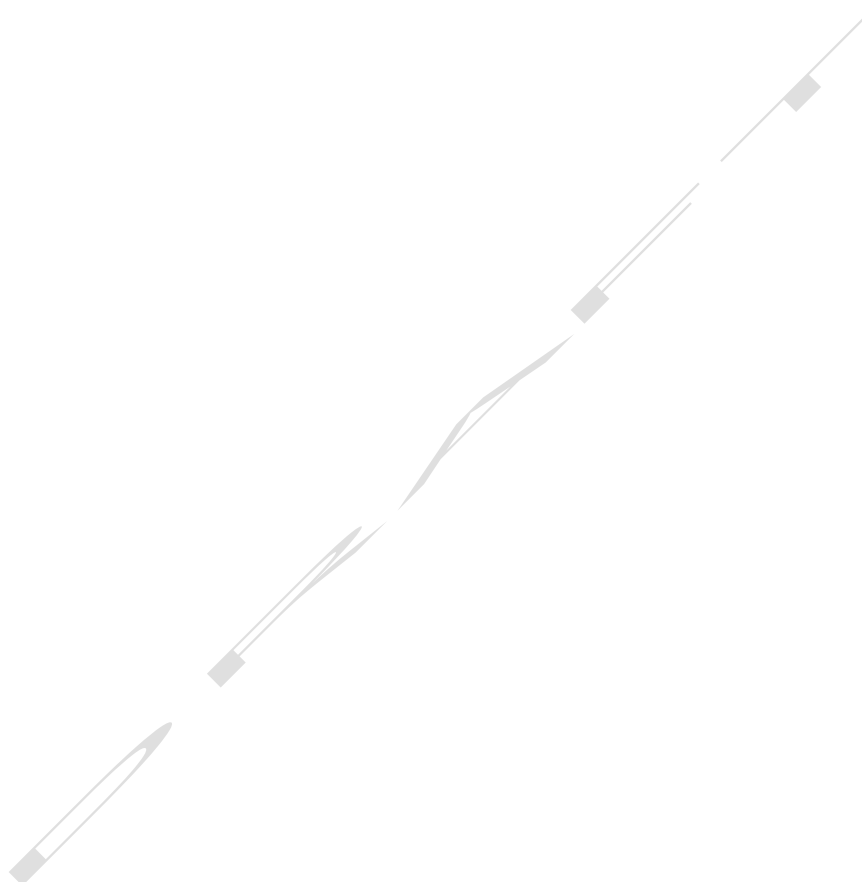
#### **7.6 Public Sector Equality Duty**

7.6.1 As set out in paragraph 6.1 above.

## **8 Background Documents**

- 8.1 Report of the Council Business Management Committee to City Council on 11 July 2017 “Revised City Council Constitution”; along with relevant e-mails/ file(s)/correspondence on such appointments.

**Attached:** Appendix to Report to Cabinet – 22 April 2022 - Appointments to Outside Bodies





**APPENDIX 1****APPENDIX TO REPORT TO CABINET 26 APRIL 2022****APPOINTMENTS TO OUTSIDE BODIES****1. Summary of Decisions**

On 15 August 2017, Cabinet resolved under decision number 004096/2017 that the practice be continued of contacting each representative when their term of office is due to expire to ascertain whether they are willing to be re-appointed and that, unless indicated otherwise in the report to Cabinet, it will be understood that such representatives are not willing to be re-appointed.

NB: The following recommendations were formally agreed by Cabinet under *Other Urgent Business* on the 22<sup>nd</sup> March 2022 and are included for noting only: -

**2. School Governor Nomination Committee**

That Cllr Mike Ward (Lib Dem) be replaced by Councillor Deborah Harries on the East Birmingham Local Partnership Delivery Group.



**Reports not on the Forward Plan / Late Report / Confidential or  
Exempt Information not Notified**

## **Birmingham City Council**

**26<sup>th</sup> April 2022**



**Subject: UKRAINIAN RESETTLEMENT SUPPORT SCHEME**

**Report of: Graeme Betts, CBE  
Director for Adults Social Care**

**Richard Brooks - Director for Strategy, Equality &  
Partnerships**

**Report author: Saba Rai,  
Head of Service - Commissioning  
Adult Social Care  
Email: [Saba.Rai@birmingham.gov.uk](mailto:Saba.Rai@birmingham.gov.uk)**

### **1) Key Decisions not on the Forward Plan / Urgent Decisions**

To be completed for Key Decisions not on the Forward Plan 28 days before the Cabinet meeting at which the decision is to be taken.

<i>Reasons for Urgency / why not included on the notification</i>	The Government launched the Homes for Ukraine Scheme on 14 <sup>th</sup> March 2022 in response to the Ukraine Crisis and now requires Local Authorities to play a critical role in its delivery. Decisions are required which cannot wait until the next scheduled Cabinet in May given the rapid increase in numbers of visas being issued at national level, and rapidly increasing numbers of arrivals likely in the coming weeks.
<i>Date Chief Executive Agreement obtained:</i>	25 <sup>th</sup> April 2022
<i>Name, Date and any comments of O&amp;S Chair agreement obtained:</i>	Councillor Mohammed Aikhlaq – 25 <sup>th</sup> April 2022



## 2) Key Decisions not notified on the Notification of Intention to Consider Matters in Private

To be completed for Key Decisions not on the Forward Plan 28 days before the Cabinet meeting at which the decision is to be taken.

<i>Reasons for Urgency / why not included on the notification</i>	[insert reasons]
<i>Name, Date and any comments of O&amp;S Chair agreement obtained:</i>	

## 3) Late Reports

To be completed for all late reports, i.e. which cannot be despatched with the agenda papers i.e. 5 clear working days' notice before meeting.

<i>Reasons for Urgency / why late</i>	The Government launched the Homes for Ukraine Scheme on 14 <sup>th</sup> March 2022 in response to the Ukraine Crisis and now requires Local Authorities to play a critical role in its delivery. Decisions are required which cannot wait until the next scheduled Cabinet in May.
<i>Date agreement obtained (Executive e.g. Leader and/or CEX):</i>	<p>Leader - Councillor Ian Ward Date: 25<sup>th</sup> April 2022</p> <p>Chief Executive - Deborah Cadman Date: 25<sup>th</sup> April 2022</p>

# Birmingham City Council

## Report to Cabinet

26<sup>th</sup> April 2022



**Subject:** UKRAINIAN RESETTLEMENT SUPPORT SCHEME

**Report of:** Professor Graeme Betts, CBE  
Director for Adults Social Care

Richard Brooks,  
Director for Strategy, Equality & Partnerships

**Relevant Cabinet Member:** Cllr John Cotton - Social Inclusion, Community Safety and Equalities

Cllr Tristan Chatfield - Finances and Resources

**Relevant O & S Chair(s):** Cllr Carl Rice - Co-ordinating Committee  
Cllr Mohammed Aikhlaq - Resources

**Report author:** Saba Rai,  
Head of Service - Commissioning, Adult Social Care  
Email: [Saba.Rai@birmingham.gov.uk](mailto:Saba.Rai@birmingham.gov.uk)

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

## **1 Executive Summary**

- 1.1 This report seeks Cabinet approval to urgently respond to the government's requirements of local authorities under the Homes for Ukraine Scheme.
- 1.2 As set out within this report, there is an urgent requirement to provide 'Homes for Ukraine: Coordination, Sponsor Checks & Guest Resettlement Support' to Birmingham sponsors and Ukrainian guests arriving through the Government's scheme. This decision cannot wait until the next scheduled Cabinet in May 2022.
- 1.3 According to UNHCR up to 4.2 million refugees have fled Ukraine since the start of the war. The UK Government has established visa route entry into the UK for Ukrainian individuals.
- 1.4 The support to Sponsors and Guests needs to commence immediately therefore, officers are required to secure service provision at speed in response to the emergency.
- 1.5 In addition, the report requests authorisation for a formal Single Contractor Negotiation to take place for the provision of Co-ordination, resettlement and integration support services on the basis it is an unforeseen priority.

## **2 Recommendations**

That Cabinet:

- 2.1 Notes the contents of this report and -
  - a) Authorises the commencement of negotiation(s) with Refugee Action for the provision of 'Refugee Resettlement and Coordination' services to Birmingham Sponsors and Ukrainian refugees for a period of 12 months after the last arrival under the Homes for Ukraine Scheme; and
  - b) Delegates the award of contract following Single Contractor Negotiations to the Director, Adult Social Care in conjunction with the Interim Assistant Director – Procurement (or their delegate), Director of Council Management (or their delegate) and the Interim City Solicitor and Monitoring Officer (or their delegate).
  - c) Subject to continuation of the scheme, approves delegated decision making to the Cabinet Member for Social Inclusion, Community Safety and Equalities and Director of Adult Social Care for continuation of the Ukrainian Resettlement support for a further 2 years (2023/24 and 2024/25), providing the scheme exists and the local authority funding under the scheme has not substantially changed.
  - d) Delegates the Director for Adult Social Care in consultation with the Chief Finance Officer and the City Solicitor (or nominees) to consider whether any funding or grant conditions require further approvals and if not, to accept the funding and/ or enter into relevant agreements with DLUHC.

- e) Authorises the Director for Adult Social Care to undertake the recruitment to the Project Officer post to support the co-ordination of the scheme within Birmingham City Council.
- f) Authorises the Interim City Solicitor and Monitoring Officer (or their delegate) to execute any documents to give effect to the above recommendations if required.

### **3 Background**

- 3.1 Birmingham is the second largest UK local authority by population size, is a well-established City of Sanctuary, and a significant place of welcome to all new communities. These factors therefore require that Birmingham continues to play a generous role in the UK's efforts to respond to a global refugee situation.
- 3.2 Birmingham has a long history of supporting resettlement in response to a humanitarian crisis. Our UK Resettlement Scheme (UKRS), Afghan Relocation Assistance Policy (ARAP) and Afghan Citizens Resettlement Schemes (ACRS) are currently in operation welcoming citizens into Birmingham.
- 3.3 Since 2015, Birmingham's approach to refugee resettlement has been to procure services that address resettlement and integration needs and foster settlement and independence. In addition, several smaller projects awarded under BCC's Refugee Grants programme run alongside and complement the above commissioned services.
- 3.4 The Government's response to the Ukraine Crisis has not been approached in the same way as the aforementioned humanitarian refugee programmes. The Government has established visa routes entry into the UK for those fleeing the war in Ukraine. The Family Visa Scheme was launched on the 4<sup>th</sup> March and The Ukraine Sponsorship Scheme (Homes for Ukraine) was launched by the Secretary of State for Levelling Up, Housing and Communities on 14 March 2022.
- 3.5 The Ukraine Family Visa Scheme allows applicants to join family members or extend their stay in the UK. The scheme is open to immediate and extended family members of a UK based family member and offers a 3 year stay and the right to work, study and claim benefits. As of 7<sup>th</sup> April 2022, 28,500 family visas have been issued nationally with 10,800 individual arrivals. By 20<sup>th</sup> April these numbers had increased modestly to 32,500 with 15,000 arrivals.
- 3.6 The Homes for Ukraine scheme (also called the Ukraine Sponsorship Scheme) is open to Ukrainian nationals who were resident in Ukraine prior to 1 January 2022 and also to their immediate family members (for example spouse/partner and children under 18) who may be of other nationalities, to be sponsored to come to the UK. Applicants can apply from Ukraine or from any other third country. Phase One of the scheme allows individual sponsors to named Ukrainians. As of 7<sup>th</sup> April 2022, 43,600 sponsorship visa applications have been made and 12,500 issued, with 1,200 arrivals. As of 20<sup>th</sup> April these numbers had

increased significantly to 65,900 applications nationally, with 39,300 visas issued. This suggests there will be a rapidly increasing number of arrivals from the Homes for Ukraine scheme.

- 3.7 Data from UK Census 2021 for the West Midlands region at local authority level, shows that the largest populations of people born in Ukraine live in Birmingham (320), as well as the largest populations of Russians (550). Birmingham also has the second largest number of people born in Poland (9,230) and Lithuania (1,370).
- 3.8 The number of people who can access the Homes for Ukraine scheme is uncapped and is dependent on the capacity of the sponsors who come forward. Guests (an individual or household previously resident in Ukraine and immediate family members) will be able to live and work in the UK for up to three years and access benefits, healthcare, employment, and other support. As of 12<sup>th</sup> April, there are 425 Ukrainian people awaiting approval of their visa application to a matched sponsor in Birmingham.
- 3.9 Sponsors (an individual, group or organisation who has been approved to accommodate an individual or household from Ukraine) eligibility criteria set out that they must be in the UK, of any nationality, with any immigration status provided they have at least six months leave to remain in the UK and pass background checks. To date, Home office data from 14<sup>th</sup> April, confirms that 134 visas have been issued for guests sponsored by individuals with accommodation in Birmingham.
- 3.10 These numbers and trends allow us to make some rough projections of possible numbers of Ukrainian people arriving in Birmingham. Birmingham accounts for approximately 2% of the UK population, and as a major urban centre take a disproportionate number of refugees and inward migrants. If the eventual UK number of arrivals is 100,000, and we received 4% in Birmingham, this would equate to 4,000 individuals through both schemes.
- 3.11 Local authorities are asked to play a critical role in the delivery of the Homes for Ukraine scheme based on the ability to support local communities and offer Ukrainians a warm welcome. Initial guidance has been slow to be issued and is subject to ongoing updates. However, the guidance provided outlines the role of Councils in the scheme and includes:
  - 3.11.1 Conduct pre- and post-arrival accommodation and safeguarding checks.
  - 3.11.2 Conduct basic DBS checks of all adults in the Sponsor household aged 16 or above and enhanced checks if Guests include a child under 18.
  - 3.11.3 Provide interim initial payments of £200 per guest for subsistence costs and discretionary top-up if required until benefits are received.
  - 3.11.4 Provide school places for children of school age.
  - 3.11.5 Ensure referrals are made to specialist service if required e.g. mental health support, adult social care or children's services.

- 3.11.6 Assist with GP registration, benefits claims and job-seeking.
- 3.11.7 Provide homelessness assistance in case of Sponsor/Guest relationship breakdown while working with BCC Housing Solutions and Support.
- 3.11.8 Provide housing advice and guidance on housing options throughout the period of support in readiness of move on from Sponsor accommodation.
- 3.11.9 Provide rematching where appropriate in case of Sponsor/Guest relationship breakdown.
- 3.11.10 Provide integration support to Ukrainian families within local communities facilitating relationship building with community, voluntary and faith led organisations.

3.12 Whilst this report focuses on the local authority's responsibilities under the Homes for Ukraine Scheme, it should be noted this is one element of the Council's response to Ukraine. There are other strands of work that will draw upon additional resources/services and this is being considered and captured within the Ukraine response programme, alongside the costs outlined in this report.

#### **4 Options considered and Recommended Proposal**

4.1 The Council must now seek a provider to mobilise at pace and deliver the citizen centred resettlement support for Sponsors and Ukrainian guests. The following options were considered:

- (a) **Do nothing:** This is not a viable option as the Government has asked Local Authorities to provide critical support and has allocated resources to undertake this role. The Council could be faced with considerable safeguarding risks requiring statutory intervention risking the lives of vulnerable people were they to choose to not provide the support required from the outset.
- (b) **Provide in-house:** The Council has initiated an immediate crisis response and established systems and processes to manage the schemes, however, the certain components are unsustainable over the lifetime of the Government's scheme. The Council has expertise and experience gained from the commissioning of the Syrian, UKRS and Afghan Resettlement Schemes that can be utilised to commission components of the critical support requested of Local Authorities.
- (c) **Undertake a formal tendering exercise:** There is currently insufficient time to undertake a formal tendering exercise. The timescales involved in this route will hinder the local authorities' ability to effectively deliver its responsibilities under the scheme and to have the necessary services in place as quickly as possible.
- (d) **Utilise an existing framework:** At present there are no suitable frameworks in place for these specialist requirements.

## **4.2 Recommended option:**

- (e) Undertake Single Contractor Negotiations with Refugee Action to award a contract as soon as possible.
- (f) The contract management will sit within the Refugee and Migration Commissioning Team who are funded by the Home office to deliver refugee resettlement across several schemes. These are overseen by the Head of Service Commissioning, Adult Social Care.

## **5 Consultation**

- 5.1 This has been accompanied by ongoing involvement with the cross-council Birmingham Ukraine Response Group chaired by Richard Brookes Director of Strategy, Equality and Partnerships. The Corporate Leadership Team and Cabinet Members have received briefings about the Ukraine crisis and priorities of the Birmingham's response group.

## **6 Risk Management**

### **6.1 Safeguarding incidences**

- 6.1.1 Vulnerable individuals including the elderly and children are being accommodated into Sponsor homes and there is a risk of increased numbers of safeguarding incidences placing both Guests and Sponsor at risks.
- 6.1.2 Guests are security checked by the Home Office before they are allocated to Local Authorities and Sponsors will be DBS checked as early on as possible in the application process to minimise the risks of Sponsor with known previous histories welcoming Guests.
- 6.1.3 Safeguarding visits pre and post arrival will also ensure that any issues that are noted or arise during the sponsorship, can be addressed and where necessary, referred for statutory intervention without delay.

### **6.2 Homelessness Assistance**

- 6.2.1 Guest arriving under the sponsor scheme or those arriving under the family visa scheme are at an increased risk of becoming homeless. There may be some cases where the sponsor/guest relationship breaks down either before or after the guests have arrived in Birmingham. Or where a family no longer wish to accommodate their guests, or the sponsor has inadequate accommodation.
- 6.2.2 However, through effective commissioning a resettlement provider can assist with provision of ongoing integration support to guests and sponsor, mediation where it will be beneficial, assistance with re-matching a guest to a new sponsor or helping the guest to secure suitable private rented accommodation whilst also managing expectations.

- 6.2.3 The council has a statutory homelessness duty to guests which will apply. At this point citizens will have the full access to homeless relief services.
- 6.2.4 Further guidance on the re-matching process have yet to be issued by DLUHC. It is anticipated that this may be centrally led with local assessment of suitable sponsors being undertaken by local authorities. The requirement to offer rematch services will be included within the remit of the commissioned provider.
- 6.2.5 Going forward and should the numbers and composition of families looking to be re-housed start to increase, being able to take up any offers of properties, over-and-above any existing nomination agreements, from Registered Providers, might enable the Council to accommodate refugee families of larger compositions, who can be at most risk of sponsorship breakdown and resettlement support. This would be exclusively market-led and subject to internal verification by BCC of the offered properties representing additional capacity.

### **6.3 Education and School provision**

- 6.3.1 On 1<sup>st</sup> April, the Education Secretary wrote to Councils on the rights of children arriving from Ukraine to access education and childcare while in the UK. Further advice was provided by the Department for Education on 13<sup>th</sup> April. This advice confirmed that:
- 6.3.2 Access to the Early Education Entitlements should be available to Ukrainian people arriving in the UK.
- 6.3.3 All children living in the UK have a right to access a school in England irrespective of nationality or immigration status. Schools must always apply their admission arrangements unless the fair access protocol is being applied (so, refugees from Ukraine, and migrants from Afghanistan and Hong Kong or asylum seekers from other countries receive no higher or lower priority for admission than other people living in the UK); school admission authorities should not delay admission to await information on a migrant's immigration status, home address or age.
- 6.3.4 Councils were also reminded that they are able to use existing flexibilities to admit above published admissions and exceed infant class size limit (whilst applying their admission arrangements including their oversubscription criteria), as well as using the in-year Fair Access Protocol to ensure all school aged children can access suitable education.
- 6.3.5 Many families arriving into Birmingham will comprise of women and children as men aged 18-65 have been conscripted to fight in the Ukrainian war. The need for school places near sponsor accommodation will be an immediate requirement for most families and essential to help children return to some resemblance of pre-war normality.



- 6.3.6 Children and families arriving through this route will have English as an Additional Language and may require additional classroom support with those in older year (exam) groups needing potentially more support. Those arriving with special needs will require additional support and any delays in accessing specialist provision can have a detrimental impact.
- 6.3.7 Through effective commissioning a resettlement provider can assist with ensuring families receive appropriate information about school's admission. BCC already commissions a range of resettlement support including a dedicated post within the BCC Schools admissions team funded through resettlement budgets. The post holder supports resettled families with the school's admissions and allocations process.
- 6.3.8 In line with existing refugee resettlement schemes, the funding for the Sponsorship includes an Education tariff to be received by schools. At this point in time, it is unclear how this tariff will be allocated to the local authority. Historically, refugee education tariffs have been administered by the refugee and migration team to participating schools. This tariff can be spent however the schools see fit to aid the arrival and integration of refugee pupils.

#### **6.4 Employment, Welfare and Rights**

- 6.4.1 Individuals arriving under the scheme will have 3 years leave to remain with full entitlement to public funds, work, housing health and education. The resettlement provider will assist families to understand and manage their rights and entitlements, as well as providing signposting and access to employment support services.
- 6.4.2 The resettlement provider will also be responsible for implementing a process for ensuring a single interim payment of £200 per individual is made to the guest on arrival using pre-paid cards. This process is in line with existing refugee resettlement schemes.

#### **6.5 Social Care**

- 6.5.1 Those arriving under the sponsorship scheme will have full access to public funds. As with other residents in the city, they are eligible to access mainstream social care support.
- 6.5.2 It must be noted that unlike other schemes, some sponsors may be care recipients. The government have advised that where a sponsor is currently receiving means-tested support towards meeting their care costs, it is the government's intention that any payments received under the Homes for Ukraine scheme are disregarded when a local authority carries out a social care financial assessment. Under these circumstances, sponsors are volunteers engaged in voluntary activity as a host.

## **7 Compliance Issues:**

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

7.2 The decision is consistent with the council's City of Sanctuary Policy Statement 2018-22, which was approved by Cabinet in late 2018 and by Full Council in January 2019.

### **7.3 Legal Implications**

7.3.1 This decision is not subject to call in. The government requires local authorities to play a critical role in delivery of the Homes for Ukraine Scheme as set out in 3.11 above including expediting safeguarding checks on sponsor households across Birmingham; urgent decisions are required to enable the Birmingham City Council to respond to the ask of Government and to ensure it minimises the risks set out in Section 6. Given the nature of services and the limited time available to mobilise these, it is felt this decision is needed and cannot be delayed.

7.3.2 Part B, B6.9, Council's Constitution states that "If the interests of the Council are jeopardised unless an executive decision is implemented immediately then the Chief Executive in consultation with the Leader (or Deputy Leader in his/her absence) may designate such executive decision as so urgent that its implementation cannot wait until the expiry of the call-in period."

7.3.3 This scheme is open to Ukrainian nationals who were residents in Ukraine prior to 1 January 2022 and also to their immediate family members (for example spouse/partner and children under 18) who may be of other nationalities, to be sponsored to come to the UK. Applicants can apply from Ukraine or from any other third country.

7.3.4 Guests will be able to live and work in the UK for up to three years and access benefits, healthcare, employment, and other support.

7.3.5 Section 111 Local Government Act 1972 allows the Council to do anything which is calculated to facilitate or is conducive or incidental to the discharge of its functions.

7.3.6 Due to the significant impact of the Ukraine crisis and need for immediate

### **7.4 Financial Implications**

7.4.1 There are no additional resources or tariffs payable to local authorities linked to the Ukraine family visa scheme. This remains a significant area of concern.

7.4.2 The Council will receive the following tariff per individual Guest under the Homes for Ukraine in the first year of the scheme.

<b>General tariff for local authorities</b>		
Individual's first year (incl subsistence payment)	Individual's second year	Individual's third year
£10,500	Not known / tbc	Not known / tbc
<b>Education tariff for local authorities</b>		
Individual's first year per pupil annual rate. Includes SEND		
Age 2-4 on arrival	Age 5-11 on arrival	Age 11-18 on arrival
£3,000	£6,580	£8,775
<b>Sponsor 'Thank You' tariff for local authorities (to be provided to Sponsor)</b>		
For lead sponsors for 12 months		
£350 per month / address in arrears		

7.4.3 The purpose of the funding is to both protect public service from any initial strain on resources and to fund the support required to successfully deliver the Homes for Ukraine Scheme. The purpose of the contract with the commissioned provider is to ensure we are able to achieve this outcome.

#### 7.4.4 **Ring Fenced funding.**

7.4.5 Local authorities will receive funding to be passported as a monthly 'thank you' payment to lead sponsors. This funding will be received and managed directly by the local authority and will **not** be included as part of the commissioned contract. The thank you tariff is a payment of £350 per month per accommodation for the duration of the sponsorship arrangement for a maximum of 12 months. The tariff follows the guest and is paid in arrears. As of 12<sup>th</sup> April 2022, there are 182 sponsors offering accommodation to groups of applicants. This equates to £764,400 (182x(£350x12)).

7.4.6 There is also additional Educational funding tariff for local authorities. The tariff is allocated on a per pupil basis for the three phases of education at annual rates identified in 7.4.2 above. The tariff includes support for children with special educational needs and disabilities (SEND). As of 12<sup>th</sup> April 2022, there are 155 children aged 18 and under identifiable on the DLUHC Homes for Ukraine Portal.

7.4.7 The estimated funding for local authorities based on this data is as follows. Details of how this funding will be released are yet to be clarified by central government:

<b>Education tariff for local authorities</b>		
Estimated 155 children aged 0-18 as of 12 <sup>th</sup> April 2022 on Govt portal		
Age 2-4 on arrival	Age 5-11 on arrival	Age 11-18 on arrival
8 children	64 children	52 children

£3,000 tariff	£6,580 tariff	£8,775 tariff
<b>£24,000</b>	<b>£421,120</b>	<b>£456,300</b>

#### 7.4.8 General Tariff

- 7.4.9 The General Tariff funding to the local authority (7.4.2) is proposed to be spent on procuring services to manage Sponsors and support Ukrainian guests arriving via the scheme as detailed in section 3.11 above for a period of 12 months after the date of the last arrival.

<b>General tariff for local authorities</b>		
Individual's first year (incl interim subsistence payment)	Individual's second year	Individual's third year
£10,500	Not known / tbc	Not known / tbc

- 7.4.10 The total estimated value of the contract is based on the number of Guests that the city may receive and is also based on the current per capita cost for the procurement of a contract for similar services already held by the Council. The per capita cost of this contract is £7,251.03. However, this cost does not currently include support for sponsors and is subject to negotiation with the commissioned provider. As the homes for Ukraine scheme is uncapped, the exact value of the contract is unknown.
- 7.4.11 As of 7<sup>th</sup> April, there are currently 425 Guests matched with Birmingham sponsors in the DLUHC Homes for Ukraine portal. Within one year, this figure could double or triple. In order to estimate the value of this contract, this guest count has been multiplied to the per capita cost of the aforementioned contract, the table below provides an estimated value for the contract.

<b>Estimated value of contract:</b>			
Per Capita cost	425 guests	850 guests	1000 guests
£7,251.03	£3,081,687.75	£6,163,375.50	£7,251,030

- 7.4.12 It must be noted that the payment to the local authority is contingent upon the safeguarding checks completed and uploaded against sponsors on the Homes for Ukraine portal. Further details and guidance related to payments have yet to be released by DLUHC.
- 7.4.13 A proportion of the balance will be utilised as a contingency resource to cover emergency placement costs, where the Homes for Ukraine sponsorship breaks down irrevocably and a guest requires urgent temporary re-housing whilst re-

matching to a new sponsor or private rented accommodation provision is being sourced. The cost of emergency accommodation at LA rates is £164.61 for B+B and between £230-£250 pwk/person for commissioned providers, and hotel costs can vary. Retaining a 1% contingency would equate to £150 per arrival or £47,250 for 425 guests. This would cover the cost of providing 14 emergency placements in commissioned provision for up to 1 week for a family of 2.

- 7.4.14 The emergency placement financial support processes will be agreed with the commissioned provider but will be time-limited and dependent upon available contingency resources. It is anticipated this contingency will seek to mitigate (for a short time at least) the cost to the public purse of providing emergency temporary accommodation in the event of sponsorship breakdown.
- 7.4.15 The remaining balance of the general tariff will be utilised to cover any additional administrative costs and to deliver additional services dependent upon the needs that may present as the Homes for Ukraine scheme is delivered across Birmingham. This may include either procuring additional services or extending existing services to support Ukrainian guests and sponsors.
- 7.4.16 Due to the expected numbers of guests arriving into Birmingham on this uncapped scheme, there will be a need to increase the co-ordination capacity of the refugee and migration team and recruit a GR4 post to provide dedicated support for an initial period of 12 months. The cost would be £45,000 including on-costs for a 12-month period. This cost will be covered from the general tariff.
- 7.4.17 Administration and overhead costs for management and administration of the resettlement scheme only is carried out by the Refugee & Migration Commissioning team, Adults Social Care, which is an existing team funded solely by other existing grants.
- 7.4.18 From estimations of support required and of existing refugee schemes we are comfortable that the 12 month funding package per individual is sufficient for support without creating short term financial pressure on the Council, and that its application over the 12 months after the arrival of the last guest, will minimise the need for ongoing support to individuals at a cost to the public purse.

## **7.5 Procurement Implications**

- 7.5.1 The selection of Refugee Action is based on them being the current and trusted provider of refugee resettlement in the city as well as their continued performance under previous and current commissioned services. Contract management information both previously and currently has always been above satisfactory, demonstrating the organisations' ability and capacity to deliver wraparound support for Guests at the scale required and as detailed in 3.8 - 3.11.
- 7.5.2 The contract will start as soon as possible and will be in place to welcome Guests for 12 months and the duration will be for another 12 months after the last Guest is accepted into the service; this date is to be determined.

- 7.5.3 Given the current crisis in Ukraine, there is clear evidence that there is an unforeseen priority that justifies the use of a Single Contractor Negotiation.
- 7.5.4 As set out in 2.1b above, an award report will set out the outcome of the single contractor negotiations.
- 7.5.5 Following work to accommodate displaced individuals from Syria and Afghanistan, this is now the third in a succession of emergency measures that the Council has taken to welcome and support refugees/guests from countries of conflict. Given this, officers will seek to establish a framework of suitably experienced providers, by April 2023, that can be called-off from should the demand for resettlement services continue.

#### **7.5.6 Human Resources Implications**

- 7.5.7 Due to the expected numbers of guests arriving into Birmingham on this uncapped scheme, there will be a need to increase the co-ordination capacity of the refugee and migration team and recruit a GR4 post to provide dedicated support for an initial period of 12 months.
- 7.5.8 The post would provide dedicated project support. The postholder will co-ordinate the information sharing protocol between the DLUHC Homes for Ukraine portal, the BCC internal Ukraine response SharePoint and the commissioned provider of resettlement support services. They will co-ordinate the delivery of safeguarding checks on sponsors, establish appropriate processes for re-matching guests (once details have been confirmed by central government) with the commissioned provider. The post will Coordinate and facilitate partnership working in the project and processes, between all its partners and stakeholders They will manage and facilitate the effective delivery of the resettlement and integration component of the Homes for Ukraine scheme.
- 7.5.9 A JEQ exists for a similar role (LAASLO) within the Refugee and Migration Tat Gr4. Due to the time sensitivity of this scheme, permission will be sought to recruit internally as a secondment and through agency.

#### **7.6 Public Sector Equality Duty**

- 7.6.1 The purpose of the contract is to ensure the local authority can discharge its responsibilities under the Equality Act through the provision of resettlement support and co-ordination to arriving Ukrainian guests and their sponsors.
- 7.6.2 Those arriving are predominantly women and children and mitigations have been considered for minimising risk through the urgent commissioning of this contract.
- 7.6.3 An Equality impact Needs assessment has not been completed for this report due to the urgent need to commission a service provider.

**8 Appendices**

**9 Background Documents**

City of Sanctuary Policy Statement 2018-22