

BIRMINGHAM CITY COUNCIL

SUSTAINABILITY AND TRANSPORT O&S COMMITTEE

0930 hours on 22nd February 2019, Committee Room 6 – Actions

Present:

Councillor Liz Clements (Chair)

Councillors Zaker Choudhry, Kath Hartley, Tim Huxtable, Josh Jones and Chaman Lal.

Also Present:

Councillor Waseem Zaffar, Cabinet Member for Transport & Environment

Councillor Jon Hunt, Perry Barr ward

Councillor Morriam Jan, Perry Barr ward

Andy Child, Consultant

Andy Everest, Highways Lead

Phil Edwards, Assistant Director, Transport & Connectivity

Doug Lee, Development Planning Manager

Peter Parker, Head of Infrastructure Delivery

Baseema Begum, Scrutiny Officer

Rose Kiely, Overview & Scrutiny Manager

1. NOTICE OF RECORDING/WEBCAST

The Chair advised those present that the meeting would be webcast for live and subsequent broadcast via the Council's Internet site and that members of the press/public may record and take photographs except where there are confidential or exempt items.

2. APOLOGIES

Councillors Hendrina Quinnen and David Barrie.

An apology was also received from Councillor Gary Sambrook.

3. DECLARATIONS OF INTERESTS

Cllr Lal declared that he is a cabinet advisor to the Cabinet Member for Transport & Environment.

Cllrs Hartley, Huxtable and Lal confirmed their roles as members of the West Midlands Combined Authority's Transport Delivery Committee.

4. COMMONWEALTH (CWG) PERRY BARR HIGHWAY INFRASTRUCTURE - OPTIONS APPRAISAL REPORT CALL-IN

The Chair, Cllr Clements welcomed attendees and requested Cllr Hunt to give the Committee the reasons for his call-in request.

Cllr Hunt clarified the reasons for the call-in as set out in the form (reasons for call-in) and made the following specific points:

- Residents and businesses concerns have been underestimated. There is no evidence from Highways England of the impact on the motorways and furthermore there is no indication of the additional traffic that will be diverted onto other nearby roads. From the modelling done it is expected that there will be additional 4% increase in traffic on the rest of the road network.
- The flyover is the major arterial route into the city centre and its retention would mean traffic flowing easily during the period when other works are happening in the area.
- The cost-benefit analysis done for major schemes is not accounted for in the report. This is significant if the work is carried out over 2 years.
- Residents signed a number of petitions and these have been discharged without reply – these views should be included as part of the consultation.
- The proposed consultation is on option 2 only and no other options or choices are given. Will the proposed consultation be meaningful? What will happen if the first option is unworkable?
- The approval given at Planning Committee for the traffic plan submission retains the flyover. Therefore what has happened to this?
- On 1st February the Cabinet Member was sent an alternative option as agreed with residents of Perry Barr. This was referred to at City Council on 5th February by Cllr Morriam Jan.
- Businesses in the area have serious concerns about the disruption and the impact of the proposed traffic light junction to replace the flyover.
- There is inadequate information on the period of disruption for residents, commuters and businesses.
- Area nearby that is currently a lorry park and purchased by the Council and will be part of a housing development after the Games. Can this be used to mitigate some of the traffic management?

- Perception that flyover is an ‘eyesore’ and removal needed is more for aesthetic reasons rather than what residents and local businesses actually want.

Cllr Jan added the following points:

- The impact on the local area has been underestimated and residents & businesses views have not been taken on board. 6,000 residents have signed a petition against removing the flyover.
- There is a need to consider commuters, school children and others who travel through the area and will be negatively impacted by the additional time to their journeys.
- Discussions also need to take place with neighbouring Councils to assess the impact of additional traffic in their areas.

Cllr Zaffar responded to the issues raised as follows:

- 2 options were ruled out by cabinet so the Council will only be consulting on the option as set out in the Cabinet report and agreed.
- Council officers have been working with residents and speaking to stakeholders and businesses as part of the options appraisal. Ward Councillors for the ward and adjoining wards and the MPs for the area have been offered briefings, some of which have been taken up. The OneStop shopping centre has also been engaged with and the Council will continue to do so with all stakeholders.
- The Games are a catalyst for the wider regeneration and the economic development of Perry Barr and the legacy that is left behind is important. All infrastructure improvements both transport and housing are transformational with the introduction of cycling lanes, SPRINT and better walking route for pedestrians. The long term impact of the changes is also favourable to private sector businesses in the area.
- There is work to be done in the short term on mitigations to support residents and businesses.
- The information submitted by Cllr Hunt was not technical information and did not factor in cycle lanes or the SPRINT route. Plot 10 of the Athletes Village will bring 239 homes to the area and has been granted planning permission. These homes will be built after the Games and will serve as a legacy.
- If the flyover is kept then it will mean longer delays as the flow of traffic would be constrained with the development of housing in the same area.
- Consultation and engagement has been misunderstood. Currently the Council has been engaging with agencies, stakeholders and others including Highways England, the MP for Perry Barr, neighbouring local authorities and Councillors in neighbouring wards. Engagement has been wide range and positive.
- Consultation and engagement will take place moving forward with additional wards in north-west Birmingham.

- It takes time to create an integrated transport scheme and 1500 homes and the flyover is a barrier to achieving this. There is also a need to make changes to improve public transport.
- The petitions received were signed before the modelling was completed and so were discharged.
- Plain language will be used in the consultation to help resident, businesses and stakeholder understanding.
- That he would like to extend an invitation to the Committee and Perry Barr ward Councillors to be involved in the co-designing of the consultation before proceeding with the full business case. It is anticipated that this will be prior to September 2019.

Phil Edwards added further clarification:

- A CPO follows a set procedure. This includes engaging with landowners on various options.
- Further detailed information has been received from OneStop and this will be looked at in detail. Officers have been engaging with OneStop.
- The Planning Committee approved an appraisal on base options including an adequate housing level.
- Aesthetics of Perry Barr is a secondary issue. Key objectives are to be transformational.
- A number of tiers of modelling have been undertaken. A West Midlands strategic model has been used to model the changes and the impact on neighbouring authorities. The Council has been speaking to contractors with regards to using Plot 10 to manage traffic (a key travel demand as listed in Birmingham Connected).
- Disruption could be longer than 2 years. Consultation to take place followed by a report to Cabinet to receive authority to go forward with a full business case. Consultation will include CGI graphics and use of social media to reach people and help their understanding.
- Work is expected to start in early 2020 with an expected finish in December 2021.
- Schemes do change as part of a consultation exercise so all feedback will be considered as part of the final case put forward to Cabinet.

In response to a query about the CPO process and the possibility of a delay due to a public inquiry Doug Lee confirmed that any public inquiry hearing would be estimated to be held in early July 2019.

Peter Parker explained in respect of the impact of longer journey times that the modelling done indicated with option 2 that there would an additional 1 minute added. Option 3 indicated an additional 2 minutes and was better than the result for option 1. He added that an engagement and consultation plan including a letter drop from the city centre to the M6 motorway would include businesses and residents that

travel through the area. In addition drop-in sessions will be held during the week and weekends to engage with residents, businesses and other stakeholders.

Cllr Hartley requested that the Committee keeps an overview of the transport work in relation to the Games on the Committee's future work programme.

Following further discussion with the Committee the Chair, Cllr Clements confirmed that she would write to the Cabinet Member and officers with the concerns raised including a framework setting out the expectation on consultation and engagement and how the Committee and ward Councillors would be engaged going forward.

It was also agreed that the Committee should receive regular updates on the transport aspect of the work happening in relation to the Games.

A vote was then taken in respect of the request for call-in and the votes were cast as 3 (For), 2 (Against) and 1 (Abstention).

The report was therefore not 'called-in' and the Cabinet Member and officers were advised accordingly.

5. REQUEST(S) FOR CALL IN/COUNCILLOR CALL FOR ACTION/PETITIONS (IF ANY)

None.

6. OTHER URGENT BUSINESS

None.

7. AUTHORITY TO CHAIRMAN AND OFFICERS

Agreed.

RESOLVED:-

That in an urgent situation between meetings the Chair, jointly with the relevant Chief Officer, has authority to act on behalf of the Committee.

The meeting ended at 11:40 hours.