Executive Summary

1.1 To seek approval to the Options Appraisal for transformational highway infrastructure improvements at Perry Barr to support the Commonwealth Games (CWG) and legacy growth and to proceed with the development of a preferred option to full public consultation. The drawings are attached in Appendix B. The key objectives of this project are to improve transport connectivity between the Birchfield Retail Core, One Stop Shopping Centre and the CWG Athletes’ Village and legacy residential sites; to support the successful delivery of the Games; and to act as a catalyst for further development in Perry Barr.
To approve the procurement strategy for the delivery of the highways and infrastructure works at Perry Barr.

To note and discharge the petitions received as detailed in Sections 5.8 and 5.9 in relation to the removal of the Perry Barr Flyover.

2 Recommendations

2.1 Approves the Options Appraisal contained in Appendix A of this report and to progress with Option 2 to full public consultation, detail design and Full Business Case stage, at a total estimated capital cost of £27.1m.

2.2 Approves the inclusion of the design and construction of the highway infrastructure works into the contract for the development of the Commonwealth Games Village, subject to agreement with Lendlease Ltd and a value for money appraisal and delegates:

(i) Authority to the Assistant Director of Transportation and Connectivity to procure, appoint and place orders with Lendlease Ltd to carry out design development, construction planning and detailed design.

(ii) The award of the construction works contract to Lendlease Ltd to the Leader jointly with the Director, Inclusive Growth.

2.3 In the event that 2.2 is not taken forward to delegate authority to the Assistant Director of Transportation and Connectivity to procure, appoint and place orders with a Design and Build Contractor to carry out design development, construction planning and detailed design using the Council’s Highways and Infrastructure Works Framework Agreement.

2.4 Notes that Cabinet, through the Outline Business Case for the Commonwealth Games Village and the wider Perry Barr Regeneration Programme approved on 26 June 2018, delegated:

(i) The approval of the Full Business Case to the Leader jointly with the Director Inclusive Growth and the Chief Finance Officer

(ii) The award of the construction works contract through the Council’s Highways and Infrastructure Works Framework Agreement to the Leader jointly with the Director Inclusive Growth.

2.5 Authorises the discharging of petition numbers 2073, 2088 and 2103 received as detailed in Sections 5.8 and 5.9 in relation to the removal of Perry Barr Flyover and that Councillors Jon Hunt and Morriam Jan and the first-named petitioners be informed accordingly.

2.6 Authorises the City Solicitor (or their delegate) to negotiate, execute and complete all necessary agreements and documentation to give effect to the above recommendations.

3 Background

3.1 On 26th June 2018 Cabinet approved the Outline Business Case (OBC) for the Commonwealth Games Village and the wider Perry Barr Regeneration Programme and gave authority to make a Compulsory Purchase Order (CPO) to enable the delivery of the Commonwealth Games Athletes’ Village, the
upgrade of transport infrastructure and associated public realm enhancements. The OBC set out the proposed transport infrastructure including the possible removal of Perry Barr Flyover and Birchfield Underpass. This Options Appraisal presents a further examination of these options to retain/remove the flyover and underpass following the completion of detailed traffic modelling and seeks approval to proceed with a preferred option to full public consultation. Traffic Modelling Data is attached as Appendix E.

3.2 The CPO was made in December 2018 and includes land for the various purposes listed in paragraph 3.1 including delivery of highway improvements, Sprint bus rapid transit and cycle infrastructure. Nineteen objections have been received, some of which relate to the highway proposals. The City Council and its agents will continue to engage with all affected parties to resolve their objections as per standard processes.

3.3 As part of the village and legacy housing development, for which planning consent was granted on 20th December 2018, a 200m section of Aldridge Road (A453) is to be closed to through traffic. As a result of this, the A34/A453 junction needs to be reconfigured. The proposed junction works will seek to improve connectivity across the highway and will help knit the Perry Barr centre back together and will promote walking and cycling within the centre and local area and link residents to shops, the railway station, bus interchange and Perry Hall Park. In addition the proposals aim to manage the movement of cyclists, buses including Sprint and general traffic both to/from and through the area.

3.4 The CPO mentioned in paragraph 3.1 above was made on 7th December 2018 and the land included in the CPO is required to deliver the highway improvements including the provision of bus lanes and cycle infrastructure.

3.5 The Birmingham Development Plan identifies Perry Barr District Centre as a key growth area. Birmingham Connected seeks to deliver an integrated transport system to support economic growth and job creation at Perry Barr and this will take the shape of:

- The creation of a new public transport interchange integrating rail (including a redesigned station), bus and Sprint (bus rapid transit);
- The introduction of a new Sprint route along the A34;
- The introduction of a dedicated cycle route; and
- Capping of Birchfield Island to create a better environment for pedestrians and cyclists through the removal of pedestrian subways and creation of at-grade crossings and dedicated cycle track.

3.6 These interventions provide for modal shift and behaviour change which will create a public transport-focussed environment and will enable placemaking-led infrastructure interventions to be implemented.

4 Options Considered and Recommended Proposal

4.1 Three options have been considered in detail as set out below, which seek to bring about significant transformation above and beyond the proposals included within the planning consent:
- Option 1: Removal of A34 flyover and the A34 underpass and replacement of the A34/A4040 roundabout with a four arm traffic signal junction;
- Option 2: Removal of A34 flyover, retention of A34 underpass and replacement of the A34/A4040 roundabout with a four arm traffic signal junction; and
- Option 3: Retention of A34 flyover and A34 underpass and replacement of the A34/A4040 roundabout with a four arm traffic signal junction.

4.2 The appraisal of the three options is outlined in Appendix A. The options drawings are attached in Appendix B.

4.3 Approval through this report is sought to proceed with Option 2 to full public consultation, as this option provides on balance a better overall scheme taking into consideration the following:

- Enabling transformational change and regeneration to the Perry Barr area and acting catalyst for further development;
- The management of the movement of people to/from Perry Barr and along the A34 using sustainable modes of transport whilst recognising the A34 as a strategic route;
- The delivery of transport infrastructure to support the development of new commercial and residential uses in the district centre, which create a sense of arrival;
- The provision of direct pedestrian crossing between the new village and the shopping centre, bus interchange and rail station, along with the creation of high quality public realm at the A34/A453 and A34/A4040 junctions to create a place where people want to visit, shop, work or live;
- The provision of a cycle track / shared footway from the District Centre connecting to the Birmingham Cycle Revolution scheme at Heathfield Road;
- The provision of bus lanes on both sides of the A34 between Birchfield Island and Aldridge Road;
- Access to One Stop Shopping Centre through the creation of a focal point all movement traffic signal junction at A34/A453;
- The removal of the convoluted pedestrian subway/footbridge arrangement at the A34/A4040 junction and introduction of at grade crossings incorporated into the proposed traffic signals thereby reducing the perception of crime/ anti-social behaviour; and
- The ability to link, and remotely control, traffic signal junctions and pedestrian crossing on the A34 to manage the flow of traffic.

4.4 In summary the removal of the Perry Barr flyover is a key element of proposed highway improvements, as well as placemaking in Perry Barr, and growth and transformation of Perry Barr district centre. The flyover is a physical and visual barrier that contributes to transport and highways infrastructure dominating and bisecting the centre. Its removal will deliver a much more attractive, legible and connected urban centre, whilst promoting sustainable forms of transport. It will create a better quality environment and access for sites fronting the highway, including residential and commercial development delivered here, and will
improve development value thereby improving viability. The introduction of the wider transport infrastructure proposals at this location are key to encouraging people to travel by bus, train and cycle. Modal shift is essential to the efficient management of traffic along the A34 and the wider movement of people in the context of growth and City Council policies.

4.5 The delivery of the changes to the highway will result in a period of disruption to users. The project team will work with Transport for West Midlands (TfWM) to endeavour to keep traffic disruption to a minimum through (i) a phased construction approach; (ii) co-ordination of the highway contract with adjoining contracts e.g. Village, Bus Interchange, Rail Station and Sprint and (iii) the introduction of a Travel Demand Management Strategy to promote travel time and mode shift. The contractor’s temporary traffic management proposals for the highway works are subject to approval in accordance with the City Council’s Traffic Management Protocol process.

5 Consultation

5.1 The development of the proposals has been discussed with Officers in Highways and Infrastructure, Transportation and Connectivity and Planning who are supportive of the proposals progressing to full public consultation.

5.2 Officers from City Finance, Legal and Governance and Corporate Procurement have been involved in the preparation of this report.

5.3 The Options have been discussed with Officers from TfWM, Highways England (HE), Sandwell MBC and Walsall MBC; further discussions are to be held, particularly around the traffic modelling work and developing proposals for Sprint. All parties have indicated they intend to provide a formal response at the consultation stage.

5.4 Officers from Transportation and Connectivity have attended Perry Barr Ward Committee and Perry Barr Residents CWG Liaison Group to explain the options being considered and that a full public consultation will be undertaken on the preferred option.

5.5 The Ward Councillors for Aston, Lozells, Oscott, Perry Barr, Birchfield and Kingstanding have been invited to private briefings to discuss the options. Dialogue will continue with the Ward Councillors on the preferred option and formal responses sought at the consultation stage. Discussions have taken place with the MP for Perry Barr on the options and a formal response will be sought at the consultation stage.

5.6 Officers have engaged with the owner / operator of One Stop Shopping Centre to discuss the options. One Stop has requested further information on the traffic modelling and has raised concerns over the access / egress arrangements. Officers will continue discussions with One Stop to seek to address the concerns raised. One Stop has objected to the CPO.

5.7 A full public consultation will be undertaken on the preferred option in spring 2019 and the feedback will be reported and used to inform the Full Business Case Report.
The City Council has received 4 petitions as follows;

- Petition no. 2073 to City Council on 11th September 2018 containing 451 signatures from the Perry Barr Ward Councillors requesting ‘That the proposal to remove the Perry Barr flyover be halted and the flyover retained to prevent unnecessary disruption to traffic in the run-up to the Commonwealth Games, and to continue the smooth flow of traffic, especially high speed buses on the A34’.

- Petition no. 2088 to City Council on 6th November 2018 containing 2151 signatures from the Perry Barr Ward Councillors stating ‘We the undersigned request proposal to remove the Perry Barr flyover be halted and the flyover retained to prevent unnecessary disruption to traffic in the run-up to the Commonwealth Games, and to continue the smooth flow of traffic, especially high speed buses on the A34’.

- Petition no. 2087 to City Council on 6th November 2018 containing 116 signatures from the Perry Barr Ward Councillors stating ‘We the undersigned are deeply concerned about the combined impact of the proposal to remove the Perry Barr Flyover and introduction of SPRINT bus services (with fewer seats) on the excellent X51 service and call for proposals that improve this service’.

- Petition no. 2103 to City Council on 15th January 2019 containing 239 signatures from the Perry Barr Ward Councillors stating ‘We the undersigned request proposal to remove the Perry Barr flyover be halted and the flyover retained to prevent unnecessary disruption to traffic in the run-up to the Commonwealth Games, and to continue the smooth flow of traffic, especially high speed buses on the A34’.

Petition numbers 2073, 2088 and 2103 have been discussed with the Perry Barr Ward Councillors and the Cabinet Member for Transport and Environment. Taking into consideration the representations made by the Perry Barr Ward Councillors and the benefits set out in 4.3 and 4.4 above authority is sought through this report to discharge these three petitions.

Petition number 2087 will be considered as part of the Sprint report to be presented to Cabinet in summer 2019.

Risk Management

The risks are set out in Appendix C.

Compliance Issues:

How are the recommended decisions consistent with the City Council’s priorities, plans and strategies?

The proposals set out in this report will support the delivery of the Council Plan and Budget 2018+. They will support the delivery of the ambition set out in the adopted Birmingham Development Plan (BDP), as well as the Aston Newtown Lozells Area Action Plan (AAP), Birmingham Connected, and the city’s role as Host City for the 2022 Commonwealth Games.
7.1.2 The transport infrastructure proposals support development activity that will help to create jobs and support supply chain industries, supporting the local economy.


Compliance with the BBC4SR is a mandatory requirement that will form part of the conditions of this contract. The contractors undertaking this project work under the Commonwealth Games Village contract or using the Council’s Highways and Infrastructure Framework Agreement are certified signatories to the BBC4SR and will provide additional actions proportionate to the value of each contract awarded. These additional actions will be identified by the project team and will include employment opportunities and will be monitored and managed during the contract period.

7.2 Legal Implications

7.2.1 The City Council in carrying out transportation, highway and infrastructure related work will do so under the relevant primary legislation comprising the Town and Country Planning Act 1990; Highways Act 1980; Road Traffic Act 1974; Road Traffic Regulation Act 1984; Traffic Management Act 2004; Traffic Act 2000 and other related regulations, instructions, directives, and general guidance.

7.3 Financial Implications

7.3.1 The following table shows the estimated capital cost of the three options.

<table>
<thead>
<tr>
<th>Option</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Option 1</td>
<td>£30.2m</td>
</tr>
<tr>
<td>Option 2</td>
<td>£27.1m</td>
</tr>
<tr>
<td>Option 3</td>
<td>£26.4m</td>
</tr>
</tbody>
</table>

7.3.2 This project forms a part of the overall Commonwealth Games Athletes Village project, for which Cabinet approved an Initial Business Case in June 2018 that included an indicative estimate of the cost of the highway works of £26m. The estimated capital cost of the preferred Option 2 is £27.1m, which is to be funded from Government Infrastructure Grant (£24.7m), Prudential Borrowing (to be repaid using receipts from sale of dwellings) (£1.13m) and Local Growth Fund (£1.27m, includes £1.1m LGF from Birmingham Cycle Revolution for cycle measures) as a part of the overall budget for the Commonwealth Games Athletes Village. The project team will work with the appointed design and build contractor to deliver the preferred option applying value engineering principles that meet the project objectives in bringing forward growth and transformation to Perry Barr District Centre.

7.3.3 This project will create assets that will form part of the highway upon completion of the project; as such they will be maintained within the overall highway maintenance programme. The estimated net cost of any newly created assets within the highway maintenance process will be established once the design for the preferred option has been further developed and reported in the Full Business Case report along with the
funding source. The detail design will be developed with a view to minimising the future maintenance liability on the City Council.

7.4 Procurement Implications (if required)

7.4.1 Lendlease Ltd has been awarded a contract for the residential element for the Athletes’ village for the management of the construction works. It has been identified that there are synergies and efficiencies that can be realised by Lendlease operating as a managing contractor to deliver the highway infrastructure external to the village. The contract for the residential element includes the requirement to construct the private highway infrastructure within the village boundary and associated changes to the public highway. It is prudent to explore this opportunity with Lendlease to put in place the best delivery model possible to ensure that both projects are delivered simultaneously to the fixed deadline for the Games. The initial proposal is that Lendlease will procure (through competitive tender) and manage the delivery of the highway infrastructure works and the sub-contractors and this will enable co-ordination and alignment between and village works and highway infrastructure works to pre-empt and manage any issues that arise during the delivery of the projects. A value for money appraisal will be produced and approved by the Director, Inclusive Growth that will detail the options considered and demonstration of value for money (VFM) to the City Council.

7.4.2 In the event that the proposal in 7.4.1 is not taken forward, the highway infrastructure works will be tendered using the Council’s Highways and Infrastructure Framework Agreement Lot 4 – Works above £500,000. It is proposed to engage a Design and Build Contractor.

7.4.3 The key stages of the procurement process with indicative dates are set out below:

- Tender Period and Evaluation – Early 2019
- Appoint Contractor for Design Only– Spring 2019
- Detailed Design and firm up target cost – Summer/Autumn 2019
- FBC Approval – Autumn 2019
- Appoint Contractor for Construction – Autumn 2019
- Construction – Early 2020 to late 2021.

7.4.4 Approval is sought through this report to delegate to the Assistant Director Transportation and Connectivity to appoint a Contractor through the Council’s Highways and Infrastructure Framework Agreement or to appoint Lendlease Ltd to undertake Design Development, Construction Planning, Detail Design and to agree a target works cost.

7.4.5 The placement of a contract for the highway infrastructure construction works with either Lendlease or a contractor from the Highways and Infrastructure Framework Agreement will be subject to securing Full Business Case approval in autumn 2019.

7.5 Human Resources Implications (if required)
7.5.1 The management and delivery of the Perry Barr infrastructure works will be undertaken by officers within Transportation and Connectivity supported by external consultants for professional services.

7.6 Public Sector Equality Duty

7.6.1 An Equalities Analysis Initial Assessment has been carried out and is attached as Appendix D. This found that this report 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. This will be reviewed at FBC stage.

8 Background Documents

8.1 Birmingham Development Plan
8.2 Aston, Newtown and Lozells Area Action Plan
8.3 Report to Cabinet 26th June 2018- Commonwealth Games Village and the Wider Perry Barr Regeneration Programme- Outline Business Case

8.5 List of Appendices accompanying this Report:

- 1. Appendix A – Options Appraisal
- 2. Appendix B – Drawings
- 4. Appendix D – Equality Analysis
- 5. Appendix E – Traffic Modelling Data
Perry Barr/Birchfield is a focus for significant growth and is identified as a District Centre growth point in the Area Action Plan (AAP) for Aston, Newtown and Lozells and within the Birmingham Development Plan (2017). The area has the potential to accommodate a significant level of commercial growth and some 5000 new homes, the first phase of which will see around 1,400 homes delivered in the Athletes’ Village for the 2022 Commonwealth Games.

The Athletes Village will accommodate around 6,500 athletes and officials and was central to Birmingham’s bid to host the Commonwealth Games. After the Games, the dwellings will be retro-fitted to provide residential units that will be suitable for sale on the open market, or rent either as affordable housing or to the private rented sector.

To deliver the Games successfully, West Midlands Combined Authority (WMCA) is required to accelerate part of its £8bn 2026 Delivery Plan for Transport. This includes the upgrade of local railway station, improved bus interchange and bringing forward a new bus rapid transit service (SPRINT) to encourage more active and green travel. These works will improve transport connectivity for Perry Barr and Games-times movement.

Significant highway works are necessary at the junction of the A34/A453 and at the A34/A4040 junctions to enable the land for the residential element of the Athletes’ Village to be assembled and is crucial to the growth and transformation of Perry Barr District Centre.

To support the proposed growth in Perry Barr significant investment to improve transport infrastructure is required. On the 26th June 2018 Cabinet approved the Commonwealth Games Village and the Wider Perry Barr Regeneration Programme- Outline Business Case which set out the proposed transportation infrastructure measures. The scheme objectives are to enable access to key development sites by:

- Managing the movement of cyclists, buses including Sprint and general traffic both to and through the area;
- Improve journey time reliability for public transport;
- Provide safer infrastructure for all road users;
- Provide high quality & continuous facilities for cyclists;
- Enhance connectivity for pedestrians and cyclists between:
  - One Stop shopping centre;
  - Railway station;
  - Bus Interchange;
  - The traditional retail core at Birchfield Roundabout to the south; and
  - The proposed Commonwealth Games Village and future housing development.

The cost estimate for the highway infrastructure measures is between £26.4m and £30.2m (depending on the preferred option selected), which includes the reconfiguration of the A34/A453 junction and the replacement of Birchfield roundabout with a traffic signal junction.

Planning consent was granted 20th December 2018 for the Village and legacy
housing development, the consent included the closure of a 200m section of Aldridge Road (A453) for general traffic. The road would be subject to public realm improvements and retained as a route for cyclists, pedestrians and buses. As a result of the closure of Aldridge Road the A34/A453 junction has to be reconfigured as a minimum.

This Options Appraisal considers the options to retain or remove the A34 flyover at Perry Barr and the A34 Birchfield underpass and seeks approval to proceed with the preferred option. The options considered, which go beyond the consented planning scheme are outlined below:

- Option 1: Removal of A34 flyover and the A34 underpass and replacement of the A34/A4040 roundabout with a four arm traffic signal junction.
- Option 2: Removal of A34 flyover, retention of A34 underpass and replacement of the A34/A4040 roundabout with a four arm traffic signal junction.
- Option 3: Retention of A34 flyover and A34 underpass and replacement of the A34/A4040 roundabout with a four arm traffic signal junction.

The options are shown on the drawings in Appendix B to the Executive Report. The evaluation of the three options is given in Section 2 'Options Appraisal Records' below.

Walking and Cycling – all three options provide for footways on both sides of the road and a signalised pedestrian / cycle crossing on the A34 just to the north of the bus interchange. A new pedestrian crossing is provided across Aldridge Road at the junction with A34. The existing pedestrian subway under the A34 is expected to be retained and refurbished as part of the wider infrastructure improvements. The removal of the convoluted pedestrian subway/footbridge arrangement at the A34/A4040 junction and introduction of at grade crossings incorporated into the proposed traffic signals thereby reducing the perception of crime / anti-social behaviour. A new two way cycle track is proposed on the eastern side of the A34 to connect to the Birmingham Cycle Revolution route that is now substantially complete from the City Centre to Heathfield Road. Cyclists will use the new crossing on the A34 to connect to the cycle provision that is proposed on the eastern side of the A34 from One Stop northbound. The ‘closed to through traffic’ section of Aldridge Road is to be retained as highway for pedestrian, cycle and bus use only and be integrated into the village development either side through public realm improvements offering opportunity for buses to service the village.

Bus Lanes and Bus Journey Times;

- Options 1 and 2 include provision of a bus lane in each direction for SPRINT and general buses for the majority of the scheme. Option 3 provides a bus lane in the southbound direction and a short section of bus lane in the northbound direction. The bus lanes aim to compliment the A34 SPRINT proposals being developed by Transport for West Midlands. For the purposes of developing the Options a bus lane on the A34 Southbound approach to the A453 of approximately 100m has been included, no further provision for SPRINT on the A34 to the north of Perry Barr Centre has been factored in at this stage, while TfWM refine proposals following their recent consultation process.
- A separate analysis of SPRINT bus journey times along the A34 within the limits of the proposal has been undertaken. In the AM peak (travelling into city) Option 2 improves the SPRINT bus journey time by approximately 2min, Option 3 improves the SPRINT bus journey time by approximately 3min when compared to the existing layout and to the bus services that do not use the flyover.
- In the PM peak (travelling out of city) the traffic modelling indicates there is no significant difference between Options 2 and 3 on bus journey times.
- Transport for West Midlands have provided the following journey time
data for the A34 SPRINT, this will be reviewed further at detailed design stage:

- The SPRINT scheme between Walsall and Birmingham aims to provide a reliable journey time of less than 38 minutes which is 5 minutes quicker than the current timetabled bus journey time. The SPRINT scheme also aims to provide a reliable journey time of less than 15 minutes between Perry Barr and Birmingham during peak times, which is 3 minutes quicker than the current timetabled bus journey time. Real journey time information shows that current bus trips frequently take longer than the timetabled information and there is significant fluctuation in journey times.

- The journey time for general traffic from Walsall to Birmingham in the AM peak takes approximately 9 minutes longer than the proposed SPRINT bus. The journey time from Perry Barr to Birmingham in the AM peak for general traffic is 18 minutes which is 3 minutes longer than the proposed SPRINT bus.

- In the PM peak the journey time for general traffic from Birmingham to Walsall takes approximately 8 minutes longer than the proposed SPRINT bus. The journey time from Birmingham to Perry Barr in the PM peak is similar for both general traffic and the proposed SPRINT bus.

At the detailed design stage of the traffic signals, advanced vehicle detection for Sprint and general buses will be incorporated.

Traffic Modelling Approach

The three options have been assessed using a variety of traffic modelling software. The first assessment was to model the three options using LinSig. This software models traffic signal junctions to evaluate their effect on traffic capacity and queues. The LinSig outputs for Option 1 show:

- **AM Peak** - the A34 southbound and A453 Aldridge Road approaches to the A34/A453 junction are over capacity with queue lengths over 1.5km. At the Perry Barr junction, the A34 southbound and A4040 westbound approaches are also over capacity.

- **PM Peak** - the A34 / A453 junction, the A453 Aldridge Road approach, the A34 southbound right turn into the shopping centre and the shopping centre exit onto the A34 over capacity. The queues on the shopping centre exit are over 1km in length. At the Perry Barr junction, all arms are over capacity with queues on the two A4040 arms of over 300m, on the A34 southbound approach of over 800m and on the A34 northbound approach of over 2.5km.

- **Saturday Peak** - the A34/A453 junction, the A34 southbound approach, the A34 northbound approach and the shopping centre exit onto the A34 are over capacity. The A34 southbound approach queue is over 1.5km, whilst the queue out of the shopping centre is over 750m. At the Perry Barr junction, the two A34 approaches are over capacity with queues on the southbound approach of over 300m and on the northbound approach of over 1.2km.

This level of delay was considered unacceptable and as a result no further development of this option was carried out.

The second level of assessment used VISSIM which is a form of microsimulation traffic modelling software that simulates the behaviour of each individual vehicle over a local highway network. This provides a visual representation of the traffic flow, highlighting the points on the network where scheme layouts can be further refined to improve operation. VISSIM also provides data for queue lengths and journey times.

A local VISSIM model was developed and validated against observed traffic flows. This became the ‘base’ model against which Options 2 and 3 could be compared. VISSIM models were also developed for Options 2 and 3 to assist
in refining the layouts and to calculate queue lengths and journey times.

The VISSIM model is local in nature, so a strategic model is required to assess any potential impacts of the scheme on the wider area. Transport for West Midlands (TfWM) operates a strategic model of the West Midlands Conurbation known as PRISM. The A34 Perry Barr scheme was set up within the model to assess any wider impacts on the highway network. The outputs from the PRISM modelling show a 4% and 3% re-assignment of traffic to other routes in the AM and PM peaks respectively.

An assumption for modal shift from cars to SPRINT buses and cycling of 2% has been factored into the proposed traffic flows. This is consistent with the Transport for West Midlands forecast that 8% of SPRINT patronage will come from existing car users.

The VISSIM flows were therefore reduced by the above factors to take account of the re-assignment and modal shift and final VISSIM model runs were carried out to determine final traffic data (traffic flow, queues, and journey times).

Traffic Modelling Conclusions

A Model Optioneering Report has been produced by consultants setting out the traffic modelling undertaken for the 3 options. The full report is available as a background document.

The conclusions from the report are given below;

- The initial LinSig analysis showed that Option 1 (flyover and underpass removal) performed the worst of the options analysed and therefore, it was not tested in further detail in VISSIM.
- The results show overall a slight preference for Option 3 in the AM peak. The queues for Option 2 on the A34 North and A453 approaches result in delays for the high volume of southbound traffic. However both options generally perform in a similar manner. The A34 North to A34 South journey time is predicted to be 43 seconds lower in Option 3 compared to Option 2.
- The results indicate that the PM Peak is the critical peak. Option 2 has fairly high northbound queues on the A34 right turn into Aldridge Road but Option 3 has much higher queues of around 2.4km on the A34 northbound approach to the new signalised roundabout, slowing journey times for traffic from the A34 South significantly. The A34 South to A34 North and A453 journey times are predicted to be between 3 and 4 minutes lower with the Option 2 layout. These results clearly indicate that Option 2 is the preferred layout in the PM peak.
- A Saturday Peak traffic model has been developed to primarily assess the impact of the options on the One Stop Shopping Centre. The results for Option 2 show improved journey times for traffic travelling from the A34 and A453 to One Stop compared to the existing situation. The journey times to One Stop for Option 3 from the A34 are quicker than existing however from the A453 the journey times are longer. The journey times from the A4040 to One Stop for both options are approximately 1min longer than the existing journey time. Option 2 performs better than Option 3 for traffic travelling to One Stop. The journey times for traffic leaving One Stop are longer than the current layout for both Options 2 and 3.

Traffic queue lengths and journey times for the AM, PM and Saturday peaks is further detailed in the Traffic Modelling Data attached as Appendix E to the Executive Report.

Based on the PM Peak and Saturday Peak results, Option 2 is the preferred layout, whilst the AM Peak is fairly neutral between the two options.

Capital Funding

The capital cost of Option 2 is estimated at £27.1m. This is funded from
Government Infrastructure Grant of £24.7m, Prudential Borrowing (to be repaid using receipts from sale of dwellings) of £1.13m and Local Growth Fund (LGF) of £1.27m, includes £1.1m LGF from Birmingham Cycle Revolution for cycle measures.

**Revenue Consequences**

This project will both remove and create assets that will form part of the highway upon completion of the project; as such they will be maintained within the overall highway maintenance programme. The estimated net cost / saving of any removal and newly created assets within the highway maintenance process will be established once the design for the preferred option has been further developed and reported in the Full Business Case report along with the funding source. The detail design will be developed with a view to minimising the future maintenance liability on the City Council.

**Social Value**

Compliance with the BBC4SR is a mandatory requirement that will form part of the conditions of this contract. The contractors undertaking this project work under the Commonwealth Games Village contract or using the Council’s Highways and Infrastructure Framework Agreement are certified signatories to the BBC4SR and will provide additional actions proportionate to the value of each contract awarded. These additional actions will be identified by the project team and will include employment opportunities and will be monitored and managed during the contract period.

**PFI Contract Alignment**

Liaison will take place with the Council’s Highway Maintenance and Management contractor (Amey) to avoid conflicts in programming of the work and to seek opportunities of joint working where this is possible. As major changes to the highway infrastructure are planned as part of this scheme, opportunities regarding resurfacing of the highway in this area, replacement of street lighting and footway works can be combined.

**Consultation**

The consultation implications are detailed in section 5 of the Executive Report.

**Air Quality**

To assess the impact of the final option following full public consultation on air quality, the City Council will adopt the approach set out in the Design Manual for Roads and Bridges (DMRB) Advice Note HA 207/07 Air Quality.

### Links to Corporate and Service Outcomes

The proposals set out in this report will support the delivery of the Council Plan and Budget 2018+. They will support the delivery of the ambition set out in the adopted Birmingham Development Plan (BDP), as well as the Aston Newtown Lozells Area Action Plan (AAP), Birmingham Connected, and the City's role as Host City for the 2022 Commonwealth Games.

The transport infrastructure proposals support development activity that will help to create jobs and support supply chain industries, supporting the local economy.

### Project Benefits

The removal of the Perry Barr flyover is a key element of proposed strategic highway improvements as well as the placemaking in Perry Barr, and is crucial to the growth and transformation of Perry Barr District Centre. The flyover is a physical and visual barrier that contributes to the traffic and highways infrastructure dominating and bisecting the Centre. Its removal will deliver a much more attractive, legible and connected urban centre, whilst promoting sustainable forms of transport. It will create a better quality environment and access for sites fronting the highway, including residential and commercial development delivered here, and will improve development value thereby improving viability.

### Project Deliverables

Project deliverables for Option 2:

- Improvements to Birchfield Roundabout/Aston Lane/Wellington Road
### APPENDIX A

- Replacement of the existing roundabout with a traffic signal crossroads junction. This will include the construction of a new deck over the A34 Underpass.
- Introducing traffic signals on four arms of the junction to replace the current roundabout junction arrangement.
- Providing toucan crossing facilities within the signalised junction on all arms.
- The removal of the convoluted pedestrian subway/footbridge arrangement at the A34/A4040 junction and introduction of at grade crossings incorporated into the proposed traffic signals thereby reducing the perception of crime/anti-social behaviour.
- Unnecessary guard railing would be removed.
- Provide for wider footways to provide opportunity for public realm.
- Cycle track provision on the A34 eastern footway.

#### B. Improvements to A34/A453 Perry Barr Gyratory
- Remove general traffic from the section of A453 fronting the former Birmingham City University site. This section of Aldridge Road to become a public realm area integrated into the residential development. Highway status retained for pedestrian, cycle and buses.
- Removal of the A34 Perry Barr flyover.
- New all movement traffic signal junction at the A34/A453.
- Provision of bus lanes on both sides of the A34 and on the A453 approach to the A34.
- Provision of cycle track on the eastern side of the A34 and on the western side from One Stop northbound.
- New toucan crossing for cyclists and pedestrians on the A34 connecting the residential development to One Stop / Bus Interchange / Rail Station.

#### C. Birmingham Cycle Revolution (BCR) A34 Perry Barr
- Extend BCR route from Heathfield Road to Perry Barr Centre on the eastern side of the A34.

#### D. A34 SPRINT route through Perry Barr Centre
- Northbound and Southbound Bus Lanes for SPRINT and general buses.

<table>
<thead>
<tr>
<th>Procurement Implications</th>
<th>The procurement implications are detailed in Section 7.4 of the Executive Report.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taxation Implications</td>
<td>There should be no adverse VAT implications for the City Council in this scheme as the maintenance of highways is a statutory function of the City Council such that any VAT paid to contractors is reclaimable.</td>
</tr>
<tr>
<td>Accountable Body</td>
<td>N/A</td>
</tr>
</tbody>
</table>

### Key Project Milestones

<p>| Options Appraisal for Highway Scheme to Cabinet | Feb 2019 |
| Appoint Contractor for detail design            | Spring 2019 |
| Public Consultation on Preferred Option         | Spring 2019 |
| Detailed Design and firm up target cost         | Summer/Autumn 2019 |
| FBC Approval                                    | Autumn 2019 |
| Appoint Contractor for Construction              | Autumn 2019 |
| Construction Start                               | Early 2020 |
| Construction End                                 | Late 2021 |</p>
<table>
<thead>
<tr>
<th>Dependencies on other projects or activities</th>
<th>Late 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elements of the highway alignment are subject to confirmation of the Compulsory Purchase Order (CPO) made under the Town and Country Planning Act 1990 the details of which were set out in the OBC to Cabinet dated 26th June 2018. The scheme will be subject to confirmation of Section 247 (stopping up) or Traffic Regulation Orders that will restrict traffic on the lower section of A453 Aldridge Road.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Achievability</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A Programme Board has been established to oversee the development and delivery of the projects set out in the Outline Business Case reported to Cabinet 26th June 2018. The project will be managed in accordance with the City Council’s Standing Orders, Financial Regulations and Governance Arrangements as set out in the Council’s Constitution. The Infrastructure Delivery Team within the Transportation &amp; Connectivity section of the Inclusive Growth Directorate will take the lead for Perry Barr highway infrastructure works. The Infrastructure Delivery Team has engaged Aecom to carry out feasibility study, traffic modelling, preliminary design and tender document preparation. Significant internal resource is already committed to the highway infrastructure works and additional resources will be secured through a Design and Build Contract to ensure the delivery of the works by December 2021. The delivery of the changes to the highway will result in some disruption to users. The project team will work Transport for West Midlands (TfWM) to endeavour to keep traffic disruption to a minimum through (i) a phased construction approach; (ii) co-ordination of the highway contract with adjoining contracts e.g. Village, Bus Interchange, Rail Station and SPRINT and (iii) the introduction of a Travel Demand Management strategy to promote travel time and mode shift. The contractor’s temporary traffic management proposals for the highway works are subject to approval in accordance with the Council’s Traffic Management Protocol process. The Infrastructure Delivery Team has successfully delivered to time and budget a number of major highway improvement projects including Ring Road ‘Pinch Point’ Improvements (£14m), Longbridge Connectivity (£8m) and Selly Oak New Road (Phase 1A and 2) (£58m).</td>
<td></td>
</tr>
</tbody>
</table>

**Project Manager**

Jas Chahal  
Email: jaswant.s.chahal@birmingham.gov.uk  
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**Project Accountant**

Guy Olivant  
Email: Guy.olivant@birmingham.gov.uk  
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**Project Sponsor**

Ian McLeod  
Email: ian.mcleod@birmingham.gov.uk  
Tel: 0121 464 9831

**Proposed Project Board Members**

A project board is established with representatives of partners responsible for monitoring and delivering the Perry Barr infrastructure works. This includes:

- BCC (planning, housing, Birmingham Property Services, procurement, finance, transportation) including the Assistant Director, Transportation and Connectivity and the Assistant Director, Regeneration
- Transport for West Midlands
- Homes England
- West Midlands Combined Authority

**Finance Business**

Guy Olivant  
Date of FBP Approval: 18th January 2019
<table>
<thead>
<tr>
<th>Other Mandatory Information</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• <strong>Has project budget been set up on Voyager?</strong></td>
<td>Yes</td>
</tr>
<tr>
<td>• <strong>Issues and Risks updated</strong> <em>(Please attach a copy to the PDD and on Voyager)</em></td>
<td>Yes</td>
</tr>
</tbody>
</table>
2. Options Appraisal Records

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.

<table>
<thead>
<tr>
<th>Option 1</th>
<th>Removal of the A34 Perry Barr Flyover and the A34 Birchfield Underpass. Birchfield Roundabout would be capped and converted into a four arm at-grade signalised junction with integrated pedestrian crossing, cyclist and public transport facilities.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Information Considered</td>
<td>Scheme layout plan. Traffic Modelling outputs. Development proposals. Other transport infrastructure proposals e.g. SPRINT, Bus Interchange, Rail Station and cycling. Access / egress to / from One Stop Shopping Centre.</td>
</tr>
<tr>
<td>Pros and Cons of Option</td>
<td>What were the advantages/positive aspects of this option compared to the existing layout?</td>
</tr>
<tr>
<td>Journey Times and Traffic Queues</td>
<td>No advantages were identified. The level of delay was considered unacceptable and as a result no further development of this option including journey time analysis.</td>
</tr>
<tr>
<td>Access to One Stop Shopping Centre</td>
<td>• All turning movements in and out of One Stop provided at new signalised junction at northern access.</td>
</tr>
</tbody>
</table>
| Buses | • Bus lanes provided on both sides of Walsall Road for regular and SPRINT services.  
• Bus lane provided on short section of Aldridge Road approach to Walsall Road.  
• The ‘closed to through traffic’ section of Aldridge Road would be available to buses heading southbound and a bus stop provided to serve the village. |
| Cyclists and Pedestrians | • Segregated two way cycle lane provided along Walsall Road from the Birmingham Cycle Revolution scheme that currently terminates at Heathfield Road.  
• Shared use cycle/footway provided on the western side of Walsall Road from One Stop.  
• Toucan crossing provided across A34 at One Stop.  
• The ‘closed to through traffic’ section of Aldridge Road would become public realm.  
• Toucan crossings provided for all 4 arms of the proposed traffic signal junction at Birchfield Island location.  
• Pedestrian subways and footbridge at Birchfield Island removed. |
| Public Realm | • The flyover is a physical and visual barrier that contributes to the traffic and highways infrastructure dominating and bisecting the Centre. Its removal will deliver a much more attractive, legible and connected urban centre, whilst promoting sustainable forms of transport. It will create a better quality environment and access for sites fronting the highway, including residential and commercial development delivered here, and will improve development value thereby improving viability.  
• The closure to through traffic of part of Aldridge Road will create a single site for the residential development scheme.  
• Changing Birchfield roundabout to a traffic signal... |
### APPENDIX A

**What are the Disadvantages/negative aspects of this option compared to the existing layout?**

| Journey Times and Traffic Queues | The level of delay was considered unacceptable and as a result no journey time analysis was carried out. The high level queue summary is given below:  
- **AM Peak** - the A34 southbound and A453 Aldridge Road approaches to the A34 / A453 junction are over capacity with queue lengths over 1.5km. At the Perry Barr junction, the A34 southbound and A4040 westbound approaches are also over capacity.  
- **PM Peak** - the A34 / A453 junction, the A453 Aldridge Road approach, the A34 southbound right turn into the shopping centre and the shopping centre exit onto the A34 over capacity. The queues on the shopping centre exit are over 1km in length. At the Perry Barr junction, all arms are over capacity with queues on the two A4040 arms of over 300m, on the A34 southbound approach of over 800m and on the A34 northbound approach of over 2.5km.  
- **Saturday Peak** - the A34 / A453 junction, the A34 southbound approach, the A34 northbound approach and the shopping centre exit onto the A34 are over capacity. The A34 southbound approach queue is over 1.5km, whilst the queue out of the shopping centre is over 750m. At the Perry Barr junction, the two A34 approaches are over capacity with queues on the southbound approach of over 300m and on the northbound approach of over 1.2km |
| Access to One Stop Shopping Centre | **Southern Access**  
- Right turn provision from One Stop to A34 southbound removed for cars and HGV’s. |
| Buses |  
- Buses that stop at the bus interchange that wish to head south towards Birmingham would have a slightly longer route as they would have to use Aldridge Road to make this manoeuvre (via the ‘closed to through traffic’ section of Aldridge Road). |
| Cyclists and Pedestrians | None identified |
| Public Realm | The removal of Birchfield Underpass would result in greater delays to traffic compared to Options 2 and 3 with a consequential adverse impact on access to the village and local centre. |

### People Consulted

As detailed in section 5 of the Executive Report

### Recommendation

Abandon this Option.

### Principal Reason for Decision

The traffic queues indicated by the modelling outputs are significant and unacceptable.
## Appendix A

### Option 2

Removal of the A34 Perry Barr Flyover and retention of A34 Birchfield Underpass. The Birchfield Roundabout would be capped and converted into a four arm at-grade signalised junction with integrated pedestrian crossing, cyclist and public transport facilities.

### Information Considered

- Scheme layout plan.
- Traffic Modelling outputs.
- Development proposals.
- Other transport infrastructure proposals e.g. SPRINT, Bus Interchange, Rail Station and cycling.
- Access / egress to / from One Stop Shopping Centre.

### Pros and Cons of Option

**What were the advantages/positive aspects of this option compared to the existing layout?**

| Journey Times and Traffic Queues | Refer to Plans 1 to 4 in Appendix E to the Executive report. It should be noted that the queue lengths for the existing layout and Option 2 are not necessarily measured from the same point due to layouts being different. The queues lengths are shown on the Plans.
|                                | The journey times provide a better reflection of the performance of the proposal and the key outcomes are given below:
|                                | • AM - A34 Southbound is 15 seconds quicker than existing;
|                                | • PM - A34 to A453 is 1 minute and 4 seconds quicker than existing;
|                                | • Saturday – Compared to the existing the A34 northbound and southbound to One Stop is quicker by 1 minute 25 seconds and 2 minutes 55 seconds respectively, and the A453 to One Stop is quicker by 2 minutes 43 seconds.
| Access to One Stop Shopping Centre | • All turning movements in and out of One Stop provided at new signalised junction at northern access.
| Buses | • Bus lanes provided on both sides of Walsall Road for regular and SPRINT services.
|       | • Bus lane provided on short section of Aldridge Road approach to Walsall Road.
|       | • The ‘closed to through traffic’ section of Aldridge Road would be available to buses heading southbound and a bus stop provided to serve the village.
|       | • Option 2 improves the SPRINT bus journey time by approximately 2mins when compared to the existing layout and to the bus services that do not use the flyover.
| Cyclists and Pedestrians | • Segregated two-way cycle lane provided on the eastern side of Walsall Road from the Birmingham Cycle Revolution scheme that currently terminates at Heathfield Road.
|       | • Shared use cycle/footway provided on the western side of Walsall Road from One Stop northbound.
|       | • Toucan crossing provided across A34 at One Stop.
|       | • Introduction of a pedestrian controlled crossing on Aldridge Road at the junction with A34.
|       | • The ‘closed to through traffic’ section of Aldridge.
## Public Realm

- The flyover is a physical and visual barrier that contributes to the traffic and highways infrastructure dominating and bisecting the Centre. Its removal will deliver a much more attractive, legible and connected urban centre, whilst promoting sustainable forms of transport. It will create a better quality environment and access for sites fronting the highway, including residential and commercial development delivered here, and will improve development value thereby improving viability.
- The closure to through traffic of part of Aldridge Road will create a single site for the residential development scheme.
- Changing Birchfield roundabout to a traffic signal junction enables surface level crossings and improvements to the public realm by increasing footway widths.

## What are the Disadvantages/negative aspects of this option compared to the existing layout?

### Journey Times and Queue Lengths

Refer to Plans 1 to 4 in Appendix E to the Executive report. It should be noted that the queue lengths for the existing layout and Option 2 are not necessarily measured from the same point due to layouts being different.

The queues lengths are shown on the Plans.

The journey times provide a better reflection of the performance of the proposal and the key outcomes are given below:

- AM - A453 to A34 Southbound is 41 seconds slower than the existing journey time.
- PM - No significant disadvantages identified.
- Saturday - A34 Southbound through the signal junction is 1 minute 38 seconds slower than existing. A34 Northbound to A453 is over 1 minute slower than existing. Journey times from One Stop to all routes are up to 2 minutes 20 seconds slower than existing.

### Access to One Stop Shopping Centre

- Southern Access
  - Right turn provision from One Stop to A34 southbound removed for cars and HGV’s.

- Northern Access
  - The access has increased queuing, which is partly due to the introduction of the traffic signal junction and the restrictions at the southern access. See also ‘Journey Times and Queue Lengths’ above.

### Buses

- Buses that stop at the bus interchange that wish to travel south towards Birmingham would have a slightly longer route as they would have to use Aldridge Road to make this manoeuvre (via the ‘closed to through traffic’ section of Aldridge Road).
### Cyclists and Pedestrians
None identified

### Public Realm
None identified.

**People Consulted**
As detailed in section 5 of the Executive Report

**Recommendation**
Proceed.

**Principal Reason for Decision**
This Option provides on balance a better overall scheme taking into consideration the following:

- The management of the movement of people to/from Perry Barr and along the A34 using sustainable modes of travel whilst recognising the A34 as a strategic route;
- The delivery of transport infrastructure to support the development of new commercial and residential uses in the district centre which create a sense of arrival.
- The provision of direct pedestrian crossing between the new village and the shopping centre, bus interchange and rail station.
- The provision of bus lanes on both sides of the A34 between Birchfield Island and Aldridge Road and bus journey times through the junction.
- Access to One Stop Shopping Centre through the creation of a focal point all movement traffic signal junction at A34/A453.

In summary the removal of the Perry Barr flyover is a key element of proposed strategic highway improvements as well as the placemaking in Perry Barr, and is crucial to the growth and transformation of Perry Barr District Centre. The flyover is a physical and visual barrier that contributes to the traffic and highways infrastructure dominating and bisecting the Centre. Its removal will deliver a much more attractive, legible and connected urban centre, whilst promoting sustainable forms of transport. It will create a better quality environment and access for sites fronting the highway, including residential and commercial development delivered here, and will improve development value thereby improving viability.
### Option 3
Retention of the A34 Perry Barr Flyover and Birchfield Underpass. Birchfield Roundabout would be capped and converted into a four arm at-grade signalised junction with integrated pedestrian crossing, cyclist and public transport facilities.

### Information Considered
- Scheme layout plan.
- Traffic Modelling outputs.
- Development proposals.
- Other transport infrastructure proposals e.g. SPRINT, Bus Interchange, Rail Station and cycling.
- Access / egress to / from One Stop Shopping Centre.

### Pros and Cons of Option
**What were the advantages/positive aspects of this option compared to the existing layout?**

| Journey Times and Queue Lengths | Refer to Plans 1 to 4 in Appendix E to the Executive report. It should be noted that the queue lengths for the existing layout and Option 3 are not necessarily measured from the same point due to layouts being different. The queues lengths are shown on the Plans.

The journey times provide a better reflection of the performance of the proposal and the key outcomes are given below:

- **AM – A34 Southbound journey time through the junction is 58 seconds quicker than existing.**
- **PM – The journey time from A4040 West to A4040 East is 1 minute 20 seconds quicker than existing.**
- **Saturday – A34 Southbound to One Stop is 1 minutes 33 seconds quicker than existing. The A34 Northbound to One Stop is 51 seconds quicker than existing.**

| Access to One Stop Shopping Centre | Cars and HGV’s using the southern access can use the proposed roundabout to travel south (currently traffic from the southern access uses Aldridge Road to make the ‘U’ Turn to head south).
- Visitors to One Stop from A34 heading south will be able to use the roundabout under the flyover as opposed to the Birchfield Island to make a ‘U’ turn, thereby having a shorter journey time.

| Buses | Bus lanes provided on east side of Walsall Road (Southbound).
- Short length of Bus Lane provided on west side of Walsall Road (Northbound)
- Bus lane provided on short section of Aldridge Road approach to Walsall Road.
- Option 3 improves the SPRINT bus journey time by approximately 3minutes when compared to the existing layout and to the bus services that do not use the flyover.

| Cyclists and Pedestrians | Segregated two-way cycle lane provided along Walsall Road from the Birmingham Cycle Revolution scheme that currently terminates at Heathfield Road.
- Shared use cycle/footway provided on the western side of Walsall Road from One Stop
- Toucan Crossing provided across A34 at One Stop.
- The ‘closed to through traffic’ section of Aldridge
**APPENDIX A**

Road would become public realm for cycle, pedestrian and bus use.
- Toucan crossing provided for all 4 arms of the proposed traffic signal junction at Birchfield Island location to replace the uninviting Pedestrian subway and footbridge at Birchfield Island is to be removed.

<table>
<thead>
<tr>
<th>Public Realm</th>
</tr>
</thead>
</table>
| • The closure to through traffic of part of Aldridge Road will create a single site for the residential development scheme.  
• Changing Birchfield roundabout to a traffic signal junction enables surface level crossings and improvements to the public realm by increasing footway widths. |

What are the Disadvantages/negative aspects of this option compared to the existing layout?

<table>
<thead>
<tr>
<th>Journey Times and Queue Lengths</th>
</tr>
</thead>
</table>
| Refer to Plans 1 to 4 in Appendix E to the Executive report. It should be noted that the queue lengths for the existing layout and Option 3 are not necessarily measured from the same point due to layouts being different.  
The queues lengths are shown on the Plans.  
The journey times provide a better reflection of the performance of the proposal and the key outcomes are given below:  
- AM – The journey time from A453 to A34 Southbound is 46 seconds slower than existing.  
- PM – The A34 Northbound through the junction is over 3 minutes slower than existing journey time. The A34 Northbound to A453 is over 2 minutes slower than the existing journey time.  
- Saturday – The following journey times are slower than existing:  
  ➢ A453 to A34 Southbound – 3 minutes 51 seconds  
  ➢ A453 to One Stop – 2 minutes 10 seconds.  
  ➢ A4040 to One Stop – 1 minutes 26 seconds.  
  ➢ A34 Northbound to A453 – 1 minutes 10 seconds.  
  ➢ From One Stop to all routes – journey takes between 55 seconds and over 2 minutes longer than existing. |

<table>
<thead>
<tr>
<th>Access to One Stop Shopping Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td>• The traffic modelling indicates queues on both the southbound and northbound egress points that are longer than the existing.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Buses</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Only short length of bus lane provided on west side of Walsall Road (Northbound)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cyclists and Pedestrians</th>
</tr>
</thead>
<tbody>
<tr>
<td>None identified.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Public Realm</th>
</tr>
</thead>
<tbody>
<tr>
<td>• The flyover would be retained as a physical and visual barrier that continues to contribute to the visual domination of highways infrastructure and forms a barrier between the proposed village and the commercial and transport facilities on the west side of the A34. This would reduce the opportunities to improve the local environment for residential and commercial development. Retaining the flyover would provide less</td>
</tr>
</tbody>
</table>
People Consulted
As detailed in section 5 of the Executive Report

Recommendation
Abandon this Option.

Principal Reason for Decision
Option 3 experiences significant PM peak traffic queuing and delays, whilst it does not provide for transformation at Perry Barr nor would act as a catalyst for further development.

### 3. Summary of Options Appraisal – Price/Quality Matrix

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Options (score out of 100)</th>
<th>Weighting</th>
<th>Weighted Score</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Total Capital Cost</td>
<td>87</td>
<td>97</td>
<td>100</td>
</tr>
<tr>
<td>Full Year Revenue Consequences</td>
<td>100</td>
<td>90</td>
<td>80</td>
</tr>
<tr>
<td>Quality Evaluation Criteria</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Meeting Service Outcomes and Priorities</td>
<td>50</td>
<td>100</td>
<td>75</td>
</tr>
<tr>
<td>2) Deliverability to meet CWG timescale</td>
<td>75</td>
<td>75</td>
<td>100</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 4. Option Recommended
Option 2 is recommended - The removal of the Perry Barr flyover is a key element of proposed strategic highway improvements as well as the placemaking in Perry Barr, and is crucial to the growth and transformation of Perry Barr District Centre. The flyover is a physical and visual barrier that contributes to the traffic and highways infrastructure dominating and bisecting the Centre. Its removal will deliver a much more attractive, legible and connected urban centre, whilst promoting sustainable forms of transport. It will create a better quality environment and access for sites fronting the highway, including residential and commercial development delivered here, and will improve development value thereby improving viability.
## 5. Budget information

<table>
<thead>
<tr>
<th>Voyager Code</th>
<th>Financial Year 2018/19</th>
<th>Financial Year 2019/20</th>
<th>Financial Year 2020/21</th>
<th>Financial Year 2021/22</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Capital Costs &amp; Funding</strong></td>
<td><strong>£’000</strong></td>
<td><strong>£’000</strong></td>
<td><strong>£’000</strong></td>
<td><strong>£’000</strong></td>
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<td>Capital Expenditure</td>
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<td>3,000</td>
<td>14,000</td>
<td>9,930</td>
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</tr>
<tr>
<td><strong>Totals</strong></td>
<td>170</td>
<td>3,000</td>
<td>14,000</td>
<td>9,930</td>
<td>27,100</td>
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<tr>
<td><strong>Funding</strong></td>
<td></td>
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<tr>
<td>Local Growth Fund</td>
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<tr>
<td>Local Growth Fund (BCR)</td>
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<td>Prudential Borrowing (to be repaid through receipts from sale of dwellings)</td>
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<td>1,130</td>
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<td>Government Infrastructure Grant</td>
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<tr>
<td><strong>Totals</strong></td>
<td>170</td>
<td>3,000</td>
<td>14,000</td>
<td>9,930</td>
<td>27,100</td>
</tr>
</tbody>
</table>

Revenue Implications

This project will both remove and create assets that will form part of the highway upon completion of the project; as such they will be maintained within the overall highway maintenance programme. The estimated net cost/saving of any newly created assets within the highway maintenance process will be established once the design for the preferred option has been further developed and reported in the Full Business Case report along with the funding source. The detail design will be developed with a view to minimising the future maintenance liability on the City Council.

## 6. Project Development Requirements/Information

### Products required to produce Full Business Case
- Detailed design on preferred option including detailed cost estimates;
- Full assessment of revenue and maintenance cost implications;
- Full public consultation on the preferred option;
- Stage 1 and 2 Road Safety Audits;
- Review of existing Traffic Regulation Orders and the changes required;
- A refined and detailed project delivery programme;
- Traffic Management Plan;
- Updated Equalities Analysis;
- Air Quality assessment on final option post public consultation;
- Updated project risk register;
- Refined traffic modelling taking into final option and future year forecasts.

### Estimated time to complete project development

Full Business Case report is expected Autumn 2019, the project will be developed further from February 2019 up to Full Business Case submission.

### Estimated cost to complete project development

The estimated project development cost up to this Options Appraisal is £150,000, the estimated cost to progress the project to Full Business Case is £500,000 including fees, surveys, site investigation works and consultation costs.

### Funding of development costs

Local Growth Fund

<table>
<thead>
<tr>
<th>Planned FBC Date</th>
<th>Planned Date for Technical Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autumn 2019</td>
<td>December 2021</td>
</tr>
</tbody>
</table>
OPTION 1

PROJECT
A34 PERRY BARR INFRASTRUCTURE

CONSULTANT
The Colmore Building
Queensway
Birmingham
0121 262 1900 tel
0121 262 1999 fax
www.aecom.com

NOTES
1. INDICATIVE LAYOUT PROPOSALS MAY CHANGE SUBJECT TO TRAFFIC MODELLING

KEY
PROPOSED CAMBERWAY
EXISTING CAMBERWAY
PROPOSED FOOTWAY
EXISTING FOOTWAY
PROPOSED LANDSCAPING
EXISTING LANDSCAPING
PROPOSED CYCLEWAY
EXISTING CYCLEWAY
PROPOSED SHARED USE
PUBLIC REALM
- BUS INTERCHANGE TO BE RECONFIGURED
- BUS STOP

SCALE 1:1000 (A1)

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<table>
<thead>
<tr>
<th>No</th>
<th>Item of Risk</th>
<th>Potential Impact</th>
<th>Inherent Risk</th>
<th>Control Measures</th>
<th>Control Measure Managed by</th>
<th>Residual Risk</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Construction industry has a finite capacity to deliver a significant number of regional projects in this timespan.</td>
<td>Cost increase and programme delay</td>
<td>High</td>
<td>Ensure effective industry engagement to communicate opportunities of CWG projects. Engage with other clients to fully understand programmes and supply chains</td>
<td>Project Manager</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>High</td>
<td></td>
<td></td>
<td>Medium</td>
</tr>
<tr>
<td>2</td>
<td>Objections received to the CPO delay the works.</td>
<td>Certain elements of the highway infrastructure works are delayed or not delivered</td>
<td>High</td>
<td>Negotiations/engagement has been ongoing and Officers will work with the objectors to address the concerns raised. In the event objections are not removed a phased delivery approach will be considered.</td>
<td>Project Manager &amp; Design Team</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>High</td>
<td></td>
<td></td>
<td>Medium</td>
</tr>
<tr>
<td>3</td>
<td>The delivery of the Village and various transport infrastructure schemes not fully aligned.</td>
<td>Cost increase and programme delay</td>
<td>High</td>
<td>Co-ordination of all works to ensure alignment, appropriate clauses to be included the various works contracts.</td>
<td>Programme Manager</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Medium</td>
<td></td>
<td></td>
<td>Low</td>
</tr>
<tr>
<td>4</td>
<td>Revised alignment over Railway may require modification to Network Rail structure</td>
<td>Cost increase and programme delay</td>
<td>High</td>
<td>Active dialogue with NR to secure timely agreement to modifications. Consider alternative designs that would minimise impact on NR structure.</td>
<td>Project Manager &amp; Design Team</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>High</td>
<td></td>
<td></td>
<td>High</td>
</tr>
<tr>
<td>5</td>
<td>Lack of coordination of utility equipment diversions across all Perry Barr projects</td>
<td>Cost increases and programme delays to all Perry Barr Projects</td>
<td>High</td>
<td>All Statutory Undertaker activities for Perry Barr area to be coordinated through a single managing body.</td>
<td>Programme Manager</td>
<td>High</td>
</tr>
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<td></td>
<td></td>
<td></td>
<td>Medium</td>
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<td></td>
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<tr>
<td>6</td>
<td>Construction works at Perry Barr will impact on key corridors between the City Centre and northern parts of the conurbation.</td>
<td>Excessive Traffic delays would impact on reputation</td>
<td>High</td>
<td>Travel Demand Management Strategy to be formulated, agreed and implemented in time for the start of construction activities.</td>
<td>Project Manager</td>
<td>Medium</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>High</td>
<td></td>
<td></td>
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<tr>
<td>7</td>
<td>Delays in developing layout plan for proposed new bus interchange will limit ability to coordinate design</td>
<td>Cost increase and programme delay</td>
<td>Medium</td>
<td>Bus Interchange team to work closely with Highways design team to agree common channel levels.</td>
<td>Project Manager / TfWM/ Design Teams</td>
<td>Medium</td>
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<tr>
<td>8</td>
<td>Unidentified Statutory Undertakers equipment.</td>
<td>Cost and time overruns.</td>
<td>High</td>
<td>Undertake Ground Penetration Radar surveys of the site. Close liaison with the Statutory Undertakers to ensure accurate information is available to the Contractor.</td>
<td>Project Manager</td>
<td>Medium</td>
</tr>
<tr>
<td>9</td>
<td>Project cost exceeds budget through unforeseen works.</td>
<td>Cost overruns.</td>
<td>High</td>
<td>Maintain risk and contingency provision held against the project. The project team and contractor works collaboratively to find the most cost effective solution.</td>
<td>Project Manager, Contractor</td>
<td>Medium</td>
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<td>10</td>
<td>Objections to the scheme being received as a result of the advertisement of the Traffic Regulation Orders (TRO).</td>
<td>Potential delay, omission or amendment of scheme proposals.</td>
<td>High</td>
<td>Proposed TRO's to be shown on consultation plans. The project team to work with objectors to allay their concerns and seek to remove the objection. Present any remaining objections to the decision maker with a rebuttal.</td>
<td>Project Manager</td>
<td>Medium</td>
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Equality Analysis

Birmingham City Council Analysis Report

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**EA Summary**

The EA evaluates the approach to the delivery of existing policies - Birmingham hosting the 2022 Commonwealth Games with the Athletes' Village located at Perry Barr, and the regeneration of Perry Barr to support Games-time and legacy as set out in the Birmingham Development Plan.

The aims of the programme at Perry Barr are to deliver a Commonwealth Games Village along with improved highways and transport infrastructure, to support the delivery of the 2022 Commonwealth Games as well as to initiate regeneration in the Perry Barr area, creating an aspirational residential neighbourhood with at least 3000 new homes.

The appraisal finds that there is some potential for the programme to have differential impacts on protected characteristics but that mechanisms are in place to mitigate this.

**Reference Number**

EA002780

**Task Group Manager**

rebecca.farr@birmingham.gov.uk

**Task Group Members**

craig.rowbottom@birmingham.gov.uk, saaied.manzoor@birmingham.gov.uk, mumtaz.mohammed@servicebirmingham.co.uk

**Senior Officer**

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**Quality Control Officer**

richard.woodland@birmingham.gov.uk

**Introduction**

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

**Initial Assessment**

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

**Relevant Protected Characteristics**

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

- Impact
- Consultation
- Additional Work

If the assessment has raised any issues to be addressed there will also be an action planning section.

The following pages record the answers to the assessment questions with optional comments included by the assessor to clarify or explain any of the answers given or relevant issues.
1 **Activity Type**

The activity has been identified as a New/Proposed Function.

2 **Initial Assessment**

2.1 **Purpose and Link to Strategic Themes**

**What is the purpose of this Function and expected outcomes?**

The purpose is to deliver a successful Athletes’ Village for the 2022 Commonwealth Games that will provide a catalyst for successful regeneration of the area including significant housing growth, improved transport and highways infrastructure, enhanced public realm, and new, improved local facilities.

This function will be delivered through three main areas of work, which are addressed in this report:

1. **Athletes’ Village residential scheme**
   The scheme will provide accommodation for c. 6,500 athletes and officials in Games time as part of the Athletes’ Village. After the Games it will provide c. 1,400 new residential units which will help meet housing need in the city. It will provide a mix of unit types including houses, apartments and an extra care facility catering for older people. A mix of tenures will also be provided including an element of affordable housing and private rented provision. The exact housing mix will be determined ahead of the submission of the Planning Application in July 2018. The residential environment will offer high quality public and private realm including green spaces, creating a healthy environment. The scheme will also include community and commercial space.

2. **Highways and transport improvements**
   The highway and transport improvements at Perry Barr will provide for improved local access, including to the new development, as well as more options for movement along the Strategic Corridor into and out of the City Centre.
   The proposed residential scheme described above requires a parcel of land (Gailey Park) that is currently separated between the A34 Walsall and A453 Aldridge Road. This will be removed through the closure of a section of the A453 Aldridge Road. As a result alterations to the highway alignment are required in this area, which in turn will change the traffic pattern along the current network. To manage this as well as improve permeability and pedestrian access across the area additional proposals are being developed. This will include the removal of the Perry Barr Flyover and the capping of the Birchfield Road roundabout. Pedestrian subways will be infilled and surface level crossings provided.
   Improvements to public transport provision will see a SPRINT bus rapid transit route developed along the A34 Walsall Road between the City Centre and Walsall Town Centre. Perry Barr station will be redeveloped to provide a more accessible and attractive facility with improved access from the east of Birchfield Road. A bus interchange adjacent to the station and One Stop Shopping Centre will also enhance local provision.
   New cycle routes will be delivered along the A34 and connecting through the Athletes’ Village. All of the proposals will facilitate safe and more accessible walking routes.

3. **Land acquisitions to facilitate growth**
   To facilitate the residential scheme, the Games time Village and the highways and transport improvements, as well as to deliver wider regeneration in Perry Barr including future housing growth and improved local centre provision, the Council needs to make acquisitions.
   A number of significant acquisitions have already been secured, or are well progressed. This has included the relocation of a proposed school to a site which offers a better educational environment. However, the timescales for delivering the Village and wider works mean that the Council intends to utilise its CPO powers to secure land which can't be secured voluntarily.
The majority of the land to be acquired is commercial, including a number of retail, office and industrial uses and a bus garage (which will be relocated within the immediate area). The area also includes the former BCU campus (now vacant) and a number of residential properties.

Combined, the regeneration of Perry Barr will significantly aid delivery against the Council's strategic themes. It will create a safer and more secure local environment, which will include better access to educational facilities. It will also improve walking and cycling choices, access to outdoor space and leisure facilities, and contribute to improvements in air quality, driving healthy lifestyles. The housing scheme set out here, as well as the legacy housing growth which can be delivered in Perry Barr as a result of these interventions, will help meet housing need. All of the development will create construction jobs where employment and skills benefits can be captured locally; once complete there will be opportunities for employment in the local area as well as improved access to other employment and learning opportunities. As an important element within the delivery of the Commonwealth Games this programme supports wider work which also contributes to the strategic themes.

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

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2.4 Analysis on Initial Assessment

This initial assessment addresses the housing and transport infrastructure at OBC stage, as well as the acquisitions, as set out in the associated Cabinet Report. It does not address the policy positions on Perry Barr regeneration or the Commonwealth Games, which have been considered through the appropriate processes.

The initial assessment set out below considers where any differential impacts may arise as a result of the proposals, particularly in terms of disability and demographics of the local community, and mitigations to ensure that these are managed. Scheme proposals will be further screened for equalities analysis as part of standard Council governance and approval processes, and EAs will be completed at FBC stage for individual projects and programmes.
Throughout the development of the programme of regeneration, including the Athletes’ Village and hosting of the Games, the local community will be engaged. A Perry Barr Commonwealth Games Residents Liaison Group has been established and other community engagement will be carried out on specific proposals. A comprehensive approach to consultation and engagement across the programme will be centrally managed.

1. Athletes’ Village residential scheme
The scheme has been developed to provide a high quality housing scheme which offers choice for local people and those wishing to locate in the area. To mitigate any potential differential impacts on protected characteristics the design provides:
* Housing built to Lifetime Homes standards and accessible public and private realm which enables access for people of all ages and with mobility difficulties.
* The provision of properties which offer multiple reception rooms in line with cultural needs of the local community.
* Access to open space, leisure, community and sports facilities, will be improved to the benefit the all members of the community.
This assessment will be reviewed at FBC stage.

2. Highways and transport improvements
All proposed options being considered for the improvements to the highway and to public transport provision will be designed to provide improved accessibility. The design process, including consultation with local residents and users, will mitigate differential impacts.
This assessment will be reviewed at FBC stage.

3. Land acquisitions to facilitate growth
The impact of the acquisitions is site specific as it directly impacts the owners and occupants within the defined boundary. Therefore while there may be greater impacts on certain groups, this is as a result of their interest in the land and not directly related to any protected characteristics. However, it is recognised that there is a need to mitigate against possible differential impacts as a result of local demographics.
A greater understanding of the population affected will be generated by the ongoing work to engage with all affected parties. Consultation is currently underway and the outcome of this will inform mitigation measures.
There is a legal basis for the City Council using its Compulsory Purchase (CPO) powers, in Section 226 of the Town and Country Planning Act 1990. In proposing to use its CPO powers the City Council has considered the European Convention on Human Rights, particularly Articles 1 and 8. In considering the effect in relation to these Articles the Council has decided that, on balance, it is in the general public interest and of benefit to the community to make the CPO over and above the interest of the individuals affected.
The City Council will continue to seek to secure voluntary acquisitions while progressing the CPO. As acquiring authority the City Council will work to relocate affected parties in line with the Compensation Code.
3 Full Assessment

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

3.1 Concluding Statement on Full Assessment

From the available information it is considered that the regeneration of Perry Barr including the development of the Athletes' Village will not give rise to any illegal discrimination and will support equality of opportunity by optimising the area's economic growth potential. This will be monitored on an ongoing basis and as more information is available, including at Full Business Case stage for individual projects.

4 Review Date

09/09/18

5 Action Plan

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

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Reference Number | EA002780
Task Group Manager | rebecca.farr@birmingham.gov.uk
Task Group Members | craig.rowbottom@birmingham.gov.uk, saaied.manzoor@birmingham.gov.uk, mumtaz.mohammed@servicebirmingham.co.uk
Senior Officer | clive.skidmore@birmingham.gov.uk
Quality Control Officer | richard.woodland@birmingham.gov.uk

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This assessment will be reviewed at FBC stage.

3. Land acquisitions to facilitate growth
The impact of the acquisitions is site specific as it directly impacts the owners and occupants within the defined boundary. Therefore while there may be greater impacts on certain groups, this is as a result of their interest in the land and not directly related to any protected characteristics. However, it is recognised that there is a need to mitigate against possible differential impacts as a result of local demographics.
A greater understanding of the population affected will be generated by the ongoing work to engage with all affected parties. Consultation is currently underway and the outcome of this will inform mitigation measures.
There is a legal basis for the City Council using its Compulsory Purchase (CPO) powers, in Section 226 of the Town and Country Planning Act 1990. In proposing to use its CPO powers the City Council has considered the European Convention on Human Rights, particularly Articles 1 and 8. In considering the effect in relation to these Articles the Council has decided that, on balance, it is in the general public interest and of benefit to the community to make the CPO over and above the interest of the individuals affected.
The City Council will continue to seek to secure voluntary acquisitions while progressing the CPO. As acquiring authority the City Council will work to relocate affected parties in line with the Compensation Code.
3 Full Assessment

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

3.1 Concluding Statement on Full Assessment

From the available information it is considered that the regeneration of Perry Barr including the development of the Athletes' Village will not give rise to any illegal discrimination and will support equality of opportunity by optimising the area's economic growth potential. This will be monitored on an ongoing basis and as more information is available, including at Full Business Case stage for individual projects.

4 Review Date

09/09/18

5 Action Plan

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